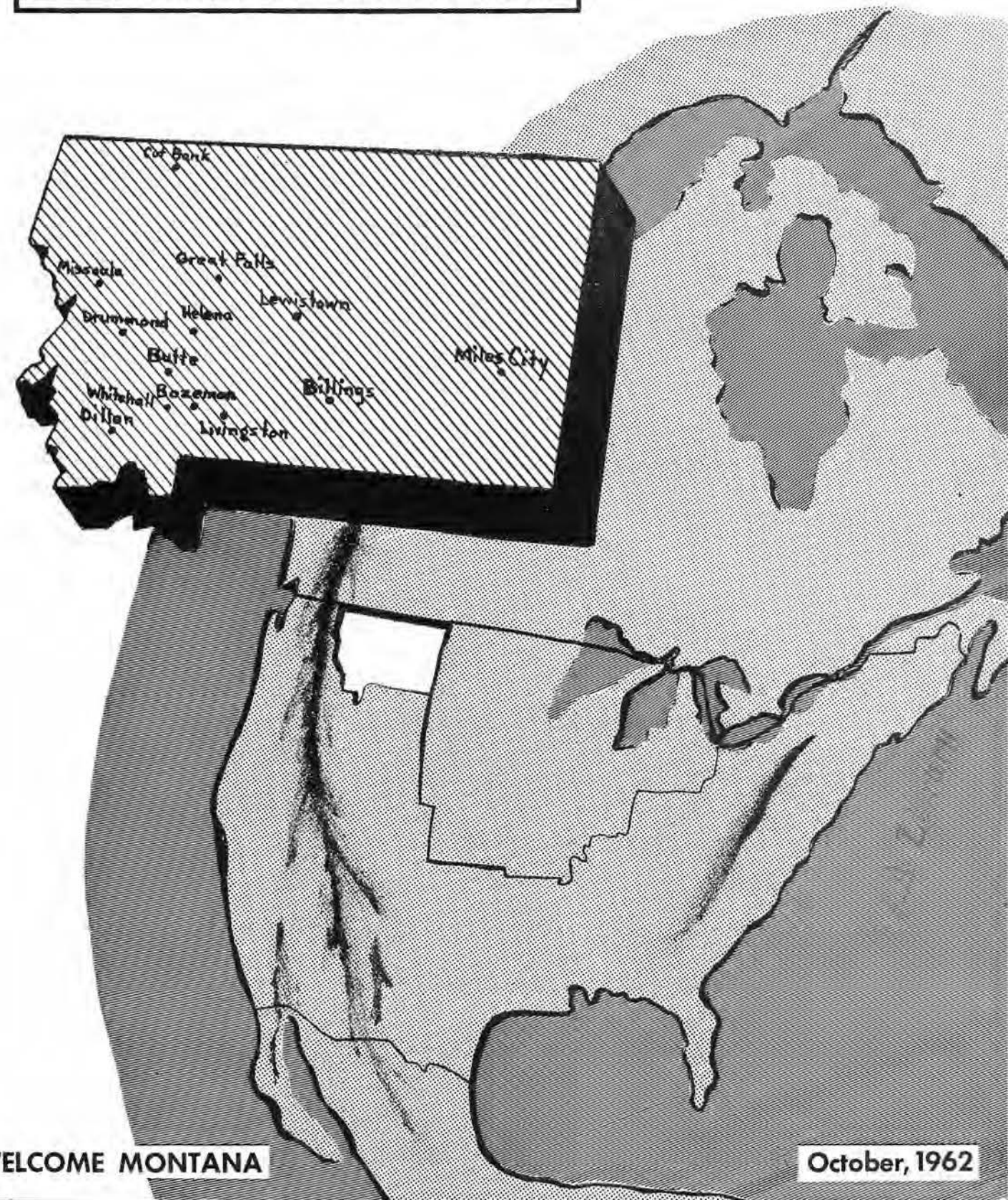
FLIGHT LINES

FEDERAL AVIATION AGENCY-CENTRAL REGION



WELCOME MONTANA

October, 1962

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

Although this issue of FLIGHT LINES is essentially a "welcome Montana" edition, I covered this subject at some length in my last month's message. Further generalities would be repetitive, so I can only add that during the past month the Western and Central Regions worked closely and cooperatively together in arranging details of the transfer. We in the Central Region are most appreciative of the Western Region's wholehearted assistance. A substantial group of key personnel from the Central Region Office are spending all of this week in Montana, visiting as many personnel and facilities as possible to promote what Arvin O. Basnight, Assistant Administrator, Southern Region, calls "eyeball to eyeball" understanding of our respective problems.

A topic of present general interest throughout the FAA is that of the new regional organization pattern, which brings relatively few changes into effect October 1, 1962. We have, as you all know, been long in the throes of studies, reorganization or impending reorganization, and I know that speculation as to the outcome and its effect on each of us has to some extent hampered our day-to-day performance. I am happy to predict now that we are about to enter what I believe will be a period of organizational stability which should offer each of us the opportunity to concentrate more on effectively doing the job at hand, and spend less time trying to crystal-ball the future or represent our own point of view about organization to all who will listen. Stability should not mean stagnation, and there is still room for improvement in the degree to which we can intelligently and thoughtfully decentralize authority and responsibility to the level nearest the problem. Progressively, and largely on an item-by-item basis, we shall be continuing these efforts and your constructive suggestions to that end will be welcome.

J. M. Beardslee

Montana to Central Region

Agency programs and facilities in Montana are now the responsibility of the Central Region. The shift in jurisdiction from the Western Region to the Central Region was effected September 30, 1962.

The Agency recently reached agreement with the Department of Defense on joint use of SAGE Direction Centers in the northern states for air traffic control and air defense operations. Two of the SAGE Centers--Minot and Grand Forks, North Dakota--are in the Central Region. The third is at Great Falls, Montana. The shift of operations in Montana to the Central Region will bring all three centers under a single office.

J. H. Tippetts, Assistant Administrator, Western Region; Mr. Beardslee, G. A. Mickelson, Area Coordinator, Harris Bauman, Chief, ARTCC Great Falls, Montana.

