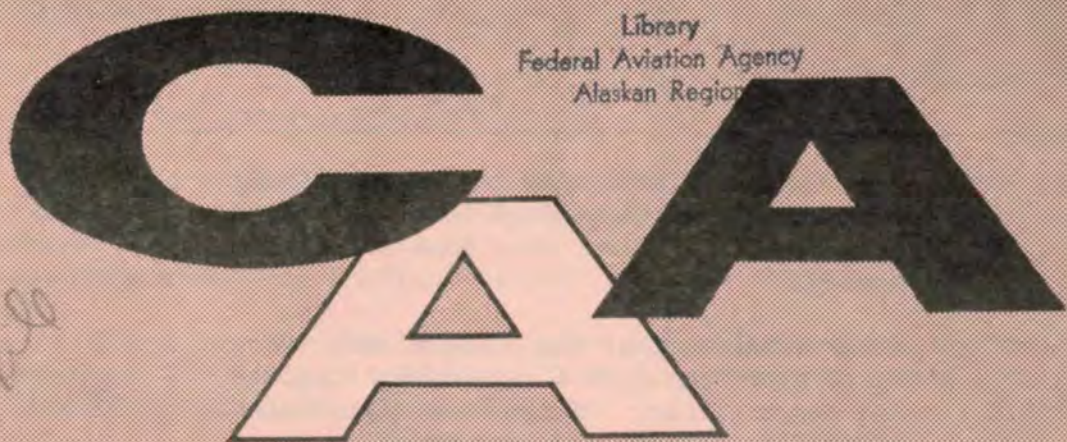


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REGION TWO

SCANNER



MARCH
1958

CAA REGION TWO

S C A N N E R

Volume 1

M A R C H 1 9 5 8

Issue 1

The SCANNER is dedicated to the publishing of interesting happenings both within and outside CAA 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 CAA's mission.

DIVISION REPORTERS

Air Carrier Safety.....	Marguerite Austin
Airports.....	Charles E. Hanst
Aircraft Engineering.....	Jim Reid
Personnel.....	L. O. Wiss
Air Traffic Control.....	Joyce Plummer
General Safety.....	Sam Monschke
Airspace Utilization.....	Elizabeth Gowdy
Legal.....	Betty Scott
Air Navigation Facilities.....	Zona Pyron
Medical.....	Lois Epps
General Services.....	Susie Blythe
Budget and Finance.....	Evelyn Ashbrook

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March 1958

To My Fellow Teammates:

All of us in the CAA are proud of our part in the greatest drama of our times---aviation growth!

Flight, from Kitty Hawk to Cape Canaveral, has always held an excitement...a romance...a dedication for those who feel themselves indeed fortunate to be a part of it. And, we in the CAA are very muchly an important part of civil aviation.

Every day, CAA people throughout Region Two are getting the job done efficiently, smoothly. It is to these people that the SCANNER is officially dedicated.

When I look over our roster of 5,345 Region Two employees, I can't keep a smile of satisfaction from creeping across my face. I take a great deal of personal pride in knowing that here is an outstanding group of men and women who have a reputation of working happily together and doing a wonderful job!

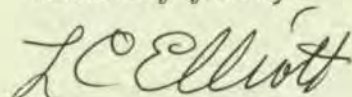
Throughout the eleven states and the Caribbean, our people are making news by helping to guide the giant steps of civil aviation. And, with the tremendous advances being made in every way, it is sometimes difficult to stay ahead of the rest in our personal knowledge and abilities.

It is hoped that the SCANNER will, in its way, help bring us together, let us know one another better, and help us develop a clearer, finer understanding of our mutual problems.

It will be my privilege to write this page to you each month. Through this medium, I shall try to point up some of the things I think important for us to achieve as a team within CAA.

I know I express the wish of us all when I predict that the SCANNER will contribute a great deal toward our family group understanding and togetherness.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "L. C. Elliott". The signature is fluid and cursive, with a large initial "L" and "C".

Regional Administrator

CAA CLUB
NAME CONTEST

ANNOUNCING THE WINNER.

MARVIN GRIFFIS

of

Property Control

who entered

" S C A N N E R "

A beautiful General Electric transistor radio has been presented to Marvin Griffis and it's hoped he'll really enjoy it every day.

