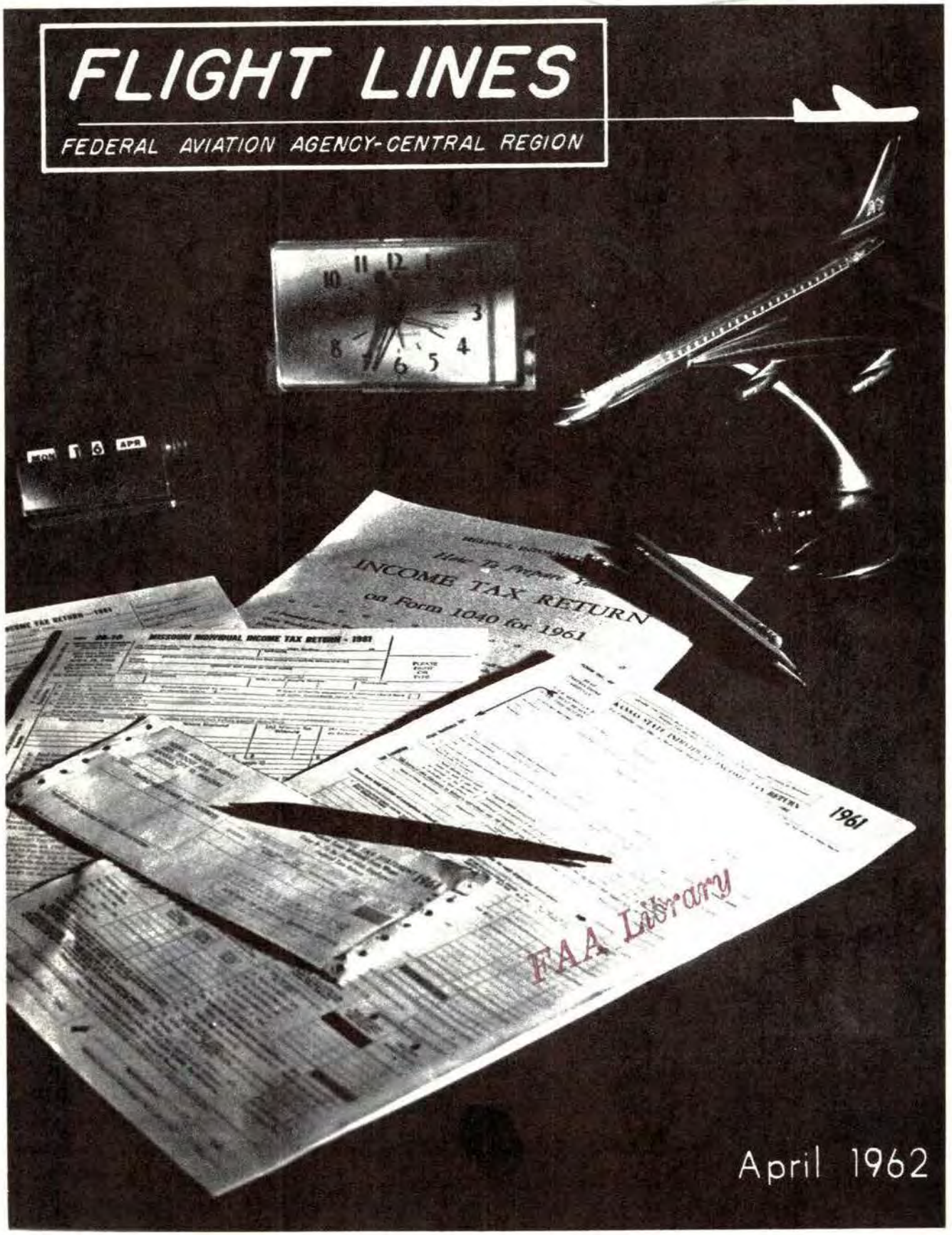
FLIGHT LINES

FEDERAL AVIATION AGENCY-CENTRAL REGION



April 1962

FEDERAL AVIATION AGENCY
CENTRAL REGION
4825 Troost Avenue
Kansas City 10, Missouri

SPRING CLEAN UP

How often we hear it said, "He makes a good first impression." Of course, as we get to know a person better, that first impression may change--sometimes for the better--sometimes for worse. Unfortunately, there are frequent times when the only impression ever made is that first one. There is no later opportunity to revise it, either up or down. That may be good, but it could be a very serious matter depending upon the circumstances and the importance of that first impression on decisions or permanent appraisals which are based on it.

Let's apply this same thinking to our FAA facilities and the way we handle our public contacts. That first impression a visitor or a user of one of our services makes may be the only or permanent one. If it is good as a result of a pleasant, knowing response to a question or the handling of a problem, we may have made a valuable friend for FAA. Perhaps clean, efficient appearing working areas were responsible along with the personal handling factor. It is indeed regrettable that sometimes this may not be the case--a curt word or attitude, perhaps unintentional, may create an even stronger opposite effect. Dirty, cluttered offices or desks can leave equally unfavorable impressions--a feeling that perhaps we do our work in as sloppy or inefficient a way as our surroundings indicate.

We can do something about both impressions--the personal one as well as the physical. It shouldn't be just a once a year effort but since it is about that time we might take a look to see if we should apply that "Spring Clean Up" effort both to ourselves and our work surroundings. We can't all have new structures and offices, but we can be sure the ones we have are well cared for, with an appearance of order and efficiency. We can be sure of our constructive and helpful approach to problems and queries. We can be sure that our first impressions are the best. If we do these things, you and your facility and thus all of us in FAA will benefit.

J. M. Beardslee

Talking Business

by D. F. Randolph
Chief, Administrative Services Division

A visitor to FAA comes to a window adjacent to the main entrance of the Headquarters building and locates the man he wants to see - by talking to a young woman through an intercom at the information window. A Field Facility Chief telephones the Regional Office - to talk about an urgent problem, and is connected to his party by another lady sitting at a switchboard. A Regional Office man has to get a report out today - so he uses talk, dictating to his secretary a teletype message, which eventually is translated into punched paper tape and fed into a mechanical, electronic web of teletype equipment by a member of the Regional Communications Unit.

This is the talking business, the Communications Unit, where the official FAA talk is connected to the world outside the two headquarters' buildings by five competent employees who ply their respective trades of switchboard operators and teletypists.

Supervisor, Nolah Wesely, gives a bit of personal attention to Teletypist, Erma Sittler.

The Regional board consists of 250 lines over which pass about 1,100 long distance calls in the average month, to and from the 657 telephone instruments which jangle their constant demand for attention from the Headquarters' staff. No count of internal calls can be made, but it would probably be a phenomenal figure. Outgoing long distance calls exceed the ones coming in at a rate of eight to one, as might be expected of a Headquarters operation. A public address system, through which is piped background music as an incidental benefit, is used upon request to the switchboard operator for paging employees anywhere in the two Headquarters' buildings.

Lydia McCollum makes a public address announcement (foreground) while Ann Westhoff connects a caller with his party.

Behind the board, a room full of equipment links the telephone system both within the building, for automatic dial switching, and without, for trunk connections to the world at large. Here is also located the 100 record mechanical heart and lungs of the music and paging system.

Nearby, in another adjacent room, the teletype machines clatter away every hour of every day, bringing word of cheer and disaster - from promotion notices to accident reports. These machines not only link the Headquarters with our Central Region facilities, but connect into links with Washington, other Government agencies, military

Gene Doran (Southwestern Bell Telephone employee) adjusts switchboard equipment. The can he holds is called a line finder and locates a vacant line for you when you dial Nine.

networks, and private commercial companies so that a message may be speeded on its way to practically anywhere on earth, or with the right connections, presumably to outer space as well - someday when a satellite communications system is in operation.

On February 1, even a satellite would not have been much help. That was the day that a wall fell in at a construction site downtown causing a major communications stoppage in long distance, teletype, and coaxial lines in and out of Kansas City. LYDIA McCOLLUM and ANN WESTHOFF, the two telephone operators spent the first hour of the day recording long distance calls which needed to be placed as soon as long distance line service was resumed. As this backlog of calls mounted, the girls tried every method except smoke signals to make a connection with a long distance operator. They finally found one, who happened incidently, to be a long time acquaintance.

With this connection, NOLAH WESELY, the Supervisor, connected her desk instrument to the switchboard in effect making a three-position out of a two-position board. The girls then started placing calls in sequence so that they would not lose their one connecting link, through this most cooperative long distance operator, to the outside world.

At the same time, all of the teleprinters in the adjoining room were notably silent except for the gleaming red lights indicating open circuits and no traffic. The circuit which is normally loaded with overnight traffic from field facilities dribbled in a few messages which were in the system before the circuit break. The PBS circuit was open, but only as far as the downtown Federal Office Building. Routine overnight traffic, normally sent out in the early a.m., was dispatched by messenger to the Kemper building where he brought back copies of incoming traffic from their circuit control. Finally, at 10:58 the International B circuit was reopened and traffic resumed to other Regional offices. At 11:25 the PBS circuit reopened transmitting messages to field facilities via an Omaha TWX.

By this time the message center was sitting in the middle of a snow storm of messages. The field people, who had been unable to contact the Regional Headquarters by phone, were sending urgent words in via the reopened teletype circuits. At the end of this very long day, BETH WHITACRE and ERMA SITTLER had together handled over 220 messages over only two circuits.

Even on more routine days than February 1, there are fascinating bits of conversation which take place on the board. The opera-

Beth Whitacre (left) assists Erma Sittler (right) with receipt and acknowledgment of an aircraft accident notice.

(continued on page 12)

Aviation Medical

Medical Teams Kept Watch

One of the most elaborate medical systems ever devised safeguarded the health of astronaut John H. Glenn, Jr. during his three-orbit flight around the world.

While he was in flight, moment-to-moment data on his pulse rate, breathing and heart action were transmitted from his capsule to medical monitors. A blood pressure cuff was attached throughout the flight, and inflated by Glenn at periodic intervals.