The Assistant Administrators of the Western and Central Region met with as many personnel as possible to outline plans for the transfer and to answer questions they might have. Meetings were held in Billings, Great Falls and Helena. Representatives from operating divisions and staff offices also visited each office in the state during September to meet the Central Region's new employees and become acquainted with operations.

Breakfast meeting with employees at Billings, Montana.

The size and terrain of Montana are important factors to those responsible for Agency programs and operations in the state. Space is perhaps most descriptive of Montana. It is the fourth largest state in the Nation in area with 147,138 square miles; larger than Iowa and Minnesota combined. The main range of the Rocky Mountains crossing the western part of the state divides Montana into two sections. The plains section comprises about three-fifths of the eastern part of the state. The land gradually rises in elevation from 2,800 feet at the eastern boundary to approximately 5,000 feet in the foothills of the Rockies.

Helena, Montana, Terminal Building.

Aerial view of Great Falls Terminal Building.

The Central Region with the addition of Montana assumes responsibility for an important segment of aeronautical programs and operations. Review of reports reveals that its citizens are active aeronautical enthusiasts. A progressive State Aeronautical Commission is in operation. A number of first-rate airports have been built, and an active program for new airports is in existence. Flying activity is high with over 2800 certificated pilots and 1,054 airplanes in the state. The FAA operates more than 153 aids to air navigation on over 4,000 miles of airways. Air Carrier facilities through Western, West Coast, Frontier, and Northwest serve 15 cities in Montana.

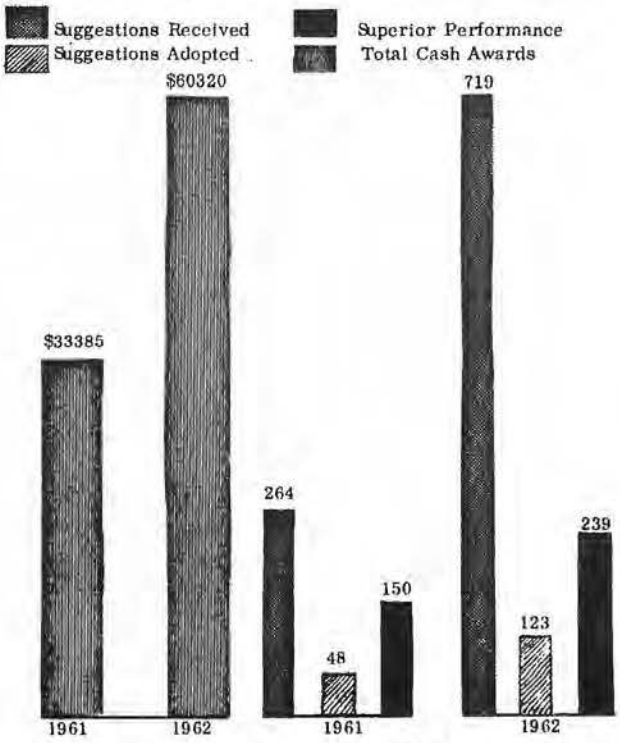
Billings, Montana, Tower

With the merging of Montana's 36 offices and 408 employees, the Central Region will have a total of 344 offices located in twelve states. The offices by Division are as follows: Flight Standards - GADO: 16, ACDO: 6, EMDO: 4, FIDO: 3, Aviation Facilities - SMDO: 15, SMS: 143, SG Headquarters: 7; Air Traffic - Center: 7, Tower: 32, CS/T: 20, FSS: 81, RAPCON Tower: 2, RAPCON: 2; Airports - ADO: 6.

The Assistant Administrator, in a letter addressed to FAA employees in Montana, expressed the thoughts of all Central Region employees when he said: "I wish to take this opportunity to extend a very sincere welcome from all of us in the Central Region. We shall make every effort to represent you as well as you have been represented in the past by the Los Angeles office.

"We are happy to have you with us."

Incentive Awards Activity Increases



The above graph shows a comparison of Incentive Awards Program activity for FY 1961 and FY 1962.

Air Traffic

The BIG NEWS in this issue of Flight Lines, of course, is the transfer of the State of Montana FAA facilities and program responsibilities from the Western Region to the Central Region, effective COB September 30. To the Air Traffic Division, this transfer of jurisdiction and responsibility means that 17 ATS facilities will be added to the present 126 facilities in the other 11 states that make up Central Region geography, together with approximately 215 personnel who man the Montana facilities. The 17 ATS facilities include one ARTC Center, four Towers (one of which is an administratively combined RAPCON/Tower), and twelve FSS.

This represents the bare statistical information that pertains to the ATS field facilities in Montana. The most important asset that the Central Region acquires in this transaction is the people that staff these facilities, and that is particularly true from the Air Traffic Division viewpoint. Although statistics and numbers may be important for budgetary purposes, or in comparing the facility activities and workloads with others in a similar category, ATS facilities cannot be operated with 'numbers' or 'statistics' when the business of providing air traffic control and communications services to what is often referred to as the 'aviation community', or users of our services, is involved. This requires people, in terms of individuals who have the multitude of specialized skills and backgrounds of experience needed to operate each facility, whether it be a Center, Tower or FSS.

The people who staff the various facilities are not as yet known personally to Air Traffic Division Regional Office personnel. This will have top priority. The Branches that comprise Division organization will be visiting Montana facilities, beginning in the month of October. Of course, it will take time to become personally acquainted with the individual members of the Montana facilities. Most, if not all, of these facilities will be seeing one or more members of the ATD during the next sixty days. As a start, Division Chiefs and the Deputy Assistant Administrator will make a flying visit to all Montana facilities and offices during the week of September 24, traveling in a Flight Inspection DC-3.

