

FAA

REGION TWO

WIS-110

SCANNER

November 1960



THOUSANDS SEE ATLANTA ARTC CENTER OFFICIALLY DEDICATED
NOVEMBER 6, 1960

NOVEMBER 1960

The SCANNER is dedicated to the publishing of interesting happenings both within and outside FAA Region Two that affect the agency.

It is intended that the SCANNER shall carry to every employee a reasonably complete and current story of the more significant activities, plans, and accomplishments of our programs and employees.

By giving a broad picture of the trends, projects, and achievements in our operations, the SCANNER should help each employee acquire a more comprehensive sense of the FAA's mission.

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REGIONAL MANAGER'S PAGE

Each year the Federal Government, through the FAA, invests many millions of dollars in buildings, electronic equipments, and other "hardware" designed to modernize the airways. This giant improvement program represents a multi-million dollar long-term investment in the safety of air commerce by the citizens of this country.

Significant as this is, the people of this nation have made an even more vital investment to further improve and make air travel safer...they have invested in you and thousands of your skilled co-workers!

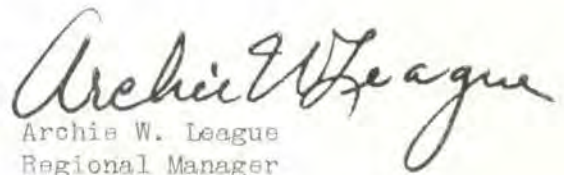
FAA people are the very core of the hard rock of flight safety. Regardless of the finest of equipments with which to work, it takes interested, dedicated people to make the final result profitable.

During my trips to Region Two field facilities, I have gained a knowledge and respect for the outstanding group doing the job in this Region. It gives me a deep sense of pride to observe our people at work...bright, clean-cut, capable...people whose work and appearance reflects the pride they share with me in the Agency and the important tasks they are performing.

Not only have I experienced the fact that our personnel are respected on the job...but they are also highly regarded as citizens in their community. Boy Scout leaders, church and school workers, charity drive sparkplugs, spokesmen for the American way of life!

These are our people!

People who build facilities...who operate them...who administer to them...who help establish and maintain air safety standards. These are the people who make our Agency what it is. All are important individually and as a collective group, they are an unbeatable team! I am sure you are proud to be a member of this team.


Archie W. League
Regional Manager

IN MEMORIAM

William H. Pike of the Ponca City FSS died on Oct 10 after a lengthy illness. Mr. Pike had been an employee of the FAA since 1932.

On Tuesday, Oct 18, a tragic aircraft accident took the lives of 4

of our controllers assigned to the Knoxville Tower. Messrs. James W. Austin, Donald J. Richardson, L. R. Dixon, and L. H. Adams were participating on a familiarization flight from Knoxville to Raleigh-Durham and crashed in the vicinity of Lexington.



FAA EMPLOYEES AWARDED SERVICE PINS... The FAA FSS at Crestview's Bob Sikes Airport was the scene for the awarding of length of service pins for 7 employees of the FAA. The number of years of federal service commemorated were: front row, left to right, James C. Hancock, Jr., 30; Curtis L. Tyree, 20; Henry C. Nance, 20; William (Bill) Riley, 15; second row, Albert R. Harrison, 15; Doyle J. Marrs, 15; and Norbert W. Dunn, 15, making a total of more than 130 years.

ATMFD #2 (Cont'd)

REGIONAL OFFICE CHIT-CHAT.....

Fay Sanford is new with our Air-space Branch. She came to us from RM-240 to replace Estelle Hays who recently transferred to Personnel.

SAN JUAN FAA EMPLOYEES RECEIVE SERVICE AWARD EMBLEMS.....

Recently Service Award Emblems were presented to fifty-nine FAA employees at a ceremony held at the San Juan International Airport. The award emblems were presented by Mr. Rafael Durand, Executive Director, Ports Authority, on behalf of the Governor of the Commonwealth of Puerto Rico. Our congratulations go to all receiving the awards and in particular to Messrs. Louis O. Maxwell and Charles Gover, who were recipients of 30-year award emblems.

In a letter to General E. R. Quesada, Mr. Durand expressed his appreciation for the honor of presenting the service award emblems to our employees. He also expressed his Government's gratefulness for the important contribution that the FAA is making to Puerto Rico's economic, social, and cultural progress. The fact that Mr. Durand would give his time in presenting these awards is indicative of the bond of public relations we so sincerely desire. Such cooperation and support is vital for the FAA to effectively accomplish its mission. We would like to take this opportunity to express our appreciation to each FAA employee for his part in establishing and maintaining this favorable climate.

The following is an excerpt from an editorial appearing in a local newspaper.

Perfection may be a goal for some, but humility and understanding makes for a warmer person. You can't help liking the guy who goofs and admits it with a smile. It takes a big person to do it.

