

**F**EDERAL  
**A**VIATION  
**A**GENCY

REGION TWO

MS-127

# SCANNER

JUNE 1959



There's Your Future.....In the Sky

In the highly complex world of today many of us in the FAA are doing jobs in which we see little or no connection with aviation. But, rest assured, there is a connection. Each of us in our own way is a contributor to the amazing safety record of American aviation. You can look up and take due pride in the fact that you, as a part of the Federal Aviation Agency, have helped make that particular flight as safe as it is. So....look up....see your successful future in the Jet Age of Flight.



FAA REGION TWO

S C A N N E R

Volume 2

Issue 6

J U N E 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.....	Frances Morgan
Airports.....	J. H. Monroe
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
Legal.....	Zona Pyron

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To My Fellow Teammates:

The last few days and weeks many of us have been pondering upcoming work programs and thinking in terms of budgeting for our future needs.

It is a time of decisions...of choosing between several items or possibilities each of which has merit and has a good built-in "sales pitch".

There are questions of hardware, of operating funds, of facilities, of people. They are all vital and important tools we must have to get the job done. We can't do without any one of them...they are all vital.

But, as I sit back and reflect, I can't help but think, "Which is really most important?"

One continues to re-enter my mind as really important above the others...PEOPLE!

We are actually in the "people business". Money can't think, equipment can't perform alone, facilities can't exercise judgement. For these jobs, we must have people.

Our people...their strength...their weaknesses...their talents...their loyalties...these are the things upon which our success or failure rests.

Personally, I like mechanical things--machines, tools, materials, methods...and from my interest in these things over the years, I've noticed an interesting sidelight, if you want to call it that. I've come to some conclusions, or perhaps better said, "one" conclusion.

If I really want to get a job done--I'd rather have a first rate mechanic operating poor equipment, than an incompetent with the world's finest machine. The good man will turn out the superior work.

This means something to me. It means that the caliber of new people we employ, the way we develop our present people...this will make the genuine difference in the end.

Capable people...working together...with well-defined purposes will give our organization the strength it needs to accomplish our ultimate goal...the safety of flight.

It has been said that no organization plan will work if the people concerned don't work it. A poor plan in the hands of intelligent, cooperative people will work better. And, of course, the ideal situation is a "good" plan worked by "good" people. We're working earnestly toward this combination.

*LC Elliott*

Regional Administrator



## GENERAL SERVICES

Do you consider your rent and utilities bills to be high?

Compare your rent with these figures; this region paid on the average \$36,542.00 per month for office space and land rental for the Fiscal Year 1958.

If you have a straight line telephone, it costs you \$6.05 per month (Fort Worth rate), excluding long distance calls. This region's reservation switchboard and all related extensions cost the FAA \$2,208.00 per month as of April 25, 1959; with the long distance calls added the bill was \$6,292.00. The telephone service (including interphones, private lines, control circuits and teletype) for the region's 11-state area averages about \$335,350.00 per month; with only about \$21,400.00 per month being for telephones and long distance calls.

The utility services (electricity, gas, water, janitor service, etc.) for the entire region averages about \$89,468.00 per month.

For each monthly bill received, there is a contract or service order covering the service that has been received. These contracts or service orders are handled by the Real Estate and Utilities Section of the Property Management Branch. This same Section also handles the leases and licenses for space for the various offices of Region 2 and the land rental on which air navigation facilities are established.

All bills received are audited against the current rate schedule or agreed rate per month as applicable on the contract or service order.

The Budget and Finance Division accomplishes the auditing and processing for payment of all bills received.

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Irwin Tucker and Kenneth Lee, formerly with the Technical Development Center at Indianapolis have accepted positions of Chief, Aircraft Service Hangar and Airworthiness Inspector, respectively, at the Aircraft Service Branch Sub-Hangar, Atlanta, Georgia. Before coming to this region, Tucker and Lee were associated with aircraft maintenance at the Technical Development Center.

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Lawrence R. Brown of the Aircraft Service Branch, FW-130, recently returned from New Hyde Park, New York, where he attended a three-day training course on the Sperry engine analyzer equipment.

While in New York, Brown also had the opportunity to visit the Aircraft Service Branch Hangar operated by Region I.