To acquaint other employees with the Montana ATS "family", the name and location of Montana facilities, and the name of each facility chief are shown in the tabulation below:

LOCATION	TYPE	CHIEF
Billings	Tower	Thomas M. Lane
	FSS	George E. Corning
Bozeman	FSS	John W. Vickerey
Butte	FSS	F. E. Hardebeck
Cut Bank	FSS	Robert J. Titland
Dillon	FSS	Earl T. Morton
Drummond	FSS	James N. Toy
Great Falls	Center	K. Harris Bouman
	RAPCON/Tower	Loren S. Foot
	FSS	Leland C. Ward
Helena	Tower	Lowell D. Blanton
	FSS	Wilson B. Bartlett
Lewistown	FSS	Wilfred H. Chaves
Livingston	FSS	Gael E. Atkins
Miles City	FSS	Lloyd O. Travis
Missoula	Tower	J. David Sellegren
	FSS	Emil W. Olson

In future issues of Flight Lines, after more knowledge and information on the various Montana facilities has been acquired,

information on facility chiefs, together with photographs that will give a better idea of what these facilities look like and a personal knowledge of the supervisory personnel that are responsible for their administration and operation will be published. In the meantime, pilot members of the ATD will be pouring over Enroute Low Altitude Chart L-9, and the Butte, Glacier Park, Williston, Miles City, Yellowstone Park and Rapid City Sectional Aeronautical Charts to figure out how to get from here to there. To sum all of this up in one sentence: "WELCOME TO THE CENTRAL REGION!"

Eyewitness Accident Report

Norman C. Birkholz, Green Bay FSS Chief, comes up with an "accident report" for the books! He reports: "During the late afternoon of August 3, our station received a notice of a suspected aircraft accident in the vicinity of Appleton, Wisconsin. A bus driver and his 40 passengers, enroute to GRB to attend an exhibition pro football game between the Green Bay packers and N.Y. Giants, notified the Appleton police that they had seen a low-flying plane, a parachute land, and a man running from it, and a fire from the suspected crash. Low ceilings prevailed and quite a severe electrical storm was in progress at the time.

While awaiting some details necessary to issue a preliminary accident notice, wheels were turning to confirm the accident. No reported military aircraft were in the area. Police in the suspected area were on the job and were converging on the parachute, which was spotted by a searching aircraft. Investigation by police uncovered this weird chain of events which might qualify for "Believe It, Or Not": (1) A boy jumped off a barn in a used conventional parachute; (2) at the same time, a plane passed through the area at a low altitude; (3) simultaneously, a corn field in the same area caught fire (presumably the corn field was unharvested from last year). The "eyewitnesses" apparently put the three incidents together and came up with an aircraft "crash". We have not been able to find out if the boy who jumped off the barn roof was badly jarred, but he must have had that 'chute open before he jumped, or he wouldn't have been able to get up, much less run.' Which all goes to prove, you can't believe everything you see, or hear!

ATCS Member of Unique Organization

Wayne N. Young, Flight Service Specialist at the Salina FSS, and a commercial pilot, is a charter member of a unique organization in the Salina area known as the Saline County Flying Deputies

The Flying Deputies were formed in April, 1961, by a group of pilots who loved to fly, and who desired to perform a service to their community and state during emergencies. The organization consists of eleven pilots, all deputized, and a total of eight aircraft. They operate under the sanction of the Lt. Governor of Kansas and the Saline County Sheriff of Salina, Kansas.

The organization is unique, in that their primary purpose is "Errands of Mercy", mainly the delivery of emergency blood for the Red Cross, and to assist those in need during individual, city, state, and national

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Aviation Medical

ADP Conversion for Aviation Medical Service

Since February, 1962, the Aviation Medical Service has been involved in a major program of converting medical records to automatic data processing methods. The Central Region was initially involved in the project earlier this year, following instructions from Washington to forward active files for coding to be accomplished by the Census Bureau of Jeffersonville, Indiana. Obtaining sufficient personnel to code the tremendous volume of current records and the placement of trained staff to carry on ADP functions in the relocated Medical Certification Division were a few of the problems faced by the Aviation Medical Service.

An estimated 2 million punch cards developed from medical records dating back to 1959 will serve to supply data of value for research and program evaluation purposes. The ADP system is currently operational at Oklahoma City with the Aeromedical Certification Division responsible for supervision of the computor program.

Micro—filmed Medical Reports Soon for Central Region

Fresh on the heels of ADP conversion will come a unique method involving the transmission of airman pathological reports to the Regions through use of micro-filming equipment. The Central Region's budget planned for the procurement of two film readers and one reader-printer, necessary requirements when the system becomes operational. Pathological cases and supporting documents now received on standard size paper will be transmitted by a film strip carrying prints of associated medical reports scaled to 24:1 reduction. The often heard term, government paper work, will need recoining to fit this modern method of conducting government business.

ADP Studied by Medical Review Specialists

An insight into the mechanics of ADP as it involves Certification work was gained by Dorothy Dobbs and Frances Mongan, through a 3-day visit to Oklahoma City on September 12. The visit was the outcome of an invitation extended by Dr. George R. Steinkamp, Deputy Civil Air Surgeon, for Research and Operations, to all Regions to familiarize Review Specialists with changes made in Medical Certification since adoption of ADP. Viewing the Oklahoma City operations afforded these employees an excellent picture of the processes involved in certification as accomplished by that office and the tie-in with procedures at the Regional level.

Seminar at University of Wisconsin

The second aviation medical seminar conducted by the Central Region this fiscal year was held at the University of Wisconsin Medical School, September 12-14, 1962. The 51 medical examiners in attendance were presented films and lectures by members of the School of Medicine and officials of the FAA. Dr. Chas. W. McMillin, Regional Flight Surgeon discussed 'The Role of AME's in Aircraft Accident Investigation' and conducted a panel on Problem Medical Cases.

Post Graduate Course in Aerospace Medicine

The selection of Dr. Morton P. Eanet, Assistant Regional Flight Surgeon, by the Civil Air Surgeon to attend the Ninth Post Graduate Course in Aerospace Medicine found Dr. Eanet living 'on campus' at Ohio State University during September 10-14, 1962. Lectures on current aerospace medical research were presented by representatives of the Military Services and the Avia-

tion Industry. The medical directors of the major air lines discussed problems of medical support of air transport activities. Topics covering advances in aviation medicine included presentations on 'Human Factors in Advanced Systems and Vehicles' and 'Life Support in Space Vehicles'. Highlight of the course included a practical demonstration of crop dusting techniques in which those attending the course were taken on short low level flights.

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emergencies, without cost to the users, the entire expenses being paid by the individual pilots. Since organizing, the Flying Deputies have made over thirty emergency mercy flights, at all hours of the day or night. Mr. Young has been an active participant in several of the volunteer flights. The members are building themselves a statewide reputation and are attracting national recognition.

