

FEDERAL
AVIATION
AGENCY

REGION TWO

MS-127

SCANNER

APRIL 1959

We salute the unheralded, but indispensable, secretary and typist. Without her devotion and skill, the ideas of our technical and administrative aviation experts would remain only uncommunicated, and therefore useless ideas. In our business, ideas only become useful when expressed in words, and words are her business. Her value can never be truly measured---should never be underestimated.



FAA REGION TWO

S C A N N E R

Volume 2

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Issue 4

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.....Everett Morris
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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To My Fellow Teammates:

A strange secret of success has been revealed to me...and I want to share it with you. It is a simple, but effective way to accomplish more, to get more out of life. But first--a prologue to that secret.

Along with the challenge that has been given us by our new aviation agency, goes our sobering thoughts of "how can I personally contribute more--do a better job--accomplish what I know needs accomplishing."

Most of us feel that we're doing our job now to the best of our ability, and within the framework of how we interpret what our job actually is. We think we're doing every day what we should.

But are we? I think not!

Now, for the simple secret of how to accomplish more--how to get more out of life every day.

Please--don't be misled by the simplicity of the method. I dare you to try it for only 10 days and see it alter your life for the better--see it reveal to you solid facts about how you're running your work.

Here's the method.

Prepare a simple chart on regular size paper. Along the top, in seven columns, put the days of the week. Down the side, divide the day columns into 15-minute sections. Make each section large enough to write in a short sentence.

Now--how to use the chart.

Truthfully...honestly...promptly...record exactly what you did during the fifteen minutes that just past. Don't be fancy--be simple. State the facts. No one but you will ever see the chart, so you don't have to make it look good. Make it honest. If you drank coffee with buddies for 30 minutes--say so. What did you talk about on the phone for 20 minutes? (Very likely it could have been said in five minutes.)

Now you ask, "So what?" What will all this show me?

After you've followed this charting program for 10 days, sit down some Saturday afternoon and analyze what you've actually done with your time. Based upon your own personal chart--each one's will be different--set up the activity types into categories. Plot the time you spent on each category.

Then, how you're running your job and life will appear before you!

If you're like most of us, you'll see that you're wasting great amounts of your time and energy on insignificant things--things that really do not contribute much toward the accomplishment of your job or to your happiness.

You'll find whole areas you can immediately either cease doing, or properly delegate.

Amazingly--most of us find that truly--actually, precious little of our time can we say is really, pointedly, and efficiently directed toward doing what we should or would like to do.

Try this formula for a successful living insight. The changes you make after this analysis are sure to materially contribute toward your accomplishing more, getting more out of life every day.



Regional Administrator

AIR CARRIER SAFETY DIVISION

THE NAME: LOGAIR, another facet of Air Carrier Safety Division activity.

THE MEANING: A scheduled cargo airlift service operated within the Continental United States over established routes by commercial air carriers under contract to the United States Air Force. Of the four Civil Contractors comprising this LOGAIR system (12,000,000 ton miles flown monthly), three are based in our Region - AAXICO, Capitol Airways and Riddle Airlines.

The Air Materiel Command of the U. S. Air Force, in a recent news release, proudly boasts that during

the first four years of LOGAIR these carriers experienced no major loss or damage in 72 million miles of cargo airlift and that they had been complimented for their "enviable safety record" by the National Safety Council.

The fatigue of many long hours spent working with these operators is replaced by the heartening feeling of a job well done when one of the operators who has just been honored with an Air Force plaque for his safety record remembers, in turn, to express his gratitude to the F.A.A. Such a letter has been received by Sterling Ward, Chief of the Air Carrier Maintenance Branch.



AIRPORTS

The soon to be completed paving and lighting project at Murfreesboro, Tennessee, costing the U. S. Government approximately \$125,500, paid for itself many times over in the short period of one minute during the evening of February 16, 1959. An Air Force pilot in a T-33 jet training plane, with radio and communication trouble, was going in to Sewart Air Force Base via a Ground Controlled Approach. Low on fuel, he barely saw field lights as he made his landing approach. Upon landing, he found he had insufficient fuel to turn around and taxi back to the apron. He radioed the base tower to send a fuel truck, and reported running off the end of the pavement. Upon searching Sewart for some time, it was realized that the pilot had completely missed the field and had very fortunately happened upon the recently lighted and paved Murfreesboro Airport.

Without the lighted field at Murfreesboro, the probable loss of the plane alone would have been equivalent to the cost of paving and lighting many small airports. This is only one of many similar incidents that have occurred recently in the State of Tennessee in which lives and equipment have been saved by facilities made available through Federal-aid Airport Projects.

No Federal-aid Airport bill in recent years has been the subject of more controversy than the one proposed for Fiscal Year 1960. The

President has recommended a \$200,000,000 program, extending over a period of four years, and it is this program which General Quesada is advocating. He believes Federal participation should be confined to the construction of runways, taxiways, aprons, etc., and should not go "beyond the gate." He has said that Federal concern should be limited to the "safe and efficient movement of passengers and cargo, and local and State governments and private interests would be expected to assume their traditional and proper responsibility for the comfort and welfare of passengers and other airport users..." He further stated that no Federal funds should be available for projects which "either do in fact, or should reasonably be expected to, produce sufficient revenue to attract financing from sources other than Federal aid funds." This has reference to administration buildings, the construction of which has been eligible for Federal participation since the passage of the Federal Airport Act in May, 1946.

In spite of the President's and General Quesada's recommendations, the Senate has passed a bill calling for an expenditure of \$465,000,000 in Federal funds over a four-year period, and a House committee has recommended a \$297,000,000 program. As this is being written the debate continues and the final outcome is anybody's guess.

The temperance lecturer was getting into his stride. "I wish," he shouted, "that all the beer and spirits were at the bottom of the sea."

"So do I," shouted a man at the back of the auditorium.

"Thank you," said the speaker joyfully. "I'm glad to see a teetotaller!"

"Not at all," replied the heckler. "I'm a deep-sea diver."