Twenty-one medical teams, each with a surgeon, anesthesiologist and medical technician, were aboard the flotilla of recovery ships. Twenty more medical specialists from the armed forces were at Cape Canaveral, Florida, and in the Azores.

Two new hospitals had been built on tiny Atlantic islands. Local medical support was enlisted in almost every country Glenn flew over. Potential blood donors were available along the orbital path. Medical supplies valued at $250,000 were ready for use. For example, 7,206 sterile medical kits were distributed throughout the world. (The AMA News, March 5, 1962)

A three-day seminar for Aviation Medical Examiners was held at the Indiana University Medical Center February 8 to March 2, 1962. Dr. MORTON P. EANET, Assistant Regional Flight Surgeon discussed the application of medical standards and aircraft accident investigation. He was assisted in panel discussions with the approximately 50 Examiners in attendance by Dr. Albert Cierebiej, Assistant Chief, Medical Certification Division, Washington.

Information has recently been released that the outlook for licensing of type III Sabin oral polio vaccine appears imminent. It is impossible, however, to predict when approval for general use may come. The Salk vaccine, which is injected by needle, protects against the three identified types of polio. Oral vaccine for protection against types I and II has been cleared. The lack of type III vacine is, however, delaying general use.

1000 Hour Club

At the beginning of the 1962 leave year, a total of 950 Central Region employees had 1000 or more hours of sick leave to their credit. The following is an organizational distribution of this total.

Organization	Employees with 1000 hours 1/7/62	Total No. of Employees 12/31/61
Office of Asst Admin	4	9
Budget	7	10
Accounting	15	62
Admins. Services	8	37
Audit Services	2	6
Emergency Readiness	1	3
Personnel and Training	11	50
Air Traffic	554	3382
Aviation Facilities	252	1957
Flight Standards	96	517

Sick leave may be compared to purchase of an insurance policy. Prudent and judicious use of this sick leave provides dividends which few employees could afford if a monetary value were attached. Accumulation of 1000 hours of sick leave provides time off with pay for a period in excess of twenty-six weeks. These employees are entitled to dividends equal to or exceeding one half their annual salary during periods of incapacitation for duty.

Air Traffic

Operation "Spring Thaw" Scheduled

A joint SAC/DOT/FAA Planning Conference was held at CARF during the Week of February 12, attended by some 160 representatives of the Strategic Air Command, Canadian Department of Transport and FAA/ATS. According to ADDISON SCOTT, CARF Chief, this is the largest conference held there to date.

Major Charles Moore, Mission Project Officer presenting briefing to Conferee's. Moore is second to left of Board.

On April 28, the results of this conference will take shape in the form of SAC Exercise "Spring Thaw". This large scale exercise will represent the combined efforts of SAC's 15th, 8th, and 2nd Air Forces. The purpose of "Spring Thaw" will be to exercise and evaluate SAC's Emergency War Operation tactics, including their aerial refueling capabilities which are an important and intricate part of their Emergency War Plan (EWP).

The 29th NORAD Region will be the primary target area for the SAC strike aircraft, composed of a total of approximately 262 B-58, B-52, and B-47 type aircraft. Approximately 200 tanker sorties (KC-135 and KC-97) will generate from various SAC bases to refuel the strike aircraft.

Addison Scott in center checking plotting board. At far right board, left to right: Clyde Taylor, ZID; unknown; Bernard McGourty, ZCG; and John Blair, CARF.

For those not familiar with the 29th NORAD Region area, visualize a line running from the Canadian Border south to Great Falls, Montana, to the vicinity of Grand Junction, Colorado, then east to a point in the vicinity of Flippen, Arkansas, then north to the vicinity of Bemidji, Minnesota, then to the Canadian Border. The exercise places emphasis on strike force capability only, moving north to south. Penetration by the strike aircraft will be at the Mid-Canada line at 2230Z, then proceeding at both high and low altitudes through the 29th NORAD Region. There will be approximately four hours between the first and last aircraft in the strike wave.

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Left to right: Clyde Hood, formerly of CARF now with Headquarters 2nd AF; Captain Lyle Thomas, 98th BM Wing. LNK AFB; Captain Vince Beilman, 98th BM Wing. LNK AFB; and Lyle Saling, ZKC.

ARTCC Boundary Realignments Discussed

Our March column mentioned that a meeting was forthcoming with representatives of our Washington office (ATS), Eastern and Southwestern Regions to discuss some of the details of the proposed ARTC Center boundary realignment program announced for implementation in 1964. This meeting was held on February 28, March 1 and 2 at our Regional Office under the direction of DON TISDALE, Operations Standards Division, and MURRAY SMITH, Systems Equipment Division. The meeting held some two weeks earlier with Center Chiefs and some of their key personnel, plus Air Traffic Area Supervisors and several of the Division Office representatives, resulted in a number of recommendations for changing specific area boundary locations proposed in the Washington plan. These were presented to Washington and other Region representatives for consideration, based on what we feel were sound operational reasons. No decisions were made by the Washington representatives based on the Central Region proposals. They agreed, however, to thoroughly analyze and consider them in Washington prior to making final decisions on the boundary configurations. On March 5, another similar meeting was held in Ft. Worth to review and consider boundary alignments involving Kansas City-Ft. Worth-Albuquerque-Denver, with similar conclusions. . no decision until further Washington study. Another meeting was held at the Detroit Center on March 7 between representatives of the Eastern Region, Cleveland Center, Detroit Center, YIP/DTW Tower, our Division and the Washington Office to further explore Central Region recommendations for locating the boundary between the Chicago-Cleveland Centers. The decision on this, too, awaits further study by Washington. Since our recommended boundary alignments will have a considerable effect on the number and placement of personnel in the various Centers concerned, we will keep you advised of further progress in this program as we are notified in Washington.

Ratio of 1 to 4 Established

Probably the decision that has caused the most concern in the field and in the R. O. since the last issue of Flight Lines was published is the recently announced Washington Office policy setting up the staffing levels for Coordinator positions in the Class III and Class IV terminal control facilities. All employees should be well aware by now that a limit of "1 to 4" ratio was established between Coordinator and Controller (journeyman) positions, as announced in the Administrator's message on February 27, which was disseminated to all Central Region Air Traffic facilities by RENOT on the same date. This was subsequently followed up by Mr. Halaby's letter to All Air Traffic Service Personnel, dated March 2, 1962, which further explained the steps he had taken to resolve this problem and insure equitable staffing of Coordinator positions in each Region.

Since the decision rendered on February 27, our Operations Branch and the Personnel Division have been very busy in developing the necessary RIF rosters for each of our Class III and IV terminal facilities in order to reduce the number of Coordinators (now called Supervising Controller (Coordinator)) to the figure authorized under the 1:4 formula, with some minor adjustments required by operational considerations at specific facilities. However, our Regional total of these positions can not exceed 75, which is our currently authorized ceiling figure. A list of the facilities at which Coordinator positions are authorized, and the number allocated under the above formula, will be published and disseminated to the Class III and IV terminal facilities concerned in the immediate future--perhaps it will already have been received prior to publication of

this issue. We know that the personnel affected by the mandatory cutback will not be happy with this necessary action. We believe, however, that the information disseminated to all concerned has been quite detailed and fully explains the reasons for the decision rendered by the Administrator, and the rules of procedure that will apply. We urge that you consider this matter in it's full scope and in as objective a manner as possible before forming an opinion. One point to remember is that even though a relatively large number of personnel will be reduced in grade when the total number of Coordinator positions is cut back to conform to the 1:4 ratio, they will retain the top of the salary in the next lower grade under the ground rules that have been announced. This should help to minimize the impact on the pocketbook considerably, and is a more liberal policy than might have been expected under normal procedure. The personnel directly affected by the 1:4 cutback of Coordinator positions will be individually notified by CE-10 in the near future.

Spring Thaw (continued from page 6)

Some activity will overlap into the areas adjacent to the 29th NORAD Region with activity in Alaska and along both the Atlantic and Pacific coastal areas. For the most part, however, the Central Region (FAA) will be the recipient of the heaviest concentration strikes by the simulated enemy bombers at both high and low altitudes. Of the fourteen low level routes planned, nine of these traverse the Central Region area. As a matter of interest, "low level" operations refer to aircraft flying at approximately 1,000 ft. above terrain, under IFR.

The low level routes have not yet been established or approved due to the many complexities involving other traffic. The "Spring Thaw" exercise area will not be "sterilized" (non-participating aircraft grounded) as was the case during the "Sky Shield II" exercise of last year, which presents numerous and complex air traffic problems. The Air Defense Command's part in this exercise will consist of running intercepts on all possible targets and, for the first time, will include low altitude strike aircraft.

Major Ross, Headquarters 15th AF, top right briefing 15th AF Troops.

The Regulations and Procedures Branch of the Air Traffic Division, together with the Aircraft Management Branch of the Flight Standards Division, have been hard at work processing the low level routes in the same manner as "Oil Burner" routes are handled. All-out ECM tactics will be employed during this exercise and FAA air traffic control radar facilities will be advised not to use "Stop Buzzer" or "Stop Stream" procedures, which means their primary radar could be seriously affected by ECM and "chaff" drops. More specific information and guidelines will be forthcoming on this subject prior to the exercise date. The Kansas City and Minneapolis ARTC Center areas appear to be the most seriously affected by the "Spring Thaw" exercise.

Representatives of Central Region ARTC Centers, and CARF, had a big part in the Planning Conference and assisted SAC in a commendable manner with the exercise mission planning. The accompanying pictures show some of the activities at the conference and a number of the FAA air traffic control and military personnel participating.

April 28 should prove to be an interesting Saturday night!

Flight Standards

Inspector Killed in Auto Accident

RONALD J. WHITTEMORE was killed and THOMAS L. SIGLIN, a passenger in the car, critically injured in a tragic accident February 19, 1962, on the Willow Run Expressway in Romulus, Michigan. Under adverse weather conditions with poor visibility and freezing rain, the car was overtaken by a heavy truck and literally pushed underneath a truck they were following.

