

# KNOWS CONE

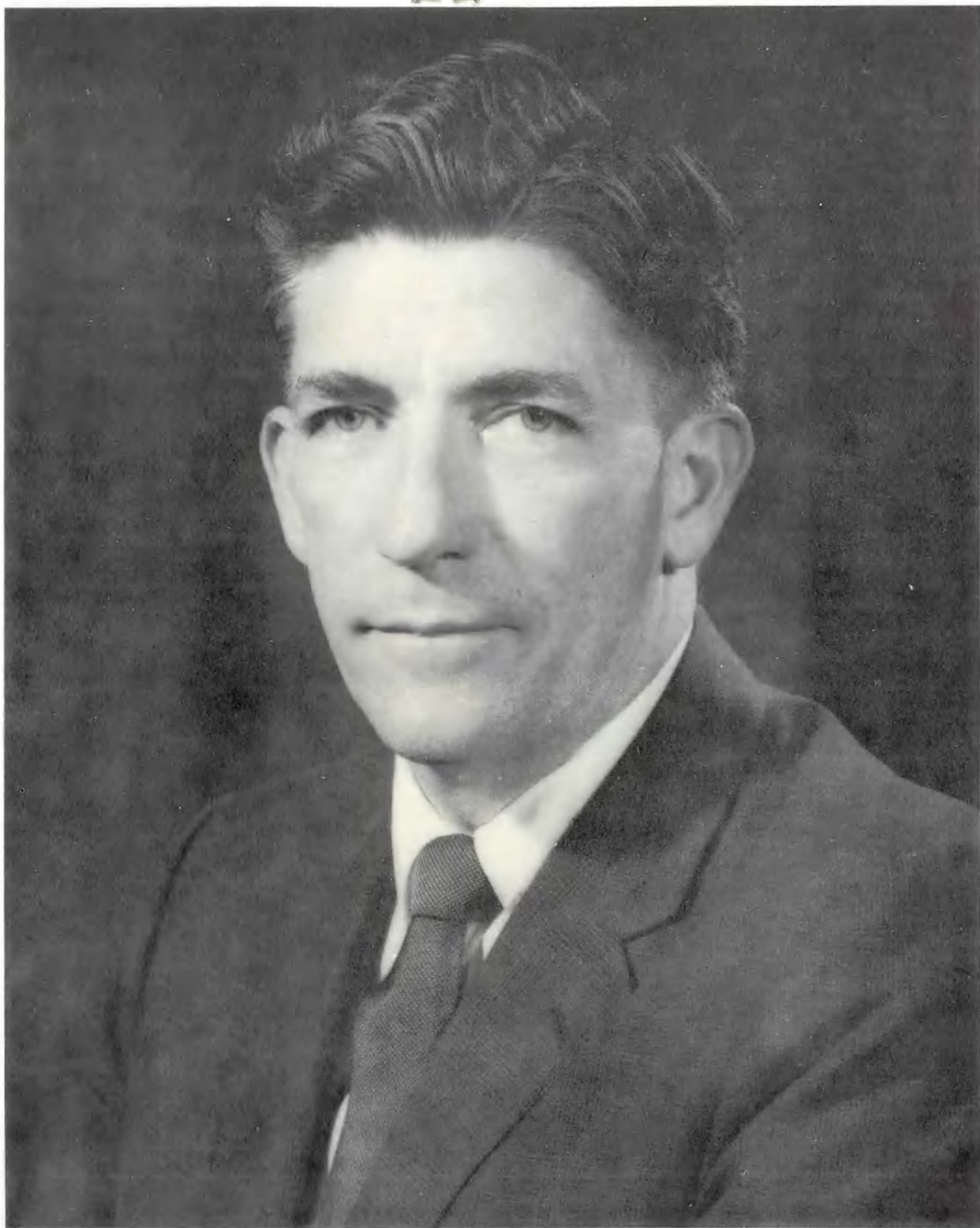
August 1962

Library  
Federal Aviation Agency  
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TIME CAPSULE  
FEDERAL AVIATION AGENCY  
TO BE OPENED IN THE YEAR  
2000







