

FEDERAL
AVIATION
AGENCY

REGION TWO

W-110
W-127
SCANNER

JANUARY 1959



THE MAN BEHIND THE GREASEGUN...The exploits of the fliers and aircraft of our nation can not be written without proper credit to the unheralded man behind the greasegun. He is a member of a maintenance crew...a crew chief...a plane captain who is content to enjoy the reflected glory of his ship. Something of him flies with every aircraft, and when ship and crew return safely he knows his job has been well done. For he knows that nothing could fly, no pilot could climb aboard without his contribution. Yes--every man in aviation today is important to all of us in the Federal Aviation Agency.

FAA REGION TWO

S C A N N E R

Volume 2

J A N U A R Y 1 9 5 9

Issue 1

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

DIVISION REPORTERS

Air Carrier Safety.....Marguerite Austin
Airports.....Enid Wooddy
Aircraft Engineering.....Jim Reid
Personnel.....Johnie Withers
Air Traffic Control.....Beth Skidmore
General Safety.....J. J. Werbke
Budget and Finance.....Gale Pennington
Air Navigation Facilities.....Bonnie Buckingham
General Services.....Helen Linville

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January 1959

My Fellow Teammates:

When something new comes about, the reaction of most people is to say or think, "What's in it for me?" While this may not be the most magnanimous attitude, it is certainly the human one.

So, for a moment, let's look at our new Federal Aviation Agency in this "what's-in-it-for-me" light.

As I gaze into the aviation crystal ball I see two main things in it for you. Let's set them apart and look at each separately.

One is...

RESPONSIBILITY

The Congress has given the new aviation agency awe-inspiring responsibilities. Essentially, in addition to encouraging and fostering the development of civil aviation, the FAA is charged with the responsibility of modernizing the Federal Airways, directing air traffic control of both civil and military aircraft, controlling the allocation of the diminishing airspace, and both issuing and enforcing air safety rules. In this one sentence of responsibility a lot is said and, of course, much, much work is indicated. These are the big, policy-type responsibilities, but you in the field might well ask, "Yes, this is all well and good, but, again, what does it mean to me?" For the present, I think it means just this: do your usual capable job that you've been doing, and you will have assumed the responsibility asked of you. Perhaps in the future you will be asked to do other things, but for now, keep at the wheel of your assigned job and do it well.

The other big thing in it for you is:

OPPORTUNITY

Mr. Quesada summed this up beautifully in the introductory motion picture which I'm sure most of you have seen or will see soon. He said that this new authoritative FAA will surely grow and will become one of the most important of our federal agencies. Mr. Quesada said that along with this broad expansion program will come ever-increasing opportunities for enthusiastic, capable, energetic individuals within those organizations that were absorbed by the FAA. This is your opportunity...grasp it, and you are sure to experience the true sense of achievement that comes with a job well done.

These are the two principal things that are in the Federal Aviation Agency for all of us. I think that a clever remark I heard recently just about sums up what we should do in the months ahead: "Do a good everyday job--and stay limber!"



Regional Administrator

AIR TRAFFIC CONTROL

During the latter part of November, Paul Boatman, Chief of the ATC Division, and E. J. Anderson, Chief of Personnel Division, visited several of our facilities. First, they went to Atlanta where they met with the Regional Office Civil Service Commission, and visited the facilities there and at Jacksonville, Miami, San Juan, St. Croix and St. Thomas, where personnel matters with employees and supervisory personnel were discussed. They were joined by J. W. Shipp, Chief of Air Carrier Safety Division in Miami for discussions of matters of mutual interest in the Caribbean area.

Visitors in the RO during the past month for participation in the RO Familiarization Program were: Towers: James C. Stewart, College Station, Texas; Edward E. Cuyler, Fort Lauderdale Fla.; John M. Omohundro, Jr., Nashville, Tenn.; and Voice A. Jones, Shreveport, La. Stations: Douglas G. Rhodes, Elizabeth City, N. C.; Howard H. Rhodes, New Bern, N. C.; and Earl E. Ordway, McAllister, Okla.

J. Strnad of the Washington Office of International Cooperation visited in the RO recently to discuss the Foreign National Training Program. Senor Ceferino R. Martinez of Cuba has been visiting in the RO, Fort Worth Center, and Love and Carter Towers as participant of the Office of International Cooperation Training Program.

Newcomers in the ATC Division are Elsa J. Sowards in the Management Section of Operations Branch and James H. Evans who transferred from the San Antonio Center to become Deputy Chief of the Program Control Staff. No longer considered a newcomer is P. M. "Fred" Davis, and we are embarrassed that we omitted his name in the last issue of the SCANNER. He came from the Fort Worth (Carter) Tower and is assigned to the Management Section. Sorry, Fred!



(Continued)

ATC Division personnel have been extremely busy during the last few weeks planning for the implementation of radar flight following and traffic advisory service for civil turbojet air carrier flights.

The first air carrier jet service within Region Two was scheduled for inauguration on December 10 by National Air Lines between Miami and New York. On or about January 1, 1959, American Air Lines plans to inaugurate their jet service between New York and Los Angeles.

The USAF (ADC) long range radar facilities will be utilized to provide the radar advisory service. CAA Controller personnel will be assigned to these facilities and will be responsible for providing the radar advisory service.

Surveys of ADC sites at Wilmington, N. C., Charleston, S. C., Savannah, Ga., and Tampa, Fla., which will serve the Miami-New York civil jet routes have been conducted to evaluate the adequacy of the radar and communications coverage of these facilities. Also, the Amarillo ADC site has been surveyed for coverage on the southern New York-Los Angeles transcontinental route.

The radar flight following and traffic advisory service will be provided turbojet air carrier aircraft that will be designated at altitudes from 24,000 to 35,000 MSL, inclusive.

