

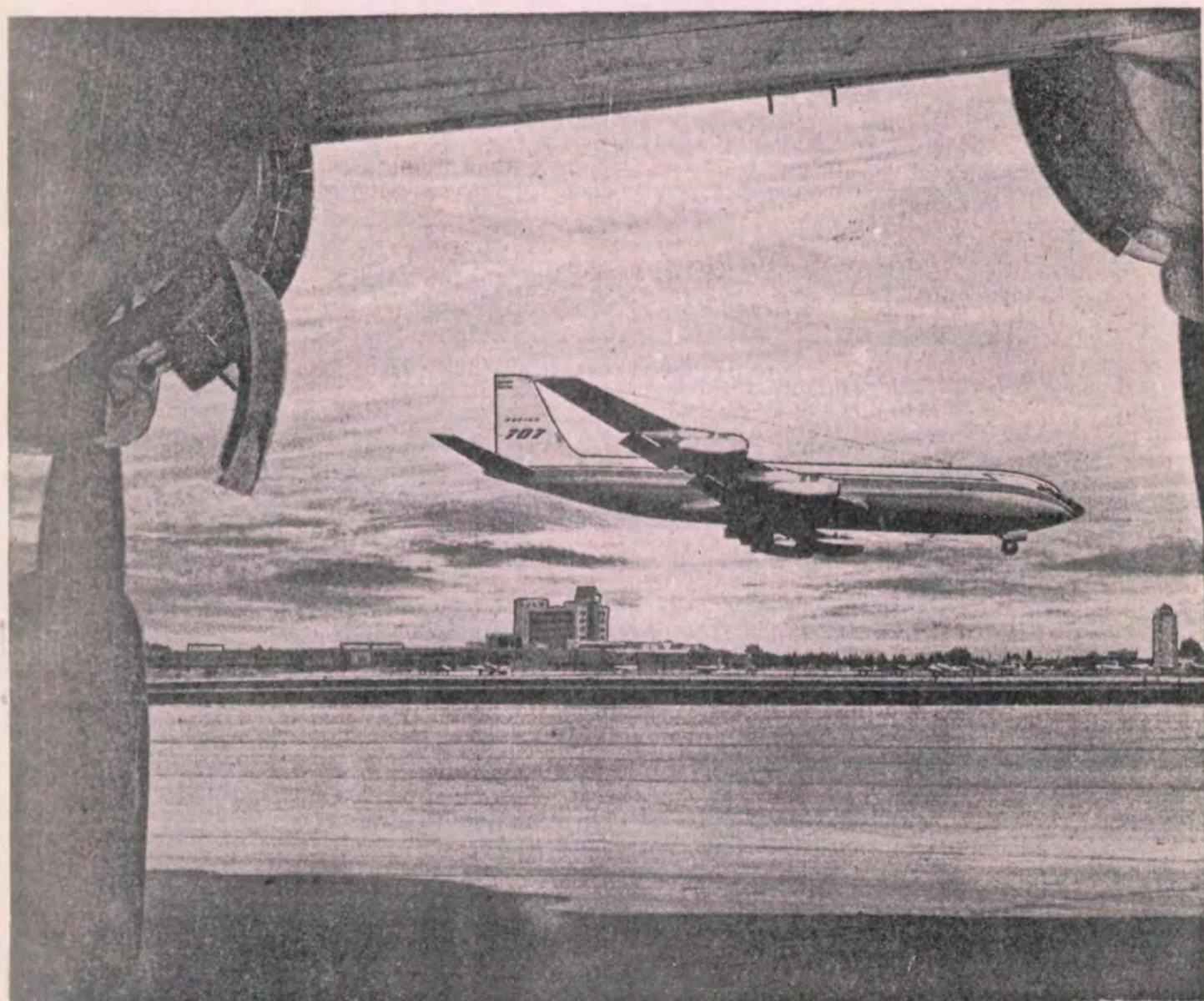
FEDERAL
AVIATION
AGENCY

REGION TWO

W-127
W-40

SCANNER

MARCH 1959



A modern jet airliner lands at Miami International Airport and will discharge its passengers at the newly dedicated, multi-million-dollar air terminal. FAA facilities and offices in Miami are among the nation's busiest.

FAA REGION TWO

S C A N N E R

Volume 2

M A R C H 1 9 5 9

Issue 3

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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FORT WORTH, TEXAS

March 1959

To My Fellow Teammates:

Knowing your vital interest in what's developing in the FAA organization picture, I want to keep you as well posted as possible, and as regularly as possible.

Sometimes it proves most difficult to sum up in concise form the various things that are developing on the national FAA scene; however, I will strive to continually keep you as up to date as I can when newsworthy events occur.

As another step in this direction, you'll see on the back cover of this issue of the SCANNER an organization chart showing a reasonably complete and current breakdown of the Washington structure. We have included those individuals who have either been definitely appointed to the positions or have been named as "acting". I'm sure many of you have heard or have seen official documents announcing some of the appointments, but, to the best of my knowledge, there has not been a collection of the information as is shown on the chart. We hope you find it interesting and helpful.

The latest good news is that today, March 2nd, both Pete Quesada and Jimmy Pyle were confirmed by Congress! By this confirmation of the two Presidential appointees, the Congress gave them a vote of confidence that we all share. Working together, these two as our top management team, are sure to provide us with the leadership needed in the months and years ahead.

While testifying before the Senate Commerce Committee, Jimmy Pyle told the Committee something that should interest all of you. During the questioning on Wednesday, February 25th, he assured Committee members that the FAA was not bringing in "outsiders" to the detriment of experienced former CAA officials and technical personnel.

As to definite news about if and when the regional organization structures will be changed...there still is none. It is apparent that, intelligently, the Washington office is being revamped first, and the regional structure study will come after this is near completion.

We will try to keep you as well advised as possible as decisions are made.

LC Elliott

Regional Administrator

PERSONNEL DIVISION

ISSUE OF NOTICE TO FEDERAL
EMPLOYEES ABOUT
UNEMPLOYMENT COMPENSATION

There are many Federal employees who are unaware of the unemployment compensation programs of the various states, and there are many others aware of the programs that do not have the slightest idea of their eligibility or of how to apply.

The Notice to Federal Employees about Unemployment Compensation (SF-8) was issued to clarify this program. It is the responsibility of the person signing the T & A report to issue this form on or before the last day of active duty

of employees who are (1) separated for any reason, (2) transferred to another region or agency, or (3) placed on leave voluntarily or involuntarily for seven days or more. This procedure is explained in Personnel Instruction No. 7 dated 4-21-58 and Standard Practice 3720-3723.

A recent check revealed only three SF-8's issued in twenty-seven separations from Payroll. This is far from satisfactory. Each person responsible for signing the T & A report should review his own procedure so that this record can be improved.

THIS WOULDN'T HAVE HAPPENED,
MERGATROID, IF YOU HADN'T BEEN
LYING DOWN ON THE JOB!