N.E. HALABY  
ADMINISTRATOR  
FEDERAL AVIATION AGENCY



Arvin O.  
Basnight

## Our Southern Region's Venture into Improved Management & Safety

We, the 5,000 FAA employees of the Southern Region who are associated in the cause of assuring air safety, have many challenges to face. In the belief that improved understanding of our common problems will result in a better public service and image of our Agency, this Region is performing actions that are different from the traditional. These include:

1. Providing Area Coordinators for unity of Agency action at metropolitan areas where two or more FAA units serve the public in order to unite, through coordination, our several Services.
2. Delegating authority and responsibility for Agency action in larger measures to Facility and District office supervisors.
3. Reducing the ratio of Regional office staff to the total employment.
4. Reducing paperwork - the Regional office files of Airports and Aircraft Engineering have realized about a 50% volume shrinkage.
5. Receiving delegations from Washington directly from the Administrator as distinguished from the Services and Offices.
6. Strengthening the Supply services at field installations and extending to all units, supply processes heretofore afforded only to maintenance work.
7. Improving communications with operating units by informal conferences and personal visits.
8. Utilizing Flight Inspection aircraft and crews to gather factual data about any observable shortcoming of Agency services.
9. Acting promptly as distinguished from the sweat-out process. We still have a way to go on this one, but in Air Carrier enforcement actions for instance, the time lag has dropped from an average of 300 calendar days to about 80 days.
10. Undertaking a more orderly process of issuing and filing required Orders, procedures, regulations, and directives.
11. Providing for a Regional Office building in an aviation environment - now being built adjacent to the Atlanta Airport.

12. Developing the attitude of working together - regardless of Service, location or other identity. We seek a friendly environment as we work together. This applies equally within the Agency and with those we serve.
13. Our efforts have been identified as a venture into novel means of improving air safety and management.

In the six months since we assumed the first of our Regional office operational responsibilities, few of these representative efforts to improve have been fully realized. To the extent progress is the result, the efforts should never end.

We have a broad charter - the Administrator and our Washington Office afford us plenty of opportunity. Public and Congressional support of the Agency's efforts are so favorable that to do less than our best would be derelict.

How can we be sure we are doing our best? I think this comes from performing our assigned duties so effectively that in our individual conscience one feels that the average taxpayer would be pleased - as you would be pleased by the accomplishments of an employee whose salary you were paying. In addition to these duties we can and should be knowledgeable about other elements of FAA and the entire aviation industry.

In a sense, all of us in the FAA, the military aviation officers and men, the air carriers, general aviation pilots - mechanics; airport employees, manufacturers of aircraft and many others are working for a common goal - AIR SAFETY. There is no doubt that our team work can be improved. The future measurement of the success of FAA, in part, rests on what you and I personally accomplish. I am convinced the public appreciation of FAA is created largely from the impression our people in all of our Facilities and District Offices create as distinguished from Headquarter's news releases.

With this publication we are starting our Regional news organ. I hope it will be helpful and constructive. This, together with our chart room, which is designed to indicate scope, quality, and progress in rendering aviation services, is intended to broaden our understanding. When you visit this office, you are invited to study the Agency as it is represented in our chart room. If you have questions about FAA that your supervisor isn't equipped to handle, you are invited to write the editor of "Knows Cone."

You may question this name - it was selected from some 100 suggestions. It may stimulate interest - and brings to the mind of some - front running characteristics of aeronautics of which we are a part. Then too, from my 25 years in aviation I know we have a lot of humorists and perhaps the name will be a source of a little fun.

It has been my privilege to personally meet many of you. The impression I get is that we have a lot of fine, dedicated, competent people and some good facilities. There is much to be accomplished - the nature of which is a challenge to our best.





JAMES C. HART  
Public Affairs Officer



NORWOOD COKER  
Regional Counsel



ARVIN O. BASNIGHT  
Assistant Administrator



PAUL H. BOATMAN  
Deputy Assistant Adm.



