

FAA

REGION TWO

SCANNER

January 1960



OUR NEW ARTC CENTER BEAUTY AT JACKSONVILLE, FLORIDA

FAA REGION TWO

S C A N N E R

Volume 3

Issue 1

JANUARY 1960

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. Mouroe
Aircraft Engineering.....	Everett Morris
Personnel.....	Johnie Withers
Air Traffic Control.....	Beth Skidmore
General Safety.....	J. J. Werbkke
Budget and Finance.....	Gale Pennington
Air Navigation Facilities.....	Bonnie Buckingham
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January 1960

To My Fellow Teammates:

With this starting of the new year we are also starting a new decade. The last two decades will be remembered as two of the most tumultuous in the history of mankind. World War II, the blockade of Berlin, Korea, and the cold war have all occurred during the lifetime of most of those who read this.

These two past decades have also been marked by astounding scientific achievements. The splitting of the atom and subsequent development of nuclear weapons and power, significant advances in the field of electronics, the placing of man-made satellites in the solar system, and other equally important technological advances have been made during this period.

Military and civil aviation, too, have kept abreast of these achievements. Today our military aircraft can fly further and faster, and carry a destructive force unheard of only twenty years ago. In civil aviation we have seen the private use of aircraft for business and pleasure multiply manifold, the Jet Age in civil transports has been successfully introduced and has helped account for the startling increase to nearly 50 million airline passengers carried in 1959.

Cognizant of the impact of aviation on our daily lives, an enlightened Congress created our new Federal Aviation Agency to carry out the mandate of the people for safety in the air.

We in the FAA are to be the vital force in assuring this safety of flight.

The Fabulous Sixties, as the next ten years have been labeled by writers, will be an exciting time and we will be a part of it all. Opportunities for the good life will abound for the strong who will grasp the opportunities and will assume the responsibilities.

The new decade brings a new challenge. In military aviation and aerospace our very survival depends upon our ability to meet that challenge within our sphere of influence. Our nation's economic well-being is conclusively interwoven with civil aviation growth.

We will see many new and amazing scientific developments in electronics... machines that can free us for more important work will be designed. But we must remember that the machine or device has yet to be invented that can replace human judgment and decisions.

Within the FAA, the individual development and progress of our people must match that of the new era. This is the real challenge. Will you accept it?



Acting Regional Manager

GENERAL SAFETY DIVISION

JUST HOW SAFE IS PRIVATE FLYING?

According to our aircraft dealers, private flying is safer than private driving. By the increasing number of business and professional men who are buying and flying small aircraft, private flying is safe enough to attract our most prominent citizens.

Speaking for the Birmingham District and its private pilots, however, private flying is far from being as safe as it could or should be. With few exceptions, in the past three years, the hazards to private flying have been created by the pilots. In almost every instance of serious or fatal accident, the pilot set out on a flight under conditions which would have caused the ablest veteran to quake in his boots.

Among the best examples of how to prevent flying from becoming a habit, and the most horrible examples of good judgment, were actual flights such as these:

One pilot checked the weather along his proposed route, found it bad, told his passenger, "Boy, the weather is rough where we are going," took off just before dark in a single engine aircraft on a two hour flight over mountains, unequipped for instrument flight. About halfway to his destination, at night, he flew into the overcast, then dived into the side of a rocky cliff and scattered small parts of his aircraft, himself and his passenger over a wide area.

Another pilot and his friend spent the evening at a club consuming mixed drinks until midnight. The pilot then decided to finish the evening by taking his friend for a flight. He

finished not only that evening but also any others that may have been allotted to him and his friend. He buzzed two nearby towns for about an hour, made a low pass over the airport, turned as if to return to the airport, and dived into a wooded area. Result, one demolished airplane and two very dead boys.

The third example was a pilot unqualified for instrument flight who took off at night on a cross-country flight in the face of known bad weather. He ran into rain, got lost over a city near the airport, could not find the airport, and landed in a parking lot almost surrounded by high tension wires. He was lucky; he gets another chance.