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The best place to put a mirror for an overweight person is on the door of the refrigerator.





# LEGAL

Regional Attorney John M. Hunter and Deputy Regional Attorney Charles A. Smith have just returned from a most interesting trip to San Francisco where they attended the Regional Attorneys Conference May 13-15. They both found the Golden Gate City even more fascinating than they expected.

\*\*\*\*\*

Joe Kovarik has returned from his two-week tour of active duty with the Army at Fort Lee, Virginia, where he was assigned to a Civil Affairs - Military Government Command Headquarters as Assistant Chief, Economics Branch, during the play of LOGEX '59 problem. He reports having served with a fairly internationalized group of officers, some of which had come from as far away as Nationalist China, Korea, Indo-China, Canada, England, France, Germany, Japan, Chile, Saudi Arabia, Pakistan, Turkey and the Irish Free State.

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Speaking of far-away places, a few days ago Frances Welsh's husband, Vernon, who is in the Belgian Congo approximately 10,000 miles from here as the crow flies, contacted her by means of a short-wave radio hook-up. He reports that it isn't easy to do a day's work when the humidity is 100 per cent, air conditioning at a great premium and no coffee breaks. Sounds like "Bold Journey". Vernon is completing an installation job of an electronics system for Collins Radio Company in the very heart of the jungle. Needless to say, the job calls for all the pioneering spirit a man can muster.

\*\*\*\*\*

The girl with the golden tresses is not a new addition to "Legal" but none other than our own Jane Smith. The transformation is indeed electrifying and very becoming, we think. Jane says she reserves the right to change without further notice. After all, isn't that every woman's prerogative?

\*\*\*\*\*

A wedding ring is like a tourniquet; it stops circulation.

---from the Mukluk Telegraph



## HOW WE PAY OUR BILLS

The accurate preparation and prompt submission of Field Purchase Orders, Forms 44, and Receiving and Inspection Reports eliminates correspondence

Recently, the regulations were revised and now we can advise vendors and travelers of their underclaims and make adjustments favorable to the claimant for incorrect computation without resubmission of the voucher. Many have already benefited from this new regulation.

\*\*\*\*\*

Outstanding Performance Ratings were received by the following employees of the Budget and Finance Division, Ruth Altfather, Mary E. Smith, Maryhelen Cox, Henry Stewart, Betty Grimada, Peggy Maidic, and Marie Reed.

AS OUTSIDERS,  
WHAT DO YOU  
PEOPLE IN  
BUDGET AND FINANCE  
THINK OF THE  
HUMAN RACE?





## AIRCRAFT ENGINEERING DIVISION

"Words to Live By" - in our case, the Civil Air Regulations - have provided for a way to cope with the government's own engineer shortage.

We are permitted - within definite limits - to delegate some of our approval authority to certain engineers not on the U. S. payroll. They are known as Designated Engineering Representatives.

We are sure it will not come as a surprise to you that this title is usually shortened to "DER". Somewhere, there must be someone working on the problem of how to abbreviate our abbreviations. This will be a major "breakthrough" of technical achievement.

Meanwhile, back at the ranch, we put the brand DER on a qualified engineer who has submitted his work to FAA for a reasonable length of time and has shown that he is familiar with our rules and regulations.

DER's may be employed by industry or they may be self-employed, as consulting engineers.

In either case, they can speed up approval of new and used aircraft, because they are authorized to approve designs within the scope of their specialty.

We have structural DER's, power plant DER's, flight test pilot DER's, flight analyst DER's, and others as well as combinations for the versatile engineers who can qualify.

This leads into an item of personnel news: Tony Grodson from

Miami has recently joined our Division, serving as Engineering Service Representative. Since 1953 he has been a DER for Structures, powerplant and systems and equipment (except electric).

\* \* \* \* \*

Home-built aircraft show up in all different parts of our region. These may be assembled from kits or straight from raw materials, following a set of plans.

We have no right or reason to discourage this activity. It probably wouldn't do any good, anyway; for the ambitious people of all ages, who labor in their garages and backyards to build a flying machine with their own hands, are determined to enjoy their hobby to the fullest.

