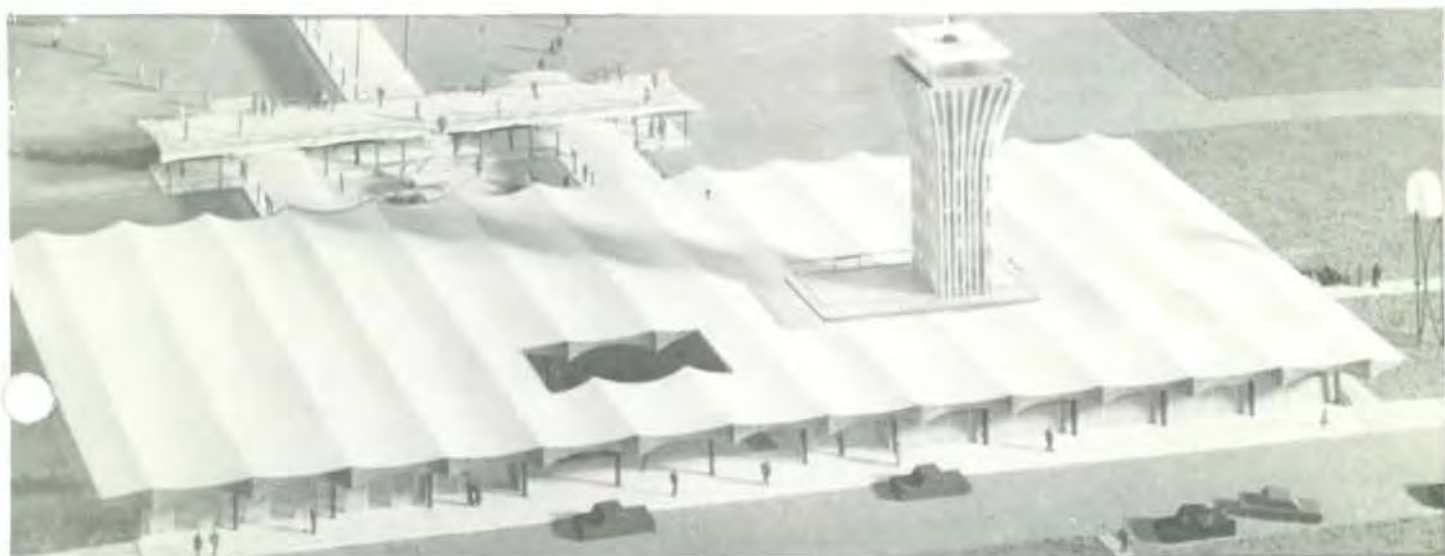


R A A

REGION TWO

SCANNER

February 1960



Sparkling with contemporary design, here are two examples of relatively small 20th Century air terminal buildings in Region Two. Above is the new Robert Mueller Airport building at Austin, Texas, which is to be completed this fall. Surrounded with graceful palms, below is the terminal building for Sarasota, Florida's, Sarasota-Bradenton Airport which was opened last summer. These designs reflect true Jet Age excitement!



FAA REGION TWO

S C A N N E R

Volume 3

Issue 2

FEBRUARY 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. Monroe
Aircraft Engineering.....Everett Morris
Personnel.....Johnie Withers
Air Traffic Control.....Beth Gorham
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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SECOND REGION

P. O. BOX 1689

FORT WORTH, TEXAS

February 1960

To My Fellow Employees:

You are all aware of the regional organization placed in effect January 1, 1960, by Administrator Quesada. More specifically, it is direct line authority from the Director of Bureaus to the Regional Divisions and on to the field.

The positions of Regional Administrator, Deputy, and Assistant were abolished. There is to be a position of Regional Manager who will not exercise any supervision in the technical areas.

Some may wonder if the change will have any effect on the field - the answer is no. You still have your same work to perform and will be responsible to your same supervisors.

We have had a dynamic first year of FAA under the capable leadership of Mr. Quesada; much has been accomplished - there is much more to be done in the future. Knowing many of you personally and of your devotion to aviation and the FAA, and with the capable leadership of Mr. Quesada and his staff at the top, I am sure we can all move ahead to greater accomplishments.