As long as we have pilots whose judgment or lack of judgment permits them to attempt flights such as these, we will not have the safety we could and should have in private flying.



An FAA official tells this one--but adds quickly that no fine was assessed. A four-engined piston airliner was in for overhaul. A fuel tank had been opened, repaired and sealed. But the fuel system didn't seem to function properly. An FAA inspector insisted the fuel tank be re-opened. It was. And three cases of Coca Cola were found inside...

GENERAL SERVICES DIVISION

A new FAA Hangar-Office Building at Meacham Field will be constructed soon by the City of Fort Worth. This new building will have one complete side equipped with sliding doors for easier movement of aircraft and will provide approximately twice as much hangar, shop, office and storage space for the Aircraft Service Branch as is provided by present facilities.

Office space in this building will be provided for the Fort Worth District Offices for Airports, General Safety, Flight Inspection and Airways Technical District Supervisors.

All offices and shop areas will be completely air conditioned.

The Aircraft Service Branch has received new mockups for Automatic Direction Finders for both Fort Worth and Atlanta. Mockups are models of electronics equipment that duplicate equipment installed in aircraft and are used to test parts and components of this type equipment which is being repaired.

Another cause of telephone operators' headaches--The Property Management Branch has three Simmons and one Sammons, all in the same office.

The General Services Division has added several new employees during the past month. They are as follows:

Bernard K. Deese, Aircraft Mechanic, Atlanta, formerly with the Aeronautical Center at Oklahoma City.

Looney Pinkston, who returned to the Property Management Branch after two years of military service.

Mrs. Betty P. Mathis, Clerk-Typist, Aircraft Service Branch.

Mrs. Mary J. Murphy, Clerk-Stenographer, Property Management Branch, formerly with the Greyhound Bus Lines in Fort Worth.

Mr. Lora L. Parsons and Alton P. Epperson, Laborers with the Reservation Maintenance Branch, Fort Worth and Raymond Orange with the Reservation Maintenance Branch in Miami.

Gordon Young of the Aircraft Service Branch has recently returned from Reese Air Force Base, Lubbock, Texas, where he completed a course of instruction regarding the maintenance of jet T-33 type aircraft. The Region is to be assigned at least one of this type aircraft in the very near future.

Mike Haile, Chief, General Services Division and Ray Landon, Chief, Radar Plant Section, attended a special conference at Balboa, C.Z. called by Governor Potter of the Canal Zone. This conference was held to work out procedures with the Panama Canal Zone Company for officially transferring the Cardenas Townsite to FAA. Construction is now underway on 82 family housing units for occupancy by FAA employees.

Haile and Landon were joined in the Canal Zone by T. A. Stepp, ATDS, and John Nolan, Chief of the IATCS at Balboa, in working out mutual FAA problems in the Zone with the Panama Canal Zone Company and with representatives of the various military services.

Governor Potter expressed satisfaction with the progress made at the conference. He expressed a desire that FAA become a member of the "Canal Zone Family" and continue to work with other activities in the Zone toward mutual solution of common problems.

WHEN THE OTHER FELLOW takes a long time to do something he's slow. But when I take a long time to do something, I'm thorough.

BUDGET AND FINANCE

"Where did all of it go!" will be the cry of most of us when we see the amount of gross income on our 1959 Statement of Federal Withholding Tax. The Payroll Section is planning to work overtime on Saturday, January 16, in order to get the 1959 W-2's out during the following week. If you really do wonder where it went, just look at the amount of income tax withheld. Now, don't you wish you hadn't earned so much?

We have recently received revised maximum per diem rates for travelers beyond the limits of the continental United States effective December 1, 1959. The changes applicable to foreign travelers within the jurisdiction of Region Two is that in the

Canal Zone, Panama City has been raised from \$13 to \$17 and in Puerto Rico, other than San Juan, has been raised from \$18 to \$28.