EDWARD F. TAMAS  
Emergency Readiness  
Officer



HERB DAVIS  
Compliance & Security  
Division



CHESTER W. WELLS  
Executive Officer



A. M. MORRISSEY  
Aircraft Management Division

## SOUTHERN REGION Federal Aviation Agency



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Accounting Division



J. C. RUSHIN  
Budget Division



JOHN H. MADERT  
Administrative Services  
Division



SHELTON TAYLOR  
Personnel & Training  
Division



LAYMOND R. HUBBARD  
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HAROLD E. SELLERS  
Management Analysis  
Division



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Aviation Medical Division



JAMES G. ROGERS  
Air Traffic Division



GEORGE M. GARY  
Airports Division



W. B. RUCKER  
Installation & Materiel  
Division



J. W. COCHRAN  
Systems Maintenance  
Division

ASR-4 Radar Facility - the type which George Andrews and his crew solar orient.

# THE SUN GAZERS



If some morning at sunrise you happen to be driving by an FAA radar facility and see a group of men on the radar antenna platform silhouetted against the morning sky, do not become overly concerned for it is probably electronic engineer, George F. Andrews and the site crew preparing for a solar orientation of the radar antenna.

Andrews, of the Radar Group in the Systems Maintenance Division, recently prepared a handbook with the very sophisticated title, "Measurement of Radar Antenna Characteristics Using Solar Radiation". Since its first printing and field distribution, several hundred more copies were required to fill requests by other regions for this information.

Basically, the method takes advantage of the fact that the sun, through atomic disintegration of gases in its makeup, is constantly emitting electromagnetic energy which, when picked up in a receiver and transformed into sound energy, makes a noise sounding much like eggs frying in a pan of hot grease. With the antenna pointing in the general direction of the path the sun will take through the sky, calculating the exact elevation of the sun at any instant of time and measuring the change in noise amplitude as the sun rises through its path, the true, dynamic characteristic of the radar antenna may be uniquely determined.

In other words, when we use information from radar, we need it to accurately tell us the location of an aircraft. Each radar site presents a different situation and it is necessary to orient each antenna, so that the information furnished as to range and bearing, will be as accurate as possible. In the past, we have had to rely on crude methods of orientation, such as driving a stake on true North from the antenna, using carpenters' levels and trying to line up the antenna. But the sun furnishes a target of accurately known position.

Most generally these measurements commence at sunrise, continuing for about two hours. Allowing an hour or so prior to sunrise to adjust equipment and orient participating personnel, one in this operation must, indeed, be an early bird. Perhaps the compensation for these early morning sessions is the privilege of viewing a beautiful sight - the birth of a new day.

---

Ma can't understand why it's too hot now to do the jobs it was too cold to do last winter.

---

From the day that you're born  
Til you ride in a hearse  
There's nothing so bad  
That it couldn't be worse.



# 1962 Outstanding Performance Awards



● Betty Schultz, Flight Standards, and Bob Barrentine, Air Traffic, receive the first of 121 Outstanding Performance Awards from Assistant Administrator Arvin O. Basnight (center).



● Special Task Force Awards were presented in July by Arvin O. Basnight (center) to, (left to right): Don Mabry, Personnel; Edith DeFreese, Air Traffic; Agnes Clay, Administrative Services; Jack Madert, Administrative Services; Chlois Cawley, Air Traffic; and Erick Boyd, Administrative Services.

One hundred twenty-one employees in the Southern Region received Outstanding Performance Awards and thirteen received Special Act Awards for the year 1962. Total amount of awards came to \$23,655.

Three Special Act Awards were presented during July to B. Warren, Jr., EMT, Rocky Mount, North Carolina; Oscar T. Hines, SMS Chief, Elizabeth City, North Carolina; and Bryan D. Ensley, Jr., SEMT/R, District #5, Raleigh, North Carolina; for their outstanding performance during emergency on Outer Banks of North Carolina. The emergency occurred during the Northeaster storm which hit the North Carolina coast on the night of March 7, 1962, and, at the same time, an ice storm struck the Elizabeth City area.

Hines did an outstanding job in setting up his amateur radio station at the Elizabeth City FSS. His "ham" rig operated on a 24 hour per day schedule and handled more than 1,000 emergency messages, in addition to weather reports.

Ensley did an outstanding job in assisting Hines installing the antenna on a 60 foot pole with a 40 mile-per-hour wind blowing during icing conditions. Without his help the amateur radio station could not have been set up, as Hines had a serious heart attack a few years ago and is not able to do strenuous work. Elizabeth City would have been cut off completely from the rest of the world during this period, if it had not been for this amateur radio station.

