

FLIGHT LINES

FEDERAL AVIATION AGENCY-CENTRAL REGION



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DIVISION REPORTERS

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FROM OUR REGIONAL OFFICE

OUR LATEST CHALLENGE

Through various news media, all of us have been made aware of the current world situation which has required a major strengthening of our military defense capabilities. The associated costs are tremendous. As a result, the Government was faced with either a reduction in domestic programs or deficit spending which would have seriously increased our national debt. The former was decided by the President as the better of the two alternatives with the FAA being allocated its share of the total fund reduction. The major portion of this sum is to come from establishment and research programs. As to the remainder, the Central Region must reduce its planned FY 1962 expenditures approximately one million dollars. This must be made up on the basis of the eight months remaining in this fiscal year.

One immediate question would obviously be, "Where is this money to come from and how will this affect me as an individual?" It is our sincere belief that we can achieve savings of this order by a careful and critical examination of every facet of our total regional program as to how we do each job function and why we do it; by the development of cost consciousness in each employee, as well as those in supervisory capacities; and by adhering to sound management principles. Of our regional budget, 86.3% is for personal services, 5.4% is for rents and utilities, and 4.3% is for travel.

How does this affect you and me as individuals? It means that each of us must be more conscious of the responsibility that has always been ours of doing our jobs in the best manner we know how and recognizing that savings in pennies by one add up to many, many thousands when done by all. To further emphasize this point, it has been computed that this one million dollar reduction amounts to a per capita employee average of \$150.83 in the Central Region. Individual contributions can be made by not making that telephone call when a letter would actually serve the purpose, or doing just a little bit more than our fair share of the workload, or a multitude of other things that can lead to savings in dollars. Supervisors can be especially on the alert to eliminate travel not absolutely essential to the attainment of program objectives.

We welcome suggestions anyone may make which can assist us in best meeting our regional and personal obligations in this critical problem.

FAA PILOT-TO-FORECASTER WEATHER SERVICE TEST PROGRAM

by Owen C. Meredith

Air Traffic Control Specialist (Flight Service Stations)

Joint FAA-U.S. Weather Bureau Program to Determine the
Feasibility of a New Service to Pilots.

On July 1, 1961, a pilot-to-forecaster service was inaugurated in the Washington, D. C. and Kansas City, Missouri, areas. This pilot-to-forecaster service was provided to be inaugurated on a test basis by the Bureau of Research and Development, and Air Traffic Management agreed that a pilot-to-forecaster service would be conducted for one year, along with the Weather Bureau forecasters providing the manning of the facility established on the ninth floor of the Federal Office Building. It is a 24-hour, 7-day a week operation, and the Aviation Facilities Division provided the engineering and equipment that is installed in the Weather Bureau quarters on the ninth floor Weather Bureau Offices.

This month's cover picture was taken in the U. S. Weather Bureau Pilot-to-Forecaster Section, and shows Robert C. Baskin, Supervisor, talking to airborne pilot about severe weather in the area. Laurence G. Shaffer, Aviation Forecaster, analyzing a three-hour chart depicting cloud coverage over the central portion of the United States.

Mainly, these services will provide weather support to airborne pilots, solicit pilot reports and coordinate with the traffic controllers by providing associate information for the local and adjacent ARTC Center areas, and inform appropriate controllers immediately of any unusual or dangerous weather that exists or is forecast for his area of control. The objective of the pilot-to-forecaster test for one year is to determine the degree of need and best method



Wallace W. Thurston posting Bruning Copy of upper air chart on Weather Chart Display Rack.

for making this service available on a common very high frequency channel to the maximum number of users. The test is also providing a forecaster to answer questions directly by radio to an airborne pilot to interpret and further explain weather information concerning unusual and hazardous conditions. The information being supplied to the pilots over the frequency of 122.6 is being recorded and those requests made by the pilot in his initial contact are also recorded, and these recorded contacts by tape reproduction are being sent to the Bureau of Research and Development for evaluation each month.

The Weather Bureau forecasters have at their operating positions, facsimile equipment, remote weather radar scopes off of their WS-57 radar and Weather Bureau severe storm warning communications network information to provide the pilot with

any information that he would need for the safe conduct of his flight.

This pilot-to-forecaster service program is being offered to all aviation groups that have the capability of using the 122.6 mc. frequency. FAA officials have emphasized that the pilot-to-forecaster weather service is highly compatible with the future Air Traffic Control System to handle the increased traffic. The new system, if adopted, will give the controllers more time to handle other traffic duties.

We have been informed that this pilot-to-forecaster service test will also be further extended to Army Aviation in this area and in the Washington area, by providing an additional paired UHF frequency for the Army pilot to communicate direct to the Weather Bureau forecaster.



Charles F. Chappell making an analysis of a Chart depicting the High Level Jet Stream.



GRADUATION DAY! Regional Manager Hank Newman presenting Alfred C. Reed (left) General Aviation Operations Inspector, and Donald R. Stockdale, Airport Engineer (Gen) their diplomas for completing the Management Intern program. Presentation was made at staff meeting. Watching the event on the left were Lloyd Lane, Regional Attorney; Kirby L. Brannon, Assistant Regional Manager. Far right: George W. Kriske, Chief, Air Traffic Division; and Edward C. Marsh, Chief, Flight Standards Division.



FLIGHT STANDARDS



MAINTENANCE BRANCH

Maintenance has greater depth than the name first implies, or greater depth than that first realized by many readers not closely associated with the profession. Who, on first thought, would say that "compatibility" is a vital part of maintenance.

Compatibility is that characteristic which expresses harmony in coexisting. The opposite of this word - incompatibility - is the characteristic which wrecks one out of every three marriages in the United States.

Now what has that got to do with aircraft maintenance? Well, just this, those two words - compatible and incompatible - have the same meaning and similar impact on the life of an aircraft as they do in our private lives. The difference is that when incompatibility becomes too great in an aircraft the parting of ways often ends in a fatal accident.

From an operational standpoint an aircraft will respond to extreme demands - it will take a terrible beating, so to speak. The history of the DC-3 is a very good example. Other examples are the Stearman and all the other aircraft both big and small engaged in crop dusting, or aerial application as it is now called.

We might say it is maintenance that has permitted these aircraft to go on and on and on. But it is more than that, it is the constant attention to compatibility. That is, before a repair is effected, a modification made, or an accessory added, a careful determination is made to see that the new part is compatible with what already exists. Without this care we have aerodynamic changes, control interference, navigation and communication interference, overloaded

generators and a host of other problems which, when added together, just won't get the aircraft from here to there safely.

When we see an old airplane, one that is 15, 20 or 25 years of age, doing a big job it is not just because of good maintenance. That airplane is better than it was when first conceived because in the maintenance program close attention was paid to compatibility. That is, all the parts and pieces that have been changed or added are working in close harmony.

ENGINEERING & MANUFACTURING BRANCH

Welcome to Richard H. Golembeski, Manufacturing Inspector at CE-EMDO-41, Ypsilanti. Mr. Golembeski's past experience includes work as a DMIR, Chief Inspector and Production Flight Test Pilot at Mooney Aircraft Company in Wichita, Kansas. His most recent experience has been associated with quality control department at Cessna Aircraft Company in Wichita. He has also been associated with the quality control department at Beech Aircraft Corporation and Boeing Airplane Company in Wichita.