A rash of no-injury incidents hit our airport recently. It could be yours. Conditions were ripe. It was hot, had been. Brains were tired, things are generally tense. Stress is order of the day during election year, and the pressure level is high. Too much coffee, too much all work and no play and what happens? Goofs!

One incident resulted in fifteen different reasons why the gear remained up when the plane landed. All were bench reasons. The pilot said very little. It may have been mechanical, it may have been finger trouble. Anyway--it's history.

Another incident caused some metal

crunching. It was unfortunate--but it happened. No one was hurt. The pilot wears no frown, but nobody laughs--these things are expensive.

Another incident caused a scrunch on the runway. A pretty plane on its pretty nose, its gear collapsed. Damage, yes--but no one was hurt. The pilot got out and frankly stated "I goofed."

Suddenly everybody remembered when they "goofed", pulled a wrong switch, hit a wrong button, landed downwind, at the wrong airport--whatever it is people do wrong sometimes--and everybody does. Everybody grinned with him.

A mistake is only a mistake when repeated. The first time it's a lesson. Everybody admires the person who fears nobody, who is strong and can swim the rapids. But each of us knows empathy for another who "goofs".

* * * * *



UNIQUE 'ROLL-AWAY' NOSE: To get to the electronic systems of the Lockheed JetStar quickly, you simply pull this jet aircraft's nose.



The Lockheed JetStar, first jet transport built for business aviation, is shown in flight as part of the Federal Aviation Agency certification program.

FLIGHT STANDARDS DIVISION

Electronic experts who have to maintain the little black boxes in modern aircraft will find the Lockheed JetStar's unusual nose quite appealing.

The junior size jet transport has all the electronics of a modern huge jetliner--and they are packed into the nose section.

To quickly reach the electronic systems for inspection or repairs, simply tweak the nose.

Or rather, to put it in a more dignified manner as Bruce Montgomery of Lockheed did in a recent talk to Atlanta radio engineers:

"Operate the JetStar's unique roll-away nose cone."

The nose cone is built on tracks so it can be rolled forward and backward, opening the entire electronics area and exposing the systems--making them easily accessible, Montgomery said.

Montgomery, who is aircraft development specialist-electronics with Lockheed's Georgia Division, described the JetStar's electronic systems to the Atlanta Section of the Institute of Radio Engineers.

The four-engine 550-mile-per-hour JetStar, operated by a crew of two, is fully equipped with communications, navigation, and air traffic control systems which enable it to keep in contact with ground stations, to make use of the ground facilities in mapping its own navigation route, and to keep its path separate from those of other planes.

Inside the nose cone, which is pressurized to make the equipment

operate more reliably, is such equipment as two independent VHF (very high frequency) communication systems; two independent VOR (visual omni range) navigation systems; two ADF (automatic direction finder) navigation systems; two independent ILS (instrument landing system) systems; weather radar, distance measuring equipment, etc. The plane also is equipped with automatic pilot.

FAA engineers Gene Rudder and Coleman Archer have been working closely with the Lockheed engineers for several months and putting in long hours to evaluate the complex and sophisticated electronic systems.

Other engineers from the Engineering and Manufacturing Branch are evaluating structural, propulsion, miscellaneous systems and flight aspects of the JetStar.

The first six production models are assigned to the FAA certification program. Lockheed anticipates the FAA will officially start flight evaluations in October. Five planes will be in flight test at Dobbins Air Force Base, Georgia by November, and one already is in static test.

In the FAA flight program, various airplanes will be used for different phases of engineering tests.

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The following is a resume regarding Fay D. Linehan, Supervising Inspector of the Miami General Aviation District Office.

Inspector Linehan began his aviation career at Love Field, Dallas, Texas, in 1932, where he obtained his private pilot license, limited commercial

Three-quarters of a million Americans are licensed pilots; 20,000 more win their wings each year.

(Continued)

FLIGHT STANDARDS DIVISION

and transport licenses. Mack Clark, former Chief of General Safety, gave him his private check ride and Russ Delaney his limited commercial and transport rides. Subsequent to receiving his transport rating, Inspector Linehan was engaged in several phases of aviation in various parts of the United States, barnstorming both land and sea planes, charter services, student instruction, etc.

With the advent of World War II, he entered the U. S. Navy where for a short time he was a primary flight instructor and then went with the Navy Air Transport Squadron where he officiated as plane commander on R-5D's.

In 1946, at his request, he was released to inactive status from the Navy and in June of that year became associated with the Civil Aeronautics Administration as an Air Carrier Operations inspector. His first duty post was Meacham Field, Fort Worth, from there to Houston and Tulsa, Oklahoma, and then to Oklahoma City where he transferred from Air Carrier Operations to General Safety Operations and assumed the duties of Supervising Inspector of the Oklahoma City District Office for a period of nine years until being transferred to Miami in November of 1959.

