



SCANNER

JUL 28 1959

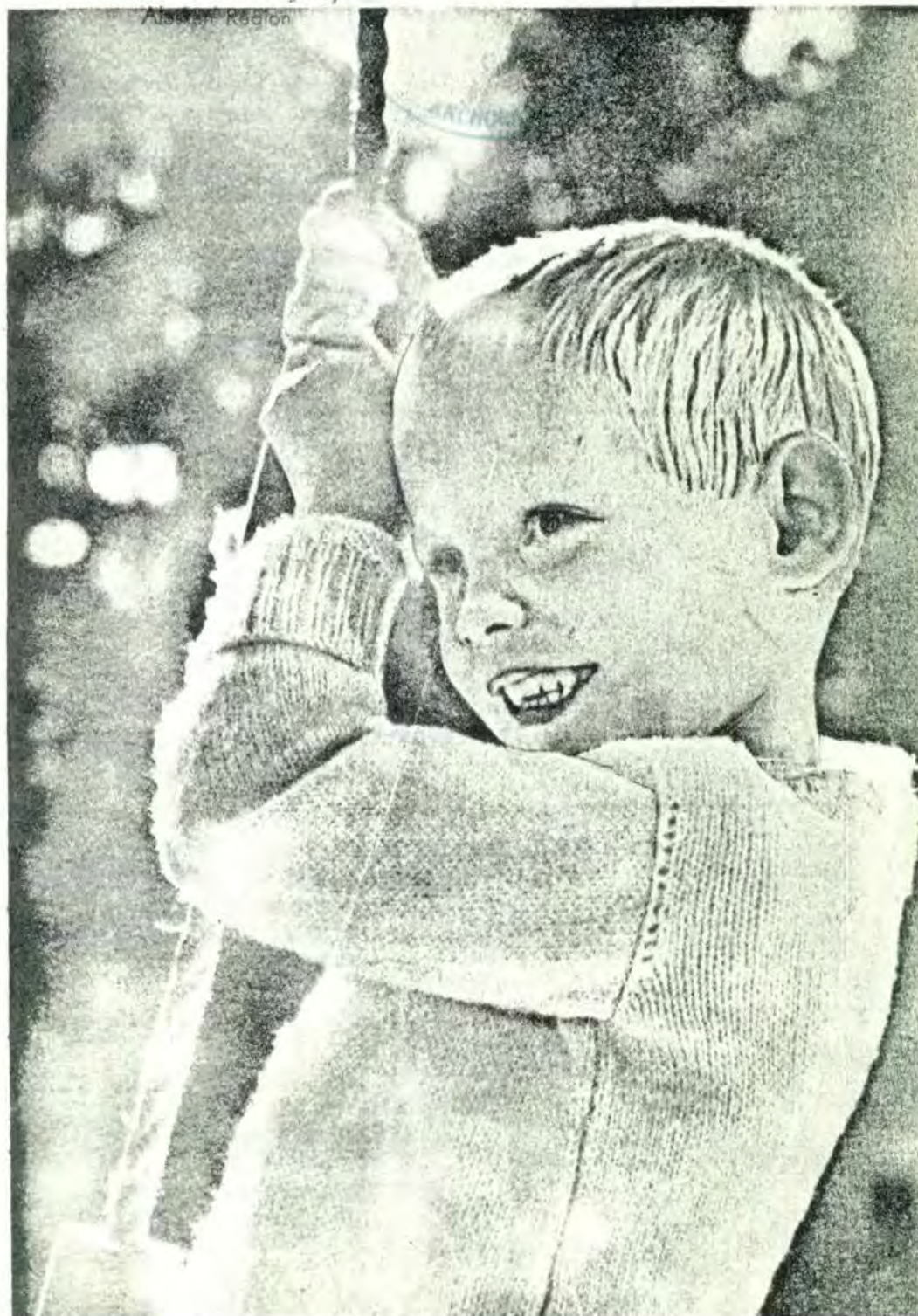
JULY 1959

Library
Federal Aviation Agency
Alaska Region

The World of Flight of tomorrow will be his world. His future will be a modern magic carpet that will whisk him in a breath to the far off places that to him, these long summer days, are but dreams of adventure.

His dream of tomorrow is your reality today... cherish each of your FAA responsibilities...so that his dreams of flight tomorrow may be realized without tragedy--without fear.

His is a precious dream ...and he has put his confidence in our hands with only the sureness that can be given by a little boy.



FAA REGION TWO

S C A N N E R

Volume 2

J U L Y 1 9 5 9

Issue 7

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.....	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.....	Avanelle Dawson
Legal.....	Zona Pyron

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July 1959

To My Fellow Teammates:

Much of our work is in the very tangible area of hardware, methods, aircraft, and the like. These tangibles may be fairly easily identified, categorized, and defined in absolute terms.

However, there is one area that is most vital to the successful accomplishment of our goals that is not so easy to classify in such sure ways. It is the impression our "customers" get when they contact our FAA people.

While intangible, it is most real and most important.

Obviously, of course, these impressions are created by both our men and women, but little has ever been said about just how vital it is that callers, both on the telephone and in person, receive the best possible impression from our girls.

Let's discuss for a moment the observations I have made of the way our really capable and experienced girls do their day-to-day efficient job.

These girls are always conscious of a double duty in their relationship with the persons contacting their office. First, they display a genuine interest in the caller and a desire to help. Secondly, their day-to-day duties require discretion, tact, and patience. Whether a visitor calls registering a complaint, seeking general information, or to take one of the required examinations of the Agency, or for some other reason, our FAA girls maintain the good will of the individual by making his contact with their office pleasant and satisfactory. They employ great tact in handling the "hear me out" or the "I need your help" type of individual.

The FAA girls are dedicated to aid the general public. Their duties are many and varied, and their accomplishment is measured by their success in dealing with these people.

Many friends are made through these contacts and many gratifying results are realized from their intense interest and assistance.

All this and then the paper work, studying of regulations, and seeing that the BOSS is happy, keeps these girls quite busy.

