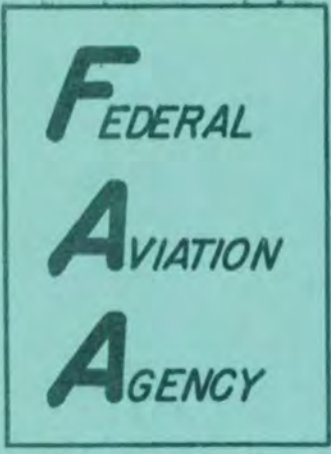


66-127

*sent mtr  
Pues*



# SCANNER

FEBRUARY 1959



Administrator E. R. Quesada and Deputy Administrator James T. Pyle greeting L. C. Elliott and other Regional Administrators at a conference in Washington, January 26th thru 29th. Read Mr. Elliott's comments on Page 3.

FAA REGION TWO

S C A N N E R

Volume 2

Issue 2

F E B R U A R Y 1 9 5 9

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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.

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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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\*\*\*\*\*

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February 1959

My Fellow Teammates:

I have just returned from an FAA Regional Administrators Conference in Washington. Knowing the tremendous personal and professional interest you have in the future of the FAA, I'd like to tell you what we learned from Mr. Quesada and others at the conference--and I'd like to pass on to you the attitude I personally developed during the meeting.

The most important thing the Regional Administrators learned was that no change will be made in field organizations until a full study is made to determine what, if any, changes need to be made. The attitude I developed from this is that, with such a thoughtful approach, any change that may be made cannot help but be beneficial, not only to the FAA, but, in the long run, to all of us personally.

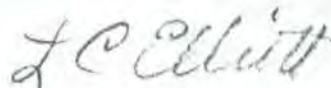
It will interest you to know that the Regional Administrators asked about the same questions you have asked yourself. "Well, what about this? Is this or that going to happen? What's going to be changed? What'll be abolished? What'll be added?"

Do these questions sound familiar to you? I'm sure they do! Now, what were the answers? Repeatedly we were told, "Now, wait a minute. We're not going to make any radical changes overnight. First, we have to make detailed studies to determine if changes are needed--what, how, and then, finally, when." This intelligent approach certainly satisfied us there, and I'm sure it does you, also.

Another very important item, in my opinion, is that the President made a most wise selection in Mr. Quesada as Administrator and James T. Pyle as Deputy Administrator. "Pete" and "Jimmy", as they are affectionately known, can provide the real leadership we need. Another refreshing point is that very capable and well qualified people have been selected to fill the top staff positions. They are all working on a basis of factual information. With this solid foundation the FAA as a whole can move forward to great accomplishments.

We Regional Administrators felt this way as we left Washington after the conference: Certainly with the broad new authority and responsibilities given the FAA, the workaday functions done in the agency now will not be abolished. Air aids must be installed and maintained, air traffic must be controlled, safety rules must be made and enforced, airports must meet today's needs, aircraft must be safely built and maintained, and there must be supporting functions for these operating organizations. If anything, we'll need more of everything. Any changes that might come will be primarily in organization structure--the work itself must continue.

So, don't be influenced by wild, unfounded rumors. Be people of good judgment, and you'll find the opportunities excellent. A parody on the currently popular advertising slogan might be appropriate--the FAA is "a thinking man's team--an aviation man's opportunity."



Regional Administrator



## AIR TRAFFIC CONTROL

Since the last writing about the Long Range Radar Program, considerable progress has been made. Long range radar has been commissioned at Raleigh-Durham, Moody, Fort Worth and Memphis, and traffic control service has been implemented at these facilities. It is hoped that Atlanta and San Antonio will have been commissioned by the date of this publication. Tentative commissioning date for Miami is March 1, 1959. Preliminary site surveys have been conducted at all radar sites programmed for FY-1960 and appear to be satisfactory for traffic control. It is expected that Washington approval will be received within the next 30 to 60 days, and path surveys will be conducted after this approval is received. It is hoped that by the close of FY-1960 all Centers in the Second Region will have one or more radar systems implemented with which to control traffic.

\*\*\*\*\*

Word was recently received in the RO of the engagement and forthcoming marriages of the lovely twin daughters (Julia and Elizabeth) of Mr. and Mrs. Walter K. Wessels. Kim is the Chief of the Charleston Tower. Both girls are to marry Lieutenants in the U. S. Army.

