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CAA

REGION TWO

SCANNER



JULY
1958

J U L Y 1 9 5 8

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

General Safety.....Joseph Werbke

Air Navigation Facilities.....Zona Pylon

General Services.....Susie Blythe

Budget and Finance.....Evelyn Ashbrook

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SECOND REGION

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FORT WORTH, TEXAS

My Fellow Teammates:

For many years the CAA was a small, impoverished organization with giant responsibilities. Staffed with expert technicians who grew with the aviation art, the agency tried desperately to convince responsible leaders of the plight of an inadequate system that was not keeping pace. They constantly were rebuffed!

As a consequence, our people began to think "small", act "small"...much like "country store proprietors"!

This has now drastically changed! We are now "big business". So we must re-adjust our thinking...we must think "big", act "big", if we are to keep pace with our mushrooming operations. As Louis Rothschild said recently, "The CAA is not enjoying a remarkable expansion...it's exploding in size."

What must each of us do?

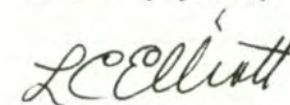
It's this. We must adopt the new concepts of modern techniques...our old methods and approaches, as effective as they might once have been, must now be reviewed, analyzed, streamlined. They must be re-designed to meet the challenge of today. This "second look" at our present way of doing business must be done at every level...from the lowest to the top.

Are you using 1958 methods? What are the latest ways of doing things in your line of work? What methods are others using in and out of our organization that you might put to work for us?

Successful operations in all fields are not successful because of money and machines alone...the most important factor is a team of willing, thinking, articulate people to direct these material things. In our quest for better hardware, let's not lose sight of the fact that people are our most important asset.

In this we now have an outstanding advantage...let's build together, not individually!

Sincerely yours,



Regional Administrator

Some interesting things are happening as the VORTAC conversions are accomplished. We think they are much too interesting to keep to ourselves.

For instance, the Miami VOR #2 just completed, is the first offshore facility of its kind. It is located 1 mile southwest of Key Biscayne in the Bay of Biscayne and will serve as a very important link in the rapidly expanding network of navigational aids. Fifty-foot pilings of creosoted wood were used to undergird the structure which is built to withstand winds up to 125 mph as well as tidal action. Submarine cable used was sunk 3 feet below the bottom of the Bay. Because of its unique location, it was necessary to have a boat for transporting personnel, equipment and supplies to and from the mainland. Finding just the right type of craft was the object of considerable research. An 18-foot fiberglass boat with 3 1/2-inch beam was decided upon and will be known as the "O'Neil I" in honor of our beloved Chief.

Many hardships were encountered in bringing this facility to completion--even to the loss of one life. On January 16 of this year, an employee of a subcontractor was drowned while in the performance of his duties; one other employee also had a narrow escape.

Tremendous effort is involved in the accomplishment of these facilities; it is easy to lose sight of the "behind the scenes" activity when we are so far removed from the actual endeavor. We are proud of the splendid work our engineers are doing.

Work has begun as of May 20 on the second offshore VORTAC which is located in Lake Pontchartrain near New Orleans. The construction of this facility will closely parallel that of the Miami VOR #2; concrete pilings were used instead of creosoted wood. This construction will require about three months for completion and will cost \$140,000.00. The O'Neil II will be used to transport personnel, supplies and equipment to and from the mainland.

A new experiment was tried at the site of the Wichita Falls VORTAC conversion recently which resulted in reducing outage time by 23 days. The counterpoise was completely assembled on the ground adjacent to the existing facility. This included all decking and torneplate roofing. The assembly was then lifted in place using two 30-ton cranes. The operation of placing the roofing on the building took only about an hour. Some record!

Mary: "I caught my boy friend flirting."

Audrey: "I caught mine that way, too."

PATENT
ATTORNEY



BUDGET AND FINANCE

The Budget and Finance Division is justly proud of charming "Peggy" Maidie of the Audit Section, who was selected official Hostess for CAA in Fort Worth, Texas. She served in this capacity during the PROJECT 20/20 celebrations in Fort Worth publicizing CAA's 20th Anniversary.