(Continued)

SUGGESTER'S ABC'S

You don't have to be a genius or a born inventor to have worthwhile ideas just know your
SUGGESTER'S ABC'S.

Ask questions: Who, What, Where, When, Why, How.
Be sure you are doing the job in the best way.
Consider every angle of your job. There is always a better way.
Don't be backward. This is the forward age. Think. Then invent.
Eliminate all unnecessary parts of your job, such as duplication, waste time or motion.
First be sure you know all about your job, then suggest a better way.
Gain extra income through your ideas. We pay for all usable suggestions.
Hard work can often be lightened by using your ideas.
Ideas mean money and easier money for everybody.
Just be alert. Ideas are all around you. Learn to recognize them.
Keep submitting suggestions. We'll pay for good ones.
Let your supervisor help you work out details. He'll be glad to help you with your suggestions.
Make your past experience pay off by suggesting better ways to do your job.
Never overlook any portions of your work. Why do we perform each step?
Other fellows' gripes are things that need improving.

Prepere suggestions complete. We can evaluate your idea better if we're sure of what you mean.
Quit envying the fellow who gets an award. Turn in your ideas regularly and you'll get them, too.
Remember to write down your ideas so you won't forget them.
Study all parts of your work and suggest a better way to do it.
Turn in at least one suggestion each week.
Use all available help. Your past experience, your reading, and thinking will all help you.
Very often a very simple idea saves large amounts of time or money.
Watch every move you make and look for an easier way to do your job.
Xtra money is waiting for your good ideas.
You can add to your income if you turn in your suggestions regularly.
Zoom your income by turning in at least one suggestion.

Now you know your ABC's, give us your ideas, please. Turn them in to your supervisor or send them directly to the Incentive Awards Program Officer, FW-93. If you give your supervisor your suggestion, be sure to send FW-93 the submittal notice (bottom half of suggestion form).

A passenger in a plane sat relaxed at a window looking out at the clouds. Suddenly a parachutist appeared and drifted by.

"Going to join me?" cried the parachutist.

"No, I'm very happy where I am."

"Just as you like," called the parachutist, "but I'm the pilot."

I GUESS SHE'LL BE
ALL RIGHT IN
TIME. IT'S HER
FIRST JOB... BUT IT
LOOKS LIKE PERSONNEL
COULD BE A LITTLE
MORE SELECTIVE!



(Continued)

WHAT TO DO IN EVENT OF ENEMY ATTACK

As a part of our Civil Defense Program, we are required once annually to remind FAA employees of their responsibilities in event of an enemy attack should they be prevented because of the attack from reporting either to their regular post of duty or to a designated emergency location. In such circumstances, FAA employees will obtain from the nearest Post Office a Federal Employees Registration Card (which will be stocked at all Post Offices), complete it, and mail it to the nearest Regional Office of the Civil Service Commission. Employees stationed in Texas, Oklahoma, Louisiana, or Arkansas would mail such cards to the Director, Eighth U.S. Civil Service Region, 1114 Commerce Street, Dallas, Texas. Employees located in other states of the Second Region are under the jurisdiction of the Fifth Civil Service Region, and these employees would mail their cards to the Director, Fifth U. S. Civil Service Region, 275 Peachtree Street, N. E., Atlanta 3, Georgia.

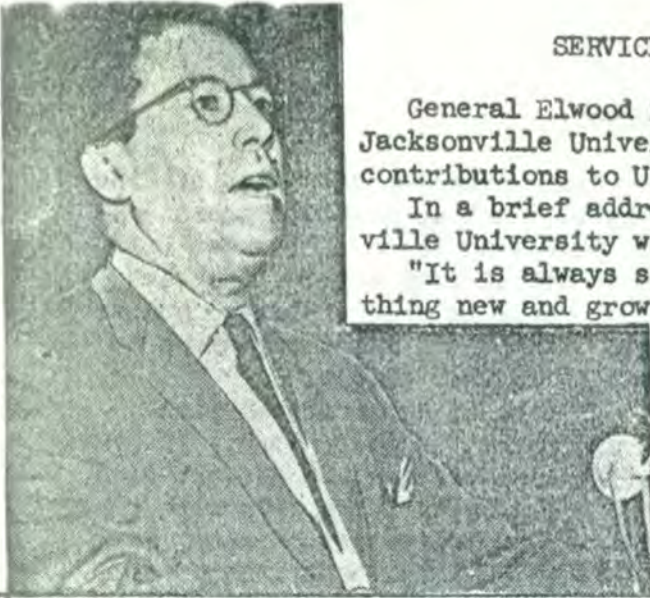
Upon receipt of these cards, the Civil Service Commission will notify this headquarters, who will advise the employee when and where to report for duty and arrange the forwarding of pay. FAA employees who are prevented from reporting for duty with FAA are expected to volunteer their services to the local Civil Defense authorities until it is possible for them to return to duty with FAA.

The purpose of this registration plan is to establish a central point where FAA can get information about its employees; to enable the Regional office to continue on its rolls employees who are prevented from performing their regular job assignments; to enable the Regional Office to forward pay; and to provide for maximum utilization of available skills in carrying out essential Government functions in a National emergency.

Little Bobby was looking at a TV ad to encourage army enlistments. The ad mentioned that the enlistee could have a choice of the kind of service he wanted.

"Does that mean," asked the boy, "that he can be a private or a general?"

SPECIAL AWARD FOR
SERVICE IS GIVEN TO GENERAL QUESADA



General Elwood R. Quesada, on February 26th, received the Jacksonville University Distinguished Service Award for his contributions to U. S. aviation.

In a brief address, Quesada compared his visit to Jacksonville University with his work in aviation.

"It is always so much more significant to be a part of something new and growing than of something old and tradition-bound," the general said.

"This is commonly called the jet age," he said, "but in reality we are just entering that age, and it is but a prelude to more wonderful ages to come."

Quesada urged Jacksonville University students to "investigate seriously" the advantages to be found in the aviation industry

BUDGET AND FINANCE

Since the revision of the leave law in 1952 (allowing unlimited accumulation of sick leave instead of 720 hour maximum) these employees listed below have not used one hour of sick leave and carry a sick leave balance of 1454 hours as of Jan. 11, 1959.

Congratulations to the following:
M. L. Cunningham, Ass't Regional Administrator

Thomas C. Phillips, Plant Eng. Br.,
ANF, Fort Worth, Texas

Winfred B. Garner, Maint. Eng. Br.,
ANF, Amarillo, Texas

Hersel B. Smith, Maint. Eng. Br.,
ANF, Knoxville, Tenn.

Clarence R. Nelson, GSDO, Jacksonville, Florida

Wayne Tuttle, GSDO, Dallas, Texas

Robert H. Wisener, GSDO, Amarillo, Texas

Theodore R. Livin, ATC Tower, Corpus Christi, Texas

James B. Horton, ATC Tower, Daytona Beach, Florida

Joseph E. Kingson, ATC Tower, Daytona Beach, Florida

Edgar F. Stacy, ATC Tower, Fort Smith, Arkansas

Elmo E. Smith, ATCS, Ardmore, Okla.

