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Alaskan Region

CAA

REGION TWO

SCANNER

SEPTEMBER  
1958



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.....Enid Wooddy  
 Aircraft Engineering.....J. Reid-M. Montgomery  
 Personnel.....Johnie Withers  
 Air Traffic Control.....Beth Skidmore  
 General Safety.....Joseph Werbke  
 Air Navigation Facilities.....Zona Pyron  
 General Services.....Susie Blythe

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 MAIL & DUPLICATING SECTION DIRECTED BY CLAUD BERGMAN

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My Fellow Teammates:

An era has passed.

The young, vibrant aviation industry has had many such eras in its relatively short history.

I have seen many of them come and go...and looking back over the years, I found each of them exciting, challenging...each greater than the past.

The immediate future we face together offers this excitement, this challenge, as no other has before.

On August 23rd, when the President signed into law the Federal Aviation Act of 1958, he signalled the start of this new era in aviation. Civil Aviation has really come of age!

Shortly, the CAA, as such, will be no more. It has been a good agency, staffed with dedicated men and women who have worked zealously for the advancement of civil aviation. Through your efforts, and the efforts of the industry as a whole, civil aviation has risen to the prominence it enjoys today.

How about tomorrow? What can we expect?

The new Federal Aviation Agency presents all CAA employees with the opportunity and challenge of serving in an independent agency charged with the major responsibility of fostering and developing aviation and assuring the safety of flight. We will become closer partners with military aviation. We in the CAA will make up the great preponderance of the initial staffing of the Federal Aviation Agency (FAA).

We have been reassured that the transfer to FAA will involve no abrupt change whatsoever in the work or circumstances of the vast majority of CAA personnel. At the same time, a raising of our sights and a re-evaluation of our individual operations is demanded by the important powers and the heavy obligations of this new agency.

I know that we can count on each of you in the ever-growing aviation age to come.

Sincerely yours,  
*LC Elliott*  
 Regional Administrator





## LET'S HAVE A FRIENDLY TALK ABOUT YOUR REAL FLOORSPEACE PROBLEMS!

### GENERAL SERVICES

Construction of the extension of Building 1 and remodeling of Building 3 Annex, RO headquarters, is going along at a fast clip; completion expected within 30 days. About 3,000 square feet of floor space will be added to Building 1.

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Just a reminder that the Regional Stationery Room has been relocated in the northwest corner of Building 4. The printing unit of the mailroom has been moved to the former location of the Stationery Room.

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There are 65,000 aircraft of all types active in general aviation, including modern turbine-powered aircraft.

Several accidents resulting in personal injury have been reported recently due to slipping and falling.

The cause of these accidents appears to result from failure to watch one's step on waxed floors. Girls, it's pretty difficult to bank for a short turn on a waxed hallway especially when wearing the new style needle point, toothpick heels.

The Regional Occupational Officer recommends that we consider seriously the following "don'ts":

1. Don't run on waxed floors (let the phone ring a few more times).
2. Don't wear shoes unsuitable for work (shoes worn on waxed floors should have rubber heels).
3. Don't leave objects on the floor of your office that may cause tripping and falling accidents (even a sheet of paper skids like a banana peel when stepped on at high speed.)
4. Don't carry high stacks of file folders, cardboard cartons, etc that block your vision.
5. Don't read a book or look for flying saucers while walking.
6. Don't leave filing cabinet or desk drawers open. They can cause tripping accidents.

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There has been a lot of activity in the Division this month what with parties, vacations, transfers and the like. We think everybody would like to hear about it!

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If there is any truth in the saying "the more, the merrier", the Plant Engineering Branch outing on August 2 at Shangri-La Guest Ranch was a big success. Plans were originally made for approximately 60, and everyone was pleasantly surprised when a total of 87 employees, their families and guests spent the day swimming, horseback riding and enjoying various other activities. Special guests were C. G. O'Fiel and his family. If you think you're lucky, you might ask Jay Taylor for his recipe for planter's punch. From all accounts, it's a really "larrupin"! -Mmmmm!!

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"Does this mean I'm fired, Mr. Whipple?"



(Continued)

Living in a vacation wonderland the whole year is the lot of Joe and Bivian Harriss.

The Harrisses left the RO this month for Honolulu where Joe has accepted a position with the Sixth Regional Office as Training Officer in the Manpower Office.