AIR NAVIGATION FACILITIES

ANFD personnel are still reaping generous rewards for suggestions they have submitted. The following employees have recently received awards: O. G. Danner, FW-630, \$75.00; Harold Brown, Midland, Texas, \$50.00; Stanley Kolodzie, San Antonio, Texas, \$25.00; Jack E. Denman, Charleston, S. C., \$25.00; Walter D. Pauli, Little Rock, Ark., \$300.00; Russell E. Hillen, Nashville, Tenn., \$100.00; Herbert B. McQuire, Alcoa, Tenn., \$75.00; Lloyd S. Blackmon, Jr., Waco, Texas, \$50.00; Morris L. Johnson, Montgomery, Ala., \$50.00; Richard M. Milton, San Antonio, Texas, \$25.00; Mrs. Leila V. Ketchum, Jacksonville, Fla., \$10.00.

Special recognition goes to Haywood A. Stanley, Savannah, Ga., who won a total of \$250.00 for 2 suggestions which he submitted. In addition, he won first place in the Regional May-June Suggestion Contest for an award of \$75.00 and third place in the National Contest for an award of \$50.00. Mr. Stanley won a total of \$375.00 and as the old saying goes, "that ain't hay."

Special recognition also goes to Vernon A. Qualls, Midland, Texas, who was selected as the supervisor for first place in the Regional May-June Suggestion Contest and received an award of \$100.00. He was selected for this award on the basis of speed and thoroughness in evaluating suggestions in proportion to the number of employees who submitted suggestions and the number adopted. Mr. Qualls also won first place in the National Contest in Washington for an award of \$200.00.

Little Johnny seemed to like kindergarten but showed no signs of being an outstanding student. One day, however, he came home with a gold star. Asked why he was rewarded, he said, "Well, it's like this--every day we have to rest, and I rested the best."

The following engineers visited the ANFD and the Fort Worth/Dallas area during March: Manohar Gadre and Sharathkumar Pendharkar of India. Macro Velasquez, Ernesto Florit and Enrique Marchio of Chile.

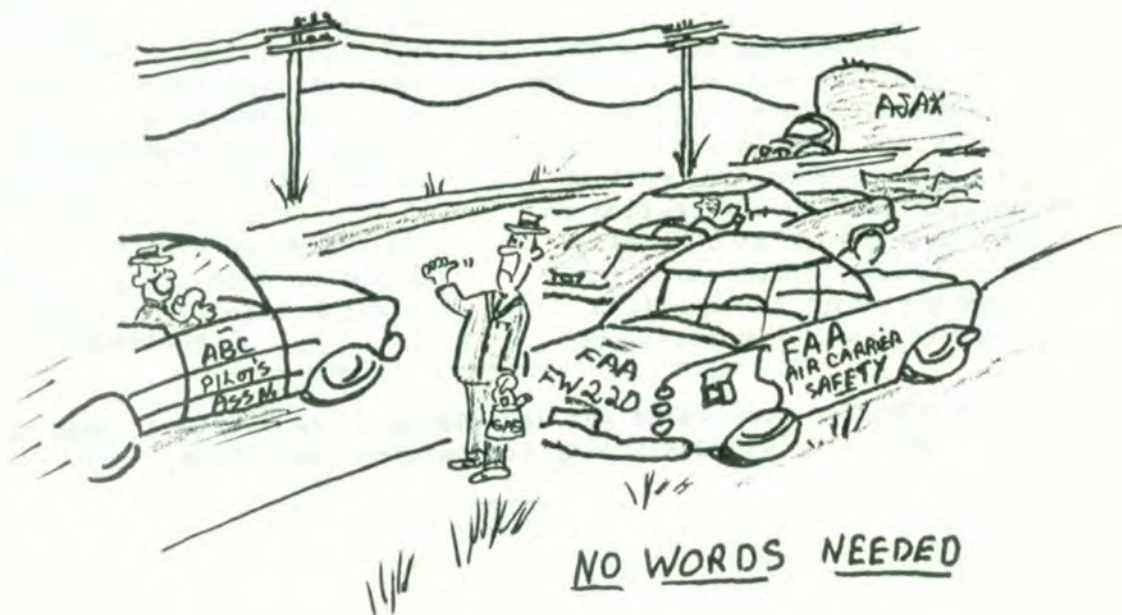
Doris Burns, Betty Keys and Mary Lee Herrin of the Drafting & Reproduction Section spent several days last month in New Mexico on a skiing trip. Their first stop was at Hondo Lodge in the Toas Ski Valley, 19 miles from Toas in the shadow of the highest peak in that state, Mount Wheeler. They visited an Indian Reservation near Toas and saw many interesting attractions in Toas. En route home they spent some time in Santa Fe. After braving the elements and perils of skiing, they arrived home safely--but the next weekend fate played a dirty trick--Doris fell and broke her arm while skating.

The following is the first of a series of articles regarding facilities that are established and maintained by this division, and which we feel will be of interest to all FAA personnel.

LAYMAN'S DISCUSSION OF VORTAC

The term VORTAC is derived from VOR (VHF Omni Directional Range) and TACAN (Tactical Air Navigation Equipment). This is a big word in the Air Navigation Facilities Division where a "crash" program is underway to commission or have operational 56 VORTAC facilities by June 30, 1959. Implementation of these facilities and the

YOU CAN SURE TELL
HE WROTE LETTERS
FOR THAT FAA
FACILITIES BUNCH!



AIR NAVIGATION FACILITIES

planned continuation of this program for several years will directly or indirectly affect every Division in FAA as well as the flying public who make use of or benefit from FAA air navigation facilities.

VOR has been in use for over ten years. This facility provides a course for any bearing the pilot wishes to fly simply by selecting the desired course on the aircraft bearing selector. By keeping a course needle centered, the pilot can fly any bearing he desires to or from the station to which he is tuned. If the pilot deviates from the selected bearing, the course needle will swing to one side of center indicating that a correction in heading is required to return to "on course." Assuming a bearing of 45° is being flown, an aircraft must change to a bearing of either 35° or 55° before the course needle will deflect to full scale to one side. Having chosen your bearing, the VOR has "for you" one course, for if you were to make a complete circle around the VOR you would not find a course anywhere except at the selected bearing. However, your selection of courses is unlimited and each user has freedom of choice regardless of how many aircraft may be using the same station.