Roby L. Cathey, ATCS, El Paso, Texas
(Retired 1/31/59)

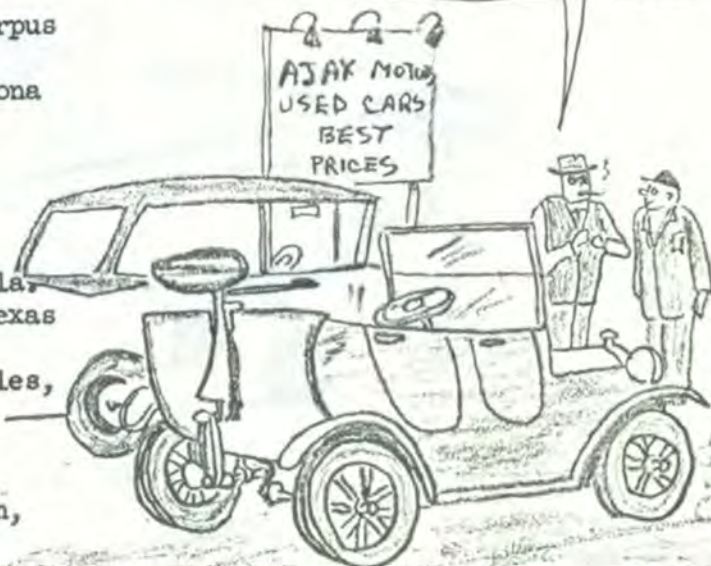
Arthur J. Davis, ATCS, Lake Charles, Louisiana

Earl E. Ordway, ATCS, McAlester, Oklahoma

Robert A. White, ATCS, Vero Beach, Florida

Joe Thornton, Chief of the Audit Branch, decided to go on an audit for the Project Audit Section of his Branch last month. Of all places to choose, Joe decided to go to Hereford, Texas, and while he was there the temperature got down to one degree. Maybe the next time Joe has the wanderlust, he will pick some place in south Texas. Who knows though, maybe he likes cold weather.

IF ECONOMY IS WHAT YOU WANT,
I THINK WE HAVE GOT IT. A
FELLOW FROM THE FAA'S BUDGET AND
FINANCE GOT THE IDEA AFTER
WORKING OVER THEIR NEW BUDGET!



AIR TRAFFIC CONTROL

Retirement isn't a time to quit; it's a time to begin; it's a time to start living "unscheduled"; to forget routine, and do more thinking; and start enjoying life.

So thinks R. L. Cathey, former Assistant Chief of the El Paso ATCS, who retired January 31 after 30 years of federal service.

Cathey was a pilot back in the days when pilots flew "by the seat of their pants", and was a submariner of the "pigboat" era. At one time he was guardian of Guadalupe Pass when it was the do-or-don't point for airplanes attempting to fly cross-country. He holds more licenses than the average man would have room to hang on the wall. He holds a commercial pilot rating, first-class radio telegraph and telephone ratings, several electronics ratings from the U. S. Navy, and a prized pair of dolphins; he has instructorships in meteorology, air regulations, link trainers, aircraft, aircraft engines, navigation, and radio navigation.

Cathey says he has a lot of fishing to catch up on and a great deal of traveling to do. "You can't afford not to keep active," he says. "Our world is ever changing, and we must adjust and adapt ourselves to things as they change."

Cathey has a phenomenal sick-leave record in that, in his 30 years of federal service, he has not used one day of sick leave. We hope that this is an indication of many, many years of healthy, happy, carefree living.

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*****
*                                     *
*                                     *
*                                     *
*      YOUR NEXT ACCIDENT          *
*                                     *
*      MAY BE                       *
*                                     *
*      A "GRAVE" MISTAKE           *
*                                     *
*                                     *
*                                     *
*                                     *
*****
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(Continued)

Paul F. Lanman, Deputy Chief of the Planning Branch, has just returned from a trip to Bogota, Columbia, and Quito, Ecuador, where he coordinated with the Columbian and Ecuadorian communications organizations concerning the establishment of radio teletype between Columbia and Ecuador and our IATCS at Balboa. He was accompanied on this trip by Johnny Nolan, Chief of the Balboa IATCS. A brief visit was made to the ICAO North Atlantic Regional Office at Mexico City to discuss inter-center voice networks in the Caribbean and Latin American areas. During the week of January 19, a Regional Office and Washington Office delegation visited in Panama to work out detailed plans for the establishment of automatic teletype switching system at the Balboa IATCS.

We noted upon his return that he did not have the same deep suntan as when he returned in December from the Virgin Isles. Lanman said that while the weather in Columbia and Ecuador was very favorable, it was jolly good cardigan weather.

Paul H. Boatman, Chief of ATC Division, Earl L. Stone, Jr., Deputy Chief of Operations Branch, and R. W. Boyd, Chief, Management Section, Operations Branch, returned recently from a 10-day visit to the northeastern portion of the Region. First they went to Atlanta where they were met by Congressman Jack Flynt and D. D. Thomas, Director, Bureau of Air Traffic Management in Washington, and attended the ground-breaking ceremonies for the new ARTC Center building at Hampton, Georgia. From there, they spent the next week visiting 21 facilities in the northeastern portion of the Region.

The ATC Regional Office received a copy of a very nice letter written to the Chief of the Beaumont CS/T. In the letter, the tower operators were commended for doing such a wonderful job in controlling traffic during the March of Dimes Penny-a-Pound passenger flights conducted by the Van Air Flying Service, Inc. of Orange, Texas. Over 35,000 pounds of passengers were carried that day!

NOW NEWS FROM WASHINGTON FOR AIR TRAFFIC CONTROLLERS IN THE NEW ELECTRONIC "PUSHBUTTON" CONTROL CENTERS. THE FAA BUREAU OF RESEARCH + DEVELOPMENT HAS JUST STARTED A SEARCH FOR A MACHINE TO AUTOMATICALLY PUSH THE BUTTONS. OPENINGS IN THE DEPT. OF AGRICULTURE ARE AVAILABLE, MEN!





XEROX®

Caricatured above is the amazing XEROX multilith master-making machine. Using this modern machine, Claud Bergman, Supervisor of Regional Office Printing Section, and his staff are able to produce outstanding printed pieces with much greater speed than ever before. Printing experts on Bergman's staff are: Norwin Gay Sanders, Multilith Operator, Lloyd Martin, Collator Operator, and Milton J. Palla, Xerox Operator.