It pleases me very much when I hear a compliment about the way some "customer" was courteously helped when he called upon us. I know that to a great extent his pleasant experience was a result of the work of one of our expert FAA girls.

LC Elliott
Regional Administrator

AIRPORTS

We are pleased to learn that Harwood Shoemaker of our Program Administration Branch is recovering from his recent illness; and that District Airport Engineer Herb Spencer is back on the job in Atlanta, following an eye operation at Boston.

A new and welcome face in the Engineering Branch of our Division is that of William N. Dale, who joined the team as a paving engineer in the Regional Office on May 28. A graduate of Kansas State University, Dale has had 32 years of experience in the engineering field. The past two years he served as County Engineer for Oklahoma County, Oklahoma.

Carl Kuentz, who was in the Airports District Office at Austin from 1947 until he was called back to the Navy in 1952, is being welcomed back to the Airports Division. Carl is "weighing anchor" at Corpus Christi and will move to Fort Worth some time in June to join the System Planning Branch in the Regional Office.

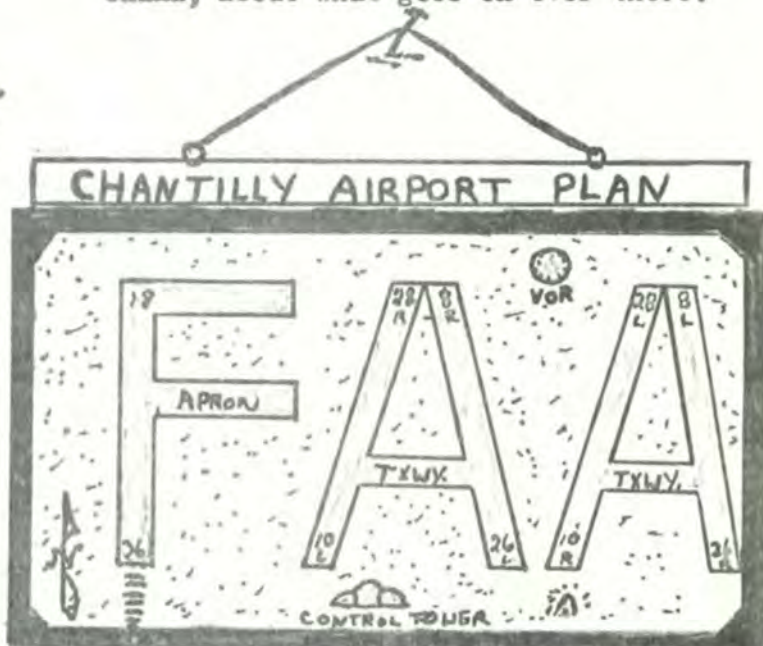
BOSS, WE PUBLIC AFFAIRS
PEOPLE HAVE WHAT WE THINK
IS A GREAT IDEA FOR THE
RUNWAY LAYOUT FOR
CHANTILLY.

T. A. Adams, Jr., Chief of the System Planning Branch, spent the week of June 1 - 6 in Washington, where he attended a planning conference for the formulation of the 1960 National Airport Plan.

A draft of the proposed Heliport Design Manual has been received and it is anticipated that publication will be made within a few weeks.

Word has been received that J. D. Church plans to undertake another two year hitch in Afghanistan, or that general area of the "Near or Far" East—so we may look forward to continued lucid and lurid reports from our foreign correspondent.

We should also be hearing from Paul Ullman in Saigon, French Indochina, about what goes on over there.



AIR TRAFFIC CONTROL DIVISION

There are many tales and much chatter going on in the RO after the -- what is getting to be -- annual fishing trip of some of our men. Those participating in the jaunt to Shreveport this year were Messrs. Boatman, Boyd, Chilcoat, Compton, Reyenga, and Stone. The trip seems to have been a complete success since we hear that Glenn Compton lost his fishing plug. We also understand through the grapevine that it rained so much that it put some of their favorite fishing spots under water, which in turn ran them short of bait, because the remark was made that they had a 3-day supply of bait - if it didn't rain.

A certificate of commendation and monetary award was received for valuable employee suggestions by Thomas H. Hubbard and James D. Watley of the Fort Worth Center and Frank G. Harrison of the Atlanta Tower.

CONGRATULATIONS on the recent marriages of Julaine and Robert Cleland and Meridon and Dan Warren. Julaine is the daughter of our Division Chief, Paul H. Boatman, and Meridon is the daughter of our Deputy Chief, D. E. McHam. Julaine and Robert will live in Charleston, W.Va. where he will complete a tour with the U. S. Army after being graduated and commissioned recently from Texas A&M. Meridon and Dan will make their home in Abilene, Texas where they both are Seniors at Abilene Christian College. Mr. Mac has only

a couple of months to recuperate before his daughter, Sandy, will be married.

Mr. Boatman received a telephone call recently re the marriage of the former Miss Billye Jo Robinson to Major Payne Lysne. Billye Jo is an Administrative Assistant at the San Antonio Center and was secretary to Mr. Boatman prior to going to San Antonio. Billye Jo will be joining Major Lysne soon in Tokyo for a 3-year tour of duty with the U. S. Army. Congratulations, Billye Jo!!!

Elmer Addington and Robert Ludtke, former Airspace Utilization Officer and Aids and Hazards Specialist respectively, are now relocated and operating within the Planning Branch of the ATCD.

A reluctant goodbye was said to Wray R. McClung recently. Wray was in our Procedures Branch and transferred to Washington. However, at the same time we welcomed Arthur T. Erickson into the Procedures Branch and Jean Lindsay in the Operations Section of our Operations Branch. Mr. Erickson was formerly with the San Antonio Center and Jean was with ANF Division.

IN MEMORIAM

William D. Mundy of the Tallahassee, Florida ATC Station died unexpectedly of a heart attack on May 15, 1959.

The Airman's Guide, published every two weeks by the FAA in the interest of air safety, sold close to 600,000 copies last year, which puts it high on the list of best sellers, according to the Government Printing Office.