Transfers

Dale Miller, Supervising Inspector at EMDO 43 - Wichita, Kansas, is transferring to the Southwest Region and will be stationed at Bethany, Oklahoma. He has been in the district office at Wichita for a long time (since 1947), and we all feel it won't be the same without Dale. Lots of luck in your new assignment, Dale.

Grace Winn, Secretary at CE-EMDO-42, Indianapolis, went to New Mexico for a va-

cation and liked it so well, decided she would make her home there. She has transferred to the Defense Atomic Support Agency at Albuquerque. Grace has done a good job and the boys at the district office will miss her. Much luck to you, Grace.

AIRCRAFT MANAGEMENT

Meet some interesting people from the Kansas City Facilities Flight Check District Offices. The Chief, Don Stoeger, submits some background on his Sector Supervisors.

The first is Sector Supervisor Kenneth B. VanArsdale. "Van", as he is more commonly known, is in charge of facility flight checking in the South Sector, which starts with Kansas City and extends south in a pie-shaped area to the regional boundaries.

Missouri is his home state, and he worked for a time on river boats. However, the pace was too slow and he forsook the water for the air.

Flying became his number one (?) interest. More training was gained in World War II and much of his service was spent in training pilots and in flying B-17's with the 8th Air Force in Europe.

Upon his return to a civilian career he was chief pilot of the largest flying school in the Kansas City area. Later in 1949, he joined North American Airlines and flew as Captain. This experience included domestic and international flights, and at one time he had the soft DC-6 run from New York to Miami.

Another interesting incident with this company was his participation in the evacuation of Hungarian refugees from Austria.

He joined the CAA Flight Inspection Branch in June, 1957 and has been noted for his driving energy in performing his job. His flight experience, in excess of 10,000 hours, is reflected in his flying ability. Although flying is his first interest,

he likes the fishing in Missouri, and cuts a fine figure on water skis.

Another supervisor Don enjoys discussing is Maurice J. Ryan, Supervisor of the West Sector. Maury, a St. Joe boy, transferred to Flight Inspection in 1957 from the Wichita Tower.

"Tuffy" attended St. Mary's University in San Antonio, Texas. The Air Force claimed his services from 1942 to 1945. Most of this time was spent in flying twin-engine aircraft.

After his military stint he joined CAA and worked in the Topeka Tower. Civilian life was of short duration, as the Korean War soon had him back in service. Following a little tough duty in France flying B-26's he returned to the states and the CAA in July 1953 with a charming French bride.

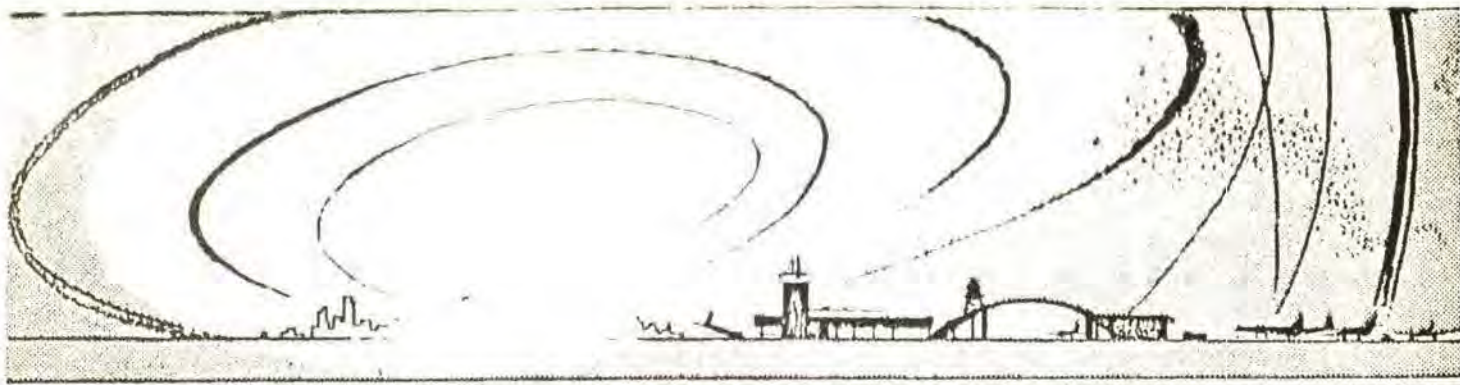
Maury has logged about 7,000 hours and claims that his hobbies are the Missouri Air National Guard and mowing his lawn.

Now, into the East Sector to introduce Charles C. Edwards. Nicknamed Cliff, he and his crew perform flight inspections on facilities to the east of Kansas City, including all of the St. Louis facilities.

In 1939 Cliff soloed an OX-5 Travelaire. There is considerable doubt concerning the legality of that operation since rumor has it, the Travelaire, the instructor and the newly soloed pilot were without any type of CAA certificates. Better training was gained in the United States Air Force and Cliff eventually became aware of the Civil Air Regulations. After three years of military duty he returned to civilian employment with a non-scheduled airline. Time advanced and so did Cliff, increasing his flight hours flying the airlines around the world.

In 1957 he was hired by the CAA into the Flight Inspection Branch, working at both Battle Creek and Minneapolis District Offices before coming to Kansas City.

Continued on page 8.



EMERGENCY READINESS

THE NEW FRONTIER

By Executive Order, effective August 1, 1961, the bulk of Civil Defense operations became the responsibility of the Dept. of Defense (DOD).

The former Office of Civil and Defense Mobilization has been renamed the Office of Emergency Planning (OEP). It will be retained in the Executive Office of the President as an advisory staff to assist him in the coordinating of civil defense operations of all executive departments. OEP will be responsible for (1) planning the continuity of Government program, (2) natural disaster relief, (3) defense mobilization, and (4) strategic and critical materials stockpiling program.

The DOD now has responsibility for the following programs: (1) Shelter, (2) Chemical, Biological, and Radiological Defense, (3) Communications and Warning, (4) Federal Matching Funds and Surplus Property, (5) Emergency Community Services (fire, police, water, traffic and debris clearance, (6) Damage Assessment, and others.

BLAST SHELTER VS. FALLOUT SHELTER

At certain points at or near ground zero, no reasonable blast protection will save people. On the other hand, fallout shelter outside the blast area will save almost everybody. This is the basis for the Fall-out Shelter program rather than a blast shelter program.

RUSSIANS HAVE SHELTERS

In a House Appropriations Subcommittee meeting, former OCDM Director Frank B. Ellis testified that Russia is spending

about one billion dollars a year for shelters-building enough to protect the majority of its people from fallout.

HOME PREPAREDNESS

A Milwaukee, Wisconsin survey noted there were 3,004 fallout shelters in Milwaukee homes. Most families indicated they could survive for 3-7 days on their present food and water supply. 18% revealed a 12-14 day food supply on hand.

EMERGENCY HOSPITALS

More than 1500, 200-bed emergency, mobile hospitals are scattered throughout the country, stored in safe places, ready to be set up in an emergency.

