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# KNOWS CONE

**NOVEMBER**





**A. O. Basnight**

## ... notes from The Assistant Administrator

**...PERFORMANCE:** As we visit facilities throughout the Region, we are impressed with evidence of growing "pride in our performance." Confidence in, and respect for, our work and constructive dedication to the Agency are musts in doing a more effective job while creating a better public image of the Agency. New performance standards are being implemented that should provide a better communication medium between supervisors and employees to further our effectiveness. Extensive training is being conducted throughout the Region incident to this program. All supervisors and employees should take full advantage of this training and the improved understanding that should result.

**...HUMILITY:** Due in part to Lady Luck, this Region is now receiving a number of compliments for jobs well done. Examples: Performance incident to a recent strike; the establishment of a temporary control tower at Oxford; National awards for flight assistance and quality of Air Traffic service; and several solutions of airport problems. Kind words for accomplishments are always gratifying to receive. Recognition is what most of us strive for in our jobs. Let me ask you to join with me in humble appreciation of the fact that our performance is largely dependent on the team effort that is our support. Have you ever asked a top flight controller how essential good maintenance is to his work? Probably the answer you will get is that team effort is essential.

**...PERSONAL FLEXIBILITY AND MOBILITY:** Among the challenges before our Agency is the need for individuals with particular talents and qualifications for both broader assignments than a single speciality, and expert talent in a specialized field. The need for the latter is most evident at specific locations and in certain jobs. These needs have been true in the past and will be even more evident in the future as a result of technological advances that bring about changes, including personnel realignments. This means opportunity for those employees who are ready, willing and able. As Mr. Halaby stated, "Opportunities in this Agency in the future will come to the fleet and the flexible - not to the fat and rigid."

**...UNDERSTANDING AND ACCEPTANCE OF RESPONSIBILITY:** Particularly, as we move toward decentralizing the decision-making process of the Agency, it is fundamental that to accomplish our objectives, we must accept the responsibilities our individual positions demand. In the future, even more than in the past, each unit of the Agency will need discharge its respective duties consistent with our delegated authority. To do otherwise will only weaken the effort to get decision making authority in the hands of individuals closest to the scene.

If you have suggestions for improvement, recommend them for adoption, but carry out the directions as they are received. When the recommendations have been considered and the decision making process complete, then as a team, let's support the approved programs to the best of our individual ability. It is not possible to have 100% agreement on all things; however, with your support of what need be done, until it can be done better, we can, and I believe we will, attain personal satisfaction and a lot of success.

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## Equal Employment Opportunity For All

Executive Order 10925 of March 6, 1961 directed that all Federal Government Agencies insure that no discrimination because of race, creed, color, or national origin would be practiced or permitted within the Agency. The Federal Aviation Agency stated its policy in this regard in Agency Order AD 1000.2 which says in part that "The highest possible standards of

democracy are to be maintained in all official acts with equality of treatment and employment opportunity for all". It is the responsibility of every employee that compliance with this policy is maintained. Your attention is invited to the poster in this regard on bulletin boards throughout the Agency.



# MEMPHIS CENTER DEDICATED

*The public views  
control room operations  
during  
dedication day  
activities.*



More than 4,000 people toured the Center and attended the dedication of the new Memphis Air Route Traffic Control Center on Sunday, October 14.

David D. Thomas, Director, FAA Air Traffic Service, Washington, D.C., and Arvin O. Basnight, Assistant Administrator, Southern Region, were principal speakers at the dedication ceremonies.



*David D. Thomas*

The new Center has been designed to safely control all enroute instrument air traffic within more than a 200 mile radius of Memphis. Among the outstanding Center features is the Air Route Surveillance Radar (ARSR), a long-range radar. With this advanced equipment, air traffic controllers are able to "see" airplanes flying within a 200 mile radius of Memphis by following "blips" on each radar screen.