(Continued)

AIR TRAFFIC CONTROL DIVISION

Regional Office Familiarization participants for the previous month were: STATIONS - Earl Glenn, Childress, Texas; Charles H. Hess, La Grange, Ga.; Charles Martin, Wichita Falls, Texas; Hugh C. Henline, Jacksonville, Fla.; Charles S. Loving, Lafayette, La.; Arthur J. Davis, Lake Charles, La.; and Paul A. Crawford, Muscle Shoals, Ala. TOWERS - Walter K. Wessels, Charleston, S. C.; Bobby Clay, College Station, Texas; Lewis Enochs, Dallas, Texas; Edwin Williams, Fort Worth, Texas (Meacham Tower); Charles Davis, Fort Worth, Texas (Carter Tower); William B. Wilson, Valdosta, Ga.; Paul I. McConnel, Fayetteville, N. C.



WHAT'S ALL THIS FUSS ABOUT AIR TRAFFIC CONTROL?

by John A. Graffius, FW-524

The other day someone stated that our Air Traffic Control problems began when Wilbur turned to Orville and said, "Let's build another one!"

An exaggeration? Yes, but it serves to emphasize the fact that the intrinsic problems in the control of air traffic have been a looming specter for many years.

The Federal Government entered into the Air Traffic Control service almost 23 years ago. At that time (July 1936) the work was handled by eight controllers divided among the Newark, Chicago and Cleveland airports. Although the traffic they controlled was small in volume and slow in speed (compared to present day standards), these control pioneers were faced with the same

fundamental problems that harasses the present day controllers; i.e., to permit the safe and expeditious movement of air traffic.

Having virtually the same tools and regulations with which to work, the CAA controllers found this fundamental problem compounded to almost impossible proportions by the following three factors:

1. The number of aircraft capable of using the airspace increased from approximately 22,000 in 1938 to over 109,000 at the present time.

2. Speeds of aircraft increased tremendously and varied from 85 to well over 600 mph. This not only complicated the estimating and control processes but, of greater importance, increased the amount of

May dame fortune ever smile on you but never her daughter - Miss Fortune.

(Continued)

AIR TRAFFIC CONTROL DIVISION

airspace utilized by each aircraft. For example, on routine instrument operations, two aircraft, each flying 150 mph at the same altitude, were separated by at least 25 miles; whereas two aircraft, each flying 600 mph at the same high altitude, required a minimum of 150 miles longitudinal separation.

3. The useable airspace had shrunk! Large chunks of cubic airspace were reserved for military and defense purposes and could not be used by Air Traffic Control. Additionally, man-made obstructions such as antennas, etc., were erected thus reducing by a considerable amount the useable airspace.

Essentially then, the major problem that confronted air traffic controllers was how to safely control an ever increasing number of aircraft in an ever decreasing amount of airspace.

As the volume of traffic increased sharply the system controlling that traffic remained comparatively stagnant, a victim of circumstances. Those people who controlled traffic during the last 13 years felt the frustration of having to do the difficult immediately and take a little more time to accomplish the impossible.

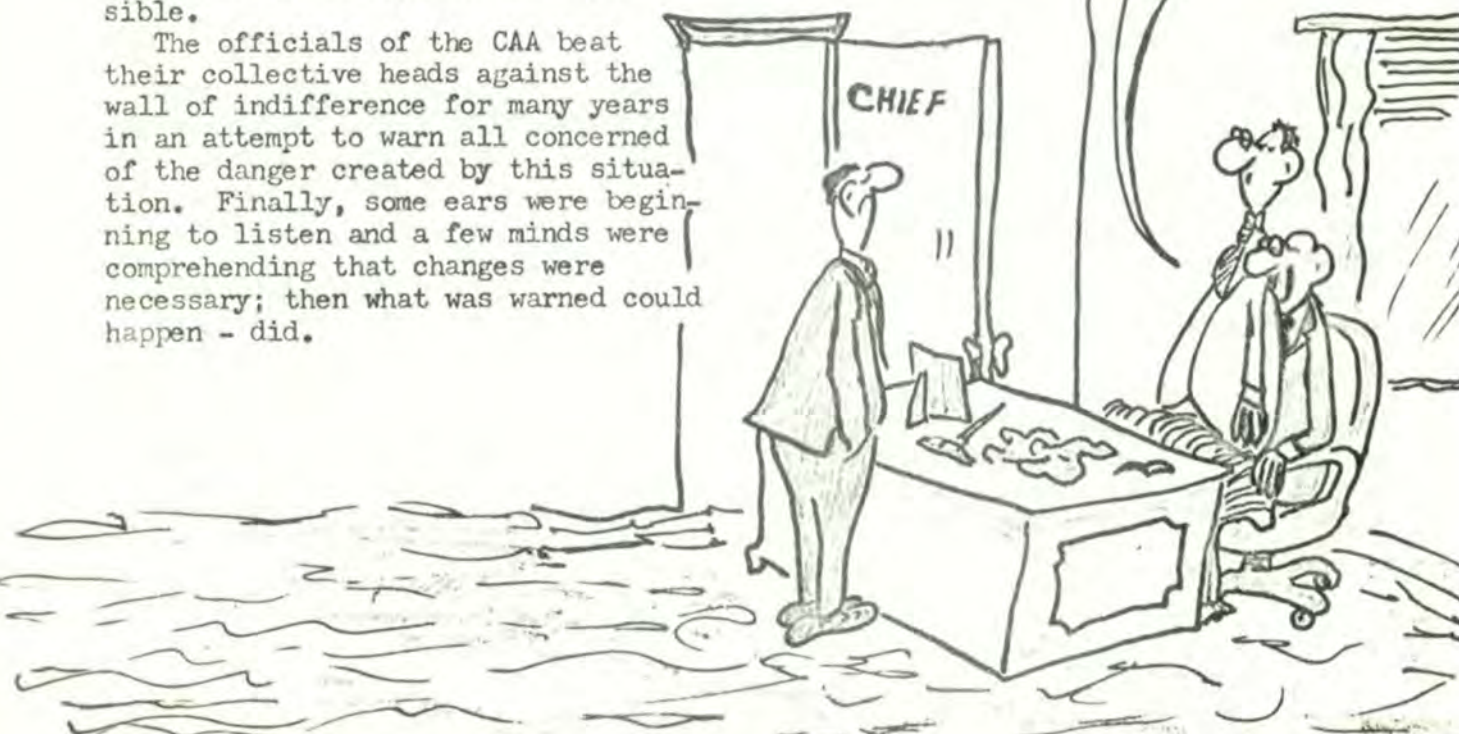
The officials of the CAA beat their collective heads against the wall of indifference for many years in an attempt to warn all concerned of the danger created by this situation. Finally, some ears were beginning to listen and a few minds were comprehending that changes were necessary; then what was warned could happen - did.