* * * * *



FAA PILOTS ANALYZE JETSTAR. J. W. Davidson, J. D. Ludwig, and J. M. Patton of FAA Region 2 flight test section complete engineering evaluations of the JetStar prior to beginning the flight test program leading to certification.

PERSONNEL AND TRAINING DIVISION

CHANGES IN RETIREMENT ACT

A recent amendment to the Civil Service Retirement Act authorizes award of larger annuities in certain long-term employee cases. In the past an employee's annuity, no matter how much service he had to his credit, could not exceed 80% of his high-five salary. The new change in the law provides that after an employee has completed enough service to reach the 80% maximum limitation, retirement deductions after that point until death or retirement plus 3% interest will be applied to cover any unpaid service (service for which no deductions were made or service for which retirement deductions have been refunded). In the event no money is due for deposit or redeposit to the fund, such retirement deductions will be used to purchase additional annuity in the case of retirement (Each \$100 will purchase an additional \$7 annuity). If the employee should die before retirement, the excess deductions would be paid in a lump sum to the beneficiary.

Employees with a high-five salary of \$5,000 or more attain the 80% level with 41 years and 11 months' creditable service, while varying lesser periods will produce this maximum in cases where average salaries are below \$5,000.

The same amendment to the Act effected another change benefiting retired employees who are reemployed by the Federal Government. At present a reemployed annuitant who serves at least 1 year continuously

on a full-time basis has his annuity increased upon final retirement by a supplemental amount based on his re-employment service only. Under the amendment, any reemployed annuitant separated after July 12, 1960, with continuous full-time service after retirement totaling at least 5 years may elect to have his retirement rights determined under the law then in effect, upon making deposit in the retirement fund covering such service. This means the individual will be entitled to a complete annuity re-computation as though he were retiring for the first time, and a new right of election as to type of annuity desired.

Page X-2 of the Employee Handbook should be annotated to reflect this change pending issuance of a revised Handbook.

HEALTH BENEFITS

The Health Benefits Act of 1959 provides that a new employee must register on SF-2809, Health Benefits Registration Form, within 31 days after entering on duty. Registration is required whether or not the employee wishes to be enrolled. The Health Benefits Registration Form, SF-2809, cannot be accepted if received in the Personnel and Training Division more than 31 days after the employee enters on duty, unless he failed to register for reasons beyond his control. Supervisors, therefore, may wish to establish a follow-up to insure that new em-

About 6,400 airports and heliports serve the United States and Possessions. Some 250 are used jointly by civil and military aviation. Over 300 are strictly military. More than 750 are served by scheduled airlines.

(Continued)

PERSONNEL AND TRAINING DIVISION

ployees register within the prescribed time limit.

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DRIVING SAFETY

We are all constantly confronted with automobile accident statistics. They appear on posters, magazines, newspapers, and radio-TV spot announcements. Yet we still take pride in ourselves as safe drivers and feel that accidents only happen to the other guy. Each holiday season, however, the National Safety Council predicts an increase in automobile accidents over the last holiday period.

The FAA also has been experiencing an increase in accidents involving Government vehicles. During the months of July and August of 1959, there were 12 vehicle accidents involving FAA operated Government vehicles. For the same period this year, there were 23 accidents in FAA operated Government vehicles. Of the 23 accidents, 14 were due to inattention and careless driving habits. These may be classified as follows:

1. Failure to yield right-of-way (5)
2. Improper backing and parking (5)
3. Excess speed on wet pavement (4)

Negligence on the part of the private drivers involved was the cause of many of these 23 accidents. We believe, however, that by being a little more cautious and alert, FAA drivers could have prevented some of them.

All persons employed in hazardous occupations stay alive by thinking and being alert while they work. Let's make a practice of thinking while we drive. Ask yourself what you would do if the car in front of you stopped suddenly - - - your car went into a skid - - - your brakes suddenly gave out - - - a car or a person suddenly dashed out in front of you. These questions seem elementary but try them and see if your driving habits don't improve.

* * * * *

DRIVE SAFELY

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THERE IS ALWAYS A BETTER WAY - - SUGGEST IT TODAY

In one more month and ten more day
T'll be Christmas Season bright and gay,
So if your purse is nearly flat
Suggestion cash can soon fix that.

* * * * *

On January 1, 1960, active U. S. aircraft totaled an estimated 107,627: General aviation 68,733, Military 37,000, Scheduled Airline 1,894. General aviation planes out-number the scheduled airline fleet 36 to one and fly three times more hours.