The new Agency concept was carried out at the Memphis Center as much as possible. Construction had progressed to the point that only certain changes could be accomplished such as:

1. Relocation of interior partitions into an "in-line modular system", improving looks and circulation.
2. Establishment of central file system.
3. Establishment of a secretarial pool for the administrative offices.
4. A complete interior color coordination, using a field color of matt white and black trim, offset by a repetitive accent color in the orange range.
5. A completely coordinated furniture layout and selection.

Landscaping of the grounds was subdued and kept secondary to the building itself, with subtle planting areas used to screen parking areas and support equipment such as air conditioning towers and gas meters.



*Paul Borda,  
Memphis Chamber  
of Commerce,  
welcomes the  
visitors to Memphis  
during a Chamber  
of Commerce  
sponsored luncheon.  
Arvin O. Basnight,  
Assistant Administrator,  
Southern Region,  
is shown seated.*





## Editorial

In the past several weeks we have witnessed "team-work in action". There have been several occasions requiring the expending of time and energy above that normally expected of an employee. It has paid off, too!

There have been excellent foresight and cooperation evident in arrangements for the Miami Time Capsule Ceremony, the Memphis Center Dedication, and many other less conspicuous events. These affairs were conducted smoothly; mute testimony to the hours of planning and preparation spent beforehand.

Thousands of persons attending these functions were unconsciously standing in judgment of our activities by what they saw and heard. Almost without exception, "Mr. Average Attendee", was favorably impressed. His complimentary remarks were heard and appreciated.

The "public image" of FAA gains immeasurably by the actions of each dedicated employee who plans and works together well with his co-workers and Chief for the betterment of the Agency. Like a family, we work together for the common benefit. It is this kind of service that makes a "good" Agency, a truly OUTSTANDING one.

## Savannah Specialist Receives AOPA Award

Each year, the Aircraft Owners and Pilots Association (AOPA) makes an award to an FAA Flight Service Station Specialist for outstanding service to general aviation. The recipient for 1962 was Roger T. Hamit, FSS, Savannah, Georgia. He received the "AOPA Meritorious Award" during the AOPA convention in Miami in October.

On February 25, 1962 a solid overcast unexpectedly moved into the Savannah area, trapping a number of VFR general aviation pilots on top of an unbroken clouddeck. During a period of approximately 5 hours, Hamit was instrumental in helping many of these pilots to orient themselves, get below the overcast and make a safe landing. Seven incidents were recorded during this time. Others occurred which could not be recorded simply because Hamit was too busy helping pilots in distress and could not take time out to write up reports.

Records show that Hamit rendered assistance to more than 20 pilots during the past year. AOPA personnel commented that the sustained and intelligent performance of Hamit is an outstanding example of service rendered by FAA Flight Service Station personnel throughout the country.

### Our Cover this month:

*The Memphis Air Route Traffic Control Center, dedicated Sunday, October 14.*

**KNOWS  
CONE**

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● Southern Region, Federal Aviation Agency  
Headquarters: 52 Fairlie Street, N. W.  
Atlanta 3, Georgia

● Assistant Administrator  
Arvin O. Basnight

● Deputy Assistant Administrator  
Paul Boatman

● Editor  
James C. Hart

● Associate Editor  
Vonnie Goss

### CONTRIBUTING EDITORS

Aviation Medicine - Connie Tamboer  
Legal - Mary Ann Sullivan  
Auditing - Joann Thweatt  
Accounting - Rudell Murphy  
Personnel - Virginia Prichard  
Budget - Perl Whelchel  
Management Analysis - Christine Hardy  
Inst. & Materiel - John R. Smith  
Flight Standards - Betty R. Schultz  
Emergency Readiness - Edward F. Tamas  
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Systems Maintenance - Ernest Thompson  
Airports - C. W. Horton  
Admin. Services - Harold A. Montgomery  
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Comp. & Security - Janealle Twilley  
Air Traffic - Edie DeFreese