While our predecessor agency CAA was installing VOR, the U.S. Military agencies were developing a TACAN facility for use by Military Aviation Services. This system, in addition to presenting bearing information in about the same manner as VOR, also furnishes distance information in miles from the plane to the TACAN station being used. VOR equipment

operates in the VHF frequency spectrum from 108 to 118 megacycles, but TACAN operates in the UHF frequency spectrum from 976 to 1213 megacycles. TACAN equipment uses "pulse techniques" to transmit bearing and distance information to the aircraft.

The bearing information from TACAN is transmitted continuously to aircraft in the form of pulses averaging about 2700 per second from a cylindrical rotating antenna. The desired course is selected on the aircraft bearing selector and a course needle is used to fly the selected bearing by keeping the course needle centered.

TACAN distance measuring equipment is an outgrowth of radar ranging techniques whereby distance is determined by measuring the time of round trip travel of radio pulse signals between two points. The TACAN ground station will not transmit any signals until the user asks for them. The airborne interrogator repeatedly sends out interrogation pulses that are received by the ground TACAN station. These pulses are used to trigger an associated transmitter into sending out reply pulses on the same antenna system used to transmit bearing information. These reply pulses are picked up by the airborne receiver. Timing circuits automatically measure the interval between interrogation and reply pulses and convert this time into electrical signals that operate a meter calibrated in miles to indicate distance from aircraft to the TACAN ground station.

VORTAC is one of many airways modernization projects being implemented to expedite air traffic and increase safety in flight.

The only exercise some folks get is jumping at conclusions, running down their friends, sidestepping responsibility and pushing their luck.

BUDGET AND FINANCE

Three employees in the Budget and Finance Division received Superior Performance Awards in February that totaled \$400.00. They are Peggy Maidic, Marie Reed, and Dale Murphy, who are voucher examiners in the Audit Section. We are very proud of these employees and their outstanding performance. Keep up the good work!

In accordance with Agency policy relative to the internal audit program, an examination of the fiscal policies and practices was conducted in the Budget and Finance Division during the period March 9 through March 20 by Messrs. Joseph A. Norton and Arnold B. Nehring of the Washington Accounts and Audits Division.



GENERAL SERVICES DIVISION

Cecil R. Green, Chief, Procurement Branch and George S. Van Natta, Chief, Contract Section, were the recipients recently of a Certificate of Achievement for actively participating in a series of Procurement Workshops sponsored by the Small Business Administration.

Increased activity of construction contracts in connection with air navigation aids has stimulated interests of various general contractors in this type of construction. No doubt you have received inquiries as to how a contractor is able to receive bids for this type of work. At the present time the Procurement Branch, FW-160 has an active bidder's list of approximately 123 potential bidders. This list is currently increasing; new interested bidders usually prepare a letter of request to the attention of the Chief, Procurement Branch, and request that they be placed on the bidder's list. The Procurement Branch then submits to the applicant a questionnaire together with an SF-129, "Bidder's Mailing List Application." The questionnaire and the completed SF-129 are used in evaluating the potential contractor's qualifications. Periodically advance notices containing proposed invitations are mailed to all contractors on the bidder's list. The bidder selects the project he is interested in and requests the Procurement Branch to forward him the invitation containing plans and specifications for bidding purposes. A wide coverage of general contractors using our bidder's list

stimulates competition, which in turn reflects lower prices to the Government for construction projects.

The new Air Route Traffic Control Center building at San Antonio, Texas was accepted by the FAA on Tuesday, March 10, after completion of an inspection by a team of Washington and Regional officials. This large, strictly modern building is located at 8562 Broadway, adjacent to the San Antonio International Airport. It is the first of 27 new concept ARTC Center buildings currently planned for construction in the United States. The building is specially designed for Air Route Traffic Control Center use, one of the unusual features being a control room 60 by 120 feet with a 21 foot ceiling. Engine-generators, provided for standby power, will be located in a separate structure detached from this building.

Some concept of the size of new Center buildings can be realized by the fact that this building has a gross area of approximately 44,000 square feet, whereas the former San Antonio Center occupied only 7,000 square feet.

Old timers employed at this Center will no doubt be delighted with the new conveniences for employees such as paved parking space for 225 vehicles on the 5.6 acre plot on which the building was constructed. An elevator, snack bar, employees' kitchen, and spacious ready room will no doubt assist in promoting employee morale. The main portion of the building contains no windows, however, the indirect lighting system in the Control Room is adjustable from 0 to 25 foot candle power; humidity control and

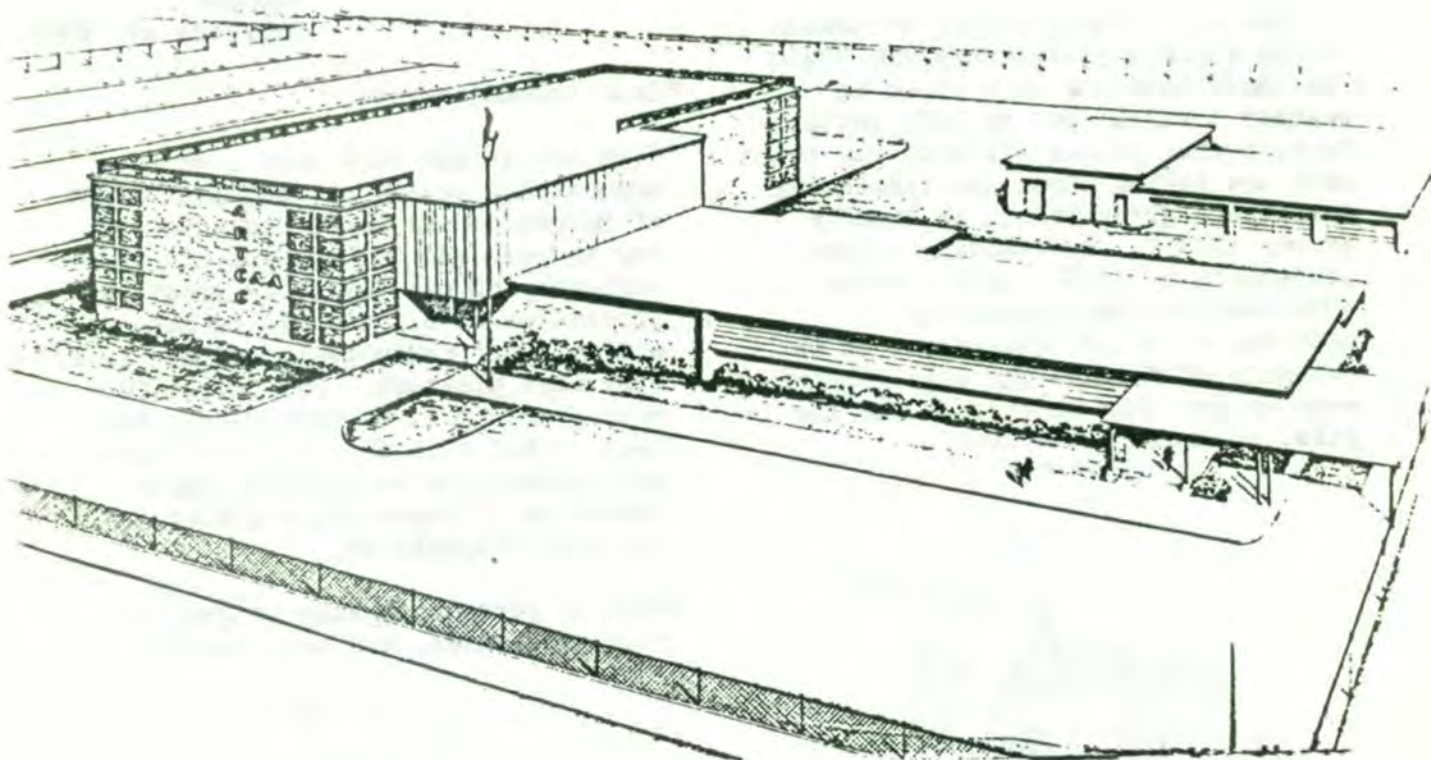
If you want the world to beat a path to your door, try not paying your bills.