Blue Angels at Janesville

On August 17-18, a temporary control tower was established at Rock County Airport, Janesville, Wisconsin, in conjunction with a Navy Blue Angels airshow and other special activities during Rock County Aviation Day on the 18th. The "tower" was operated from the rooftop of the Terminal Building by personnel from the Rockford Tower. Tower Chief "Smokey" Smolla reports 811 traffic movements for the two days, 751 of which were on August 18.

Fly-In Promotes Minneapolis Twins

On August 20, a temporary control tower was placed in operation during the period 0800-1800 CDT at Flying Cloud Airport, Minneapolis, to handle the special general aviation fly-in in connection with the Minneapolis Twins Baseball Club promotional program. Ed Blazejak, James H. Schave and Howard E. Bondy, of MSP Tower, operated the temporary facility and reported 508 operations, with approximately 400 of these being itinerants. Aircraft from Illinois, Wisconsin, North Dakota, South Dakota, Iowa, Nebraska, Oklahoma and Minnesota flew in for this American League event. Using the dual E/W runways at Flying Cloud, 112 departures were handled between 1630-1700 CDT. Maintenance personnel from MSP, D. W. Gullickson and James E. Roncone, provided the necessary equipment maintenance.

Antiques Convene at Ottumwa

Shown at the Annual Antique Aircraft Show with his Aeronca C-3, a 1931 model which he completely rebuilt, is Everett L. Farnham(l) T. A. Davis, and Chester N. Carver. Farnham and Carver are Maintenance Inspectors, GADO 4, Des Moines.

During the weekend of August 31, special pilot briefing and services were provided by the Ottumwa FSS for the Annual Antique Airplane Association Fly-In at Ottumwa. A Flight Assistance Service booth was established in the Midwest Hangar to supplement the FSS in the Administration Building, and was manned 1100-2000C August 31, 0800-1600C September 1, 0700-1900C September 2, and 0500-1100C on September 3. John Menge, Ottumwa FSS Chief, reports they handled 49 incoming and 50 outgoing flight plans, 399 radio contacts, 451 airport advisories, and 279 pilot weather briefings and received a lot

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Doppler VOR Commissioned

Kansas City, Missouri, received an additional air navigation aid with the recent commissioning of a Very High Frequency Omni-Directional Range (VOR) on the Municipal Airport. This VOR installation is one of four Doppler - type navigational facilities commissioned by the Agency in the United States.

The VOR is a static-free, short-range navigational aid which serves as the backbone of the 164, 836-mile Federal Airways System. Based on the principle, patented in 1906 by the late Dr. Lee DeForest, of a rotating radio beam that identified the sectors formed by the 360 degrees of a circle, each VOR has its own frequency and Morse code letters.

The VOR actually sends out two simultaneous signals, one carrying information as to direction and the other acting as a reference. The aircraft receiver is so designed that the two signals are kept apart until they are combined as one on the instrument panel. If the dial reads zero, the pilot is on course. If it reads to the left or right of zero, he is off course and can tell at a glance how far and in which direction.

In areas where trees, wires, or buildings might interfere with signals, the Doppler principle is applied to the VOR. The phenomenon whereby the pitch or frequency of sound appears to get higher on approach and lowers on departure, the degree of increase or decrease depending upon the speed of the moving object, was first observed by Christian Doppler, Austrian physicist and mathematician. Four-loop antennas in a cluster in the center of the rooftop counterpoise suffice for the ordinary VOR. The Doppler VOR has in addition 50 loop antennas equally spaced around a 44-foot circle. These work one at a time around the ring, in effect producing a moving antenna and creating the Doppler or frequency modulation (FM) effect which gets the signal through to the aircraft without distortion.

The Kansas City installation known as the Riverside VOR operates on 111.4 megacycles. The continental Morse code identification is RIS. The Riverside facility is a terminal-type VOR (TVOR). Its specific purpose is to provide an approach procedure from the southwest under certain wind directions. It will help to eliminate circling approaches under those circumstances.

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George Benzon, Chief, Aviation Facilities Division, made presentation to Roger Rodecap, EIT, Aurora, for Sustained Superior Performance of duties based on an Outstanding Performance Rating. Richard Uram, SEIT, looks on.

St. Louis ARTCC Secretarial personnel receive Sustained Superior Performance Awards -- (l to r) June Williams, Myrtle Walsh, Art Lybarger, Mabel Parris and Thelma Neibur.

INCENTIVE

Aviation Facilities employees in the Chicago area were recognized for contributions under the Incentive Awards Program at a presentation ceremony held by Denzel Begley (left) Chief, SMDO 10 (Area Coordinator). Those receiving awards were: Karl Selboe, Assistant Chief, SMS 115, Aurora; Marjorie Rucinski, Clerk-Steno, SMS 64; Violet Vogt, Clerk-Steno, SMDO 10; James O'Brien, Chief SMS 64; George Fischer, Chief, SMS 115. Nelson Locke, Assistant Chief, SMDO 10, assisted in the presentation.

Mrs. Dorothy Dobbs, Aviation Medical Division employee, receives cash award and certificate from Dr. Chas. W. McMillin, Regional Flight Surgeon, for employee suggestion submitted during the Economy Campaign.

Receiving an award in the Flight Inspection District Office at Minneapolis, are, from left to right, Mrs. Cleo V. Kasten, Clerk-Steno, and Mrs. Phyllis L. Scott, Secretary (Steno); Outstanding Performance Rating and Sustained Superior Performance Award; William J. Cunniff, Electronic Technician, and J. Paul McDonnell, Chief, Sustained Superior Performance Award. Presentations made by E. T. Kierski, Minneapolis Area Coordinator.

James O. Thompson, Electronic Technician, who received a suggestion award, was not available for the presentation.

Mrs. Scott attended the ceremony at which Edward L. Scott, Goodland FSS, received an Outstanding Performance Rating Certificate and Sustained Superior Performance Award.

Edgar Grebe, SEMT, SMS 56, Milwaukee, (center) accepts an award from V. Guokas, CSMS 56. Grebe's award was for Sustained Superior Performance.

