

FAA

REGION TWO

SCANNER

November 1959

Spurgeon



AS A CENTER CONTROLLER SEES
HIMSELF ON A BUSY DAY!

...Posed by Doc Stallard & Crew
at the Fort Worth ARTC Center

FAA REGION TWO

S C A N N E R

Volume 2

Issue 11

NOVEMBER 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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To My Fellow Teammates:

The revolving wheel of progress, which is omni-present in our world of aviation, is constantly turning, constantly bringing something new on the scene as something old is replaced. This constant change is the single thing which most characterizes aviation technically, economically, and functionally.

The changes are so breath-taking that many times we are prone to want to hold on to what is familiar and not grasp the new, the fresh, and the original with the aggressiveness that current situations demand.

Through the years we have seen new devices, new aircraft, new techniques come in with a startling impact, move into the common place, and then pass into oblivion as something moves in that is superior.

What a tremendous boon to flying was made by low frequency radio ranges as they came into being in those early days when pilots flew by instinct instead of scientific guidance. What could possibly be better than the true, comfortable sound that we pilots heard as we "homed" on the signal.

What could possibly be better?

Asking this question and searching out the answer is what has made American aviation great.

Today we are phasing out many low frequency ranges that have done yeoman duty over the years. We are replacing them with VOR's and the even-newer VORTAC's.

What's a better way of air navigation than the VORTAC system? Rest assured. There will be something better, and we will see the constantly moving wheel of progress bring this development on the scene, as, on the other side of the wheel, we'll see the VORTAC's move into oblivion.

These technical changes, improvements, and developments are but symbolic of the change-oriented aviation industry.

The remarkable thing to observe is that the people who make up the industry, and our organization, are adaptable to this change--in fact, not only are they adaptable, they stimulate the progress. I know that all of our files, were we to study them closely, would reflect that years before a system or technique was developed formally, some one or several of our people had suggested just that. When I run across one of these ideas that our people have had I always get a quiet sense of well-being--knowing that our organization is not one of followers, but one of visionary thought leaders.

May I challenge you? Think big, think farsightedly, so that you will always be the mentally alert, the mentally young enthusiast that grasps new ideas offered by others and creates some of his own. Give us the benefit of your progressive thoughts and talents. Let the constantly revolving wheel of progress list you as an important spoke...not a passenger!



Regional Administrator

AIRPORTS



Our Chief, George Garanflo, has been initiated into the "Order of the Sea Gull" as a result of his having flown the DEW (Distant Early Warning) Line north of the Arctic Circle.

During the five day flight in

July, he visited two stations on the DEW Line, Cambridge Bay and at a point on Foxe Basin, north of the Arctic Circle. A stop at Fort Churchill on the west shore of Hudson Bay was made enroute to obtain weather information, as a low overcast and rain had been forecast for Cambridge Bay before leaving Stewart AF Base. After passing the timber line there was nothing to be seen from the plane (C-54) except lakes and rock. George observed that there are enough lakes in the Northwest Territories to supply each Canadian with a private one of his own. During the stay at Cambridge Bay, the sun was shining when the group retired at 11:30 P.M. After checking to find it still shining at 1:30 and again at 3:30 A.M., with the temperature at 41° F, George finally decided it was high time for sack time.

The invitation for the trip was extended by Col. A. J. Reynolds, Command-

ing Officer, 4601 St. Support Group - assigned as Contract Administrator to Federal Electric Corporation. The latter has a contract with the U. S. to operate and maintain the DEW Line.

Politics is the art of looking for trouble, finding it everywhere, diagnosing it wrong, and applying unsuitable remedies.

AIR CARRIER SAFETY

As most of you know, our Bill Huebner from the Dallas Air Carrier Safety District Office was aboard the Boeing 707 which crashed north of Seattle while on a training flight. There were four fatalities and Bill was one of four survivors. He is now in a cast from a serious back injury. FAA is sending a Convaair to Everett, Washington, to fly him home. Doctor Ostendorf, Regional Flight Surgeon, will accompany him on the trip.

We consider him a very lucky boy and hope that something can be gained from this accident to prevent recurrence of a similar accident.

Washington has again recruited from our personnel and has tabbed Les Smythe for transfer to Boston, Massachusetts.

The weight of the work of the Air Carrier Safety Division has been due to the introduction of turbine powered aircraft to scheduled air carrier service and the tremendous preparation of the inspectors in training, both flight and ground, to meet the problems of the new jet age. Our increase in surveillance has increased the number of violations of the Civil Air Regulations and called to our attention the shortage of personnel.

Bob Proctor, Harry Odneal and Les Cain are all on the sick list but expect to be back on the jobs before long. Mr. Stevens from our Miami Office has been going to San Juan to help with the maintenance while Les has been recovering from a broken hip.

HOW MUCH LONGER WILL
THE FAA HAVE US HOLD
BEFORE CLEARING US TO
LAND? OUR SUPPLY OF
SCOTCH IS RUNNING
PERILOUSLY
LOW!