Immediately, public opinion became aroused from its lethargy. The clamor demanded that something be done immediately, if not sooner. The Federal Aviation Act of 1958 was enacted by Congress on August 23 and the Federal Aviation Agency began operations on January 1, 1959.

This quieted to a certain extent the popular outcry; however, there are those who apparently expect miracles to be wrought overnight. The Air Traffic Control system, with its colossal scope and complexity, cannot be renovated quickly. It will take energy, time and money. There are a great many people laboring to modernize the system.

Forebearance is required by all concerned during this interim period of change; meanwhile, your patience will be rewarded.

THE REGIONAL OFFICE MAY
KNOW WHAT THEY'RE DOING WHEN
THEY TELL THESE BOYS THEY ARE TO
GET 'ON-THE-JOB' TRAINING, BUT I
DON'T THINK THEY MEAN IT THIS!



AIR CARRIER SAFETY

Length of Service Pin Award was given recently to C. R. Bullock of Dallas for 25 years Government service. Fifteen year awards were made to:

S. J. Atkinson - Miami
Glenn Burrow - Tulsa
Frank Hand - Fort Worth
Louis Kalusche - Miami
Frances Morgan - Fort Worth
Rex Purcell - Miami
Olene Saunders - San Antonio
Charlie Sharp - Houston
Frankie Stephens - Fort Worth
Wilmer Thomas - Miami
Stanis Van Meensel - Miami
Doron Warren - Dallas

ACSDO-33 will soon have a new neighbor; Central Airlines plans to move their operation from Meacham to their new quarters at Carter Field about July 1. Their new quarters are really deluxe. Central's red and blue are carried out in the hangar and office building.

John Donovan has just returned from the Center where he completed an EE course. All future participants in this course beware - since the class kicked in and bought the instructors, Clyde Daniels and Reedy Rogers a blacksnake whip. They already knew how to crack it.

Bill Huebner from the Dallas office is receiving KC-135 training at Castle AFB, Merced, California for 11 weeks. Hope he and his family will have a wonderful summer.

Who done it?? We are speaking of the Secretary, Marguerite Austin, who hung her favorite pink full skirt on her clothesline Thursday evening and that windstorm carried it off to what tree top or fence? Anyone seeing it please return.

AND losing two of our handsomest men in one week from the Regional Office - Bill Parker to Miami and Hayward Florer to Washington, and R. S. Beckley from Miami to Washington is just too too much. All of this will start the usual shifting and recruiting. ANYBODY WANT TO BUY A HOUSE?????

Juanita Floyd, during her Mother's hospital stay, is busily engaged in "letting the dog out" and "keeping the birds in their cages". Just living on wheels these days - running errands to the hospital, stores, office. Ah, just to sit down under a tree for a spell would be "good living" for this steno!

While Caroline Goerlitz is DOING THE LIGHT FANTASTIC in Nassau on her vacation trip - Fran is missing her help in shuffling the papers.

The Supervising Inspectors held a brief conference at the R. O. on June 11.

All the excitement at noon last Monday was Jim Leslie taking the girls for a ride in his helicopter! Lines formed all around.

AIR NAVIGATION FACILITIES

It is our pleasure to acknowledge the following ANFD personnel who recently received service pin awards.

35 years

William M. Jordan

30 years

Wesley B. Daniel, William F. Hancock, William O. Lorch, James P. McGee, and James C. Thurber

25 years

Doyle Phelps, K. D. Wyant, Harold Kramer, Perry W. Bagley, Horace W. Callaway, Lloyd W. Clayton, Cecil E. Harris, Melvin F. Mann, C. S. Moeller, William B. Scott and Nancy M. Valenti.

15 years

Bob E. Blackburn, Ermis B. Cliburn, J. Milton Coalson, Albert W. Coyle, Edward J. D'Arcy, Raymond A. Day, William Decker, E. Carl Dorsey, William P. Elledge, Arlin W. Harness, Robert H. Hunt, John E. Massey, Willard H. McMahan, Peter J. Menten, James F. Moulder, M. F. Shepherd, Richard H. Simpson, Matthew J. Tighe, Estelle D. Hays, Freda Karris,

J. R. Apple, Horace N. Arnold, Jack G. Austin, David D. Bailey, Lemuel E. Baker, Ernest J. Barnes, Garland E. Bell, James L. Booker, Charles E. Bray, Arnold S. Bukowsky, Leon Caciabauda, Carlton D. Chapman, John C. Cripps, James L. Crowley, Elwinn J. Elwell, Paul C. Epps, Edward J. Farley, A. Figueroa delgado, Aurelio Gonzalez, Joe H. Goodwin, James W. Green, Jr., W. W. Halmontaller, William C. Hendricks, Glen R. Hill, Clifton A. Howell, Edward E. Jones, James D. Jones, William L. Jones, Alvin A. LeBlanc, Theodore L. Lee, Grady W. Leslie, Edgar A. Levert, Miguel Lomas, Marvin T. Love, John E. Malloy, Robert F. Marion, David T. McNally, Ruben M. McCaghren, Guy F. Morgan, Virgil L. Shelby, James M. Stewart, Dick F. Still, Robert S. Stone, Bill T. Travis, Rolando B. Tunon, Cecil D. Underwood, James B. Vandeventer, Peter J. Weeks, Elmer S. Weinman, Jesse F. Wheeler, Nevin D. Wherrell, Robley C. Williams, Otto A. Wusnack, Annie M. Kirby and Mary H. Mansfield.