SURVIVAL KIT

An Emergency-Pak food and water kit made by Surviv-all, Inc., N. Y. C., does not contain the amount of water recommended by OCDM. Seven gallons of water per person is the recommended supply for 2 weeks. The survival kit contains only 14 pints per person for two weeks.

RADAR PATROLS

Twelve times a day a 17-man West Coast USAF crew takes a radar-packed plane on a 13-15 hour mission to detect all aircraft approaching our western border. Similar flights patrol the East Coast. These Airborne Early Warning and Control Wings augment the stationary at-sea Texas Radar Towers, the BMEWS, DEW, Mid-Canada and Pine Tree radar lines which send information for the Civilian National Warning System to NORAD, Colorado Springs.

MIDAS

The unmanned Midas satellite system's main purpose is to provide us with warning of an ICDM attack. Midas, with its infrared detection devices, will detect missiles in the boost phase just after launch. This complements the ground based ballistic missile warning system (BMEWS) which will provide an average of 15 minutes missile warning time.

HOME SHELTERS

How's your home fallout shelter coming along? Remember, it may be the only place you and your family will have time to reach in the warning time available.

DOSIMETER CHARGER HINT

Charging dosimeters with the model 3 CD V750 has always been a difficult job because of the insufficient light. H. T. Snow, FSS Station Chief, Milwaukee, has the answer. He says that the General Electric Flashlight Bulb Type 222 produces considerably more light than the bulbs furnished with the chargers. Through the use of this light, the workload of charging dosimeters has been reduced.

We still have no solution to the problem of the amount of pressure necessary to make contact so that the dosimeter can be charged. Anyone who has the solution to this problem will earn the eternal gratitude of all concerned.

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This is another man totaling over 10,000 hours of flying and he is well respected for his understanding of problems in checking or commissioning the air navigational aids.

His hobbies used to include shooting fire crackers under other flight inspectors' chairs, but someone reportedly broke him of that.

The North Sector has the quiet man - Benjamin A. Laning, Jr., as Supervisor.

From boyhood, "Red" read and built model airplanes. By the time he was 15, he had constructed and flown his own glider. The next year - 1936 - he soloed an Eagle Rock at Arlington, Virginia. With his glider and airplane experience he never waived from his desire for an aviation career. During World War II he piloted a B-24 bomber in the 8th Air Force. Ben was shot up plenty of times, but down on only one occasion. Since talking is one of Red's rarer traits, it's hard to learn too much about these experiences.

He left the Air Force in 1947 and flew with various non-scheduled airlines, including Zantop and Riddle Airlines.

In 1959 he joined the FAA as a flight inspector. Red is now pushing 11,000 hours of flying.

Hunting and guns are his interests, but the greatest devotion is to old, heavy cars like Cadillacs and Lincolns, especially those needing overhaul.

PREVIEWS. FAA employees and their families are to be afforded the opportunity of seeing the new Chicago Air Route Traffic Control Center building now under construction at Aurora. Open house days sponsored by Aviation Facilities Division personnel are Friday and Saturday, October 27-28, from 8:00 a. m. to 4:30 p. m.

CHALLENGE OF THE 60's. Kansas City was the scene of the Regional Federal Personnel Management conference this month. The conference was sponsored by the 9th U. S. Civil Service Region and the Kansas City Federal Personnel Council with FAA personnel from Washington as well as the Regional Office taking part in the 2-day program.



AVIATION FACILITIES DIVISION CENTRAL REGION

ENGINEERING SECTION CHIEF TRANSFERS

Mr. Samuel O. Harter, formerly Chief of the Engineering Section of the Airports Branch, departed from Kansas City with his wife, birds, cat and other worldly possessions for St. Paul, Minnesota. Mr. Harter has been appointed District Airport Engineer for the Airports District Office No. 3 in St. Paul, and reported for active duty Monday, October 16, 1961,



Going Away Gift! Left to right: Calvin E. (Curly) Foster, Chief, Radar/Link Unit, AF; W. V. Butcher, Chief, Operations Section, Airports Branch; Clyde W. Pace, Jr., Chief, Aviation Facilities Division; Milton L. Zeuner, Airports Engineer; Honoree Sam Harter, and Mrs. Harter.

Fifty-seven Airports Branch employees and wives honored Mr. and Mrs. Harter with a farewell dinner at the Wishbone Restaurant Saturday, October 7. Bob Campbell presented Mr. Harter with a warm leather jacket as a token of appreciation from the Airports Branch. William Knoepfle, Chief of the Airports Branch, acted as M. C.

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SMDO MEETINGS

The meeting which was held in South Bend September 11-14, 1961, is the first in a series of seven such meetings that will be held on a monthly basis at St. Louis, Minneapolis, Wichita, Omaha, Chicago, and Detroit during FY-1962.



Airway Technicians hold Conference in South Bend, Ind. Left to right: John D. Mitchell, Chief, SMDO, South Bend; Dean Slauson, Maintenance Chief, Chicago Midway; E. J. Thomas, Personnel & Training, Burke Braithwaite, Materiel Section, and W. R. Turpin, Operations Section Systems Maintenance Branch, all of R. O. at Kansas City.

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

The SMDO Chiefs, Messrs. Slauson and Mitchell, served as hosts to their SMS Chiefs and the following: Henry L. Newman, Regional Manager, CE-1; Clyde Pace, Chief Aviation Facilities Division, CE-400; E. J. Thomas, Chief, Personnel and Training

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The Answer to Mr. Smith

There was a Mr. Smith in the Regional Office the other day who asked us in CE-410 "How is it possible to keep thousands of private planes and air carriers separated for safe flying?"

Our answer to Mr. Smith was that all people in the Federal Aviation Agency work as a team to make flying safe. In the Systems Maintenance Branch, we like to refer to our part of the activity as a partnership with Air Traffic Controllers in that we are the "men behind the gun" maintaining the aids used for navigation and the control of air traffic. Efficient maintenance of facilities makes it possible for the FAA to provide this service to the flying public.

The number and complexity of facilities maintained by this Region requires approximately 1,550 employees with various degrees of technical and managerial skills. To supervise the Maintenance Activity, the Region is divided into some 115 Sector

Offices which, in turn, are supervised by fourteen District Offices. It is the responsibility of the fourteen District Office Chiefs to manage their districts in such a manner that facility availability will be at a maximum twenty-four hours per day, three hundred and sixty-five days per year. This requires "team effort" of every member in the field organization. The success that has been achieved to date is a credit to all those engaged in this vital work.

The flying public will look to Systems Maintenance for greater proficiency in order to sustain and improve the safety record of Air Traffic. We are confident the increasing requirements will be met.

We consider this as only a partial answer to Mr. Smith's question. In future issues, and by other means we will discuss the work of our technical personnel in the common effort of air traffic control and safety of flight.

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Frank W. Thompson
SMDO #1, Fargo, N. D.



Reedal Ogilvie, SMDO
#2, Sioux Falls, S. D.