Three other CAA people entered the same name, and the winner was determined by a judges' drawing. The unlucky ones are: M. F. CLARK, KEN BOWMAN, L. B. MC AMIS. Sorry fellows..... better luck next time!

The SCANNER thanks the CAA CLUB for the wonderful prize and a smoothly run contest.

The Airport's Division's business is "airports"; the construction and development of new ones, and the improvement and expansion of existing ones. The CAA is charged by Congress with the fostering, promotion and development of civil aviation, but without airports, there would not be much aviation to foster, promote or develop.

The most important functions of the Airports Division are (1) to supervise the construction of airport projects under the Federal-aid Airport Program, (2) to provide advisory services of a technical nature to airport owners and (3) to prepare an annual National Airport Plan based upon aeronautical need and necessity.

Today, airports are the crossroads of a modern world on the wing. Airports are exciting doorways through which one can step into far-away places like Rio de Janeiro, Istanbul, Johannesburg and Tokyo. Airports are giant picture windows through which one can see life's passing parade from Anchorage to Zamboanga.

Tomorrow, airports will serve as the space stations of Earth, where one will be able to buy a ticket to Mars, or any other planet of the Universe that is capable of

sustaining human life. Airports are really the gateway to everywhere.

The airport is the show-window of the aviation industry, where its products are placed on display before the public; and few will disagree that it is the judgment of the public that determines the degree of acceptance or use of a product. The importance of the airport, therefore, to aviation progress is obvious. In other words it can be said that the airport is the keystone of the aviation industry, without which the entire structure would most certainly crumble. The sixty-three employees in the Airports Division feel that their Division is the keystone of the CAA organization.

The significance of the approximately 7,000 airports in the country today, together with the increased use of the airplane, is being recognized by more and more people each day. Like the two men who stopped on the road to watch an aircraft overhead; one said "I'd hate to be up there in that thing" and the other one replied, "I'd hate to be up there and not be in it."

One fact is clear. At the beginning and at the end of every flight is an airport.

Texas---that's where King Kong went when he stopped showing on TV. He took a job with a Fort Worth organ grinder.

MEDICAL

The functions assigned to the Regional Medical Section are numerous and varied, and are directed to the fostering of safety in aviation and the administration of the health program as established in the region.

The fundamental function is to administer the medical certification of airmen as required by Civil Air Regulations. All airmen must undergo a prescribed physical examination at definite intervals. The Administrator of Civil Aeronautics utilizes a medical designee system in carrying out his responsibility for the enforcement of the physical standards prescribed in Civil Air Regulations. The Regional Flight Surgeon is responsible for the establishment of an adequate geographic distribution of medical examiners and for the selection, training and supervision of the medical examiners. The medical examiners send their reports to the Regional Medical Office where they are processed, receive professional review. Decisions are rendered in questionable cases.

Special examinations and tests are requested when indicated and these are studied and evaluated. With the growth of aviation and the constant progress being attained in the

development of 'aircraft' and components, the increased speed of travel, travel at higher altitudes and in all sorts of weather, it becomes more and more important that the physical and mental efficiency of airmen must be carefully evaluated and maintained at a level.

In collaboration with Safety Inspectors, special flight test and practical tests are conducted when necessary to determine an airman's physical ability to safely perform the responsibilities of his airman certificate when the regular physical examination discloses some structural physical defect. Records pertaining to these functions are prepared and maintained in the Regional Office.

Another function is to cooperate with the Legal Division of CAA in preparing our defense for denying medical certificates to applicants who cannot meet the physical standards and appearing and testifying before the Examiner at CAB Hearings.

Today the Civil Aeronautics Administration estimates the airways system is valued at approximately \$100,000,000---a small sum compared to billions for highways and railways.

BUDGET & FINANCE

The Internal Revenue Service is reconsidering reporting requirements of travel expenses and reimbursements on income tax returns for 1958 so that the travel expenses reporting problem will be simplified. Employees will be advised as soon as revised instructions are received. Questions on reporting travel on 1957 returns should be referred to the Internal Revenue Service.

The Budget and Finance Division, FW-70, S. S. Tucker, Chief, is responsible for the budgeting and financial matters of the Region. It is composed of the Estimates, Fiscal, and Audit Branches.