However, we cannot ignore the fact that such plans do not have the same status as engineering drawings by an aircraft manufacturer, carefully reviewed by FAA engineers. The workmanship is not always up to CAM 18 standards and is usually not done by qualified mechanics.

Naturally, they want to fly these aircraft. After all, that's their goal.

They are certificated as experimental aircraft, which limits them to specific unpopulated areas. They can't be used for hire or carrying passengers, but they provide pleasure and recreation.

In spite of limitations and an occasional tragedy, home-built aircraft will be a going business for a long time to come.

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Definition of an executive: One who leaves his air-conditioned home or his air-conditioned office to ride downtown in his air-conditioned car to take a HOT steambath!



## AIR TRAFFIC CONTROL

A big HOWDY to the newcomers in the division! Thomas E. Dillard, formerly with the Atlanta Center, is now in our Analysis Branch; Herman G. Reyenga came to us from the Shreveport RAPCON and is in our Operations Branch (Terminal/RAPCON Section); Edwin E. Lowther didn't have to travel far (FTW Center) but is now in our Procedures Branch.

\*\*\*\*\*

Paul H. Boatman, Chief, ATC Division, recently spent a week in Washington where discussions and meetings took place regarding changes in handling of airspace matters.

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Facility Chiefs who were in the RO for participation in the RO Familiarization Program are:

Stations: Walter L. Chambers, Jackson, Tenn.; E. E. Cone, Gage, Okla.; Emmett F. Hunt, Atlanta, Ga.; Wm. F. Fields, Macon, Ga.; Warren Schenck, McComb, Miss.; Charles D. Beckett, New Orleans, La.; Louis O. Maxwell, El Paso, Tex.; and Henry G. Eddins, Evergreen, Ala.

Towers: Wm. H. Anderson, Savannah, Ga.; George F. Owen, Atlanta (Fulton County), Ga.; James A. Henderson, Montgomery, Ala.; Harold Roberts, Spartanburg, S. C.; Art Ross, Brownsville, Tex.; Ernest L. Moore, Columbia, S. C.; Earl Burkett, Wichita Falls, Texas; and Raymond C. Sherfy, Oklahoma City, Okla.

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(Continued)

The following is a resume from an FAA pamphlet "Some ABC's of Air Traffic Management" regarding problems in air traffic control:

#### Jet Age Challenge

The steady increase in air traffic has spotlighted a number of technical limitations in the nation's air traffic control capability. Except in the areas that have radar coverage, control decisions must be based on position reports furnished by pilots. These reports are estimates and not always accurate because an allowance must be made for change of a plane's position while a report is being sent. To provide a margin of safety sufficient to cover this time lag, FAA must restrict the number of traffic movements accepted for control.

Other deficiencies call for intensive research and development work. The old method of writing out flight progress strips by hand and racking them up in front of the controller still is the best display method. By the same token, using voice radio to pass all data between pilot and controller, and between control center and control tower, is fast becoming impractical. This is why the electronic data transfer system is being perfected. Solutions to these and other problems are being worked out at the FAA National Aviation Facilities Center at Atlantic City, N. J.

#### Expanded Facilities

The above capsulated account of the nation's air traffic management problems suggests some of the primary avenues being followed to find practical solutions. The main approach is through radar. Our eventual goal is complete coverage of the airspace at high altitudes. This will be done by a more extensive and more exact system of navigation aids that will enable a pilot to hold an assigned course without relying heavily on ground instructions.

A good start has been made. An appropriation of \$175 million for FY 1959 has made it possible to buy many new air navigation aids. Additional funds in the operating budget also allowed FAA to hire and train several thousand new controllers. To keep up with the expanding volume of traffic and be able to cope with the tremendous increase in aircraft speed because of jet power will require even greater efforts.

#### Summing Up

The biggest task right now is the handling of the current air traffic load until more controllers, new equipment and improved techniques are available. In most areas, present facilities are operating at peak capacity. Because of this, FAA must temporarily limit the volume of traffic in the control system, while straining every fiber to increase the capacity of men and machines so that America's civil and military air traffic can fulfill its vital national mission.

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One of the biggest jobs the Federal Aviation Agency faces in its never-ending occupation with air safety is flight checking some 3,700 navigational aids. These are the radio ranges, instrument landing systems, radar installations, communications equipment, and other devices designed for the guidance of aircraft--puddle jumper to jet--from sea level to the stratosphere.