J. A. Heid, SMDO #3
North Platte, Neb.



D. R. Begley, SMDO
#4, Wichita, Kansas



D. W. Updike, SMDO
#5, Minneapolis



Don W. Lowrey,
SMDO #6, Omaha



R. W. Crow, SMDO
#7, Kansas City, Mo.



John Weisert III,
SMDO #8, St. Louis



N. A. Amundsen,
SMDO #9 Green Bay, Wis.



Henry Hagen, SMDO
#10, Park Ridge, Ill.



D. F. Slauson, SMDO
#11, Chicago, Ill.



R. W. Bugg, SMDO
#12, Detroit, Mich.



J. D. Mitchell, SMDO
#13, South Bend, Ind.



H. W. Sarnwick, SMDO
#14, Indianapolis, Ind.

SECURITY

SUITABILITY DETERMINATION VERSUS SECURITY CLEARANCE

EO #10450 requires that a determination be made that the employment of an individual occupying a sensitive position is clearly consistent with the interests of national security. This determination relates to the employability of the individual and does not authorize access to classified information.

EO #10501 provides that an employee may be given access to classified defense information if he has a need for the information and if it has been determined that the employee is trustworthy.

The provisions of the two Executive Orders are not the same nor are they interchangeable as many employees assume. We have also found that some employees are of the opinion that all their co-workers have a security clearance for access to classified information because all employees are investigated. These actions do not necessarily follow one another. It is true that FAA employees are investigated under EO#10450; however, some employees do not require and are not granted a Confidential, Secret or Top Secret security clearance for access to classified Defense information under EO #10501. For example, an employee by virtue of his position and grade may be in a sensitive critical position requiring a full field investigation under EO #10450, but if he does not have a need for access to classified information, a security clearance authorizing such access will not be issued under EO #10501.

There have been instances where an FAA employee assumed that another FAA employee had a security clearance for access to classified information and he took action to clear the individual into a military restricted area or permitted him to have access to a classified document. In one case the visiting employee was unknown at the

installation being visited - no prior notification of the visitor's security clearance status was received from the Regional Security Staff and still the visit was cleared into the military security area through the action of our employee who assumed the other was cleared.

An individual having knowledge of classified information is responsible for determining that a security clearance has been granted for another individual prior to permitting him access to classified information or clearing him into a military restricted area. Verification that a security clearance for access to classified information has been granted should be obtained from the Regional Security Staff or from an official record of clearance. The only official record that an employee holds a security clearance is one having the original signature of the Chief, or Assistant Chief, Security Staff, or the Regional Manager. Notifications of the granting of a security clearance are only issued to Division or Branch Chiefs or the Chief of a field installation.



Continued from page 9.

A Regional Office luncheon was given in Mr. Harter's honor at the Black Angus Restaurant Monday, October 9, and was attended by 69 of the R. O. personnel. Mr. Clyde Pace officiated as Master of Ceremonies. Milt Zeuner made the presentation of a piece of airline luggage as a token of appreciation from the attending group and the Employees Association.

Mr. John Barber has assumed Mr. Harter's R. O. duties as Acting Chief, Engineering Branch.

We all wish Sam Harter well in his new position.



PERSONNEL HI-LITES

WOMEN IN GOVERNMENT

Women in Federal white-collar jobs have increased by 20,000 over 1954, according to a recent Civil Service Commission survey. While their number increased, they showed a slight drop in proportion to total Federal white-collar employment - from 33.6% to 32.4%.

The numerical increase was evenly spread over occupational groups, with gains in both the number and proportion of women occurring in accounting and budget, business and industry, the biological, physical, and veterinary sciences, education, legal, mathematics and statistics.

Women outnumber men in three occupational groups; personnel administration, mathematics and statistics, and library and archives group. In terms of General Schedule (GS) positions only, women outnumbered men in two additional groups; accounting and budget, and general administrative, clerical, and office services.

Men and women show a very different pattern in their distribution among the grades. Half of all women were found in the four lowest grades, where only 1/5 of the men were working; GS-4 was the median grade for women in 1959, the same as in 1954. By contrast, the median grade for men in 1959 was GS-9, an increase over 1954 when it was GS-7.

Part of the difference in the median grades of men and women is caused by the difference in the occupations in which men or women predominate. Relatively more men were working in professional occupations which require more education and training, and which consequently are classified at higher grades.

Only 13% of the graded professional positions were occupied by women, but they held almost half of the non-professional ones. In the professional occupations, the median grade for women was GS-7, the same as it was in 1954. Among non-professional occupations, the median remained at GS-4.

Even in the same occupations, women usually have a lower median grade than men. An example is social administration, which has included women for many years. Almost as many women work in this field in Government as men, and their grade range is identical - GS-5 through GS-18. Yet the median grade for women was GS-12 while that for men was GS-13.

Part of this difference in median grade is probably caused by the traditional employment pattern of women. Many women work before marriage, leave the labor force to rear a family, and return to the labor force when children attend school or grow up and leave home. The interruption of their careers retards their progress up the promotion ladder.

Some women, nevertheless, do reach the top of the Federal career ladder. At the time of the survey, 18 women were working in positions classified in grades GS-16, 17 and 18.

LISTENING RESPONSES

Let the speaker know he is getting through to you by making a brief comment or action to show interest and understanding. Examples: "I see", "I understand", "That's clear", etc. Words are not always necessary to encourage a person to continue talking. A brief action, such as a nod, or smile, may be sufficient.

Instead of keeping a running stream of conversation, use a pause. During a 5-10 second pause, look at the person expectantly and be sensitive to his facial expressions and other cues to enable you to distinguish between a pause and an embarrassing silence. During an embarrassing silence, a person is tense and uncomfortable; during a pause he is at ease and collects his thoughts.

Summarize. . . . this is called the mirror technique. For example, "You want to", "You feel", "You think". Try to mirror the person's ideas and feelings without becoming emotionally involved yourself, or overly sympathetic, for your feelings can distort the facts all the more.

Try neutral phrases, such as "Tell me more about it", Explain what happened next"; avoid negative phrases like, "You are wrong", "That's not the way I heard it", which contradict the person and put him on the defensive. Also avoid any positive phrases which give advice on personal problems such as "I think you should", "When I was", "I told you", which can only make you feel superior and he feel inferior.

Echoes, which are a repeating or rephrasing of the last few words a person said, can be helpful. For example, if a person said, "I don't know what's the matter with this place, it used to be different", you might repeat, "it used to be different?" Other echoes might be, "Didn't like him", "Felt like quitting", "A low rate". By using echoes in a questioning tone, you encourage a person to tell why he feels as he does, without putting a direct question to him.

Neutral questions, that make a person think, are useful. Examples: "What do you think about it?" "What do you have in mind?" "How do you mean?" Neutral questions can steer a person away from trivialities and touch on topics he is avoiding. Avoid leading questions like "Don't you think it costs

us time and trouble when you. . ." which a "yes" or "no" answers and which make a person feel you are cross-examining him.



Supervisory Management Phase II, Sept. 18-22, Minneapolis, Minn. Seated, left to right: Edgar Vie, Francis Leik, Leo McGuire, Albert Bell, Edwin Berg, Milton Nordmeyer; 2nd row, Harry Johnson, Jerome Benson, Howard Casey, Dorman Atwood, Max Robertson (R. O.) Clifford Waterman; 3rd row, Guy Humphrey, Gordon Thompson, James Timmons, Theodore Baran, Helmer Carlson, Jerome Nelson, Cy Femrite, Training Officer.