The Estimates Branch, FW-76, E. B. McCoy, Chief, prepares fiscal programs in conjunction with the various divisions, maintains close contact, and advises them on a current basis as to how well they are staying in line with their planned programs.

The Fiscal Branch, FW-85, L. B. McAmis, Chief, keeps all the books, and maintains controls to make sure we do not over-obligate, i.e., spend more than we have.

The Audit Branch, FW-80, Joe B. Thornton, Chief, includes the following sections:

The Project Audit Section,

Leo B. Schenck, Chief, is responsible for auditing the books of the states or municipalities with respect to Federal airport projects in which the Federal Government is participating financially. The Project Auditors ascertain the legality of all costs claimed under the project, and determine the correct amount to be paid by the Federal Government.

The Payroll Section, FW-82, Ruth Altfather, Chief, prepares all payrolls, and maintains individual employee records of earnings, leave, retirement, withholding taxes, and bond purchases.

The Audit Section, FW-83, Mary E. Smith, Chief, audits all bills and employee travel Vouchers payable by CAA for clerical accuracy and conformity with policies, regulations, and Comptroller General decisions.

The components of the Budget and Finance Division are constantly meeting deadlines. The budget estimates have to be submitted on time; the payrolls must be sent to the Treasury Department on time; the bills must be paid on time; and the books must be kept current. CAA, Region Two, is a big organization, and this Division is doing its part to keep it a smooth-running operation.

CAA considers that 72 million is a conservative figure for the number of passengers who will be traveling on the United States domestic and international airlines by 1960, and 129 million by 1970.

AIRSPACE UTILIZATION

One might think that there is plenty of airspace, so why worry about it. As you will soon see, there are many instances involving the desire of two or more agencies to use a specific airspace area. To give you an idea of the amount of airspace required, I will use one type of approach pattern used by jet aircraft. To descend from 20,000 feet above ground to an airport, a fighter airplane will descend in a tear-drop pattern approximately 20 miles long. Of course, it is necessary to provide airspace on the sides of the path to protect the airplane from other aircraft. Let's use our own Fort Worth, Dallas area as an example. We have Carswell AFB, Grand Prairie NAS, Hensley Field, Amon Carter International Airport, Red Bird Field, Love Field, Army Liaison Training, Eagle Mountain Lake, Meacham Field, plus 16 private airports in this area. Also, we have Convair, Temco, Chance Vaught and Bell who build and test aircraft in this area. One can see that if the areas for use by the various airports were not well planned, the paths of aircraft could cross. To add to the problem, it is necessary to put airways in the area for airplanes coming to Fort Worth or Dallas or just

passing over. Then we have four big TV towers and a number of radio antenna towers. It is not difficult to see that an airplane should stay away from the area around these towers, thus further restricting the unlimited use of airspace by airplanes.

You can see that someone or some agency must review these problems and make recommendations when confliction exists. This job has been given to the Airspace Panel in Washington and its Subcommittees, one of which is here in Fort Worth. The Airspace Utilization Officer also serves as Secretary of this Subcommittee.

The Airspace Office is broken down into two segments, the Airspace Subcommittee activities described above and the Aids and Hazards Section, who process all proposed structures on or near airports or Federal Civil Airways and determine the effect of such structures on aviation.

Temporarily the staff is composed of Elmer A. Addington, Jr., Acting Airspace Utilization Officer; Elizabeth Gowdy, Secretary; Robert E. Ludtke, Aids and Hazards Specialist and Clare Riley, Clerk-Stenographer.

Shortly after the First World War, army flyers began experiments with the four-course radio directional range--- "on-the-beam" flying.

One of the primary requirements for safety in aviation is the "safe aircraft". This is where Aircraft Engineering Division comes in. The Civil Air Regulations establish standards which must be met in the designing and building of an aircraft, and what it must and must not do in the way of flying. It is the responsibility of the Aircraft Engineering Division to see that these airworthiness requirements are met.

It is necessary for a manufacturer of a new type aircraft to prove to the CAA that the design of his plane is in accordance with the Civil Air Regulations and that the plane will actually perform according to established requirements. After the aircraft has "proved" itself, so to speak, both in design and performance, the manufacturer is issued what is called a "Type Certificate", so that an airplane fabricated to this design thereafter may be issued an airworthiness certificate.