No additional operational restriction, control or communication requirement will be placed on other civil or military flights conducted under visual flight rules, provided such flights when planning to operate on or within 20 nautical miles

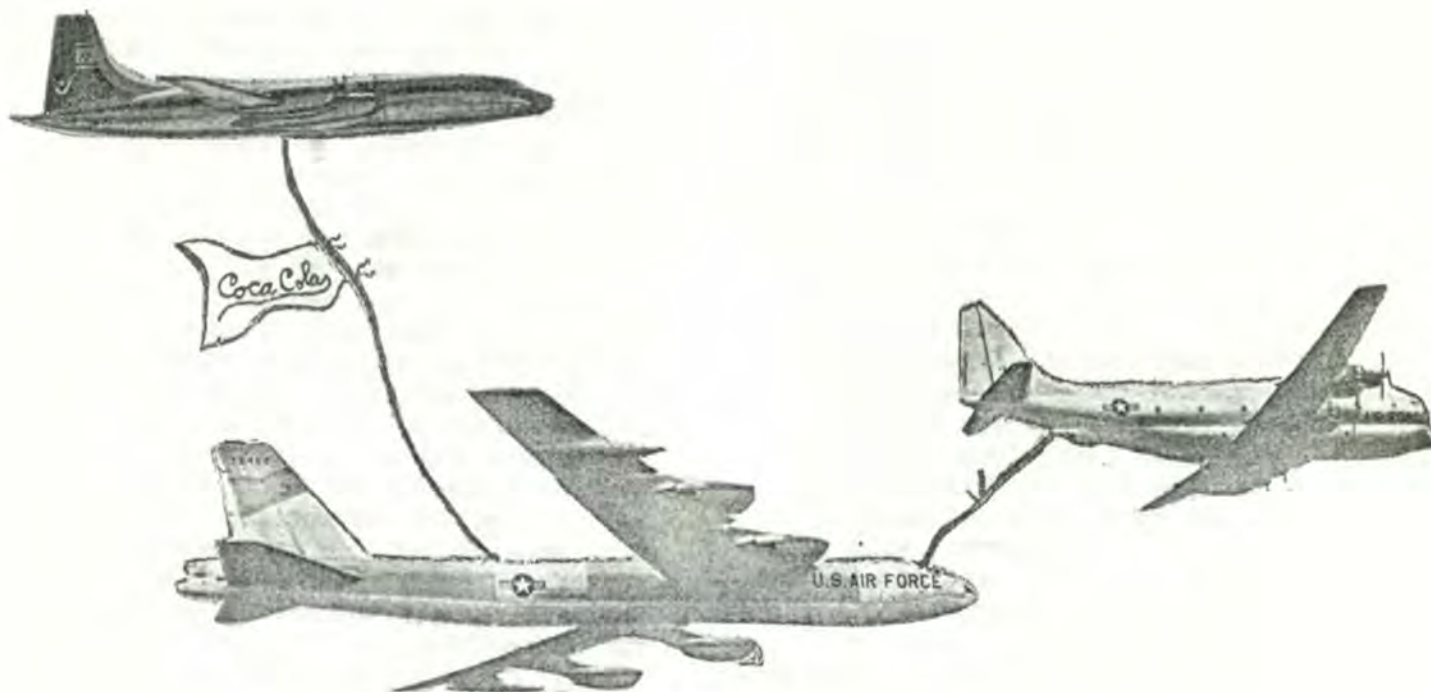
from the center line of the specified jet air carrier routes at altitudes 24,000 to 35,000 MSL, inclusive, are equipped with a functioning radar beacon transponder. Military flights operating within this area will adjust transponder to operate on Mode 3. Civil ATC transponders will be adjusted to reply on Code 40.

Any aircraft not equipped with a functioning radar beacon, operating VFR or VFR/on-top between 24,000 and 35,000 and desiring to operate across, on, or within 20 nautical miles of the center line of specified jet air carrier routes, must obtain authorization from the appropriate ARTC Center, from the time of entering such routes. Flights under ADC radar control will obtain authorization from the controlling ADC facility.

This radar flight following and advisory service for civil jet air carrier flights is not to be considered as providing positive separation, rather it is an interim measure to meet the immediate operational requirements for an increased degree of safety with respect to VFR traffic at altitudes where high rates of speed, closure and visual limitations render the "see and be seen" principle of separation inadequate.

Vic Gardner, Radiation Protection Officer, left, and George E. Doty, Radiological Instructor, inspect radioactive "pig" of Cobalt 60 with geiger counter. The Cobalt sources are used to train FAA personnel in radiological monitoring.





(Continued)

The Radiological Defense Monitoring Program is now in full swing. Approximately 125 employees have completed training in the use of radiation detection instruments. It is planned to train two people from each Center, Tower, CS/T, and ATCS as monitors and assistant monitors. This will involve approximately 40 persons per month for the next five months.

Three F-84 jet pilots from Clovis AFB who became lost while flying to Little Rock AFB recently in a violent thunderstorm praised the Fort Smith FAA tower operators for their smooth handling of the incident.

We were delighted to learn that several of our employees received a certificate of commendation, together with a monetary award, for contribution of valuable suggestions which have been adopted and will help to improve the service of the FAA. These employees were: Harold V. Henson of the Waco CS/T; John J. Bennett, III, of the Jacksonville, Fla., Center; Freddie J. Fitch, Fort Worth Center; Gerald E. Roderick of the Nashville ATCS; Ira L. Hicks and Charles A. McAllister of the Melbourne ATCS. This should serve as an encouragement to always submit your ideas and suggestions.

The revolving light beacon was the principal guide to early pilots--largely those flying the airmail---in their cross-country flights at night.

AIRCRAFT ENGINEERING

If you see any of our airworthiness inspectors reading up on astrology, it may be because they are going to inspect a North American T-28A in accordance with Airworthiness Directive 58-22-2.

It says to "Inspect the main landing gear trunnion shaft every 200 hours with a horoscope." The more materialistic inspectors will assume it was meant to be a boroscope, but we'll wait and see if the Aeronautical Center adds a course in astrology.

Sorry to have to report that this Division is losing Mary Ward, who has decided to be a home gal again. Mary is going to stay home with her little boy, who, Mary says, is awfully happy about the whole thing.

"Effect of Rest Periods on Fatigue of High-Purity Aluminum"--That's the title of NASA memorandum 11-21-58W dated December 1958. The summary indicates an increase in life from 30 to 60 per cent when the aluminum is given rest periods at elevated temperatures.