GENERAL SERVICES DIVISION

The Regional fleet of aircraft has been increased to 15 due to recent addition of one Douglas DC-3 plane from the Aeronautical Center. This new plane is a "new-concept" Douglas completely equipped for all types of flight checking of airways facilities.

* * * * *

Peter M. Horn of the Aircraft Service Branch, Atlanta, recently ended his bachelorhood. His wife is a former Houston, Texas, girl.

* * * * *

The Chief, Miami Reservation Maintenance Branch, reports that the complete interior painting and the acoustical tile installation at the Miami FAA-Weather Bureau Building is completed and that all employees there are very pleased with these improvements.

* * * * *

The west fence of the Regional Reservation sustained recent flood damage. Debris, washed down the ravine by rains, banked against the fence, resulting in the uprooting of a series of fence posts. Action is being taken to repair the damages.

* * * * *

Our sympathies are extended to Dempsey Goss, Laborer in the Reservation Maintenance Branch. His wife passed away October 16 after a brief illness.

* * * * *

DRIVE SAFELY!!!!

* * * * *

Did you hear about the Fort Worth man who one morning not long ago called a taxi company and complained that the cab he ordered to take him to Carter Field had not arrived...The girl who took the call apologized. "I'm very sorry the cab isn't there yet, sir," she said. "But don't worry, the plane is always late." "Well, it certainly will be this morning," the caller said sharply, "I happen to be the pilot."----Amon Carter Field Weekly News Letter.

The Region's occupational safety program is being implemented by the assignment of a full-time occupational safety assistant to the staff of the Property Management Branch. We hope to stimulate and encourage region-wide action to reduce occupational safety hazards and accidents.

* * * * *

Vignettes of Life - On several successive days recently the Reservation Maintenance Branch was asked to provide more heat and more air conditioning at the same time in the same buildings on the Reservation.

* * * * *

The output of our new Class A Printing Plant is approximately double that produced in the old-style plant 18 months ago.

* * * * *

For those who like statistics, by actual count there are 5035 40-watt fluorescent light tubes in lighting fixtures in buildings in the Regional Headquarters Reservation. This means that over 200 KWH of electric energy is consumed each hour the tubes are burning. We need, therefore, in the interests of economy and conservation, to see that lights are turned off when not in use, particularly at the end of each work day. This same prudent practice should be followed in any FAA Office, anywhere.

* * * * *

If you want to drive your wife crabby, don't talk in your sleep--- just lie there and smile.

* * * * *

GENERAL SERVICES DIVISION

Our Occupational Safety Officer, Dick Preusser, has noted an increase in "slipping" and "falling" accidents attributed to the new style "cigarette heels" worn by some women during working hours. Please, girls, please!

We'd like to make our own "plug" for more careful driving on the Regional Headquarters Reservation. With the growing number of employees and traffic, we've got to slow down our cars or someone's going to get hurt. The Regional Administrator says the speed limit anywhere on the Reservation is 15 miles per hour, and he means it. Let's all pitch in and drive more carefully and with caution. Safe and cautious driving, of course, is a must anywhere.

Thomas O. Hutcherson received an award of \$25 for a suggestion concerning the modification to relocate the CV-279 phasing units in the

ARN/21 TACAN equipment as installed in the Type 2 DC-3 flight inspection aircraft to facilitate accessibility for servicing.

Registrations have been completed with Fulton County, Georgia, for the construction and leasing on the Fulton County Airport of a new building to be called the "FAA Building." When completed, the building will house the Air Traffic Communication Station, Flight Inspection District Offices, and the General Safety District Office. Target date for completion of the building is March 1, 1960.

The Procurement Branch welcomes a new employee, Mrs. Jackie Stockard, Clerk-Stenographer. Mrs. Stockard, a native of Rhome, was formerly a secretary with Swift & Company, Fort Worth.

HE'S FROM THE FAA REGIONAL OFFICE,
AND WHILE YOU AND I KNOW WE DON'T HAVE
TO, IT MIGHT BE A NICE GESTURE TO DO
AS HE ASKS AND CALL HIM "SAHIB".



AIR TRAFFIC CONTROL DIVISION

We welcomed two newcomers to the Division during the past month. They are Mary Lee Herrin, Illustrator, and Brenda Peek, Steno. Both Mary Lee and Brenda transferred to 510 from ANF Division.

Paul H. Boatman, Chief of Air Traffic Control Division, spent a week in Washington recently to discuss general ATM problems, but to primarily discuss in the Division Chiefs' Meetings, the recent assignment to ATM of noise abatement. It becomes necessary to impress on all ATM personnel that noise abatement is in some areas one of the big problems of FAA and that everything possible must be done in revising traffic patterns, preferential routings, etc., to avoid disturbing people on the ground. Generally speaking, actions of some type are possible to reduce noise from aircraft. This becomes a problem for all of us to work continually on. The philosophy of the difference between ATC (as we knew Air Traffic Control) and our new name (Air Traffic Management) brings within our responsibilities several new facets and groups of problems to be dealt with by ATM personnel.