Listed below are ANFD personnel who have received Suggestion Awards during the month of June:

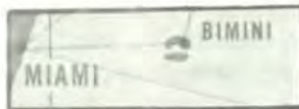
Tom B. Atherton, \$25.00; Frank R. Whitaker, \$20.00; Leonard L. Self, \$20.00; George K. Rand, \$50.00; Morris L. Johnson, \$25.00; Charles M. Henderson, \$25.00.

WHAT'S WRONG WITH THAT NEW TRAFFIC CONTROLLER?

'OLE HENRY, THE PRANKSTER FW-600 MAINTENANCE MAN, THREW A HANDFUL OF RICE ON TOP OF HIS SCOPE!

THANK FOR CARTOON IDEA TO F. GROVES





BAHAMAS



by Charles Horan



The islands of Bimini, North and South, lie about fifty miles east of Miami. You can reach Bimini by B.W.I. or Mackey Airlines, and by chartered flights. Sea voyages to the islands are generally by yacht owners and ardent fishermen in charter boats. The principal town is Alice Town on North Bimini.

When we started our surveys for the proposed "HH" and VORTAC facilities, our engineers visited Nassau to confer with the Director of Civil Aviation and others. Our concern was "How do you lease land from the Bahamian Government, part of the British Empire."

Although we do not yet have the lease for the "HH" facility, the ground work is laid and the final negotiations will soon be handled so the work can start. We will lease

from the Director of Civil Aviation, who in turn receives a lease from the Bahamas signed by the Crown Land Officer. We will pay the annual rental in U. S. currency on the basis of the current exchange rate of the British pound sterling.

Because of the ownership difficulties and size of area required for these facilities, we elected to use Crown Land for this facility rather than private land.

Work on the "HH" facility should start within several weeks on an area north of the Bimini Airport on South Bimini. Incidentally, this island now is practically uninhabited; however, Colonel Mackey of Mackey Airlines through the Sunshine Development Corp. Ltd., is digging channels, filling land, etc. in order to promote interest in the island.

You can now purchase an excellent lot on the island with a good view of the sea and a boat channel at your back door. At the present time, practically all building materials must be imported.

At this time there are no taxes in Bimini, but there is a duty on everything entering the islands from the U.S. mainland. We asked one of the officials if U.S. currency was acceptable. He said, "Is it! Mon! Bring all you got - we love it," so you need not change your money to pounds, shillings, or pence. One of the unusual things about the Islands is that you do not pay to enter, like Mexico and other countries, but you pay a departure tax when you leave. No passport, etc., is required to visit these islands.

One of the first persons we met at Bimini was Mrs. Monarch, Mackey Airlines representative. She meets all of their planes and is a relative of Airports Jim Church.

At another time, a prominent actress's yacht anchored nearby and the captain came ashore to "walk the dog". He met our location engineers on one of the sites and invited them aboard. Government engineers are, of course, not yacht owners so they were duly impressed with the luxury of this 120-foot craft, and particularly that each one of the crew members is furnished an individual TV set.



Our survey for one of the facilities is now completed and advertising the work will start soon.

The engineers encountered some difficulties in the field, including poisonous trees that affected three of them, and put one in the hospital. We have not yet identified this tree as the poisonous manzanillo tree, not uncommon to tropical areas. We have learned though that the best treatment for infection from contact with this tree is bathing the areas affected (external) in pure alcohol.

When the 300-foot "HH" tower is up, we will then check the area for a suitable VORTAC site, which must be about one mile from this tower due to interference.

The Islands are so small that we anticipate another one of those interesting water sites like Biscayne Bay and Lake Ponchartrain. (Recently, a firm that publishes pilot data wired us, "Please check the location of the Lake Pontchartrain VOR. We plot it in the lake." Our delighted answer, "You are so right, it is".)

Around Bimini, much of the water is shallow with beautiful coloring from the sand and coral formations below. Our Bimini facilities should add to our colorful facility spots similar to St. Croix, Biscayne Bay, and the Hi Site on Mt. Franklin which is reached by a 5,000-foot tramway worth anyone's \$1.00 for the round trip, were it a public concession.

PERSONNEL DIVISION
WHO WILL GET SUSTAINED SUPERIOR PERFORMANCE AWARDS THIS YEAR?
An Exclusive Inside Report

A SCANNER Correspondent, close to the Personnel Division, reports overhearing the following conversation between a Facility Chief and a Personnel Division official.

QUESTION: Mr. XXXX, what is a Sustained Superior Performance Award?

ANSWER: A Sustained Superior Performance Award is an incentive award given for superior job performance. The recipient receives a cash award, a certificate of commendation, and a letter of appreciation signed by the Regional Administrator. It is a very desirable award.

QUESTION: The qualification requirements for this award must be very high; I mean you can't get much better than sustained superior performance, can you?

ANSWER: Yes, the requirements are high but not so high that a capable, hardworking employee couldn't qualify. Actually, regulations require that everyone who receives an "outstanding" performance rating be considered for an incentive award. Normally, the most appropriate award in these cases is the Sustained Superior Performance Award. So, in some Agencies, an employee who receives an "outstanding" performance rating automatically receives the Sustained Superior Performance Award. The only requirement in FAA, however, is that an employee who received an "outstanding" rating be considered by the rating official for an award. That is, it would be the responsibility of the rating official to initiate the recommendation if he felt it was deserved.

QUESTION: What then, are the requirements for the Sustained Superior Performance Award?