If we allow the hard-working aluminum in aircraft structures to take rest periods--with Turkish bath, yet--how do we know it won't demand a 40-hour week?

*
*
* BUY BONDS *
* \$ \$ \$ \$ \$ *
*
*



"SAY... THAT'S QUITE A PUTTER YOU HAVE THERE.
THAT FAA AIRCRAFT ENGINEERING JOB'S
TAUGHT YOU A LOT!"

You may have found that Roger Butler of the Regional Office storeroom is unusually attentive to any of your problems. In the field of problems, Roger is a past professional. During World War II he was an Army Chaplain assigned to the 8th Infantry Division in the European Theater of Operations. Roger--or Major Butler, as he was addressed in those days--is rather modest about his war responsibilities.

"I was just a country preacher in the Army," he says, "and, like the other front line soldiers, I had the usual experiences of hardships, dangers, and happy moments."

The dangers that Roger encountered must have put his Chaplain patience to a severe test.

"My sermons along the Rhine Front had the added emphasis of being punctuated by bomb blasts and bursting shells," he recalls. "During the Battle of the Bulge, the enemy infiltrated us disguised in American uniforms. I added the unchaplain-like equipment of a revolver in a shoulder holster and preached about 500 sermons while armed in this manner. This was necessary for self-protection against enemy soldiers in American uniforms."

He says that he never fired on an enemy soldier in legal uniform, although he was an evasive target himself on numerous occasions.

Roger's civilian career has not been as exciting as his military experience. He has been a farmer, preacher, and storekeeper, but he claims that he has never done any work that he didn't like.

"You will enjoy any job that you have if you break it down into tasks and convince yourself that you enjoy each task," he observed. "And if you like your work, you will do well in it. If you don't, you won't."

It appears that Roger Butler is a chaplain who follows his own advice.

ARE THERE SOME PROJECTS

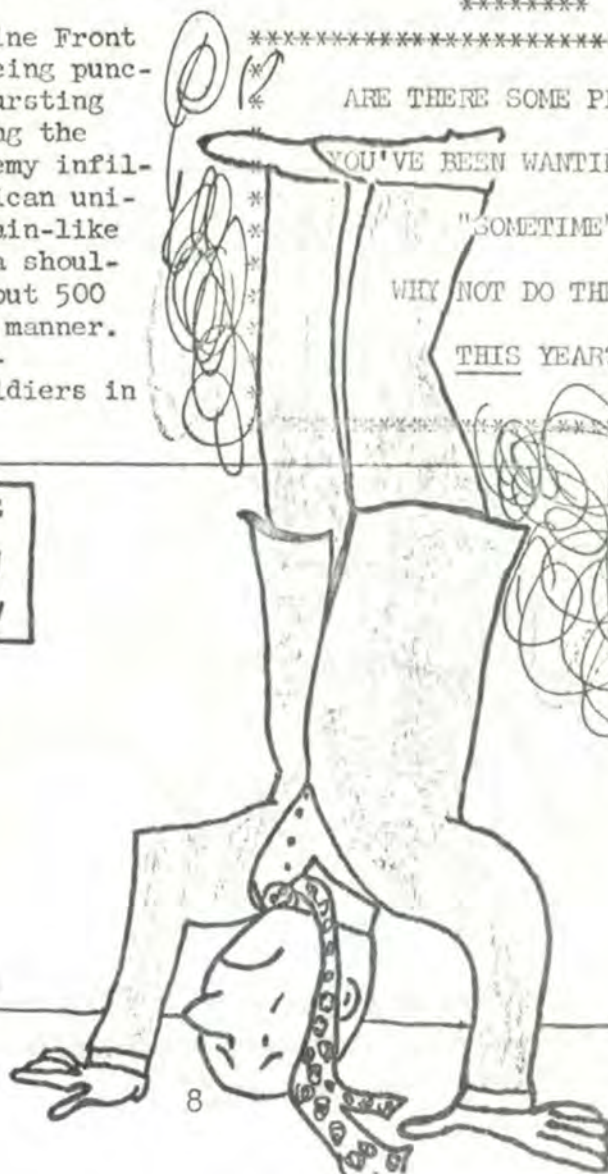
YOU'VE BEEN WANTING TO DO

"SOMETIME"?

WHY NOT DO THEM

THIS YEAR?

IN CASE OF
FIRE TURN
UPSIDE DOWN



(Continued)