This Division is composed of four Branches, three of which are engineering branches and the fourth is the Manufacturing Inspection Branch. The functions of each Branch are as follows:

Airframe and Equipment

Branch, headed by C. F. Biese-meiere, is staffed with structural, dynamic, electrical, helicopter, and equipment specialists. It is concerned with those items that apply to original design and continued airworthiness of aircraft.

Power Plant Branch, supervised by F. T. Melton, is composed of power plant installation specialists for both helicopter and fixed wing aircraft. Power Plant installations include auxiliary powerplants, hydraulic pumps, air compressors, generators and other power sources.

The Flight Test Branch, headed by J. D. Ludwig, is composed of flight engineers and flight test inspectors concerned with performance, flight and operational characteristics of original aircraft. This is determined by conducting inspections and flight tests of the experimental aircraft.

The Manufacturing Inspection Branch, under the supervision of F. W. Westphal, is responsible for assuring quality control and conformity of aircraft to established standards.

Cal Johnston, former Chief of Aircraft Engineering, has just been moved to Washington and Herbert Slaughter joins our region in Cal's place.

"Waiter, this steak isn't tender."

"Well, sir, if it's affection you want--try the cashier."

* PROJECT *
* 20/20 *

TO BE
GIANT
EXCITING
CELEBRATION

On June 23 of this year we will be observing the Twentieth Anniversary of the Civil Aeronautics Act of 1938. We have made plans to tell the CAA Story by every conceivable means and through all communications media. The main objectives of this celebration are:

1. To develop and/or intensify public understanding and appreciation for the Civil Aeronautics Administration and its mission.

2. Win public recognition and support for past and present accomplishments, and especially, for CAA's forward-looking and dynamic approach to the problems of the developing jet age.

3. Stimulate interest of youth and adults in the CAA as a career.

The general theme for this broad program stresses the planning for the future so that civil aviation may continue its rapid expansion with the highest standard of safety. We should consider the past as a prologue to a bright future. We certainly wish to honor the CAA pioneers for their dedication and devotion to their responsibilities, and for their monumental progress. We commend the CAA forces in being for a job well done, and we exhort them to continue unstinting service to achieve future objectives.

We are calling the total effort "Project 20/20", symbolic of the past twenty years of progress, devotion and service, and looking ahead, with vision unlimited, to the next twenty years of even greater achievement.

Every Region Two employee is urged to help us in this giant campaign to "tell the world" about the important and exciting work we are doing in civil aviation.

You'll hear much more of Project 20/20 in the next few weeks.

Watch for it!!

Boss: "Jerkins, what are you doing with your feet on the desk?"

Jerk: "Economy, sir--my eraser wore out so I'm using my rubber heels."

To 'start' the SCANNER off right, in this the first issue, each division reporter was asked to write a short story about what part their division takes in the exciting "CAA Story".

For years CAA people have been doing interesting and important work in the dynamic growth of civil aviation.

This work has been done quietly and efficiently....so not too many people outside of the industry are familiar with our efforts, our goals, our hopes, or our aspirations for a brilliant future.

We now want to tell the "CAA Story".

Everyone is asked to do what he or she can to let people know what our work is...what we are doing...what our goals are. Tell your friends and neighbors what the CAA is and what it does and you'll help a lot!

The regional office has established an ambitious organized program to inform everyone in Region Two about the CAA and its mission. For this program to be successful, we need the help of all CAA people in each facility town.

So...keep your "ear to the ground" for things happening out your way that will help us make good news!

On the last day of this month the CAA will say a hearty "so long" to a real aviation pioneer, Mack Clark. Here's a brief review of the life of a dedicated civil aviation man.

After graduating from the University of Nebraska in 1917, Clark entered military service. He attended ground school and then, after flight training at Kelly Field in Texas, he became an air officer. Clark flew in World War I and was discharged in 1918. After discharge, he became an engineer until 1929 when he joined the Bureau of Air Commerce as Aeronautical Inspector.

From this time on he became a dedicated CAA man. His responsible assignments in general aviation work took him through the years to Illinois, Iowa, South Dakota, Michigan, Arkansas, Kansas.

In 1942 Clark was called to active duty from his work as Chief, General Inspection at Kansas City. Serving in the Office of Flying Safety during World War II, Clark was discharged in 1945 and resumed his CAA work in aviation at Fort Worth.

