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KNOWS CONE



SEPTEMBER, 1962

Health Insurance Rates Unchanged Editorial

Premium rates of the Government-wide Service Benefit Plan (Blue Cross) and the Government-wide Indemnity Benefit Plan (Aetna)--which together cover about 80 percent of the nearly 2,000,000 employees enrolled in the Federal Employees Health Benefits program--will not be increased for the next contract year beginning November 1, 1962, the Civil Service Commission announced. The CSC also said that the next "open season" of the program is planned for late 1963, probably in October.

A few of the other 35 plans participating in the program may require premium increases. While some plans may make minor perfecting changes in benefits, rate increases will be negotiated only on the basis that they are needed to maintain the proper balance between the cost of present benefits and premium rates. However, any increases in rates by other plans for the next contract year will probably be small, the Commission said.

Although there will be no general "open season" in October of 1962, eligible employees who have previously elected not to enroll will have another opportunity to enroll in a participating plan in October of this year. Also, any employee now enrolled for self-only will be able to change to a self-and-family enrollment in the same plan and option at that time. During a general "open season", eligible employees have an unrestricted-

At long last, the first issue of the Southern Region's new employees' publication, "Knows Cone", has been distributed. We hope the technical, production, and printing problems which are so numerous with a first issue will be somewhat smoothed out and your Issue Number II will be on time.

Our goal for this newest model "off the drawing board" among publications, is a magazine to be enjoyed, and participated in, by all Southern Region employees. We hope to have feature articles from time to time from every area in the Region.

To make the new publication interesting for all, we need teamwork in sending in articles so the Editor will have a number from which to select. Each field facility should have their own "Editor" to keep an eye out for local articles and to submit them through their respective Division. Also, where material is available but a writer or photographer is needed to ferret out the story, notice should be made either through the Division or direct to Public Affairs.

So, with Issue Number II, here's to cooperation, teamwork and an FAA as we have never seen before.

THE EDITOR

ed opportunity to change from one plan or option to another, or if not enrolled, to enroll in a plan.

(Cover)

A JET sails off the runway at the Atlanta Airport past the Glide Slope Antenna. Thirty-six similar instrument landing systems are installed by Installation and Materiel and maintained by Systems Maintenance of FAA in the Southern Region. These systems are regularly checked.

KNOWS CONE Vol. No. 2

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Arvin O. Basnight

... notes from The Assistant Administrator

Competition in America is an incentive to greatness. Grantland Rice wrote of his appreciation of a characteristic of champions which he called "awareness"; i. e., the quality of being apprised and conscious of the strength and weakness in one's environment.

It seems to me that we, each of us who work for the FAA and air safety, need have such an "awareness" - not only of our job and its relationship in a 45,000 man team, but of the overall Agency. With such an understanding we may individually advance the level of FAA performance.

Let's first look within the Agency and see if we appreciate some things about ourselves.

As Federal employees we have been given certain rights and privileges by law, Executive Order, or Civil Service Commission Regulations. These benefits include rates of pay, liberal sick and annual leave, an excellent retirement system, promotions on merit without regard to race, creed or national origin, Workmen's Compensation for on-the-job injuries, group health and life insurance, protection against indiscriminate removal or other adverse actions, recognition and incentive awards for superior performance and beneficial suggestions, the right to join or refrain from joining an employee organization - just to mention some of the major items.

FAA, under broad laws, orders and regulations, has, and is developing, an improved merit promotion plan giving opportunity for advancement to all employees anywhere within the Agency. We have a multi-million dollar a year training program including academic, managerial, technical, and on-the-job phases, which is equal to, or superior to, any other such program in the Federal Government. Our recently established policies in employee-management relations, appeals, and grievance programs are as progressive as any known.

To supplement these personnel management programs in the Southern Region, we have a Review Board to give impartial consideration to official acts or incidents by employees involving the public. This Board assures equitable and uniform treatment of all employees throughout the organization. It does not abridge anyone's rights, coerce any group-but rather recommends actions, which from the benefit of experience, should improve future performance. A future article will be devoted to this subject.

Special management training is being given to top and middle supervisory levels to enable them to, among other things, better inform all employees of their rights, privileges and obligations as Federal employees to the Agency and improve our service to the public. Plans to extend this management training to first line supervisors are well advanced and should become finalized within this fiscal year.