HELPFUL HINTS TO GET YOU BETTER, FASTER PRINTED WORK

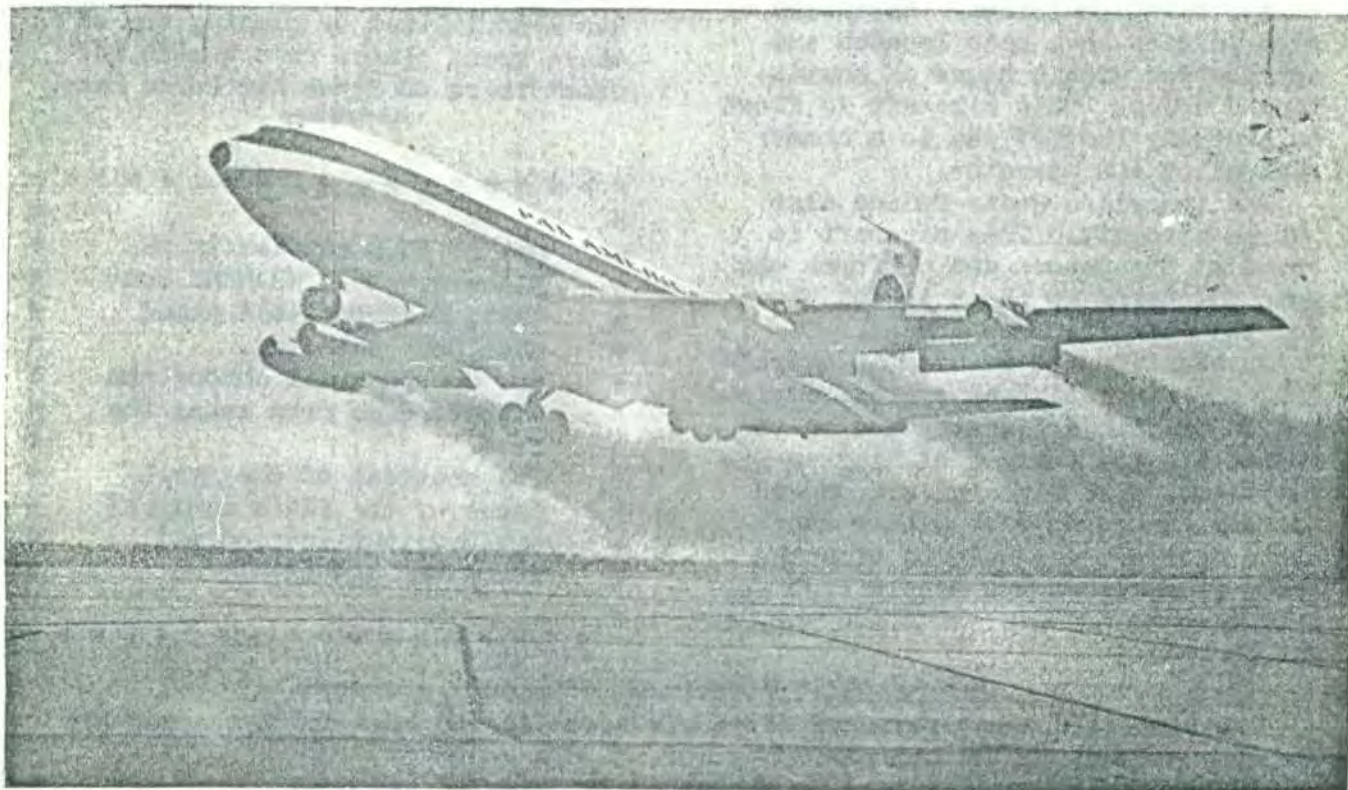
1. XEROX is a photographic process. Remember that what you put on the page will pick up...so send clean copy to the Printing Section. Messy copy does not produce the best work and imposes an additional workload on the XEROX plate-maker. When erasing, erase all image completely because, otherwise, the "ghost" will reproduce. Black ink is best--colored inks for signature, many times either do not reproduce or reproduce poorly. Be sure your typewriter is clean--fuzzy type makes for unclear printing. Do not type on onion-skin or other light paper--use white, heavy paper.

2. XEROX is best used when it is desired to reproduce something as is; in other words, when it is more economical this way. XEROX is especially good for charts and graphs that are difficult or cannot be done by other methods.

3. XEROX should not be used when typists can prepare an original stencil. There is absolutely no advantage to using the XEROX process when the stencil can be made otherwise--it overburdens the workload on XEROX and reduces its overall effectiveness.



Among personalities in the control tower at Miami International Airport during Arthur Godfrey's January nationwide Aviation Week TV show were, left to right, Martin Hansen, tower chief; Godfrey; Port Authority Member Ralph Fossey, and Port Director George McSherry. Godfrey broadcast his Friday morning, January 30th TV program from the Miami tower.



AIRPORTS FOR THE JET AGE--Record millions of dollars will be spent in 1959 on new and enlarged military, municipal, and private airports to meet air transport and defense needs. Hundreds of miles of lengthened, widened runways and taxiways to handle jet liners will be built throughout all regions of the FAA. Cities, alone and with federal aid through the Federal Airport Aid Program, are realizing that this is the Golden Age of air travel and that the economic future of their cities is tied inseparably with civil aviation.

GENERAL SAFETY

The Shreveport GSDO reports a marked increase in the use of aircraft for more or less unusual purposes. The Caddo Parish Sheriff's Department owns a single engine aircraft. This aircraft has flown over 600 hours in the past 18 months transporting prisoners, searching for lost or missing persons, bank robbers, and other fugitives from justice. In addition to transporting prisoners between Shreveport and the state prison at Angola, prisoners apprehended in other localities are returned to this area. Prisoners have been returned from points as remote as Los Angeles, the round trip taking two days. Persons missing because of suicide, accidental deaths, drowning, and other reasons, have been located successfully by this aircraft in the heavily wooded area of northwest Louisiana. Fugitives from justice have been located and apprehended within hours of committing a crime. This aircraft is flown by a deputy sheriff who is a commercial pilot and operator.

The Louisiana State Police also own an aircraft. This aircraft is based at Shreveport and performs the same functions as those listed above for the Sheriff's Department.

In addition, it is used in patrolling the state highway system, assisting in traffic accidents, and in the monitoring and control of highway infractions. The highways are marked in many places in such manner that state aircraft are able to time the speed of vehicles and supply such information to the nearest state patrol car by radio.

In addition, in the Shreveport District there is an aircraft owned by a funeral home which has an ambulance conversion. It is also used for administrative purposes.

Report from San Antonio GSDO:
"CALLING ALL HAMS! Be on the lookout for a new member of the 'Rag Chew Session'. Lew Hindert, K5-RBA, will soon be booming in with a strong signal, having acquired his 'General Class License' recently."

The Amarillo office reports that Inspectors Long and Wisener had the honor of attending an airshow at Reese Air Force Base, Lubbock, commemorating the end of aircraft pilot training in piston powered aircraft.

Also, the North American B-25 was retired as a training aircraft, and was memorialized by placing one of these great planes on a cement pedestal there on Reese Air Force Base.

