

FAA

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REGION TWO

SCANNER

OCTOBER 1959



Give Today

To The

UNITED FUND

FAA REGION TWO

S C A N N E R

Volume 2

Issue 10

OCTOBER 1959

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.....	Frances Welsh

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October 1959

To My Fellow Teammates:

With the phenomenally rapid growth of aviation the past few years, all of us are accustomed to large numbers. Large numbers in aircraft, in operations, in money, and other large numbers in almost every aspect of our lives.

Being human, we're prone to translate these large numbers into statistics of one kind or another, and to look at things in percentages.

This is handy and expeditious...but an important, a most important and dangerous fallacy tends to creep into our thinking. We tend to minimize the importance of "just one."

If we could only know how many times "just one" makes a world of difference, we would think more seriously of the problem.

Just one nut off the control mechanism of an airplane once killed an entire family. Just one keystone out of a wall caused an entire structure to collapse. Just one sour note and a beautiful piece of music was ruined. Just one dishonest act after a man was 60 years of age destroyed a long life of loyal living. Just one cruel word can wreck a home. The man was innocent of the charges, but a jealous business executive supplied the word at the wrong time and place and the man's home and business were ruined. Just one penalty for unsportsmanlike conduct can turn a crowd against a team and cause the team to go down in defeat. Just one moral sink-hole and a whole community suffers. Once there was a town where the people in one house on a street were looked on with suspicion. The two people who lived there managed to destroy the reputation of the whole street. Property values were depressed and business shunned this street. Just one house, but it was enough.

Let the Secret Service announce that there is a counterfeit \$10 bill in circulation and every \$10 bill is under suspicion. Hand one to your grocer and he looks at it--and you, as though you both ought to be in jail. Just one counterfeit and all other bills are thought to be bogus.

One of the cruelest phrases ever to appear in print was about an air raid in the last war. "All of this was accomplished," said the reporter, "with the loss of only one life." But what about that life? There was a little town in the south where the news about that one life made all the difference in the world.

In doing your everyday work in helping assure the safety of flight...regardless of what your particular work is...avoid thinking statistically and begin to think of the importance of "just one." "Just one" can make all the difference in the world. Think: "What if I were the one?"



Regional Administrator

AIR CARRIER SAFETY

Delta Air Lines has joined the jet operators of DC-8 scheduled flights from Atlanta to New York, two round trip flights daily. Messrs Leslie, Ovrevik, Adams and Birdsong rode the first flights which call for 1:50 North bound and 2:10 South bound.

When we read the Boeing 707 unscheduled emergency landing notices some people might be frightened but current surveys have concluded jets are safer and busier. Jet passenger flights are exceeding predictions for the number of persons carried and loads have run in the 90% areas while 50 to 70% load factors were considered fair to good for conventional passenger planes. The ratio of mechanical efficiency has also proven greater than piston type aircraft. Fewer engine shut-downs as precautionary measures during flight have been experienced on jet and turbine engines as compared to conventional engines during similar periods of operation. Jets are definitely here to stay.

Miami based Riddle Airlines received the National Safety Council's Aviation Safety Award of Merit for 1958. The Aviation Safety Award was based on Riddle having a major accident rate lower than the average rate for their group during the preceding three years and not having a fatal accident during 1958.

Marie Gustafson, Houston, has been awarded \$150.00 for Sustained Superior Performance. Congratulations to you, Gussiel

Juanita Floyd, Regional Office, enjoyed a wonderful trip to Mexico City and returned to find herself a "Mother-in-Law". After a few tears from the initial shock everybody is happy. Dan is 6'4", 200+.

LOOK AT IT THIS WAY,
MRS NORDQUIST - THE FAA
SAYS IT'S SAFE, AND IF IT
WEREN'T SAFE, WOULD WE BE
USING THE "FLY NOW -
PAY LATER,"
PLAN?



PERSONNEL DIVISION

Employment of the Physically Handicapped

"National Employ the Physically Handicapped Week" will be observed this year October 4 to October 10. In the fall of 1947, in accordance with a suggestion by the President of the United States, the Secretary of Labor called a meeting of interested persons and formed the President's Committee on Employment of the Physically Handicapped. The purpose of this Committee is: (1) to provide for a continuing program of public information and education for the employment of handicapped citizens and (2) to cooperate with all groups interested in the employment of the handicapped, including government agencies, private groups and individuals.

The following is an excerpt from a letter written by President Eisenhower to this Committee and it points up the policy of this agency that physically handicapped persons are assured full consideration in employment, promotion, reassignment and retention.