—Star-Telegram Photo by George Smith.

## Fort Worth: City of Pretty Girls

**NOT ONLY PRETTY**, but lucky as well is Janet Schley, 18, of 1412 Lawrence Rd. She's one of two girls in an office with 10 men at the Federal Aviation Agency. The blond, green-eyed graduate of North Side High School is a secretary in the communication aids maintenance section of the FAA. She likes to swim, dance and paint. At night, she attends business classes at TCU. (One of a series.)



**CERTIFIED**—Harvey P. Gassaway (left) of Nashville, state general safety inspector for the Federal Aviation Agency, hands John H. Saunby, service manager for Dixie Air Associates, Inc., a certificate authorizing the firm at Municipal Airport to serve as a repair station for Cessna aircraft, Continental engines and radios. Only one other such certificate has been granted in the entire state.

—Staff Photo

**OBJECTION UNANIMOUSLY  
OVER-ruLED!**





## Civilian Jet Plane Protection Cited

Civil jet planes are getting greater protection and the taxpayer is saving millions of dollars through a new Federal Aviation Administration - Air Defense Command tie-up.

This was reported today by James T. Pyle, FAA deputy administrator, during a visit to the regional office here.

Mr. Pyle, of Washington, said that 28 radar sites originally built for the Air Defense Command are being used by FAA on a co-operative basis to guide

the speedy jet traffic and prevent collisions.

"The taxpayer is getting a real bonus and it will keep growing," he said.



### Aviation Leader in Town

Greater advances in aviation safety were predicted here today by James T. Pyle, right, deputy administrator of the Federal Aviation Administration in Washington. He is shown with L. C. Elliott, regional FAA administrator here. — Press Staff Photo.



### Air Safety Veterans

Thirty-five years with the Federal Aviation Agency and preceding agencies have been completed by Leonard Winkler, left, and Wesley Brubaker, right, of Fort Worth. They were among 14 veterans honored here by Regional Administrator L. C. Elliott.

## Plane Fails Ground Test

HOUSTON, May 25 (AP).—An airplane failed its federal aviation agency tests Sunday because it didn't stay on the ground.

The plane, a homemade craft called the Cougar Kitten, was being put through taxi tests for

FFA inspectors R. K. Beckelman and Albert Sanell.

Suddenly, the plane arched gracefully into the air, climbed about 20 feet, then crashed. Pilot and builder Robert E. Nesmith suffered a bruised shoulder.

Asked whether plane met

agency requirements, Beckelman said, "under the circumstances, no."



## AIR NAVIGATION FACILITIES

During the past year, radar facilities throughout the region have been increasing with great rapidity as a result of the airways modernization program.

This accelerated program has resulted in a specialist being given several assignments at widely separated points in the region, each assignment demanding his presence at virtually the same time.

Some way to alleviate the situation was needed, so a conference was held to discuss ways and means.

The men of Maintenance Engineering are all progressive minded, eager to take advantage of new ideas, and constantly searching for better, more efficient ways to get the job done. Some of the other sections had similar travel problems, and these men, being equally progressive minded, were interested in a solution.

It was agreed that commercial airline travel is far better than any other type commercial service available; but, even this has its disadvantages. For one thing, people go on strike, and if a person happens to be in a place like Valdosta, Ga., and has to return to Fort Worth by train, he has to go via St. Louis, Mo.--a bit out of the way! Then, too, reservations are difficult to get on very short notice, which is often the kind the engineers receive. A half day or more might be spent just waiting on commercial airline schedules in towns with service of

only one or two planes a day. Waiting for a seat on a plane, worrying about making connections with other planes, not being able to carry test equipment, etc.--these are just a few of the problems encountered when flying commercial.

The best solution to the problem seemed to lie in the purchase of an airplane of their own. The plane was purchased--and hasn't been on the ground since! In fact, they have had to get an additional plane to keep up with the demand.

Having their own plane has meant that the engineers can go where they need to go, stay long enough to get the job done, and then leave. Much more can be accomplished in the time allowed since there is no waiting for airline schedules, nor being late because they missed a connection with another plane, nor arriving hours earlier than was necessary. Instead, they arrive serene and refreshed, just at the time they need to be there.