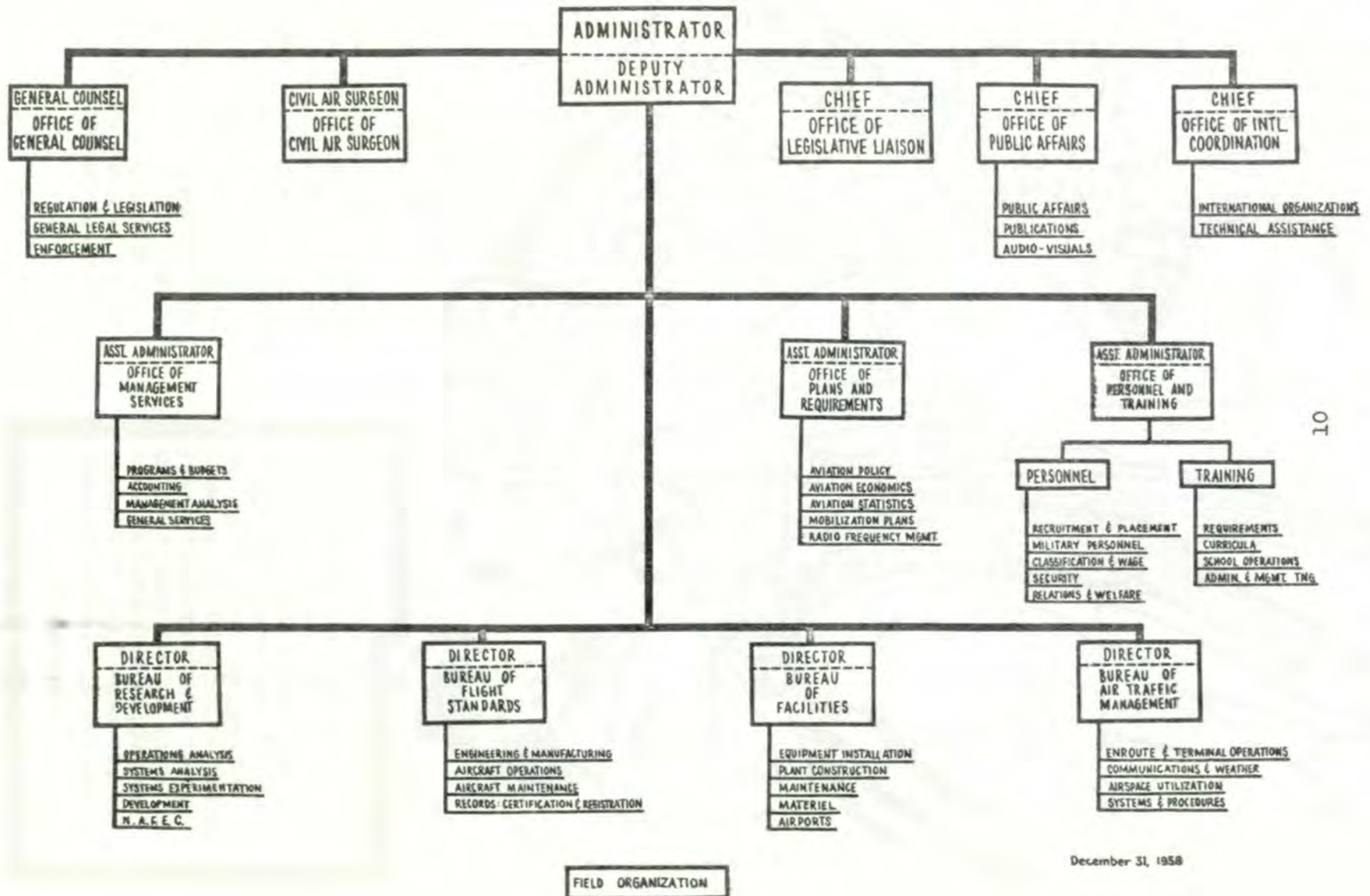
Charles B. Mallonee, Purchasing Agent, received an award of \$30 for a suggestion that will result in substantial savings to FAA. He found that the Region was spending more than \$1,000 per year to have duplicate keys made by contract, and suggested that we buy and operate a key-making machine. Such a machine is now in operation in the Technical Services shop and is available for the manufacture of official keys.

IN MEMORIAM

James Fred Balding passed away December 3, 1958, after suffering a heart attack at his home. He was a Stock Control Clerk in the Property Management Branch where he had worked since September 1957. Prior to that time, he was employed by the Airways Facilities Shop on the Reservation. He is survived by four brothers and four sisters. His many friends were saddened by his death.



FEDERAL AVIATION AGENCY



OT

December 31, 1958

THIS IS THE FAA

All major elements of the newly created Federal Aviation Agency were brought together for the first time as of 12:01 A.M., December 31.

E. R. Quesada heads the new Agency as Administrator, a post in which he has been serving since November 1. James T. Pyle, Administrator of Civil Aeronautics, will be Deputy Administrator of the Federal Aviation Agency.

The Federal Aviation Agency absorbs the personnel, functions and funds of the Civil Aeronautics Administration, U. S. Department of Commerce, and the rule making functions of the Bureau of Safety of the Civil Aeronautics Board. The personnel, functions and funds of the Airways Modernization Board were officially transferred to the FAA on November 1, 1958, by Presidential Order and were designated the FAA Bureau of Research and Development. Together, these elements along with some military personnel and functions, form the basis of the new Federal Aviation Agency.

The transition of the various segments into the FAA was planned well in advance in order that there be no interruption of essential services or functions performed by the different parts of the new agency. The air traffic control, the extensive safety program, the installation of air navigation facilities, procurement of equipment, rule making and the hundreds of other functions will make the orderly transition without interruption.

In addition to the normal duties carried out by the CAA, the rule making of the CAB, and the functions of the Bureau of Research and Development, the FAA will have expanded enforcement duties and complete control of the nation's airspace, which includes, in addition, the authority over designation of airspace reservations for both military and civilian aviation interests. The FAA also will have the authority to investigate accidents involving aircraft of 12,500 pounds or less, under a delegation from the Civil Aeronautics Board. The determination of probable cause remains with the CAB.

From a budgetary standpoint, approximately \$365,000,000 appropriated for CAA operations and \$102,000 from CAB funds have been transferred to the FAA. In addition to the personnel and functions of the agencies named, the new FAA will have substantial military functions in keeping with the provisions of the Federal Aviation Act of 1958 which set up the Federal Aviation Agency.

The FAA is expected to total about 28,000 at the outset of its operations. Of this total, 135 will be military personnel assigned to the agency from the different branches of the Department of Defense.

The FAA will have its headquarters in a completely renovated building at 1711 New York Avenue, N.W., Washington 25, D.C. The refurbished building will house 550 people and has 80,000 squarefeet of usable space. The building will be ready for partial occupancy on January 15, 1959.

MEN TO KNOW

On the next few pages are brief biographical sketches of the top FAA personnel that have been appointed so far:

E.R. "Pete" Quesada, Administrator,
Federal Aviation Agency

Prior to his appointment as first Administrator of the Federal Aviation Agency he served as Special Assistant to the President for aviation matters and Chairman of the Airways Modernization Board and the President's Air Coordinating Committee. Born in Washington, D.C., he attended Technical High School, the University of Maryland and Georgetown University. He enlisted in the Army in 1924 and soon entered the Air Service Primary Flying School. Commissioned a Second Lieutenant in the Regular Army in 1927, he retired with the rank of Lieutenant General in 1951. During World War II he served as Commanding General of the 12th Fighter Command and Deputy Commander of the Northwest African Coastal Air Force. He was Commanding General of the 9th Fighter Command and in that post directed the U. S. air effort prior to and during the invasion of Normandy. He participated in more than 90 combat missions. Between 1949 and 1951 he served as Commander, Joint Task Force Three (Army, Navy, Air Force and Atomic Energy Commission) which organized and managed Operation Greenhouse, during which the first hydrogen device was detonated.