"In your work, and in the extraordinary advance we are making, you are making useful citizens out of people who at one time in our civilization were merely considered to be on the shelf and a drag upon the economy and society.

"There is one basic thing to remember about hiring workers who are physically handicapped. It is good business to hire them - good

for the Nation and good for the person. It makes an earner out of an American who would otherwise be relatively helpless.

"I would like to congratulate the citizens who understand this and are helping to promote widespread use of our handicapped workers.

"It is part of the American tradition to help others to help themselves. We also believe in the God-given dignity of each individual. This dignity is our birthright and it finds its mature meaning in useful employment."

* * * * *

Substantive Versus Editorial Review

There are two elements to reviewing a paper: (1) review of the substantive content, the technical review; and (2) review of the wording, the editorial review.

Many people confuse these two reviews. Subordinates must expect their writings to be modified and edited by their superiors. However, a man reviewing the writings of others should distinguish between essential changes, worthwhile changes, and unimportant changes. The value of a change or revision must be weighed against its cost in supervisory and clerical time and effort. Equally important is the need to handle subordinates with tact and patience. No one writes badly on purpose, and only a few do so from laziness.

It is rumored that a new simplified income tax form for next year contains just four items: (1) What was your income last year? (2) What were your expenses? (3) How much have you left? (4) Send it in.

PERSONNEL DIVISION

The junior should do his best, and when it is not good enough, he should accept criticism gracefully and readily. The senior should distinguish his substantive changes from his literary improvements, and he should make his corrections as a teacher and not as a disciplinarian. The purpose of writing is to carry a message to a specific audience; how well it does so is the ultimate criterion.

— NAVPERS 10009

* * * * *

How Fast Do You Read

Did you know that on fairly easy magazine material, the average adult reads at about 200-250 words per minute and understands about 70% of what he reads? How rapidly do you read? How efficiently do you read?

You can check your rate by the following method: (1) Time yourself in reading a magazine article, (2) Count the words in the article, (3) Divide the words in the article by the time (in seconds) required to read the article, (4) Multiply by 60 to get the reading rate in words per minute. This procedure may be expressed by the following formula:

$$\text{Rate} = \frac{\text{Words in Article}}{\text{Time (in seconds)}} \times 60$$

Here is another shorter method to get an estimate of your reading rate: (1) Count all the words in ten consecutive lines and divide by

10 (this will give you the average number of words per line), (2) Count the total number of lines read in three minutes, (3) Multiply the number of lines read by the average number of words per line, (4) Divide by three to get your reading rate in words per minute.

Well, did you try it? How fast did you read? How much did you remember? The average reading rate of students who completed the last Reading Development Course was 506 words per minute on standardized reading tests. How does your rate compare with that figure?

The Reading Development Course, which is presented periodically by the Proficiency Development Branch, is designed not only to increase reading speed, but also to increase comprehension and develop efficient reading skills. Many government agencies and business establishments offer similar courses. In addition, most colleges now offer courses in efficient reading because it is commonly realized that one of the biggest causes of failure among college students is poor reading ability.

The average executive reads 3-4 hours per day. By increasing reading skill, the time required for reading can be reduced considerably, thus freeing the executive for other important work. Through training, the average person can learn to read 60-100% faster. This has been proved many times in reading laboratories throughout the country. Thus, reading development programs have become an important phase of most executive and

A student doctor accompanying a physician on his rounds at a hospital stopped at the bed of a middle-aged man, looked at his chart and casually remarked, "I see you are due for an autopsy in the morning." As the man fainted, the veteran doctor quickly looked at the chart and explained to the student, "That's a biopsy, not autopsy."

PERSONNEL DIVISION

employee development programs. Also, because of the benefits to both the employer and employee, they have been very popular.

Check with your division if you would like to get in on one of these courses. Also, for an informal test of your reading rate and comprehension, call the Proficiency Development Branch, extension 227.

A stranger in the hill country stopped to pass the time of day with a group of local citizens whittling and talking on the front porch of a cabin.

Stranger: "I suppose that in an isolated place like this it's hard to get even the bare necessities of life."

Host: "Mighty right, stranger. And when you do get it, 'taint hardly fit to drink."



BUDGET AND FINANCE

Attention all travelers! Amendments have been made to the Standardized Government Travel Regulations. These amendments were transmitted to all offices by Budget and Finance Division memorandum dated August 12, 1959. If you have a copy of the Standardized Government Travel Regulations but do not have a copy of these amendments, contact the Budget and Finance Division and we will furnish you a copy. Travelers desiring copies of Standardized Government Travel Regulations may obtain them from the Regional Stationery Room.