We were recently advised by the contractor that the basement in the new Center building at San Antonio was completed by January 31 and the remaining portion of the building will be completed by March 1. FAA electronics crews will be busy installing the necessary electronic gear in the basement, while Western Electric will be working on the telephone installation. The Western Electric installation will take approximately 6 months, so it appears that Air Traffic Control functions will be moved into the new building by September 1.

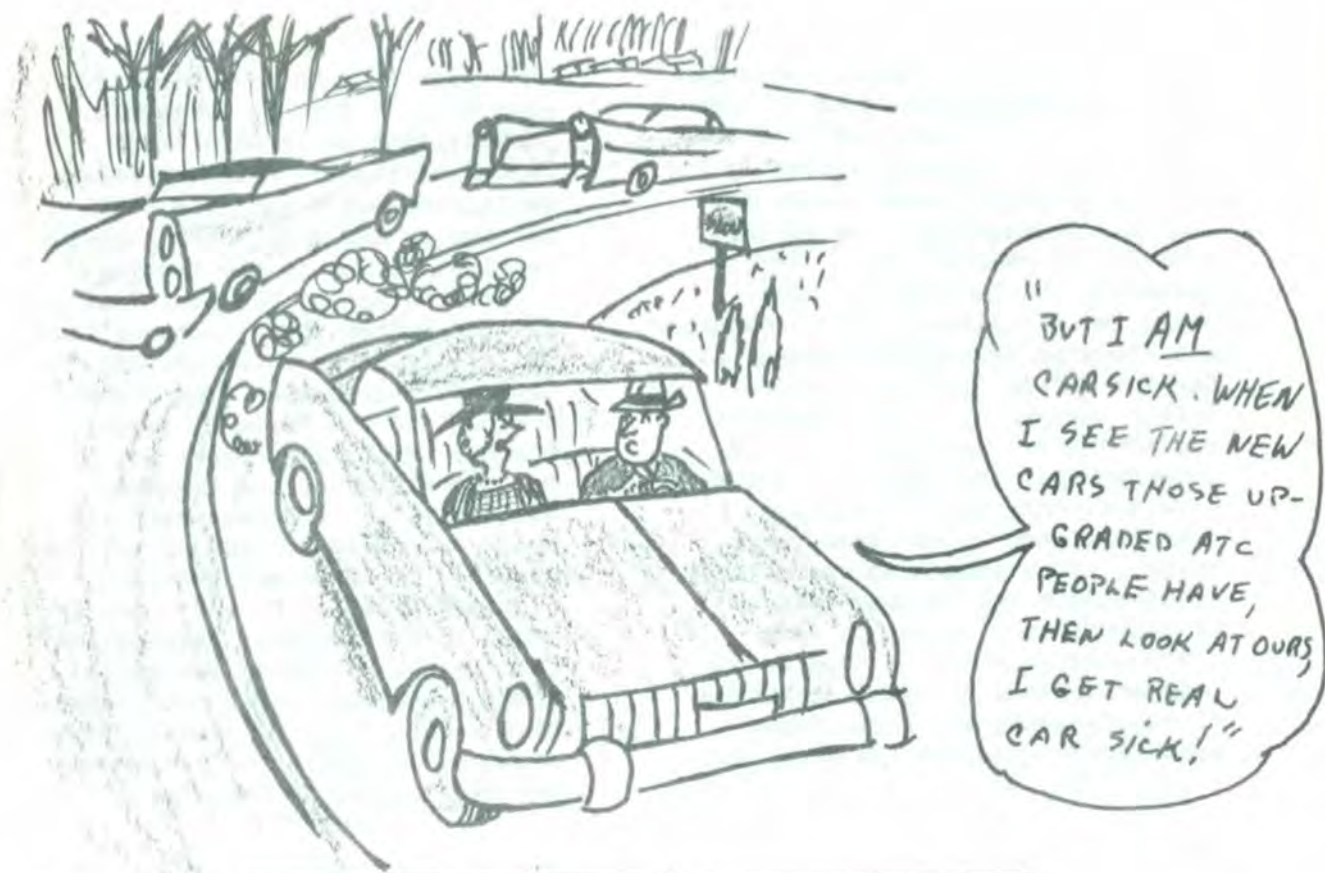
The Control Room of the new building will be 60 feet wide and 160 feet long, with 2,400 square feet of this being reserved for future installation of an electric computer, to be used in the control of air traffic.