Joe, with the CAA for 20 years, was formerly Chief, Manpower Coordinator in the Maintenance Engineering Branch, and Bivian, 5 years with the CAA, was telephone supervisor for the RO (General Services).

Friends at the RO said goodbye, good luck, best wishes, and bon voyage by presenting them with a beautiful silver tea and coffee service at a farewell party.

After leisurly driving to San Francisco in their new Nash Rambler, they boarded the Lurline for a five-day boat trip to Honolulu.

Aloha, Joe and Bivian!

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There will be another vacancy in the Manpower Coordinator's office with the transfer of Alma G. Crutcher to the Air Force at San Jose, California. If a Texan just has to live in California, San Jose just about compensates for everything. It is truly a beautiful place, and we hope Alma will find it much to her liking.

\*\*\*\*\*

Women can keep a secret as well as men, but it takes more of them to do it.

Lucky Clarke Diggs, an Electronic Technician in the Electronic Engineering Branch, spent part of his vacation in Germany and Sweden. We understand he was glad to get back to sunny, dry Texas.

\*\*\*\*\*

Do you need swimming lessons? Our Supervisory Electronic Specialist at the Asheville, N. C. field office is an expert instructor. A newspaper clipping from the Asheville Times states that Mr. Gordon Glenn spent most of his five-week vacation recently in, near, or en route to and from swimming pools. He estimates that in those five weeks he taught some 100 persons to swim. He holds a senior lifesaving certificate as well as an instructor's certificate. Besides being a wonderful diversion for him, it may be the means of saving many lives in the years ahead. He feels there is little hope for those fledglings who are afraid to even put their face in water when they're home sitting in the bath tub.

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*   A SAFE DRIVER   *
*           *
*           IS A     *
*           *
*   COURTEOUS DRIVER *
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(Continued)

We regret to lose two of our employees due to retirement on the last day of August. Roney High, a construction engineer with the Plant Engineering Branch, and Eunice W. Bettles, an Electro-Mechanical Technician with the Maintenance Engineering Branch, are leaving the CAA after 20 or more years of service. We will miss them and wish for them many enjoyable years ahead.

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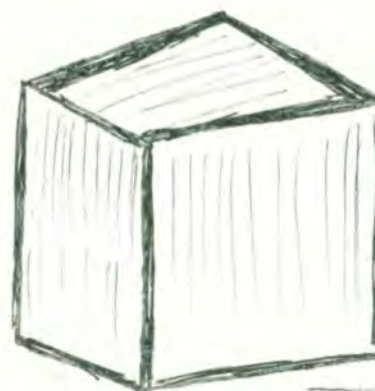
Carl Morris, in Maintenance at Lafayette, La., Box 1816 O. C. S., and a newcomer to CAA tells us he'd like to hear from Region Two people who are from Kentucky and Ohio. Carl, who apparently likes writing, says he'll answer all letters regardless of where the correspondent is from. Stout fellow!

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While the following item does not fall in the party, vacation, transfer or retirement category but strictly in the "WORK DEPARTMENT", we feel it is of considerable interest:

Airways Specialist C. C. (Cy) Martin of the Maintenance Engineering Branch has since July 9 been on special assignment at Swan Island, W. I., engineering the installation of two 125 KVA General Motors diesel engine generators. He has been busy around the clock with the initial tie-in and line operation of these engine generators and handling the important facilities at this station. If the mail pouch holds out, we don't expect to see Cy for several more weeks. We understand that a loin cloth is the uniform of the day at this far-away place.

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TENNIS BALL

... FACTORY REJECT!



## YOUR PAY

Several inquiries have been received as to whether the 10 per cent increase given to all Classification Act employees will have any effect on wage schedule rates of pay. The answer is: it has no effect.

Classification Act employees are paid a rate which is established by Congress by specific legislation. It is applicable to all Classification Act employees regardless of geographical location.

Wage schedule employees are paid according to the prevailing wage rates in a specific locality. Wage rate surveys are usually made once a year and are, therefore, more sensitive to the changing wages in private industry. A detailed discussion of how wage schedule positions are classified and methods of establishing the rates of pay can be found in the CAA MEMO, numbers 12, 13, and 14, issued in Sept., Oct., and Nov. of 1955.