Pay Days - Employees of Region Two are paid every other Friday. However, the pay you get on any given Friday does not cover the 2 weeks directly before pay day but the 2 weeks before that. For example, if pay day is on the 30th of the month, your pay check covers the work you did during the 2 weeks ending on the 16th of that month. Thus it may be as much as 4 weeks after you start work before you receive your first pay check.



It is estimated that the Federal Government has approximately 18.5 million cubic feet of records occupying more than 18 million square feet of Federal space--the equivalent of six Pentagon building.



A familiarization conference was held last month at Marietta, Georgia, by Lockheed Aircraft Corporation relative to certification of their new Jetstar Model 329, not yet certificated. Seven representatives from our Engineering Division and two from the Washington office attended this conference. Highlight was participation in a flight demonstration which included a flight at a 45,000 ft. altitude where a speed of 550 mph was reached, and demonstrations of slow-down, acceleration, and single-engine characteristics.

A farewell party was given last week for E. L. Thomas. After almost two years with the CAA as an engineer in our Airframe and Equipment Branch, he has transferred to our Washington office as a Materials and Processes Specialist. He was presented with a brief case by the employees in the Division.

Our Division extends a very hearty welcome to J. B. Russel, Flutter and Vibration Specialist, who comes to us from Chance-Vought Aircraft. An AEM graduate in mechanical engineering, Bruce is married and has two children, both boys. His hobbies, he says, are automobiles and sportscars.

Auto Salesman: "This car has never been driven at all. The former owner just sat in it a few minutes every morning while he was shaving himself with his electric razor."

GENERAL SAFETY

This month we want to give you a brief run-down on Frank J. (Chilli) Miller, our Chief of the General Maintenance Branch. Chilli was born and raised in Chillicothe, Missouri--hence the nickname "Chilli". He cut his teeth on maintenance procedures, working with hammer, pliers, cold chisel, and baling wire repairing farm machinery. Near the end of a hot day's work in a hay field, Chilli said he saw a Hisso Standard airplane fly over and that was the turning point in his career. Shortly thereafter, in March 1926 Chilli enrolled in a combination flight and mechanic course at Heath Airplane Co., Chicago, Ill. He soloed on May 23, 1926, in a J-1 Standard with a OX-5 engine. Leading up to his present position, Chilli worked with an air circus, barnstormed, and ran a flying school. In this latter connection, he soloed the first student from Berry Field in Nashville. Chilli came with the CAA in 1939 as Assistant Aeronautical Inspector. After serving in Dallas, Houston, San Antonio and Little Rock, he was transferred to Ft. Worth in 1945 in his present capacity.

Following is a list of recent personnel actions: Gerald D. Latham has been transferred from Nashville to the Atlanta GSDO as Supervising Inspector; Philip Pring has been transferred from Midland to the Raleigh GSDO as Supervising Inspector; Edwin P. Shaw has been transferred to the Nashville GSDO as the Flight Operations Inspector; John H. Powell, Jr., has been transferred from New Orleans to the Dallas GSDO as Flight Operations Inspector; William J. Cantwell has been employed and has reported as Flight Operations Inspector in the Birmingham GSDO; John J. Kenney has been employed and has reported as Flight Operations Inspector to the Oklahoma City GSDO; Dick Giffen has been employed and has reported as Flight Operations Inspector to the Midland GSDO; LeGrand J. Mercure and Walter R. Elder have transferred to the Washington office of the General Safety Division. Richard F. Scholtz has been promoted to Supervising Inspector of the Tulsa GSDO and Harvey Gassoway has been promoted to Supervising Inspector of the Nashville GSDO.

On May 22-23, the General Safety Division held a conference in Ft. Worth. All the GSDO's in this Region were represented as well as the Washington office, Kansas City R.O., and the Aeronautical Center.

Two Air Force jet tankers broke all New York to London speed records by flying the 3,337 miles in less than 5½ hours.