It has been said to me "that this Agency does little for our employees' understanding of the total picture of what is being done." The Administrator's visits to Regional offices and field installations all across the country to participate in discussions with employees and other groups interested in aviation at Hangar "Fly-In's" would seem ample refutation of this statement. Our Regional Office staff visits to field facilities are made not only as inspections, but as efforts to assist in developing our mutual understanding of the Agency.

In addition to the personal contacts, information releases such as the "Fly-By" and "Knows Cone" are published to let all employees know about what is currently going on in FAA. But, no matter to what extent the Agency goes to give us information and the means to help us understand our job, it will not be enough if you do not use it to help yourself. Such efforts will create a most favorable public image of FAA and improve air safety.

A "GRAVE" SITUATION

Richard and Catherine Dotson's graves are located in the middle of the main East/West runway at Travis Field, Municipal Airport, Savannah, Georgia. William H. Anderson, Chief, RAPCON/Tower and Area Coordinator, on the left, stands on an airplane "track" which crosses the graves. Looking on with him are, center, Frank M. LeHardy, Director, Savannah Airport and William P. Taylor, Watch Supervisor, RAPCON/Tower, Savannah.

If Richard and Catherine Dotson could see one of today's jet airplanes, they would probably "sit straight up in their graves"! But if the Dotsons knew where some of these modern airplanes are landing, they'd probably sure enough "turn over in their graves". The Dotson's graves are located directly in the middle of the East-West main runway at Travis Field Municipal Airport, Savannah, Georgia. Their ages today would be 165 years.

The Dotsons were buried on land originally given to the Dotson family under a King of England grant. When the U.S. Government acquired a large portion of the property at the beginning of World War II for military airport use, the land was still held by the present Dotson family. In the early settlers' day, the area was known as "Cherokee Hills", the Cherokee Indians having once used the land for council meetings and war dances.

The original Dotson cemetery contained about two acres. When the government proceeded to expand the airport in early World War II, many of the dead were moved to plots set aside at Bon Aventure Cemetery east of Savannah. Expansion of the runway was delayed while the government obtained permission to move numerous graves. But, when it came to moving the eldest of the Dotsons, the government lost. As the concrete was being poured for the runway surface, the contractor left a 25-foot square encasement in the concrete, exposing the ground and bordering the two Dotson graves. As the work proceeded to completion of the runway, the contractor advised that he must have authorization for moving the graves. The present Dotsons took a firm stand and requested that the graves not be moved.



The government laid concrete nine inches thick over the graves, outlined them, replaced the original headstones with markers.

Thus, the Travis Airport is probably the only one in existence that has a tombstone 150 feet wide by 8400 feet long. The North/South runway crosses the East/West runway and makes a unique cross as a monument to the two Dotsons.

Another unique angle to the graves is that, when the dead were buried in Dotson Cemetery, the feet were pointed East to the sunrise, and head to the West. Today, the graves are laid just as they were originally. However, after 85 years, due to the change in earthly magnetic variation, the feet now point about 10 degrees off toward the Southeast, and the head to the Northwest. The graves, when new, were probably oriented by a magnetic compass.

The government inactivated Chatham Airport for military use January 31, 1945. On October 1, 1950, Chatham Field was inaugurated as Savannah's Municipal Airport and the airport's name was changed to Travis Field, honoring General Robert J. Travis, famous for his bombing missions over Europe in World War II.

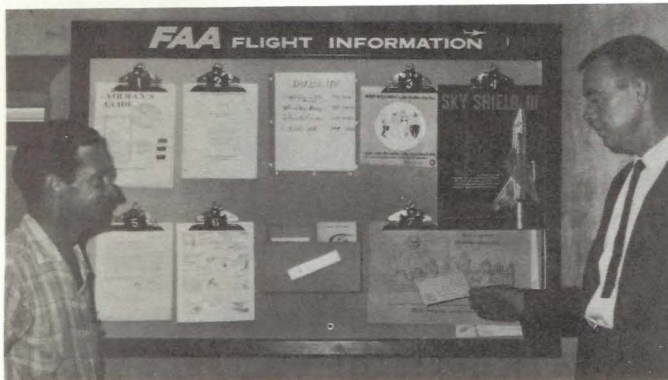
Today, Travis Field is a sprawling airport which handles more than 50 airline operations each day. Local and transit civil aircraft and Air National Guard jets operate in and out daily. Traffic Controllers stationed in the modern FAA Airport Traffic Control Tower guide as many as 800 flight operations to safe landings and takeoffs each day.