Mr. Whittemore was born October 13, 1923, in Brooklyn, New York. He entered on duty with the FAA in November, 1959, as a General Aviation Electronics Inspector and was assigned to the Maintenance Branch in the Regional Office until February, 1961, when he was reassigned to Air Carrier District Office 36, Ypsilanti, Michigan, as an Air Carrier Electronics Inspector. Besides a son and daughter living in California, he leaves his mother and three brothers of New York. Funeral services were held February 23, 1962, in Brooklyn, New York.

Employees of the Federal Aviation Agency extend sympathy to the bereaved families.

Siglin, Air Carrier Electronics Inspector, remained on the critical list at Wayne County General Hospital for several days after the accident. His condition has improved to the extent that he has been transferred to the Marine Hospital, Detroit, Michigan.

Slavik to NASA

RALPH J. SLAVIK, Aerospace Engineer, Flight Standards Division, transferred to the National Aeronautics and Space Administration (NASA), Cleveland, Ohio, in March.

Safety Officer and Pilot Registers Established

The registers of eligible applicants under U. S. Civil Service Commission Announcement No. 271B, Aviation Safety Officer-Airplane Pilot, will be established in each of the continental regions rather than in Washington as was the case under the previous Announcement No. 169B for these positions. Pictured are six of the twenty-seven Flight Standards Division employees who have been appointed to rate applications received in the Central Region under Announcement No. 271B.

The register of eligible applicants from which appointments will be made for General Aviation Operations Inspector was established by the Central Region Board of U. S. Civil Service Examiners March 5. Registers for the remaining positions will be established within the next two weeks.

Left to right: Robert E. Shindler, Gordon K. Lankford, Walter F. Delear, Clifford C. Skoog, David C. Detamore, Paul E. Cannom.

THOMAS K. SISK, General Aviation Operations Inspector, Indianapolis, Indiana, died February 26, 1962, after suffering a heart attack at his home. Mr. Sisk had been employed with the Agency since April, 1960. He transferred to General Aviation District Office-10, August 20, 1961, from the Eastern Region where he had been assigned to the Cleveland office. Mr. Sisk was born July 18, 1921, at Colorado Springs, Colorado. He is survived by his wife, two sons and a daughter of the home. Employees of the Federal Aviation Agency extend their sincere sympathy to the family in their loss.

Malfunctions Reporting Revised

A summary of mechanical malfunctions in the operation or maintenance of airline aircraft will be available to all carriers within 24 hours after the receipt of reports under a new Federal Aviation Agency system for gathering, analyzing and distributing Daily Mechanical Reliability Reports.

By using fast teletypewriter communications with 14 field offices, the FAA can quickly alert all carriers to significant incidents and malfunctions which have occurred in the entire airline industry for the period covered by the report. Using electronic computers to analyze and summarize the data, the FAA will be able to produce appropriate and reliable statistics on which to base preventive action or needed amendment of the Civil Air Regulations. The new procedure went into effect March 12.

Airlines will report to selected district and Regional offices within 24 hours on 17 specified types of mechanical malfunctions, failures and maintenance problems. These reports are transmitted to Washington by teletypewriter. A Daily Summary is prepared and sent back to the district and Regional offices within minutes after the last report is received from the field. The old system of doing this by mail often resulted in a lag of several days. Normally, summaries now will move within 24 hours of the filing of the report by the airlines. Airlines may make arrangements with Western Union to have a teletypewriter drop in their own offices for the direct receipt of the Daily Summary.

In Washington these reports are coded under an index in use by all airlines, and the reports are microfilmed and filed for future reference. Statistical information from the reports is transmitted to Oklahoma City where the Computer Services Branch of Control Systems Division will produce analysis of the data and also a cross-index between the coding and microfilm file indices.

The FAA recently officially certificated one of America's newest single-engine business airplanes--the Beachcraft Model 23 Musketeer. Mr. Beardslee noted that the Musketeer's Aircraft Type Certificate was the first issued a new airplane since the renaming last year of the FAA Third Region to its present designation of Central Region. As a result, the Musketeer will carry the honor of having ATC Number One. Mr. Beardslee is shown presenting the certificate to Mrs. O. A. Beech, President of Beech Aircraft. Others at the ceremony are: (l to r) James N. Lew, Vice-president-Engineering; Walter J. O'Toole, FAA Acting Chief-Engineering; Mrs. O. A. Beech; J. M. Beardslee, Assistant Adminstrator; Frank E. Hedrick, Executive Vice-President, Beech Aircraft Corporation.

Courses in Administration Completed

First semester night school courses leading to the degree Master of Public Administration have been completed by M. J. STRAHM, ROBERT THRUTCHLEY, RICHARD BARDELMEIER and CURTIS SHEW, Engineer, Aviation Facilities Division; and JAMES GAMMON, General Aviation Maintenance Specialist, Flight Standards Division. The program, for Federal employees in the Kansas City metropolitan area and given by the University of Missouri, was announced to Agency employees July 24, 1961. The Program includes such courses as: The Individual and the Work Group; Planning, Budgeting and Systems Analysis; Law and the Administrator; and Methods of Research for the Administrator.

Civairettes Elect Officers

The following officers have been elected by Civairettes for 1961-1962: President - MARY JANE ERB; Vice-President - DOROTHY DOBBS; Treasurer - RUTH EWING; Recording Secretary - DOROTHY CORDES; Corresponding Secretary - CAROL TURRENTINE; Social Chairman - DE LORIS PETERSON; Service Chairman - ANGIE HONAN; and Program Chairman - CORRINNE LAIR.

Monthly luncheon programs have included such speakers as: R. I. NICHOLSON, Acting Regional Counsel; EUGENE H. LOWRANCE, Jr., Requirements and Utilities Section, Flight Standards Division; and E. J. THOMAS, Chief, Personnel and Training Division. Mr. JOHN M. BEARDSLEE is the scheduled speaker for the April luncheon.

Activities for the coming months, to include all Central Region FAA employees, are being planned. The participation of all employees is encouraged.

Angie Honan sells the last can of Kathryn Beich candy to De Loris Peterson. The $212 profit from this candy sale by the Civairettes went into the Service fund to be used for charitable projects. The Civairettes thank employees of the Regional Office for their splendid participation.

Excused Absences to Vote

The President in a recent memorandum to the heads of all executive departments and agencies indicated that he wishes to continue in effect the policy established since 1953 of facilitating voting by Federal employees by excusing employees for reasonable time to vote or to register to vote.

In determining whether excused absences should be granted in individual cases, the following rules shall govern.

HOURS OF POLLS - If the polls are open at least three hours either before or after an employee's regular hours of work, excused absence will not be granted. If the polls are not open for three hours before or after working hours, an employee may be excused without charge to leave to vote or register in any election or in referendums on a civic matter in his community.

TIME GRANTED - The period of excused absence may not exceed the time actually required to register or vote. In normal circumstances the maximum time that should be authorized is three hours. The absence should be timed so that it occurs immediately after the polls open or just before they close, whichever requires the lesser amount of time off. In exceptional circumstances, the normal limit of three hours may not be sufficient to enable an employee to vote. Additional time may be allowed, depending on the circumstances in individual cases, up to a maximum of one day. Such conditions would usually arise if an employee's voting or registration place is beyond normal commuting distance and vote by absentee ballot is not permitted.

REGISTRATION ON A NON-WORK DAY - If a voting jurisdiction permits registration on a non-work day, and the place of registration is within reasonable one-day, round-trip travel distance of an employee's residence, excused absence may not be granted.

ABSENTEE BALLOT - Excused absence may not be granted to vote in a State which permits voting by absentee ballot.

Repair Station Approved

Approved Repair Station Certificate Number 3044 with Instrument and Radio Ratings has been issued to the FAA Aircraft and Avionics Maintenance Base at Kansas City, Kansas.

W. L. BENJAMIN, local Principal General Maintenance Inspector, presented the certificate to GERALD P. KREHBIEL, Chief Aircraft and Avionics Maintenance Section recently.

Left to right: Clyde Hanft, Chief, Avionics Maintenance Unit; Alvin Michaelis, Chief, Quality Control Unit; Elinor Conover, Clerk-Stenographer; Gerald P. Krehbiel; George W. Ireland, Acting Chief, Flight Standards Division; W. L. Benjamin; and Max Mann, Shift Supervisor, Avionics Maintenance Unit.

The Central Region is one of the first regions to comply with Civil Air Regulation Part 52 requirements, per the direction of the Washington office.

The Kansas City facility is now legally authorized to perform maintenance, calibration and alteration work on instruments and radios for which it is rated and to approve and return these articles to service.

Talking Business (continued from page 4)

tors always try to determine if an incoming call is long distance and if it is paid or collect. To their question, "Are you long distance?" one caller replied, "Yes, about 21 blocks." Typical of some answers to the operator's question, "Are you paid?" - "Yes, but not nearly enough", or "No, not until tomorrow", or "No, but my wife got paid yesterday."

One caller insisted he wanted to talk to a Mr. Black. Since there is no Mr. Black in the Regional Headquarters, the operator quizzed him to determine the subject he was calling on and found he wanted to talk about GSA vehicles. So, naturally, she connected him with Mr. WHITE.

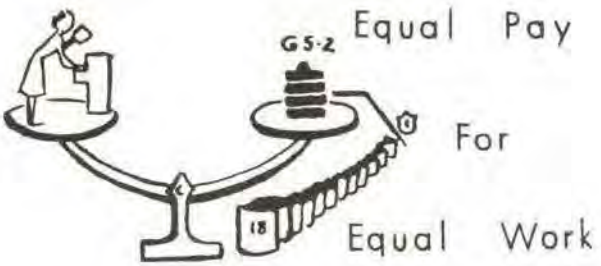
Many people who request information by phone or in person do not realize how large a number of FAA personnel work in this building. So they identify the person with whom they wish to speak by pointing out: "His secretary's name is Helen." or "He is in the office on the south side of the building and I think his name is Jones." (This one was resolved by discovering that the man he wanted was Mr. SMITH at the Kansas City ARTC Center.)