IDEAS FOR
IMPROVEMENT

SUPERIOR
PERFORMANCE

The FAA
INCENTIVE AWARDS
PROGRAM

CREATIVE THINKING

JOB ANALYSIS

SYSTEMATIC REVIEWS

EMPLOYEE
PARTICIPATION

DUTY

PROMPT ACTIONS

COOPERATION

DEVOTION TO DUTY

COOPERATION

IMAGINATION

RECOGNITION

INITIATIVE

PROMPT ACTIONS

INITIATIVE

MANAGEMENT
SUPPORT

JOB ANALYSIS

KNOWLEDGE OF THE
PROGRAM

IMAGINATION

THE FOUNDATION IS VITAL
LET'S KEEP IT STRONG!

FAA CONFISCATES AIRCRAFT

Because of flagrant disregard of the Federal Aviation Act, the Federal Aviation Agency exercised one of its rarely used powers and seized an aircraft owned and operated by Victor Elsworth Stadter of Pharr, Texas. The aircraft seized was a twin engined Lockheed Model 10-A.

In seizing the aircraft, the FAA charged Stadter with sixteen separate violations under the FAA Act. Among these were violations for repeatedly flying aircraft without a valid pilot's license and for having his aircraft registered in a person's name other than his own.

In detailing the charges, the FAA reported that Stadter had flown his aircraft on numerous occasions both inside and outside the United States, and during these flights, Stadter repeatedly refused to observe the safety provisions of the Federal Aviation Act and consistently refused to observe FAA warnings.

By continuing this course of action, the FAA said Stadter clearly demonstrated his open defiance of the FAA and public safety and so necessitated the aircraft seizure.

* * * * *

FAA RAISES HUGE RADAR ANTENNA TO GIVE HEIGHT OF AIR TRAFFIC

A 100-ton experimental radar antenna known as Air Height Surveillance Radar (AHSR) was raised into position recently at the FAA's NAFEC in Atlantic City to make possible an early start on a research project to provide altitude information through radar for use in air traffic control.

Radar equipment now in use provides traffic controllers with information on direction and distance. The important element of altitude which has long been needed in the control of the nation's air traffic will be provided by a three-sided antenna making possible 360 degrees coverage with an accuracy of plus or minus 500 feet at a distance of 50 miles.

* * * * *

FAA ADOPTS RAE SYSTEM AS NATIONAL STANDARD TO PROMOTE SAFETY AND ASSIST IN NOISE ABATEMENT

To promote safety on aircraft landing approaches and to assist in noise abatement, the FAA has adopted the British RAE Visual Glide Path Indicator landing lights as a national standard for use at U. S. airports.

The RAE (or Red-White) system was one of five systems evaluated at the FAA's NAFEC. The system requires no equipment of any kind in the aircraft cockpit and consequently can be used by both Air Carriers and General Aviation.

The full system consists of six four-foot long bars of lights on each side of the runway, with one set of three bars 750 feet from the approach end of the runway and the other at 1,250 feet.

Use of a standard visual glide slope system will help promote air safety by minimizing the danger of collisions with terrain and obstructions in the approach area by reducing the possibility of "over shooting" or "under shooting" the runway. It will also help in noise abatement by keeping the aircraft as high as safety factors will permit on the landing approach.

* * * * *

FAA TO INSTALL FIRST COMPUTER DESIGNED ESPECIALLY FOR AIR TRAFFIC CONTROL

First installation of a new computer designed specifically for use in air traffic control, will be made by the FAA early next year.

The computer automatically performs a number of routine operations heretofore done by hand by the air traffic controller. It prints flight progress information, updates, changes and stores this information, exchanges it with other control facilities that are concerned with the flight, warns the controller of impending conflicts of air traffic and generally assists him in controlling traffic from airport to airport. It eliminates much of the annoying "holding" of aircraft. (Circling and awaiting turn to approach and land.)

* * * * *

FAA PROPOSES RULES TO STANDARDIZE FLIGHT OPERATIONS AT TOWER-EQUIPPED AIRPORTS

The FAA has proposed rules to standardize the flight operations of all aircraft operating in the vicinity of all airports with the primary aim of enhancing air safety in the vicinity of airports and reducing aircraft noise affecting airport communities.

The proposal would create an airport traffic area around each tower-equipped airport that would take in the airspace below 2,000 feet within a radius of 5 miles of the center of the airport. Any pilot not intending to land at the airport would be prohibited from flying through this area unless he received the tower's permission to do so.

Such a standard airport traffic area is believed necessary by the FAA because of the number of near mid-air collision incidents which have been caused by the interference of enroute aircraft operating in airport traffic patterns.

The proposal would also limit airspeeds of aircraft operating in the traffic area around controlled airports to not more than 180 miles per hour.

The proposed rules call for two-way radio communications at all airports where a traffic control tower is in operation by either the FAA or military authorities. They, however, include a provision permitting aircraft not equipped with two-way radio to land or take off from a controlled airport if prior authorization is obtained from the tower.