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# OFFICIAL CONDUCT POLICY

It is the policy of the Agency in accordance with Executive Order 10939 of May 5, 1961, that "The highest possible standards of integrity and ethics in official conduct are to be promoted and maintained by all employees and representatives of the Federal Aviation Agency". This policy is established by Agency Order AD 1000.1 of July 3, 1961. The order further stipulates that "1. No employee or representative shall engage in any outside employment or other outside activity not compatible with the full and proper discharge of the responsibilities of his office or position. It shall be deemed incompatible with such discharge of responsibilities for any such official to accept any fee, compensation, gift, payment of expenses, or any other thing of monetary value in circumstances in which acceptance may create the appearance of, or result in:

- a. Use of public office for private gain;
  - b. An undertaking to give preferential treatment to any person;
  - c. Impeding government effectiveness or economy;
  - d. Any loss of complete independence or impartiality in official action;
  - e. The making of a government decision outside of official channels; or
  - f. Any adverse effect on the confidence of the public in the integrity of the Agency.
2. No employee or representative shall receive compensation or anything of monetary value, other than that to which he is duly entitled, for the performance of any activity during his services as such official and within the scope of his official responsibilities.
3. No employee or representative shall receive compensation or anything of monetary value for any consultation, lecture, discussion, writing or appearance, the subject matter of which (a) is devoted substantially to the responsibilities, programs or operations of the Agency, or (b) draws substantially upon official data or ideas which have not become part of the body of public information."

For exceptions to paragraphs 2 and 3 above, see Agency Order AD 1000.1.

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## "Operation Friendship" begins . . .

The Southern Region Aircraft Management Division is now accomplishing flight inspection work for the U. S. Air Force.

Ten Air Force flight crew personnel have been assigned to FAA on a loan basis to augment normal staffing until additional personnel can be hired and trained.

On Monday, October 8, the Air Force crews were given a day of indoctrination. Arvin O. Basnight, Assistant Administrator, welcomed the new personnel and discussed Agency organization and purpose. Paul Boatman, Deputy Assistant Administrator, spoke on Southern Region structure. Aircraft Management, Systems Maintenance, and Personnel Division, followed with briefings on their particular field of work.

The Air Force crews are all graduates of the Aircraft Flight Inspection Course at the FAA Academy in Oklahoma City. The crews have now received flight checks in the DC-3 fleet and are assigned to Flight Inspection District Offices at Atlanta, Georgia; Meridian, Mississippi; and Orlando, Florida.

These men are on loan for nine months, at which time those desiring to do so will return to active Air Force duty. The Agency expects some of these crewmen to request permanent assignment as flight inspectors, and arrangements have been made within the loan agreement for their transfer.



Air Force personnel who will participate in "Project Friendship" receive orientation and indoctrination at staff meeting, Arvin O. Basnight, (seated, right, end of table), Assistant Administrator, presiding.



# S.E. AIRPORT MANAGERS ASSOCIATION meets

The Southeastern Airport Managers Association held its annual meeting at the General Oglethorpe Hotel, Savannah, Georgia, on September 19, 20, and 21, 1962. FAA personnel participated as speakers panel members and observers.

Paul Boatman, Deputy Assistant Administrator, Southern Region, spoke about the new Region, its composition, responsibilities and aims, Chester Bowers, Airport Service, Washington, D. C., provided details of the current reorganization of the Airports Service which is designed to provide a more streamlined and effective working force.

A panel composed of Joseph W. Johnson, Airports Service, and John W. Dregge, Civil Aeronautics Board, both of Washington, D.C., discussed airport planning with particular reference to requirements for new or expanding airports.

Leyton Willis, James K. Howes, and Cyrus W. Horton, Southern Region Airports Division, participated as a panel, covering topics on airport planning, restrictive provisions in airport agreements and airport maintenance.