Instructor Training Course, Oct. 2-13, Indianapolis. Seated, left to right: Phil Link, Barney Anderson (R. O.), Robert Altizer, James Longstreth, Robert Comegys, Gerald Hamilton, Cy Femrite (R. O.); Standing, Oscar Shell, Dell Cloud, J. W. Desjardins, Doyle Waughtel, Hester Barry, Donald Shaklee, Ralph Allison, Leon Bolt, Fred Wiegand.

Editor's Note: In the closing moments of the first session of the 87th Congress a Bill was introduced which would provide for a Federal Aviation Service. Since this is a matter of great interest to all our employees, we are reprinting the Letter of Transmittal from Administrator Halaby to Congress. The Bill number is S. 2599 in the Senate, introduced by Senator Monroney; and H. R. 9415 introduced by Representative Harris. The Senate Bill has been referred to the Committee on Commerce, and the House Bill to the Committee on Interstate and Foreign Commerce. This will come up for consideration in the second session of the 87th Congress, which convenes in January, 1962.

LETTER OF TRANSMITTAL

Federal Aviation Agency,
Washington, D. C., September 20, 1961

The Honorable the President of the Senate.

The Honorable the Speaker of the House of Representatives.

Dear Sirs: In accordance with section 302(g) of the Federal Aviation Act of 1958, I submit herewith for the consideration of the Congress a report, with recommendations for legislation, on personnel problems inherent in the functions of the Federal Aviation Agency. The Bureau of the Budget advises that enactment of legislation along the lines of the draft bill attached to the report would be consistent with the objectives of the administration.

The Federal Aviation Act contemplates the transfer of military air traffic control and air navigation facilities to the FAA in the interest of establishing an integrated system serving the needs of civil and military aviation. This report sets forth the personnel management legislation the Federal Aviation Agency has under consideration to help it man the common system and operate these military facilities in support of national defense requirements. With the recommended legislation FAA can provide a more responsive, dedicated, career work force and can better realize the full advantages of a common system.

In brief, the proposed legislation would establish a Federal Aviation Service (FAS). This Service would be basically civilian in character. However, in time of war or emergency involving national defense, the President could place the Service in a military status. In addition, when deemed necessary in the interest of national defense by the Secretary of Defense, the FAA Administrator would be authorized to place selected members and selected elements of the Service in a military status. The Service would include only those FAA employees essential to performance of the Agency's national defense mission in peace and war who voluntarily accept FAS membership. When placed in military status, FAS members would be subject to the Uniform Code of Military Justice, thus assuring their availability and responsiveness to meet defense needs. I am pleased to report that the Department of Defense is in full agreement with the fundamental aspects of the FAS proposal.

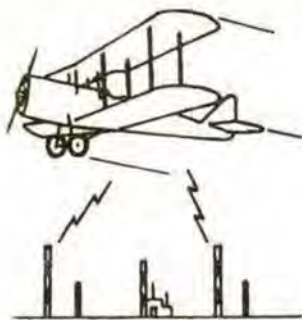
The eventual transfer of numerous facilities dispersed throughout the world, involving many thousands of employees, is a matter of tremendous complexity. The consolidation will, therefore, require several years for its accomplishment and will be undertaken only in accordance with detailed plans worked out in cooperation with the Department of Defense. The agreement reached by the FAA with the Department of Defense on the basic features of the personnel legislation will make it possible to proceed with detailed management studies covering all aspects of the changeover, including such matters as specific numbers of personnel involved, equipment needs, housing requirements overseas, the need for additional employee incentives and benefits, and determination of the full extent of manpower savings to the Government. As these studies are completed, I shall submit such further reports and legislative recommendations as are found necessary and desirable.

Meanwhile, various elements of the FAS legislative proposal are subject to further executive branch consideration. The draft bill submitted with this report provides the basic legislative structure for the establishment of the Federal Aviation Service. Additional matters are under review; as the review progresses I may submit further proposals for consideration as amendments to the present draft bill.

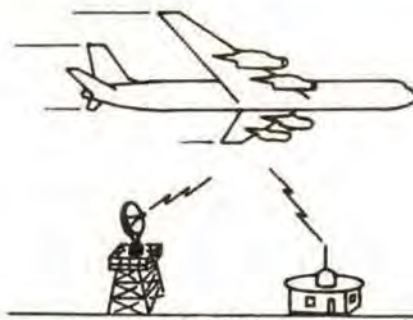
I urge the early and favorable consideration of the proposed legislation by the Congress as a major step forward in increasing the efficiency of the Nation's air traffic control system.

Respectfully,

N. E. Halaby, Administrator.



1925



1962



TOMORROW

AIR TRAFFIC DIVISION

"FAA's MOST
CHALLENGING
MISSION"

It looks as if this issue of *FLIGHT LINES* (October) is going to be on the anaemic side, insofar as the Air Traffic Division's contribution is concerned, as compared with previous months. At the time we are writing this things are in somewhat of a mess as far as our FY 1962 approved fiscal program is concerned, and until some important issues have been resolved we are not sure what the impact of certain budget cuts will have on our Air Traffic Division activities for the current fiscal year, both in the Regional Office and in the field. For example, our travel funds were cut some \$140,000 below what we spent in FY 1961 (not what we requested for FY 1962). Since we have some additional people in our organization this year, both in the field and the R. O., and less travel funds to use for our over-all needs, this substantial reduction in funds will have considerable impact on our travel programs and it is obvious that some curtailment will be necessary.

Just how seriously we will be affected has not been determined yet - but both our field facilities and the Division office force are bound to feel the effects of this budget cut.

Additionally, the Region sustained a considerable cut in Rental Aircraft funds for FY 1962, and since our Air Traffic Division is one of the principal users of rental aircraft, we will also be affected by the limitation on these funds.

Again, in FY 1962 we have more of our personnel participating in the use of rental aircraft, since some new facilities will be making use of these funds in the familiarization flying program (Pontiac Tower, Jackson Tower, DuPage Tower, etc.) and

additional members of the Air Traffic Division staff are now qualified to use rental aircraft - which all adds up to another problem of more people involved with less money to spread over our total FY 1962 Rental Aircraft program.



As soon as we are able to work out the quarterly apportionment of these funds, this information will be sent out to our field facilities.

To add still more headaches to the FY 1962 fiscal management problem, we were just informed this week that the President has directed the Bureau of Budget to effect some drastic cuts in the expenditures of all Government agencies this year to achieve a balanced budget. The Bureau of Budget has directed the FAA to achieve an approximate \$25 million reduction in their FY 1962 expenditures and at the present time it appears that our Region will be required to cut expenses by approximately \$1 million. When this reduction is apportioned and applied to the various Division programs we will be faced with a very serious problem in determining how and where our share of this reduction will be made.

Obviously, this will have a serious effect on both our travel and personal services programs, since this is the basis and source of the majority of our funds. We will not know the effect of this paring knife operation for some time yet, since we will have to receive guidance from our Washington Office as to what specific programs must be reduced in order to absorb our share of the Regional reduction.