(Continued)

complete air conditioning have been installed to create ideal working temperatures at all times and to permit proper operation of delicate electronics equipment. The construction cost of the building was approximately 1-1/2 million dollars, however, the cost of new electronic and communication equipment being installed in the building will be about 4 million dollars.

The San Antonio building is leased from the owner Mr. Thomas T. Dean, and was built by Welsh and

Burney. Other Center buildings in this Region to be constructed by private capital are at Hilliard, Florida and Hampton, Georgia. Completion dates for both of these buildings are planned for November 1, 1959. According to current plans, the remainder of the new concept ARTC Centers in Region Two will be built by FAA. Area locations for new buildings scheduled for fiscal year 1960 and 1961 are Fort Worth, New Orleans, El Paso, Memphis and Miami.



IN MEMORIAM

MRS. LA VERNE SAMUEL died March 27 in a Fort Worth hospital. She had been ill about 3 months.

LaVerne was secretary to the Chief, ATC Tower, Carter Field, Fort Worth.

CHARLIE L. TERRY died March 7 after an illness of one month.

Charlie was an AOS at the Macon, Georgia, Station.

LEWIS V. VAUGHN died March 29 after suffering a heart attack.

Lewis was a garage attendant at the regional headquarters.

"Good Morning!

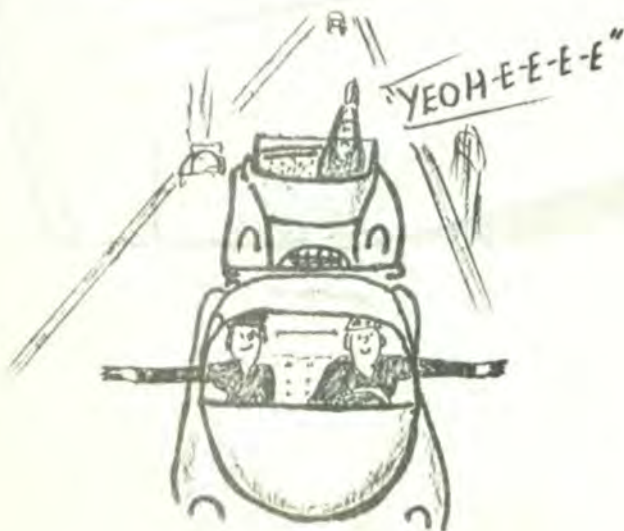
"Thank you so much for your co-operation Sunday evening getting us safely on the ground.

"Helping others makes for a worthy life and you fellows will always have our indebtedness for life itself.

Thank you again,

7215 Alpha"

This is a simple letter of thanks to the fellows at Jacksonville Radio for their handling of a pilot in weather trouble--but in this letter is said what pilots all over the region are saying about the lifesaving assistance given pilots in trouble by our ATCS's. Outstanding flight assistance to pilots is a service ATCS people pride themselves in offering to pilots regardless of the category of flight--the only requirement to get this service is for the pilot to declare the need.



Col. Frank Marek, USAF, Commander, Bergstrom Air Force Base at Austin, Texas, wrote Bill Bell, Chief of the Austin RAPCON/Tower that, because it was Bell and his FAA people who "did most of the leg work and devoted long, arduous hours to successfully accomplish the task", the letter below could just as well have been addressed to the FAA facility chief.

"Acapulco
February 19, 1959

"Dear Colonel Marek:

"I am not at all sure that I managed adequately, during my stop last night at Bergstrom Air Force Base, to convey to you--and through you, to your officers and men--my truly great appreciation of all you did to make me and my staff comfortable and our brief stay most pleasant. The Secret Service people tell me that rarely have they worked with anyone as efficient and cooperative as you and, quite naturally, I share their gratitude for your helpfulness.

"With my personal thanks to you and your associates, and warm regard,

Sincerely,

/s/ Dwight D. Eisenhower"

Our sincere sympathy to Jim Leslie, Chief, Air Carrier Operations Branch, 12 FW-227, on the loss of his wife on March 21st.

Bill Cheek Gets Hole-In-One At Municipal Course

Driving into the face of brisk wind, Bill Cheek scored a hole-in-one yesterday on the 13th hole at the Charleston Municipal Golf Course. The 13th is the three-par water hole.

Cheek's drive carried high and straight toward the pin. The ball hit about three feet in front of the cup, rolled to the edge, hovered there a split second and then plopped in.

Playing with Cheek was Joe Passailaigue.

After selecting a seven-iron for the short drive across the water, Cheek tossed some grass up in the air to check the wind direction and then decided he'd use an eight-iron instead.