The Fiscal Branch is taking delivery on two new National Cash Register Company accounting machines to replace two machines which have been in use since 1950.

The new machines will be equipped with punched paper tape recorders. Data posted directly to ledgers will be automatically reproduced on tape for subsequent automatic conversion to IBM cards and further processing.

The total cost of the two machines is \$13,896 plus \$5,518 for accessories; which goes to prove that accessories aren't cheap—just ask any new-car owner.

EVEN IF THE FAA DID TRANSFER YOU TO KEYWEST, TRUTHFULLY WE DIDN'T THINK THERE WOULD BE ANY DEMAND FOR A SIZE 48 BIKINI.



AIR TRAFFIC CONTROL DIVISION

Belated Holiday Greetings from the Regional Office ATC Division!!! The Chief and his staff wish to express their appreciation to the field facilities for their fine work and cooperation during 1959.

IN MEMORIAM

Joseph Fine of the Houston, Texas ATCS died unexpectedly of a heart attack on December 1, 1959.

New Clerk-Stenographers in the RO are Dee Crabtree and Duejean Clements. Dee is not a newcomer in FAA, having worked in Airspace and Public Affairs and Information Office here, but recently returned and is again working in Airspace. Duejean is in FW-530.

San Juan Center Controller Bob Smiley discovered what he thinks is the remains of two ships hidden for centuries beneath the waters near San Juan. Bob came across several relics while engaged in his favorite past-time--skin diving. His treasure includes an 18th Century anchor, cannon balls, fragments of a copper pot and clay receptacles which were probably beer jugs. These objects are being examined at the Institute of Puerto Rican Culture in order to determine their origin. It is hoped that the objects might be traced to English manufacturers which would bear out one theory - that the ships were part of the English Fleet which attacked San Juan in 1797 under the Command of Admiral Abercrombie.

The federal government estimates it will be another 50 years before the entire United States has been adequately mapped.

Clarence T. Tolpo, Chief, San Juan Center, has been chosen to represent the FAA in the Caribbean Region, in the election for Civil Servant of the Year. He will compete against all Government employees in Puerto Rico and the Virgin Islands.

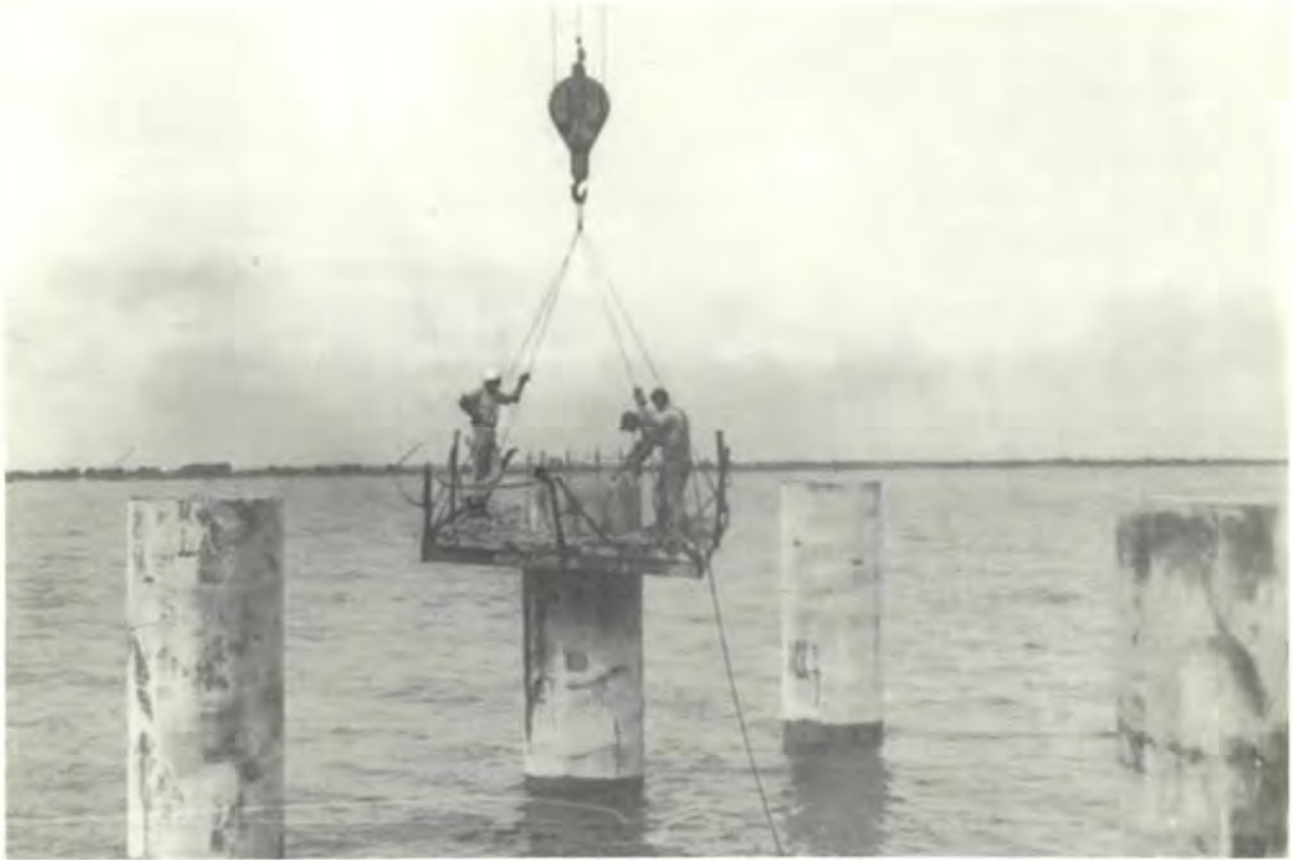
We don't know from whence this article came but we have a pretty good idea it came from an "Old" Chief - -:

There was once a facility with little traffic, an "Old" Chief, and few personnel. The "Old" Chief didn't have personnel problems, gripes from pilots or a glorified training room. Everything was running real smooth.

Suddenly everything broke loose, traffic-wise. More training schools opened up for pilots on the field. More hangars were built. Executive traffic picked up and the "Old" Chief realized that more people were needed. His plea to the Regional Office was "Call you back." Then lo and behold "Top Brass" pulled a 59-11. Result??? Two controller positions and two Trainees.

Now, news like this travels fast, especially to Johnny Fewclothes who is located in a facility with a Beatnik Chief. Johnny says, "I'll just take a "FAM" trip over to see the "Old" Chief--with all my background and experience I can't miss." The "Old" Chief listened intently. At the same time the R. O. called and informed the "Old" Chief that he was indeed fortunate - a new trainee by the name of Didco would report within a day or so. Didco has great potential and should make a good controller. The "Old" Chief thought a minute and the immediate future didn't look too bright. "Just a minute", he said, "I have been talking to a "has-been" and now you come up with a "will-be" and what I want is an "Iser".

WHEN THE OTHER FELLOW doesn't do it, he's lazy. But when I don't do it I'm too busy.



Hang It On The "Skyhook"!

The "Skyhook" shown herein is part of a 50 ton floating crane used in handling and driving the 88 foot long concrete piles into the bottom of Lake Pontchartrain for the New Orleans, Louisiana VORTAC. The piles are 52 inches in diameter, hollow, precast and prestressed, and the entire structure consisting of a 36 x 36 building loaded with equipment and topped with a 52 foot counterpoise rests on only six of them.

The "Skyhook" was not the only unusual incident in the facility construction. After a heated argument, during the layout work, an engineer attempted to pace the distance from a boat to the facility site in order to prove a point to his colleagues; he started pacing, but unfortunately encountered one minor hindrance, 14 feet of water. This is what you call project enthusiasm; he was fished out, wet and cooled off. During construction, transportation to the site was by a 50 foot seagoing tugboat with French coffee served aboard for all hands at all hours.