Another milestone in the progress of Air Traffic Control took place on September 20, 1959. At 12:10 A.M. on this date the San Antonio Center officially moved into their new quarters which was the first of the modern centers to be completed. Jerry Fox, Center Chief, reported the interphone cutover was accomplished in the short span of 35 minutes. The center radar

was functioning properly and by 1:30 A.M. all peripheral sites had been changed over. The change was made without a major hitch developing and went so smoothly and quietly that observers could not determine when the cutover was completed.

Personnel in the Facilities Division are to be commended for their efforts and labors in effecting the transition in such an efficient manner.

Out-of-town personnel on hand to witness the center move were:

Washington: Larry Griswold

Bob Stevens

Regional Office: Gene White, 510

J.D. Stone, 634

Oakland Center: Jack Thomas

George Durand

THE SIX MISTAKES OF MAN

The Roman Philosopher, Cicero, said it 2000 years ago and it's still true today. The "Six Mistakes of Man" are: (1) the delusion that individual advance is made by crushing others; (2) the tendency to worry about things that cannot be changed or corrected; (3) insisting that a thing is impossible because we cannot accomplish it; (4) refusing to set aside trivial preferences; (5) neglecting development and refinement of the mind; and not acquiring the habit of reading and study; and (6) attempting to compel others to believe and live as we do.

When you stop to think, don't forget to start again.

The judge says he had never tried gin and gingerale, but he had tried several who had.

Sustained Superior Performance Awards were received recently by A. Norris Stokes of the Lufkin, Tex. ATCS and Messrs. Sharp and Shepard of the Meridian, Miss. Station.

Those receiving awards for Employee Suggestions were: Mrs. F.M. Kocher, Atlanta Center; Calvin C. Ellis, Dallas Tower; and Thomas L. Harkness, Lufkin Station.

Our Analysis Branch Chief, Roger McDonald, should be departing the U.S.A. before too long for Buenos Aires. McDonald's new job with the Office of International Coordination will be Air Traffic Control Advisor to the Government of Argentina. We shall certainly miss you, Mr. McDonald, and at the same time envy you and your siestas -- or will there be any siestas for you??? You were overheard one time to make the remark that you understood a cute senorita had been lined up to teach you the cha-cha during siesta periods!!!!!!!!!!

ESSENCE OF AIR TRAFFIC PROBLEMS IN THIS COUNTRY.....

by Earl L. Stone, Jr.
(FW-521)

The following is a combination of problems that has made the advancement of air traffic control slow in comparison to aircraft and their present day speeds.

The growth of air traffic is a matter of common knowledge to the American public. For example, in

1957 39,000,000 passengers traveled by air transport within the United States as compared to an estimated 66,000,000 in 1960. Private pilots, flying businessmen, private industry pilots and, of course, the expanding military jet traffic are on the increase, thereby placing more demand on the air traffic control system.

A common system is required to keep abreast of aviation demands. This means simply the following:

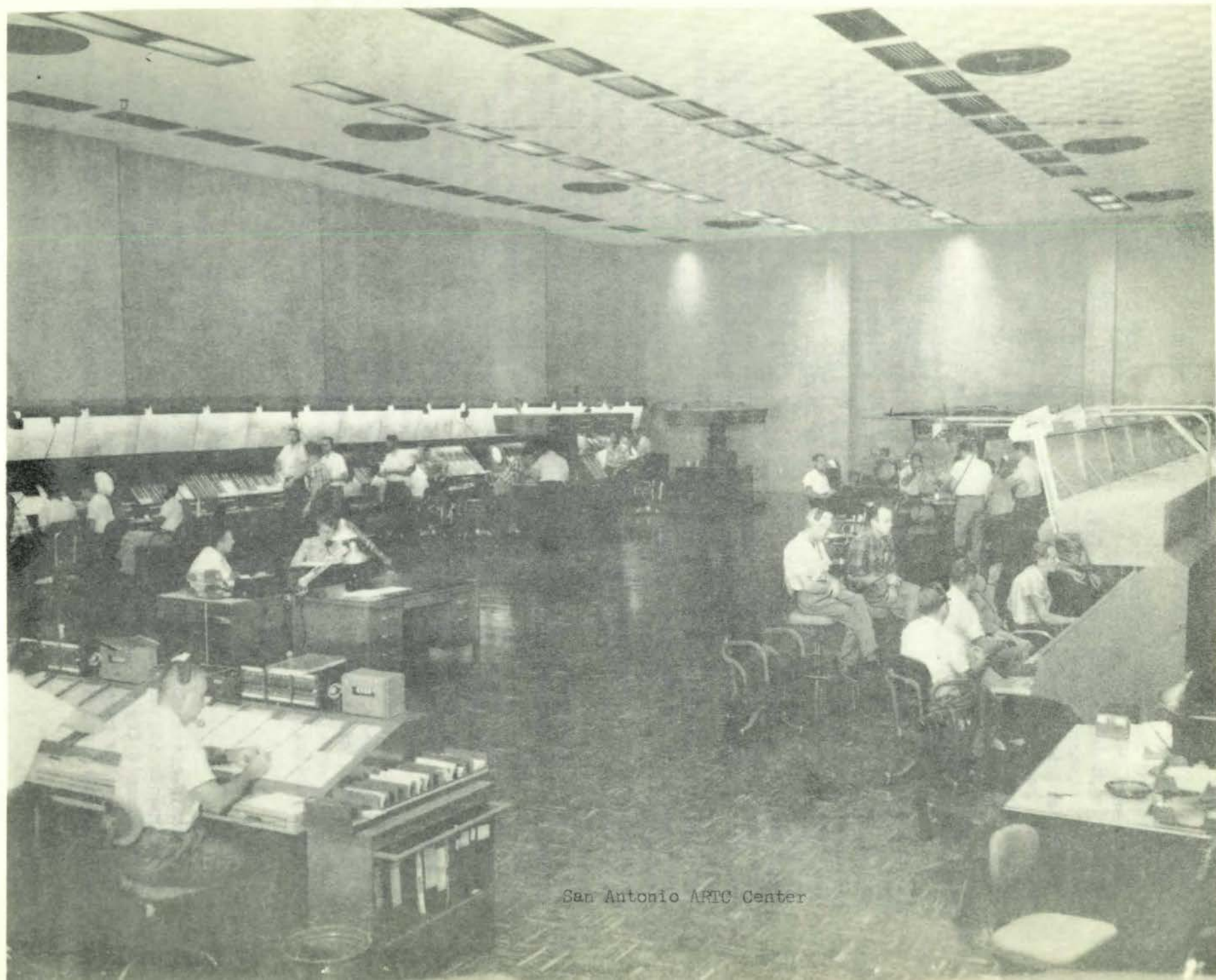
1. We must have one system of navigational aids, this system common to all aircraft either military or civil.
2. All types of air traffic, military or civil, equally and capably equipped with navigation and communications equipment to meet the demands of air traffic control system.
3. All pilots capable of conforming to air traffic control instructions proficiently.

The integrating of jet aircraft into the system has been detrimental to air traffic control without the tools to do the work. This problem can be relieved with more extensive use of radar, automatic devices, advanced electronic instruments and adequately trained operators.

Recognizing the above problems, the FAA is proceeding full speed ahead commensurate with budget and technical know-how to research, develop, implement and operate the most modern air traffic control system possible.

WORDS TO LIVE BY

If a man's after money, he's money mad; if he keeps it, he's a capitalist; if he spends it, he's a playboy; if he doesn't get it, he's a ne'er do well; if he doesn't try to get it, he lacks ambition. If he gets it without working for it, he's a parasite; and if he accumulates it after a lifetime of hard work, people call him a fool who never got anything out of life...Victor Oliver.



San Antonio ARTC Center

SAN ANTONIO CENTER IS QUEEN FOR A DAY

October 8th the beautiful, functional new San Antonio ARTC Center, the first of its kind in the nation, was officially dedicated by FAA Administrator E. R. Quesada.

Speaking before a large audience at the ceremonies, Mr. Quesada dedicated the new type center to "safety of flight for both civil and military aviation."

Instead of the usual "ribbon cutting", the Administrator, using a special radio set-up by C. G. Warner, Airways Technical District Supervisor, dedicated the Center to an aircraft representing "civil aviation" (an FAA aircraft flown by Bob Hunt, FW-682) and to an Air Force T-33 jet, representing "military aviation."

With their usual aplomb, the San Antonio Center personnel had the entire day planned to perfection, the multitude of details right "on the button." Personable Elmer Prather, Deputy Center Chief, was the coach and his team performed like "Texas against SMU" in their last day of October game!

Tom Dean, building owner, had his million dollar building looking like a million dollars...clean, sparkling, cool, and effectively decorated. Mrs. Dean, incidentally, had attractive plants throughout the building.

If such an award were available, I know all the Center people would vote Tom "the world's best landlord."

At noon, just before the 2:00 P.M. ceremonies, Tom Dean gave a luncheon in honor of Mr. Quesada. In addition to the Mayor, it was attended by two score civic, business, military, and civil aviation leaders of San Antonio.

Following the luncheon, the dedication ceremonies were held on a bunting-decorated platform in front of the Center operations room. The President of the San Antonio Chamber of Commerce and Mr. Quesada addressed the audience.

An interesting sidelight...evidencing their equal pride, it was amazing how many husbands, wives, and children of FAA'ers came out to "see where Daddy works"--many seemed to be bursting with pride. This we like! Families of our FAA'ers are an important part of our big family and we like for them to take an interest in the job we're doing.