To say that "the immediate outlook is not favorable" is an understatement. You will hear more about this as soon as the details can be developed. However, all of us in the Regional Office and the field can expect to feel the impact of these budget cuts in varying degree.

NEW ASSIGNMENTS

Time still marches on, and changes continue to take place in our organization as additional pages are turned on the calendar. Since the last issue of FLIGHT LINES went to press the following named personnel are in new assignments.

Jack Polkey, formerly in the Kansas City Center, reported for duty Oct. 1 in the Regulations and Procedures Branch as Military coordinator, working with LeRoy Nedrow (CE-533).

Merrill G. Smith, also ex-Kansas City Center, reported for duty Oct. 1 in the Regulations and Procedures Branch, as an En Route Specialist in the Air Traffic Procedures Section (CE-535).

Harold G. Sumner, formerly FSS Chief at Indianapolis, has been selected for an in-grade transfer to the Program Planning Branch, as an FSS Specialist in the En Route & FSS Section (CE-511), and will report for duty Oct. 30.

Leonard Brancato, formerly in the Moline CS/T, has been selected as Tower Chief for the new DuPage Tower. As we announced in the September issue of FLIGHT LINES, this facility will operate as a non-approach control (VFR) tower, 16 hours daily.

Emerson Capps, formerly Cedar Rapids Tower Chief, has been selected as the Resident Air Traffic Specialist at Whiteman AFB, Sedalia, Mo., vice Joe Woodward, who bid on and was selected by the Alaskan Region to fill a position in their Program Planning Branch. Emerson has just com-

pleted a preliminary week's assignment to SZL for job familiarization before Woodward starts his trek to what is now our northernmost State.

IN MEMORIAM

The month of September was one which left indelible marks in our Air Traffic Division field organization, since it recorded the passing of two of our members, both of whom died from heart attacks.

Glenn C. Lenzer, Assistant Chief, Indianapolis ARTC Center, passed away on September 28 at an Indianapolis hospital after suffering a heart attack at home in the early morning hours.



Glenn entered on duty with the CAA in January, 1949, at the former Cincinnati Center, as an Assistant Controller. He spent his entire CAA/FAA career at the Cincinnati and Indianapolis Centers, having moved to the latter location in 1954 when the Cincinnati Center was relocated at Indianapolis, as a Controller at that time. He was promoted to Watch Supervisor in May, 1956, and later to Assistant Chief in August, 1958.

Glenn was one of the key men at the Indianapolis Center, and played an important role in the development of new procedures involving the use of long range radar, remote air-ground communications, and in implementing the "Pathfinder" project in which the Indianapolis and Chicago Centers scored a "first" in establishing positive control on an area basis in a complete radar environment.

Glenn was highly respected by his fellow associates, the Regional Office, and many agencies and individuals he came in contact with outside of FAA, and he has left a vacancy that will take an extremely capable man to fill. His death came as a shock to

all of us who knew him and he will be remembered by all for both his contributions to the air traffic control profession and his well liked personality.

Pierre F. Hugley, Jr., a GS-11 Controller, Minneapolis ARTC Center, died from a heart attack on September 10. He entered on duty in November, 1956, as a Trainee at the Oklahoma City Aeronautical Center, and was assigned to the New Orleans Center as a Trainee in January, 1957. He was re-assigned to Huntsville, Alabama CS/T in August, 1957, and transferred to the Central (then Third) Region in February, 1958, as a GS-7 at the Waterloo CS/T. In June, 1958, he was promoted to GS-8 and transferred to the Minneapolis Center as an Assistant Controller, where he was subsequently promoted to a GS-10 Controller in September, 1959, and then to GS-11 in October, 1960.

VISITS

Not much travel since the last issue of FLIGHT LINES. However, we managed to drop in at the following locations: DSM TWR, FSS; CID TWR, FSS; OTM FSS; MDW Center, TWR; JXN TWR, FSS; DTW Center, FSS, and ATAS Office; CBI FSS; STL Center; IND Center, TWR, FSS, and ATAS Office. Additionally, we attended the ATC Advisory Committee meetings October 3-4 at MDW and DTW, respectively, and the Indiana State Aviation Conference (14th Annual) held at Turkey Run State Park, Marshall, Ind., October 10-12.

NOTES ON OUR PERSONNEL

Our Operations Management & Training Section tells us that there were no retirements in our Division in the month of September. However, in October thus far we have had two: John M. Schaufler, Pellston FSS Chief, retired October 11; and William B. Quirk, GS-9, Salina FSS, retired October 14. During the month of November

there are three additional retirements upcoming on the calendar: C. Homer Jones, Huron FSS Chief, scheduled for retirement on November 18; Dale Dragoo, Lamoni FSS, November 1; and John P. Kornick, Grand Forks FSS Chief, on November 16.

The current tense international situation and the President's recent action taken to call personnel in the military Ready Reserves to active duty has caused us to lose four of our personnel to date; effective October 1, Marvin M. Gradert, GS-8, DTW Center; John P. Grohman, GS-8, DTW Center; John W. Farley, GS-10, Peoria CS/T; and James E. Atkins, Jr., GS-10, Indianapolis Center, have turned in their civvies for a military uniform and returned to active duty with their units.

FOOTBALL TOWER

Through an agreement with the Iowa City Airport Commission, we are operating a temporary control tower at Iowa City Municipal Airport on four of the five Saturdays that the University of Iowa football team has home games scheduled; Sept. 30, Oct. 21, Nov. 11, and Nov. 25. Oct. 14 was another home game date but the just completed military Air Defense Exercise, "Sky Shield II", which grounded all civil and non-participating military air traffic on that date eliminated any need for tower service that day. The University of Iowa home games have traditionally drawn a large number of visiting aircraft, and since Iowa City Airport is uncontrolled, there have been many instances in the past when the numbers of aircraft in the traffic patterns (?) and those moving on the airport surface have produced some rather unorthodox and thrilling experiences for the pilots involved, with attendant potential safety hazards. The Airport Commission decided to quit playing the odds involved in this annual series of Saturday afternoon fly-in roulette games and requested that we provide control tower

service on a reimbursable cost basis. (We understand that the CID GADO, which frequently assigned an Inspector to monitor these fly-ins in the past, heartily endorsed this move in an effort to reduce their consumption of aspirins and tranquilizers!)

The Airport Commission has built a temporary tower cab on top of the Terminal Building from which "IOWA CITY TOWER" will operate on the above dates, using portable Gonset VHF transceiver units on 120.7 mc (local control), 121.5 mc (emergency frequency), plus a receiver on 122.5 mc, and a light gun.

Personnel from CID TWR will staff this facility on an overtime basis, with maintenance support by the CID SMDO. John Doerflinger, who is our "Temporary Control Tower" expert, supervised the first scheduled operation on Sept. 30, handled by CID TWR Chief Emerson Capps, and Controllers Robert Wenzel and Kenneth Firl, with Maintenance Tech Herbert Weiske, all from CID, in a supporting role. Unfortunately, the WX on Sept. 30 required an IFR operation with conditions generally 700 ft. and 2 miles, which limited the anticipated fly-in of over 200 aircraft to a very small number. It is unlikely that all of the remaining three dates will experience the same weather limitations and they are now ready to handle what promises to be a very interesting assignment. Good luck, boys!