* * * * *

WHEN THE OTHER FELLOW goes ahead and does something without being told, he's overstepping his bounds. But when I go ahead and do something without being told, that's initiative.

AIR NAVIGATION FACILITIES DIVISION

SEMINAR MEETINGS

Maintenance Engineering Branch

These meetings are held on the first work day of each month between 4 and 5 P. M. and cover subjects which are common to all of the technical sections in the Maintenance Engineering Branch. While this is a Branch activity, other interested Division or Branch employees are invited to attend. Branch personnel lecture on the various subjects. Subjects to be discussed at future meetings are:

- The Doppler VOR System
- Operating Principles of FAA Air Conditioning Systems
- Programming of Personal Services
- FAA Automatic Teletype Systems
- Budget - Program Information
- Discussion of Microwave Link

TACAN Beacon

Approach Light Sequence Lighting

Technical Aspects of Radar Air Traffic Control in the SAGE System

Integration with Other Government Agencies - Military, USWB, etc.

Computers

Consolan

Two meetings have already been held. At one, Mr. J. L. King of the Radar Maintenance Section, FW-675, lectured on New Video Displays for Radar Equipment (Including Scan Conversion). At the most recent meeting Mr. W. M. Howe of the Plants and Structures Section, FW-676, discussed Testing and Splicing Techniques for Underground Cables.

A newlywed filling out his income tax return listed a deduction for his wife. In the section marked "Exemptions claimed for children" he penciled the notation: "Watch this space."...

"When I get to bed at night, I always see green signals and red signals in front of my eyes."

"Did you ever see a psychiatrist?"

"No, only green signals and red signals."...



FAA EXECUTIVE SCHOOL GRADUATES



Beginning with the top photo, Messrs. Paul H. Boatman, Chief, ATM Division; E. J. Anderson, Chief, Personnel Division; and Herbert H. Slaughter, Chief, Aircraft Engineering Division; Region Two nominees, receive congratulations from Brigadier General Carl I. Hutton, Chief, Training Division, PT-30, upon successful completion of the first Executive School conducted at Oklahoma City, October 18-30, 1959.



The Executive School is tailored to FAA needs and is designed to give selected Division and Branch Chiefs an opportunity to:

- Share experiences and broaden understanding of FAA management goals

- Test thinking and planning with other seasoned administrators of FAA

- Gain perspective for self-scrutiny and evaluation

- Acquire new points of view and ways of thinking

- Secure specific answers to practical management situations in the Agency

- Develop a better comprehension of the administrative process

- Improve Agency communication skills.



CARDENAS TOWNSITE



OUR PANAMA
CONTEMPORARY JUNGLE HOMES



Deep in the Caribbean, aviation is growing fabulously...giant airliners and small private aircraft fly the vast area with busy passengers and urgent cargos. This growth in traffic between the Americas has brought increased demands on the FAA in Panama.

Now in this exotic country surrounding the Canal, housing is less than the best, almost primitive! Realizing this, FAA management worked tirelessly to get final approval for a multi-million dollar modern housing development...the Cardenas Townsite.

The Panamanian jungle area is now being cleared and construction of 16 contemporary bachelor units (above) and 66 family duplexes (below) for FAA employees is starting. The long-awaited happy day of moving in is scheduled for September 1, 1960.

An exotic foreign assignment in style!



PERSONNEL DIVISION

Sick Leave "Use Rate" Drops

The rate of Sick Leave use during the fourth quarter of the Calendar Year is lower than it has been for three years. A recent survey shows that 44% of the Sick Leave earned had been used during that period. The rate for the fourth quarter of 1958 was 46% -- and for the fourth quarter of 1957 -- 51%. Perhaps this is an indication that more of us are becoming aware that Sick Leave is like money in the bank -- it should be saved for a rainy day.

* * * * *

How to Understand Workers

The percentage of supervisors who lose their jobs because of technical incompetency is quite small. A much greater percentage of the supervisors who fail in managerial positions, fail because of an inability to deal effectively with people. On the face of it, this may seem a bit strange. However, let's analyze the situation.