\*\*\*\*\*

The Employee Suggestion Program seems to still be paying off for some in Air Traffic Control. Leo Reifman of the Jacksonville Station and William O. Brown, Jr. of the Miami IATCS both recently received a certificate of commendation and monetary award for their suggestions toward improving the service of the FAA.







Cont 'd

The Regional Office received a very nice letter from the Flying Rebels, a pilots' club of Atlanta, commending the operators on duty back in December at the Fulton County Airport Tower. The pilots' club gave to over 100 children of the Georgia Baptist Children's Home an airplane ride for Christmas. Approximately 38 flights were made, giving almost 80 operations in less than an hour and a half's time. These operations were in addition to the normal traffic pattern. Mr. Barrett, Vice President of the Flying Rebels, said the operators on duty did a superb job in handling this extra load of traffic.

\*\*\*\*\*

We have just learned that the Fort Worth Center donates very generously each month to the Fort Worth Star Telegram's Milk and Ice Fund to provide milk to needy children. In addition they donate a very nice sum to the Santa Falls and the Goodfellows of Fort Worth each year at Christmastime. Such contributions are very worthwhile, and we are aware that other facilities are no doubt making similar contributions to welfare organizations; however, distance often prohibits our knowing of these activities at other locations.

\*\*\*\*\*

Cont 'd next page

#### AERONAUTICS

The Aeronautics Club (that's the girls' club at the Regional Office, in case you didn't know) has elected their new officers for 1959. Cora Lee Everett was elected president; Vesta Smith, vice-president; Louise Buchanan, secretary; Caroline Goerlitz, treasurer; Dee Crabtree, reporter; and Evelyn Ashbrook, Mildred Townsend, and Holley Morgan make up the executive committee.

If you're not a member, see the box on page 12.



The Military Segregation Program, which has been spearheaded by this region, will be continued with some revisions. A proposal currently being considered would revise the Regional Segregation Team to consist of FAA members only. Representation on the five-man team would be as follows: ATC Procedures and Planning Branch (Airspace), Air Carrier Safety Division, General Safety Division, and the appropriate ATCD Area Supervisor. It is intended that the team will act as a fact-finding unit to acquire data pertinent to the area under study. After obtaining operational requirements and recommendations of the military users, an open civil meeting would be held to obtain statements of civil operational requirements and their recommendations. The meeting with civil

interests must be advertised sufficiently in advance to permit participants to prepare their recommendations. Military representatives may attend the civil meeting or may make their position available prior to the meeting.

Upon receipt of the positions of all interested users, both military and civil, it is intended that the Regional Segregation Team prepare a report to the Regional Administrator. From this report and the recommendation of the Regional Administrator, the necessary airspace or procedural action will be prepared to implement the plan.

An additional duty which may be added to the Regional Segregation Team is the review of Restricted Areas contained in Regional Directive 2-46. This, of course, is a proposal and definite information may be expected in due time.

\*\*\*\*\*





## AIRPORTS DIVISION

In murky darkness on the morning of January 3 the concrete and brick building in Charlotte, N. C. occupied by our District Office was demolished by fire when hit by a fully-loaded fuel tanker. The driver of the tanker was burned to death in the resulting inferno. He had had a perfect 25-year safe driving record prior to the accident which claimed his life. Since the building was not occupied there was no further loss of life. The building had been completed only a short time before and our District Office had moved into it a few days before the accident. The DAE, Bill Johnson, is maintaining his office in an adjoining building pending reconstruction of the demolished one.

\*\*\*\*\*

A recent, and interesting visitor to the Oklahoma City DO was Mr. Elijah Shklarsky, an engineer with the Israeli Government. Mr. Shklarsky was in Oklahoma City to observe the construction of pavement on the Will Rogers and Tulakes Airports. He indicated that in his country the problems faced by paving engineers are similar to those in ours, however, Israel generally has eight months of drouth each year and four months of abnormal rainfall, which presents added difficulties.