*
* Out of 3000 entries in the *
* FAA name-the-NEWS-MEMO con- *
* test, five possible names *
* have been selected. *
* Mr. Quesada will choose the *
* winning name from among the *
* five. *
* The masthead of the March *
* issue of the FAA's national *
* employee publication will *
* carry the new name. *
* *

The ace sales agent returned after six weeks on the road and presented his expense account to the manager.

"What's this big item here on the account?" growled the boss.

"Oh," replied the salesman, "that's my hotel bill."

"Well," grunted the boss, "don't buy any more hotels!"

(Continued)

The Miami GSDO reports that four Indonesian students have been taking their examinations for pilot certificates. They came to Miami in September, and will remain about a year to get their Commercial Pilot Certificates with Instrument Rating. From Miami they will go to Washington, D. C. for additional training.

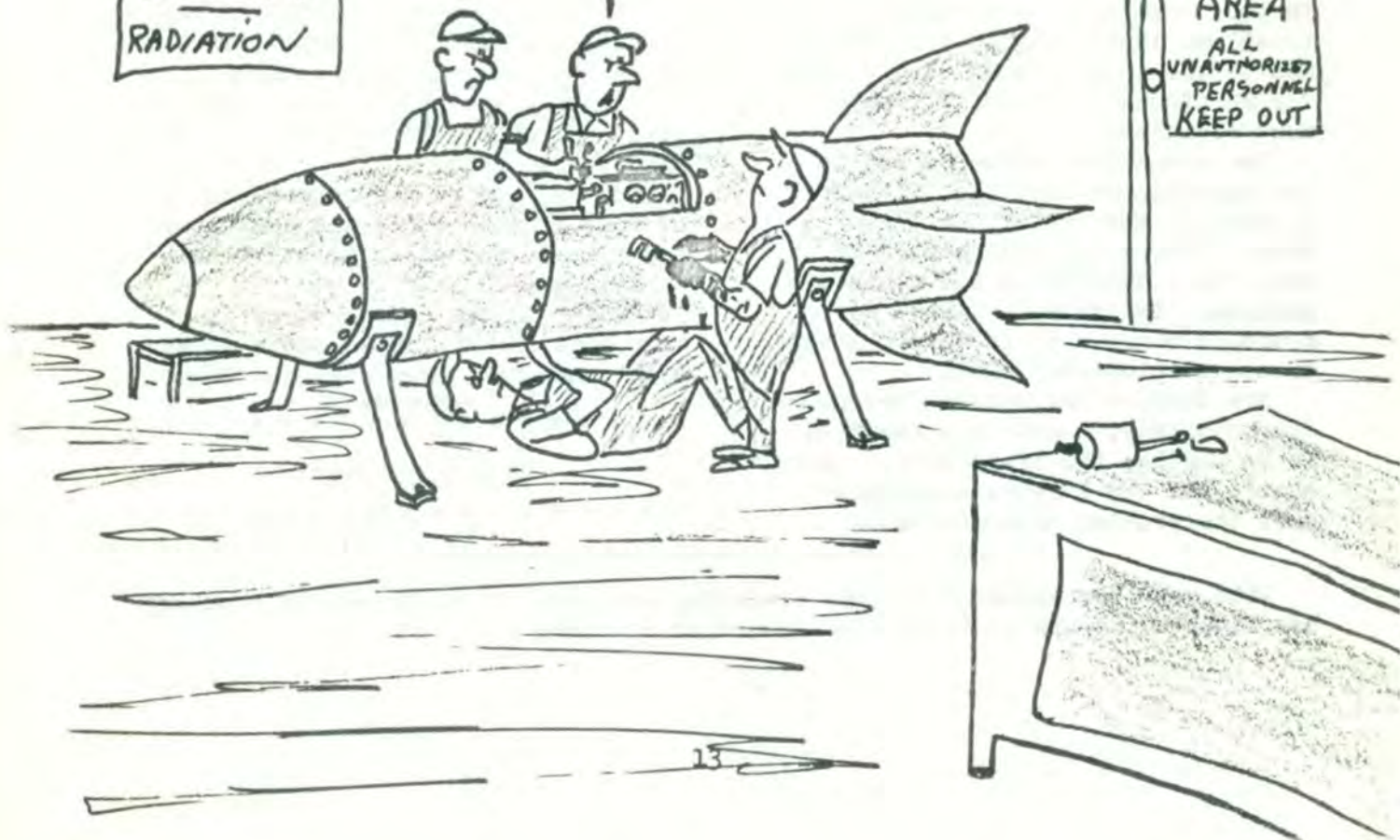
The men are exchange students, and were picked by their government from over a hundred applicants.

They speak very good English, and upon questioning them, it was found that in their schools English, French and German are required subjects. They spend 8 years in primary school, 3 years in junior high, and 3 years in senior high school.

AWRIGHT! SO YOU HOLD AN ATE
CERTIFICATE FROM THE FAA... STILL
GET YOUR FIKTHY HANDS OFF THIS
CLEAN H-BOMB, HARRISON!

DANGER
RADIATION

RESTRICTED
AREA
ALL
UNAUTHORIZED
PERSONNEL
KEEP OUT



AIR NAVIGATION FACILITIES



Richard Murray and burro. That's Richard on top! The burro's GSA license can't be seen from this end.

The Maintenance Transportation fleet for the technical support of air navigation facilities has been in poor condition at a number of locations in the region for sometime due to the inability to obtain money for an adequate number of replacement vehicles.

The situation became so bad in one mountainous area that Richard D. Murray, ATFO Chief, Salt Flat, Texas, (there are mountains near Salt Flat) decided to solve his own problem. He issued an SF-44 for a mountain burro. It is very reliable transportation--but slow!

Now that he has solved that problem so nicely, there is a question as to whether the SF-44 will be paid. That's the way it goes sometimes--just one problem after another!

Of course, at some future date, we will have to declare the burro surplus property (that is, if it ever gets paid for) and turn it over to Property Management for disposal. We hope the burro is still in good working condition when it becomes surplus to our needs. There will probably be plenty of bids the day the burro is sold.

During a recent conference of General Mechanics and Airways Maintenance Superintendents at the Regional Office, V. G. Hawk was introduced to the group as perhaps the oldest active EL-MT in the U. S., having entered on duty July 5, 1927. He is still capable of climbing towers 135 feet high, or higher, with much agility. Shows that you just can't keep a good man down!

When he reaches maximum retirement age in about a year, he'll have had about 32 years of federal service.

Virgil S. Murphy, electronic engineer, reports from Tehran, Iran, that--two years is long enough!

Although his stay in Iran has not been unpleasant, he says he will be glad to get home.

Now working on the establishment of four regular VOR's and a mountain-top VOR, Murphy plans to start home on August 25th.

Adding to the enjoyment of his trip home, he will make stops at New Delhi, Bangkok, Hongkong, and Tokyo.