Following the ceremony, Mr. Quesada led off and the audience was invited to tour the shiny new electronic giant.

Newspaper, television, newsreel, and radio men covered every moment of the day and, through their news media, interpreted what they saw to the citizens of San Antonio.

Late in the afternoon the electronic "Queen for a Day" took off her party hat, put away the gaiety, and settled down to her daily routine but exciting job "keeping 'em separated."



Administrator E. R. Quesada

GENERAL SAFETY DIVISION
HELICOPTER OPERATIONS

As a pilot with a red hot helicopter rating in my pocket, I sat in the helicopter operator's office hoping they had a place for me. Our talk began. "Now, flying a 'copter won't mean bankers' hours", he said. "You will be called at all hours, day and night, to make flights of mercy. People get into trouble, accidents, etc., and down here on the Gulf coast the helicopter is the best means of transportation.

"Our main business is with the oil companies engaged in exploring, drilling and producing oil offshore in the Gulf of Mexico. That is why you see so many 'copters along the coast of Louisiana. As a helicopter pilot you will bring men to their oil rigs, take supplies to them, etc."

"But what about this being called at all hours?" I asked. "Think of it this way", he replied, "We are working with and for different oil companies and it is quite a morale booster to their men to know that 'copters are standing by day and night so that they are only minutes away from a doctor at all times. For instance, the time the man fell from an oil rig out in the Gulf at 2:30 in the morning. The pilot called had the man in a hospital in New Orleans at 3:20 A. M.; in fifty minutes he saved a life. Or the occasion, on July 26, when we were informed that an oil rig was ablaze in south Timbalier Bay. In fifteen minutes the helicopter was on its way with all available emergency rescue equipment aboard. Arriving at the disaster area, he found a boat on the scene looking for survivors with

little success and pitched in to help. When the helicopter pilot would locate a survivor in the water he would hover over the scene with his spotlight until the boat picked up the man. In all, ten men were rescued in that manner. And we get calls from ships out at sea to come pick up a passenger or crewman who needs medical attention. See all these letters? They're all letters of appreciation from ship Captains, oil companies, and the individuals themselves whom we helped in an emergency.

"We do a lot of flying", he continued; "take Petroleum Helicopters, Inc. They pioneered the use of helicopters in offshore transportation of personnel and material, and have transported nearly a million passengers since they began operation. Flying in excess of 3,000 hours a month, they employ 60 pilots in operations that take them up to 70 miles out in the Gulf of Mexico. In addition, they have operations in South America and Alaska.

"Humble Oil Company is another big user of helicopters", he went on. "In 1957 alone they used helicopters to the tune of 12,345 flying hours, made 63,034 flights, carried 159,776 passengers. Some offshore locations that would require over four hours to reach by boat are accessible by helicopter in thirtyfive minutes.

"and", he concluded, "all this activity is looked after by the FAA General Safety District Office at New Orleans."

Druggist: "Yes miss; you'll find that most ladies like this lipstick."

Young lady: "Could you tell me--the kind that most of the men like?"

BUDGET AND FINANCE

Sustained Superior Performance Awards of \$150 each were given to three employees of the Budget and Finance Division--Arthur Markwardt, Virginia Kellum, and Mary Ann Rostron--all of the Payroll Section. Also, a suggestion award of \$15 was received by Maryhelon Cox of the Audit Section.

* * * * *

The Budget and Finance Division welcomes a new employee, George L. Tillery, Accounting Technician in the Fiscal Branch. George comes to us after having obtained approximately six years of experience in the accounting field. His home town is Siloam Springs, Arkansas.

While welcoming one employee to our Division, however, we regretfully bid farewell to another, Leo G. Schenck, Chief of the Project Audit Section, who is retiring after approximately 25 years of government service.

* * * * *

Dale Murphy and Glenn Rhodes of the Audit Section were detailed to the Aeronautical Center in October to help reduce their inventory of unpaid vouchers.

Two additional employees of the Budget and Finance Division were at the Aeronautical Center last month attending the two-week ATC Indoctrination Course there.



Pat George, left, and Mary Creel, right, have a pleasant (aren't they all) visit with FAA Deputy Administrator Jimmy Pyle during his recent trip through Central and South America. Both Pat and Mary are pretty teletypists working for Chief Nolan at the Balboa International Air Traffic Communications Station in Panama.

AIRCRAFT ENGINEERING DIVISION

The Power Plant Branch has added an evaluation engineer to its staff, Mr. A. C. Caviness, who was appointed August 10th.

Mr. Caviness brings with him a total of eight years experience in the aircraft industry, most recently at Chance Vought.

He lives in Arlington with his wife, son and two daughters. His "spare" time is devoted to night school; one course was taken at Arlington State College and another at Southern Methodist University where he has matriculated for his degree.

Floyd Melton, Chief of the Power Plant Branch, started with CAA in April, 1943 and transferred to this region in March, 1955.

Ken Holloway entered on duty for CAA in December, 1946 and came to our region in August, 1956.