Recently, a bakery called and wanted to talk to the girl who purchased the cupcakes on her lunch period. It seemed that she had been short-changed and got only 9 of the usual dozen cupcakes. The description was sketchy, but the girl was located.

The talking business is sometimes hectic and sometimes routine. The personnel of the Communications Unit say: "You either like it and stay, or you hate it and leave." Since the total experience represented by the five employees in the Unit equals 75 years, it is reasonable to assume that they like it.

For proof that the girls in the Unit are not just disembodied voices on the telephone, the accompanying pictures were taken of them at work on a typical day. The talking business was running good that day. The only thing the girls won't talk about is the availability of some classified cryptographic equipment which all FAA fervently hopes is never needed, because it is here only in the event of a defense emergency.

This is your Communications Unit - seldom seen, but often heard.



This is the second in a series of articles by F. E. Whitfield, Chief, Classification Branch, explaining position classification and pay.

Fact Finding

Immediately after receiving a position description, the first major step in the classification process is that of determining all pertinent facts surrounding the proposed action. When a change in a position is proposed, an audit of the incumbered position is conducted, if possible. This audit is: (1) to insure a basic understanding by the classifier of the changes proposed and their relation to accomplishment of the program; (2) to fix the position within its proper context; (3) to establish its relation to other positions in its organizational entity and (4) to evaluate these changes and their probable effects on other positions. When new positions are proposed, discussions are held with program officials and supervisors to establish the same relationship required for incumbered positions.

It is essential that the classifier understand with reasonable clarity the facts surrounding a given position to assure proper treatment in analysis and evaluation. Therefore, the employee, supervisor, or program official should use these discussions as a method of imparting information.

Frequently, the individual is reluctant to outline the facts about his position to the classifier. This significantly increases the time required to reach a decision because the classifier must then explore alternate methods to get the facts. The supervisor should have completed his appraisal of the relative difficulty involved between positions in his organizational segment and should be prepared to explain the work and the position assignment to the classifier.

The fact finding process is of extreme importance to the proper analysis, evaluation and assignment of grade to the position. Fact finding is undertaken in a positive manner to be sure that all pertinent information about the job is known.

Article number 3 which will appear in the next issue of Flight Lines will concern the second major step in the classification process, analysis and evaluation.

Karl E. Meier (right) SMS Chief, Huron, South Dakota, receives a certificate and cash award from W. B. Donahue, Assistant Chief, SMDO Sioux Falls, South Dakota. Meier's suggestion resulted in a modification of VORTAC equipment which prevents damage to the system during high winds.

Appeal Rights Extended To Non-Veterans

The Civil Service Commission is currently drafting regulations implementing Section 14 of Executive Order 10988. These regulations will extend to non-veterans the same rights of appeal to the Civil Service Commission which veterans have under Section 14 of the Veterans Preference Act. Parts 9 and 22 of the present regulations will be combined in an overall set of regulations covering veterans and non-veterans alike. It is expected that the approved regulations will be published on or about May 4, 1962.

Assistant Administrator J. M. Beardslee accepts a Certificate of Appreciation presented to the FAA Central Region in recognition of its outstanding achievement in support of the Federal Service Joint Crusade in 1961. The Certificate is being presented by Miss Mary Ann VanVooran, Kansas City representative of CARE, in behalf of the Joint Crusade.

Post Attack Registration

Agency Practice 3-1010 provides that all employees should be reminded at least once annually as to their responsibilities under a nationwide post-attack registration plan for Federal employees.

In case of an attack, employees should attempt to report to their normal duty location. If unable to do so, they should report to the nearest post office and ask for a registration card. This registration card will require that the employee give such information as present position, title and grade, occupational skills, and address for the next 90 days. This card should then be turned over to the Postmaster who will forward the information and the card to the U.S. Civil Service Commission. The Civil Service Commission will then use this information to set up an emergency registration file. They will also advise the Federal Aviation Agency of the name and location of the employee so that the Agency will have an opportunity to utilize the services of that employee. If the Agency cannot utilize the service, then other Agencies may take advantage of the employee's services.

The information will also be forwarded to the employing agency so that the employee may be forwarded pay checks.

Supervisors and employees are urged to review this Agency Practice, so that they are aware of their responsibilities under the program. Supervisors are responsible to call it to the attention of new employees assigned to their facility.

Security Clearance Required for Access

The need for access to classified information is the requirement for requesting a security clearance. "What criteria shall we use to determine whether or not an employee has access?" is a question often asked. The best answer is "An employee has access if he has the ability or opportunity to obtain knowledge of classified information." From the opposite approach, an individual may work adjacent to an area or office and not have access if the security measures and precautions which are in effect adequately prevent him from gaining knowledge of classified information.

A few examples of cases where an individual would have access to classified information would be a secretary in an office which handles classified information; a file clerk who files papers containing classified information; or the nature of the duties of a position results in the incumbent being in a position to hear classified information discussed. No complete list of criteria can be established which will specify all the situations or conditions under which an employee might have access. This needs a decision which is a value judgment and must be made by responsible management after analyzing the position. Access can be granted to an employee only after notification by the Security Staff that a security clearance has been issued.

Radar Microwave Link -- No Missing Links

By Robert Thrutchley
(Airways Engineer, Program Staff Section)

The cover dramatically illustrates a Radar Microwave Link (RML) Tower. The view is from the ground looking up through the inside of the tower. Each RML facility receives, amplifies and relays to the next RML site the radar pictures that will be used at an Air Route Traffic Control Center (ARTCC) for traffic control purposes. Work on a RML project begins after an Air Route Surveillance Radar (ARSR) site has been determined, then the RML path survey begins.

At the ARSR site, the radar transmitter and antenna system shoot out a repetitive series of high-powered, very short duration, pulses of radio energy. Each pulse is followed by a relatively long period (still measured in a few millionths of a second) during which the transmitter is shut off. During this period of transmitter silence, the radar receiver listens for echoes of the previously transmitted pulse. Just as with sound, the length of time required for the echo to return determines how far away is the reflecting surface. In this case, the reflecting surface is an aircraft. The radar receiver converts the time-factor of the echoes to spots of light (blips) on a radar screen; the distance of the reflecting surface (target) from the radar site corresponds to the distance of the blip from the center of the radar screen where the blips are displayed. The antenna system completes the radar display by determining from which direction the echoes are obtained, and the blips on the radar screen are shown in this direction. Thus we obtain the distance (range) and direction of the aircraft. The origin of the coined word RADAR can be explained now, for it comes from RAdio Detection And Ranging.

ARSR facility which takes the picture to be transmitted by the RML to the ARTCC.

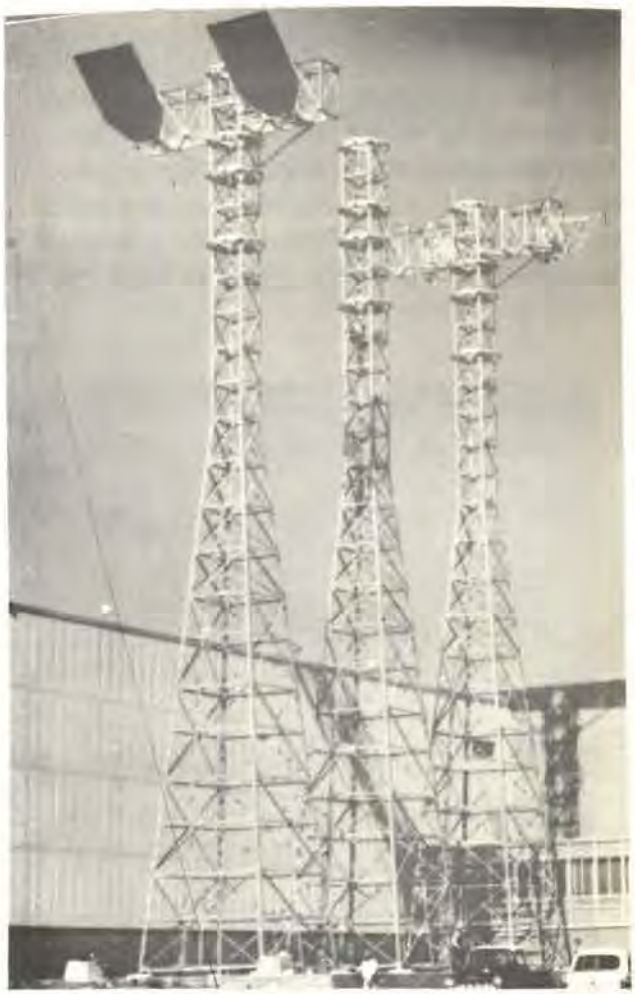
Dale Shelton (left) and Dalton Hostetler (right) studying maps to determine cross-country for RML sites.

Two Civil Engineers are shown with maps spread out to determine the best route and optimum sites for a RML path between the Lynch, Kentucky, ARSR and the Indianapolis, Indiana, Center. The engineers must carefully study detailed maps to discover a cross-country route that can be used to send the radar information via microwave from hilltop to hilltop toward the ARTCC. These are special maps published by the U. S. Coast and Geodetic Survey and show variations in ground elevation as well as major man-made objects. The scale of the maps is approximately two inches per mile. By careful plotting and calculations, the engineers can assure that when the proper tower heights are used, the radio signals will travel unobstructed from one RML site to the next without having to try to go through a hill or grove of trees.

The next problem is to get this radar screen picture to an FAA Center where skilled controllers can use it. To do this, we convert the radar information to special radio signals and send them by micro-wave radio across the hills to the Center. At the Center, the radio signals are converted back to a radar view. The RML sites are the "middle-men" of this relay team that allow us to have the radar pictures at a Center instead of having to control air traffic from a remote Kentucky hill. We have other ARSR's in the region to give us a radar picture of much of the airspace over the Central Region.

This particular RML project is scheduled to be completed in late CY-1962, and it will permit controllers at Indianapolis Center to observe air traffic as far southeast as South Carolina.

The activities described in this article are performed by the Radar Link Unit of the Plant Engineering Section of the Aviation Facilities Division.



The final link in the RML System as it appears at an ARTCC.