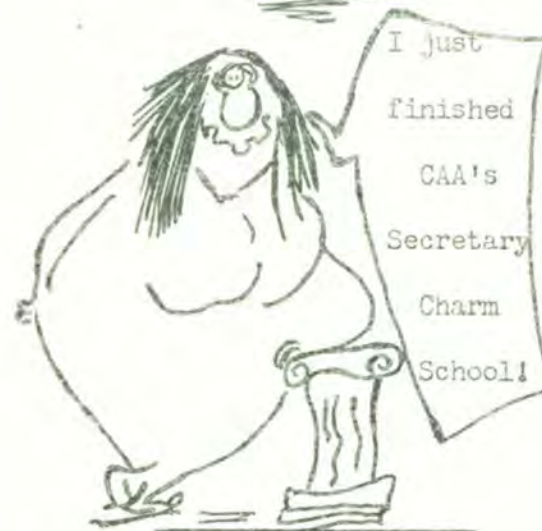
Classification Act pay rates have increased 10 per cent since July 17, 1955 (date wage schedule system adopted by CAA). During this same period, wage schedule rates have been substantially increased. Although space does not permit a listing of all localities in the region, the following is representative of increases in 12 communities:

Atlanta, Ga.....	12%
Birmingham, Ala.....	24%
Canal Zone(U.S. Citizen)...	19%
Fort Worth-Dallas Area....	19%
Jacksonville, Fla.....	20%
Miami, Florida.....	21%
Baton Rouge, Lake Charles.	23%
Montgomery, Ala.....	17%
Nashville, Tenn.....	11%
Raleigh, N. C.....	25%
Vicksburg-Jackson, Miss....	18%
Victoria, Texas Area (Applicable to Corpus Christi and Alice).....	13%

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## "I'M ENCHANTING"



(Continued)

## \$\$ INCENTIVE AWARDS \$\$

Two Region Two employees received Suggestion Awards.

George W. Bennett, EMT, Amarillo, Texas, received an award of \$25 for suggesting the use of a clamp for holding a light gun in an extended position while repairs are being made on it.

Walter D. Pauli, Airways Specialist, Little Rock, Ark., received two awards totaling \$150 for suggesting the modification of Consolidated Diesel Electrical Plants and installing a time delay relay amperite in the relay circuit of Diesel Electrical Plants.

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## TRAINING

Nine Regional Office personnel completed the fifth Writing Improvement Course July 21-25, 1958.

James D. Stone, Charles E. Fulkerson and Charles I. Carpenter, Air Navigation Facilities, Lawrence R. Robison, Percy L. Spencer, and Earl L. Stone, Air Traffic Control, Donald E. Kemp, Aircraft Engineering, Isabelle N. Bothwell Personnel, and Otis N. Wilson, General Services Division.

Eleven Regional Office secretaries completed the fourth Secretarial Training Course July 28-August 1, 1958.

Dona D. Smith, Aircraft Engineering, Eunice N. Kern, Stella W. Gordon, Olyce M. Blakeney, LaVada H. Kelton, and Barbara N. Perkins, Air Navigation Facilities Division, Peggy K. Hubenak and Dorothy D. Rich, Personnel Division, Martha S. Creed, Office of Regional Flight Surgeon, E. Galel Bishop, Budget and Finance Division, and Shirley J. Light, General Services Division.

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BUY BONDS

With the demise of the chemise, opponents of the "sack", wonder if it's in the bag.



...YOURSELF?

To find out if you would hire yourself, you might find a clue if you will answer carefully and frankly the following queries of a highly personal nature:

1. Are you a willing worker?
2. Do you ever stay a few moments overtime to finish a particular task?
3. Are you punctual and dependable?
4. Can you keep business secrets?
5. Are your job skills and speeds above the average?
6. Do you get along well with people?
7. Do you offer to help others when they are swamped with work?
8. When you make a mistake, do you admit it, rectify it, and avoid making the same mistake again?

9. Do you observe the rules of the institution faithfully?
10. Can you leave your personal problems at home?
11. Do you ignore rumors and refuse to gossip?
12. Do you keep yourself well groomed and neat?
13. Do you wear (if female) cocktail dresses and use perfume during office hours?
14. Do you keep your work area neat and in order?
15. Do you spend a great deal of time in personal telephone conversations?
16. Do you insist on a "coffee break" even when the work is greatly behind schedule?
17. Do you use supplies and equipment the same as you would if you were paying for them?
18. Do you take pride in every bit of work you put out?