Jack Lawrence joined the Power Plant Branch in this region when he entered on duty, February 27, 1957.

Ray Bolsenga also received his first CAA appointment in this region, August 5, 1957, and was assigned to the Power Plant Branch.

Bud Wells followed the next month, September 9, 1957, when he was also assigned directly to the Power Plant Branch as an Evaluation Engineer.

This branch has a combined CAA/FAA total of over 35 years experience plus many more years of industry experience and training.

These engineers carry the full responsibility of determining compliance with Civil Air Regulations on new and modified powerplant installations throughout our region, from single piston-engine aircraft to multi-engine turbo-jet transports. This includes also such special problems as vertical engine installations in helicopters and turboprops on Lockheed Hercules, as well as the turbine-powered Bell Iriquois.

IM GOING NUTS, DOC.
FAA WASHINGTON WROTE ME
AND SAID, "WHEN YOU GIVE A
TYPE CERTIFICATE TO A \$400,000⁰⁰
AIRPLANE THAT FALLS APART
ROLLING OUT THE DOOR, WE
DON'T REFER TO IT
AS A BOO-BOO!



PERSONNEL DIVISION

Federal Employees Health Benefit Act of 1959

The President has signed the new Government Employee Health Insurance Program. The Government plan will be effective July 1, 1960. Health benefits and payroll deductions will begin on July 10, which is the first pay period following the effective date of the program. It will be several months before the details of the plan are known as to coverage benefits and cost. However, there are a few basic facts available in the program which may be of interest.

The program is voluntary and all employees will have the option of participation. There will be no age limit or physical examination required if employees take advantage of the benefits at their first opportunity. That is, at the first offering of the program or immediately upon employment. It is recommended that any policies now held not be terminated; however, you are not advised to pay the premium on any policy beyond the effective date of this new program until you have had time to review the programs offered and choose the one that best fits your needs.

If all goes as planned, the policies now held with the Blue Cross-Blue Shield program will be cancelled concurrently with this new program. At that time, Blue Cross-Blue Shield will offer two national plans providing for two levels of benefits. Insurance companies are expected to team up

and also offer two plans. It is possible that there may be additional types of plans offered, but each employee will have at least four plans to choose from. The law provides for the Government to contribute one-half of the cost of the premiums. However, as employees will have their choice of coverage and benefits, the Government will be obligated to contribute only one-half of the cost of the cheapest of these plans. For example, if the minimum premium works out to be \$3.00 per single employee and \$7.00 per family plan per pay period, the Government will pay \$1.50 and \$3.50 respectively. The law does require, however, that a single employee pay a minimum rate of \$1.30 every two weeks or \$3.12 for coverage under the family plan. Any type of coverage, however, can be purchased by the employee paying the difference in the Government's share and the total cost of the premium of the desired plan.

The law does not state what benefits each plan will offer. However, all options will include both basic health and catastrophic coverage.

The Bill does make provisions for persons to continue coverage after retirement and also for survivors of employees or annuitants, if such survivors are eligible for survivor annuity. There are certain requirements of eligibility in these categories; however, they are basically the same as straight retirement eligibility.

* * * * *

I cannot give you the formula for success, but I can give you the formula for failure - which is: Try to please everybody.

PERSONNEL DIVISION

As in the case of our present insurance coverage, employees who leave Federal employment will be able to convert their group coverage to individual coverage. The Government, of course, would not make any contribution in the premium cost.

Certificate of enrollment or other documents will be furnished summarizing the benefits of the plan you choose and how to apply for them.

As stated above, it may be several months before any definite information can be furnished each individual as to the details of this program; however, we will keep you currently advised through this means of any significant developments.

Leave

The subject of leave has many facets. Much has been said about the importance of conserving leave, scheduling leave periods and periodic vacations.

Too often, however, it is evident that employees, in the leave patterns they establish as well as the supervisors who grant leave, tend to lose sight of the responsibilities they have to themselves, co-workers, supervisors and the Agency. Leave records are often analyzed in consideration given for

promotion. They are almost invariably analyzed in disciplinary actions and in requests for advanced leave. Remember, your record may be a point in your favor or very definitely one against you — a bad leave record also reflects upon a supervisor — after all — it was approved.

In the charging of leave there is one frequent misconception in the area of LWOP vs. AWOL. Leave without Pay (LWOP) is granted as in the case of Annual or Sick Leave. It is granted when it is necessary for the employee to be absent and there is no annual or sick leave to his credit or at his disposal. It is never imposed as a disciplinary measure. Absent Without Leave (AWOL) is the proper charge when an absence was neither requested or approved for an employee who may or may not have available leave to his credit. Any charge of AWOL should be documented and reported to the appropriate supervisor in the Regional Office with a recommendation of action to be taken based on the circumstances of the incident. If such absence is not subsequently approved as annual or sick leave, the employee will suffer a reduction in pay to correspond to the number of hours of his absence.