During the same storm, Warren was asked by Ralph Barlow, ARC Director to take radio equipment to Kitty Hawk, North Carolina and set up operation where Red Cross and Civil Defense were in need of communications between Manteo and Kitty Hawk. The emergency station was in operation from 2300 hours Saturday, March 10, through 2000 hours March 13. Warren took annual leave to set up and operate this station.

Ten employees who were in the Southern Region task force received Special Act Awards. They include:

Erick Boyd, R.O.  
Carl R. Browning, R.O.  
Carolyn C. Cawley, R.O.

Agnes C. Clay, R.O.  
Edith C. DeFreese, R.O.  
Carol C. Hooper, ARTCC

Donald L. Mabry, R.O.  
John H. Madert, R.O.  
Joyce A. Sexton\*  
Letha B. McKenzie\*

\*Transferred to California

(Please turn to Page 8)



# Jackson, Mississippi Fire Destroys APDO and GADO



The Jackson Airport District Office which was heavily damaged in the July 3rd fire.

Norwood Mood, Supervising Inspector, Jackson GADO, looks over damages after the July 3, 1962 fire.

Teamwork held to a minimum the disruption of services of the Airport District Office and the General Aviation District Office in Jackson, Mississippi, when their temporary-type, wood frame office building was heavily damaged by fire on the evening of July 3, 1962.

FAA Air Traffic Control Tower personnel at the Jackson Municipal Airport noticed the fire about 7:30 p.m. and turned in a quick alarm. However, the building, equipment and numerous records were practically destroyed.

Emergency provision of office space, supplies and equipment were arranged through the combined support and cooperation of Atlanta GSA, Atlanta IBM Office, Oklahoma City OMD, and various offices of the Regional Headquarters, as well as Ralph Boozman, Area Coordinator at Jackson, who, although on leave, came in to help tie loose ends together and get the two offices back in operation.

Offices were opened in the new Morgan Building, 3100 Old Canton Road, on the morning of July 9th, just five days after the fire.

Examples of quick cooperation included a survey team from Flight Standards and Installations and Material Divisions, Regional Office, who were in Jackson by July 5th. A list of required equipment submitted to GSA Supply in Atlanta July 6th, with office equipment and furniture being shipped from Atlanta on July 6th and 9th. Birmingham GADO provided an electric typewriter on July 5th. The FAA Examination Section, Oklahoma City, authorized the burning of all damaged examina-

tions on July 9th and shipped new examinations by air mail on July 10th. OMD, Oklahoma City, was requested to replace all expendable office supplies that were destroyed in the fire and these items were shipped immediately. The great combined effort of all concerned had the two offices back in business on the morning of July 9th.

## PANAMA REPORTS

Panama officials have been favorably impressed with the coordinated efforts of the ATS/FSS and aircraft management project for the VOR flight check and establishment of ATC procedures. This is illustrated by a recent article in "El Dia", a Panama newspaper. It read:

"The Federal Aviation Agency of the United States (Civil Aeronautics) has drafted new lines of contact in Panama, so that the commercial airplanes will be in contact with respective bases. One of them is named "Nino", in honor of the President of the Republic, and the other is "Juan Mas" in honor of Major Juan Mas, Director of Civil Aviation for Panama."

"These bases of contact will be depicted on all the commercial air route maps of the world, and it is an honor that they have conferred upon two Panamanian citizens for their merit and contribution to the development of Civil Aeronautics in our country."



# Airport Zoning Advisory Service Initiated

FAA's Southern Region initiated a new advisory service program in Tampa, Florida, on July 10th. Zoning of areas around major airports was the main topic of discussion, led by George M. Gary, Chief, Airports Division.

The meeting was sponsored by the Tampa Chamber of Commerce Aviation Committee and included city commissioners, city councilmen, members of the aviation authority, Mayor Julian Lane, the Chamber's Board of Governors, the Aero Club and the City-County Planning Commission.

Gary spoke on the necessity of zoning around airports to assure compatibility of land uses with the flight of aircraft over the land. "Proper zoning will result in economical airport expansion, less flight obstructions and greatly reduced local opposition and complaints regarding aircraft operation and noise," Gary said. The talk was followed by a general discussion.