Retiring March 31 as Chief, General Safety Division, Region Two, Clark says he intends to "do nothing and do it very slowly and lots of it."

A pedestrian is a man who has two cars, a wife and a son.

Your Regional Attorney and his staff are, in their function and make-up, essentially similar to the average size law firm acting as house counsel to several of the local business establishments, as well as serving the individual legal needs of the community at large. The basic difference, of course, between such law firm and your Regional Attorney's office is that we serve interests of the Civil Aeronautics Administration, its officers, and employees, throughout the length and breadth of Region Two. As with most private law firms, your Regional Attorney and his staff take pride in being able to solve any of the various problems that cross his threshold; however, of necessity, our skill and ability reaches its highest point in the field of aviation, just as the private law firm will become more skilled in those areas of business which are covered by the operations of its corporate clients.

The average layman has little or no conception of what it is that the lawyer does. Many of you undoubtedly wonder why there is a need for a Regional Attorney and his staff. For the most part, this feeling stems from the fact that your Regional Attorney at times

must step in and advise the various other operating divisions what they can or cannot do with respect to given factual situations. While it is true that each operating division has its own set of regulations upon which to base its decisions and govern its own particular course of action, invariably there will arise something which is "new under the sun", requiring a careful study to determine whether it is covered by existing regulations. Your Regional Attorney and his staff are experts in this sort of thing through training and long years of experience.

Whether the subject matter be the improvement of existing construction contract forms so as to limit legal liability to the Government arising thereunder; examination of deeds or zoning regulations for land being acquired for airport purposes under the Federal Airport Program; or enforcement of the Civil Air Regulations when some fledgling aviator is caught "buzzing" his girl friend's house, you will find the "Legal Eagles" in there pitching!

Bill Crawford, past Regional Attorney, has gone to D.C. John Hunter is the new Attorney.

Tourists are people who travel thousands and thousands of miles to take pictures of themselves standing next to the car.

For the first contribution to the Region Two newspaper, the General Safety reporter will try to give the readers an idea of just what we do and why. This division is one of four divisions in the Office of Flight Operations and Airworthiness. The division has two branches, the General Maintenance and the General Operations Branch. M. F. Clark is Division Chief; Wm. S. Moore, Operations Branch Chief; and J. J. Miller, Maintenance Branch Chief. The General Safety Division has 110 authorized personnel.

The General Safety Division is concerned with all operational activities of that segment of the aviation industry known as "General Aviation." This segment includes all aviation activity with the exception of military aviation and air carrier activities. In this regard, in accordance with the Civil Air Regulations, the CAA through the General Safety Division examines airmen and issues airmen certificates (pilots, mechanics, parachute riggers, etc.), inspects, approves, and issues air agency certificates (mechanic schools, repair stations, flight schools, air taxi, etc.) and inspects and issues airworthiness certificates for aircraft.

In addition, this division is responsible for the complete investigation of airplane accidents on those airplanes of 12,500 pounds gross weight and under, and the investigation and reporting of violations of the Civil Air Regulations. There are, of course, various and sundry other duties to perform in connection with the broad duties mentioned above.

The "why" or reason of these actions by the division is the requirement in the Civil Aeronautics Act that these functions be performed by the CAA. We all know of course that these responsibilities are delegated to the Regional Administrator and we help him do the job.

As a matter of information, from a beginning of 2,740 airplanes in 1927, when the original CAA came into being, the civil aircraft fleet has grown to 87,531 up to 1957. All but approximately 2000 of these aircraft are engaged in General Aviation activities. Airman certificates increased tremendously in 1957. For example, General Safety issued 80% more commercial pilot certificates in 1957 than it did in 1956, and the people who plan for our future say that this increase of aviation activity will continue at this same rate.

In the modern airliner there are twelve pieces of electronics that cost \$33,000 and weigh as much as three passengers.

AIR NAVIGATION FACILITIES

This Division is assigned the task of establishing and maintaining reliable aids to air navigation for the military, commercial aviation and the general public. To more adequately perform this assignment the Division is segregated into five Branches briefly described as follows:

Program Engineering directs the planning, negotiation and coordination work required for establishing air navaids, navigation facilities and preparation of annual EANF budget.

Plant Engineering coordinates the engineering, design and construction required to provide the buildings, grounds and structures portion of air navigation facilities.