* * * * *

FAA TO SIMPLIFY SAFETY RULES

The FAA is initiating a comprehensive program to consolidate and simplify its aviation safety regulations in order to improve service to the aviation community.

The project will include reorganization of the regulations, simplification of the language and elimination

of duplicate and obsolete rules. There will be no revision or substantive changes of the regulations themselves.

The result will be a single simplified body of regulations which can be easily referred to and which will be readily understandable by the aviation public.

* * * * *

FAA PUTS AREA POSITIVE CONTROL PLAN INTO OPERATION

The FAA has put "Operation Pathfinder," a new concept of air traffic control, into operation in the Chicago-Indianapolis area on October 15, 1960. The program provides for the maximum degree of safety, efficiency and airspace utilization to meet the complex needs of the jet age.

"Operation Pathfinder" will initiate positive control on an area rather than a route basis. It will provide control through radar of all air traffic operating between the altitudes of 24,000 and 35,000 feet. The area involved covers 110,280 square miles of airspace. All aircraft operating within this airspace, whether on airways or off airways, will be under the control of the FAA Chicago and Indianapolis air route traffic control centers which are specially equipped with long range radar.

* * * * *

FAA TO USE NEW WRITTEN EXAMINATION FOR AIRLINE TRANSPORT PILOT RATING

The FAA will put into use next month a new type of written examination for applicants seeking Airline Transport Pilot Ratings.

The new examination will test a pilot's ability to meet and resolve a series of problems that might confront him on a typical airline flight. The questions will deal with problems normally encountered in flight-planning, interpretation of weather data, analysis of aircraft performance, navigation, use of radio aids, and application of Civil Air Regulations. Unlike the previous examination, the new examination integrates the required knowledge into a typical operation problem.

* * * * *

AUDIT SERVICES STAFF

INTERNAL AUDITS (TO MEASURE YOUR PERFORMANCE)

How Internal Audit Reports to Top Supervisory Levels Can Result in Better Recognition, Efficiency

Performance Measurement-through internal auditing is gaining momentum. Internal auditing is one of the techniques management uses to examine, appraise, and review operations and policies. Boiled down, auditing is measurement of a job and comparing what is with what should be.

Perhaps it is because the auditor's job is the protection of government interests against waste and loss that this management function has to live down the epithet of "company spy". This outworn label accentuates the negative and perhaps distracts from the more important auditing function, that of constructive recommendations for various operating segments.

Here are some of the things an audit can do for the purchasing activity:

- *Improve control over purchasing activities.

- *Reduce paperwork.

- *Improve communications between top management and procurement officials.

*Measure and report on purchasing progress. Here are some faults often found in a purchasing activity:

1. Lack of control over authorized procurement activities.
2. Lack of economical small order system. (For example, using standard order form for small value items, where cost of processing was greater than items purchased.
3. Overlooking benefits in use of blanket orders or tendency to ride year after year with same vendors without opening order to competitive bids.
4. Unpriced orders.
5. Absence of terms on purchase orders. Failure to take discounts.
6. Lack of detail on bidding: lack of explanation on why lowest bidder did not receive order, or vague wording in specifications

which cloud real knowledge of whether vendors are competing.

7. Rentals, leasing service contracts; lack of procedures for review of long leases that cause tendency to forget that equipment is rented.
8. Security on bids, lack of time stamp on bids.

Recommendation: Have bids returned in special sealed envelope to prevent accidental opening in regular mail.

The auditor is under orders to watch out for overcentralized responsibility. Auditing rules, for example, dictate that no single individual should select a vendor, issue the requisition and certify that work was performed or material received--and pass on the invoice for payment. This principle raises some serious questions of purchasing policy so far as inventory controls are concerned.

Among the items auditors will look for in reviewing purchasing department: uncontrolled blanket purchase orders, favored vendors, unpriced orders, and improper bid disclosure.

According to Cadmus, managing director of the American Institute of Internal Auditors, "Internal auditing is one of the techniques management uses to examine, appraise and review operations and policies. It is a managerial control, which functions by measuring and evaluating the effectiveness of other controls."

"By controls," he continues, "we mean the active process of establishing policies and procedures, planning what is to be accomplished, setting standards for measuring performance and seeing that these plans are carried out in accordance with those policies and procedures."

The purchasing agent and the auditor have a great deal in common. For example, part of purchasing work is auditing. Purchasing management reviews requisitions with the aim of bringing their knowledge of markets and materials to bear so that it may offer constructive recommendations and thus result in a saving to the US Government. The auditor too, reviews operating controls so that his knowledge may lead to better operations and savings.

Another thing that purchasing and auditing has in common--and here we may like to cry on each other's shoulders--is that each of us may be doing a first class job in his assigned field and it is often difficult or almost impossible to express that good in dollar terms.