He wound up his 18-hole round with a 78.

The above clipping was in the Charleston, S. C., News & Courier on February 3rd. Bill Cheek is an Airways Operations Specialist in the Charleston Tower.

Joe Passailaigue is also an AOS in the Charleston Tower.

PAGE 4, SECTION I THE HOUSTON POST
THURSDAY, MARCH 26, 1959

Quesada Says Houston's To Be Good Jet Airport

By BOB POOLE

Safety-wise, the Houston International Airport will be one of the nation's finest when its main runways are extended to 7,600 feet, the head of the Federal Aviation Agency said here Wednesday night.

"Your situation here will be extremely good for jet aircraft," Gen Elwood R. (Pete) Quesada said on his arrival to meet with the city aviation committee and to address the Rotary Club at noon Thursday.

HE FLEW TO Houston from Washington by Eastern Air Lines and was met by Ralph McCullough, chairman of the mayor's aviation committee, and Warren Woodward, chairman of the subcommittee on airports.

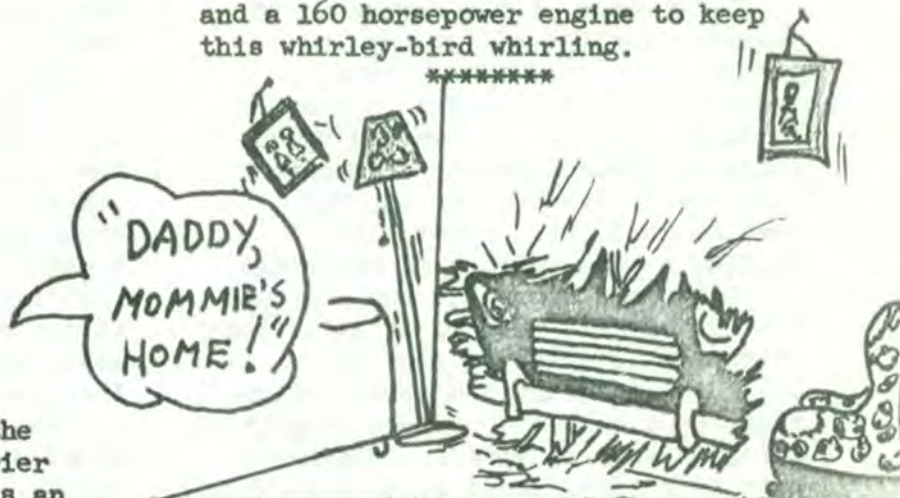
The independent agency which the general heads reports directly to President Eisenhower and is responsible for modernizing the federal airways system, directing air traffic control of civil and military aircraft, controlling allocation of diminishing air space and issuing and enforcing safety rules.

The last responsibility is considered the top one by Gen Quesada.

"Our desire is to bring as much safety to the jet operation as possible," he said. Along this line, the FAA put into effect several weeks ago a coast-to-coast semi-automatic aircraft control system to eliminate mid-air crashes.

Jerry Davidson, flight test pilot in the Engineering and Manufacturing Branch, Aircraft Engineering Division, landed the Brantley B-2 experimental helicopter on the front lawn of Region Two headquarters during a recent test flight.

A number of our employees took this opportunity to get a close look at this machine, one of our newest designs in rotorcraft. It is two-place, all metal, has single main rotor with 3 blades, a tail rotor, and a 160 horsepower engine to keep this whirley-bird whirling.



AVIATION AGENCY HEAD GREETED HERE
13 From Left, McCullough, Gen Quesada, Woodward
—Post Photo by Keith Hawkins

PERSONNEL DIVISION

READING IMPROVEMENT COURSE

A thirty-hour Reading Improvement Course has been developed by the Proficiency Development Branch, and will be offered to Regional Office Personnel for the first time beginning March 23, 1959. Classes will meet one hour every day for six weeks.

The purpose of the course is to increase reading efficiency and improve reading skills. More specifically, the course will be designed to increase reading speed, increase comprehension, eliminate undesirable reading habits, and develop skill for effectively reading a wide variety of materials.

While this course is not designed to make miracle readers of employees overnight, similar courses in colleges, industry and other government agencies have produced notable gains in reading speed. An average gain in reading speed of 50-100% with no loss of comprehension is not exceptional.

At the present time the reading laboratory, located in Building 1, Room 210, can accommodate only six persons per class. Instructions for enrollment will be forwarded to the respective divisions prior to the beginning of each class.

* * * * *

SUSTAINED SUPERIOR PERFORMANCE AWARDS

Now that Annual Performance Ratings have been completed, supervisors will probably have a greater

awareness of the work and contributions of their employees than at any other time of the year. Perhaps you have an employee who did not quite measure up to the rigid requirements for an Outstanding Performance Rating, and yet did such a good job that you feel he deserves some kind of recognition. That employee may be eligible for a Sustained Superior Performance Award.