 * PROJECT 20/20 *
 * A *
 * GIANT SUCCESS *
 * IN *
 * REGION TWO! *

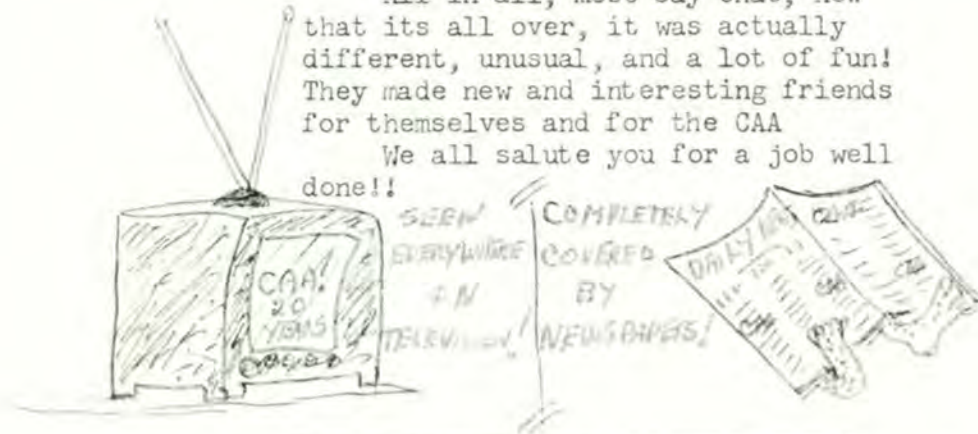
Reports coming in from cities all over the Region show that...

C A A people always come through!

CAA'ers everywhere worked hard, worried hard...and the results proved out. The demonstrated success is positively amazing since most of those working on the 20/20 celebration had never had prior experience in executing a program such as this. Many discovered talents they never knew they had before...and this is good.

All in all, most say that, now that its all over, it was actually different, unusual, and a lot of fun! They made new and interesting friends for themselves and for the CAA

We all salute you for a job well done!!



Accident: What happens when you drive your car in high while your mind is in neutral.

The members of the Women's National Aeronautical Association, North Central Texas Unit, have voted to take as a project the securing of material pertaining to the history of aviation in Texas, which is to be placed in the Texas History and Genealogy Department of the Dallas Public Library.

This collection of material has been started under the direction of Mrs. Pratt, with the Dallas Library, and the group would like much more in the way of pictures, biographical articles and accounts of early flying to be added to this collection so future historians will have something more than oral traditions for their writings and research.

The material will be kept in locked cases and used only by those doing serious research and under staff supervision. Any material of this type which you may have and contribute to this collection will be deeply appreciated and, we feel, will preserve an important phase of the history of aviation in Texas.

This is an outline of some of the material they are looking for and any other you might add: date and place of first flight, types of planes flown, engines, locations of flights in Texas, old log books, races, barnstorming, carrying the mail,

wing walking or flying wing walkers (names-places), any first in aviation business, friends you flew with and knew around Texas who held records or had interesting experiences, pictures of self-friends-fields planes-etc., helped start airports, military records, human interest stories.

The group will be able to reproduce any pictures, articles, or letters you might want to keep for your family.

President Eisenhower signed a bill Wednesday, June 25, 1958 granting larger pensions to 232,000 retired Federal employees.

The increases, effective August 1, generally amount to 10% but no individual increase can be greater than \$504 a year. The Civil Service Commission said the increases will be included in checks due in Sept.

The new law affects persons on the Civil Service retirement list who started drawing their pension annuities prior to October 1, 1956.

It also opens the retirement rolls to an estimated 12,000 widows previously ruled ineligible. This section carries benefits up to \$750 a year for unremarried widows, who had been married for at least five years to husband on the government payroll for at least 10 years prior to 1948.

U. S. motor vehicles fatalities in the 1st quarter of 1958 resulted in 11,000 life insurance death claims.

Frank Hand of the Carter Field Office, owns a snow-white Porsche automobile, complete with a bright red interior. Recently, when his battery went dead, a woman offered to push him, and her bumper crawled right up on the rear of his little car. Hurt much worse than his car, Mr. Hand opined, "I thought she was going to push - not ride."