After his retirement from the Air Force Mr. Quesada was a director and officer of Olin Industries and Lockheed Aircraft Corporation.

James T. Pyle, Deputy Administrator,
Federal Aviation Agency

Mr. Pyle was named by the President as Deputy Administrator of the Federal Aviation Agency on December 29, 1958, after having served as Administrator of Civil Aeronautics since December 26, 1956. He is a veteran of 27 years in aviation with experience as an airline executive, naval air officer, president of an air charter company, in addition to his service with the Government. A pilot before he completed college, Mr. Pyle started his aviation career with Pan American World Airways in 1935 and held positions with that organization in this country and in Latin America. During World War II he was with the Naval Air Transport Service in the Pacific as an Operations Officer.

In 1946 he became president of the Air Charter Company in Denver and later was president of the Denver Air Terminal Corporation. He joined the Civil Aeronautics Administration as Deputy Administrator in March, 1956 after a tenure as Special Assistant to the Assistant Secretary of the Navy for Air. He was appointed Administrator of Civil Aeronautics following the death of Administrator Charles J. Lowen.

Born in New York City November 8, 1913, Mr. Pyle is a graduate of Groton School and Princeton University.

Dagget H. Howard,
General Counsel

Mr. Howard comes to the new Federal Aviation Agency as General Counsel from the U. S. Air Force where he was Deputy General Counsel. He formerly served with the General Counsel of the Civil Aeronautics Board in the International and Rules Division and as State-Federal Relations Officer from 1947 until 1952.

His Government career began in 1943 as a member of the legal staff of the Office of Lend Lease Administration. Between 1943 and 1945 he was a member of the legal staff of the Foreign Economic Administration and in 1945 he served as Executive Assistant to the Special Counsel to the President for an European Mission. He later served as a member of the State Department legal staff.

He is a native of New York City and is a graduate magna cum laude of Yale University and the Yale Law School. He is a member of the New York Bar.

William B. Davis, Director,
Bureau of Flight Standards

A veteran of 20 years with the Civil Aeronautics Administration prior to his appointment as Director of the Bureau of Flight Standards, Mr. Davis brings wide experience to his new post. Prior to his appointment he served as Deputy Administrator of the Civil Aeronautics Administration. He began his career with the CAA in 1938 after serving as a Naval Aviator. With the CAA he held a series of operative positions in the Washington headquarters and in New York and Kansas City Regional Offices. He returned to Washington from Kansas City in 1956 and served as Director of the old Office of Aviation Safety prior to being named as Deputy Administrator.

Mr. Davis is a graduate of Tufts College and attended Harvard Graduate School of Business Administration and Massachusetts Institute of Technology.

Alan L. Dean, Assistant Administrator,
Office of Management Services

Mr. Dean joins the Federal Aviation Agency from the Executive Office of the President, Bureau of the Budget, where he served since 1947 as the Senior Management Analyst, responsible for studies of problems of government management and organization relating to the field of aviation and science. In that post he was responsible for the preparation of recommendations to the President calling for the establishment of the National Aeronautics and Space Administration.

He has served as the Bureau of the Budget advisor to the Aviation Facilities Study Group headed by William Barclay Harding and to Edward P. Curtis, Presidential Assistant for Aviation Facilities Planning. Mr. Dean actively participated in the development of legislation for the organization of the Airways Modernization Board and the Federal Aviation Agency.

Mr. Dean holds a degree in Political Science from Reed University and in Public Administration from American University.

David D. Thomas, Director
Bureau of Air Traffic Management

Mr. Thomas brings a background that includes 20 years in the field of air traffic control to his new position as Director of the Bureau of Air Traffic Management. He started his aviation career in 1938 as an assistant controller in the Pittsburgh air route traffic control center. After serving in a series of six field assignments, he came to the Washington headquarters of the CAA in 1946 where he was in the

(Continued)

Airways Traffic Control Section. He became Deputy International Services Officer and then Deputy Director of the Office of Federal Airways. He has been the Director of the CAA Office of Air Traffic Control until his recent appointment to a similar position with the Federal Aviation Agency. He attended the University of Tennessee School of Mechanical Engineering and George Washington School of Business Administration.

Understand this is going on around Washington--When someone leaves for lunch he tells his secretary, "If the boss calls while I'm gone... get his name."

John R. MacKenzie, Chief,
Office of Legislative Liaison

Mr. MacKenzie joins the Federal Aviation Agency from the Department of Health, Education and Welfare where he served as Congressional Liaison Officer. Prior to his Government career he held legal and administrative positions with the State of New York and is a former Assistant Secretary of the New York Public Service Commission.

He was born in Troy, New York and graduated from Manhattan College in New York City and received his law degree from the Albany Law School. He is a veteran of World War II and holds a U.S. Air Force Reserve Commission.





BUDGET AND FINANCE

Three employees of the Budget and Finance Division received Sustained Superior Performance awards in December. They are: Betty Grimada, voucher examiner in Audit Section; Ruth Altfather, Chief of Payroll Section; and Mary E. Smith, Chief of Audit Section.

An 8-1/2 pound baby girl was born December 1st to Judy Clayton of our Project Audit Section. Congratulations, Judy! We're looking forward to your returning to work soon.

The Audit Section of Budget and Finance has a new employee--Martha P. Grubbs. She came to us from Convair where she was a temporary employee with the Air Force Plant Representative.

Also new to the Division is Dorothy Walling in the Fiscal Branch. Dorothy is from Camp Wolters, Texas, formerly employed by the U. S. Army.

* SMILE *

"I am Red Eagle," said the Indian chieftan to the paleface visitor. "This is my son, Big Bird, and here," he added with pride, "is my grandson, DC-7."