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* * * * *
* * * * *
* * * * *

PLAN YOUR WORK

With many thousands of persons traveling by plane, it's strange that nobody has figured out how to stick a billboard on a cloud.

The Flight Inspection Branch reports that:

Under Agreement NAT-123, they are now responsible for the entire flight inspection program of Navy Air Navigation Facilities within the Second Region.

They now have a contract to flight check an Army facility at Howard AFB, Panama, C. A.

They are also responsible for flight checking four VOR's in Mexico, which include Mexico City, Pachucha, Tampico, and Vera Cruz.

With Virgin Island assignments and some of those mentioned above, flight inspection schedules for the month of March include a large foreign workload.

Flight Inspection extends a welcome to Margaret Barrett and Margaret Lang, clerk-stenos of Atlanta FIDO's #6, #7, #8, and #9. Suzelle O'Conner clerk-steno of FIDO's #3 and #4, and Iva Childers of the Regional Office.

William Fallon, W-635, visited Region Two during February. Two weeks of his visit was spent at Collins Radio in Dallas.

Other visitors to the Region were F. C. Collins and C. A. Youngheim of AC-700, FMD, Oklahoma City, Okla.

Bob Sanford, FW-620, just returned from a 3-week special assignment in Washington where the performance of his work has been highly commended.

They did it again! Flight Inspection made the "Award-winning Texas News" again. Harold Illich piloted the aircraft provided by FAA for the purpose of photographing the proceedings of atomic radiation tests which were recently conducted in the Fort Worth-Dallas area by the U. S. Geological Survey.

*

"COUNTDOWN 600"

...six



...five



...four



...three



...two



...one



...fire



.....



AIR CARRIER SAFETY



Dick Bullock, Dallas ACSDO

Keeping in mind our FAA'ers whose appetites have been sharpened by Lenten fare, our backyard chefs, and all hobbyists in general--we acquaint you with Dick Bullock of our Dallas ACSDO. In addition to his regular FAA inspector's duties, as Brig. General Bullock, he commands the Texas Air National Guard's air arm, the 136th Air Defense Wing.

Patience please; we are not straying from the delectable subject of food!

You see, when Dick was a young Air Force Lieutenant, he and some fellows from March Field, California, were detailed to guard a Russian plane which had just completed a

63-hour non-stop, non-refuel flight from Moscow. When the crew was whisked away to Los Angeles to be lavishly entertained by the Russian Consul, alert Dick liberated Russian caviar in quantity. It was delicious, but perplexed Dick found himself with a suddenly developed gourmet's appetite--on a second lieutenant's pay! Although that delightful dilemma is now lost except to memory, it presaged a lifetime hobby of unusual cookery for Dick. For instance, the following noteworthy recipe for crab or lobster bisque is supposed to have been Martha Washington's original recipe (Dick reluctantly admits it was liberated from some female cook in Hawaii).

Bullock Crab or Lobster Bisque

Mash to a paste, 2 hard-cooked eggs; add the grated rind of one lemon, a little pepper, 1 tablespoon flour. Make a paste of all this.

Scald 1 quart of milk and stir above paste into same gradually.

Add 1/2 pound crab meat (or lobster, and more of either if you have it) and simmer over low heat about five minutes, stirring occasionally.

Add 1/2 cup cream, 1 teaspoon Lea & Perrin's sauce and salt to taste (about 1/2 to 3/4 teaspoon salt). Simmer for two minutes more, stirring constantly.

Add 1 or 2 teaspoons sherry wine to each soup plate before serving. Serves six.

* * * * *
* SAVE REGULARLY - BUY BONDS *
* * * * *

"How do you spell 'sense'?" inquired the stenographer.

"Which one?" asked the boss. "Coin or horse?"

"Well," said the steno, "like in 'I haven't seen him sense.'"

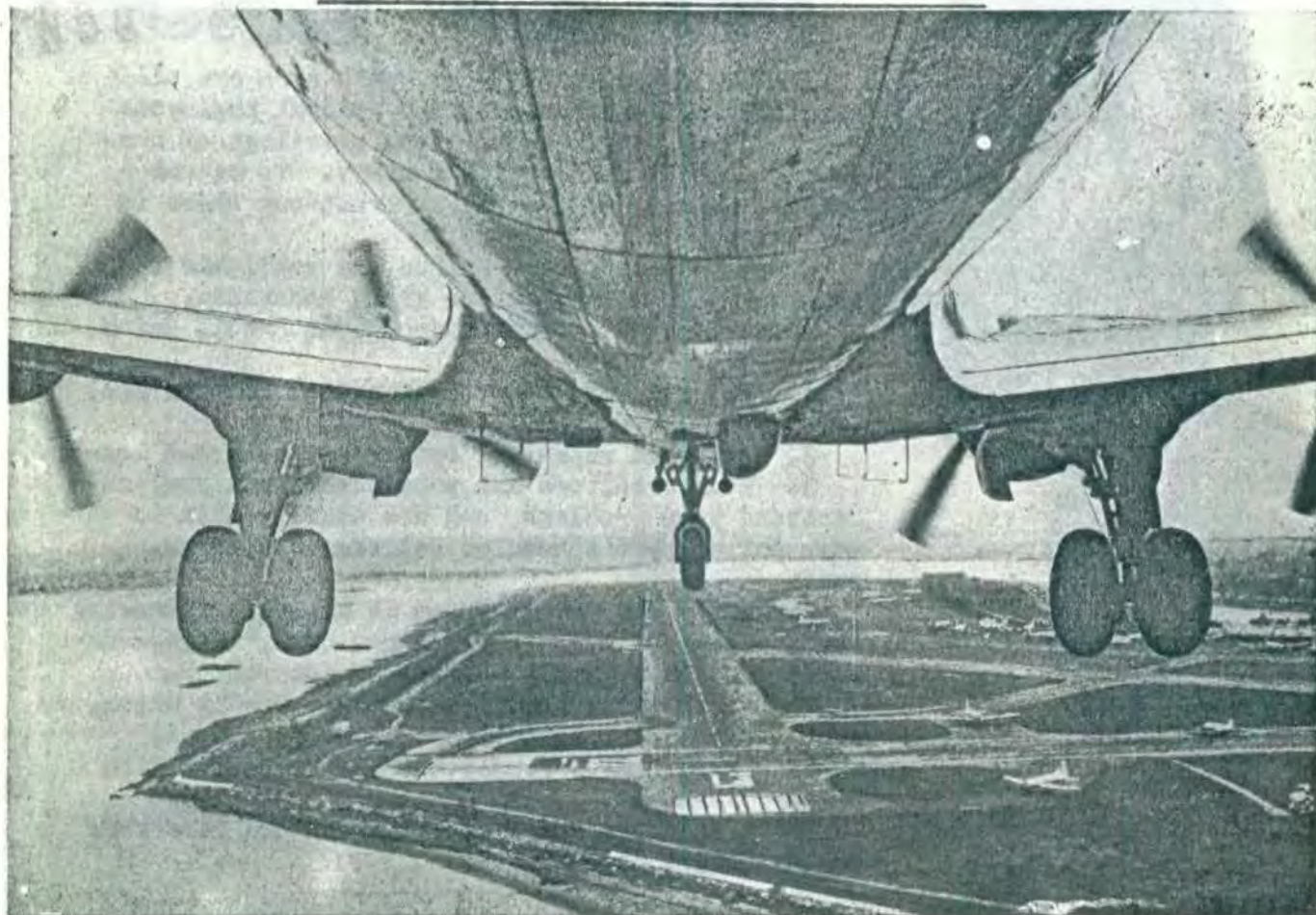
(Continued)



Participating this year in the Miami Federal Service Campaign for National Health Agencies is our ACSDO-36 secretary, Elaine Page. Through her efforts during this annual single "drive", such well-known agencies as American Cancer Society, American Heart Association, Society for Crippled Children and Adults, and others, will benefit.