Also, the men can carry test equipment, instruction books, technical material, or other special items required to get the job done, as well as enough clothes to take care of a specific assignment and possible additional assignments.

The most important thing of all is the fact that the incorporation of this plan into the lives of these men has done much to broaden their outlook and has given them a wider point of

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### USE OF THE INDEFINITE ARTICLE BEFORE "FAA" AND "FEDERAL AVIATION AGENCY"

Since our change of name there have been any number of letters, directives and other publications regarding "a FAA representative", "a FAA policy", etc.

"An" is an indefinite article, used like the article "a", but before words beginning with a vowel sound. Since the letter "F" has the sound "ef", the article "an" should always be used before it when referring to it by its letter designation; that is, "an FAA representative", "an FAA policy", etc. Of course, when the name is spelled out, the article "a" would be used before it; thus--"a Federal Aviation Agency representative", "a Federal Aviation Agency policy".



(Continued)

## AIR NAVIGATION FACILITIES

view of the objectives of the FAA. Now, they can see the agency from "both sides of the fence", so to speak. Through their experience in the air as the pilots of their planes they see the agency as the man in the air sees us. Since our main objective is to improve the service and cut down the risk of the flying public, this is very important.

Also, as a part of the flying public, their contact with Air Traffic Control personnel is much different. They gain an entirely different

view of the controller from the air than when their only contact with him was when he told them that the communications didn't work or that the radar was out of order. Too, they feel even more keenly their responsibility for the reliable operation of a navigational aid when they see first-hand the vital need for its operation.

So, our recommendation to be a well-rounded, first class FAA man is to learn to fly and buy a plane! There's nothing like it!





## AIR NAVIGATION FACILITIES

(Continued)

The following letter from the American Institute of Electrical Engineers, Northwest Arkansas Subsection, proves that FAA District Office personnel are just the "Maximum utmost"!

This type of program does much to give the general public an insight into the activities of the FAA and we are pleased to publish this well-deserved letter of commendation.

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WELL, I GOT THAT  
FAA ENGINEERING  
JOB AND EVERYTHING  
AT HOME IS FINE.  
HOW DO YOU TURN  
OFF THE WASHING  
MACHINE?

Mr. C. I. Carpenter  
Federal Aviation Agency  
Fort Worth, Texas

Dear Mr. Carpenter:

Your Mr. James Lennox of the Tulsa, Okla. office, with the assistance of Mr. Austin Hays and Mr. Ed Stacey of the Ft. Smith Office of the FAA, presented a very interesting and informative program last Thursday night, April 23, to the Northwest Arkansas Subsection of the American Institute of Electrical Engineers on air traffic and control, followed by a conducted tour through the Ft. Smith Control Tower and related facilities.

Our Subsection of the AIEE appreciates the very personal interest shown our group by Messrs. Lennox, Hays and Stacey, and for their time and effort spent in our behalf.

We are indebted to the Federal Aviation Agency for a very splendid program, well presented.

Yours very truly,  
/s/ Arthur Cox  
Chairman

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## AIRPORTS

Jo Dahlin is a welcome new employee in Airports. A native of Bridgeport, Conn., but a resident of Arlington since 1948, she was formerly with Chance-Vought.

We are also happy to welcome: Flora G. Funk, APDO Miami; Anne H. Bewley, APDO Ft. Worth; and Sara C. Ritchie, APDO Charlotte.

\*\*\*\*\*

Herb Spencer, DAE at Atlanta, is in Boston convalescing from an eye operation. Hurry back from "Beantown", Herb!

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Expurgated excerpts from J. D. Church's recent letter from Kandahar, Afghanistan:

"We are now in the middle of Ramazan which is the month that the Moslems fast during the day. They can neither eat or drink all day long, and then must wait until the royal astrologer determines by divine methods that Allah is ready to permit them to eat. At this moment the sacred cannon is fired and they all make a rush for the food. Two nights in a row they were unable to eat at all because somebody stole the powder charge that had been issued for the cannon. These poor hungry devils in the Afghan army only get 1 Af (2¢) per day for food, which buys a crust of bread and a handful of rice. They cannot even let them have bullets for their guns because they would sell the bullets to buy food. This is quite a civilization, where a man can double his earnings for the day by stealing an empty beer can and selling it.