PERSONNEL

FSEE-AOS PROGRAM

In looking at our long range recruitments for Airways Operations Specialists, the FAA and the Civil Service Commission are conducting a trial study of bringing into this type of work persons who have been rated eligible on the Federal Service Entrance Examination. These persons may or may not have aeronautical backgrounds. They are persons who, through this examination, have demonstrated a good potential to learn. Beginning in January 1959 and continuing for the next six months throughout all Regions of the FAA, we will be employing a few persons from this Civil Service register into each ARTC Center. They will be given the same type of training, examinations, etc. that any other Center trainee receives. No special privileges will be afforded them. Their performance individually and in comparison to regular employees will be carefully observed. We are all very interested in this program, and the results should prove to be quite informative.

SUGGESTION CONTEST WINNERS

The following employees have been named winners in the May-June 1958 Suggestion Contest:

Individual winners:

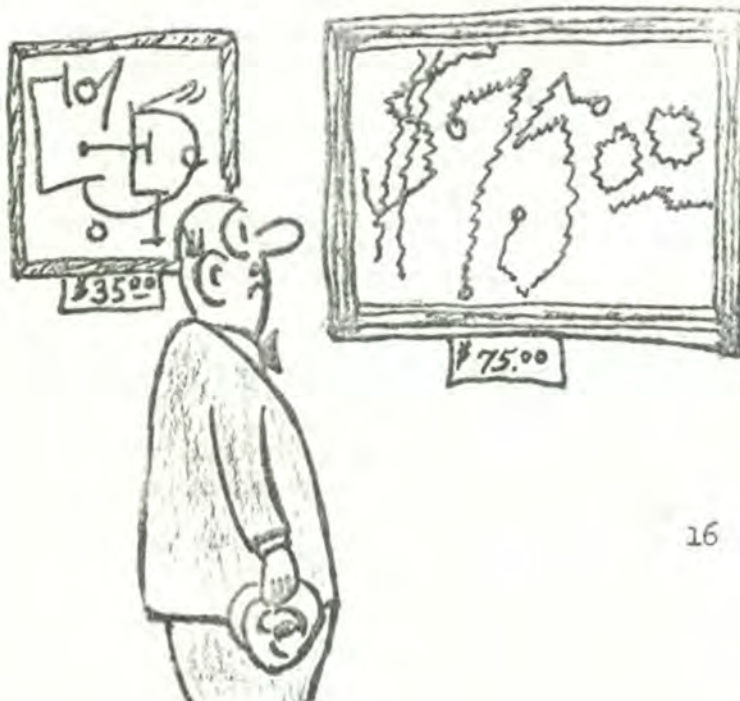
1. Haywood A. Stanley, SEMT, Air Navigation Facilities Division, Savannah, Ga., first prize--\$75.00
2. Harold Brown, SEMT, Air Navigation Facilities Division, Midland, Texas, second prize--\$50.00
3. L. O. Wiss, Deputy Chief, Personnel Division, third prize--\$25.00

Supervisor winners:

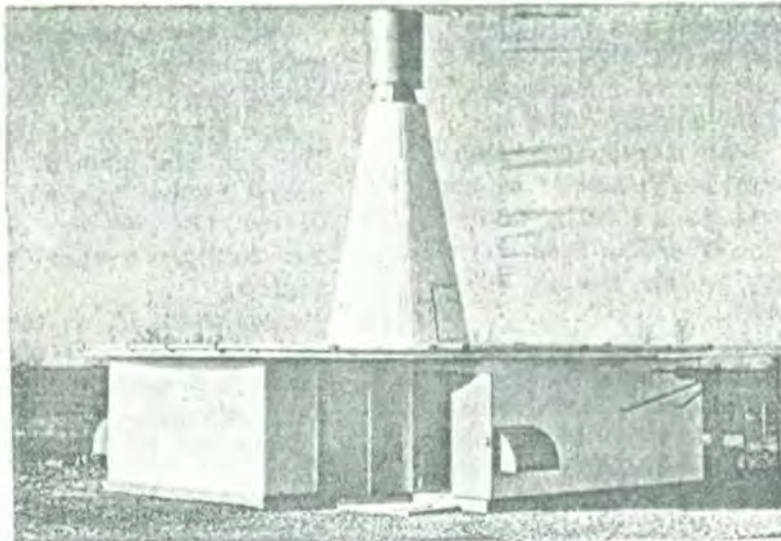
1. V. A. Qualls, Electronic Engineer, Radio, Air Navigation Facilities, Midland, Texas, first prize--\$100.00
2. Thomas N. Gore, Chief, ARTC Center, Jacksonville, Fla., Air Traffic Control Division, second prize--\$75.00
3. E. J. Anderson, Chief, Personnel Division, third prize --\$50.00

The Incentive Awards Committee selected the winners in the supervisor contest on the basis of speed and thoroughness in evaluating suggestions, proportion of the supervisor's employees who submitted suggestions, and number of suggestions adopted.

The individual winners were selected on the number of suggestions submitted, the number of adoptions, and the value of the suggestions.



"THE ESSENCE
OF
MODERN
ART"



This is VORTAC, the basic airway aid which gives the pilot directional guidance and his distance from the station. Established as the "Common System", it is designed to be the system that may be used by both military and civil aircraft.
(Continued)

PERFORMANCE RATINGS

The annual Performance Rating date of January 31 is just around the corner. Supervisors should start planning ratings and scheduling discussions with employees. If you are planning some "Outstanding" ratings, start preparing them now.

We agree "Outstanding" ratings are hard to prepare, but you shouldn't have any trouble if you have standards of performance for the job and show how the employee has consistently exceeded these standards (with examples, where possible). You may write standards in various ways--a clear, readily understood statement of what is expected of an average employee. We all have such standards of performance or we couldn't say "he does good work", "he is average", or "he is one of the best employees I've had."

Now, to write that "Outstanding" rating:

1. Determine major duties of the position--the job sheet will help you pick these.
2. Show how well you expect the employee to perform each "major duty" to obtain a "Satisfactory" rating--your performance standards.
3. Document how the employee exceeded each standard. Avoid generalities. Be clear and specific. Cite examples.