## REGIONAL

### EMERGENCY PLANNING COMMITTEE

All Divisions of the Regional Office are represented in the newly formed Regional Emergency Planning Committee. This group will have the prodigious task of planning for our safety and survival in the event of national emergency.

To prepare for the task ahead, committee members are being given a comprehensive six week training course in atomic, biological, and chemical defense, conducted by the Navy at Fort McClellan, Alabama.

#### NOVEMBER CALENDAR OF EVENTS

- |         |  |
|---------|--|
| 7, 8, 9 | ————— Forum for Air Cargo<br>Dinkler-Plaza Hotel<br>Atlanta, Georgia |
| 17      | ————— Dulles Airport Dedication<br>Washington, D. C.                 |

## FLIGHT STANDARDS PERSONNEL GIVEN AWARD



Arvin O. Basnight, FAA Southern Region Assistant Administrator, (right) presents a "Special Act Award" to C. W. Walker, Chief, Flight Standards Division and Fred W. Kingdon, Air Carrier Operations Specialist, RO, Atlanta. Edmond L. Turner, Principal Operations Inspector, Eastern Air Lines, Miami ACDO, was presented a similar award in Miami. The awards were earned by excellent handling of FAA's responsibilities during the Nationwide strike of EAL Flight Engineers.

## "Operation

## Mediterranean Fruit Fly"



The Mediterranean Fruit Fly, a most destructive pest of citrus and other tropical and subtropical fruits, was found for the second time in the Miami area in April 1956. First infestation was in 1929 when the fruit fly caused millions of dollars damage to the citrus crop.

"Operation Mediterranean Fruit Fly" was born June 15, 1962. Beachcraft C-45, AT-11, Chase 122, B-17, PB-2, PB-4Y, a B-25, and a Bell-47 Helicopter were the aircraft used to spray the congested areas of Dade, Broward, and Palm Beach Counties.

The areas treated were 623,745 acres. Coverage was calculated at one gallon per acre of a Malathion mixture. Total cost to the United States and the State of Florida to eradicate the Mediterranean Fruit Fly will be approximately \$1,000,000.

For the first fourteen days of operations, both maintenance and operations inspectors of the Miami GADO conducted constant surveillance and, subsequently, spot surveillance checks at a minimum of three or four times per week.

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## Airways Continuity

Like highways, the Federal Airways recognize no state or regional boundaries. Parts of airways, controlled by an air navigation facility in one region, may very well fall within the certification jurisdiction of another.

To insure the continuity of these Airways, the Agency has initiated a plan and approved methods whereby the flight inspection and procedures personnel of adjoining Regions, may coordinate directly, and mutually agree, on certain overlapping responsibilities.

During October, Tom Brown, Chief, Richmond Flight Inspection District Office, visited Dave Bailey, Atlanta FIDO, to resolve responsibility of the respective offices along the Eastern-Southern Regional boundary.

Other meetings are scheduled to occur at later dates to resolve the same problems with other adjacent Regions.

## Your Weight in COPPER

The Savannah RAPCON/Tower has received a letter and an award of a certificate of appreciation for notable assistance in the "Crusade to Conquer Cancer".

This was occasioned by an "Air-Lift" held in April whereby airplane rides were given to anyone donating one cent per pound for his or her physical weight. Airplanes were furnished by local operators and private owners.

The American Cancer Society reports that a terrific amount of money was raised in this particular undertaking and that assistance given the "Lift" by the Tower in keeping the many participating planes safely separated was a major factor in assuring the success of this important project.

## A Sound Philosophy

Make the most of dull hours. Nourish your mind with good reading. Don't think too much about yourself. Try to cultivate the habit of thinking of others - this will reward you. Be kind. There is no power of love so hard to get and keep as a kind voice. Be patient. There are three things that never come back - the spoken word, the sped arrow, and the past life. Wear a threadbare coat like a gentleman and be outvoted with a smile.