Employment Chief Defines Whitten Amendment

In response to numerous questions from employees about the Whitten Amendment, J. B. Wujcik, Chief, Employment Branch, has issued the following explanation.

To the employee, "getting a promotion means getting ahead in the world." The desire to be promoted is among the strongest influences motivating people to excel in their jobs. For this reason employees are apt to be irritated if some factor other than explainable qualifications or fitness is given as preventing the promotion. One of the frustrating reasons frequently given the employee is the "Whitten Amendment." We don't blame anyone for this. The "Whitten Amendment" is a complex piece of legislation which has been subjected to a number of interpretations by both the Civil Service Commission and the General Accounting Office. While each case has to be determined on the facts, the following is an effort to explain in general terms the "why" and "how" of this amendment.

WHY?

Most of you who were in the military service in World War II remember the old joke about the Western Union messenger boy who went in the front door of the Pentagon to deliver a telegram and came out the back door a Colonel. While this was always said facetiously, there were rapid promotions in both the military and civilian services during the tremendous expansion of the defense agencies in World War II. Later in looking back, there was some question regarding the qualifications of some of the people promoted. It was felt that employees rose to higher level positions for which they were ill-equipped because of lack of experience, training and maturity.

When the Korean War began, Congressman Whitten, of Mississippi, foreseeing another rapid expansion submitted an amendment to the Independent Offices Appropriations Act (5USC 43), which said that "no employee subject to the Classification Act could be promoted without having served at least one year in the next lower grade." Specifically, the purpose was to prevent "excessively rapid" promotions of employees. This law is still in effect.

HOW?

The following general rules apply:

1. An employee in the General Schedule (GS) grades may not be promoted until he has served at least one year in the next lower grade unless the Civil Service Commission has granted an exception permitting a two (2) grade promotion. The promotional announcement will indicate whether service at the next lower or two grades lower is required.

2. A former employee may not be reinstated within one year at a higher grade unless he could meet the normal Whitten requirements for promotion to the grade to which he is being reinstated.

The following are common exceptions to the general rules:

1. An employee who successfully completes a training agreement approved by the Civil Service Commission may be promoted in less than a year. One example of this would be - In this region we have worked out a training agreement with the Commission permitting us to hire Electronic Technicians in Maintenance at GS-6 and promote them to GS-7 after six months. They must have satisfactorily completed the prescribed training and the supervisor must certify that they have done so and are qualified to perform the duties of the higher position.

2. An employee or former employee who is reached in regular order on a Civil Service Examination register for a higher

Continued on page 15

AVIATION MEDICAL DIVISION

ROCHESTER SEMINAR

Reports received to date on the seminar conducted at the Mayo Clinic, Rochester, Minnesota, during November and December indicate success from the standpoint of benefits achieved by the examiners in attendance. Letters of appreciation and interest in future seminars received from examiners attest to the success of the meetings which encourage future presentations.

Typical of the comments received was one from Dr. D. R. Nelimark of the Lenont-Peterson Clinic, Virginia, Minnesota, in which he stated, "It was one of the most interesting meetings I have ever attended and although much of the material was new to me, it was presented in such a manner as to be easily absorbable."

Congratulations are due Dr. Chas. W. McMillin, our Central Regional Flight Surgeon for his efforts in coordinating the program!

UNIVERSITY OF KANSAS SEMINAR

On January 17, 18 and 19 the seminar for our Area examiners will be conducted at the University of Kansas Medical Center. The planned program, to cover numerous phases of aviation medicine proves to be another interesting program for the approximately 85 AME's we expect to have in attendance.

Local publicity in the Kansas City Star following the seminar is planned.

STAFF

Our most recent additions to the administrative staff include: Mrs. Nancy J. Turner and Mr. Anthony Di Maio. Mrs. Turner, clerk-typist, entered on duty January 2 on a temporary assignment from the Midwest Service Center, Department of Revenue. Mr. Di Maio, Medical Administrative Assistant, came on duty January 8, as a direct transfer from the VA Hospital, Kansas City, Missouri.

EMPLOYEE HEALTH

On January 11, 40 injections of influenza vaccine were administered by our Chief Nurse, Lorraine Campbell, to personnel at Fairfax and Municipal Airport, and CARF. On January 12, 98 injections were administered to Regional Office personnel.

CIGARET SMOKING and HEART DISEASE

According to a report presented at a recent American Heart Association Convention by Dr. Joseph T. Doyle and associates, cigaret smoking was associated with increased risk of myocardial infarction and death from coronary heart disease. The effect of cigaret smoking was independent of blood cholesterol values, blood pressure, and weight.

This is the first of a series of articles by the Emergency Readiness Office on what you can do to protect yourself and your family in the event of nuclear attack.

Present day nuclear bombs (originally called atom bombs) were first tested on July 16, 1945, at Almagordo, New Mexico. This new type of bomb was like former conventional high explosive (HE) bombs, yet it was different. There was a blast or rapid surge of air outward from the explosion as in conventional dynamite or TNT explosions, only many times more powerful. There was a thermal or heat effect - the heat produced by this new bomb was many times greater than HE explosives. It is estimated that the temperature in the fireball of a nuclear bomb explosion is hotter than the temperatures of the sun. Of course such temperatures will be felt at greater distances than with conventional HE bombs. Then there was a visible light radiation which was so bright that it produced a blinding flash of light, brighter than the brightest sunlight. This flash of light was seen 450 miles away (and this was a small bomb used in that first test at Almagordo.

After the initial blinding flash of light, there was a roar heard 150 miles away, then a heavy pressure air wave moved out across the land rattling windows as far as 225 miles from ground zero (the point where the bomb was exploded). Then observers saw the now famous mushroom cloud boiling upward, full of many colors and rising some 8 miles into the sky. After the excitement was all over, as they moved in closer to the testing site, they discovered that even this small test bomb had destroyed all animal and vegetable life within a mile radius. (This total destruction or damage A-ring will vary in size depending on the size of the bomb, the height above ground at which it is exploded, atmospheric conditions, etc.) They also found that the steel tower which held the bomb was completely vaporized! They also noticed that the sand around ground zero for nearly one-quarter mile radius had melted and transformed into a green glass-like material from the terrific heat at close range.

The rest is history. On August 6, 1945, they dropped a bomb on Hiroshima and one on Nagasaki. They were 20 kiloton size bombs, both air bursts at about 1800 feet altitude. Research then followed with extensive testing in the Bikini Atoll in the Pacific as well as at testing sites within the U. S., such as the Nevada test site. Different sizes and types were exploded at different altitudes (air bursts), some right on the surface, some below the surface of the earth as well as under water.

Ah! but what about radiation? Strangely enough, at first the scientists were not aware of this one characteristic. They didn't realize that this new bomb had one very outstanding difference from the conventional HE bomb. This new bomb created what is now called nuclear radiation, both immediate and residual.

We will explain the difference in the next issue of Flight Lines and tell you more about the effects of these nuclear bombs.

Save this article along with the ones to follow. The series will provide you with ready reference material and you can pass them on to someone who can't take a radiological course.



FLIGHT STANDARDS



MAINTENANCE

MURPHY'S LAW

"The air like the sea is not unsafe, but is terribly unforgiving of any mistakes or carelessness."

Mistakes and carelessness, the products of haste and ignorance, are never far from the scene of any endeavor. There is an old saying, "If a thing can be done wrong, someone will do it that way." This is as true today as in the days of the Vikings. The air age version of this old saying is known as Murphy's Law.

Murphy's Law can be kept under control, but to do so demands continual vigilance and an ever higher education. Technicians chosen for their alertness and knowledge must be on the scene whenever an aircraft or any of its components have been subjected to conditions or changes which could compromise their reliability. The job of these technicians is not to repair or replace, but to determine what needs to be repaired or replaced. If a component is repaired, these technicians also determine the acceptability of the repair.

These technicians are known as inspectors and are responsible for the control of quality. It is through this control that we keep Murphy's Law from compromising air safety.

Ernie Fountain, Chief, Air Carrier Section, had enough of the Kansas City weather and by now has assumed his new job in Atlanta at the Southern Regional Office. Everyone is going to miss Ernie's spicy wit and Boston accent.

Lorene Neptune, of the Air Carrier Section, is one of those favored few who spend their vacations in Florida - wintertime. Lorene had hardly settled down from her most recent trip when Kansas City demonstrated why most people would like to go to Florida permanently - two big snow storms.

Roy Williams, of the General Maintenance Section, decided to spend his leave up north. The Friday before Christmas, a few miles out of Kansas City, the first of the big snows caught up with Roy, his wife and their ten year old son. The Williamses had seventeen hours, while stuck in a deep drift, to get acquainted with the interior of their new Corvair.

Joe Manning, Chief, Maintenance Section, had one of the most unique, as well as one of the most plausible reasons for looking tired the day after Christmas. Joe got to bed Christmas Eve a few minutes before it was time to get up. Some playhouse sets that Santa had brought the Mannings' little girls had to be assembled. The job that Joe thought would take about thirty minutes took over four hours.

This reporter was reminded that a special birthday was left out of those acknowledged in the last issue of Flight Lines. A little checking revealed it to be an un-birthday celebrated by Helen Leighow. We hope this is a suitable acknowledgement.

AIRCRAFT MANAGEMENT

The character sketches this month concern two of the Unit Chiefs in the Hangar. They are Messrs. E. Lee Mc Clain and Clyde Hanft.

CLYDE P. HANFT, Chief of the Avionics Maintenance Unit, handles a continuous series of avionic problems concerning the airborne navigational instruments, guidance and recorder systems used in the Facilities Flight Check aircraft, as well as the other aircraft used in the Central Region by the FAA.

The Avionics Maintenance Unit is an outgrowth of a reorganization in establishing new units and controls so as to ensure an efficient and effective maintenance program.

Mr. Hanft, a native of New Athens, Ill. has had previous experience with the Curtiss Wright Corporation, Robertson, Missouri, and with the U. S. Air Force. Following his attendance of many military radio schools, he was assigned overseas as a Radio Operator to fly the now famous "Hump." During this time, he was decorated with the Distinguished Flying Cross and the Air Medal with Oak Leaf Cluster.