\*\*\*\*\*

A FAA (or, to be more accurate, a CAA) romance culminated in the marriage on January 9, of Airports' Gerald Musick and Barbara

Marlow of the General Safety Division. Congratulations and best wishes.

\*\*\*\*\*

In mid-January DAE Dave Kelley of Miami and Airports Chief George Garanflo attended the bid opening at St. Croix for construction of a terminal building and other related work on the Alexander Hamilton Airport. Mr. Garanflo says that all hotels in Puerto Rico, St. Thomas and St. Croix were filled to capacity. As these islands have attracted more tourists and semi-permanent residents from the United States, their airports have had a corresponding traffic increase, since air travel is the convenient, and in some cases the only, mode of travel.

\*\*\*\*\*

Raymond Peach of our Miami DO was confined to the hospital with a heart condition and is now convalescing at his home. The doctor indicates he will be able to return to work around March 1. We all want to extend our hearty wishes for a quick and complete recovery.

\*\*\*\*\*

We are glad to mention the addition of two new engineers to our personnel - John R. Beneventi and Donald L. Reininger. Mr. Beneventi came to us from the Corps of Engineers and Mr. Reininger from Kelly Air Force Base.

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A beautiful but not-too-bright girl was offered a trip around the world. She thought it over for a minute and then said, "No, I think I'll go somewhere else."



# LOOK OUT ATC!

JUST IN CASE ATC PEOPLE SHOULD BECOME OVER-CONFIDENT WITH THEIR LONG RANGE RADARS, ELECTRONIC COMPUTERS, AND THE LIKE... WE PRESENT THE "AEROCAR", FAA CERTIFICATED AND BUILT IN LONGVIEW, WASHINGTON. SHOULD IT PROVE POPULAR... IMAGINE MILLIONS OF THEM FLYING FROM CARPORTS ALL OVER REGION TWO!

## "The Flying Automobile"



IN THE AIR EVERYWHERE!



WINGS ARE TRAILER'D ALONG  
THE ROAD — EVEN INTO MOTELS!



...AND WOMEN DRIVERS, YET!





#### SAFE DRIVING

Here are some tips about driving and parking at the Regional Office. You know, we've grown so much the past two years that the reservation is not the quiet little place to work that it once was--it is now a hustling, bustling beehive of activity. Take heed of the tips below--the life you save may be your own!

#### Driving

1. The speed limit on all Reservation roads and driveways is 15 mph. Never exceed this speed.
2. Be mindful at all times of pedestrian traffic. Always give pedestrians the right-of-way. Conversely, pedestrians should look and be careful not to step in front of approaching cars.
3. Keep to the right. Stay on your side of the roadway.
4. Never overtake and pass a moving car going in your direction on the Reservation grounds.
5. Make proper hand signals for all stops and turns. Look behind and to both sides before making a turn.
6. Be extra careful when backing. Be sure you have backward clearance.
7. Observe carefully all "one way" lanes.
8. Courtesy governs leaving the Reservation in heavy traffic each evening. Drivers of cars converging at each intersection or traffic point will take turns in entering the exit lanes.

#### Parking

1. Park only in prescribed parking areas. Do not park in areas marked "no parking" or in spaces reserved for special purposes.
2. Do not park in any driving lanes.
3. Do not double park, or park in such manner as to block movement of other vehicles.
4. Do not block doorways or other entrances to buildings.

\*\*\*\*\*



## BUDGET AND FINANCE DIVISION

A dog is a man's best friend? This old saying was disproved when a dog belonging to Henry Stewart, Assistant Chief of the Payroll Section, triggered a shotgun and filled Henry's leg full of buckshot. It seems while Henry was on a quail hunting trip, the dog somehow discharged the shotgun. The buckshot also hit the dog, but Henry said that the hound did not catch his share. However, both of the injured parties are now well on the road to recovery.

Employees of the Budget and Finance Division advancing their education by attending evening college at T.C.U., have now completed the fall semester. E. B. McCoy, Chief, Estimates Branch, completed a course in Advanced Accounting while L. B. McAmis, Chief, Fiscal Branch, completed a course in State and Municipal Accounting. Clinton W. Whitney of the Fiscal Branch completed a course in Intermediate Accounting, and Mercedes Garcia, also of the Fiscal Branch, completed a course in Principles of Accounting.