This discussion on zoning of land adjacent to airports

before a committee of local aviation officials, county commissioners, city councilmen and city officials, is a major step forward in master airport planning, the Airports Division reported.

Proper zoning involves action by local governing bodies to enact laws which will restrict utilization of areas at ends of runways and adjacent to airports to industrial activities, agricultural purposes, recreation and other non-housing uses. Action of this nature will result in more economical airport expansion when needed to meet future growth requirements, fewer flight obstructions and greatly reduced local opposition and complaints regarding aircraft operation and noise.

This advisory service of FAA will provide many benefits to municipalities and airport owners such as more comprehensive long-range Master Plans, reduced construction costs, better public relations and fewer complaints from nearby property owners.

## R. O. Employee Receives Distinguished Service Award



JOHN T. CHAFFIN

John T. Chaffin, Administrative Services Division employee of the Regional Office is the current holder of the 1962 Distinguished Service Award given by the American Legion Post #1, Atlanta, Georgia.

The Lewis Frank Bettis, Jr., Memorial Trophy was established in 1945 by Mr. Bettis, Sr., in honor of his son who was killed in action during World War II. This

award is made to the member who has rendered the most distinguished service to the Post during the past year. The selection of the recipient is made by a committee composed of past Post Commanders.

Chaffin was selected for this award because of his outstanding service in increasing membership and because of his work in child welfare and relief. He handled the investigation of individual requests for assistance to determine if the need was legitimate. Also, he was in charge of the post's Christmas project of furnishing food baskets to needy families.

## AVIATION MEDICINE SEMINARS

An Agency and school sponsored seminar for Aviation Medical Examiners was held at Vanderbilt University, Nashville, Tennessee, July 24th through 27th.

Subjects discussed included all aspects of medicine related to aviation. Speakers were largely professors from the University's Medical School.

Another seminar of the same type is scheduled to be held at Duke University, Durham, North Carolina, November 5th through 7th, 1962.



Yes, Happy New Year, Everybody! As you know, Budget is beginning a brand new fiscal year. We enter this new year with a feeling of challenge. It shows great promise for all FAA employees. We go into full operation, move into our new building, and look forward to great accomplishment in the Southern Region. Southern Region will be spending approximately \$70,000,000 this year. It should be a challenge to each employee to provide the finest service he can with this kind of financial support backing him.



# MAYDAY!

## ..... Vero Beach Personnel Give Fast Assistance

"MAYDAY! When transmitted on 121.5 MC this word puts into motion a well oiled professional machine which is capable of coping with any type of emergency." These are the words of Piper Aircraft Corporation experimental test pilot Charley Wellmaker. He recently had an opportunity to observe first-hand just how smoothly and efficiently that machinery operates.

Wellmaker writes, "At approximately 1100 EST on June 7, 1962, I was conducting spin tests on an experimental aircraft in Piper Aircraft Corporation's test area which is located offshore at Vero Beach, Florida. A chase plane was being flown by two FAA flight test personnel of the Atlanta SMDO 44, Frank E. McGowan and R. D. Forest. During one of the tests, the aircraft became uncontrollable and I was forced to bail out, landing approximately one and one-half miles offshore. The chase plane observed the jump and, I am sure, before my feet touched the water, McGowan and Forest had started the wheels turning by transmitting the distress signal to the Vero Beach Flight Service Station."

"FSS personnel then notified no less than five rescue units, which consisted of the Indian River County Sheriff's Department, Vero Beach City Police, Fire Departments, Coast Guard Station at Fort Pierce and the Air/

Sea Rescue Unit at Patrick Air Force Base. In minutes each group was speeding to the scene and the FAA chase plane was circling above to guide the rescue operation. When I hit the water, my watch indicated 1102 and I was pulled into a boat at 1130. I feel that is very fast service, although it seemed many times as long. That was a 28 minute swim without a life jacket," Wellmaker continued. "I feel that the close proximity of the Vero Beach Flight Service Station to the scene, coupled with their efficient role as a Communications center for the entire operation, and the help of McGowan and Forest, made the rapid rescue possible.