FAA TRAINING



PERSONNEL DIVISION

National Holidays

On September 22, 1959, the President signed into law a bill to give Federal employees the day off on those Fridays preceeding national holidays that fall on a Saturday.

Standard Practice will be supplemented with instructions covering this new law.

New Credit Union Bill

The President has signed a bill concerning the benefits available to members of Federal Credit Unions. Those of you who are now members will probably receive information from your own Credit Union; however, the main provisions are as follows:

1. Maximum unsecured loan limits have been raised from \$400 to \$750.
2. Increases the loan maturity limit from three to five years.

3. Permits the selling of negotiable checks and money orders to members, and the cashing of checks and money orders for members for a fee.

4. Provides for declaration of dividends by the Board of Directors.

5. Permits dividend credit for a month on shares which are or become fully paid up during the first five days of that month.

6. Prohibits compensation to any director, committee member or officer other than the treasurer for services rendered as such.

There are several other provisions of this bill. Some of these provisions, as well as some of those listed above, cannot be put into effect until appropriate bylaw changes have been approved or appropriate regulations issued. Any additional information desired pertaining to this bill and its immediate provisions should be obtained from your local credit union officials.

AIR NAVIGATION FACILITIES DIVISION

BERMUDA, B.W.I. VOR

The September issue of the Scanner with a letter by our Regional Administrator, Mr. L. C. Elliott on "Operation Friendship" had barely come off the press when the Air Navigation Facilities Division went into action on an "Operation Friendship Project."

The National Aeronautics and Space Administration needed a plot of land on a United States Air Force Base in Bermuda, B. W. I. for the immediate installation of a classified project. This plot is presently occupied by a VOR Facility operated by the Air Force. The Air Force agreed to vacate the plot provided a suitable alternate location

would be found for their VOR. The FAA was requested to perform the engineering work required to locate a suitable VOR site and this project was assigned to Region 2.

The Electronic Engineering Branch readied a VOR site test van and arrangements were made with the Military Air Transport Service to transport this van in a C-124 flying boxcar to Bermuda. The van fully equipped weighed 18,720 pounds and snugly fit into the C-124 with one-half inch vertical clearance to spare. This type assignment was routine for MATS. The flight departed from Charleston, South Carolina, September 9, 1959, and landed at Bermuda without incident.



VOR Test Van on location at proposed VOR site in Bermuda, B.W.I.

AIR NAVIGATION FACILITIES DIVISION

Supervisory Electronic Installation Technicians Lionel Edmonson and Charles Christine arrived at Bermuda the same date after a visit to the Washington office for a briefing on the project. The test van was set up, tuned and ready for flight check September 11, 1959. Flight Inspectors Robert Hunt, Charles Rone, Jim Davis and Flight Engineer Bob Harper arrived in FAA aircraft N-24 on September 10, 1959, to conduct the flight check of several possible VOR sites.

Suitable sites were selected for the permanent VOR and a temporary VOR to be operated during the time required to relocate the existing VOR. The FAA test van was set up as a temporary VOR and will be left at Bermuda until the relocation work is complete. Plans are now underway for the Plant Engineering Branch and the Electronic Engineering Branch of Region 2 to perform the VOR relocation work.

The first phase of this project was accomplished with speed and ease through the combined efforts of MATS, the U. S. Air Force and the FAA. The Air Force offered full cooperation and hospitality to FAA personnel during their stay on the island. The Facilities Division feels that "Operation Friendship" is off to a good start and that many worthwhile projects will result from the mutual interests of civil and military agencies engaged in Federal Aviation.

The FAA took a well deserved day off on Sunday September 13 to tour the islands. 150 small coral islands joined by bridges and causeways make up Bermuda. They are over 21 miles in length and about 3/4 mile at the wide parts. Bermuda was

settled by the British over 300 years ago. Many historical places were visited during the one day taxi tour. All agreed it would be a lovely place to spend a vacation if you had an income in the six figure bracket.

AWARD OF SPECIAL ACT

Mr. William A. Coleman, Maintenance Superintendent of the Maintenance Engineering Branch headquartered at Miami, Florida, performed an act of bravery beyond the call of duty while on detail to Swan Island, W.I.

Mr. Coleman on March 26, 1959, rescued Mr. Donald Glidden, Jr., an employee of the FAA, and members of his family from being swept out to sea in a small sail boat. It was noted that the boat was continually getting farther and farther from the Island. Mr. Coleman checked on the boat and he observed the boat apparently sailing satisfactorily when he viewed it from the top of the beacon tower. However, an hour later he again checked the boat and was barely able to sight the sail. With disregard to his own personal safety Mr. Coleman with the help of a native who was a good sailor, and a boy who reportedly had very good eyesight set out in a 14-foot aluminum boat equipped with a 15hp outboard motor, to the area where the sailboat was last seen. By the time the boy finally sighted the sailboat, when both boats happened to be on a wave crest at the same time, the sea had become quite rough, and the native sailor was alarmed and wanted to return; however, Mr. Coleman persisted in his rescue. Mr. Coleman proceeded eight to ten miles out in

They are feeding us so little in restaurants nowadays that when they invite us to come back again we feel like accepting the invitation immediately.