After his discharge, he attended Southern Illinois University for two years and then enrolled at Central Radio and Television Airline Flight Training Course, Kansas City, graduating as a CAA Certified Flight Radio Officer.

In June, 1949, he was employed at Scott Air Force Base as Instructor in Radio Maintenance. This work progressed into a transfer to Biloxi, Mississippi, at which location he joined the FAA as an Air Traffic Controller Trainee. After the brief service with ATM, he transferred into Avionic Maintenance work and has made this his profession.

From his aviational interests, his chief hobbies are Amateur Radio and model airplanes.

E. LEE McCLAIN, recently named Chief of Equipment and Support Unit, gives the impression that he is the type of a troubleshooter who likes to tackle a problem with progressive ideas and improved methods.

The young supply specialist arrived at his present job with the Aircraft Management Branch via the Kansas City Air Traffic Control Center, where he was trained and assigned as an Air Traffic Controller.

A native of Independence, Missouri, McClain joined the Army Air Corps as an Aviation Cadet from whence he graduated in 1944 and instructed Chinese officers. After cessation of hostilities in Europe, he assisted in deactivating Air Corps Bases throughout the southwest and continued in the materiel field with overseas assignments in the Azores, Tripoli, North Africa, Greece and Korea. In the latter country, he was awarded the Air Medal and was in charge of the Supply Support Program for the F-86 aircraft.

Following seven years overseas, he returned to Kansas City with private industry as the Purchasing Agent and General Manager for local Marine Dealers. In July, 1958, Mr. McClain entered the Federal Aviation Agency.

Outside activities include the USAF Reserve Program, hunting and fishing. His family of two boys and two girls have joined his latest hobby of camping.

OPERATIONS

WILLIAMS NOMINATED FOR CIVIL SERVANT OF YEAR AWARD

The Kiwanis Council of Greater Kansas City has announced that Gordon A. (Porky) Williams, Jr., Air Carrier Operations Inspector, Kansas City Municipal Airport, was a runner-up in the recent Civil Servant of the Year Awards Program sponsored by Kiwanis.

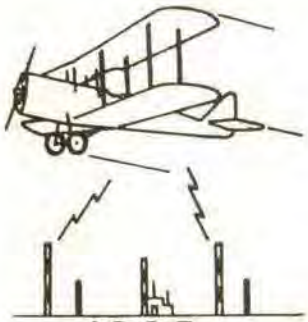
Annually, Kiwanis honors those Civil Service employees from the Greater Kansas City area who have made outstanding contribution to the public service by excellency on job performance and by service to the community.

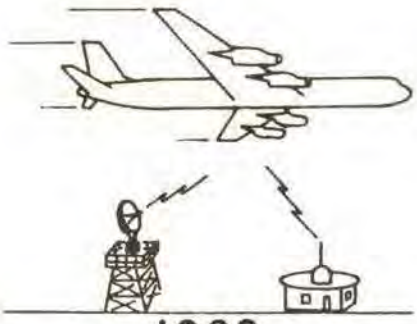
Williams, who has been with FAA and its predecessor CAA since 1948, was cited for his outstanding accomplishments in establishing good relations with the aviation public for the highly intelligent and enthusiastic manner in which he carries out his duties, and for his strong leadership in his role of supervising inspector of the Kansas City Air Carrier District Office.

Williams devotes much of his spare time to working with youth programs, including Cub Scouts, Junior Baseball and other related youthful endeavors. He and Bernadine, his wife, are the proud and happy parents of eleven children.

"Yes, Virginia, there is a Santa Claus!" Just ask Martha Beall and Rosemary Calvert at the Kansas City Air Carrier District Office. Of course, he had to ask "Porky Williams", the Supervising Inspector, to deliver the "gifts", as the checks for suggestions came just a few days before Christmas. You can tell by the smiling faces that all were happy to receive both the certificates and the checks from Uncle Sam Santa Claus.

Mrs. Vivian I. Nystrom, Aviation Clerk (Stenography), receives a sustained superior performance award from L. E. Severance, Supervisory Inspector, FSDO-7 (General) Fargo, North Dakota.





AIR TRAFFIC DIVISION

"FAA's MOST CHALLENGING MISSION"

Our column in this, the first issue for the New Year of 1962, will be quite brief since (1) we have a very limited number of informational items to offer you, and (2) we have quite a lengthy list of Air Traffic Facility Chiefs' biographical sketches and (3) we don't want to completely overwhelm the new Editor (STAN MAXWELL) and his staff in their baptismal experience in publishing their first issue of Flight Lines. (You may recall that the December issue carried a notice on page 15, captioned "New Frontiers", which announced that beginning with the January, 1962, issue the responsibility for publication of Flight Lines would be assumed by the newly created Employee Relations Branch, under the Personnel and Training Division.)

At this point all we can say is "good luck" to the new editorial staff, and offer our thanks to MARSHALL BENEDICT and MILDRED SYLVESTER for having done such a good job in the past on a challenging assignment.

G W Kriske

PROJECT "BEACON"

In connection with the Project "BEACON" report which recommends exploration of the use of SAGE radar coverage in low density traffic areas where FAA lacks radar capability, a group of Washington Office representatives of Air Traffic Service and Aviation Facilities Service, headed by D. D. Thomas (AT-1), visited Kansas City on January 8 to meet with Regional and military representatives to consider this problem. Since the SAGE Direction Centers at Great Falls, Minot, and Grand Forks, plus the ARTC Centers at Great Falls and Minneapolis, were a part of this exploratory study, representatives from the Western Region, USAF, Air Defense Command, and 29th Air Division attended the meeting. Following the Kansas City meeting, the group departed via FAA Gulfstream N-1 to visit GTF MOT GFK and MSP prior to returning to DCA on Jan. 12.

NEW ASSIGNMENTS

DARRELL R. SHERMAN, of the Chadron FSS, has been selected to fill the Chadron FSS Chief position recently vacated by LON DAHARSH, who is now the Grand Forks FSS Chief.

CLEO MINKNER, who we announced in the December issue as the Lincoln FSS Chief, vice M. E. WALTON who moved into the Indianapolis FSS Chief slot, voluntarily withdrew from the Lincoln selection and was reassigned to his former position as Mason City FSS Chief. Fortunately, his vacancy had not been filled yet.

LEROY TAYLOR, formerly the Resident Air Traffic Specialist assigned to Bunker Hill AFB, Peru, Indiana, has been reassigned to the RATS position at Scott AFB, Belleville, Illinois, which was recently vacated by Fred Chincholl when he became a member of our Regional Office group in the Airspace Utilization Branch, as reported in the December issue.

VISITS

Due to the unfavorable weather conditions that have prevailed much of the time since the last issue was published, very little travel has been possible by the writer. Visits have been limited to: St. Louis FSS and ATAS office, plus Des Moines FSS and Tower, and Sioux City CS/T. The latter two locations were actually unscheduled visits brought about by an aborted flight from KCK to MSP due to deteriorating weather north of DSM on January 12. If we can ever get a few days break in this recurring pattern of snow, ice, low temperatures and more of the same that seems to hit MKC with too frequent regularity during recent weeks, we will try to get around to some additional field facilities in the near future.

Our January-February installment of Air Traffic Facility Chief biographies takes in the "H" group of names on the roster, and we find names like: Haas, Battle Creek CS/T; Hall, Jamestown FSS; Hammer, Columbia FSS; Hannan, Marquette FSS; and Hasek, St. Louis Center. Some members of this group are either extremely modest or reticent in submitting personal biographical information, so we work from very limited and meagre records in trying to scrape up enough facts and figures to give you their backgrounds. We might even say this turned out to be an "H" of an assignment!

HAAS, CHARLES M., Battle Creek CS/T Chief, is a veteran of over 25 years service with the Agency and is a native of the

Hoosier State, born in Bristol, Indiana. After his graduation from the Bristol High School, he does not tell us what filled in the intervening years before he went to work with CAA, except to show a period of four years service with the U. S. Navy as a Radio Operator, which included attendance at the Naval Radio School at San Diego, California, and the Naval Sound School at the New London, Connecticut, Submarine Base.

Charlie entered on duty with CAA as an Asst. Airways Keeper at the former Helmer, Indiana, station. Succeeding posts of duty were at the Communications Stations located at Archbold, Ohio; Ft. Wayne, Indiana; Goshen, Indiana, back again to Ft. Wayne, thence to Battle Creek, Michigan, in May, 1944, where he became Station Chief in July, 1945. When this facility was combined with the Battle Creek Tower in August, 1956, he became the CS/T Chief, and he has continued in this supervisory capacity to this date. He lists woodworking, gardening, bowling, square dancing, and taking movies of his granddaughter as his principal activities conducted outside of his official duties.

HALL, ROSS F., Jamestown FSS Chief, was born in Larned, Kansas. He attended a one room country elementary school until he completed the 8th grade, then attended the Garfield, Kansas, High School, where he graduated. He later attended the University of Wyoming in 1947-48 as a Geology major, which followed an 18 month tour of duty in the Navy as a Radio Operator and Control Tower Operator.

Ross entered on duty with CAA in the Alaskan Region in June, 1948, at Naknek and served there until April, 1951. He then transferred to Cordova, Alaska, where he continued until July, 1952, when he accepted a demotion to a lower grade to obtain an assignment in this Region at Salina, Kansas. He served at the Salina FSS until this past Spring, when he was promoted to FSS Chief at Jamestown, North Dakota, arriving there in time to move into the new FSS quarters in the new Terminal Building, which was completed and dedicated during the summer.

Ross, who is a private pilot, reports his main outside interest is flying; however, he is also equipped for and interested in golf, tennis, bowling, fishing and hunting.

HAMMER, JAMES C., Columbia FSS Chief, is a native Missourian, born near Maysville, Mo. He obtained his early education in the country schools, and attended High School at South West City, Missouri. His early job activities included working for railroads as carpenter helper, car inspector, and painter. His record indicates he has military service with both the Army and Navy, with experience as a Radio Operator gained during his tour with the Navy.