I am personally acquainted with each of the Flight Service Specialists at Vero Beach and have never encountered a friendlier, more efficient group. They are men who enjoy, and are devoted to, their work."

"Piper advises Vero Beach Radio of each test flight conducted just in the event something like this goes wrong. These test flights average ten per day. On June 7, that precautionary measure paid off by saving my life and it will be a comforting thought in the future to know that at a moment's notice, aid, if required, will be on the way through the efforts of the men who comprise the FAA."

## SO Accounting Division Promises Better Service

The Accounting Division became operational in the Southern Region Office effective July 1, 1962. Various sections of the Accounting Division have just completed an intensive training period in the Southwest Region Office at Fort Worth, Texas. Payroll has been mechanized and certain other accounting operations are now in the process of mechanization.

The innovation of accounting procedures includes several new features which will be of particular interest to all FAA employees. One is the Statement of Earnings and Deductions which will accompany the salary check each pay period. This statement will enable the employee to keep an accurate and detailed account of all his deductions.

Prompt payment of premium pay is also a highlight of the new system. Premium pay (overtime,

holiday pay and night differential) will be paid with the pay period in which it is worked instead of on a pay lag as it was previously handled. Also, the salary checks will be mailed direct to the designated agents by the Treasury Disbursing Office.

## Correspondence Courses Popular

In a recent survey concerning the status of Correspondence Course DMF-21, Fundamentals of Supervision, the Training Branch received 234 applications for enrollment.

Forty-two applicants' names have been submitted to the Academy and they should receive notification and their first lesson within a short time. Other applications will be kept on file and vacancies occurring from time to time, will be filled from these applications and from others which are subsequently received.



# 1962 Outstanding Performance Awards

## ATLANTA

Robert W. Barrentine, R.O.  
 Thomas J. Callahan, R.O.  
 Anelle C. Corley, R.O.  
 Thomas E. Dillard, R.O.  
 Eugene L. Doherty, Maint. Base  
 Gail S. Dow, ACDO 31  
 Almon W. Garner, SMS  
 Harry T. Gillen, R.O.  
 John A. Graffius, R.O.  
 Robert W. Griffith, SMDO 7  
 Harry T. Hubbard, R.O.  
 Emmett F. Hunt, FSS  
 William Lee Jones, SMS 164  
 Kenneth C. King, SMS  
 Byron W. Matthews, SMS 38  
 Martha H. Mills, ACDO 31  
 Ruby E. Rowe, SMS 38  
 Betty R. Schultz, R.O.  
 Floyd E. Shaw, Maint. Base  
 Billy E. Shipp, Maint. Base  
 Geraldine Smith, GADO 1  
 James B. Smith, Jr., ARTCC  
 Edna N. Stephens, ACDO 31  
 Carlton W. Thomas, R.O.  
 James A. Waugh, ACDO 31  
 Marie C. Whitaker, GADO 1  
 Stuart G. Williams, R.O.  
 Robert J. Young, ACDO 31

## MIAMI

William J. Barker, ARTCC  
 Clarence A. Beale, ACDO  
 Harry C. Bennis, SMDO  
 Florence F. Brooks, APDO  
 Curtis E. Brown, SMS, Sec. E  
 Calvin S. Bryant, SMS  
 Edwin B. Dean, SMS, Sec. E  
 Clifford A. C. Elmore, Jr., SMS  
 Glen T. Greenamyre, Jr., SMDO 2  
 Edward W. Griffith, III, SMDO 2  
 M. Landee Hanson, Jr., ARTCC  
 Eugene J. Kurtz, SMDO 2  
 Katherine D. Meier, ACDO 32  
 Orlan D. Murray, SMS, Sec. 3  
 Clarence A. Owen, SMDO 2  
 Ben H. Pollack, SMDO 2  
 Kathleen P. Scott, ACDO  
 Edward D. Wheeler, SMDO 2

## RALEIGH

David H. Adams, Jr., FSS  
 Beatrice F. Bunch, GADO  
 Ronald N. Chappell, FSS  
 Douglas A. Eaker, FSS  
 Lonnie O. Harmon, FSS  
 Lois C. Sandlin, SMDO 5