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*Memphis Tri - State Fair*

Anita Bryant, Columbia recording and TV star, is shown with George McKinney, Controller, in the Memphis Tri-State Fair booth depicting the work of the ARTCC.

In addition to all the work involved in dedication of the new Memphis Center, the controllers and local SMS personnel contributed their own time to set up a booth at the Memphis Tri-State Fair which depicted the work of the Center.

A sector was set up with training equipment as is in the Center. A 15 minute tape of actual traffic was used to put on a program during each hour. Controllers actually re-controlled traffic as the tape was played during the display.

A teletype with weather information was set up and a VORTAC antenna and a model of the new Center building was built by the air traffic controllers for display in the booth.

Much attention was gained by the booth in that it was termed one of the three most informative displays at the fair by the local press. Memphis school children were required to write a theme on the three most important displays at the fair.





*The  
Robert C. Stoner family  
board  
their  
rented Cessna 175  
for a  
vacation flight  
from their  
Greenville, S.C. home  
to Oregon.*

## FLYING VACATION

The "flying vacation" taken by the Robert C. Stoner family of Greenville, South Carolina this summer will long be remembered.

Stoner, an FAA Airport Traffic Controller in Greenville, along with his wife, and three children, aged 9, 7, and 3, spanned the Nation from Greenville to Oregon in three leisurely days of flight.

Traveling light - only two large suitcases, a potty chair and baby doll, the Stoners' rented Cessna 175 performed well, providing the family with breathtaking views of desert and mountains. To make the trip even more exciting, nature contributed an aerial view of a distant tornado near Oklahoma City.

Landings during the day were made for lunch and

short browsing excursions. The two nightly stops were made in time for a swim in the motel pool before dinner, sight-seeing, and retiring.

Mrs. Stoner, who is not a pilot, assisted her husband with maps though admittedly acknowledges some pre-occupation with the position of the gas gauge needle. She was somewhat concerned when the radio went dead, but everything worked out safely. Later a sympathetic airport attendant extracted a blown radio fuse, handing it to Mrs. Stoner to "keep for a souvenir". She did!

The Stoners give a unanimous vote in favor of "flying vacations". The air was comfortably cool aloft with sights far more dazzling than the rear bumper of a preceding automobile.

## Atlanta Tower Presented Award

The 1962 "Scroll Award of Merit" of the Air Traffic Control Association was presented to the Atlanta Tower at the seventh annual meeting of ATCA in Las Vegas, Nevada, recently.

The citation read, "For outstanding contributions to the science and profession of air traffic control by the development of a new radar sequencing concept now incorporated in the manual of air traffic procedures; for enlisting the cooperation and earning the high praise of all users of Atlanta's busy airport during the experiment and, for sustaining at the same time, an enviable record of high efficiency in the control of air traffic; for its selection -- based on the enthusiasm and dedication of its personnel - as the first facility to institute positive radar control of all traffic in the terminal area; for reflecting great credit to the Federal Aviation Agency and the air traffic control profession."

The award and citation was presented by D. D. Thomas, Director, FAA Air Traffic Service, Washington, D. C.

## Communications Network For The Fleet

The Washington office has been busily coordinating with the various military services for loan of single sideband radio transmitting and receiving equipment for conduct of the Control Central test in the Southern Region

Bob Barrigan and Lynne Covalt of the Washington Flight Standards office were in the Region during the week of October 8 to coordinate with Aircraft Management Division personnel in determining exact needs and establishing delivery dates.

Present plans are to equip all flight inspection aircraft with single sideband high frequency radio, and to provide a ground communications station in Atlanta for control, scheduling, and working assignment of the entire fleet.

At the time of the visit, not all of the needed communications equipment had been procured, but the Region was assured that Washington is now solidly behind the project and equipment will be made available as rapidly as possible. In time we hope to have all aircraft out-fitted and be ready for the test when we move into the new building early in 1963.

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