All "Outstanding" ratings should be prepared on Form CD-112 in duplicate. For more information concerning Performance Ratings, see Standard Practice 3530 and Personnel Division Instruction No. 11.

Cooperation would solve many problems. For instance, freckles would make a nice coat of tan if they'd just get together.

AIR CARRIER SAFETY

Are you "finished" by a festive season and bored by belated bills? Then come with us as we recapture the glow of recent months with a true adventure into a winter wonderland--the Pacific Northwest. We are with Billy Janca, Fort Worth, and Weldon Bell, San Antonio, following their assignment to the Boeing 707 Course at Seattle.

The scenic route along the water's edge between Rendon and Seattle, Washington, is the first "eye-opener"--and the floating bridge whose water-level position is controlled by cables is quite beyond our wildest imagination.

But this is just the beginning. As we train to Victoria, B. C., and thence to Vancouver, Canada, we are aware of the unusual, evidenced by the ingeniousness of a people who have combined a bustling, cosmopolitan seaport with the innate beauty of nature. It is here the mountains in awesome beauty actually meet the sea. While roaming the 1,000 acre Stanley Park in the heart of the city we are delighted by the bright splendor of Canadian Mounties on parade. Skiing is only 15 minutes away. What a place!

Shopping is an adventure here. The shopkeepers cordially invite us to browse through arrays of British woolens, tweeds, Scottish tartans and plaids, imported China, jewelry, leather, antiques, native Indian sweaters, totems, and Canadian crafts.²

Now the return trip to Seattle and a short cruise around and between the islands west of the city, where we marvel at the many canneries and the possibility of year-round salmon fishing in sheltered waters and get our sea-legs trailing tugs with their burdens of cut timber.

Too soon it is over. We arise our last day to find the snow-blanketed earth sparkling beneath a bright sun--a fairyland-fashioned finale for our flight from fantasy!

(Footnote 1: Billy and Weldon soon discovered the fascination was mutual--the merchants were enchanted with their typically Texas talk.)

(Footnote 2: It was a sad day in all Womandom that no wives were present for this shopping excursion.)

BE IT RESOLVED:

The next time the three chipmunks of Air Carrier--"Simon" Floyd, "Theodore" Borbolla and "Alvin" (Yours Truly) Austin--accept a compliment, they are going to check the qualification of the source.

When flattered by a frequent visitor's remarks that he enjoyed their lively company, they were dismayed to learn that he was until just recently in the employ of a MORTUARY.

"YULETRAIN"

The CAA CLUB plans to make a yearly event of collecting toys, food, and clothing at the Regional Office for the needy at Christmas time, and to have one of the local charity organizations distribute the items.

A name was needed for the collection wagon which will be used from year to year, so the CAA CLUB sponsored a name contest for the most original and appropriate name. The response was great, and the winner was...Damon Kelly, Stock Control Clerk, FW-195! The prize...a handy portable radio! The name... "YULETRAIN"!

For the needy this Christmas a big wagonload of toys, food, and clothing was collected in the "YULETRAIN" and turned over to the Salvation Army for distribution.

AIRPORTS

In December, the City of Atlanta awarded a contract for almost ten million dollars for the construction of a new administration building on the Municipal Airport. It is anticipated that it will take about two years to complete. One of the interesting things in connection with the Atlanta Airport is that, while it doesn't have the highest annual amount of traffic through its administration building, it does have the highest peak hour traffic of any airport in the United States. This is a FAAP project where the taxpayers' money will be put to constant use.

Lamar Schweitzer, who transferred to Washington after her marriage in 1956, has returned to the Airports fold in Fort Worth. We're mighty happy she's back--the Airports Division wasn't the same without her.

One of our more gifted poets penned the following re Gerald Musick's recent deer-hunting trip:

Let us shed a shiny tear
For Gerald Musick hunting deer.
He saw nary a buck
He'd have had better luck
Hunting two-legged deer, we hear.



"ONE THING ABOUT JEFFERS....
SINCE THE FAA CAME INTO
BEING HE'S CUT DOWN ON
HIS PER DIEM."

AIR NAVIGATION FACILITIES

These people have received awards since the last issue of the SCANNER: Suggestion awards: Raymond L. Sanford, Brownsville, Texas, \$10.00; William B. Fox, Chattanooga, Tenn., \$25.00; Russell E. Hillen, Nashville, Tenn., \$50.00; Joseph A. Owens, Jacksonville, Fla., \$25.00; Fred Drinkwater, Jackson, Miss., \$50.00; James L. Booker, Houston, Texas, \$50.00; James F. King, Tri-City, Tenn., \$50.00.

Sustained Superior Performance awards: Richard M. Milton, FW-670, and Bonnie Buckingham, FW-601.

We congratulate Zona Pyron on her new job in the Legal Division, but we want her to know that we miss her very much and wish her lots of luck. The Division was a little "shook-up" when Zona failed to show up, due to illness, for her farewell party, but a good time was had by all and refreshments were saved for her.

Just to add to the confusion, the Program Engineering Branch has three Scotts working in that Branch. We thought this very unusual since there are only 20 people in the entire Branch, and this makes approximately 15% of the people named Scott. They are Ben Scott, Frank D. Scott, and Foster P. Scott.

W. E. Peterson, Chief, ANF Division, has moved into his new home located at 2120 Robinwood Drive.

The ANF Division has had a number of visitors during the past month who have been participating in the Training Program. We sincerely hope their visit was a pleasant and profitable one. They are: Brooks Goldman, W-654; Jim Abernethy, W-635; Abdul Natin Kaker and Abdul Dakar Tukai from Afghanistan.

Bonnie Buckingham, FW-601A may be contacted for any information regarding the Blue Cross Hospitalization, Group 6246, Dept. 2, as she is the new representative for this group.

IN MEMORIAM

We all deeply regret the passing of James F. Gallacher, our photographer, known throughout the Second Region as "Scotty".

He was a native of Glasgow, Scotland, and came to the U. S. in 1924, living in Chicago eight years before moving to Fort Worth.