## NASHVILLE

Lorene M. Jones, SMS 57  
 Joseph D. Perry, SMS 57  
 Lillian R. Ward, GADO 6

## ORLANDO

William J. Clark, SMS 15  
 Jack C. Cooper, SMS 15  
 Robert A. Hamilton, SMS 15  
 Sally L. Norris, SMDO 3

## TALLAHASSEE

James H. Allen, SMDO 8  
 Alfred R. Dearing, SMS 43  
 Philip O. Hock, SMDO 8  
 Ruth Lundberg, SMDO 8  
 Theodore M. McNiel, FSS

## JACKSONVILLE

Lemuel E. Baker, SMDO 21  
 Leila V. Ketchum, SMDO 21  
 Robert E. Norman, SMDO 21  
 Betty A. Walker, ARTCC

## CRESTVIEW, FLA.

Kenneth F. Stephan, SMS 45

## MELBOURNE, FLA.

Robert A. Munro, SMS 17

## KEY WEST, FLA.

William C. Berry, SMS 10

## MEMPHIS

Adams E. Elliott, SMDO 11  
 Fenner W. Kitchens, ATC Tower  
 Walter E. Mewborn, FSS  
 Richard S. Oglesby, ATC Tower  
 William W. Parker, ARTCC  
 John L. Prudhomme, FSS

## KNOXVILLE

Charles M. Henderson, SMS 31  
 Ed. W. Riggins, SMS 31  
 Joseph M. Roberts, SMS 31  
 William B. Wheeler, CS/T

## CROSSVILLE, TENN.

Marion C. Cole, FSS

## JACKSON, TENN.

Edwin M. Baxter, Jr., FSS  
 Frank W. Rowsey, FSS  
 Marvell O. Wheeler, FSS

## DAUPHIN ISLAND, ALA.

Marvin W. Benefield, SMDO 8  
 Douglas R. Messick, SMS 178  
 John E. Rowe, SMS 178

## BIRMINGHAM, ALA.

Doris M. Crump, SMS 53  
 Edgar P. Goodgame, SMS 53  
 Betty D. Hargrove, ATC Tower

## MONTGOMERY, ALA.

Joel G. Duncan, SMS 54  
 Ruby C. Peters, SMDO 9  
 Roy E. Rowell, SMDO 9  
 Tommie H. Smith, SMS 54

## ANDERSON, S.C.

Harry C. Woodcock, FSS

## CHARLESTON, S.C.

Donald G. Coones, SMS 18  
 Calphrey Donaldson, SMDO 4  
 Annie Mae Kirby, SMDO 4

## COLUMBIA, S.C.

William C. Lawson, CS/T  
 Alpheus S. Moseley, CS/T

## MYRTLE BEACH, S.C.

Rudolph A. Singley, FSS

## ASHEVILLE, N.C.

John R. Williamson, SMS 32

## ELIZABETH CITY, N.C.

LaSalle E. Bray, Jr., FSS

## ROCKY MOUNT, N.C.

Fred W. McIntyre, FSS  
 Robert V. Wilson, FSS

## BALBOA, C.Z.

James L. Dalton, FSS  
 John C. Nolan, FSS  
 Carl H. Pickenpau, SMDO 20  
 James A. Thompson, SMDO 20

## MERIDIAN, MISS.

Jesse E. Sharp, FSS  
 Winner K. Shepard, FSS

## GREENWOOD, MISS.

Norman D. Barger, FSS

## MARIETTA, GA.

Peggy M. Graeff, EMDO 41

## ALBANY, GA.

Berkeley Blackman, Jr. SMS 42

## CHAMBLEE, GA.

Major D. Lamb, SMS 155

## MOODY AFB, GA.

Larry E. Berry, Valdosta RAPCON  
 James G. Bryant, SMS 42

## SAVANNAH, GA.

Alice A. Swan, SMS 23

## SO REGION EMPLOYEES' AWARDS FROM OTHER REGIONS:

Vernon F. Lowndes, R.O.  
 Irwin S. Segal, R.O.  
 Patrick T. Moran, R.O.  
 Walter F. Horn, R.O.

## Local Medical Examiners Assist at Accidents

Medical examiners will participate in aircraft accident investigations on a voluntary basis after August 1, 1962.