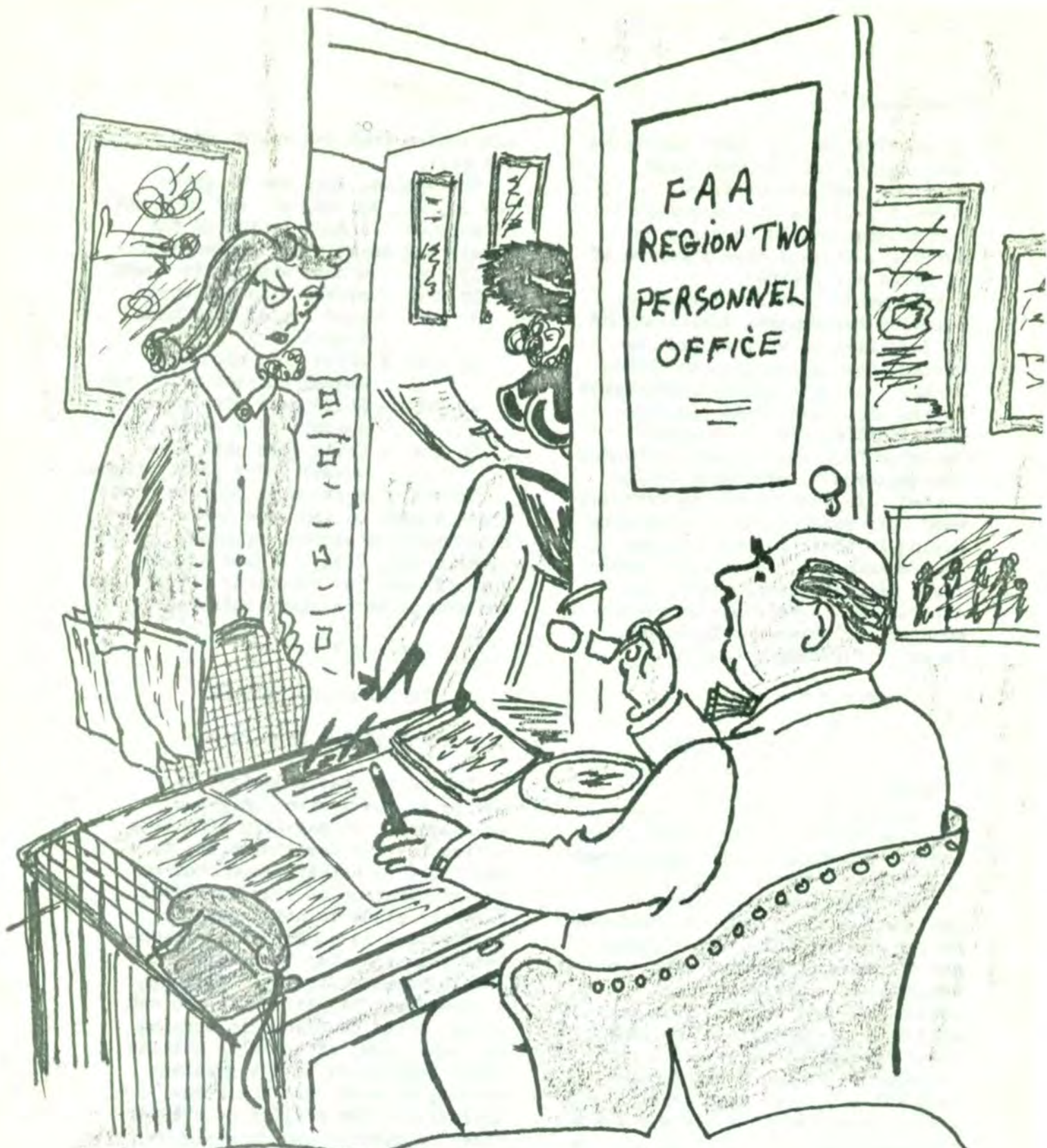
What is a Sustained Superior Performance Award? A Sustained Superior Performance Award is a cash award for job performance which has exceeded the normal requirements to such an extent that special recognition is merited. A Sustained Superior Performance Award is not a performance rating, but an award granted under the Incentive Awards Program.

The Sustained Superior Performance Award differs from an Outstanding Rating. To deserve an Outstanding Rating, an employee must exceed the normal requirements in all aspects of his job to such an extent that he deserves special recognition, while to be eligible for a Sustained Superior Performance Award, an employee must exceed the normal requirements and deserve special recognition in most of the areas of his job. An employee may also become eligible for a Sustained Superior Performance Award by doing particularly outstanding work in one or two aspects of his job. Therefore, since the requirements for a Sustained Superior Performance Award are not as high as for an

The paratroopers were aloft for their first jump. Everything went off in perfect order, until the last man came forward to jump.

"Hold it!" shouted his commanding officer. "You're not wearing your parachute!"

"Oh, that's all right, sir," retorted the recruit. "We're just practicing, aren't we?"



APPARENTLY, MISS BLUDGEON, YOU DON'T
UNDERSTAND OUR NEW STANDARDS. WE CAN
TEACH HER TO TYPE!

(Continued)

Outstanding Rating, more employees can qualify for the Sustained Superior Performance Award. Normally, awards for superior performance should be based on service sustained over a period of at least six months.

Recommendations for Sustained Superior Performance Awards should be justified in writing and forwarded through channels to FW-93. An approved Outstanding Performance Rating will constitute adequate justification for a Sustained Superior Performance Award provided the employee is otherwise recommended. In such cases, supervisors need only refer to the Outstanding Rating in their recommendation. The Personnel Division will soon issue detailed instructions for supervisors to follow when recommending employees for Sustained Superior Performance Awards.

LENGTH OF SERVICE AWARDS

Length of Service Awards for Region Two employees have been received by the Personnel Division and are scheduled to be distributed in the near future.

Previously, Length of Service emblems have been given to employees having completed 10, 20, 30, 40, and 50 years of service with the Government. This year a new emblem has been chosen. The new emblem is one being used by many other Federal Agencies and recommended by the Civil Service Commission. It is much more

* SAFETY DOESN'T COST ANYTHING *

* * *

* UNTIL YOU FORGET IT *

* * *

attractive than the emblem used in the past.

The emblems will now be given for 15, 25, 30, 35, 40, and 50 years of service. A description of the metals and enamels being used are:

15 yrs. - bronze with white enamel

25 yrs. - silver with red enamel

30 yrs. - gold filled with blue enamel

35 yrs. - Solid gold with blue enamel and synthetic ruby

40 yrs. - Solid gold with blue enamel and 2 point diamond

50 yrs. - Solid gold with blue enamel and 3 point diamond

Length of service is computed for these awards on the same basis as for retention preference purposes.

December 31, 1958, is used as the cut-off date for computing eligibility for awards to be given this year.

TIPS FOR SUPERVISORS

The Need For Cooperation

One of the basic desires of people is the desire for group acceptance. To maintain effective action in your department is, to a considerable extent, dependent on the cooperation of your employees. Planning alone is not enough; cooperation is essential to translate your planning into action to obtain maximum results. Although a supervisor may drive his men and secure blind obedience in turning out some work, if he is to utilize their capacities to the greatest extent, he must have their cooperation. The ability of a supervisor to develop and maintain cooperation within his unit is one of the attributes of positive leadership.



NOW I REMEMBER
WHERE I HEARD
ABOUT YOU. YOU'RE THE
FELLOW IN FAA REGION TWO THAT
WROTE THE PERSONNEL DIVISION ABOUT
WHAT YOU THOUGHT ABOUT THEIR POLICIES!