How Your Pay is Computed: Individual pay is computed on the basis of employment documents and the Time and Attendance Reports.

Employment documents are the Notification of Personnel Action, SF-50, Withholding Exemption Certificate, Bond Authorization, Insurance Waiver or Authorization, Quarters Assignment or Discontinuance, etc. Time and Attendance Reports are records of attendance and absence that are maintained at the duty performance level.

On the basis of the information shown on Employment Documents, normal pay and deductions are established for a bi-weekly pay period.

Base salary for per annum employees is computed by dividing the per annum rate by 2080 hours to derive an hourly rate. Hourly rates are multiplied by 80 to get a bi-weekly base. Cost of living allowances (17½ or 25 percent of the base pay) are also included in the normal pay

of the employees, if applicable.

Deductions that are regularly made are also considered part of the normal pay. These are as follows: (a) Civil Service Retirement - 6½ percent of base pay - for employees to whom the Retirement Act applies, (b) FICA - 2½ percent of base pay for the first \$4,800 - for all employees who are not subject to the Civil Service Retirement, (c) Group Life Insurance - a deduction of 25¢ per thousand dollars of insurance. Each employee who elects the insurance coverage has total insurance in the amount of his per annum salary or any fraction of one thousand dollars included therein - for example, the per annum rate of \$5,090 would be insured for \$6,000, (d) Withholding Tax - a deduction for Federal Income Tax. Deductions are made on the basis of approved withholding tables that are designed to allow credit for claimed exemptions, and deductions are made for sufficient amounts to cover tax due on salaries up to \$5,000, (e) Bonds - deductions in the amounts authorized by the employee, and (f) Quarters - a deduction for occupancy of Government quarters based on the fixed charge for the type of quarters furnished.

On the basis of Time and Attendance Reports, payments are made for night differential, overtime, and holiday work; and deductions are made for leave without pay, absence without leave, and suspensions. Night differential at the rate of 10 percent of the hourly rate is payable for the hours of the regular tour of duty that fall between 6 P. M. and 6 A. M. Over-

First Communist: "Nice weather we're having."

Second Communist: "Yes, but the capitalistic pigs are having it, too."

(Continued)

BUDGET AND FINANCE

time is payable for authorized hours worked in excess of the basic 40 hour work week. The overtime rate is one and one-half times the hourly rate for salaries up to \$5,985 per annum. For rates in excess of \$5985 the hourly overtime rate is \$4.32. Holiday pay is additional pay for

authorized work on a holiday during the hours of the regularly scheduled daily tour of duty. The additional pay is at regular hourly rates. Deductions for leave without pay, absence without leave or suspensions are made on the basis of one hour of pay for each hour of absence.



FEDERAL AVIATION AGENCY
Washington 25, D. C.

September 17, 1959

MEMORANDUM

TO : Regional Administrators, Center Directors,
and Major Field Organizations

FROM : Administrator

SUBJECT: United Givers Fund Campaign

This fall the United Givers Fund and the Community Chest, on a national basis, will seek to raise more than \$425,000,000, collectively. These funds will be used to eliminate disease and secure the health of all of us.

Many of the appeals include the National Red Cross, the United Service Organization (USO), the Boy and Girl Scouts, and others which meet varied human needs.

In addition to serving as Agency Chairman for the campaign in the Washington area, I have been asked to write you, stressing the importance of all FAA employees supporting local Community Chest and United Givers Fund campaigns. The reason for this effort is to stimulate understanding among all Federal workers that these programs not only contribute to the health, welfare, and recreational services of the community in which we live, but also provide for obtaining the satisfaction that comes from exercising our citizenship responsibilities.

Many thanks for your cooperation and help.

E. M. Mendenhall

Give Today
To The
UNITED FUND

HANDY DANDY GUIDE TO THE FAA SECRETARY...

HAT WHEN WORN TELLS BOSS NOT TO GIVE DICTATION... SHE'S ON WAY TO LUNCH.

PLANT TO MAKE DESK OF BOSS LOOK LIKE HOME THAT HE COMES TO WORK TO GET AWAY FROM.

COMMITTEE REPORT BY COMMITTEE TO MAKE COMMITTEE REPORTS SHORTER.