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DEPARTMENT OF COMMERCE  
Civil Aeronautics Administration  
Washington

JUL 25 1953

Office of the Administrator

TO : Regional Administrators, 1-6  
FROM : Administrator  
SUBJECT: Project 20/20, Personnel Commendation

Our Project 20/20 has been completed. From all reports received we can say, with great pride, that it was an overwhelming success. I definitely feel that we accomplished our Agency objective of developing a broadened public understanding and appreciation through this opportunity of telling the CAA Story.

This success was due to the wonderful teamwork of the men and women of our CAA family. Their inspiration and ingenuity in tackling Project 20/20 on a "do it yourself" basis was completely reflected in the truly outstanding results. They have performed a real service for the organization, the public-at-large, as well as for themselves.

The total effort, I know, involved a considerable amount of extra workload in organizing and conducting Project 20/20 programs in each and every area. I would appreciate it very much if you will convey to all personnel in Region 2 my personal thanks and compliments for a job extremely well done.

Sincerely,  
/s/ Jimmy  
Administrator



## CONGRATULATIONS, MR. PETERSON!

The Air Navigation Facilities Division is pleased to announce that they now have a new Chief--Mr. W. E. Peterson. He is well known to CAA personnel and needs little introduction; however, we think you would like to know a few personal sidelights.

He was born and educated in Gladstone, Michigan. He obtained BS and MS degrees in Electrical Engineering from the Massachusetts Institute of Technology in 1935. He joined the CAA in 1946 and was assigned to the Electronics Section of the Establishment Branch of the Facilities Division. He was there until he accepted an assignment with the Office of International Cooperation in Havana, Cuba. After completing an interesting assignment there, he transferred to Region 2 on December 1, 1957, as Deputy Chief. When Mr. C. G. O'Fiel retired in July, Mr. Peterson became Acting Chief and assumed the leadership of the Air Navigation Facilities Division with the capability of a veteran.

Little-known facts are that Mr. Peterson holds a commercial pilot's license, operates an amateur radio station, using the call letters W5MMU, is a bowling "threat", and a handy man around the house.

The Peterson family lives at 2213 Fairview---Mrs. Peterson, known more familiarly as "Dale", Camilla, the 12 year old daughter, and Danny, the 10 year old son.

The Air Navigation Facilities Division is fortunate to have as their Chief a man of this caliber.

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## HERE'S AN IDEA!

We've been told there are a lot of "ham" radio operators throughout the region. This interesting hobby seems to be growing by leaps and bounds!

It's been suggested that there are probably a lot of "hams" in the CAA who might get a kick out of yakking with each other via the short waves. To do this, "hams" will have to get to know other CAA "hams" and their calls. How do we go about this?

Jess Williams, FW-674.4, says that if CAA "hams" all over Region Two will drop him a note telling their names, address, call letters, and other identifying facts, Williams will collect these and see that they are printed in the SCANNER.

Good idea? Then, let's get on with it!

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People who make fun of women drivers just don't realize how difficult it is to drive in the middle of the road.



What is synonymous with September? School, of course! To the small fry in your family September merely concludes care-free days of sun, sand and sleep and presages disciplined days of study and scrubbed ears. Your young adults, with all the excitement of a Texas creek after a cloudburst, surge toward their schools--en avant with books, boys and bop.

To the men of Air Carrier, the 30 days of this ninth month are but a reminder of their continuous, round-the-calendar aeronautical training. The jet frontier of airline transportation presents situations bordering the astronomical. To meet this challenge our men participate in weeks and months of intensive training at the Aeronautical Center, operators' bases, and jet engine and aircraft factory schools.

They are becoming familiar with the structure of these skyspouting ships--from the reverse thrust devices of the engines to the honeycombed fiberglass sound-proofed interiors. Though the dials, controls and twinkling lights of the control pedestal rival the stars of the Milky Way and the flight deck is encompassed with electrical, radio and electronic equipment and monitoring devices, the Air Carrier Inspector will be just

as much a part of this Aeroplana de Manana as was his pioneer predecessor in the era of the tri-motor.

High speed navigation training, in-flight refueling indoctrination, descent procedures, pressurization familiarization, revised ramp procedures--each is of paramount importance and demands flawless performance by the Inspector.