AWARDS

Donald F. Randolph, Chief, Administrative Services, presents award checks to Erma Sittler, Teletypist; Don Null, Storekeeper; and Edward J. Dubay, Offset Press Operator, in recognition of their contributions to improvement of Agency operations. Null's award was for sustained superior accomplishment of duties.

Dick Johnson, left, of Rockford, Illinois Tower, received Sustained Superior Performance Award from Art Lybarger, Chief Operations Branch.

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of compliments from both Antique Airplane Associati n officials and pilots who flew in for the event on the type and quality of services rendered by FSS personnel.

Davis and Carver shown with an AT-6.

Administrator Holds Hanger Session

On September 15, the Halaby Hangar Flying Session was held at Willow Run Airport, Detroit, in the GMC Hangar. Approximately 100 visiting aircraft flew in to YIP for this event and were parked outside the hangar while the Administrator conducted his "hangar flying" session with an estimated 500 or more people in the audience, a number of whom were local Detroit FAA personnel. Willow Run Tower handled the visiting aircraft with no strain, and used Tower personnel stationed at the end of Runway 5R to flag off the aircraft taxiing out from the GMC ramp for departure with virtually no delay. Detroit FSS Chief, Roland Barstow, had a special Flight Service counter set up in a corner of the hangar, with direct phone lines to DTW FSS for handling flight plans and reporting arrivals for visiting pilots, together with copies of weather sequences, forecast and winds aloft which were used by Detroit WBAS personnel for pilot weather briefing.

Bouquet to O'Hare Tower

Employees in the Regional and Washington office are familiar with the fast paced air traffic that is a part of daily life for the boys at O'Hare Tower and the terrific job they do each day in keeping things on a pretty well organized basis under some pretty substantial handicaps. It is real nice to know that their efforts do not pass unnoticed by the higher echelons of Air Traffic Service, since this is recognition where it counts. A memorandum from Lee Warren, Deputy Director of Air Traffic Service, nicely places the pat on the backs of those who deserve it.

"On August, 28, I observed a demonstration of top notch air traffic control under saturated conditions. I came into O'Hare on the jump seat of United Jet 763 and departed on the jump seat of United 747 with a different crew. I am aware of your 220-odd scheduled operations in the 180 minutes from 5:00 p.m. to 8:00 p.m., and I saw some slick traffic control on the inbound sequencing for Runways 14L and 14R, local control operations on arrival and departure, and ground control operations.

"After my flight and some others goofed it up by starting to taxi out before calling from (gate) F-1 and nearby area, ground control did an excellent job of untangling us at the Northwest finger---while we all sat and looked at each other kinda foolish. The controller did a fine job and with considerably more patience than I think I would have had.

"Speaking of computers---the guy who figures out the one-way taxiing puzzle around Northwest doesn't wear button shoes!

"We had about a 30 minute takeoff delay and figured we were lucky. The control was perfect, and every available second was expeditiously used on 14R and 14L.

"One United Captain asked me how long controllers could take this pressure. I couldn't

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FAA to Flight Check USAF Air Navigation Aids

Responsibility for flight checking the U. S. Air Force's world-wide system of air navigation aids will be transferred to the Federal Aviation Agency under an agreement announced by the Administrator and Assistant Secretary of the Air Force, Joseph S. Imirie.

The flight inspection program, now performed by the Air Force Communications Service, will be phased in over a nine-month period beginning this month in Alaska. The program will be implemented in the southern and southwestern U. S. in October and extended over the entire nation on January 1, 1963. Air Force air navigation aids in Europe and the Mid-East will be included on April 1 and those in the Far-East on June 1, 1963.

Halaby said the agreement is a "significant step toward the goal of a common civil-military airspace utilization system. It will foster greater economy and efficiency in flight checking U. S.-owned navigation aids by entrusting this responsibility to a single government agency."

The FAA already checks all civil navaids as well as those operated by the Army and the Navy.

Approximately 1, 600 Air Force navigation aids are involved. They range from enroute facilities, which provide pilots with bearing and distance information, to such terminal facilities as the Instrument Landing System.

To assist in the flight inspection program, the Air Force will transfer 16 airplanes to FAA. All were previously used by the Air Force for flight checking and are specially equipped for the job.

In addition, the Air Force will detail approximately 100 of its personnel to FAA for nine months temporary duty. They will help man the transferred aircraft while civilian flight crews are recruited and trained. The Air Force will also continue to maintain the facilities.

The Agency currently flies more than 50, 000 hours per year checking the vast network of civil navaids which mark the Federal Airways in this country. The addition of the Air Force facilities will increase this workload by more than 20, 000 hours per year.

A fleet of more than 60 specially-equipped FAA airplanes are used for this job at present.

Junker Joins Region

C. E. Juncker, Manufacturing Specialist, who transferred from the Washington office recently, brings to the Central Region 29 years of aviation experience which covers the field from barn-storming ticket seller to his present position. Salty, as he is known to his friends, grew up in Evansville, Indiana, attending Evansville College for two years before the urge to learn to fly became apparent. To finance his flying meant working as a mechanic's helper in exchange for instruction and hamburgers. By 1935 he acquired mechanic and pilot certificates. Then a stint with Columbia Airlines as Station Manager before entering into business for himself as operator of an Aircraft and Engine Repair Shop.

During WWII, Salty was with Republic Aviation Corporation (Indiana Division) at

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Structurally, the Doppler VOR is an impressive sight and is easily recognizable. A 14-foot plastic cone shelters the central antennas. A 50-foot solid circular deck serves both as a roof for the building and with the 100-foot mesh extension, a counterpoise for the Doppler antennas.

Fire Destroys Minneapolis SMDO

Dick Anderson, SEIT, surveys the damage while Sam Jones, ET(G), looks on glumly, flashlight in hand.

On the night of July 19, 1962, patrons in the restaurant on the first floor of the building at the corner of 28th Avenue and 42nd Street in Minneapolis thought they smelled smoke coming through the air-conditioning system. A few minutes later a passer-by saw a few sparks and then tongues of flame shooting into the darkness from an exhaust flue at the rear of the building on the second floor.

Twelve pieces of fire fighting equipment and two hours later saw the fire extinguished and personnel permitted to enter the offices of SMDO-5 and GADO-14 to view the loss from destruction wrought by the conflagration, smoke, water, and fire axes throughout the second floor of the building.