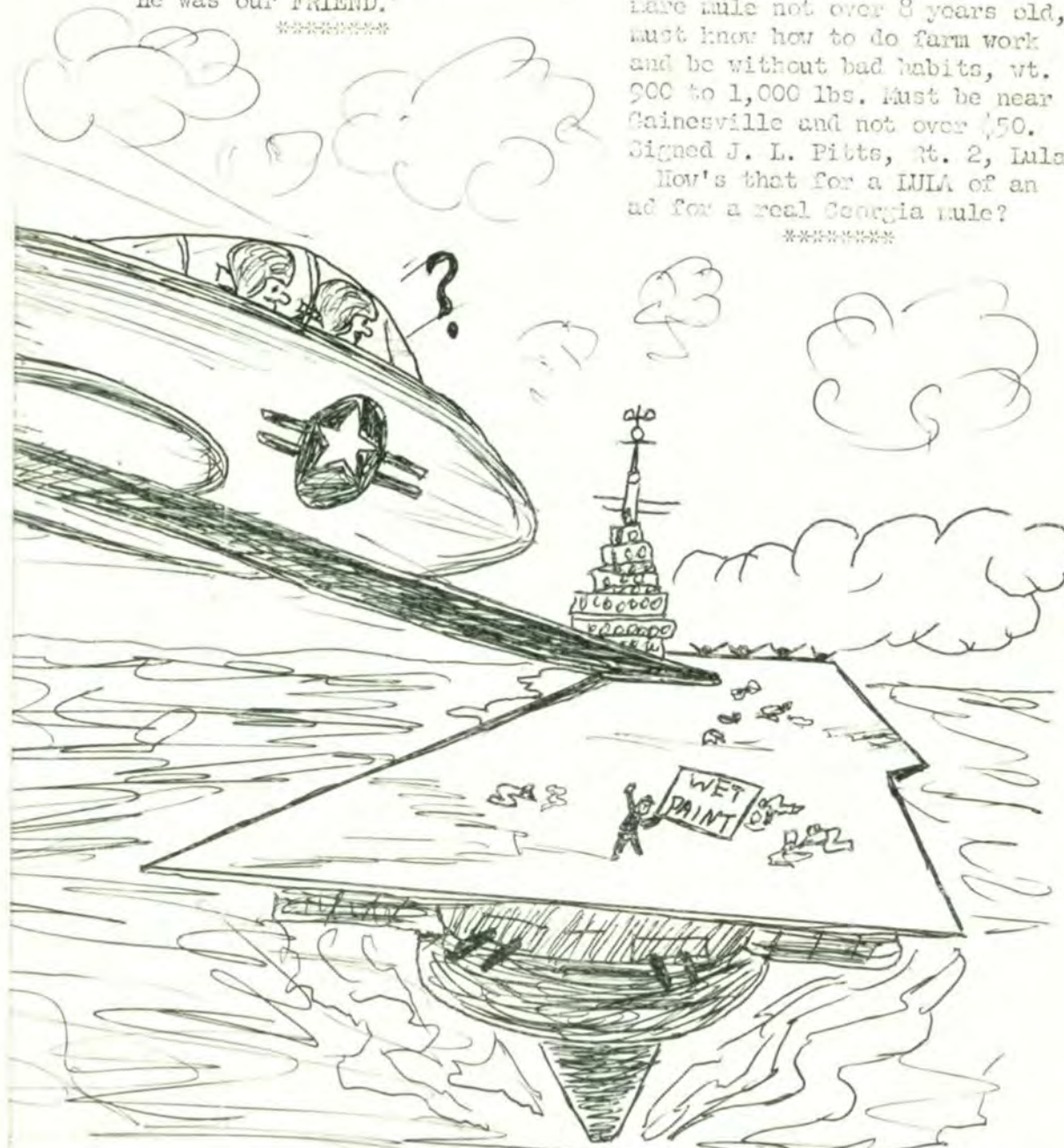
Drama and heroism are not confined to TV and movies. Walt Beronset and Jack Steward of our Miami ACSDO were cast in the lead. Time: Night. Place: Lake Okechobee, Florida. They were out on the lake, and the fish were biting exceptionally well, but it was getting late; so both men reluctantly started toward their campsite. Those splashing sounds in the distance...must have been fish literally jumping out of the water. The noise grew louder and louder. As they drew closer they could barely see three animate objects floundering furiously in the murky waters. Then the outline of an overturned boat became visible. Always alert to an emergency, Walt and Jack quickly effected the rescue of three helpless fishermen, then wearily welcomed the shores of the great lake, from which they now had more than quota - men as well as fish!

It's a pity that \$2 bills are so scarce these days. They'd come in handy for buying a dollar's worth of almost anything.