Many individuals devote weeks, months, and even years to the task of learning the whys and wherefores of a craft, trade, or science. They become master craftsmen, technicians, engineers, or scientists and take great pride in their abilities. This, of course, is as it should be, for their skills are vital to our productive capacity, our economy, and even to our continued existence.

One big consideration to be reckoned with, however, is the fact

that once these individuals are placed in supervisory positions, their technical competency must share its importance with an ability to deal effectively with workers. Herein lies the problem, for many of these same people have spent little time or effort in learning to deal with people. This situation often causes a leaning toward a natural tendency to continue to attend to those things with which the supervisor is most familiar. For example, a machine costing \$10,000 and which is expected to perform for 10 years, has a rigid maintenance schedule set up for it. Its performance is constantly being checked and periodic adjustments are made to insure that it is kept in good condition. The operator of that machine, however, costing, let's say, \$3,000 per year, with an expectation of 20 or 30 productive years, may go completely unattended. Evaluations of performance and periodic adjustments may be completely ignored. Yet, no more complex, more complicated, more tedious machine has ever been developed than man himself.

Recent studies in the management field clearly indicate that those supervisors who put proper adjustment and care of their personnel ahead of their drive for production, actually get more production. These studies, and commonsense, would then seem to place priority on the task of learning all you can about your workers. Then use your knowledge in directing them, satisfying their needs, and developing their abilities.

* * * * *

WHEN THE OTHER FELLOW states his side of a question strongly, he's bullheaded. But when I state my side of a question strongly, I'm being firm.

LEGAL DIVISION

Leaflets and leaves are not the only types of objects being dropped from aircraft in this Region (see Scanner for December). Now we have a report of the dropping of paper bags filled with flour. It seems that in October two high school students in Alabama, one of them a private pilot, used such objects in dive-bombing the courtyard of their school. Although their accuracy is reported to have been excellent, the FAA takes a dim view of such opera-

tions and, by order issued by the Regional Attorney, has revoked the pilot certificate of the student who flew the plane in this instance.

The Legal Division stenographers took advantage of the Christmas Holidays to "get away from it all" - Frances Welsh to Lubbock, Jane Smith to Illinois, and Lee Franklin to Midland.

MERCATROID FROM REGION TWO HAS A DANDY IDEA. LET'S GET A RULE PASSED AGAINST FORCED LANDINGS AND PILOT ERROR!



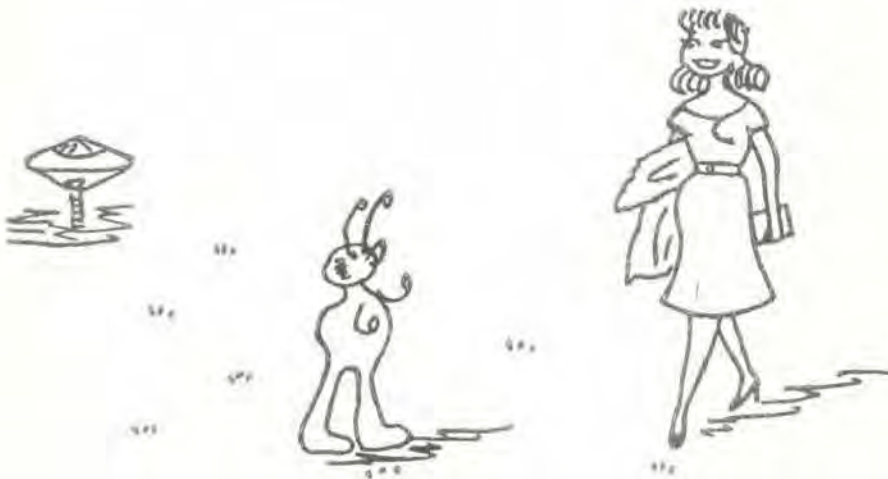
AIRPORTS

On November 11 the new multi-million dollar terminal building at Moisant International Airport in New Orleans was dedicated. This building was many years in the planning state and construction was begun in 1957. Anyone familiar with the big, barren hangar which served as an administration building for many years will all the more thoroughly appreciate the beauty and convenience of the new structure.