The good jobs we do show up in the results of the operating segments we serve. It is very hard to decide how much of the credit we might claim.

When an auditor visits your organization, he will do four things. He will ask questions; he will check requisitions, bids, and other data; he will observe the procurement activity in operation; and he will write a report.

An exit conference will be conducted with responsible and interested officials. The findings and recommendations of this report will be submitted to Branch and Division Chiefs, Regional Manager and responsible Washington officials when the magnitude and scope of the audit have national implications. Unbiased and independent appraisals to top management by the Regional Auditor, including recommendations and appraisals

which measure sound procurement progress and achievement, can contribute to the status of the purchasing activity. In other words, favorable comments and recommendations in audit reports reaches top management as well as less complimentary recommendations. The Internal Audit provides a means for all levels of operations to receive recognition for job well done.

A LESSON ON SICK LEAVE

The following article was submitted by the Chief, FSS, Oklahoma City, Oklahoma.

One of our personnel, ATCS Frank Wieler, recently made application for retirement after 32 years of service; Frank was to commence 20 days accumulated leave for the year, at the end of which he was to commence his retirement, living on his farm at Fairview, Oklahoma.

Frank wasn't able to complete his annual leave as scheduled. He was on his way to town, probably in a hurry, tried to pass a pickup truck, and the truck driver made a left turn without proper signal. Frank is in the hospital with painful injuries, duration probably six to eight weeks.

The moral of this story, and why should it be published in the SCANNER? Frank had 1,425 hours accumulated sick leave to his credit. You can figure it out, and you figured it right, Frank will be carried on sick leave until released by the doctor and then to commence his annual leave. These instructions came from our Personnel Office. From where we sit, this is mighty good insurance!

* * * * *

The 222 U. S. airports with FAA control towers recorded 26,905,856 take-offs and landings in calendar year 1959.

BUDGET DIVISION

Shades of the Mukluk Telegraph!
We are here to report that we have
an Elk hunter in our midst - a Texan
at that!

Elmer Watkins, Budget Analyst,
and family have just returned from a
glorious vacation trip to Colorado.
Elmer is addicted to hunting in the
same way most of us are to coffee
and cigarettes. You name it and if
it's licensed he'll hunt, and from
all reports he must be pretty good.
We've been getting glowing reports
every year about his deer conquest,
but this is his first try for Elk -
and at \$50 license fee for one Elk,
it's no wonder.

Elmer says the trip up was rela-
tively uneventful until they reached
Clayton, New Mexico where they stop-
ped for coffee. When they came out
of the cafe it had begun to snow
lightly - 20 minutes, 10 miles, and
half a blizzard later he could see
the top of the cab of the pickup in
front of him, but not the tail lights.
It's 85 miles from Clayton to Raton,
N. M. and they made it in 4 hours -
top speed of 40 mph and that main-
tained for all of 10 minutes.

After Raton they left the blizzard
behind and headed for their guest
ranch 25 miles south of Laramie,
Wyoming, right on the Wyoming/Colorado
border. As a matter of fact, Elmer
says the state boundary line ran
through the middle of one of the
ranch horse corrals. (How confusing
to the horses!)

Leaving the wife and kiddies at
the ranch, our hero headed for the
hills (along with a party of eight,
including guides). The snow was
deep, wet and cold, the wind was wild

and biting, and the abandoned logging
camp cabin where they slept and ate
was a far cry from central heat and
carpeted floors. To top it all off,
after riding horseback when possible
and leading them when not, hoofing it
over snow covered fallen trees,
gathering at least a ton of snow in
the coat collar and down the back,
and braving the wilds of the forest,
the only Elk seen ran like a scared
Texas Jackrabbit and poor Elmer
didn't even get a good look down the
scope.

The varied array of people in the
hunting party and at the guest ranch
proved interesting also - including
an aviation employee complete with
air conditioned Cadillac (now that's
what I call roughing it); a couple
from Virginia, both of whom were
morticians; a forest ranger on a bus-
man's holiday; a file clerk from the
East who had saved for three years to
make the trip; and last, but certainly
not least, a female type horse wrang-
ler. Elmer says the female "Hoot
Gibson" was once secretary to a ranch-
man and one day decides she's tired
of the indoors and takes up horse
wrangling as a new profession. To
each his own!

At any rate, Elmer plans a more
lucrative trip to South Texas for
deer and maybe he'll try the Elk
again next year.

Note to our Alaskan friends: Do
we get "A" for effort?

* * * * *

SAVE --- BUY BONDS

* * * * *

The crossroads of community progress in the Air Age is the busy airport. Like
an electric power plant that lights up the whole city, the impact of the air-
port radiates throughout the entire community, building progress in ways few
have ever dreamed.