So this September, remember the men of Air Carrier. They are, indeed, the precursors of civil aviation's osmotic transition to the jet age--for your tykes, for your teenagers, for you and for me!

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ITS NOT THAT I REALLY  
LIKE BEING TOUGH ON  
THE BOYS, BUT THE BOOK SAYS.....

Business flying alone uses more than twice as many multi-engine airplanes as are operated by our airlines.

Louisiana, our neighbor to the east, has furnished two new men for the Program Administration Branch. They are Harwood Shoemaker, Deputy Chief, formerly Director of Real Estate for the Eighth Naval District in New Orleans, and Gordon L. Richey, Program Officer, who came to us from Alexandria, where he was the Trust Officer of the Rapides Bank & Trust Co.

Mr. Shoemaker is admitted to practice law in Nebraska, Kansas and the U. S. District Courts.

Mr. Richey is a Member of the Bar in Louisiana.

Both men come to the CAA with broad experience in their fields of endeavor.

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Our favorite correspondent, J. D. Church, has this to say re the customs and other matters in Afghanistan:

"Am going to an Afghan wedding tonight with one of the Afghans who manages the staff house here. It will be the first time I'll have seen a woman since I got here--the silly creatures wear veils that completely cover them, with a little strip of netting to see out through. I've been told that the women will be unveiled at the wedding and that they will dance for the men in true oriental style. They celebrate

for several days, then go to the Moolah's house, and he marries them. But first, the man must purchase his wife from her parents--she is merely a commodity that is purchased just like a goat, camel or donkey. When he gets tired of her he can sell her to somebody else. A good second-hand one is worth \$10 (500 Af's) but a good one under 17 costs as much as \$25, which is more than any woman is really worth, if you sit down and evaluate them during one of your calmer moments.

"An interesting conversational subject among the local Americans is the fact that Russian tanks, manned by regular Russian army crews, have been seen maneuvering in this area recently. There is no mistake about their identity because the Afghans do not have anything that resembles them at all. We mingle with lots of Russians, especially in Kabul, and on the surface at least, there does not seem to be any animosity toward the Americans. But some of us get a little nervous when ten Russian tanks cross the road in front of our car and we see big blonde men operating them...."

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General aviation is estimated to involve over 800,000 individuals, including pilots, mechanics, airport operators, instructors, and others directly involved in or supporting flight operations.



ATCD welcomes aboard L. E. Tad Anderson from the Oke City RAPCON; Arthur H. Brown from Ardmore, Oklahoma (Resident Inspector); Kenneth O. Harbour from the Mobile RAPCON/Tower; and Wray R. McClung from the Atlanta Center. Tad and Wray are in the Procedures Branch and Art and Kenneth are in Operations Branch. Charlie Carmichael is leaving Myrtle Beach since being selected for Terminal Inspection in the Regional Office and instead of mailing his household effects information in the usual manner, he hopped over one day in a F-86 to deliver them in person.

AMONG THE GIRLS...We are glad to have Joyce Watson with us again. Newcomer in the RO is Helen Hare.

I wasn't bored waiting--I thought of a way to amuse myself. Every time I saw one of those CAA controllers go by with his wife I said, "Hi, Poopsie! See you at the next ATC meeting!"



D. K. Tilghman, Procedures Branch, wishes to thank the many friends who forwarded the Atlanta FECU publication "Family Digest". A recent issue requested information as to his whereabouts. Doug is especially grateful since inquiry was not for collection purposes. It was planned that a card would be sent to each considerate person who forwarded these notices but there were too many. Thanks a lot, fellows.

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This will be of interest to many in the Region. Douglas Mould, one of our former controllers, was ordained June 14th to the diaconate in St. Mark's Episcopal Church. Douglas was with the San Antonio Center from 1948 to 1954 before entering the Episcopal Seminary of Southwest in Austin.

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Walter K. Wessels, Chief, Charleston Tower, notified the RO that recently the antenna system of the Charleston OMNI was modified and part of the modification included the installation of a heavy six-segment steel ring. Since there was no derrick in the vicinity of Charleston with a boom long enough to accomplish this, it was suggested that a helicopter be obtained to do the work. None of the nearby Air Force Bases had a helicopter capable of performing this, so the request was made to the MCAS at Beaufort, S. C. Arrangements were made by the Base Operations Officer of the MCAS for a helicopter and crew to report to the VOR site. In less than one hour these men had placed all six segments on the counterpoise within inches of their final location. This was a beautiful example of crew coordination and of inter-agency cooperation.