One of our secretaries received a Christmas card from Karachi, Pakistan, from our former DAE, J. D. Church, which contained this observation - "I miss you very much.

Our secretary wears a turban and has a long, shaggy beard." Incidentally, those readers who are acquainted with Church will want to know that he has been confined to the hospital in Karachi for several weeks with a severe case of hepatitis, sometimes known as "yellow jaundice." Never fatal, but confining. Naturally, we're all hoping he'll be well soon.

We want to welcome Mrs. May Dell Hope, who has recently gone to work in the Oklahoma City District Office, replacing Mrs. Lillian Kelley, who transferred to the Air Force at Colorado Springs.



Take me to your leader, later!

AIRCRAFT ENGINEERING DIVISION

SAFETY SALESMANSHIP

In the first year of Federal Aviation Agency existence, the situation facing the personnel in the Aircraft Engineering Division is the same as was faced for 20 years of Civil Aeronautics Administration by Aviation Safety people, Flight Operations and Airworthiness people, and is still being faced by Bureau of Flight Standards people.

Stated briefly, it is: TOO MANY PROBLEMS AND NOT ENOUGH PEOPLE.

We can't throw up our hands and quit. We never have and never will. We do the best we can and spread ourselves as far as time and energy will permit.

To do a complete job of carrying the responsibilities for safety we are charged with, we have learned to use aviation people who are not on the FAA payroll. We have to learn who we can depend on and who we can trust. The people in the aircraft industry who have technical knowledge, experience, and integrity help us do our job every day.

Because safety is our full-time interest, we tend to assume that everyone in the industry thinks in terms of safety. This is not necessarily so.

While we are determining compliance with regulations on as many detail items as time permits, we should also do a selling job for safety.

If each designer, modifier, mechanic and inspector employed by private enterprise is thinking and working with genuine priority given to safety above all else, less monitoring and "spot-checking" is required by FAA personnel. If we can just increase the probability that the items we didn't have time or

manpower to examine in detail are safe and comply with Civil Air Regulations, we will be doing a better job.

We should think safety ourselves, talk safety when we deal with the public, and sell safety to the men who can help us achieve safety.

* * * * *

Mrs. Carol Gaston resigned from her position in the office of the Chief last month because she is anticipating another income tax deduction. Our best wishes go with Carol and her husband, Joe (of FW-635), who is recuperating from an appendectomy.

Mrs. Janet Zimmerman is now in this position as clerk-stenographer for the modification staff, also known as Engineering Service Representatives. We consider Janet a welcome addition to our division and hope she'll soon feel "right at home".

* * * * *



WHEN THE OTHER FELLOW overlooks a few rules of etiquette, he's rude. But when I skip a few of the rules, I'm original.

AIR CARRIER SAFETY

New Employees

We are pleased to welcome the following new employees to this Division---Lindy Adams has reported to the Regional Office from Airports, Joan Olson to Winston Salem, Rhoda Snoke to Miami, Clara Etter to San Antonio and Martha Mills to Atlanta.

We are also happy to have our former employee Rudy Cornehl from the ICO Panama, report to Nashville. Inspector James Cardullo is expected to report to Miami from Alaska and Inspector Haney Rogers will report to the Regional Office from Alaska.