ERTEL E. BUNNELL'S RETIREMENT



JOHN H. DRIVER, ASSISTANT CHIEF, ELECTRONICS ENGINEERING SECTION, MAKING
PRESENTATION

Story on Retirement
- John H. Driver

On September 2, 1960, retirement ceremonies were held in Mr. Leland H. Hayden's Office for Ertel E. Bunnell, Electronic Installation Technician, who observed his seventieth birthday in August, 1960.

Bunnell entered on duty with the Civil Aeronautics Administration in January, 1942. He worked in the Establishment Branch as General Mechanic and later was reassigned the title of Electronic Installation Technician.

A host of friends and co-workers were present to wish Earl a happy retirement.

Contributions were received from Earl's many friends throughout the Region and were presented to Earl in the form of a cashier's check.

Earl will be at home at number 20 College Street, Hampton, Georgia, and the welcome mat is out to any Federal Aviation Agency friends passing that way.

FACILITIES AND MATERIEL FIELD DIVISION NO. 2

THE NEW ATLANTA AIR ROUTE TRAFFIC CONTROL CENTER - HAMPTON, GEORGIA



FRONT VIEW - ATLANTA ARTCC

Story on Atlanta ARTCC
- James D. Stone

Hampton, Georgia
October 4, 1960

This is an "on the scene" report of pre-cutover preparations for the new Atlanta Center. It's a wonderful sight! Contrary to what you might think, everyone is going about his

assignments calmly but deliberately. The last pieces of the jigsaw puzzle, unto which this great maze of electronic equipment and circuitry may well be likened, are falling into

OPERATIONS ROOM - ATLANTA ARTCC

place. The picture is almost complete, and it is easy to sense the feeling of final growth and development that prevails.

It's less than two weeks until cutover time, as this report is written, but the count-down has started already. As the count goes downward, the tempo and -- yes, a degree of anxiety -- go up.

I think of this big Air Route Traffic Control Center, in its present state, as a beautiful moth confined to the limited area of its cocoon. Inside there is life, and

by feeling here and there, you can detect the movement of compressed power. And so it is here now. The outward signs are few -- perhaps a red or green jeweled light twinkling here or there, the gentle click of a relay armature pull-up or the warmth of generated heat from certain equipment racks.

But you know the force and ability are there. You know that by certain count-down procedures the proper combination is made. You find yourself mentally going through the steps that will clip the cocoon





COMMUNICATIONS EQUIPMENT AREA IN BASEMENT - ATLANTA ARTCC

Ample room for expansion has been provided.

loose and let the beautiful moth go free.

And a word about the crew! You're proud of them and their ability. These men have nurtured and groomed this cocoon-encased moth from its earliest concept. They know and understand its every whim and movement. It's something more to them than just a mixture of metal, wood, glass, and

plastic. These have been molded into something with a personality through the dexterity of hand and mind.

In a few days, we hope to report on the Natal activities surrounding the birth of this Sleeping Beauty.

Stand by for more!