AIR NAVIGATION FACILITIES DIVISION

the open sea, fastened a tow to the sailboat, and towed the boat and passengers back to safety.

With disregard to his own personal safety foremost in his mind was the saving of other persons lives, Mr. Coleman has received an Award of Special Act and a check for his brave deed. We are proud to have a man of Mr. Coleman's caliber as an employee of the Maintenance Engineering Branch.

RETIREMENT

Mr. Luther E. White, Assistant Branch Chief of the Maintenance Engineering Branch worked his last day for FAA on September 30, 1959. Did we say "work"? At a ceremony in his honor at 1:30 P.M. on September 30th the gifts he received certainly brought out his daydreams and ideas of enjoyment for the days after his retirement. One of the first gifts presented to Mr. White was a good but somewhat "used" cane fishing pole which he is holding in the picture. Other gifts included deep sea fishing rods and reels, a Coleman lantern, portable ice chest, tackle box containing extra items, several handfuls of dollar bills that were left over (their suggested use was for transportation charges on his gifts from Texas to his home in Florida), and a gold wrist watch (so that he wouldn't become so involved in his fishing that he would forget the time of day and not show up for meals). There was also presented to Mr. White a bronze plaque engraved with a tribute to him and the dates of his government employment. Also, a gift was presented to Mrs. White in appreciation of her help and support behind Mr. White and the good job he has done all these years.

We ALL wish for Mr. White good health and enjoyable days of leisure and relaxation for many days to come. Mr. and Mrs. White plan to make their home in Florida and when they settle down there they have promised to give us their address and a permanent welcome to come by any time.

Congratulations to Mary Lee Herrin and Sue Perkins on their recent promotions.



Mr. White demonstrating fresh water tackle presented to him at going away party.

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Martha Morgan and W. E. Peterson, ANFD Chief, with money tree presented by Facilities Division Personnel.

Money does grow on trees and the picture shown above is proof. Upon learning that Martha Morgan, who formerly worked in the ANFD Drafting Section prior to transferring to ATCD, was resigning to move to Europe, ANFD decided to get together to wish Martha bon voyage. The clever idea of the "money-tree" stemmed from the very brilliant Doris Burns and W. E. Peterson made the presentation. You are certainly going to be missed around here Martha, and we wish you the very best of luck.

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SUGGESTION AWARD

Mr. Carl J. Gunn, ATDS-17 Fort Worth, was presented with a certificate of award and check for \$150.00 by T. J. Edwards, Assistant Branch Chief, Maintenance Engineering Branch. Presentation was made at Meacham Field before a group of approximately 15 employees of ATDO-17, ATDO-23 and the Meacham Field Office. The award was for Mr. Gunn's suggestion concerning a single dialing restart feature for ILS localizers which was adopted for use nationally.

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All the husband did was commit "SIX" violations of the Civil Air Regulations...(letter from the wife ---as to her husband's flying violations):

"It is seldom that I am so perplexed! Your letter was forwarded to me and I unthinkingly opened it because I knew it would be a while before my husband could see it.

"Whatever the charges are (and I most certainly hope you have the right party!), I am sure that there was not even the slightest intention on my husband's part to violate any of your regulations.

"I am sorry that whatever this is that has occurred has occurred, but please be assured that it was completely unintentional on my husband's part." Sincerely -- Mrs-----.

An interesting sidelight on the recent Braniff plane crash near Buffalo, Texas, was the "Southern Hospitality" furnished by the citizens of the town to the many persons and agencies that have been participating in the CAB investigation of the accident. The high school gym was made available both as a temporary morgue and for the CAB hearing. Teachers and students assisted in the conduct of the hearing in many ways. The people on whose land the crash occurred cooperated in every way possible to enable troops to gather parts of the wrecked plane. The town, itself, provided many services for the troops throughout their mission. A cafe opened at 4:30 one morning so that investigators could have breakfast before starting the day's search. The listing of instances of such cooperation could go on and on.

The spirit of cooperation shown by the citizens of Buffalo made an unpleasant task much easier for everyone involved and greatly facilitated the investigation. The FAA - for one - is grateful.

LET'S SEE... I BELIEVE I WAS
IN THE MIDDLE OF A WORD
WHEN YOU LEFT FOR YOUR
COFFEE BREAK!





Star-Telegram Photo.

NOW, WHICH IS NICER?---A recent memo from R. E. Preusser, FAA regional occupational safety officer, suggested women employees in the regional office might be on a safer footing at work if they'd wear low heels instead of high ones. So, Mrs. Maryhelen Cox, left, and Mrs. Peggy Maidic showed up for work in super-safe boots. But, Carol Taylor, knowing safety can have its drawbacks, decided to take her chances.

REGION TWO