\*\*\*\*\*

\*\*\*\*\*



"WITHOUT MAKING IT OBVIOUS, MISS THORSON, WOULD YOU TRY TO FIND OUT WHAT IT IS PEOPLE HERE AT FAA THINK I'M IN CHARGE OF?"



## GENERAL SAFETY

The following information was received from the Little Rock GSDO.

"Henry S. "Hank" Foster of the Little Rock GSDO has been awarded the South Carolina Aeronautics Commission's Aviation Accomplishment Merit Award for 1958 in recognition of his outstanding accomplishments for aviation in 1958 while assigned to the Columbia office. This award was signed by G. C. Merchant, Jr., Director of South Carolina Aeronautics Commission, and by Governor George Bell Timmerman, Jr.

In a letter accompanying the award, Merchant pointed out that Foster had contributed in a very great sense to the development and promotion of general aviation in South Carolina, and it was with deep regret on their part that he had departed."

Congratulations, Hank.

\*\*\*\*\*

The Jackson GSDO submitted the following informative story:

"It is interesting to note the growth that has occurred in the Mississippi River Delta, which has been acclaimed as the starting point in 1923 of the use of aircraft for aerial application of insecticides.

"The Jackson District Office has had an outstanding growth in the past 15 years. In 1943 the Mississippi District (covered by the present district office) had on record 5 fixed base operators, 25 airplanes, and 15 pilots engaged in aerial agricultural work. At that time Delta Air Lines Dusting Division was the largest operator in the area. Fifteen years later (1958), this same district office had 122 fixed base operators operating 615 aircraft and employing 535 pilots.

"The utilization of aircraft for aerial application attracts an influx of operators from other areas which increases the above numbers 30% - 50%, depending upon the season.

"Undoubtedly aerial application work has become 'Big Business'."

By way of amplification on the above, the most recent count made by the General Safety Division in Fort Worth revealed that in calendar year 1957 there were 883 aerial applicator operators in the area covered by Region 2. These operators used 2498 airplanes and employed 1935 pilots.

\*\*\*\*\*

The Miami GSDO reported that recently the girls of the General Safety District Office made a vivid showing the day a package arrived from Inspector Cliff Hutchison, now stationed in Afghanistan. It was a gift of hand-woven silk stoles from India that rivaled the gorgeous colors of the Taj Mahal which Cliff had been visiting.

\*\*\*\*\*

\*\*\*\*\*  
\* Since the word "aviation" \*  
\* is now used in our agency's \*  
\* title, and there will be \*  
\* frequent occasions for its \*  
\* use, it should be pronounced \*  
\* correctly, at least by \*  
\* FAA employees. \*  
\* Correct pronunciation of \*  
\* the word "aviation", based \*  
\* on Webster's New International \*  
\* Dictionary, Second \*  
\* Edition, is achieved by \*  
\* using the "long A" as in \*  
\* "PAYDAY". \*  
\*\*\*\*\*

Women not only drive as well as men, but they can drive on either side of the road.



## PERSONNEL DIVISION

### SUGGESTION CONTEST NATIONAL WINNERS

Vernon A. Qualls, Air Navigation Facilities Division, Midland, Texas, has been awarded the first prize of \$200 by the Washington Incentive Awards Committee for the supervisor who contributed most to the May-June Suggestion Contest.

Qualls was selected as the first place winner at the Regional Level by the local Incentive Awards Committee. The Committee based its selection on speed and thoroughness in evaluating suggestions submitted by employees supervised by Qualls, proportion of the supervisor's employees who submitted suggestions, and the number of suggestions adopted. Qualls' name was then submitted to Washington to compete with supervisors from other Regions.

Haywood A. Stanley, Air Navigation Facilities Division, Savannah, Georgia, tied with an employee from another Region for third prize. The Washington Incentive Awards Committee awarded Stanley \$50 on the basis of number of suggestions submitted, the number of adoptions, and the value of the suggestion. Stanley was also selected by the Regional Incentive Awards Committee for first prize at the Regional Level for the most valuable individual suggestion.