"Million Mile" Controllers

We often see full page ads in newspapers describing airline captains as "million mile pilots". These men have thousands of flying hours and years of experience. Have you ever thought of our own "million mile controllers"?

Miami Tower, long recognized by pilots for its outstanding work in traffic control, has several twenty (plus) year air traffic veterans. If we deduct an average of 140 days time off each year, we arrive at a total of 225 working days. This would average about 1800 control hours multiplied by the years of service. A twenty-year man would have approximately 36,000 hours of control experience behind his decisions. These are the men who are the backbone of Marty Hansen's well-run facility.

It is always interesting to note that when time permits a rehash of their experiences, the aircraft mishaps and anxious moments are passed over and the lighter moments of their profession is recalled. We remember one C-46 cargo aircraft that landed on runway nine and in the process of landing "porpoised" one hundred feet in the air. In a series of lesser leaps and bounds, the aircraft ended up 1,000 feet East of the runway boundary in a cloud of dust. Equipment was dispatched immediately, but before they could reach the scene, a breathless voice from the aircraft said, "Miami Tower, Miami Tower did you see what that durn Co-pilot just did?"



Mack R. Wood, right, Chief, Field Operations Branch, Aircraft Management Division, explains the new Flight Information Board to Bill Husk, Dublin, Georgia. The information board was placed at the Dublin Airport on a trial basis.

(See story on page 8)

General Aviation Branch Repair Station Meeting

General Aviation Maintenance and Electronic Inspectors attended a Regional Office meeting, July 25-26, 1962, which was held to re-emphasize the objectives of the Southern Region in the repair station function and provide training in this field for these personnel designated as repair station experts.

The objectives are (1) to have a repair station expert in each General Aviation Area Office, (2) to maintain the high quality control of Southern Region repair stations, and (3) to achieve and maintain standardization of Washington policies in certification and surveillance of repair stations.



Attending the Repair Station meeting were: (Standing L to R) Thomas J. Sharp, Miami; Max M. Wolke, Nashville; Constant V. Lubitch, St. Petersburg; Guy B. Kimmer, Atlanta; Thomas H. Shelton, Atlanta.

(Sitting L to R) William B. Pilker, Charlotte; Francis C. DeBois, Nashville; Thomas J. Callahan and Billy F. Janca, Atlanta Regional Office; Jack L. Steward, Miami; Bette Lee, Atlanta Regional Office; Donald J. Longfellow, Jackson.

Length Of Service Awards

Information has been received from Washington that the Length of Service Award is being redesigned. The supply of old pins has been exhausted and the new pins will not be available until after the first of the year. As soon as the pins are available for order by the Region, all past due awards will be made to Southern Region employees.

The National Shelter Program

President Kennedy, describing "Urgent National Needs" in an address before Congress, identified fallout shelter as one of our essential defense needs, and so, launched the National Shelter Program. FAA personnel, as all other Americans, will share and benefit from this program. Following is a brief summary of events to date.

Developing Shelter Space - The National Fallout Shelter Program's objective is to develop fallout shelter space for every man, woman and child in the United States by 1967. The projection is for 235 million shelter spaces, 70 million spaces through the National Fallout Shelter Survey, 100 million spaces through the proposed Shelter Incentive Program, 5 million spaces by incorporating shelter in Federal buildings, and 60 million spaces through private initiative.

What Has Been Done - The Office of Civil Defense, Department of Defense, has initiated Phase I of the National Fallout Shelter Survey. Some 1,500 architects and engineers, representing 535 architectural and engineering firms, have contracted to take part in the nationwide survey. They have received special OCD training in fallout shelter survey and analysis techniques. The primary aim of Phase I is to identify potential fallout shelter space in existing buildings. More than 375,000 buildings have been analyzed to find shelter spaces meeting Federal criteria (adequate protection from radiation, space for 50 or more persons, adequate ventilation).

Phase II of the survey is now being conducted to make a more detailed, on-the-spot survey of buildings having a potential for community fallout shelters, to survey selected special facilities such as caves, mines, and tunnels, and develop information that can be used in bringing substandard potential shelter areas up to minimum Federal criteria. About 200,000 buildings and 12,000 special facilities will be involved in the Phase II survey.