A timely reminder. With the Easter Bunny just around the corner, remember the plight of the poor fellow near Alpine, Texas, whose Volkswagen was hurtled from the highway by a 10-pound Big Bend jackrabbit!

BUY
UNITED STATES
SAVINGS BONDS



One of Air Carrier Safety Division's most important jobs is the developing of safe procedures to be used by both military and civil airplanes while landing and taking off from civil airports.

GENERAL SERVICES

We are now in the process of receiving 155 sedan deliveries for assignment to field activities. These vehicles are 6 cylinder 1959 Fords with Ranch Wagon style body, gun-metal grey in color, with a natural blue interior finish...real honeys to drive!

The lucky employees who are being assigned these cars should be very happy with them.


Mrs. Pearl Simmons is now secretary to the Chief, Property Management Branch, having transferred from the Procurement Branch.

It is surprising how few employees at the Regional headquarters know about the Lost and Found Department located in the General Services Division.

Anyone who either finds or loses any personal belongings should call the General Services Division secretary, Mrs. Helen Linville, on Extension 337.

Bill Long has returned to the Property Management Branch after a tour of duty as Storekeeping Clerk in the Meacham Field Aircraft Service Branch hangar.

NEED CASH?



FAA employees in the Fort Worth area are all eligible for membership in the Federal Employees Credit Union. Members have the privilege of borrowing as well as depositing money. To become a member, employees must buy at least one share in the union. Cost? Only \$5.00

Other Federal Credit Unions are available for FAA employees at most major field locations.

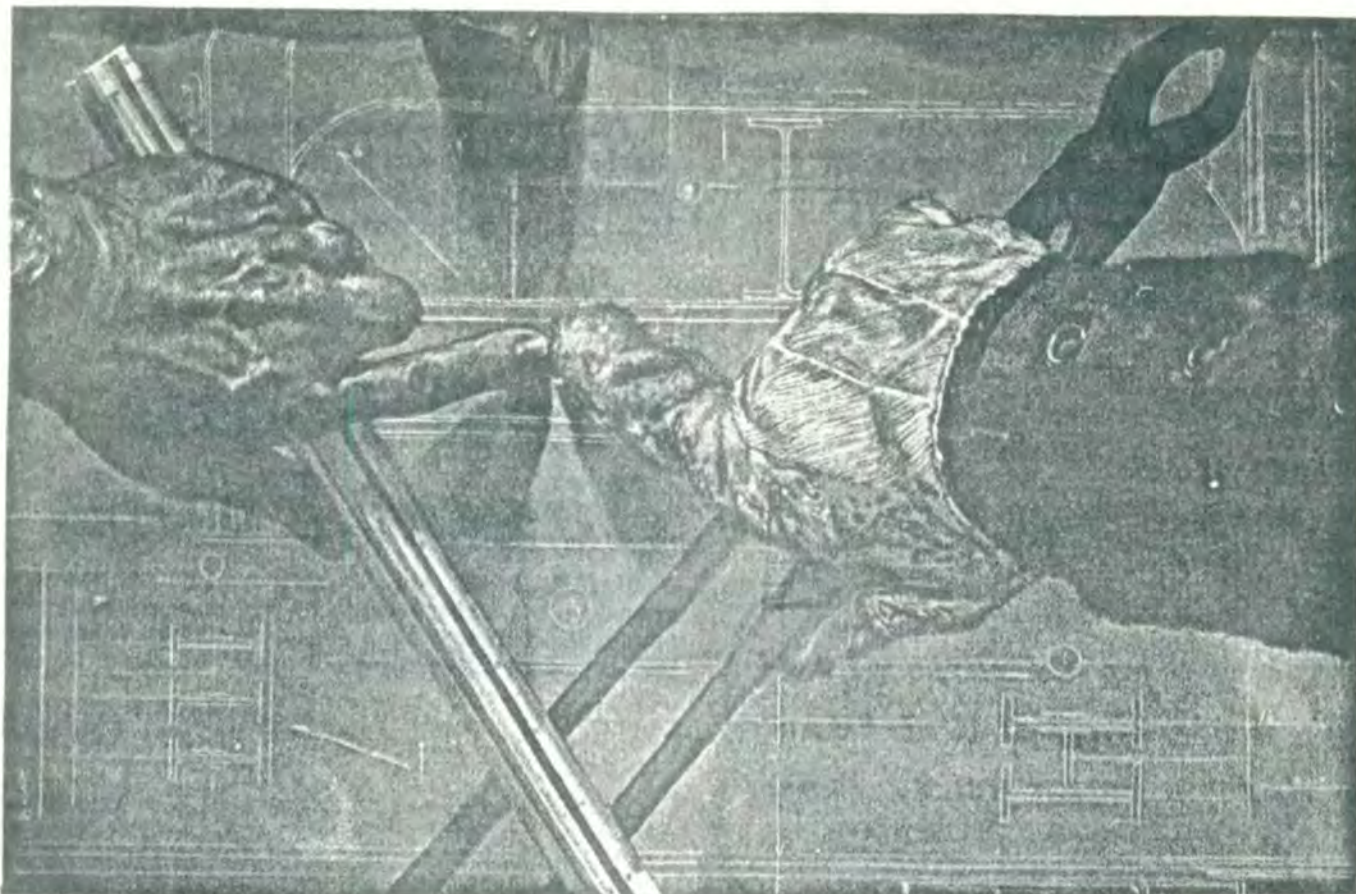
Advantages of borrowing from your Credit Union are:

1. You are insured, without additional charges, for the amount of your loan.
2. Interest rates are both reasonable and legal.
3. Your creditors are people who know you, understand your problems, and are usually able to work out payment schedules satisfactory to your needs.

Currently the Credit Union is actively financing the purchase of such items as new cars, refrigerators, furniture, etc., at reduced interest rates.

For further information about the Credit Union, see your FAA representatives: Mildred Hodges, FW-195, Mary Louise Pendleton, FW-671, and Vivian D'Arcy, FW-600A.