\*\*\*\*\*

### PROMOTION PLAN

The Civil Service Commission has approved FAA's request for a six months deferment of the new Promotion Plan. In the interim, the current plan outlined in Standard Practice 3210-3219 will remain in effect.

The CAA Memo of last July discussed the CSC requirement that by January 1, 1959, all Federal Agencies install promotion programs based on merit principles. The changes necessary in our plan were reviewed in detail. The effect of the new plan was also mentioned in 2RA Circular No. 22-1958 dated 8/26/58, concerning promotion appraisals.

\*\*\*\*\*

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* * * * *
*   The AERONAUTIES CLUB   *
*   would like to invite   *
*   all girls who are      *
*   not already members    *
*   to join the club.      *
*   They have parties,     *
*   style shows, lunch-    *
*   eons, etc. Dues are    *
*   only $2 a year. If     *
*   you'd like to join,    *
*   contact one of the     *
*   officers. Why not      *
*   visit with the AERO-    *
*   NAUTIES the next       *
*   time they meet?        *
* * * * *
```

### INCOME TAX RETURNS

Some states have community property laws which credit the wife with half the family income even though she earns nothing. There are occasions when splitting the income equally between husband and wife and filing separate returns reduces the total tax obligation. You are entitled to choose the method that gives you the lowest tax. Therefore, if you live in a state having a community property law, it may be worthwhile to figure your tax on both a joint and separate basis.



(Continued)

CODE OF ETHICS  
FOR GOVERNMENT SERVICE

The Congress of the United States has established "a charter of conduct against which those in public service may measure their own actions and upon which they may be judged by those whom they serve."

ANY PERSON IN GOVERNMENT SERVICE SHOULD:

PUT loyalty to the highest moral principles and to country above loyalty to persons, party; or Government department.

UPHOLD the Constitution, laws, and legal regulations of the United States and all governments therein and never be a party to their evasion.

GIVE a full day's labor for a full day's pay; giving to the performance of his duties his earnest effort and best thought.

SEEK to find and employ more efficient and economical ways of getting tasks accomplished.

NEVER discriminate unfairly by the dispensing of special favors or privileges to anyone, whether for remuneration or not; and never accept, for himself or his family, favors or benefits under circumstances which might be construed by reasonable persons as influencing the performance of his governmental duties.

MAKE no private promises of any kind binding upon the duties of office, since a Government employee has no private word which can be binding on public duty.

ENGAGE in no business with the Government, either directly or indirectly, which is inconsistent with the conscientious performance of his governmental duties.

NEVER use any information coming to him confidentially in the performance of governmental duties as a means for making private profit.

EXPOSE corruption wherever discovered.

UPHOLD these principles, ever conscious that public office is a public trust.

\*\*\*\*\*

"YOU COULD TRY TO GET ONE OF THOSE FAA ELECTRONICS TECHNICIANS SUBS. THEY'RE GONNA SPEND HUNDREDS OF THOUSANDS OF DOLLARS ON 'EM, BUT NO, THAT'S NOT GOOD ENOUGH FOR YOU!"





## AIR CARRIER SAFETY

February - Month of Fame!

Air Carrier's Candidate for Recognition: Harry Odneal, Regional Office Electronics Specialist. Although date of birth is officially listed as January 28th, it is the general consensus (in the absence of proof to the contrary) that February was late that year.

Justification: Understatement of the year.

Case in Point: Having just returned from a field trip, Harry was being questioned by our enthusiastic desk-bound secretaries. After literally wrenching from him a few inconsequential details, they were about to give up in despair. Surely he had seen or participated in something interesting. Harry's response rivaled the British for succinctness. Without change of expression, gesture or tone of voice he said quite simply that one evening's business might be considered interesting. Aboard a new Boeing 707 swarming with newsmen, photographers and celebrities (Gypsy Rose Lee included), he departed Miami, dined at the Brass Rail in New York, and returned to Miami--all in one evening. We agree, Harry, you just might consider that an interesting evening!

\*\*\*\*\*