BRACELET CAN-OPENER..USEFUL WHEN ARRIVING HOME LATE

NOTES ON THINGS BOSS ASK TO BE DONE LAST WEEK

UNFINISHED TYPING BAG

SMALL POCKET HOLDS PHOTOS OF GREAT WOMEN PILOTS... OF GREAT INSPIRATIONAL VALUE.

TINY POCKET ON DRESS FOR REDUCED, ABRIDGED COPY OF CIVIL AIR REGULATIONS... IMPRESSES NEW GIRLS.

INFORMATION AND PROCEDURE ON PROPOSED ANTI-LITTER CAMPAIGN.

FINGER IS PERMANETLY BENT FROM TOO MANY STRIKE OVERS.

CHARGE-PLATE BRACELET FOR USE ON LONG LUNCH PERIODS.

FROM SITTING DOWN TOO MUCH.

SPECIAL BUILT-IN GAVEL POCKET... FOR CALLING MEETINGS TO ORDER.

SLIGHT LEG INJURY ACQUIRED WHILE RUNNING AROUND DESK FROM BOSS.

AIRPORTS

The efforts of the Division are being primarily concentrated toward the preparation of the Regional segments of the 1960 and 1961 Federal-aid Airport Programs, which are to be completed and submitted to Washington before October 15, 1959 and January 10, 1960 respectively.

Mr. James W. Cornish, Airports Engineer of the New Zealand Civil Aviation Administration, Wellington, New Zealand, recently spent several days in the Regional Office studying airport design and development. He later visited each of the six Airport District Offices in the Region as a part of his six months around the world tour.

Wedding bells rang for Miss Enid Woody and Mr. John P. L. Malcolm on August 1, 1959 at All Saints Catholic Church in Fort Worth. The romance began seven years ago when Mr. Malcolm, a native of Basrah, Iraq, was visiting the United States to study airport management. In May of this year he returned to Fort Worth to enter TCU and complete the courtship.

We are pleased to welcome Joyce McKenzie as a new employee in the Engineering Branch. Joyce was born in Kansas but has lived in Fort Worth for six years. She is a 1959 spring graduate of Tech High, where she studied the arts of stenography.



AIR TRAFFIC CONTROL DIVISION

Regional Office personnel welcome Margaret Lorenzen, formerly of the New Orleans Center, who has joined the staff of the Management Training Section, Operations Branch.

Arivederci Senorina Morgan!! Martha, Illustrator, FW-510, has taken her trusting suitcase in hand and departed for sunny Italia, land of gondolas and Chianti. Martha says she has resigned to take up foreign study in Europe, but some of us are inclined to believe she is just going to bum around Europe for a couple of years.

The little blond bombshell (Helen Hare) from Mr. Lepeard's Office has gone off and left us. She has transferred to the San Antonio Center as an Administrative Assistant. We shall certainly miss her but guess we'll just have to reconcile ourselves to her being our little San Antonio Rose. Good luck, Helen!!!

Brig. Gen. George Cassady, Deputy Director, Bureau of Air Traffic Management, Washington, made a hurried trip through Fort Worth recently on his way to San Antonio to discuss the move of the San Antonio Center into the new quarters which will probably have already taken place by the time of this issue. At the time of this writing the target date of September 20 appeared to be a very realistic date for the move.

IN MEMORIAM

Cecil L. Selby died unexpectedly on August 21st of a heart attack. Mr. Selby was in our Communications Section of Operations Branch.

James T. Keesee of the Jacksonville Center died in a Jacksonville Hospital unexpectedly on August 22d.

George W. Dabbs died in an aircraft accident on August 13th. Mr. Dabbs was with our Raleigh ATCS.

Miles W. Demster of the Knoxville ATC Tower was killed in an automobile accident on August 7th.

Carl, 9-year old son of Carl M. Schanche, FW-523, died on September 2nd in a Fort Worth Hospital after several month's illness.

Smith A. Burton, Assistant Chief IATCS, Miami, Florida, retired on July 31st after 39 years of Government service. Mr. Burton's service began in the Navy. He also served in the Airmail Post Office Department, Bureau of Lighthouses, Bureau of Air Commerce, and Civil Aeronautics Administration. During his many years of service he was stationed at Rock Springs, Wyoming, and was Chief of Spartanburg, Atlanta, and the New Orleans Stations.

Before leaving, he was presented with two pieces of lifetime luggage by the personnel of IATCS and a beautiful gold watch by the FAA Beneficial Association in Miami.

In addition to his regular duties Mr. Burton was on the Supervisory

Poetry??? -- A friend may smile and bid you hail, yet wish you with the devil,
But when a good dog wags his tail, you know he's on the level.