E. J. Anderson and Fred H. Harlan are Directors on the Credit Union Board.



DREAMS...SKILL...KNOWLEDGE are going into the giant Air Route Traffic Control Centers throughout the region. The first new-type building...at San Antonio... is expected to be accepted through FW-100 by March 15th.

(Continued)

The Regional Occupational Safety Officer is quite concerned regarding the unprecedented number of accidents involving Government cars which occurred during January. A total of 13 accidents were reported during the month--more than twice the monthly average.

Some of these accidents resulted from negligence on the part of FAA personnel, and some were caused by drivers of other cars; but most of them could have been avoided if either driver had exercised a bit of extra caution.

FAA personnel will be in the lime-light more than ever in the expansion ahead of us; and it follows that FAA cars will attract more public attention. It is imperative that our drivers be extremely careful, observing all safety practices and common courtesy rules. Accidents and "incidents" involving FAA cars create unfavorable public reaction and are often very costly in funds, suffering, and loss of manpower.

Remember, accidents don't just happen--they are caused.

A housewife was telling her neighbor about a new book on reducing she had just bought for \$5.

"How much have you lost so far?" the neighbor asked.

"Just five dollars," replied the housewife.

AIRPORTS

Juanita Winstead is a new employee in Airports. Originally from Biloxi, Mississippi, Juanita came to Fort Worth from San Antonio, where she worked at Randolph Air Force Base.

Jim Perry has transferred to Washington, where he is in charge of Facility Records for the Airports Division.

Panel Boosts Airport Funds

WASHINGTON, Feb. 26 (AP).—A \$297,000,000 program to bring airports up to jet age standards was recommended Thursday by a House committee which topped President Eisenhower's proposal by about 50 per cent.

However, the commerce committee bill comes much closer to the administration plan than does a Senate-passed measure calling for a \$465,000,000 federal outlay. Eisenhower last year vetoed a bill somewhat like the current Senate version.

In each case, the airport construction program would be extended for four years beyond June 30. And in each case the federal grants would be matched on a dollar-for-dollar basis by the states and localities.

In their drive to hold spending within the President's \$77,000,000,000 budget, congressional Republicans have centered much of their early session efforts on the airport aid legislation and on a multibillion dollar housing bill.

Commerce Committee Chairman Harris of Arkansas said the \$297,000,000 bill was approved by voice vote, with some audible noes. He announced he will press for action by the full House soon.

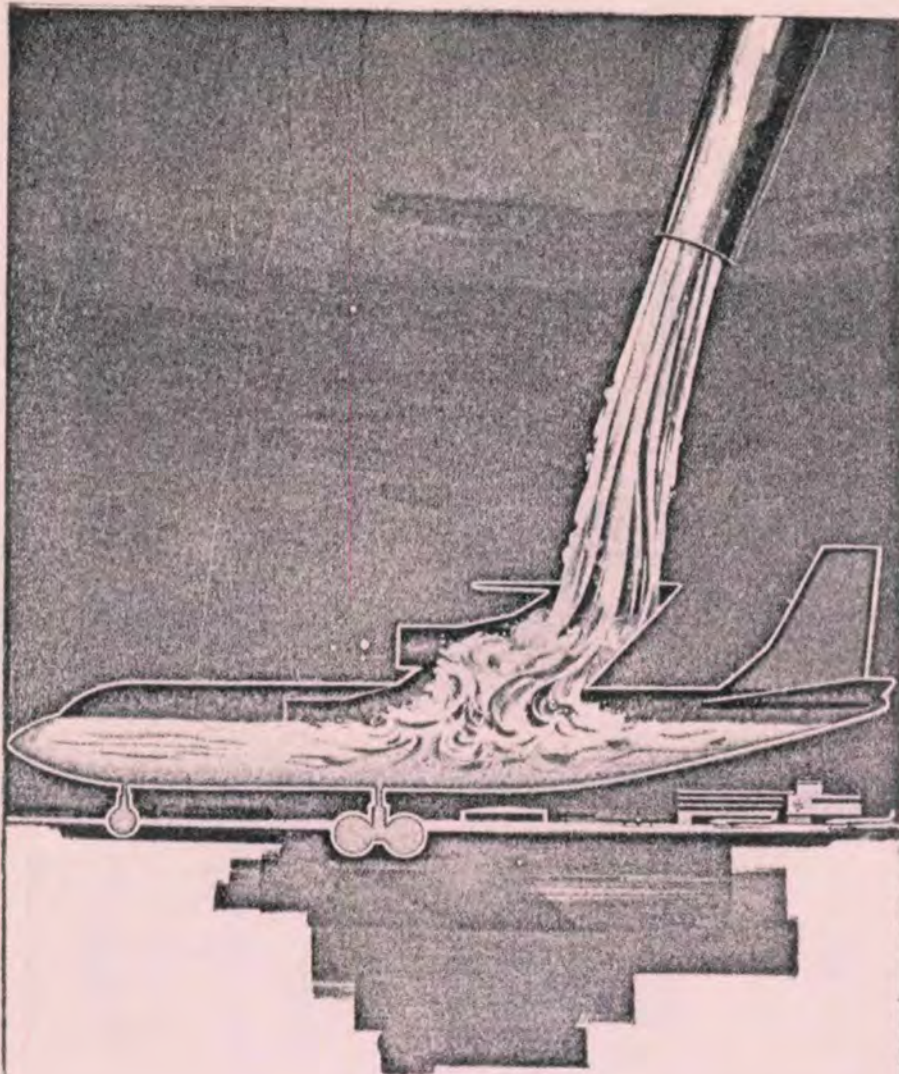
Under terms of the legislation, \$62,100,000 would be allocated to the 49 states and Hawaii in each of the four years, with another \$900,000 a year earmarked for Puerto Rico and the Virgin Islands. The bill also would authorize a \$45,000,000 fund to be used at the discretion of the federal airport administrator during the last three years.

Eisenhower proposed a \$200,000,000 program with allocations tapering from \$65,000,000 the first year to \$35,000,000 in the fourth year.

This is a clipping from the Fort Worth Star-Telegram morning edition February 27, 1959

YOU GET ME SO MIXED UP, NOW I'M NOT EVEN SURE I FILED THAT AIRPORT MASTER PLAN IN THE RIGHT BUILDING!





When "Fill 'er up!"
means 1200 gallons a minute

Two railroad tankcars of fuel--more than 20,000 gallons--go into a jet airliner when the pilot says "Fill 'er up!" With a modern refueling system at the airport and in the airplane, this mammoth refueling job takes only 20 minutes. Aircraft manufacturers, systems manufacturers, oil companies, and the Aircraft Engineering Division of the FAA have worked together to make safe "pressurized refueling" possible. Without such teamwork, and the amazing results, point-to-point speed advantages of jet travel would be virtually eliminated. This is another important job of our Aircraft Engineering people.

FEDERAL AVIATION AGENCY