It grieves us to report that our Air Carrier secretaries, although wizards at the office, are mere mortals at home.

Olene Saunders, San Antonio ACSDO, was so outraged with her blistered neck (household ammonia to relieve yellow-jacket stings - ouch!) that she inadvertently became entangled with her ironing board. Oh, well, 9 typing fingers are almost as good as 10.

Which brings up a hitherto well concealed accident. Mary Ann Sangster, Miami ACSDO, didn't deliberately break her finger to avoid the Boeing 707 paperwork--that splint is the result of a ball game with her eight-year old grandson.

Even shopping isn't safe. As Dizzy Dean would say--Laverne Faubion, Dallas ACSDO, just "slud" into a supermarket one sloshy night and scored a hit.

\*\*\*\*\*

Our heartfelt sympathy goes to Sterling Ward, Chief, Air Carrier Maintenance Branch, whose father, R. W. Ward, passed away February 3rd. His home was in Honeygrove, Texas.

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You never can tell what will happen as a result of having your name appear in the paper.

There's Ned Aber, for instance--

Ned is a controller in the CS/T at Pounds Field, Tyler, Texas. He recently completed an intensive training course at Fort Worth in the effects of nuclear blasts and how to detect the presence of radioactive fallout with detection instruments. The Tyler papers carried a nice write-up about Ned having taken the radiological monitoring course, and the item was then picked up by the Dallas Times Herald.

Ned was surprised, to say the least, when one day he received a long-distance call from a young lady in Dallas inquiring as to whether or not he subscribed to the Wall Street Journal. She stated that a man with an important position such as his should be a subscriber, and that she would be glad to write a subscription for him!

What price glory!



(Continued)

A sizeable entourage must be a prerequisite for the position of Supervising Inspector at San Antonio. Ed Turner's is a menagerie composed of a pedigreed Pomeranian, an Indian Hill Mynah Bird, a Burmese Cat, a Seal Point Siamese Cat and a Blue Point Siamese Cat. Ed's parrot flew the coop a few weeks ago. He probably has a vivid recollection of the musical Siamese who eyed their prey very "Carrrrfully".

\*\*\*\*\*

Relying heavily on Vic Ovrevis's sense of humor, we'll relate a recent incident. To tolerate a badly hurting back, Vic has been making use of a heating pad while at his desk. Laugh of the month occurred when he decided quite suddenly that he would get up for coffee, forgetting that he was "plugged in". We've heard of being desk-bound, but that's carrying it too far, Vic!

\*\*\*\*\*





## AIR NAVIGATION FACILITIES

In order to test the loyalty and devotion to duty of one of our Construction Supervisors, E. V. Fitzgerald, a work order was issued to him which stated in part: "It will be necessary to work nights and Sundays for the first ninety days of this project. Since funds are short on this project, per diem will only be paid for 5 days a week for the first 30 days and 3 days a week thereafter.

"Travel allowance is limited to 1000 miles for the entire project.

"Since FAA has taken over there may be a shortage of materials delivered; however, due to the fund shortage for the project, it will be necessary for you to supply the necessary equipment without reimbursement.

"The funds are short on this project due to the field surveyor having frozen to death on this project at -14° and funeral expenses had to be taken from the project allowances."

Now we're not saying whether Blackie accepted this work order under these conditions or not, but we do know that he is a very loyal employee. We don't mind throwing bouquets occasionally.

\*\*\*\*\*

Passing candy and cigars around last month was A. L. Dowdy, FW-634, who became the proud father of a baby girl, Pamela Lynn, born January 11.

\*\*\*\*\*

Congratulations and best wishes to Mrs. Johnny Jones, the former Miss Janice Locklin, clerk in the Electronics Engineering Branch.

The following awards have been presented to ANF personnel for suggestions:

Robert T. Romer, Tallahassee, \$50; Jasper W. Forehand and William F. Hancock, Miami, \$25 each; Bascom G. Moore, Jr., Pensacola, \$25; W. P. Elledge, Ft. Worth, \$25; John B. Hamilton, Ft. Worth, \$50; James J. Saurage, Jr., New Orleans, \$25; Adams E. Elliott, Memphis, \$75; Clifton A. Poindexter, W. G. DeMoss, W. G. Clark, W. P. Anderson, Adams E. Elliott, Memphis, joint award of \$25.

\*\*\*\*\*