The fire, which started in the air-conditioning and furnace room adjacent to SMDO-5 offices, ate its way through the rear section of that office before it was finally extinguished but the toll of destruction from water and smoke was as costly as that consumed by the fire itself. And while it has been said that "the average fire is put out before any considerable damage can be done" this tragic event gives testimony to the fact that the most damaging fires take place when there is no one around.

While in this case the origin of the fire and its cause were beyond the normal control of the employees in either of the two offices, it serves as a grim reminder to all that fire and safety regulations call for a relentless vigilance by each and every one.

A crate is Arlene Meineke's chair in the new quarters while Don Updike, Chief, SMDO-5, dictates a fire report.

Daughter to Study Abroad

Sally C. Verburg, daughter of Mr. and Mrs. Edward Verburg, is one of 90 students of the Conservatory of Music, Oberlin College, Oberlin, Ohio, who will spend their junior year in Salzburg, Austria. Sally is majoring in organ music. Her father is Chief, Service Unit in the Procurement Section of the Materiel Branch.

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Farmington ARTCC Commissioned

Operations of the Minneapolis ARTC Center were transferred from Minneapolis-St. Paul International Airport to the new Center location at Farmington, Minnesota, July 1, 1962.

During the "cut-over" to the new Center at Farmington, Systems Maintenance Technicians discuss the operation of the New Beacon Decoding Equipment at the PPI Scope. Left to right: LeRoy McCarthy, Farmington SMS Chief; Bob Tetley, MLO; Bob Brown, RADAR Technician; and Sam Jones, SMDO-5.

Forty-two remote Communications Channels were transferred from the old location to the new Center between 6:00 PM and midnight of June 30. "Ramrod" for this tough job was SEIT Dick Anderson shown here checking the operation of an Air-Ground channel with a technician at some remote site. Assisting (on the right) is LeRoy McCarthy. Controller is unidentified.

Approximately a year and one-half was required for construction and installation of specialized communications and electronic equipment. Cost is estimated at $4.5 million dollars. The smooth transfer of operations from Minneapolis to Farmington was accomplished only through combined efforts of the competent staffs of Don Updike, Chief, SMDO-5; and C. I. Bates, Center Chief. Currently 163 air traffic controllers and 29 maintenance technicians are assigned to the Center.

"Acting" MLO Chuck Wolter checked the operation of a horizontal display (VG Scope) immediately after taking over the first midnight watch minutes after the commissioning of the new Farmington Center.

Watertown SMS Chief Retires

The man who came to South Dakota and stayed is retiring. Louis E. Potter retired on August 27, 1962, as Chief, the Systems Maintenance Sector, Watertown, South Dakota. "Louie", as he is known to his friends and co-workers, came to South Dakota in October of 1938. His first point of duty was Sioux Falls, where his responsibility was the operation and maintenance of the newly installed Sioux Falls Radio Range - South Dakota's first Federal Airways Facility. Louie was the first CAA employee in the State of South Dakota.

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various jobs from Chief Flight Inspector to Superintendent of the Experimental Division. This was when he decided to specialize in aircraft production. Salty had always wanted to go to work for CAA from his first contacts with inspectors in the Mid-30's, but had never felt he met qualifications for an "Aeronautical Inspector" (The man with the Badge, Typewriter and Fairchild 24). Then he heard about Factory Inspection. This was it! So in June, 1947, Salty joined CAA in Old Region Three, Chicago, Illinois. Along the way, he has made many friends in FAA and Industry as a result of having been on the Technical Committee of the National Air Races, being stationed in Oklahoma City for eight years, and attending Production Certification and Type Certification Board Meetings throughout the country.

Bowling and water sports are his hobbies. Q.B.'s, a VW and Outboard Racing are wife Elaine's pet peeves.

Juncker, with his wife Elaine and their two sons, Gary, 21, and Marc, 18, will reside at 7449 Riggs Lane, Overland Park, Ks.

Flight Inspection Crew Aids in Rescue

A Battle Creek crew, consisting of William Love, Richard Nevill, Carl Stengele and John Robinson, were advised by Midway Approach Control that a 35-foot cabin cruiser with six persons on board had been missing for two days on Lake Michigan. Although the FAA aircraft was not requested to participate in search activities, the crew was the first to spot the boat while they were engaged in flight check activities over the lake.

Contact with the Coast Guard through Meigs Tower directed a Coast Guard vessel to the spot. The flight crew also spotted, intercepted, and led an SA-16 aircraft to the disabled cruiser. Rough water prevented it from landing by the vessel.

Inspectors Become Temporary Pony Wranglers

A Flight Inspection crew, headed by Clyde H. (Hoot) Slyman, temporarily turned pony wranglers, recently, during an itinerary at Stevens Point, Wisconsin.

During preparation for take-off they found that a herd of approximately 30 Shetland ponies had gotten loose on the airport and were roaming the runways, effectively precluding use of the airport for anything other than a horse show. In order to expedite take-off, the flight crew enlisted aid from maintenance personnel, including their truck, to secure and confine the ponies. The round-up was accomplished successfully and the stock was returned to the pasture of their highly-concerned and grateful owners who were high in their praise of the versatility of Federal employees. The "wranglers" returned to the DC-3 and flight check activities continued.

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answer him. But it made me proud to say that I am in FAA air traffic control."

Regional Office employees join Warren in giving this well deserved recognition and thank him for the ORD bouquet.

Scottsbluff FSS Chief Dies

John H. Reed, Scottsbluff FSS Chief, died in the Scottsbluff hospital on September 11.

John had been a Station Chief since 1941, when he was stationed at Douglas, Wyoming, and was considered one of the most capable FSS Chiefs in this Region. He entered on duty December 16, 1937, at Anthony, Kansas, as an Assistant Airway Keeper, and served successively at Kirksville, Trinidad, Cheyenne, Denver, Douglas, Ft. Bridger, Chadron and Scottsbluff.

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St. Louis Changes TACAN Antenna

J. Milton Pavlakes, EMT, checks eccentricity of new antenna while Edward J. Hammond, EMT reviews directives.

Robert J. Richter, REMT (back to camera); Joseph R. Barroll, Materiel Specialist; Leo J. Tabaka, Chief, Nav Aids Section; and J. Milton Pavlakes, EMT, have the old antenna down, are now preparing to elevate the new unit. (Note to technicians only: Yes, the timing belt on the hood of the car was installed too!)