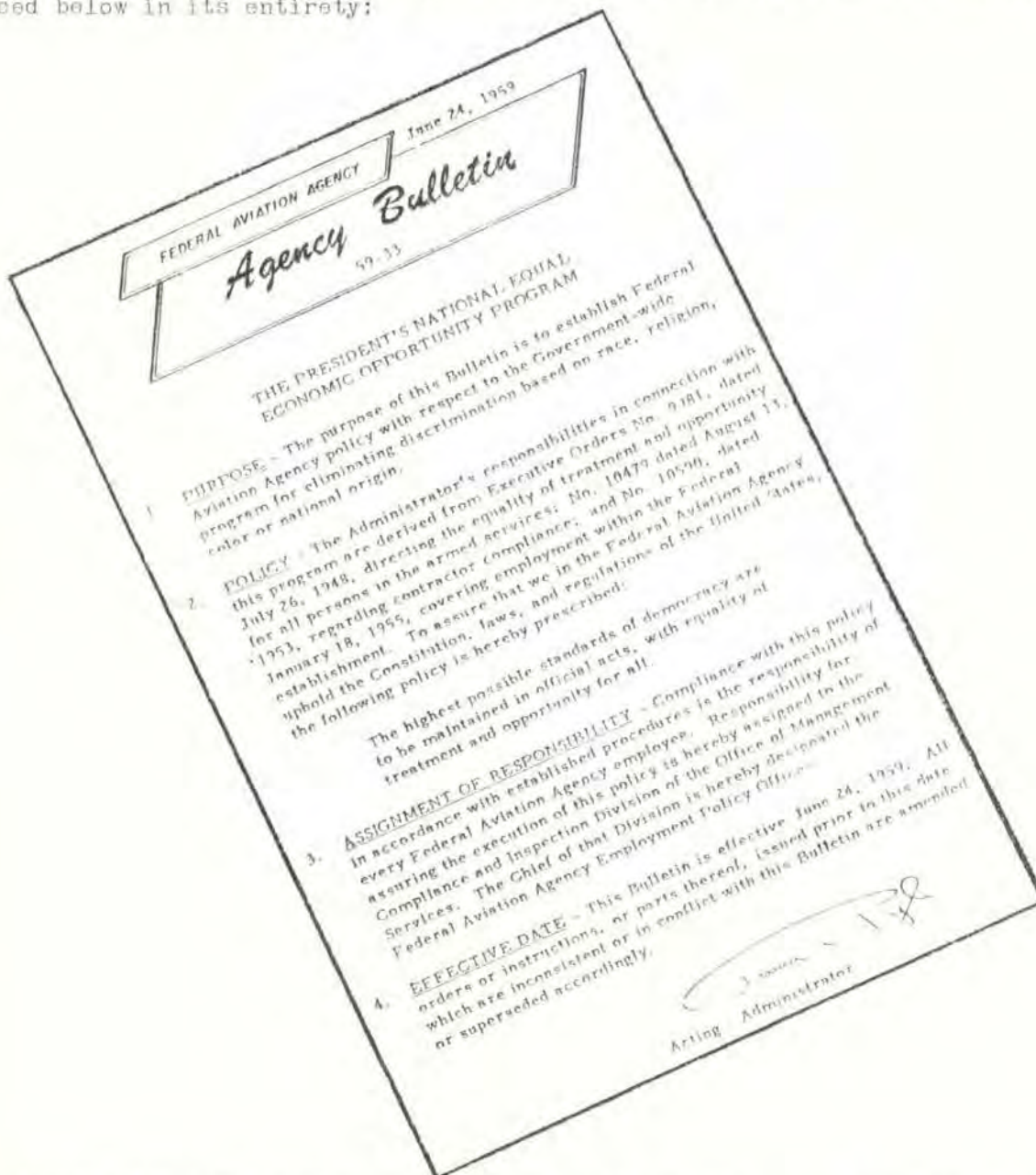


TERMINAL TOWER
THE NEW ATLANTA AIR ROUTE TRAFFIC CONTROL CENTER - HAMPTON, GEORGIA
for
Radar Microwave Systems between Charlotte, North Carolina; Montgomery,
Alabama; and Marietta, Georgia Long Range Radar Stations, and Atlanta
Air Route Traffic Control Center

FAIR EMPLOYMENT PRACTICE

The attention of all employees is invited to the Agency's fair employment policy which is set forth in Agency Bulletin 59-33. This policy is based on the provisions of Executive Order 10590 and the regulations and procedures established by the President's Committee on Government Employment Policy. It is designed to protect employees from discrimination because of race, color, religion or national origin.

Employees are urged to re-read Agency Bulletin 59-33 and familiarize themselves with its contents. For your convenience, Agency Bulletin 59-33 is reproduced below in its entirety:



Procedures for filing complaints are outlined in Agency Practice 3-713.



George Haddaway, Publisher of FLIGHT Magazine (left) and Archie W. League, Regional Manager (right) were among the principal speakers at the October Flight Clinic sponsored by the Texas Aeronautics Commission at Addison Airport in Dallas. More than 400 attended the General Aviation safety clinic. In its continuing desire to promote air safety, FAA Region Two plans to organize and participate in many such safety clinics in the immediate future.

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C O V E R P O R T R A I T

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ROLLIE M. HARRISON, M. D., Regional Flight Surgeon
Aviation Medicine Field Division Two

We are delighted to have a gentleman with such a distinguished background in aviation medicine as Dr. Rollie M. Harrison join us as a Regional Flight Surgeon.

Having had broad medicine experience in both civilian and military life, Dr. Harrison will be able to focus his knowledge on our extensive aviation medicine program in Region Two.

He began his military career as a commissioned officer in 1936, and when called to active duty in 1941, he was assigned to the U.S. Army Air Corps. Beginning in 1942, Dr. Harrison participated in many Pacific campaigns...New Guinea, Central Pacific, Ryukus, Mandated Islands.

Following the war Dr. Harrison continued his military career with impor-

tant assignments in Europe, Washington, and at other key posts throughout the United States.

As Flight Surgeon for Army Aviation, he initiated the action to establish high physical standards for Army Aviators and training of U.S. Army Medical Officers as Flight Surgeons supporting field operations of Army Aviation.

After many other key military assignments and being awarded the Army Commendation Medal, Lt.Col. Harrison retired in October, 1960, and joined the FAA.

Dr. Harrison's wife, Peg, tolerates his dabbling in such hobbies as bowling, shooting, fishing, photography, and painting!

Good luck, Doctor, we're happy to have you!

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ROLLIE M. HARRISON, M.D., REGIONAL FLIGHT SURGEON
Aviation Medicine Field Division Two