"One of my airline pilot friends got fired and is on his way back to Australia today. He was flying copilot when a free-for-all broke out among the passengers and he had to go back into the cabin and stop it. Guess he got a little rough - anyway it turned out that the principal offender was related to the president of the airline, and that did it. He said that he had to do something because those....would have torn the airliner to pieces in another minute - they were picking up the seats and beating each other over the head with them. One recent flight came in with four cases of scarlet fever on board, and they all claimed to have been in perfect health when they boarded.

"I checked on the fellow that Charley Hanst told me to look up, but was unable to do anything about it. Charley's old friend is now His Excellency, Prince Mohammed Naim, member of the royal family and Deputy Prime Minister. The ambassador himself would hardly be able to get an audience with him - he's too important. It would be only by accident that I would ever be able to talk to Naim."

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The 1959 edition of the National Airport Plan was released on April 1, 1959, and copies have been furnished to Governors, State Aviation officials, and various FAA Offices. A completely new format has been used for this 504 page Plan, which is more comprehensive than former issues.

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The height of the B-36 parked at Amon Carter Field, Fort Worth, Texas, is greater than the altitude attained on the first flight of the Wright Brothers at Kitty Hawk, N. C., on December 17, 1903, and the wing span is greater than the length of their flight.

-----Amon Carter Field Weekly News Letter



## AIR CARRIER SAFETY

Ralph Richardson of our Air Carrier District Office, Winston Salem, has suffered a stroke. We wish him a speedy recovery and hope he will be back with us soon.

\*\*\*\*\*

Our Chief, Jim Shipp, is being transferred to Washington in the near future in the capacity of Chief, International Operations Branch, FS-480. We hate to lose him, but we know he likes to travel - travel - travel - travel. Seriously, we wish him all the good things in his new job and we will miss him in the region.

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Frankie Stephens who works in the Air Carrier Safety District Office at Amon Carter Field, Fort Worth, is on two weeks military leave. She is in the Navy Reserve. Her leave this year is being spent in New Orleans.

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WELL, HENRY, LET'S GO  
OVER TO THE LAUNCHING  
AREA AND CHECK THE FIRINGS  
SINCE THE FAA HAS  
STARTED HELPING COORDINATE  
THE EFFORT!



## GENERAL SAFETY DIVISION

Following is a brief resume regarding R. F. "Ray" Ravenstein, Supervising Inspector at the Charlotte, N. C. GSDO:

Immediately upon graduation from Bellmont High School, Bellmont, Illinois, Ray entered Illinois Normal University. He later attended McKendree College and soon after the close of the school year entered the government service.

His first interest in aviation was in 1924 at Scott Field. He carried sand bags and did other work for an airplane ride. He started flying in 1928 and purchased an OX-5 Commandaire shortly thereafter. He barnstormed and instructed for several years. Later it became necessary to use licensed aircraft. Ray secured his private license and a short time later received his transport license. He was among the first pilots in Indiana to be re-rated as a flight instructor. He operated independently at Evansville for a number of years and conducted one of the first classes in the C.P.T. program. During this period he flew the first Air Mail out of western Kentucky and was given an honorary commission as a "Kentucky Colonel".

Ray first entered the service on August 18, 1924, with the Department of Agriculture. Subsequently, he was hired by the Civil Aeronautics Authority in March 1941, as an Aeronautics Inspector. He served in Fort Worth, Dallas, Little Rock and Houston District Offices. In 1955, he was assigned to the International Region as Chief, Civil Aviation Mission at Asuncion, Paraguay, South America, for two years. At the completion of this

assignment he was assigned to his present position.

In 1948, Ray was assigned to the U. S. Air Corps Helicopter School at San Marcos, Texas, for eleven weeks of training. During his tour of duty in Paraguay, one of Ray's most interesting activities was giving dual instruction in a helicopter to Paraguay's President Stroessner and his son.

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To develop a satisfactory sound suppressor for the Boeing "707" jet transport, the manufacturer spent \$10 million and constructed 550 scale models.



## REGION TWO