Saddened as we are by the recent death of Lowell S. Harding (Miami ACSDO), we are strengthened by the knowledge of his numerous worthwhile contributions to our Division, the CAA, and the aviation industry throughout the world. His was the lot of a pioneer. In April, 1917, shortly before graduating from George Washington University as an Engineering Architect, he volunteered for the Aviation Section Signal Corps. His soloing on August 13, 1917, sealed a destiny of 41 years of fruitful participation in aviation. Flight instructor, test pilot, ace pilot in World War I, air mail pilot for the Post Office Dept., barnstormer through New England, Pennsylvania and Maryland, Lieutenant (Senior Grade) in the Naval Reserve, airline executive, technical advisor, organizer and director of training, U. S. Air Force, World War II; Chief of Air Carrier, Region I; Air Carrier Inspector, Miami--these are but a few of the many brilliant facets of Lowell Harding's life. His Airline Transport Pilot Certificate (No. 225), his A&E Mechanic Certificate (No. 211) issued in 1927, and his 10,000 logged hours of flying time indicate his enduring love for the field that is aviation. Can there be greater tribute to such a man

Can our recognition of his many achievements? There can! It was perfectly but simply expressed by the personnel of ACSDO-37: "He was our FRIEND."

Vic Overick of the Atlanta ACSDO discovered this Want Ad in a well-known agricultural publication: WANTED - Black mare mule not over 8 years old, must know how to do farm work and be without bad habits, wt. 900 to 1,000 lbs. Must be near Gainesville and not over \$50. Signed J. L. Pitts, Rt. 2, Lula. How's that for a LULA of an ad for a real Georgia mule?



Tracey Hall, District Engineer at Jackson, Mississippi suffered a heart attack recently but is now home from the hospital and by the time this is being read should be well on the way to recovery.

A former District Airport Engineer, J. D. Church, now with the International Region in Afghanistan, on his way to the World's Fair in Brussels visited the U.S.S.R. Here are some of his comments re the Russian scene.

"Today I rode the jet TU-104 job into Moscow. They completely service and fuel it on a remote location and then tow it to the ramp loading position - the tug is an old beat-up truck with a towbar attached. After loading, this same truck tows it to the end of the runway but does not turn it around. Then it is started and turns around under its own power and takes off immediately. It turns around easily on a 150' runway. At the starting point there are no compressed air, electrical or other underground installations in the pavement. There were quite a few ground cranes running around outside, but as far as I could tell, the starting was by the airplane's own batteries, with no auxiliary equipment being used.

"The TU-104 took a long take-off run and became uncomfortably warm inside during the climb---there seemed to be no air conditioning---but at cruise it cooled off and was just right. The jet is noisier than I expected and makes quite a roar inside. It flies steady as a rock, but visibility is poor - the windows are too high above the seats. Coming into Moscow, we made a long, low power approach - just barely dragging over the trees for several miles, and after landing, he taxied into position on the ramp under his own power. During all the jet operations I watched I did not see one drop of fuel spilled at any time---that seems to be no problem.

"Most of the women are blonde and chunky---here a man never has to settle for a brunette. Some of them are really rough and tough---you see them working along with the men in labor gangs. They have practically taken over the airline terminal buildings. Women check and handle the baggage, sell the tickets, etc.---you scarcely see a man working in the building. Wide blonde interpreters meet every flight and stay right with the foreigners as long as they are needed.

"Here's another angle---the airline is run by the government and apparently does not have to show a profit. Fares are low

compared to ours and passengers receive meals and hotel free during layovers. Aeroflot maintains a nice hotel near each airport for its crews and passengers, and in the airport restaurant, meals are free to passengers---just show your ticket and walk out.

"My hotel at Tashkent cost 10 rubles (40¢) but I shared the room with two Russians. It surprised me how these people trust each other. They left their valuables laying around, with the doors open or unlocked, in a manner we would never dare do in the U. S. Here in Moscow, I have a single room and I think it is free.

"Am going to lay over here several days---will wander around town, mix with the people, and take pictures. They pay no attention to a camera. I've been all over the airports and have taken photos of everything. Many things, such as the attitude toward cameras, are quite different than I expected. And these blondes here will stack up with anything anywhere."



The International Convention for Air Navigation was signed at Paris on October 13, 1919.