Electronic Engineering directs the development of plans and the installation of communications, radar, navigational aids and other electronic facilities.

Maintenance Engineering directs the accomplishment of reliable operational functioning, servicing, repair, modification and improvement of the existing commissioned air navigation facilities. This Branch is also responsible for the certification of the satisfactory operational performance of navigational and communications aids.

Flight Inspection directs flight inspections of existing facilities, site evaluations and commissioning or special inspection of new or proposed facilities and special projects.

In addition to the five Branches mentioned there are two Units which have contributed substantially to the successful operation of this Division; namely, the Drafting and Reproduction Unit and the Photographic Laboratory.

At the moment the Division is busily engaged in meeting deadlines of various kinds, particularly in connection with the establishment of eighty-seven peripheral facilities which we are obligated to have completed by April 1, 1958, and eighty VORTACs which we must complete by July 1, 1960.

This system of VORTACs, which is a combination of visual omnirange and the military's tactical air navigation, will provide those who use the airways with invaluable visual navigational aids.

The system of peripherals will provide a system of continuous voice reception and transmission along the airways and greatly enhance the safety of those who are airborne.

There are more than 65,000 civil and commercial aircraft flying the airways, plus tens of thousands of military planes that guard our freedom.

The mission of the General Services Division is to assure the availability and protection of the property and services necessary to the achievement of Region Two's program objectives. The five branches fulfilling this mission are:

Aircraft Service Branch: Headquarters for this branch are at Meacham Field with some personnel stationed at Fulton County Airport, Atlanta, Ga. The Aircraft Service Branch is charged with the responsibility of maintaining and insuring effective utilization of aircraft operated by this region. The region operates 10 Beechcraft AT-7's, and 2 Douglas DC-3's. These planes are used primarily for flight checking Air Navigation Facilities.

Special Services Branch: This branch provides organizational support services (excluding Government-owned buildings and grounds maintenance) to meet the needs of the region. Under the Special Services Branch are the CAA motor pool and garage, telephone switchboard, message center, mail and reproduction center, stationery room, and such miscellaneous office services as publication of regional directories, issuance of credential cards, and storage of inactive records material.

Procurement Branch: This branch is responsible for acquiring personal property and contractual services (except utilities). Primarily this branch negotiates and administers contracts, imprest funds and arranges for transportation of Government property by common carrier and purchases from commercial sources.

Property Management Branch: This branch is responsible for acquiring personal property from federal sources, real property and utilities services, insures protection and effective management of property required to meet regional needs, promotes employee occupational safety, investigates and processes tort claim actions, and administers distribution of personal property. The Property Management Branch maintains official records of all region owned and leased motor vehicles and issues motor vehicle operator permits.

Reservation Maintenance Branch: This branch maintains repairs and alteration services on buildings, grounds, and including fire protection on the regional headquarters reservation and all janitor service on the reservation is performed by this Branch.

The Government is spending something like \$143 a minute to insure your safety in the sky.

PERSONNEL

The Personnel Division is made up of four branches as follows:

The Placement Branch, in addition to recruiting new employees, fills positions thru advertisement under the National Promotion Plan, Regional Promotion Plan, through in-grade reassignments within the Region and by transfers from other Regions and offices of the CAA. Also handles employee grievances and coordinates the Promotion Appraisal Program for the Region. Counsels supervisors and employees on matters dealing with qualifications requirements of positions, leaves of absence, insurance, retirement, etc. Operates a local Civil Service Board that announces Civil Service examinations for Electronic Maintenance Technicians and Airways Operation Specialist's positions. Rates and certifies applicants to the agency for employment.

The Wage Administration Branch reviews position descriptions (Classification Act and Wage Schedule Positions) prepared by employees and supervisory personnel and determines the appropriate classification by title and grade. Also handles matters dealing with setting rates of pay for wage schedule positions, questions

of policy concerning annual and sick leave, hours of duty, and any other matters affecting employee's pay.

The Proficiency Development Branch provides general orientation training, training designed to improve the supervisory and managerial ability of employees and other training of region-wide interest such as reading and writing improvement, telephone courtesy, office machine operation, etc. On request, provides advice and assistance to instructors engaged in technical training. Promotes the Incentive Awards Committee. Also coordinates the Performance Rating Program.