(Continued)

AIR TRAFFIC CONTROL DIVISION

Committee of the CAA Credit Union and was secretary of the FAA Beneficial Association in Miami.

We all wish him the best of luck and happiness in his well-earned retirement and the Miami IATCS personnel shall look forward to his dropping in from time to time to say hello. He and Mrs. Burton are residing in Miami at 7812 SW 34th Terrace.

CENTER COMBAT ACTION REPORT

by R. A. Peterson, San Antonio Ctr

On September 1, 1959 a heavy and complicated Flight Plan Attack was launched on the area of the Neversesky Air Route Division's area.

The First Flight Data Brigade established initial contact and despite considerable Bravery was overwhelmed.

At this time, the Assistant Control Section of the 2nd Pencil Company (Mechanical) was called in and fought a valiant delaying action but in spite of this were forced back.

At this time the action progressed into the Area of the 3rd Control Company (Board) who immediately counter attacked, with delays, reroutings and heavy phraseology.

The 4th Radio Operator Platoon was then committed, and with a Heavy Crossfire of Clearances checked the enemy.

Mopping up was accomplished by the 1st Typewriter Section of the 304-A Brigade and the 1st Supervisor Platoon.

"THE GREAT EAGLE FLIGHT"

by

James F. Farker, FW-524

Payday has long been known as the date the "Eagle Flies". This term, we are told, stems from the early period of our Nation's History when the ten dollar gold piece (known as the eagle) and the silver dollar were the chief mediums of exchange. As the great seal of the United States, containing the American Eagle, was engraved on both coins, and the payee experienced the same retention difficulties as now, the natural adoption of the term ensued.

With the advent of aviation, a new "twist" has been added to the term. The "Green Flight Plan" has now become an accepted part of Air Traffic Control jargon, when referring to the Federal Aviation Agency pay checks issued twenty-six times each fiscal year. The "Green Flight Plan" is responsible for the traffic jams which may be seen outside Federal Aviation Agency facilities on bi-weekly Fridays. The occupants of the automobiles are all qualified "Eagle Dispatchers", but as everyone knows, you must first have a flight plan to really conduct a successful flight.

To insure the success of the dispatching sessions, the Payroll Section of the Budget and Finance Division works diligently and efficiently within the strictest of time schedules. Each pay period, personnel actions (promotions, periodic step-increases, etc.) and time and attendance reports are reviewed and processed into the proper salary amounts due each

A government crop inspector visited a backwoods farm and started asking questions. "Do you people around here have trouble with insects getting in your corn?" "We sure do," replied the farmer, "but we jes fishes 'em out an' drinks it anyhow."

(Continued)

AIR TRAFFIC CONTROL DIVISION

employee. Payroll listings of employees and these amounts are certified to the Disbursing Office of the Treasury Department, who in turn prepares the individual salary checks and returns them for distribution by the Federal Aviation Agency.

At 10 o'clock each Wednesday, preceding "payday Friday", the Air Traffic Control Division receives approximately 4700 pay checks totaling in excess of \$1,178,000.00, which must be distributed to each of 199 field offices and facilities within two days. This is further complicated by the fact that an average of 50 to 70 personnel are generally in transit between facilities or attending schools at all times and their checks will, of necessity, require special handling.

Virtually all other activity of the Management Section is halted while pay check distribution is being accomplished. Six young ladies of the Division distribute the 4700 checks in a period of slightly over two hours using a double check system wherein the salary check is compared to an individual payroll card maintained for each employee of the Division. The card is kept current at all times and accurately reflects where each pay check should be sent.

The "batting average" for successful check distribution during the past year is well above 99%.

If no complaints are received by noon on Friday, it may be safely assumed that all pay checks were properly distributed and the young lady distributors heave a collective

sigh of relief. Simultaneously, a great truth dawns, as they realize that they too, possess a "Green Flight Plan". For the remainder of the day, fleeting smiles cross their faces at irregular intervals as they make private "Eagle" dispatching plans. The same smiles may be seen at the various facilities as the "Eagle Dispatchers" leave for the various launching areas. This phenomena has been noted by many people, in fact, an aged watch supervisor, reputed (by new assistant controller personnel only) to have exceptionally keen insight into the minds of men, has said, "Payday tends to raise morale". It is entirely possible that this is true.