Joseph R. Barroll, who arranged for shipping and handling, assists by oiling wick on lower bearing.

It doesn't happen very often, but when it does it's an all out effort for all personnel involved (as any TACAN technician will testify). At 8:30 PM on August 8, the lower bearing in the antenna installed at STL TACAN breathed its last, and was shut down awaiting replacement. OMB was contacted and began shipment procedures immediately. The size and weight (530 pounds) precluded air freight, so REA Express made the delivery. Friday morning, August 10, all was in readiness, and by afternoon, the flight check pilot, Cliff Edwards, certified the unit was operational.

The St. Louis TACAN is unique in that it is the only TACAN that can be received on the ground at Lambert Field. Thus, McDonnell Aircraft, located on the north side of the airport, is able to use it for radio ground checks of their fighter aircraft while still on the production line.

Edward J. Hammond is atop the cone preparing to guide 475 pounds of valuable antenna into position.

Nav Aids Section Chief, Leo J. Tabaka coordinates with crane operator as the antenna is lowered into final position. STL TACAN will soon be serving pilots on a 24 hour basis.

Administrative NCO Assigned to Army Liaison Office

Sergeant First Class Edward J. Beck, Administrative NCO, reported for duty with the United States Army Liaison Office, FAA, Central Region, September 11, 1962. He has just returned from the European Command after completing a 41 month tour of duty, with assignments in Orleans, France, and Heidelburg, Germany.

Sergeant Beck was commended for outstanding performance of duty while in Germany receiving the Army Commendation Ribbon with Medal Pennant.

He will reside with his wife, Peggy, and their two sons, Mike and Ricky, in Overland Park, Kansas.

Employ The Physically Handicapped Week Announced

National Employ the Physically Handicapped Week will be observed October 7-13, 1962.

Federal activities have proved in more than 193,000 cases that it is good business to hire the handicapped. Mainstay of the Covernment's program for placement of handicapped persons who possess needed skills is the Civil Service Commission's Coordinator program which began in 1957. Coordinators for selective placement of the handicapped in various Federal installations serve as middlemen between handicapped citizens who have been found qualified under competitive civil service examination and appointing officers for jobs which are to be filled. Hiring of handicapped applicants in the Federal service has increased in direct proportion to the numbers of coordinators who have been appointed.

President Kennedy in a recent statement said "It is fitting that Government, as an employer, should lead the way in selective placement of...handicapped persons so as to utilize their skills and abilities."

Amateur Network Active

The Central Region Employee Network was formally activated at 7:00 p.m. CST on September 6, 1962. In spite of the fact that notification of the activation date and time did not reach all amateurs in the Region, there was very good participation. The high spot of the evening was a talk by Mr. Beardslee via phone patch through Eddie Shirley's Station KØJDM. There was considerable message traffic which was ably handled by the Net Control Joe Stogsdill WØKFQ.

The second weekly get-together on September 13 was marred by static. However, most of the message traffic was completed through alert relay procedures or by the use of CW.

FAA amateurs in Montana have been invited to join the Net. At this time of year it probably will be necessary to use one of the Dakota stations as a relay point. Along the line of new stations joining the Net, they should complete the questionnaire which gives the data on their station. These questionnaires may be obtained from CE-60.

As experience is gained, it is planned to develop an operating procedure manual and a roster of active participants. Up to now test messages have been sent out to selected stations by the Regional Office. Facilities and offices are invited to develop their own test messages as well.

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He was a transplanted Texan, having grown up on a farm near Hillsboro, Texas, where he attended local schools. After receiving his second class Commercial License, he was employed as an operator by commercial broadcast station WKY, at Oklahoma City, and later joined the U.S. Army Signal Corps at Ft. Sam Houston, Texas. Due to a serious affliction with hay fever, he was discharged from military service in 1934. He was employed by commercial broadcast stations until his entrance on duty with CAA at Anthony, Kansas. John is survived by his wife, a daughter, and two sons.

Air Defense Liaison Officer Hospitalized

James E. Godsey, FAA's Air Defense Liaison Officer at Hqrs. 30th NORAD Region, Truax AFB, Madison, Wisconsin, is critically ill in the Madison General Hospital, suffering from a paralysis of his left side as the result of a circulatory ailment. He was scheduled to undergo exploratory surgery on September 21. Jim, or Ernie, as he is variously known, was formerly the Center Chief at Kansas City before he moved into the ADLO assignment in 1957. He has a host of friends and acquaintances throughout the FAA, several of which date back well over 20 years. Understandably, in his present situation, he would appreciate a card or note. It is sincerely hoped that by the time this publication reaches you, his present critical condition will have greatly improved. Drop him a line to give him a boost over a rough road.

G W Kriske

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Louie's retirement marked the completion of in excess of thirty years of Federal Service, twenty seven of which were with the Federal Aviation Agency and its predecessors. He began his career with the Bureau of Light Houses at Knoxville, Missouri, on August 27, 1935, as a Communications Operator. He continued in this field until 1947 with assignments at Des Moines, Iowa; Omaha, Nebraska; Sioux Falls, South Dakota; Aberdeen, South Dakota and finally as Station Chief at Watertown, South Dakota. Mr. Potter transferred to the Systems Maintenance Branch in December of 1947 at which time he became the first Sector Chief of the newly established Watertown Sector.

Louie is widely known through his active interest in the Aeronautical Field and through his several hobbies. He has been an active "Ham" for many years, holding the call WOVT and has maintained active interests in the fields of photography and gunsmithing. In addition to these, Louie seemed to find time to "wet a line" or to take to the field after a pheasant or two.

A farewell dinner was held at Watertown for the Potters with approximately eighty friends in attendance. Louie was presented with a money tree which was formed from the contributions from friends and well wishers. Certificates of Awards from the Assistant Administrator and the Branch Chief were presented by Mr. Ogilvie and a Scroll bearing the signatures of Regional personnel was presented by Mr. Donahue, SMDO-2.

The Potters plan to establish a new residence in California. Their address will be 7420 San Nita Way, Fair Oaks, California.