JAMES PYLE RESIGNS

James Pyle's resignation as Deputy Administrator of the FAA has been accepted by the President. Pyle who has been with the CAA/FAA for the past eight years, is joining the Washington Office of General Precision.

Pyle has been Deputy Administrator since 1959. He was Administrator of the CAA from 1956 to 1958 before the FAA was created.



Installment No. 5 of the personal biographies of our Air Traffic Facility Chiefs will cover those individuals in the "D" group. D is for: Daharsh (Chadron FSS); Davies (Sioux City CS/T); Dillon (South Bend TWR); and Dunfee (Rapid City FSS).

Daharsh, Lon, Chadron FSS Chief, was born in Broken Bow, Nebraska, attended school there, and graduated from Broken Bow High School. Our records show that he worked on a farm and later operated a meat market for 2 years. He EOD with CAA in 1939 at Granger, Wyo., as an Assistant Airways Keeper (CAF-1), followed by duty at Marshall, Mo., New Florence and Malden, Mo., Chadron, Grand Island and Chadron (again), Nebraska, and Springfield Mo.

In 1945-46 he saw active military service in World War II with the U. S. Army Signal Corps as a radio operator. He returned to FAA in Oct. 1946 at Scotts Bluff, Neb., then transferred to Chadron again, where he was promoted to FSS Chief in Oct., 1961.

Lon has held a Commercial Pilot Certificate since May 1953, and lists hobbies as shop work and photography, and maintains an interest in sports, travel, and fraternal and civic organizations.



Davies, Richard H., Sioux City CS/T Chief, lists his birthplace as Kansas City,



Mo., where he was graduated from East High School. He is also a graduate of the Dale Carnegie Course and served as a graduate instructor for this course. Prior to CAA employment, Dick

worked for the Harper Oven Co. in Kansas City, and the Goodyear Tire & Rubber Co.

In 1942 he joined the Air Force and attended Air Traffic Control School at McClellan AFB, Calif. and the Radio Operator and Mechanics School at Scott AFB, Ill., following which he served as a military control tower operator for three and one-half years in the U. S. and South Pacific areas.

His EOD with CAA was in June, 1946, at Sioux City Tower, and in succession he served at the Kansas City Center, St. Joseph and Springfield, Mo. Towers, thence back to Sioux City (which was a CS/T by this time), where he was promoted to Chief in October, 1958.

Dick claims to be an avid sports enthusiast (poker player, too), and his hobby is repairing, refinishing and collecting antiques. His house is completely furnished with antique furniture.

Dillon, Luther E., South Bend Tower Chief, is a Hoosier, born in Brownsburg, Ind. (Incidentally, in case you don't recognize the name "Luther", perhaps you can better identify him by his familiar nickname, "Skeeter").



After he graduated from high school at Pittsboro (Indiana?), Skeeter enrolled in the Capitol Airways Flying School at Indianapolis and graduated therefrom with a Transport

Pilot License. His instructor was the late Fred Lanter, former Director of the FAA Aeronautical Center. He remained at Capitol Airways as Pilot-Instructor, using OX-5 Eaglerock and J-5 Ryan aircraft.

During the depression years he was employed at Indianapolis Municipal Airport as an aircraft mechanic in charge of night operations, and later joined Eastern Air Lines as a Passenger Agent and Radio Operator.

In 1938 Skeeter was employed by the City of Indianapolis to operate the Control Tower which was being established at the airport and during this period he cooperated with the CAA Experimental Station (forerunner of TDC and later NAFEC) in evaluation projects connected with the development of ILS, VHF radio communications, airport lighting systems, and other development work in this field.

He moved to Detroit in 1940 to work as a control tower operator at Wayne County Airport and in January, 1942, Skeeter moved back to Indianapolis to become the first Tower Chief at Indianapolis when this tower was taken over by CAA from the City.

In July, 1944, he was transferred to South Bend as Tower Chief, where he has remained.

Skeeter lists his interests and hobbies as photography, fishing, and "horses" (he doesn't clarify the latter interest to indicate whether it is as an owner, trainer, rider, or patronage of the \$2 window at the track).

Dunfee, James W., Rapid City FSS Chief, lists his birthplace as Denver, Missouri.

He attended high school at Albany, Missouri, William Jewell College at Liberty, Mo., and Platte-Gard Business College at St. Joseph, Mo. (Until reading his records we must admit that we were unaware that both Denver and Albany are in Missouri!)



His pre-CAA experience includes jobs as a Legislative Clerk at Jefferson City, Mo., work with the Curtis Publishing Co., Sales Promotion work, and employment with a hardware and manufacturing company at St. Joseph, Mo.

Early aviation experience was as an Airport Field Attendant and Assistant Airport Manager at St. Joseph, and with the USWB, plus membership in the Missouri National Guard, 128th Field Artillery at Albany, Mo.

In August, 1941 he EOD with CAA at Cassoday, Kansas, transferring to Rapid City, S. D. in October, 1942, where he has remained. He was promoted to FSS Chief at RAP FSS in February, 1960, following the departure of Clair Colburn, the previous Chief, for a crack at "big city" life and R. O. duty.

Jim lists his interests and hobbies as gardening, hunting, fishing, mineral collecting and gem craft, and is Past President and currently on the Board of Directors of the Black Hills Mineral Society, plus membership and office holder in various capacities in the Rapid Valley Civic Association.

WHO'S WHO?

Many of you, including the principals involved, undoubtedly were puzzled, confused, or maybe just plain didn't give a you-know-what when you noted the "picture puzzle" that appeared in the September issue of FLIGHT LINES, on page 9 under the Air Traffic Chief's Corner. We are re-

ferring to the switcharoo that took place in the pictures of Messrs. Capps and Carlson, which somehow got juggled to a vice versa order when the plate for this page was made up after it left the Editor's office. (Underscoring supplied - since Mildred Sylvester swears - and she can, too! - that the makeup of the page was correct when it passed out of her hot little hands.) Anyway, we will apologize to both Capps and Carlson for somebody's mistake and we spotted it as soon as we saw the first copy of that issue. As long as they know who each other is, no harm was done. For the rest of you, just mentally transpose Capp's picture to the left hand column, and Carlson's to the right hand column, and there you have it.

Credit

We want you to know that some real high priced talent was employed in designing the Indian Chief who sits in front of the teepee which is now used to head up our "Air Traffic Chief's Corner". The artist is none other than Kirby Brannon, your Assistant Regional Manager, whose talents we made good use of in coming up with this caricature. You might say he is the R. O. 's Al Capp. We thought he deserves full credit for his efforts and the writer, for one, appreciates his little masterpiece.

We may or may not be available to make the ATD contribution for the November issue, since we plan to be on leave until Nov. 15, and the deadline for the material to reach the Editor's office is prior to that date. Perhaps someone will be willing to pinch hit for us if the deadline is established prior to our return to duty. We plan to take in the ATCA National Meeting at MIA on Oct. 30-31 and Nov. 1 and perhaps acquire some sunburn to boot.