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It is suggested that all facilities that are authorized to participate in the Flying Training Program make arrangements to take advantage of the opportunities offered.

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Mr. Pyle and party, including Mr. "Red" Chandler, Deputy Director ATC, Washington, paid a visit to the RO on their way to Mexico City for discussions with that government leading toward closer coordination between the Mexican CAA and the U. S. CAA. Mr. Boatman and other regional officials participated in the briefing on problems encountered along the border.

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Visitors from the field last month for the RO Familiarization Program were: Emory Dilla-shaw, Miami Center; John W. Schwab, San Angelo CS/T; James F. Arthur and Harry T. Gillen, Memphis Tower; Martin E. Hansen, Miami Tower; Mitchell R. Rushing, Tallahassee Tower; J. D. Miller, Tulsa Station; Rudolph A. Singley, Myrtle Beach Station.

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Paul Boatman, Glenn Compton, and Richard Robinson represented the RO in a meeting in El Paso on August 13th with personnel of the Fourth Region and USAF. This meeting was for ordination of Phase II planning for Reese AFB, Lubbock, with the adjacent region and center prior to processing planned airspace actions.

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Sign seen on highway this summer: "Main highway open for traffic while detour is being repaired."



Our Radar Familiarization Program is still going full speed. The detail program to radar-equipped centers includes the Jacksonville and San Antonio Centers at present. The Atlanta, Fort Worth, Memphis, and New Orleans Centers are now detailing additional center personnel to nearby radar facilities to provide radar familiarization while waiting for the installation program to be completed. The Miami Center has completed the initial program, while El Paso Center is scheduled to participate in the near future. The splendid inter-facility cooperation displayed during this program is to be commended.

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A Senator was discussing CAA activities with a Regional employee and asked, "How is the Washington-field relationship."

"Just fine," replied the CAA employee. "If there is a difference of opinion and the field office is wrong, we readily give in."

"But what if the Washington office is wrong?" asked the Senator.

"Oh, that never happens," replied the CAA man.

\*\*\*\*\*  
 \* DO YOU \*  
 \* PLAN \*  
 \* YOUR WORK \*  
 \* AHEAD? \*  
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D. E. McHam represented the RO on July 31st at a meeting in San Antonio with USAF representatives at Headquarters Air Training Command to discuss and work up compatible procedures involving jet operations at Randolph AFB and a satellite field at Seguin, Texas.

The above mentioned team met during the week of August 4-8 in the RO to finalize the Phase II or longer range aspect in connection with separation of military training activities conducted by the Air Force and other operations. These particular meetings covered Phase II planning for Greenville AFB, Miss., and Craig AFB, Ala. At an earlier meeting, Phase II planning was agreed to for Webb AFB, Big Spring, Texas, and Reese AFB, Lubbock, Texas.

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The San Antonio Tower inaugurated radar arrival and departure control on June 6th serving San Antonio International Airport, Kelly and Brooks Air Force Bases. All reports indicate this installation is a great step forward in the solution of the complicated terminal area problem at San Antonio. It is expected that additional radar equipment will be supplied in the future to provide service for Randolph Air Force Base.

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The groundbreaking ceremonies at the San Antonio Center on May 6, 1958, brought much favorable publicity on the activities of the CAA. Since this date, the San Antonio Center has been flooded with requests from the local civic clubs for speakers for their meetings. Quite a number have been brushing up on their speech making. Bruce Chambers, Ass't to the Regional Administrator, was a guest at the San Antonio Center on July 17th. He was guest speaker at the Kiwanis luncheon at the Gunter Hotel.

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News comes to us that construction on the new Center quarters at San Antonio was halted on July 29th due to a local labor strike.

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A sensible girl is not as sensible as she looks because a sensible girl has more sense than to look sensible.

The San Antonio Center has been working at high speed on the problem concerning segregation of military training activities. Phase I of this program is in operation at Laredo AFB and recommendations have been completed for Phase II. Meetings have been held in an attempt to solve the problems concerning Navy training activities.