Among the Actions Taken to Date -

1. The Defense Supply Agency is procuring 150 million pounds of special food biscuit - enough for 30 million shelter spaces.

2. Contracts have been let for 265,000 medical kits - 177,000 kits for small shelters (\$13.50 a kit) and 88,500 kits for 300-person, and larger, shelters (\$61.50 a kit).

3. More than one million sanitation kits - enough for 30 million shelter spaces have been ordered.

4. Initial orders have been placed for one million shelter signs for inside and outside shelter marking.

Panama Center Moves Into New Home



New home of the ARTCC/IFSS in the Panama Canal Zone.

The new home of the Panama Air Route Traffic Control Center is now quartered in the new modern FAA building, recently completed in the Canal Zone. The move was made on June 15th and due to excellent planning, no difficulties or problems were encountered.

With new equipment, new transmitter and receiver sites, we now have excellent direct, Controller to Pilot, VHF and UHF communications with a range up to 200 miles in all directions. This long-range is necessary due to Panama Center providing all enroute and approach control service for all airspace and all airports located in the Canal Zone and the Republic of Panama, plus oceanic control as far North as 15 degrees North and as far South as 1 degree North.

TAPS

Rudolph F. Cornehl, the Supervising Inspector of the Nashville Air Carrier District Office prior to his retirement in June 1962, passed away on July 23, 1962, after a lingering illness.

Cornehl served as a pilot in the U. S. Navy from 1940 to 1946. He was initially employed by the CAA in 1948 as Air Carrier Operations Inspector. From 1948 until the time of his retirement, he served in El Paso, Texas; Midland, Texas; Karachi, Pakistan; Panama; and Nashville, Tennessee.

He is survived by his wife and one child.

Welcome Aboard!

Dr. H. W. Faulkner has recently joined the Agency in the Southern Region Aviation Medicine Division. Dr. Faulkner is a native of Covington, Georgia. He received his B. S. Degree from the Medical College of Georgia. His postgraduate training was done at the Macon Hospital, Macon, Georgia. For the past four years, Dr. Faulkner has been engaged in the general practice of medicine in Covington, Georgia. He is married to the former Jean O'Neal of La Grange, Georgia. They have one daughter, Laura, age six.

* * * *

James K. Howes, Jr., recently transferred from the Washington office to Airports Division to become Chief, Airport Operations Branch. "Jim" was Chief, Property and Services Branch in Washington. There he was most active and responsible in preparing the functional layout and in furnishing and equipping the new Washington FAA office building, after which our own new Regional Office is patterned. As Chief, Airport Operations Branch, he is responsible for the development and administration of the Region's "FAAP" program, including approval of project applications from sponsors, approval of project payments involving Federal funds and for assuring that airport owners comply with agreements between the Federal Government and themselves.

* * * *

Charles E. Drysdale reported for duty on August 13 as Assistant Chief, Airports Division. He transferred from the Northern California Airport District Office and brings with him years of valuable experience in Airports Service work.



General Aviation Branch honored Frank Wignall with a farewell get-together July 30th. Wignall transferred to St. Petersburg, Florida, where he is both Area Supervisor and Supervising Inspector at the General Aviation District Office. Reading left to right: T. J. Callahan, Bette Lee, H.P. Gassaway, Mr. Wignall, H.S. Foster, J.S. Serra, Emily Moor, W.G. Beroset, Anelle Corley, L.M. Blaisdell.

Adios, Amigos!



Arvin O. Basnight, Assistant Administrator, (left) presents a large scroll to Ernest L. Moore, (right), Chief, Combined Station/Tower, Columbia, S. C., at a ceremony honoring Moore upon his retirement after 31½ years of government. Odell Garrison, (center) Area Coordinator for the Columbia area looks on approvingly.

Ernest L. Moore, Chief of the Federal Aviation Agency's combined Station/Tower, Columbia, South Carolina, retired August 10, 1962, after 31-1/2 years of Federal service.