WELL. ~~WELL~~!!
WHAT DO
YOU WANT?

GENERAL SAFETY DIVISION

The Miami GSDO reports that Jack Steward and Joe Beals have obtained FAA approval of a Repair Station with an X-Ray rating. The Repair Station uses the nuclear photographic method for non-destructive inspection of aircraft parts and components. This method of photographic inspection for internal damage and flaws in metal is performed by the use of Cobalt 60 as a source of power. Cobalt 60 is a highly radioactive substance available only through the Atomic Energy Commission. This Repair Station joins the few in the United States in making the ultimate in non-destructive testing available to the general aviation industry.

Recently the personnel in the New Orleans office did a double take when the morning mail turned up a couple of missives postmarked from Japan. They soon learned that it was all the result of what they fondly hope are their good foreign relations. Seems they were Christmas cards from one Hiroyasu Hirota of the Civil Aviation College, Akaocho, Miyazaki-shi, Miyazaki-ken (you pronounce it) Japan, who had spent several weeks in their office last year learning the U. S. way of doing things safetywise in civil aviation. The cards proved to be copies of delightful Japanese screen prints and added the currently fashionable oriental touch to the decor of the office.

Frances Lancaster of the Little Rock GSDO has been selected Secretary-Treasurer of the Arkansas Private Flyers for the fourth consecutive year.

We are happy to welcome Beth Doherty to the General Safety Division as Administrative Assistant.

WHOA-A-O-O
YOU SON OF A
GUN!

WHOA-HO-O-O-A

AIR TRAFFIC CONTROL

Brig. Gen. George Cassady, Deputy Director, Bureau of Air Traffic Management, Washington, recently visited the facilities at Atlanta and San Antonio, and spent one day here in the Regional Office discussing ATC operations.

The program of bringing chiefs of our Stations and Towers into the office for a week's familiarization is being reinstated, and every effort will be made to bring in those chiefs who haven't already been in. Comments from people who have previously taken part in this program indicate it is well worth while. We would like to extend it below the chief level; however, because of time and fund limitations, this does not appear possible, at least for the present. Those chiefs who have been in recently are: Grady H. Bloodworth, Walnut Ridge Station; Harry T. Gillen, Memphis Station; and John B. Kendrick, Mineral Wells Station.

The program of radar flight following of civil air carrier jet operation continues and is being expanded as new routes are activated. Just a few weeks ago several new ADC sites were jointly flight checked by ADC and ATC personnel.

Newcomer to our division in the Regional Office is Diane Bradford. Diane came to us from Air Carrier Safety Division and is in our Analysis Branch.

Upon returning to her fifth grade class one day, a teacher found the children sitting quietly at their desks. Since this was unusual, she asked for an explanation.

Rather hesitantly, a girl said, "Well, you once told us that if you ever left the room and came back to find everyone sitting perfectly still, you'd drop dead."

Awards and Commendations received by ATC personnel during February were: Employee Suggestion Awards - Rose D. Reese, Marianna Station; R. A. Singley, Myrtle Beach Station.

Award for Speed and Thoroughness in Evaluation of Suggestions and Helpfulness in Promoting the Employee Suggestion Program - Tom Gore, Jacksonville Center.

Sustained Superior Performance Award - Berniece M. Morgan, Fort Worth Station.

Certificate of Commendation and Monetary Award for handling a difficult situation involving air traffic at Crossville on November 25, 1958 - Felton Ford, Crossville Station; Doyle J. Marrs, Crestview Station (Marrs was assigned to the Crossville Station at the time of the incident).

Visitors in the Regional Office for the next six weeks are Orhan Toksoz of Turkey and Doo Bang Kim of Korea for participation in the Foreign National Training Program. Toksoz is chief of telecommunications at the Esenbaga Airport, Ankara, Turkey, and Kim is an Instructor and Assistant to the Airport Manager at the Kimpoo International Airport, Seoul, Korea.

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*****
*          SAVE TODAY          *
*  FOR A SECURE, HAPPY TOMORROW  *
*              BUY              *
*  UNITED STATES SAVINGS BONDS  *
*                               *
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(Continued)

WHAT IS MEANT BY FLIGHT ASSISTANCE SERVICE?

by

A. G. Delatte, FW-540

Flight Assistance Service is the generalized title of those non-traffic control services provided by FAA's ATC Stations. The objectives of Flight Assistance are (a) to help the pilot plan a safe and expeditious flight through proper briefings, (b) to provide helpful en route information and advice to the pilot during the course of his flight, (c) to provide emergency assistance, if necessary, and (d) to alert search and rescue agencies if he does not reach his point of first intended landing within a specified time. All of these services are provided either at the request of the pilot or on the initiative of the communicator.

So that they may be in a good position to provide these services, communicators are trained in all aviation fundamentals, including meteorological aspects of flying. They are acquainted with all nav aids, airports and with terrain within the service area of their respective stations.

They are constantly aware of prevailing weather conditions within that area. They know the precise location of all radar facilities within the area, which might be used for advisory or emergency aid. They maintain close liaison with the Weather Bureau so information, including radar weather data, gathered by Bureau facilities, may be made immediately available to all pilots needing it.

Briefly, the Flight Assistance job of the communicator is to thoroughly understand the cross-country problems of the pilot, get fully familiar with all aspects of the air-ground contact area of his station and to remain constantly alert for pilots' needs. His aim is that "no pilot shall get into difficulty through failure to receive adequate pre-flight or in-flight information, advice or assistance."



AIRCRAFT ENGINEERING

If you've ever used those aircraft specifications, you probably saw the phrase: "Controlling Region Two."

Do you really know what that means? If you work in the Aircraft Engineering Division, you should know. But other members of our "One Big Happy FAamily" might be interested.

Our main job is to see to it that airplanes produced in our region meet the high standards set by law in the way they're designed, in the way they're made and in the way they fly.

We've got rotary-wing aircraft, too; BELL in Fort Worth, Texas; BRANTLY in Frederick, Oklahoma; and UMBAUGH down in Florida.

How many conventional airplanes can you name that are in Region Two?

Of the planes you see most often, how about AERO DESIGN Commanders from Oklahoma City, MOONEYS from Kerrville, Texas, IUSCOMBES and TEMCO Twin Navions from Dallas, or single engine NAVIONS from their new home base, Galveston?