"So Jane is sore at her husband. I always thought he was perfect. In their ten years of marriage, hasn't he always turned his check over to her the first of every month?"

"She just discovered he gets paid on the fifteenth, too."

The Administrator has requested that all CAA aircraft be painted with the daylight fluorescent type paint as soon as possible. Preliminary tests at the Technical Development Center indicate this type of paint has promise of making a definite contribution to the "see and be seen" concept of collision avoidance. Negotiations are under way to get the Region Two fleet painted within the next 30 days.

The move of the Regional warehouse stocks to the Operating Materials Division at Oklahoma City will begin June 30--- should be completed by about July 25. All warehouse personnel with permanent Civil Service status have been placed in continuing positions without loss of grade or pay.



An airport manager received a note from an enterprising homeowner who lives near the end of a certain runway. "Please do not use the runway before noon Saturday," he requested. "I am showing my house to a prospective buyer."

Did you ever lose a left door from your car because you opened it at night without looking back?

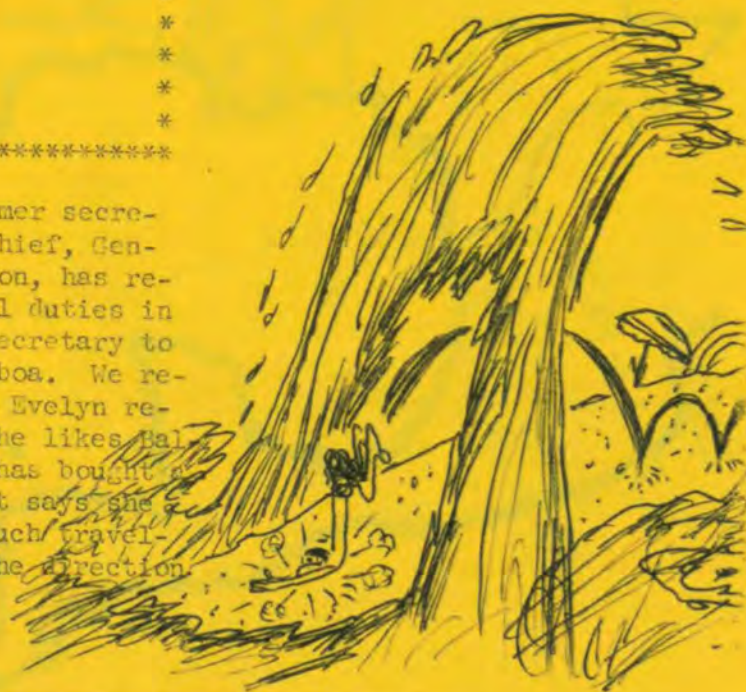
This Region is now conducting an experiment designed to increase the safety of night driving. At selected locations, red reflecting tape is being installed on the outer edge of the inside of left doors of CAA-operated motor vehicles. When the door is opened at night, it should be clearly seen and avoided by oncoming vehicles. If this plan proves practicable, all CAA vehicles in the Second Region will be equipped with the red reflecting tape.

This may be a good project to try on your personal car.

DEATH
Waits
FOR
THE
CARELESS
DRIVER

Evelyn Gober, former secretary to Mr. Baile, Chief, General Services Division, has resumed her secretarial duties in the Canal Zone, as Secretary to the Chief IATCS, Balboa. We received a letter from Evelyn recently saying that she likes Balboa very much. She has bought a Nash Cosmopolitan but says she doesn't plan to do much traveling, especially in the direction of Panama City.

Mr. W. R. Liles has been on a trip giving examinations for CAA Road Test Examiners. Mr. Liles examined 5 people, which brings our total qualified examiners up to 62. We plan to complete road tests on all CAA motor vehicle operators by March 15, 1959. Personnel holding permits pending road test examinations should arrange as soon as possible with their local examiners for their road test.

CAA
VACATION TIME

The CAA's operation of the Federal Airways System goes back to 1926, when 2,041 miles of airways were in service, and the light beacon was the principal guide to the early pilots in their cross-country flights.

CAA

REGION TWO



PUERTO RICO
VIRGIN ISLAND

SWAN ISLAND

PANAMA
CANAL ZONE

RECEIVED
JUL 28 4 31 PM '58
DIRECTOR AIR
TERMINAL DIVISION
ANCHORAGE