ANSWER: Before I answer that question, I would like to say that the Sustained Superior Performance Award is not a performance rating, although it is related to job performance. It is an incentive award. To be eligible to receive an award for superior performance, an employee's performance must exceed the normal requirements of his position in most of his

YEAH, I GOT A
SUSTAINED
SUPERIOR PER-
FORMANCE RATING,
BUT THIS IS
MUH DAY
OFF!



duties to such an extent that special commendation is merited. Now this standard is not as high as the standard for the "outstanding" performance rating because, as you know, to receive an "outstanding" performance rating, an employee must exceed the normal job requirements in all aspects, and in addition, deserve special commendation. Therefore, to deserve the "outstanding" performance rating, an employee's performance would have to be more extensive, and he would have to qualify at a higher level. Of course, as I have said, performance ratings and incentive awards are two different programs, although some people confuse them.

QUESTION: Then some employees who couldn't quite measure up to the rigid requirement for an "outstanding" performance rating might be able to qualify for a Sustained Superior Performance Award?

ANSWER: Yes, this is true. There is one other way that an employee can qualify. He can qualify by doing particularly outstanding work in a few of the duties of his position. Of course, recommendation for the award must be based on superior performance which is sustained over a period of at least six months.

QUESTION: If the standards are higher for the "outstanding" performance rating, shouldn't there be more employees receiving Sustained Superior Performance Awards than "outstanding" ratings?

ANSWER: This could be true, but as a matter of fact, in the past we've had quite a few more "outstanding" ratings than Sustained Superior Performance Awards. For instance, last year 134 "outstanding" ratings were given to Region Two employees, while 81 employees received Sustained Superior Performance Awards.

QUESTION: Why is this?

ANSWER: There are two main reasons, I think. The first one is that the Standard Practice Manual contains very little information about the Sustained Superior Performance Awards. It has not provided supervisors with an adequate guide for determining employee eligibility, nor has it clearly established the procedures to be followed in making recommendations for the award. The second reason is that we



THESE FAARs ARE
FIRECRACKERS ALL
YEAR!

QUESTION: Mr. XXXX, can you briefly explain how a supervisor would go about recommending an employee for a Sustained Superior Performance Award?

have not given the program enough publicity. By comparison with other types of employee recognition programs, it is a relatively new program, and some supervisors are not yet fully informed on the use of this valuable management tool. We are looking for a new chapter to the new Agency Practice Bulletin which should, in the near future, give supervisors the necessary information about the Sustained Superior Performance Award.

ANSWER: I'll try to do so briefly. First, the employee must be recommended in writing. The recommendation must be made within six months of the period of performance on which the recommendation is based. Secondly, full justification should be submitted. This should contain the following: (a) Major duties in which the employee's performance was superior, (b) The performance level required for satisfactory performance for each duty, (c) How the employee has consistently and substantially exceeded the satisfactory level in each duty, with supporting examples. Again the superior performance should be forwarded through division channels to the Secretary of the Incentive Awards Committee, FW-93.

QUESTION: What about employees who have received "outstanding" ratings? Must they be recommended again?

ANSWER: Yes, they must be recommended again, but a copy of the approved "outstanding" rating, that is, form CD-112, and any attachments, will normally constitute adequate justification. In a few cases additional justification may be required by the Incentive Awards Committee; but if the "outstanding" rating is well documented, in the vast majority of cases, it will be sufficient.

QUESTION: Will there be more Sustained Superior Performance Awards this year than last year, Mr. XXXX?

ANSWER: I'm afraid I can't answer that question. So far we are lagging behind last year. We have had 149 "outstanding" performance ratings this year. All of

QUESTION: Who can expect to receive Sustained Superior Performance Awards this year?

these may be eligible. Many have already been recommended. The final answer to this question depends on the supervisors.

ANSWER: In general, those deserving employees whose supervisors recommend them will receive the award. The Incentive Awards Committee makes the final decision. I'd like to emphasize again that this award is not an award attainable only by a very few highly gifted employees. It was especially designed for employees whose general level of performance deserves substantial recognition, though not measuring up to the very high standards for honor awards. Recognition and reward of superior employee performance is one of the best means of developing and maintaining sound relations with employees.

DISABILITY INCOME PROVISION

Veterans who have National Service Life Insurance coverage have always had the privilege of adding a Disability Income provision to their current policies. A recent enactment of law substantially increased the benefits payable to the veteran who has added the disability income provision to his policy and who becomes permanently disabled. Benefit payments under the new provision are \$10.00 per month per \$1,000.00 of insurance in force. The added cost for this disability income provision varies with the policy held and age of the insured. A physical examination is required. For complete information on this provision and instructions on how to apply, contact your nearest Veterans Administration Office.

SICK LEAVE USAGE

The quarterly review of the Region's leave records for the second quarter of the calendar year 1959 shows that 50 per cent of the sick leave earned during the quarter was used during the quarter. This should be of interest to all employees from the standpoint of "saving for a rainy day" and of particular interest to supervisors as this is the highest "used" rate for a second quarter during the past four (4) years.

There is no intent on the part of management to deny employees sick leave when circumstances warrant approval. However, employees and supervisors should always assure themselves that requests for leave and their approval are warranted.

It is interesting to note that when God made man he didn't arrange any of the joints of his bones so he could pat himself on the back.

AIRCRAFT ENGINEERING DIVISION

To do the job assigned to the Aircraft Engineering Division throughout our region, we can't keep all our people in Fort Worth all the time. Correspondence and telephone calls are a big help, but certain problems require face-to-face handling.

This is obvious in some cases, like flight test personnel and evaluation engineers witnessing tests, and they go out from time to time as the particular situation requires it.

In the case of the manufacturing inspection personnel, nearly all of their work is away from the regional office and it's going on all the time. Because of this, Aircraft Engineering district offices were established, called AEDO's.

Prior to this month, we had offices in Hurst and Garland, Texas, Bethany, Oklahoma, and Miami, Florida. Now we have two new ones.

In the Lockheed Marietta plant, our new AEDO will serve the southern states surrounding the "capitol of the South", Atlanta, Georgia.