Newcomers to ANF are: Michele Coty, Francis Welsh, Geraldine Lewis, Glenn P. Lynam and Darrell Ragsdell.

\*\*\*\*\*

Carol Taylor, FW-620, is transferring to the FBI in Dallas, Texas - Good Luck.

\*\*\*\*\*

Messrs. Joseph Hajji and Salim Ghanem of Lebanon visited the region January 19-21. We hope their stay was a pleasant one.

\*\*\*\*\*





## GENERAL SERVICES DIVISION

Richard E. Preusser was recently selected as Chief of the Property Management Branch. Preusser is well known throughout the Region since he is an old-timer with this Agency. Prior to assuming his present duties he was a Field Supply Inspector. Before that time he worked in Real Estate and Personnel and during World War II he worked in the War Training Service.

\*\*\*\*\*

This Division is happy to welcome two new employees to our organization. They are Carol T. Wigand and Jo Ann K. Murphy. They are both stenographers for the Real Estate Section of the Property Management Branch.

\*\*\*\*\*

James A. Healy, Chief, Real Estate and Utilities Section, is one of many of the personnel in General Services who has had an unusual and outstanding record of military service.

He has been a balloon racer, World War I Ace and Brigadier General. His aviation career began in September 1917 when he enlisted in the United States Army as a flying cadet and received training with the Royal Flying Corps of Canada in Toronto. Healy attended the University of Toronto and after completion of flight training at Hicks Field, Fort Worth, he was commissioned a Second Lieutenant in November 1917.

Healy is very modest in discussing his war record but the decorations he has received speak more eloquently than words. His decorations include The Distinguished Service Cross, with two Oak Leaves; The Cross of the Legion of Honor of France; The Croix de Guerre with Four Palms; The Legion of Honor of Belgium; Belgium World Cross; The Gold Medal of Valor of Italy; The Military Cross of Great Britain; and the Medal of Honor of the Aerial Club of America. In 1930 he and another pilot, Captain Gray, represented America in the International Balloon Races. They took off at Antwerp, Belgium and flew over Holland, Germany, Poland and landed near the Russian Border. They were in the air more than 50 hours and won the race.

Like some of the other old-timers in aviation, Healy has formed personal friendships with many people of national prominence such as Eddie Rickenbacker, Frank Luke and Jimmy Meissner.

\*\*\*\*\*

"I KNEW SOMETHING  
LIKE THIS WOULD  
HAPPEN. THE FATHER  
BELONGS TO ONE OF  
THOSE GENERAL SERVICES  
PEOPLE."





AIRCRAFT ENGINEERING DIVISION

In these days of identifying agencies by initials, some titles can't be used. For example, the group studying the effects of flight conditions on the nervous system could be called the Department of Aero Medical Neurology, except the introduction of a staff member might come out something like: "This is Dr. Aighed, another DAMN psychologist".

\*\*\*\*\*

U. S. '59

Sing a song of budgets,  
A warehouse full of rye,  
Four and twenty satellites  
Hurled into the sky.

The happy boys in Wall Street  
Are counting out their money.  
The glamour girls in Hollywood  
Are eating bread and honey.

We race the Cost of Living;  
We're winning by a nose,  
When along comes the Income Tax  
And snips off our clothes.

E. W. Morris

\*\*\*\*\*





## FOR SECRETARIES

A secretary is a person - usually female - whom the boss tells everybody but her he couldn't do without.

A secretary must know how to translate rambling dictation into crisp, straightforward statements. Yet she must leave plenty of loopholes and side exits so the boss is pretty proud of himself when he reads what he thinks he dictated.

A secretary must know where the boss is every minute, so she can tell the right people the wrong places.

If the boss doesn't know something, he asks his secretary. If she doesn't know, she is dumb. The boss is not dumb, on account of what has he got a secretary for?

The secretary who takes her work seriously and really makes a career out of her job is the secretary who, 25 years later, is still a secretary.

An office boy starts at the bottom and works up. A secretary starts as a secretary...and just works.

A good secretary needs the education of a college president, the executive ability of a financier, the humility of a deacon, the adaptability of a chameleon, the hope of an optimist, the courage of a hero, the wisdom of a serpent, the gentleness of a dove, the patience of Job, the grace of God, and the persistence of the devil!



## REGION TWO