* * * * *

* Government Waste *

* An angular woman of middle age *

* visited a military base and expressed *

* views freely on what she saw. She *

* felt strongly about the costs of im- *

* plements of war and said so. *

* She accosted a 2d Lt. who was wear- *

* ing a parachute. *

* "Young man, what's that thing on *

* your back?" she asked. *

* "A parachute, ma'm," he replied. *

* "Ever use it?" *

* "No ma'm, never used it yet." *

* "Humph, never used it," she said *

* with considerable feeling. "Waste. *

* That's what it is. Sheer, unadulterated *

* waste." *

* * * * *

Today, there are 109,000 aircraft flying in the same airspace. The airliners are a minor contribution to the busy conditions of the skyways. There are about 2,000 airliners, while there are more than 42,000 military aircraft and over 65,000 planes in a category called "general aviation," which is all civil flying other than airlines.

---The Air Traffic Story

GENERAL SERVICES DIVISION

Norman Simmons, Supply Specialist, is renewing acquaintances at the Regional Office after his recent return from an eight-week supply inspection trip to the Miami and Southern Florida area. He returned just in time to assist in the revision of General Services Division Instruction Number 3, "Field Supply Procedure", which is scheduled for early release.

* * * * *

Jeanell Paulk, secretary to the Deputy Division Chief, was united in matrimony with Buford Neal on August 28, and has returned from a honeymoon trip to the Ozarks in Arkansas. Buford is the brother of Wedia Neal of the Airports Division. He teaches science in the Fort Worth Public Schools System.

* * * * *

The parking situation at Regional Headquarters has shown considerable improvement due to the addition of sixty-six new parking spaces, located south of Building 4. This space is being utilized, primarily, by employees in Building 4, with the result that all employees may now park nearer their offices.

* * * * *

Congratulations are extended to Freda Kling, Shirley Shelton and Mary Allene Thompson of the Fort Worth Regional Office Telephone Switchboard. During a survey recently conducted by the Southwestern Bell

Telephone Company, they received a rating of "excellent" on all seven of the aspects of their operation which were checked.

* * * * *

Standby power is being supplied for the Fort Worth ARTC Center through installation of a 62½ KVA engine generator, housed in a 12 x 24 building attached to Building 3. It is anticipated that future power failures will no longer cause the ARTC Center to go off the air.

* * * * *

Mr. Jackson T. Sammons has recently been appointed Chief of the Real Estate and Utilities Section. Before joining the FAA, Sammons served as Realty Assistant for the U. S. Army Engineering Division in Albuquerque, New Mexico. Prior to that assignment, he held a similar position in the U. S. Army Engineering Division in Dallas, Texas, for eleven years.

* * * * *

The GSA notified us that the planned Inter-agency Motor Vehicle Pool for the Amarillo-Lubbock area will not be activated. GSA refused to establish a pool in that area because of the large number of motor vehicles which would be exempt from GSA control.

Preparations are being made to establish an Inter-agency Motor Pool at Miami, Florida. The GSA, in stating that the pool will be established, has not set a definite date for the establishment.

* * * * *

She had paper and pencil ready as the operator looked up the number. "Madam," the operator said, "the number is CAPital 5-1531." The woman paused, then asked, "How do you make a capital 5?"

AIR NAVIGATION FACILITIES DIVISION

It appears that our Region is fast becoming a minor ICAO, what with all the projects we have done and are doing outside the Continental Limits of the United States. In recent years construction has been carried on at Swan Island, Puerto Rico, the Virgin Islands, Panama, Bimini in the Bahamas, and now a VOR site selection and survey in Bermuda in cooperation with the British government. Soon, courses in foreign diplomacy will be required of FAA personnel.

A boat was required by FAA personnel at Bimini to transport personnel from the site to the part of the island where the housing is located. The "O'Fiel No. 1," a cabin cruiser formerly used for FAA facilities' maintenance in Biscayne Bay, was made available for use at Bimini. Problem: How to get the "O'Fiel No. 1" from Miami to Bimini across 50 miles of

open water. This project was assigned to two men from Navajids Plant Section; namely, "Captain" Curt Lance and "First Mate" Gerald Young. What started out as a pleasure cruise soon turned into a bouncing, almost harrowing trip with a broken reserve gas tank and a hole in the hull of the boat. The only "safety factor" during the trip was the escorting Coast Guard boat which was to be used only in case of emergency.

All things considered, the trip ended safely with the boat being put into service by FAA personnel for use during construction of the facility and then it will be turned over to Maintenance personnel.

A successful voyage completed by two "veteran" sailors!!