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Walt Plummer, Tower Chief at Tulsa, has been working with Pat Combs, Tulsa Airport Manager, in an effort to have the City of Tulsa provide adequate space for terminal radar to serve the greater Tulsa area. We understand the City of Tulsa is working very hard to provide this space in order that the radar earmarked for Tulsa might not be used at another location because of lack of space at Tulsa.

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#### IN MEMORIAM

J. Kenneth Fanning, Fort Worth Center, died suddenly at his home on August 5th after suffering a heart attack. Mr. Fanning was a World War II veteran and had been with CAA since May 1957.

Mr. Fanning was a member of the ATCD Mutual Aid Association and contributions well exceeded \$10,000.



Our Division, like all the others, it seems, is continuing to grow, with the addition of three new employees this past month—all located in our Airframe and Equipment Branch. They are J. B. Russell, formerly with Chance-Vought; E. L. Turner, from Convair; and J. L. Patras, another Convair ex.

Also we want to say "welcome" to C. H. McMillen, formerly of the Washington office, who has taken over the job of Chief of Manufacturing Branch.

Justine Skinner will be our new secretary in this Branch, transferring to us from another division.

And, as though it weren't old news by now, we would like to announce that Juanita Beech is our new Division secretary, taking over the position vacated by Dash Avera. Lots of luck on your new desk, Juanita.

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"Here's an interesting article, Ed...a CAA engineer says that space people are probably very much like plain, ordinary people like you and I."

Several meetings were held this past month, which we feel should be given mention here.

A Bell Preliminary Type Board meeting was held at Bell Aircraft Corporation on July 21 and 22, attended by representatives of this Division as well as several of our people from Washington. This meeting was attended by representatives of all the Branches of this Division as well as two former employees well known in this region—E. L. Thomas and Cal Johnston. It was good to see them back here again.

This meeting was held for the purpose of inspecting the Model 204 turbine-powered helicopter and discussing various phases of the type certification program.

A Production Certificate Board meeting attended by representatives from each of the Branches was held July 9 and 10 at Aero Design Company in Bethany, Okla., which resulted in the issuance of a Production Certificate.

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(Continued)

"It'll never fly!"

In spite of these mighty skeptical words, the single-place glider which was designed by our Al Backstrom did fly and has had outstanding acceptance in the aviation industry.

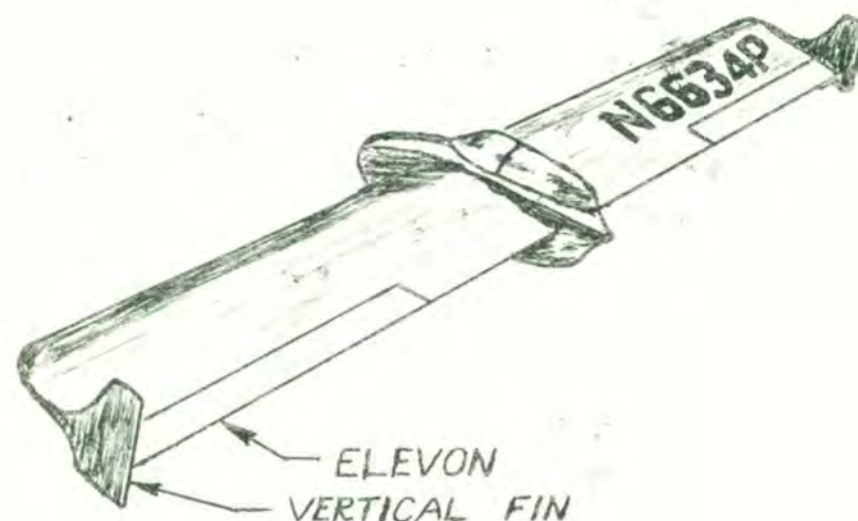
This glider is of the "plank" design, controlled by the elevons with vertical fins for better directional stability. These fins also serve as spillplates to prevent air from spilling over the wing tips. It has an empty weight of 200 pounds and a gross weight of 450 pounds, a wing span of 25 feet, and a wing area of 100 square feet. The glide ratio is 22 feet for every one-foot drop, with the minimum rate of sink, 3.3 feet per second.

The prototype of this glider was fabricated in Irving, Texas, and is now owned by the Engineering Research Station of Mississippi State College. The original experimental certificate was issued by Wayne Tuttle, GSDO 2-7, in Dallas.