In San Antonio, Texas the other new AEDO will cover Mooney aircraft in Kerrville, Howard Aero and other operations in and around San Antonio.

How about meeting the people we have in those offices?

In the Bethany, Oklahoma AEDO #2-41 there are two men, C. E. Juncker and James McLaughlin.

At the Hurst, Texas AEDO #2-42

are Howard Core and A. V. Carter.

At Miami, Florida AEDO #2-43 the supervising manufacturing inspector is George Hamill, District Office Supervisor, the flight test inspector is H. C. Faller, and the Manufacturing Inspector is William H. Tacker.

Opening the Atlanta AEDO #2-45 is Bill Messick, formerly of the Garland office.

Opening the San Antonio AEDO #2-46 is Claude A. Bandy, who has covered that area in the past out of the Garland office.

C. H. McMillen, Chief of Manufacturing Inspection, has divided our eleven-state region into six parts so that each AEDO has clearly defined boundaries and is responsible for all activities within its assigned area.

An interesting example of the use of aircraft to get the interested personnel face-to-face over a problem occurred last month. It is somewhat typical of our operation and coordination with another division of FAA.

J. J. Werbke, agricultural specialist with the General Safety Division, was contacted by a sprayer operator in Texarkana regarding modifications to a Convair PB6A aircraft to permit a change in flight operations limitations. E. W. Morris, engineering service representative, was needed to evaluate the modifications and their possible effect on structure and system integrity.

Jim Patton, flight test pilot, was asked to evaluate the revised cockpit

Teacher (to History Student): "So you want to know why you didn't pass your test? Well, your answer to the question, 'Why did the pioneers go into the wilderness' was interesting from the standpoint of sanitation and romance, but it was still incorrect!"

layout from the pilot's viewpoint.

Werbke contacted Ben Meyer, general safety maintenance inspector of the Shreveport district office, who was responsible for releasing the aircraft to service by vouching for its airworthiness.

Meyer rented a Piper Tri-pacer and flew from Shreveport to Texarkana. Werbke, Patton and Morris arranged for an FAA Twin-Beech and flew from Fort Worth to the pre-arranged rendezvous in Texarkana.

In three hours time, by meeting directly with the operator and physically examining the aircraft in question, the agricultural operations specialist and airworthiness inspector from General Safety with the service representative and test pilot from Aircraft Engineering Division, were able to evaluate the problem, make agreements, and outline the required course of action.

* * * * *

Meet "Mac" McLaughlin, New FAA Inspector At Aero Design



James B. "Mac" McLaughlin

On April 17, announcement was made of the appointment of James B. "Mac" McLaughlin as Manufacturing Inspector, stationed in the FAA office at Aero Design. Describing McLaughlin's duties, Supervising Manufacturing Inspector C. E. "Salty" Juncker stated: "As a Manufacturing Inspector, McLaughlin will contribute his training and experience to the broad array of varied skills that are required today in the FAA's extensive program, evaluating modern aircraft designs, production standards, and airplane airworthiness."

James "Mac" McLaughlin was born and reared in Nashville, Tennessee, and was educated at the Morgan School, Petersburg, Tennessee. He started working in 1940 at Convair's Nashville plant. In his own words, "I worried them to death until they gave me a job." The Nashville plant is now part of Avco, incidentally. He was with Convair ten years, was the Texas representative for Boeing for six years, and the last four years was with Temco in Ft. Worth, where his last position was General Supervisor and Foreman.

Mac says he has no hobbies, but he sees that he is going to have to take up bowling and boating if he gets along with Salty Juncker, who is very enthusiastic about both sports. Mac, who is a widower, makes his home with a brother at 3428 N.W. 24th Street in Oklahoma City.

GENERAL SERVICES DIVISION



Cecil R. Green, Contracting Officer for the Second Region of FAA, is shown signing the largest single contract ever awarded by the Region. The contract is in the amount of \$2,615,800 and is for construction of housing facilities for FAA personnel and dependents in the Panama Canal Zone. Signing the contract culminates years of planning for Canal Zone personnel housing by Air Navigation Facilities Division. The contract provides for the construction of 82 housing units at this time, and provides for grading, paved streets and appurtenant work for a total of 116 housing units.

Looking on during the signing are Chief, General Services Division Michael J. Haile, Jr., and George S. Van Natta, Chief of the Contract Section.

GENERAL SERVICES DIVISION

The Property Management Branch is taking action to have five additional examiners appointed by the Civil Service Commission, to assist in the program of certifying FAA Road Test Examiners in the vehicle driver's qualification program. These appointees will be Norman G. Simmons, Otis N. Wilson, Robert J. Williams, Charles E. Cotten and C. B. Simmons. This appointment will give them authority to examine and qualify the regular FAA Road Test Examiners for ATC and ANF at the field facilities, as well as Regional Headquarters.

Fred Harlan has received Navy orders for two weeks of active duty for training at the Military Sea Transportation Service, Pacific Area, Fort Mason, San Francisco, California. Harlan, a Lieutenant Commander in the Naval Reserve, is Executive Officer of Naval Reserve MSTC Company 8-1 of Fort Worth.

The following personnel, recently employed by the General Services Division, are new to FAA:

Howard C. Wilson, Purchasing Agent in the Contract Section, comes to us from GSA in Fort Worth, where he was formerly employed as a Supply Requirements Officer.

Miss Jeanell Paulk, Secretary to the Deputy Chief, General Services Division, is beginning her professional career, having formerly been a student at TCU.

Mrs. Kay Keenaghan, Clerk Stenographer in the Contract Section, is a native of New York. Kay was formerly employed at Davis-Monthan AFB in Tucson, Arizona, where her husband was stationed.

Mrs. Jean Duncan, Clerk in the Atlanta Hangar of the Aircraft Service Branch, is an Atlanta native. She formerly worked for the Corps of Engineers in Washington, D. C.

Congratulations are extended to Hubert Cross and to James M. Smith. Mr. Cross was recently presented with a 30-year service pin and Mr. Smith with a 25-year service pin.