Procedures and Records Branch prepares all personnel documents (SF-50) and maintains the official personnel folder of each employee in the Region. Maintains card records which show employee's service with CAA and their current status, i.e., salary, title, grade, duty post, etc. Compiles statistical data in report form covering employment, personnel change actions staffing authorization, etc. Answers inquiries concerning Federal Employment Life Insurance, Service Credit, Retirement, Injury Reports and Benefits.

"Of course I can spell correctly," said the new secretary, "but I'm not a fanatic about it."

Go the words "Air Carrier Safety" mean anything to you? They should--we'll prove it!

Through imaginary rocket propulsion you are now at an airport in Region 2 preparing to board the luxury liner of a large airline. Thrilled? Definitely! But you are still puzzled as to the Air Carrier Safety Division's part of this jigsaw.

Before that gleaming masterpiece of design was placed into service by the airline it was inspected and approved by an Air Carrier Inspector, and every inch of it is subsequently inspected and overhauled at intervals approved by Air Carrier Safety. The fueling procedure you just witnessed, the handling by the ground crew--each is continuously monitored for you!

Now that you are airborne the effectiveness of the Division's efforts is manifest in countless other ways.

The Captain, who walks reassuringly through the cabin possesses a certificate issued him by an Air Carrier Inspector who also regularly checks the pilot for competency. The same is true of the Co-pilot. The Flight Engineer, whose wary eye detects the slightest irregularity in the aircraft's complex systems, has been trained

at a school under the supervision of the Division. And that lovely Stewardess from whom you so easily learned of emergency-evacuation procedures was trained in another approved school.

The fellow in a business suit whom you see entering the cockpit is one of the Air Carrier Inspectors who periodically conducts an "en route"; i.e. he observes the crew in action and the performance of the airplane.

You are worried about the weather? You shouldn't be. This aircraft was dispatched by an expert (trained in a school approved by the Division), and is proceeding on the aerial counterpart of a super-highway, held unfailingly on course with the aid of at least a couple of communications transmitters and a half-dozen of the latest navigational receivers. Fantastic? Yes!

But what about landing when you can't even see the wings of the airplane? The Division foresaw such an event when it authorized instrument landing system (ILS) procedures for this airport.

As you deplane, you..... pardon? You now realize that "Air Carrier Safety" means YOUR SAFETY.

Mission accomplished!

Husband: That's a guy who wishes he had as much fun when he goes out as his wife thinks he has!

AIR TRAFFIC CONTROL

The Air Traffic Control Division is a complex organization of men and machines, made up of many component parts that must fit together like the gears of an automobile.

Region Two Air Traffic Control Division is composed of the Regional Office and field facilities, which are responsible for the activity in eleven southeastern states, as well as the Virgin Islands, Puerto Rico, and Canal Zone. Scattered throughout the Region are the facilities that actually do the work of controlling aircraft. They are the Air Route Traffic Control Centers, Airport Traffic Control towers, Combined Station/Towers, Air Traffic Communication Stations, and International Air Traffic Communication Stations. There are also Radar Approach Control Centers and Radar Air Traffic Control Centers. These facilities are located on Air Force and Naval Bases respectively and are operated by the CAA at the Military's request.

The Regional Office is broken up into Branches: Inspection Staff, Planning, Operation, and Procedures. These offices take care of seeing that the field facilities are operating according to procedures, planning the establishment and decommissioning of

facilities, personnel relations, operation of facilities and procedures by which they operate.

The ARTC Center is a facility established for the control of air traffic operating under instrument flight rules (IFR) within specifically designated airspace.

Airport traffic control service is the supervision of air traffic operating on and in the vicinity of an airport, and the supervision of other traffic operating on the airport movement area. The CS/T performs the duties of a tower as well as an ATCS.

An air traffic communications station (ATCS) is a CAA station handling aeronautical communications by radio-telephone, teletypewriter, and interphone.

An international air traffic communication station is a CAA facility employing long-range, high-powered, radio equipment for maintaining communications services between the United States, its territories and possessions and foreign locations and with aircraft operating in those areas.

Air Traffic Control is the largest division of the CAA and, in Region Two, consists of approximately 3,239 people with only 50 in the Regional Office.

"What does the bride think when she walks into the church?"

"Aisle, Alter, Hymn."



REGION TWO