When Al was in Mississippi State College working on his Masters degree, he gave the prints for this glider to a friend, F. D. Hoinville, who took them to Australia where he built one of these gliders. It is now being certificated by the Dept. of Civil Aviation (their equivalent of our CAA) after flight testing by C. A. Tuttleby. Approximately 7 of these gliders have been built in Australia.

The success of this aircraft has been a surprise to many in the aviation industry who thought it would never fly.

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This month our "sketch" of General Safety Regional Office personnel is of Sam Monschke, our Airworthiness Specialist in the General Maintenance Branch.

Sam was born and reared in Dallas and worked around Love Field as a youngster, pedaling a bicycle to and from the airport. After he saw Lindbergh and the "Spirit of St. Louis", when he made his tour after the Paris hop, Sam decided aviation was for him--learned to fly in a Kinner Eagle and soloed in 1937. Sam went ahead and obtained his commercial pilot certificate and subsequently his flight instructor rating. He worked as a mechanic at the old Curtiss-Wright Airport at Grand Prairie, Texas, and later with Braniff as a mechanic. Sam was originally with CAA in 1940 in Maintenance and left in 1941 to go with Hawthorne, Contract Army Flight School at Orangeburg, S. C., returning to CAA in 1947 as an Aircraft Inspector at the Fort Worth General District Office. He was later stationed at Big Spring, Texas, San Antonio and back to the Regional Office in March 1955 in his present position.

Coincidentally, Sam met Chilli Miller, with whom he currently works, when he applied for renewal of his solo license at Dallas in the Spring

More than 7,000 public-use airports and an uncounted number of private landing strips are available to and supported by general aviation.

of 1940. Both Sam and Chilli recall laughingly that it took "a couple of weeks" for Chilli, who was a relatively new inspector at the time, to finally get the certificate properly issued.

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We are happy to welcome two new stenographers to our Division--Barbara Bain, formerly with the Midland ATDS office has transferred to our Midland GSDO, and Shirley McBride recently started working in our San Antonio office.

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### ACCIDENTS

DON'T JUST HAPPEN

THEY ARE CAUSED!

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### COMPARATIVE REGIONAL ACTIVITIES - PROJECT 20/20

REGION	I	II	III	IV	V	VI	TOTALS
STATE PROCLAMATIONS	8	8	6	11	1	1	35
LOCAL PROCLAMATIONS	26	97	39	68	1	3	234
AIRPORT "OPEN HOUSE" PROGRAMS	31	81	46	82	10	6	256
ESTIMATED ATTENDANCE	90,000	250,000	138,000	200,000	1,700	500	680,200
LOCAL RADIO SPOT ANNOUNCEMENTS	660	6,094	2,400	2,540	40	34	11,768
LOCAL RADIO PROGRAMS RE CAA	27	68	15	28	12	1	151
LOCAL TV SPOT ANNOUNCEMENTS	120	1,125	420	440	15	1	2,121
LOCAL TV PROGRAMS RE CAA	22	78	26	23	2	2	153
SPEECHES BY CAA PERSONNEL	28	95	27	89	8	13	260
"SALUTE CAA" DAY AT COLLEGES	1	2	1	5		1	10
"SALUTE CAA" DAY AT SCHOOLS	1	7	4	9			21
STATE PUBLICATIONS RE CAA	3	6	3	5			17
LOCAL PUBLICATIONS RE CAA	88	165	107	317	14		691
AWARDS TO CAA PERSONNEL	1	301	53	187			536
AS PART OF 20/20			1	1			2
DEDICATION PROGRAMS, FACILITIES	2	200	5	14	6		227
NUMBER OF EXHIBITS							

### GRAND TOTALS

HOW MANY PEOPLE DID THE CAA REACH THROUGH ALL MEDIA?

NEWSPAPERS 150,000,000  
 RADIO (LOCAL AND NETWORK) 160,000,000  
 TELEVISION (LOCAL AND NETWORK) 45,000,000  
 MAGAZINES, BOOKS, POSTERS 221,000,000  
 PERSONAL CONTACTS (OPEN HOUSES, SPEECHES, EXHIBITS) 1,500,000  
 TOTAL 577,500,000

NUMBER INDIVIDUALS EXPOSED TO THE CAA STORY  
 85,000,000





## REGION TWO