Thomas C. Miller, A&E Mechanic in the McCham Field Hangar, has been confined in the hospital as a result of injuries sustained in performance of duty. He suffered a severe fracture to his right arm and other lacerations from slipping and falling on the Hangar floor. Mr. Miller was washing a plane, using soap suds and the floor became slippery, causing the fall. Our Occupational Safety Officer is making a study of Safety precautions to be taken when it becomes necessary to walk on floors that are wet and slippery.

Mrs. Avanelle Dawson has transferred to the General Services Division where she is serving as Secretary to the Division Chief.

If exercise will eliminate fat, how in the world does a woman get a double chin?

GENERAL SERVICES DIVISION

Hubert H. Cross, Chief of the Aircraft Services Branch was accorded an unusual honor by the Federal Business Association of Fort Worth. He was awarded a Certificate of Achievement by the Association in their quarterly luncheon held at Glen Garden Country Club on June 9. The luncheon was held to honor the Civil Servant of the Year, E. L. Hardy of the Weather Bureau. Hubert Cross received his Certificate of Achievement based on his receiving an outstanding performance rating, a sustained superior performance award, and the economy and safety which he has instilled in the Aircraft Maintenance program. During the past 12 years Hubert has supervised maintenance of aircraft

which have flown approximately 85,000 hours without any accidents attributable to improper maintenance.

Earl J. Anderson and Delores Cain of the Personnel Division also received Certificate of Achievement Awards.

Cecil Green, Chief of Procurement Branch, recently accompanied ANF engineers to San Juan, Puerto Rico where he assisted in final inspection and evaluation of contract performance of the contract installation of the Cibuco Transmitter facility.



These are all from 15 to 35-year veterans with the FAA. Their photo was taken at the FAA building at Miami International Airport while receiving service pins. Included are Howard W. Evitts, 35 years; David C. Kelly and Lee L. Sovern, 25 years; Sherwood J. Atkinson, Carroll D. Bright, Octavio J. Cowart, Richard L. Dammiller, John M. Davis, Kenneth G. Diehl, Emory Dillashaw, Gordon B. Dodge, Mary M. S. Fagan, John C. Ger-

ling, Carlton W. Hamilton, Paul W. Heery, Blanche Y. Hennessee, Donald I. Innes, Louis C. Kalusche, Raymond G. Kohan, Clarence H. Kouche, Douglas M. McRae, Seth Perkins, Rex E. Purcell, James W. Ragsdale, Leonard H. Robertson, Harry S. Russell, Jack L. Steward, Wimer M. Thomas, Stanis D. Van Meensel Albert A. Villar and Morris E. White, 15 years.

Photo by Florida Photos

MELVILLE'S VERY TOLERANT
OF OTHER FAA PEOPLE.
'EVERY IDIOT TO HIS OWN
OPINION,' HE ALWAYS SAYS.



BUDGET AND FINANCE

Some people have all the luck! L. B. McAmis, Chief of the Fiscal Branch, won a 1959 Plymouth station wagon in a nation-wide jingle contest. "Mac" was told that there were over one-hundred thousand entries in this contest for which there were ten cars given away as first prizes. "Mac" was given his choice of a hard-top Fury or a station wagon. He also won a midget model of the Fury that is self-propelled which he gave to his niece. Congratulations Mac!

Budget season has hit again, requiring us to estimate our needs (resources and dollars) to do the job expected of us for FY 1960 and 1961.

There have been many conferences held with Division Chiefs in order to see that the proper estimates were made, as well as conferences by the Budget Review Committee consisting of the Deputy Regional Administrator, Chief of the Personnel Division, Chief of the Budget and Finance Division, and the Chief of the Estimates Branch. This committee reviewed all of the fiscal programs before they were submitted to the Regional Administrator for final approval in the region.

We wish to thank everyone who assisted us in the preparation of this Budget for their promptness and cooperation.

GENERAL SAFETY DIVISION

A TYPICAL FLIGHT CHECK

After several appointment cancellations because of plane in shop, aircraft unavailable, weather, had to take wife to doctor, and other excuses I can't remember at this moment, the applicant finally appeared for his private pilot flight check.

Applicant's appointment was for 8:30 A. M. but showed at 9:30 (overslept) all ready to take check ride. In response to my request for his application, he replied he had been unable to locate an application form and that he would have to fill one out.

After some 20 minutes had elapsed and seeking aid from first the secretary and then everyone else in the office in turn, he finally announced that he had the application completed. Upon checking the application, making a few minor changes, additions, and having the applicant date and sign the form, we proceeded with the flight check.

We commenced the cross-country planning but had to delay it about 15 minutes until the applicant went back to the plane to obtain his map, computer and plotter. He worked industriously over his map for about 15 minutes (the time normally allowed for flight planning) when I quizzed him as to how he was doing. "Fine," he responded in a tone denoting he was well pleased with his progress, "I've found the airport here! Now, all I have to do is find the airport where we're going and finish up." I thought to myself, "I'll never 'wrap'

this one up in two hours."

We went to the plane, he checked it over, announced it to be airworthy, and we taxied out to depart on the cross-country. We took off and were climbing out when the applicant discovered he needed his map and flight plan which he had conveniently placed in the back seat while preflighting the plane. He reached for his map, completely unfolded it, turned it around about five times, obstructing view both outside and inside for about five minutes, before he finally located our position on the map. So, on we proceeded with the cross-country, estimated times over check points, check on ground speed, flight to alternate, and use of radio aids. Little slow - otherwise O. K.

WOW! How long has this check taken? Two hours already - that's maximum time allowed for a private.



I KNOW SOME OF THE YOUNGER PILOTS DON'T ALWAYS FOLLOW THE VFR RULES, BUT I'M NOT SURE THAT NEW INSPECTOR IS HANDLING THEM IN THE RIGHT WAY.

FEDERAL AVIATION AGENCY REGIONS AND REGIONAL OFFICES



REGION TWO