Jim Krisko



AWARD FOR FAA MAN

Gerald R. Jones of Topeka (center in picture) received a \$125 FAA incentives award from R. W. Crow, Kansas City district Supervisor. J. H. McCleskey (right) is Chief of the FAA Systems Maintenance Sector office in Topeka.

Mr. Jones' award was for a suggestion for a modification to the portable field and course detector for the instrument landing system. The modification improves the accuracy and reliability of the detector in certifying the ILS for aircraft use.



Robert M. Felmley (right) Personnel Security Branch, Washington, D. C., visited the R. O. and Wm. A. King, Chief, Security Staff, October 18-20, to impress on the Central Region people the service that the Security Division, and particularly the staff here in Kansas City, can give all employees.

IN APPRECIATION

Shown is a group picture of the Rockford, Ill. Tower personnel "showing off" the trophy received from the EAA for "Outstanding service and cooperation" during the EAA fly-in week Aug. 1-6.

Back row: Messrs. Truckenbrod, Oliver, Weatherford, Gale and Tipton; second row, Gaddis, Arneson and Wepner; front row, Johnson and Stoike.



Continued from page 9.

Division, CE-10; Marshall Benedict, Public Affairs Officer, CE-5; B. G. Braithwaite, Chief, Materiel Branch, CE-420; Alan Glass, Chief, Establishment Branch, CE-430; C. G. Garrett, Accounting Division, CE-20; Larry Kent, Administrative Officer, CE-401; A. L. Frashier, Acting Chief, Systems Maintenance Branch, CE-410; J. A. Hargrave, Acting Assistant Chief, Systems Maintenance Branch, CE-410.1; W. R. Turpin, Chief, Operations Section, CE-412; and F. W. Barwise, Chief, Maintenance Engineering Section, CE-413. Also, Mr. Bob Payne from the FAA Training Center.

Those participating from outside the Districts provided information in their area of specialty. It is through this wholehearted participation that we hope to keep our field people informed and prepared for greater proficiency.

TOP SIDE FAA SLOTS FILLED

Three key posts concerned with the administrative management of the FAA have been filled by Administrator Halaby.

Robert H. Willey has been appointed Assistant Administrator for Personnel and Training. He replaces Fordyce W. Luikart who will be Deputy Director for Administration in FAA's International Aviation Service.

John R. Provan has been appointed Director, Office of Management Services, replacing Clarke H. Harper. Harper has been named Director of the recently established Office of Budget. All three newly appointed personnel will report directly to the FAA's Deputy Administrator for Administration, Alan L. Dean. Joseph D. Blatt, who has been acting in the same capacity, has been named as Director, Aviation Research and Development Service.

Archie W. League, one-time Region 3 Assistant Regional Manager, has just been appointed Assistant Administrator for the Southwest Region, and Robert V. Reynolds has been named as Deputy Assistant Administrator. League has been serving as Regional Manager of Region 2 since April 1960. He was Assistant Regional Manager in Kansas City from August, 1956 to July 1958, when he was transferred to Washington to head the Agency's Planning Division.

Reynolds has been serving as Special Assistant to James Pyle, since June, 1960, and prior to that was in the fourth Region as Chief of General Safety.

Frank E. Loy, former Los Angeles attorney, has been named by Mr. Halaby as his Special Assistant in his role as Aviation Advisor to the President. Loy will aid Mr. Halaby in implementing portions of the Project Horizon report with special attention to international matters.

GRASS ROOTS, ACRES OF 'EM

October 21st was the big day as the Agency conducted ninety Air Share (Grass Roots) meetings simultaneously throughout the Agency. Sponsored by the Flight Standards Service and conducted by local FAA Aviation Safety District Office personnel, the Saturday Grass Roots sessions were aimed at the General Aviation segment of the industry and called for the express purpose of discussing suggested changes to Part 43 of the Civil Air Regulations. This means of talking over proposed changes before going ahead, is part of the Agency's plan of sharing the ideas and problems - letting the public have a voice in the planning of changes we think are necessary in the interests of safety and better operations.

Pilots gathered from all over the country on October 21st to have their say.

Project Horizon Report sets aviation goals for 1961-1970 decade. President Kennedy endorses goals set by Project Horizon and has instructed FAA Administrator Halaby to take the lead in its implementation.

Main points in the report include - CAB's approach to regulation requires re-orientation.

Air carriers must pursue new marketing and promotional ideas to broaden their base of support.

The 10% passenger transportation tax should be repealed.

The Railway Labor Act should be replaced by an act tailored to airline needs.

U. S. international carriers must receive more government support or face subsidy.

A mach 3 transport should be developed as soon as possible.

Aviation research and development programs in government should be revamped and stressed.



AVIATION MEDICAL DIVISION



FLU OUTBREAK LIKELY, U. S. WARNED

An upswing in the influenza cycle is likely to hit the U. S. during the fall and winter, reported Luther L. Terry, M. D., Surgeon General of the Public Health Service.

Dr. Terry recommended immediate vaccinations for people in the three groups which accounted for most of the 86,000 flu-triggered deaths between September, 1957, and March 1960. The groups are:

People with heart disease, pulmonary disease, diabetes and other chronic illnesses; people over 65; and pregnant women.

"We are probably due for some Asian flu outbreaks, since they come in two to three year cycle, and we are overdue for Type B flu outbreaks which come in four to six year cycles," Dr. Terry said. "Asian flu has been dormant here since March, 1960, and it has been more than six years since we had much Type B flu in this country."

Recommendations on use of flu vaccine, including a detailed listing of the chronic conditions most likely to be complicated by influenza, are being furnished to private physicians and health officers. They were prepared by the Surgeon General's Advisory Committee on Influenza.



"I feel exactly like I'm running down with one of those diseases that strike without warning."

... About CRASH DIETS in Cosmopolitan (Sept.) crash diets have gained great popularity, and people who have trouble in keeping on a diet may turn to a new organization-TOPS (Take Off Pounds Sensibly), a sort of Alcoholics Anonymous for weight reducers. Reduction in weight by crash diet lasts only about six months for 90 per cent of dieters. To be successful, a crash diet should be undertaken under medical supervision, and this is true for most persons who plan or are undergoing a period of dieting. The serious dieter often needs the psychologic help of his friends and his doctor and should expect to lose weight slowly. "Two or three pounds per month is a good weight decrease for a dieter who wants permanent results. No drugs or prescriptions should be taken without a doctor's advice." A crash diet may be undertaken without medical supervision, but the dieter must be a "determined and intelligent person."

(We observe that some people are no good at counting calories, and they have the figures to prove it.)

QUESTIONS ? ? ?

and

ANSWERS ! ! ! !

We would like to be of service to any of our employees who might have a question or two for the doctor. So, if you have a query that you think might be of interest to those 'round about, just jot it down and send it to the Aviation Medical Question Box, CE-300. Dr. McMillin and Dr. Eanet will try to answer our inquiries. Both questions and answers will appear on this page.

Safe

Driving

Practices

KEEP A SAFE.....*Distance*



BEHIND THE CAR AHEAD