The FAA coordinator on the scene, will contact and utilize the AME as part of the FAA examining team.

It is anticipated that the human factors element in accidents and information useful in the prevention of pilot error accidents, will become increasingly evident, through the assistance of these local medical examiners.



# The Emergency Readiness Program

On February 16, 1962, the President assigned primary responsibility for emergency preparedness functions for air transportation to the FAA. This responsibility includes all elements of the civil aviation community as well as all FAA personnel and facilities. Within the Agency, primary program responsibility is under the Deputy Administrator. The Washington Offices and Services will prepare standards and criteria for national programs while we, in the Region, will carry out these plans and programs. The Regional Emergency Readiness Officer will monitor and coordinate the over-all Regional program.

Due for early issuance by Washington Services are the following:

**AIRPORT PLANS:** A prototype plan plus a suggested plan format will soon be issued by Airports Service. This will serve as a guide to airport management in the development of an Airport Disaster Control Plan. The resulting airport plans will provide immediate benefits since an emergency organization capable of responding to national emergency will also be capable of responding to natural disasters and major aircraft accidents.

**"RADIATION SAFETY FOR CIVIL AIRPORTS":** This publication prepared by Airports Service, will provide civil airport management and safety personnel with the latest available information and technical criteria needed to cope with accidents involving radioactive material.

**AIRLINE DISASTER CONTROL PLAN:** Flight Standards Service will soon issue a disaster control prototype plan and suggested plan format that will serve as guidance for air carriers in the development of their airline disaster control plans. The prototype plan draft, prepared through the cooperation of National Airlines is now out for final review.

The problem of emergency preparedness at home no longer is the responsibility of "Civil Defense" or "The Government". As far as air transportation is concerned, we, in FAA, both individually and collectively, share this responsibility. As the emergency readiness program progresses and individual assignment of responsibility is made, success will depend largely on individual initiative. Each of us must bear his share.

## KNOWS CONE

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# Southern Regional Office Building Progressing Rapidly

The Atlanta Airport skyline is beginning to change with the construction of the new FAA Southern Region Headquarters Building. At the present time, the 5th floor has begun to take form. The present schedule indicates that by September 1, the concrete frame will be complete and the completion of the elevation and interior will start.

The final inspection of the new FAA Headquarters Building is scheduled for January 15, 1963. It is presently proposed that the Regional Headquarters will move between January 15 and February 1 of next year. At that time the Airports District Office, located at 900 Peachtree Street and the Air Carrier District Office, together with the Systems Maintenance District Office located at the International Office Park Building in Hapeville, will also move into the new building.

Division Chiefs will be provided with new modern furnishings and special decor treatment. Conference rooms will also be equipped with modern furnishings.

A sound system with background music will be provided. The entrance lobby will be very modernistic with outstanding decor including some three-quarter inch plate glass partitions and throw-rugs in the waiting area. A receptionist will assist visitors.

The plans include space for an exhibit area, a Regional Library and a snack bar



THE NEW R.O. BUILDING AS IT APPEARED ON JULY 18, 1962.

BRENDA HEWITT, ADMINISTRATIVE SERVICES, GOT A LITTLE ANXIOUS TO MOVE TO THE NEW BUILDING, RECENTLY.



## ... speaking of **"SAVES"**

The Miami Air Route Traffic Control Center recently received national recognition and had a personal letter from the "big boss", N. E. Halaby, when they helped Astronaut Virgil I. (Gus) Grissom out of a tight spot.

Grissom, an Air Force Captain, was piloting a jet fighter at 44,000 feet over Jacksonville, Florida, enroute to Patrick Air Force Base near Cape Canaveral,

when the navigational equipment on his F-106 stopped functioning. The sub-orbital spaceman notified Patrick, which in turn, called Miami's Air Route Traffic Control Center. The Center was able to pick up a radar emergency signal from Grissom's jet, flying above a thunderstorm.

The Miami Center directed Grissom safely into range for Patrick Air Force Base approach control, which guided the Astronaut into a safe landing, under a thunderstorm.

Grissom telephoned the Miami Center when he landed to extend his thanks. "I don't know how I could have gotten down without you," the Astronaut told Joe Hilliard, Watch Supervisor.