Two other wayfarers, Cy Martin and Jim Ulmer, FW-676, were treated to a forced vacation of several days at



Preparatory to beginning the trip from Miami to Bimini, the trusty crew (and a couple of friends) of the good ship "O'Fiel No. 1" attempted a "casting off" operation in a most unorthodox manner--evidenced by the above picture. True?

AIR NAVIGATION FACILITIES DIVISION

Kingston, Jamaica, due to necessary repairs to the only ship en route to Swan Island--their destination.

At the time of writing, Vergil S. Murphy, Supervisory Civil Engineer, will have completed his two-year foreign assignment in Iran and will be en route back to the U. S. and FW-600.

We look forward with anticipation to hearing his stories about trying to get things done in the East. We know that they, too, have a favorite way of doing things, the old "Don't do today what can be put off until tomorrow," or "Manana, por la manana." However they call it "Farda, pasfarda, Khub mishe, enshallah," which means "tomorrow, the day after tomorrow"--and then adds the clincher "what difference does it make anyway, and with God willing."

We imagine we will have some surprises for him, too, as much has been added and changed in the FAA and the Regional Office since his departure.

R. L. McCarrol, after trying his hand in private enterprise for a period of time, has returned to the fold in FW-634.

Welcome back to both of them!

After 38 years of dedicated Government service, Luther E. White, assistant branch chief for Maintenance Operations, has requested retirement, effective October 1.

His tentative plans are to establish residence in Florida; but, as yet, he has not picked the exact location.

We all wish him good luck, good health, and enjoyment in his new venture.

Our sympathy is extended to J. T. Porter, Deputy ATDS, Fort Worth, whose wife died on August 27th after a long illness.



GENERAL SAFETY DIVISION
THE AIRPLANE AND THE SUGAR INDUSTRY - IN PUERTO RICO

The trend towards mechanization in the Puerto Rican sugar industry began only approximately two years ago. Prior to that time nearly every step of cane development from planting up to the final refining process was carried out by plentiful and cheap hand labor. Rising labor costs and recurrent labor union difficulties have forced growers into a modernization and mechanization program. The caterpillar tractor has replaced the mule, chemicals and the knapsack sprayer have replaced the hoe and now the airplane is replacing the knapsack sprayer.

For the past several months numerous experiments involving aerial application have been conducted by Luce & Company, founded sixty years ago and located at Central Aguirre on the southern coast of Puerto Rico. The experiments have been so outstandingly successful that Luce & Co. is now in the midst of an all-out switch to aerial application methods and will go into a full-range program by next December, the height of the growing season. At this moment, they are in the process of building an excellent private airstrip in excess of 3,000 feet in length to accommodate sprayer aircraft along with the two other ex-military airstrips which are conveniently located throughout their twenty mile long working area.

Luce employs a staff of highly skilled agronomists, agricultural chemists and engineers who are constantly working on improved production methods covering such factors as irrigation, weed control and growth control, and cane sugar content. It

has been found that the airplane appears to be the ideal method of applying chemicals for pre-emergence and post-emergence weed control, cane borer and aphid control, and for chemically "burning" the cane to begin or intensify the ripening process, an important step in raising the cane sugar content to its maximum value. An experiment now under way, if successful, will shorten the germination period from the present three weeks to three days.

The individual who has recently been working diligently and successfully to prove the superiority of aerial application is Mr. Frank DuPre, who now has responsibility for repeated annual applications on a potential acreage in excess of the present 35,000 (which produced 1,050,000,000 tons of cane and approximately 10,050,000 tons of refined sugar during the past season). Through careful programming Mr. DuPre expects that two airplanes and one other pilot assisting him will be able to meet the demand for the immediate future. He has within the past three weeks taken delivery on a new Piper PA-18 "150" and considers this aircraft and dust spray unit ideal as a tool for his present operations.

This phase of general aviation appears to be a factor of tremendous importance now looming on the Puerto Rican economic horizon.

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The amount of sleep required by the average person is just five minutes more.

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A second grade teacher in Cape May, N. J., reports that during class construction of a "space ship" she noticed one of her boy pupils was upset and close to tears. The teacher asked him what his trouble was. "The girls want to put up curtains in our space ship," he blurted.

AIRCRAFT ENGINEERING DIVISION

In our Flight Test Branch we have three engineers who are new to our regional office, selected by Mr. Jim Ludwig, branch chief, who believes in versatility in his men. He has test pilots who are also engineers and all of these flight test engineers are also pilots.