NAVAIDS Exhibited at Open House

Visitors of all ages showed great interest in the NAVAIDS exhibit.

Last Spring a phone call to SMDO-5 from Bill Souder, sponsor of the "Rangers Flying Club" at Flying Cloud Airport, Minneapolis, opened up a new and exciting adventure for Minneapolis Systems Maintenance and Avionics Maintenance personnel. It all started with a proposed dedication of the new TVOR recently commissioned at Flying Cloud Airport, an event which while considered routine to the Agency, meant so much to those of the local flying community.

What started out as an "Open House" for FCM TVOR ended up as a full scale exhibit of Navigational Aids and Electronic devices.

Program, exhibit, and sign committees were formed and thirty enthusiastic and resourceful technicians threw themselves whole-heartedly into their assigned projects as if exhibits were going out of style. Many, many hours of personal time were devoted to building an impressive collection of scale models for the big day at Flying Cloud Airport. Alex Artimovich, SMS Assistant Chief, and SMS Chief Howard Kreger worked tirelessly with the "Rangers" and the various committees in assembling the exhibits and arranging for well-located and adequate space.

Left to right: Carl Broman, Section Chief, Minneapolis Radar; Alex Artimovich, Ass't Sector Chief, Minneaplis; D. W. Updike, Chief, SMDO-5; Howard Kreger, Chief, SMS, Minneapolis; Pat Harrigan, ET (Gen), FIDO Avionics; Kamuel Ellis, EMT (Gen.) Minneapolis Sector; Wylee Zimmerman, ET (Gen.) FIDO Avionics.

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New Radar Equipment for Traffic Control at O'Hare

Chicago's O'Hare airport is now equipped with the latest and most modern of Airport Surveillance Radar equipment. Known in the industry as ASR-4 radar and manufactured by the Texas Instrument Company, this radar is used by air traffic control specialists in the O'Hare tower in the direction of traffic arriving and departing from the O'Hare terminal.

The radar itself is located on the O'Hare airport and consists of a large revolving antenna and the associated electronic equipment to present a radar image in the IFR (Instrument Flight Rules) room of the control tower. also on the airport.

Within the control tower building at O'Hare, and on the ground floor, is the new radar room which houses the radar scopes used by the FAA controllers in the movement of the aircraft. Signals transmitted from the radar antenna are presented on four different radar scopes at the present time within this control room. Two of these are of a vertical type similar to a standard TV; two are of a horizontal nature.

This is the first such installation for FAA control tower use equipped with what is known as Scan Conversion or television type radar presentation, together with a special coded beacon signal to provide the controllers with rapid positive identification of the aircraft. The rapid read-out feature of this system provides the controller with an electronically operated gun-like instrument which is pointed at the beacon target on the radar scope. In turn the "gun" electronically converts the beacon target into a numerical identification which is the coded reply from the aircraft. Separate codes assigned to the different aircraft make possible the rapid identification.

In the design of the radar room additional space was provided for future installation of additional radar units, including the Precision Approach Radar which is programmed for this airport in the near future.

Special equipment has been developed by the Illinois Bell Telephone Company for the FAA to give the controllers the latest in communications capability so necessary in the handling of the modern jet traffic. FAA installation technicians and telephone company representatives have been working around the clock in an effort to get this equipment on the air at the earliest possible date.

In actual operation and in the case of inbound aircraft arriving at the O'Hare airport, the controllers in the radar room receive their traffic from the adjacent FAA Air Route Traffic Control Center now located at Midway airport. As they approach the airport, the Center controllers hand off the aircraft by a means of radar identification to the O'Hare controllers who then vector them on to the proper approach for the designated runway in accordance with the current traffic patterns

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Dosimeter Charging Made Easier

Harold Snow, Chief, Milwaukee FSS, has suggested that a small bit of solder placed on the charging contact pin of the CD V-750 Dosimeter Charger reduces the pressure required to charge the CD V-740 Dosimeters. Earl Schneider of the Electronics Shop provided the technical know-how and skill in modifying one of the RO instruments so the idea could be tested first hand. Pressure to make charging contact is certainly reduced. A very small soldering tip should be used in order not to sear or melt the plastic surrounding the charging contact. Otherwise, light from the instrument bulb will be reduced.

Snow also has a solution for low light intensity problem inherent with the CD V-750. He recommends that a GE222 bulb be substituted for that furnished with the instrument. The substitution has been made and it works!

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Pat Harrigan (far right) explaining how Flight Test Avionics Equipment is maintained and adjusted. Jerry Nelson (fourth from left) explains the operation of the VOR using the scale model shown in the right center of the picture. In the foreground is a scale model of ARSR-1.

Adverse weather conditions prevailed the day scheduled for the Fly-in, a fact to which Ed Blazejak, Asst. Chief, Minneapolis Tower, and the Tower Controllers operating the temporary control tower can testify. . . . It rained practically the whole day, and only two or three hundred airplanes showed up for the event. Weather not withstanding, an estimated 2,000 persons from the Twin Cities Area visited the display and walked through the Flight Inspection DC-3. There was little doubt that the exhibit - which was one of a half dozen other exhibits on the field stole the show.

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being operated at the airport. Likewise with departing aircraft, they are radar vectored by the O'Hare controllers in the radar room out to certain "fixes," or check points, at which time they are handed off to controllers at the Air Route Traffic Control Center who continue the aircraft on their course.

Commissioning of this new radar equipment and completion of the associated IFR radar room at O'Hare provides air traffic specialists with better equipment and better working conditions than they had in the past. This, in turn, will be reflected in better service to the aircraft using O'Hare airport.

By means of repeater scopes somewhat similar to a closed-circuit TV network, the same display in the radar room downstairs is presented to the Air Traffic Controllers in the control tower cab, thus assisting them in the rapid movement of arriving and departing aircraft. Equally as interesting as watching the radar blips move across the controller's screens, in the radar room, is the mechanism itself that provides the intelligence to the controllers. In a room adjacent to the control room is another large room literally packed with highly complex-looking electronic gear.

A crew of 20 FAA Installations Technicians and Engineers completed the complicated installation of this new electronic equipment in approximately five months. Continuous maintenance is provided on a 24-hour basis by personnel from the O'Hare Maintenance Sector of the FAA.

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