Older airplanes, but still padding around are SPARTAN Executives from Tulsa, Oklahoma, MONOCOUPES, now from Melbourne, Florida, and ANDERSON-GREENWOODS from Bellaire, Texas.

Watch for coming attractions from PIPER in Vero Beach, Florida, and LOCKHEED in Marietta, Georgia.

To prepare our engineers for the ever-increasing problems of today's and tomorrow's aircraft, an accelerated program of training is under way.

Herb Slaughter, our Division Chief, and three other engineers were in California last month learning about the Douglas DC-8 which will be flying over our region in the near future.

Bob McKissick and Bruce Russell were at the Aeronautical Center taking a concentrated dose of "Flutter and Vibration." Now, there's one subject that's really complicated, but as airspeeds go up and wing thicknesses go down,, it's more important than ever before.

Earnest Erickson, Power Plant engineer, had a lot of favorable comments on the very intensive indoctrination course he just completed. This was one week at the Aeronautical Center and one week at Washington's Power Plant Branch.

Jim Reid just finished two weeks of Aeronautical Engineering at the Center and says it is already helpful in his job of processing the hundreds of modifications being handled by our division. Jim is also carrying a heavy schedule in night school.

Our staff is doing everything it can to prepare itself for the increased responsibilities that are with us today and are sure to be even more demanding in the tomorrows yet to come.

DEATH CLAIMS AIR PIONEER

Byron Quinby Jones, 70, a pioneer Army flier and World War I chief of Army aviation training, died at Walter Reed Hospital March 30th of a heart ailment.

Yellow clippings in his scrapbook identified Jones, a retired colonel, as:

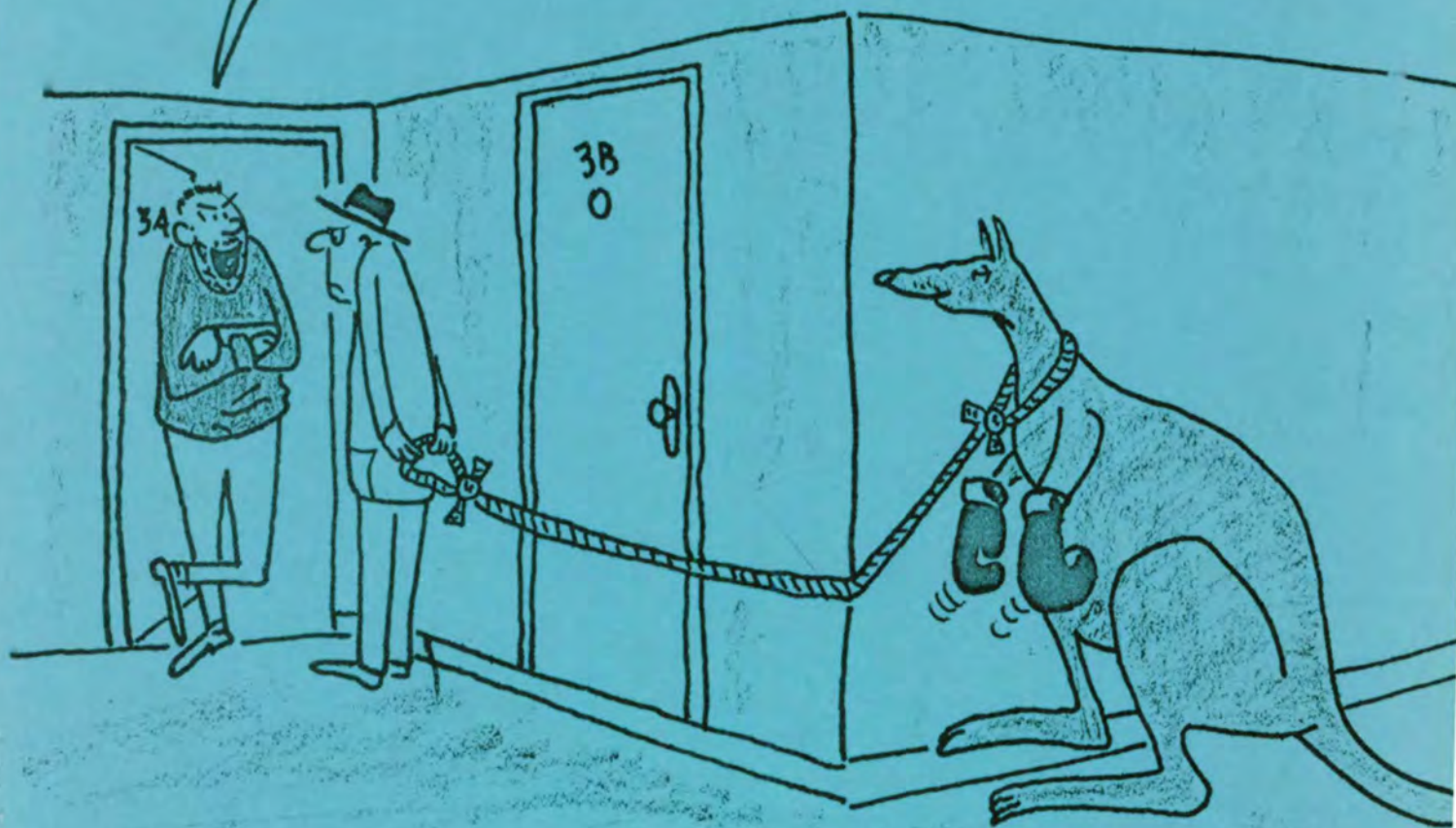
1. The first pilot deliberately to put a plane in a tailspin and pull out of it successfully.

2. The first Army pilot to stall a plane, loop the loop and do aerial acrobatics.

3. The holder of an American endurance record for solo flying in 1915--8 hours and 53 minutes in a Martin tractor airplane.

4. The holder at the same time of the world's endurance record for a pilot and two passengers--7 hours and 5 minutes in a Burgess tractor.

YEAH, I MODIFIED MUH PLANE 'WITOUT
GITTIN' AN OKEY. SO WHAT 'ER YOUSE
ENGINEERS IN FLIGHT STANDARDS OR THE
WHOLE COTTON PICKIN' FAA GONNA
DO ABOUT IT!



REGION TWO