Frank McGowan received his appointment in June, bringing with him experience gained as an Air Force pilot and Senior Flight Test Engineer at Chance Vought Aircraft, Inc. His engineering degree is from Southern Methodist University in Dallas.

Jack Cayot joined our agency in August after seven years with Convair, a Division of General Dynamics, where he was an aerodynamics engineer. He graduated from Texas A & M College.

Jim Thomason came to the Fort Worth office in August, but he started with CAA in 1948 in the Region 3 office, then in Chicago. Because he has been with our agency longer, we are better acquainted with his background.

He now holds a commercial pilot's license with ratings for single engine land and sea, multi-engine land, instrument, helicopter and glider.

In 1943 he graduated from North Carolina State College, joined the Army Air Force, completed Officers Candidate School and became project officer at Wright Field. Yes, all in the same year.

The next year he went into flight test work, which he has been in ever since. While at Wright Field, in and out of uniform, he tested various

types of aircraft, such as:
Douglas A-26, DC-3 and C-54
Curtiss-Wright C-46
Northrup P-61
Fairchild C-82, R-5 and XR-4
(helicopters)
Republic XF-12 and P-84
Lockheed P-80

During his five years at Chicago, he participated in the CAA testing of the Aeroncas, Taylorcrafts, Stinsons, as well as all types of aircraft with Lear autopilots and other modifications, more than you can "shake a stick at", to coin a phrase.

In 1952, he transferred to Kansas City where he tested the Beech El8S and several Cessna models including the CH-1 helicopter. Other manufacturers whose products he helped certificate were Champion, Northern, McDonald, Trecker, Lear and Collins. His work also included executive aircraft modified by Remmert-Werner and air carrier aircraft for TWA, NWA, Ozark and North Central Airlines.

Somehow, he has managed to find time to develop his hobbies of metal working, wood working, photography and electronics.

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A Finance Clerk in one of the military services was asked recently by a 2d Lt. just out of flying school, "Does link trainer time count for flying pay?" The clerk, without hesitation replied, "Well sir, if you can get it off the ground we'll pay you for it."

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The trouble with a person who has the "gift of gab" is that he never "wraps" it up.

FORT WORTH FEDERAL EMPLOYEES' CREDIT UNION

The Fort Worth Federal Employees' Credit Union is owned entirely by its own members and is operated by and for them exclusively. The purpose of the Credit Union is to promote thrift by providing a safe convenient way in which members can save regularly in small or large amounts, and to take care of the loan needs of members at reasonable rates of interest.

The officers and collectors are all federal employees who donate their time to the interests of the Credit Union and no salaries are paid to them.

Membership in our Credit Union is open to all FAA employees (and any member of his immediate family) with headquarters in Fort Worth. You can join it by putting in just \$5 for one share and paying 25¢ membership fee, then any additional savings can be added at any time.

Our Credit Union has a contract for life insurance on the savings at no additional cost to the member. Any amount up to \$1,000 is matched by insurance in case of death when the money is put in (within certain age limits).

Members must be employed by the FAA for at least 3 months before a loan can be secured, with a limit of \$200 from 3 months to one year. Members may borrow up to \$400 unsecured. Any amount over \$400 must have security. Security may be required on loans of less than \$400 in some instances. Loans must be repaid within 24 months, but 36 months are allowed on home improvement loans, vacation loans within 12 months. All loans are insured in the

amount of the loan balance. As an example, let's suppose that today one borrowed \$300 to buy a refrigerator... and that tomorrow he became disabled or died. The loan would be paid for him with interest as provided in the insurance contract.

Interest rates on loans are very low in comparison to other financing. Interest is at the rate of 2% per month on the unpaid balance with no other charge and no other minimum charges. Thus, interest on \$25 for one month is 25¢; total interest on a \$100 loan repaid in 10 equal monthly installments is \$5.50; and interest on a \$500 loan repaid in 15 monthly installments totals \$40. Interest rates on loans for buying new automobiles are somewhat less and could well be worth one's time in inquiring about such interest rates.

Our Credit Union had the largest volume of loan business in its history in August. The Credit Union now has shares in excess of \$570,000. Currently, there are 1,847 members in the Fort Worth organization. Further increase in the volume of loans is anticipated during October and November for the purchase of new automobiles.

It really pays to be a Credit Union member...good dividends when you save... low interest rate when you borrow...dependable advice whenever you ask.

If further information is desired regarding the Credit Union, one of the following FAA representatives may be contacted: E. J. Anderson, Fred H. Harlan, Mildred Hodges, Vivian D'Arcy, and Mary Pendleton.



REGION TWO