Jim is one of our "old timers" in the Agency, having entered on duty with the Lighthouse Service in June, 1930, at St. Louis, Missouri, as a Jr. Radio Operator. Although he has been at Columbia FSS more than 19 years, he served at a number of other locations: St. Louis, Kansas City, Columbia (back in 1931-2-3), Des Moines, Omaha, Denver, and Rock Springs, Wyoming. He was assigned to Columbia as Station Chief in March, 1942, where he has remained since.

Jim says he enjoys doing many things, including fishing; however, activities at home (tending the flowers, mowing the lawn painting, etc.) takes up most of his spare time -- and in the winter it is too cold to do anything but read.

HANNAN, JOHN C., Marquette FSS Chief, gives his birthplace as Greenville, Ohio, where he also attended grade and high school. There is no information given on his early day lines of work and activities prior to his entering the Navy, where he served 16 years as a Radio Operator. During his Navy career, he attended the Harvard Radio School, Great Lakes, Illinois, and the Bellevue Naval Research Laboratory at Anacostia, Washington, D. C. After terminating his tour of duty with the Navy, he joined the Fleet Naval Reserve prior to entering on duty with the CAA in August, 1937 and was recalled to active duty with the Navy during World War II and served three and one-half years at the Great Lakes Naval Training Station, from whence he returned to duty with CAA.

Following his EOD with CAA in 1937 at Jamestown, North Dakota, as a Jr. Radio Operator, John was subsequently assigned to Goshen, Indiana, and Rochester, Minneasota, where he became Station Chief prior to recall to Navy duty during World War II, and he returned to Rochester at the termination of his military service. He later was assigned to Huntington, West Virginia, Cadillac, Michigan, and Grand Marais, Michigan as Chief. When Grand Marais was decommissioned in September, 1959, and the new FSS was established at Marquette, Michigan, John was reassigned to MQT as Chief.

He lists his principal outside activities as fishing, hunting, and occasional golf.

HASEK, OLIVER M., St. Louis Center Chief, is a native of St. Louis, where he attended public schools and Washington University. His early interest in aviation was acquired through a Naval Reserve sponsored Aviation Ground School course at Washington U. "Ollie" also engaged in a musical education and progressed to a professional level as a theatre organist in St. Louis until the advent of the "talkies", which led to a diminished demand for organists in the theatres. He worked at a variety of jobs leading up to his employment with the Curtis-Robertson Airplane Mfg. Co. at St. Louis, where he was trained for inspection work, and progressed to pre-test flight inspection.

In 1937, "Ollie" went to work for the City of St. Louis in the Control Tower at Lambert Field, his first venture into the air traffic control field. In March, 1940, he entered on duty with the CAA at the Cleveland Center, and about six months later, he was a member of the original staff that opened the Center at Cincinnati, Ohio, under Art Lybarger, who was the first Chief Controller of the new facility. He transferred to the St. Louis Center in May, 1942, where he has remained until the present time. "Ollie" became Center Chief in June, 1955, when former Chief, Bob Knenlein, left St. Louis to fill the ADLO position at what was then Headquarters, Central Air Defense Force, at Grandview AFB (now Richards-Gebaur AFB,) Missouri.

His main hobbies are centered around his two sons, Mart and Paul, who are in their Senior year at Washington University, the former a Pre-Med student and the latter striving for a B.S. degree in Industrial Engineering, after which he plans to enter Law School. Both sons are enthusiastic boating, water skiing, and outboard racing fans and pilot hydros and runabouts in the "A" and "B" class. "Ollie" holds a private pilot certificate and enjoys flying, with his older son, when they can afford it. He was active in Boy Scout work in St. Louis until recently. His interest in music is still evidenced by his frequent attendance at symphony and special concerts and events of all kinds, and he occasionally plays at regular and special church services as a supply organist. (Those of you who attended the Banquet program at the Central Region Air Traffic Facility Chiefs Conference in Milwaukee last year will also recall that "Ollie" is also a pianist of highly professional ability!) His wife, Kay, is a local business woman. He is a member of ATCA, the Greater St. Louis Federal Business Assn., National Outboard Assn. and the St. Louis Outboard Racing Club. After putting in his 40-hour plus week with FAA and participating in his many and diversified interests and activities, we wonder if he ever has any "spare time?"

Due to space limitations in this issue, the biographies of Hatfield, Haugen, Hedges, Huhn, and Hurst will follow next month.

Whitten Amendment

Continued from page 5

grade position may be promoted by selection from the register. An example of this would be where a GS-4 employee took and passed the Federal Service Entrance Examination at the GS-7 level. Should he be certified to us for a GS-7 position and be within reach under normal selection processess, he could be promoted to the GS-7 position even though it meant a promotion of three grades. The authority for the exception to the Amendment would be selection from the register.

3. An employee may be promoted to a position at GS-5 and below after 90 days of employment. He may not, however, be promoted more than two grades in a year.

4. An employee may be promoted two grades if the "normal line of promotion" at the facility does not have an intervening grade. For example, let us say the positions at a Tower are classified at GS-8, GS-10 and GS-12. There are no positions at GS-9 or GS-11. The employee therefore may be promoted from GS-8 to GS-10 since there is no intervening grade and the promotion is in the normal line of promotion at the facility. If, however, there was a position classified at GS-9, even though vacant, the normal line of promotion would be GS-8 to GS-9. This "normal line of promotion" is the exception most frequently used.

5. An employee may be promoted more than one grade if he is eligible for that grade based on previous service. An example would be where an employee had been a GS-12 with another Federal Agency and was separated by RIF. Later he was reinstated by the FAA as a GS-9. He would be eligible to bid on a GS-12 vacancy because of that previous service.

This briefly is the story of the "Whitten Amendment." Again, the Amendment is a complex piece of legislation. We could not possibly cover every possible situation. Each case must be considered individually. If you are interested in further explanation, send your questions to the Personnel and Training Division. We will try to answer them in subsequent issues.

NEW BOUNDARIES FOR SYSTEMS MAINTENANCE DISTRICT OFFICES

On the basis of a recently completed study, boundary changes involving the reassignment of twenty-two sectors and the relocation of SMDO-11 from Chicago to Moline have been announced by Nelson F. Barritt, Chief, Systems Maintenance Branch.

Barritt said that realignment of boundaries will improve workload distribution, place district headquarters in a central location, and place the Chicago complex under one district. At the present time, the Chicago complex is separated into two district offices at Chicago and Park Ridge. The realignment will provide one office for the Chicago complex located at Park Ridge.

QUESTIONS AND ANSWERS

Plans are underway for reviving a program that proved popular in the past - - "Gotta Question". "Gotta Question" was a series of question and answer bulletins to all employees. They dealt primarily with employee questions in the personnel area, but no restrictions were placed on the types of questions asked. The Personnel Office says it likes to talk about personnel matters and wants to answer all employee questions. Under the revised program, a column in Flight Lines will be devoted, as necessary, to Questions and Answers.

Employees are encouraged to send questions to: Editor, Flight Lines, CE-13. Only the questions will appear, names will not be used.

SECURE CLASSIFIED INFORMATION

You have placed classified information in the repository, turned the combination locking the safe, and left for home. Again, as in every case, SECURITY depends on YOU. But -- just how safe is the "SAFE?" Ask yourself. "In closing the safe, did I spin the combination the recommended four turns to 'mix the combination' and how well did I check to see that all drawers were closed?"

When was the last time that the combination was changed? Has anyone in the Branch who had the combination terminated or transferred; if so, was it changed? In setting the new combination, did I record the combination on form FAA-2834, classify it and forward the form to the Security Office? Did I remember that the only place for recording the safe combination is on form FAA-2834 and not put it on the calendar, desk pad, or in my wallet, and is the combination other than simple sequences like 35-24-36? Hmmmm -- watch the red light -- and develop the "SAFE" habits in Security.

Mrs. Patricia Deeter, formerly assigned to the Board of U. S. Civil Service Examiners, Personnel and Training Division, has been reassigned to the Employee Relations Branch of that Division. She will assist in the work connected with the publication of Flight Lines. Pat drew the cover for our December issue.

FAA FLYING CLUB

The FAA Flying Club, Inc. located at the Aeronautical Center, Oklahoma City, Okla. has furnished the regional office with literature concerning the operation of their flying club. The file contains such items as: Copies of the club's constitution and by-laws, application forms, membership certificates, and other club documents.

The above-mentioned file is available for review by any FAA employee who is interested in forming a FAA flying club in his locale.

Mr. Perry, President of the Oklahoma City FAA Flying Club, states their past experience has shown that they could have saved a tremendous amount of time and effort in establishing their club if similar documents had been initially available.

Anyone interested in reviewing the file may do so by contacting CE-244.

TOASTMASTERS

Industrial psychologist Dr. Frederick F. Gaudet says, "Again and again, promising men ruin their careers because they are poor judges of their own ability and aptitudes". Have you misjudged your ability and aptitude to communicate - to speak in public?

The controlling factor in taking any step up the ladder of your career is your ability to communicate. Your status as a student, an employee, a mate, a parent, a friend, a supervisor or a citizen is dependent on your ability to transmit or convey thoughts and ideas to others.

One of the most effective and universally recognized means of acquiring and developing a skill is by doing. Wouldn't it then seem logical to take advantage of a program that has proven to be very effective in training men to speak with confidence and assurance? Toastmasters International provides the means and the opportunity. For more information, contact Jim Lindsey, CE-25.

LEGAL

WHO IS A LAWYER?

Those of us in your friendly Legal Division have oftentimes pondered the reason why strong men quail, ladies faint, and children cry (now, really!), at the mention of the word "lawyer". Could it be visions brought to mind of nasty things such as suits, tax battles, etc., etc., ad nauseum? Let's keep in mind that in all of these situations, a lawyer is your best friend, as long as he's on your side. For those of us who are not too clear on the question, "Who is a lawyer?", we'll try to shed a little light on the matter. He's an officer of the Court, learned in the law and licensed to advise and explain the law to clients and to represent them in court, before administrative bodies and in business transactions.