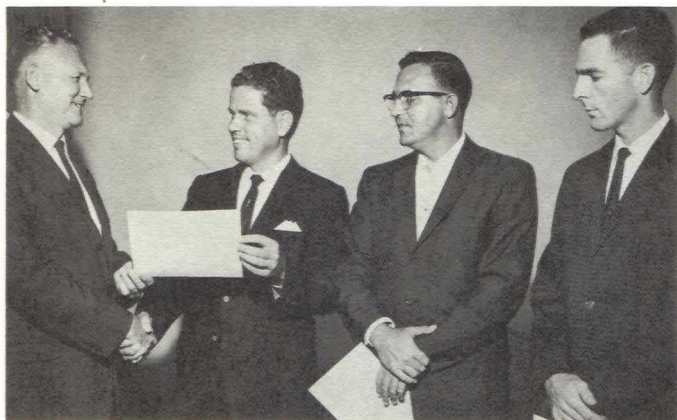
Moore, who was in the U. S. Army Air Corps from 1931 to 1937, doing largely radio work, came with the Civil Aeronautics Administration in October 1937 as Assistant Airway Keeper and Junior Radio Operator, working at Curwensville, Pennsylvania and Hartford, Connecticut. He was an Air Traffic Controller from 1939 to 1946, at which time he was promoted to Supervisory Airways Operation Specialist. He held this position until being assigned to the combined Flight Service Station/Tower, Columbia, South Carolina, in 1952 and where he retired as its Chief.

Moore attended Fayetteville High School, Fayetteville, North Carolina, and the University of North Carolina. He, and his wife, Mary, have two sons, Ernest, Jr. and John W. and one daughter, Patricia Anne.

* * * *

Dr. Thomas P. Hamilton, II, Regional Flight Surgeon (Acting), is leaving the Southern Region team and returning to clinical medicine, entering group practice in Pennsylvania.

Award Presentations



FAA employees all over the Southern Region, 121 to be exact, received Outstanding Performance Awards and 13 received Special Act Awards during the past month. In picture on the left, Mobile Area Coordinator Augustus Eltz congratulates three local award winners, (L to R) Eltz, Douglas R. Messick and Marvin W. Benefield, Supervisory Electronics Maintenance Technicians in the Dauphin Island radar facility, and Robert S. Imsand, Electronic Maintenance Technician at the RAPCON, Brookley Air Force Base.

In picture on the right, Area Supervisor Robert B. Thornberry, Atlanta Regional Office, second from right, presents Sustained Superior Performance certificates to three employees at McKellar Airport, Jackson, Tennessee. They are, from left, Edwin Baxter, Jr., Frank W. Rowsey and Marvell O. Wheeler. At right is Jackson Flight Service Station Chief, C. O. Wright.

Award presentations were covered by many local news media. Probably the one to get the largest coverage was Raleigh, North Carolina, which not only had an article in the local Durham Sun, but Robert B. Farrington of WPFT Radio aired a four minute tape from his program titled "Flying's My Fancy" over the NBC network, "Monitor" program heard on a nationwide basis.

Congratulations to all recipients:

Information Centers For Small Airports

As we taxied up to the ramp of the Dublin, Georgia Airport, Bill Husk, chief maintenance man, was busy overhauling and modifying a Bellanca from San Salvador. W. H. ("Bud") Barron, operator of the County-owned airport was off doing some agricultural dusting, his primary business.

Husk, trained at the Bellanca factory does factory field service on the Bellanca and specializes in repairs and overhaul. Customers from all over the United States and Central America come into Dublin for work on this particular airplane. Bill has been at the Dublin Airport eleven years.

The Dublin Airport is a small, but well maintained, operation with three asphalt runways. It is the "home base" for about 27 small aircraft, 20 of which are privately owned and seven airport-owned. Instruction, charter, and rentals are available. The airport has lights on one runway - the North/South Runway - a

beacon, and a lighted windsock. Eighty and 100 octane gas, and all oil is available on a 24 hour basis, as Bill lives on the airport.

The Dublin Airport is a busy, little airport, but not busy enough to warrant an FAA Tower or other FAA facilities. In an effort to better serve pilots based at airports such as Dublin, Southern Region's Public Affairs and Aircraft Management Division are trying out a bulletin board service which will give the local pilots the correct telephone number to call for the nearest Flight Service Station, Weather Bureau office, Air Route Traffic Control Center and GADO office. A copy of Airman's Guide, recent NOTAM's, safety posters, and other information are being made available on the board. The first of these trial boards was presented to the Dublin Airport and a close study will be made to determine its value to the local and itinerant pilots.

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