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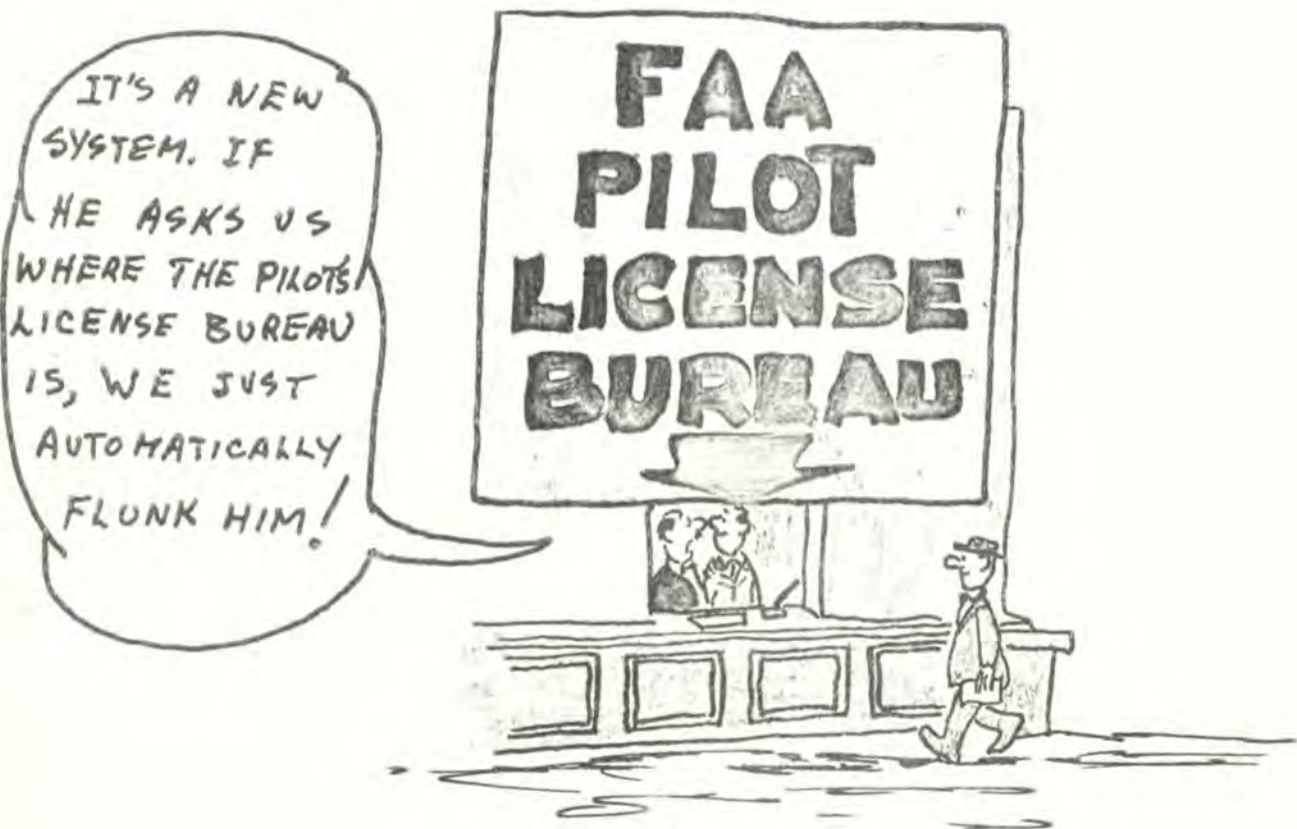
Thirty Day Special Surveillance Operations Program

The Operations Branch has been alerted to a special 30-day program, seven days a week, holidays included. At most district offices the girls have held down the offices while the operations men have taken to the air.

We are proud of the attitude that was shown in that when we had a job to do the whole Branch was willing to forget and forego holidays and annual leave already planned and get the job done right.

For the first three weeks of this program the total technical overtime hours expended numbered 3,014 and clerical overtime hours numbered 556. Much good information has already been gained and we are sure the program will be very beneficial.

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ONE GOOD THING ABOUT HAVING FAA MEN
WORK WITH US ON OUR BASES IS THAT WE'RE
STILL GOING TO NEED MEN ON FOOT
TO GO LOOK FOR THE INTERCONTINENTAL
BALLISTICS MISSILES THAT DON'T
EXPLODE!

REGION TWO