Our individual states have their own requirements for admittance to the bar for the state. In Kansas, for example, a lawyer must earn a college degree and a degree from a law school, seven years of professional education, and must pass an examination by the Board of Law Examiners under supervision of the Kansas Supreme Court. Then he is admitted to practice before the State Supreme Court and other courts if he has been vouched for by reliable people and found to be a person of good moral character and has taken the lawyer's oath prescribed by statute. That's all. Most states allow qualified lawyers to be admitted to practice by their supreme courts without examination if they have become a resident of the state and have been admitted to practice for five or more years in other states. The state supreme court may take away a lawyer's license or suspend or censure him for unethical conduct.

Regardless of what your brother-in-law told you, no one but duly admitted members of the bar may practice law. Before anyone can be a lawyer or represent someone else in court, or make a practice of giving legal advice, he must have met the high standards laid down by the supreme court for admission to the bar. These standards protect all of us who employ lawyers.

We are told that there are approximately fifty different legal subjects or fields of law and the student enters all phases as he studies thousands of cases previously decided. While a non-lawyer may have a good deal of knowledge about one particular field or subject, such as real estate or insurance, it is impossible for him to be familiar with the whole body of law even in a particular field or subject. This is why a license to practice law is given exclusively to trained experts.

A lawyer's first duty is to see that his client receives the benefit of all the rights the law allows. He must not do anything which might jeopardize his clients' interest. He must not engage in fraud or misconduct, even for the benefit of his client. He is sworn to conduct his cases so they will be decided on their merits. He must maintain a high standard of professional conduct. Absolute honesty is fundamental in the lawyer's code.

In succeeding issues, we anticipate developing topics such as: "When do I Need the Services of a Lawyer?", "How do Lawyers Charge for Services?" Until then, we wish you nothing but favorable decisions.

Adjust your driving to fit the condition. Keep control of the wheel and your disposition.

Administrative Services

1962 promises to be a rough year, looking at the weather thus far. Trying to keep the parking lots, walks, etc., clear of snow and passable has posed some real problems. Of course, many parkers are thoughtful of others - then there are the few who just look out for themselves, blocking available spaces. Which are you?

We get lots of suggestions for laying out the office space in the Terrydale Building - and lots of criticism, too. Since we know not everyone will be happy, we just try to minimize the unhappiness by a fair distribution of same.

We know the speaker system in the McCray Building is giving some problems. Be patient, we are working on it.

From the Field Offices and Facilities, we receive some mail that could probably be improved on, and save time. Try these ideas: (1) Send as few envelopes to Headquarters per day as addressees, bulk, and speed of service permit (2) Use window envelopes where possible, or get a rubber stamp with the Headquarters address on it to save typing time.

The girls in the teletype room plead with all the other girls in the Headquarters office to get their bosses to sign off on those dispatches early in the afternoon so we don't get a last-minute workload rush at 4:30 PM when everyone leaves. (Girls, if the boss reads this, it's okay!)

Welcome to Carol Twedt, Jean Stone, and Homer Kurtz - displaced persons from Maintenance Branch, Aircraft Management Branch and Kansas City ARTC Center, respectively. Glad to have these folks on board - need all the help we can get these days. Call Jean, Ext. 292, to report building service problems.

Appreciate the careful driving by the Field people these last few weeks. Joe Reinhardt, CE-41.2, hates to go out and investigate auto accidents any time, but in this weather especially. He says keep up the safe practices - especially for your own benefit.

Pet peeve of Leon Wright and his Supply Room crew are the folks who mark stuff "Hold for____" and then forget, forever, they sent it down there. If you've missed something you used to consider important, could it be there?

Orchids to the people who responded to the recent request to look over the collection of furniture, etc., with a "Do we need it, really?" eye.

Thought for everyone this month: "Wouldn't it be nice if everyone else applied the Golden Rule, like I do? Or would it?"

Pictured below is Mrs. Inez Danaher with M. B. (Max) Robertson, Assistant Chief, Personnel and Training Division, after presentation of gifts honoring her at a retirement luncheon January 12, 1962. Inez, employed in the Personnel and Training Division, provided clerical assistance to Placement Specialists concerned with recruitment of and continued personnel administration for Air Traffic Control Specialists.

Although her valuable services will be missed, we know she will enjoy having the spare time to do the many things she has been putting off until now. Best wishes, Inez!

Floyd C. Emanuel, Chief, Electronic Engineering Section, is shown with Kermit Karns, Staff Engineer (left) and William Roe, Electronic Technician, after presentation of Incentive Award.

NATIONAL HEALTH AGENCIES CAMPAIGN

The President has announced his endorsement of the 1962 National Health Agencies Campaign to be conducted nationally during the period January 1 through April 30. By letter to the National Chairman, Mr. Halaby has accepted the Chairmanship of the Federal Aviation Agency Campaign and indicated his full support of this worthy effort.

Depending upon local circumstances, ten National Health Agencies are participating in 1962. The National Health Agencies campaign is conducted wholly by volunteers. The campaign is carried out by local Chairmen who will in turn request that an Agency employee be assigned responsibility for publicizing the Campaign, distributing and collecting contribution envelopes, and turning them in to the area Chairman.

The unselfish efforts of thousands of Federal employees and military personnel have helped produce an increasingly successful record each year, both in terms of contributors and amount contributed. Through the medium of this campaign, Government employees and military personnel have repeatedly demonstrated their community responsibility and their generosity.

The National Health Agencies solicit funds in order to serve all of us. Accordingly, contributions are not only a matter of serving our fellow-men, but one of service to our families, our friends and ourselves as well. There are no Agency goals or quotas and no pledges. The goal of the campaign is 100 per cent participation -- a generous voluntary contribution from everyone.

ST. LOUIS AREA EMPLOYEES COMPLETE TRAINING COURSE

Front row left to right: W. L. Czervinske, B. Volker, R. J. Dempsey, L. F. Daily, L. J. Cooling, J. M. Jennings, E. H. Albers, S. W. Bealke, F. W. Nothnagel.
Back row left to right: R. I. Bunn, V. W. Cummings, R. D. Turley, E. Gemmer, G. T. McManus, R. C. Kittelson, N. C. Yow, J. S. Tarr, L. J. Tabaka, W. E. Saucier.
Employees pictured above attended the Supervisory Management, Phase II, course given by the Training Branch, January 8-12, at St. Louis.

CENTER AREA CHANGES ANNOUNCED

The recommendations developed by the Air Traffic Service study group on Center control area changes have been undergoing a thorough review during the past year to reaffirm their validity. Plans for implementing these recommendations in 1964 were announced publicly by Mr. Halaby January 25.

In making the announcement Mr. Halaby said realignment of the center areas is directed toward the creation of an operational environment in which pilot and controller jointly functions with maximum efficiency to achieve a safe and expeditious flow of air traffic. These consolidations and changes can be accomplished without any personnel willing to move losing their positions. Due to the two year period required for the change, personnel reductions will be absorbed by not filling vacancies and by transfers to other locations. The FAA needs all of the skilled employees in the system, Mr. Halaby said, but not at the locations listed.

The most significant aspects of the proposed Center boundary changes, insofar as the Central Region is concerned, are the phasing out of the St. Louis Center in January, 1964, and the Detroit Center in July, 1964, and their consolidation with other Centers. Final detailed technical or physical plans for accomplishing the boundary changes or consolidation of the Centers concerned are not available at this time. No part of the many necessary changes are expected to take place until 1964 -- some two years hence.

The phasing out of the St. Louis and Detroit Centers is the second major action by the FAA to realign and consolidate center areas. In 1959, actions were started to transfer the Pittsburgh Center's area to Cleveland; Norfolk to Washington, D.C.; and Spokane to Seattle. These consolidations are expected to be completed by mid-1963.

ADMINISTRATOR APPROVES CENTRAL REGION ORGANIZATION PLAN

The new Central Region organization plan as recently proposed to Washington has been approved by the Administrator. Transition to the new plan was announced effective January 22 with the issuance of Regional Order No. 21.

Under this management philosophy, our Regional Assistant Administrator, Mr. J.M. Beardslee, is directly responsible for the efficient operation of all programs within the Region. He will report to Mr. Halaby through the Deputy Administrator. While considerably greater authority is being delegated to cope with local problems and issues, the Washington Office will retain responsibility for major policy decisions and development of guidelines that are national in scope.

Basically, the new organization plan for this Region, based on the "One FAA" image concept, conforms in general to the pattern approved for the Southern and Southwest Regions. The operating programs which formerly reported directly to Bureau counterparts will now report to the Office of the Assistant Administrator, while the Management Support functions are under the supervision of the Executive Officer, a newly established position. The Airports Branch of the Aviation Facilities Division has been re-established as the Airports Division.

Consistent with our long standing practice, the Assistant Administrator has given reassurance that all employees will be kept informed on any future developments of such vital interest as facts become known.

FEDERAL AVIATION AGENCY
CENTRAL REGION
Organization Plan

ASSISTANT ADMINISTRATOR

DEPUTY ASSISTANT ADMINISTRATOR

PUBLIC AFFAIRS

REGIONAL COUNSEL

EMERGENCY READINESS

MANAGEMENT SUPPORT

EXECUTIVE OFFICER

SECURITY STAFF

MANAGEMENT ANALYSIS DIVISION

PERSONNEL & TRAINING DIVISION

ACCOUNTING DIVISION

AUDIT SERVICES DIVISION

BUDGET DIVISION

ADMINISTRATIVE SERVICES DIVISION

OPERATIONS

FLIGHT STANDARDS DIVISION

AVIATION MEDICAL DIVISION

AVIATION FACILITIES DIVISION

AIR TRAFFIC DIVISION

AIRPORTS DIVISION

Approved N E Halaby Jan. 4, 1962

Administrator

SAFE Winter Driving Tips

Be Prepared for Winter

Get the Feel of the Road

Make Sure You Can See

Take Along Chains

Don't Follow Too Closely

Pump Your Brakes on Ice