Gallacher began his career with the agency in 1944 as a Soil Technician for the Construction Branch. He had worked in the photo lab since it was established in 1945.

Gallacher is survived by his wife, three brothers and three sisters.

It has been discovered that installation of "acoustical floor covering," (carpet to the uninitiated) will cut the noise level in a busy control tower as much as 30 per cent by absorbing sound waves on the rebound from the slanting glass walls. As a result, voice transmission between controllers and pilots is improved and the possibility of misunderstandings, particularly under conditions of heavy static, considerably reduced.

(Continued)

The ANF Division enjoyed their first Division Christmas Party this year which turned out to be quite a success. Each girl brought candy, sandwiches, dips, etc., and the men contributed a small amount of cash to take care of decorations and other expenses. We congratulate Mary Lee Harris and her assistants on the decorations--very original and Christmasy. The music, which included both Christmas and popular songs, was furnished by E. W. Barr. We might add that there was certainly no shortage of the wonderful food either.

* DRIVE SAFELY *

After a long struggle, things are looking up for the people in the Canal Zone. Airways Technical District Supervisor Stepp, Balboa, arrived in the Regional Office recently, grinning from ear to ear, with an arm load of Cargenas Townsite layout plans and with the assignment of land assured. It seems that, at long last, we are making some progress in providing our Canal Zone personnel with modern housing.

Two Plant Engineering Branch Engineers welcomed new additions to their families recently.

William H. Messler has a new daughter; and Mary Jo and Walter G. Dupree have a son, Walter G., III.



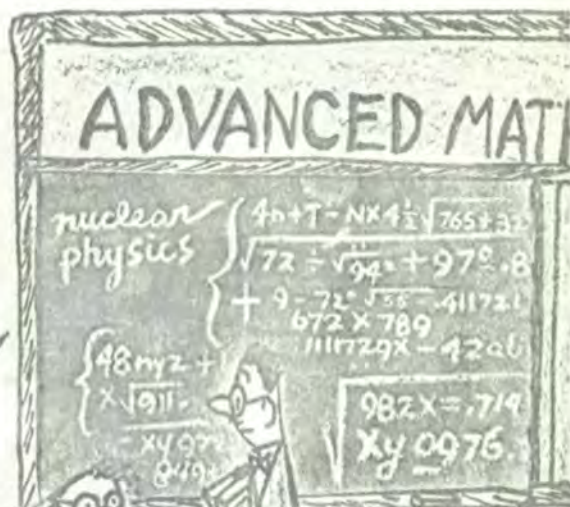
FAM electronics engineers have done an expert job putting Long Range Radars (ARSR-1) into operation as tools for air traffic controllers. Radars now operating at Fort Worth, Memphis, and Raleigh-Durham. Others to go in soon.

GENERAL SAFETY DIVISION

In keeping with our policy of letting everyone know who is where, the following personnel actions have been taken within the General Safety Division:

Marietta Norman has transferred from the position of Secretary to the Chief of the General Safety Division in Fort Worth to the position of Administrative Assistant, Air Traffic Control Center, El Paso, Texas. Mrs. Frances Fuller has transferred from the position of Clerk-Stenographer of the General Operations Branch to the position which Miss Norman previously held. Miss Barbara Marlow has been selected for the position of Clerk-Stenographer for the General Operations Branch. In addition Mrs. Avanelle Dawson has transferred from the General Services Division in the Regional Office to the General Operations Branch in the Regional Office. General Operations Inspector Paul Dennis has been transferred from the Fort Worth GSDO to the Houston GSDO. General Operations Inspector Ed Shaw has been transferred from the Nashville GSDO to the Fort Worth GSDO. General Operations Inspector Oiva Karvonen has been transferred from the Houston GSDO to the Nashville GSDO. General Operations Inspector William J. Cantwell has been transferred from the Birmingham GSDO to the Atlanta GSDO. Mr. Albert Sanell has been employed as a General Maintenance Inspector and has been assigned to the Houston GSDO. Mr. John B. Cureton has been employed as a General Operations Inspector and has been assigned to the

Birmingham GSDO. Mrs. Irene Smith has transferred from the position of Secretary in the Oklahoma City GSDO to the position of Secretary in the Brownsville GSDO. Miss Shirley Light has transferred from the General Services Division in the Regional Office to the position of Clerk-Stenographer in the Fort Worth GSDO. Edith A. Boyd has been selected for the position of Clerk-Stenographer in the Dallas GSDO.



I HAVE NO TROUBLE WITH NUCLEAR PHYSICS, BUT THIS GENERAL SAFETY PILOTS' EXAM IS OVER MY HEAD!

GUIDE TO ON-THE-BALL FAA GO-GETTER!

SUN GLASSES TO
ADD THAT 'PILOT' TOUCH.

MUSTACHE, TO MAKE
SUBJECT LOOK
OLDER.

FRESH, BOYISH GRIN...
WITH CARE WILL LAST
TO MID-FIFTIES.

NAVY
TIE

CREW HAIRCUT, TO
MAKE SUBJECT
LOOK YOUNGER.

EAR BRUISED BY
CONVERSATION
WITH BOSS.

POLO Mallet...
FOR KEEPING
ON-THE-
BALL.

BLACK ARMBAND
INDICATES SOME
FEELING FOR BYGONE
AGENCIES ABSORBED

LISTS OF OLD FRIENDS
THAT MAY BE
USEFUL.

BLISTER ON FINGER
CAUSED BY
SUSTAINED
PRESSURE ON
PULSE OF
AVIATION

TINY POCKET FOR
TRANQUILIZER
PILLS.

PHI BETA KAPPA
KEY... WON IN
POKER GAME.

CHECKERED VEST SHOWS
SUBJECT IS REALLY
MODERN.

SPECIAL REINFORCED
SHOE TOE FOR
KICKING AROUND
IDEAS.

OLD GI
PANTS JUST
TO GIVE A
SLIGHT MILITARY
TOUCH.

INK STAIN FROM
DESK TOPS - SHOWS
BEING ON TOP OF WORK.

HOLE IN SHOE
TO SHOW THAT
YOU NEED JOB.



(INK)

REGION TWO