As quoted in a recent issue of Time Magazine, Mr. Quesada simply and eloquently has stated our case. "When you go to the ticket counter and buy a ticket", says Pete Quesada, "you don't know who's going to fly you, or anything about his training, or the airline's equipment - nothing. The public acts in faith, faith in this system, and we'll see to backing up that faith. I'm here to represent the public, and dammit, the public will be protected".



L. C. Elliott
Acting Regional Manager

AIR CARRIER SAFETY

With so much recent publicity concerning airplane crashes concurrent with bomb explosions, some interesting figures have been compiled.

Immensity of the problem facing air travel experts is illustrated by these figures.

A plane takes off from an American airport every 10 seconds.

There are about 9,000 domestic flights being made every day.

About 144,000 persons travel on these flights each day.

This represents 85,000,000 passenger miles within the United States every day.

Airlines handle 150,000,000 passenger bags each year.

They carry 24,000,000 pieces of parcel post and 1,000,000 Air Express shipments.

Officials of the Air Transport Association said that soon after the 1955 bombing of a United Airlines' plane over Colorado, the airlines, Federal Aviation officials and the FBI met to talk over the problem.

Fluoroscoping, or X-raying of passenger baggage was discussed. It was discarded as impractical.

Bombs can be dismantled and carried in pockets. They can be made of plastic and thus avoid detection by the ray, which is responsive only to metal.

From the figures compiled, one can easily understand what an enormous task it would be to search every piece of baggage that is carried by the airlines, but the problem is being studied thoroughly.

It is not enough just to keep pace with the needs of the Nation's vast airways system. Guiding the growth of American aviation calls for long-range planning, research and programming. This is being done by FAA.

After 4 years of duty in Alaska, Haney Rodgers took to his snowshoes and came South where he has been based in the North room. Brr--Mr. Rodgers reports the room colder than his former post---and he has been home recovering from, of all things, a cold. It just wasn't like this up there he insists.



AIR TRAFFIC MANAGEMENT DIVISION

THE CASE FOR THE COMPANY

The following is a condensation of an article submitted by the Wink, Texas ATCS. While it is primarily written for the benefit of businessmen, it very competently points up an area in which every person who works for an organization of any description should consider. Criticism, properly rendered in a constructive manner, benefits all of us, while destructive criticism (in many cases without full knowledge of the facts) is a malignancy that slowly destroys our most sincere efforts. The article in part follows:

I was taking a coffee break with several management employees with whom I'd been working that morning. The cafeteria was crowded, noisy, friendly.

At a nearby table, I noticed--sitting alone--the young executive assistant who had first arranged my appointments for me. He had been pleasant and cooperative, and I asked my hosts--who were enthusiastically engaged in poking fun at company policy and high brass--why they didn't ask the other man to join us.

"Nothing doing," said one of my companions. "He's a Company Man--doesn't approve of criticising the boss. He just doesn't fit in. So we let him go his way and we go ours."

In the language of American cliches, Company Man has joined words like propaganda, creeping socialism, subsidized athletes and dozens of others which imply something reprehensible and contemptible. It's high time that businessmen stuck out their chins and put in a word for the

Company Man--a word potent enough to convey to employees at every level that for their own self-interest they should become Company Men, too.

In my work I call on dozens of businessmen--mostly in top management echelons. I've become steadily and increasingly appalled at the depth and magnitude of the disloyalty many of them feel toward their company. It's becoming almost routine operating procedure for them to dispose of our business as quickly as possible so they can take advantage of a new ear to listen to the stupidities of their top executives.

These men are effectively biting the hand that is feeding them. It's one thing to work earnestly within the company to better company policies and operations in an orderly and constructive manner. This is progress, and business must progress or lose ground to its competitors. But it's quite another thing to strike blindly and bitterly outside the company at an employer because he doesn't approve or happen to agree with you right down the line. This is destructive, and it's destroying the very thing that the employee is seeking to build up: his own livelihood.

Don't underestimate the effect of destructive criticism outside the office. It can be a potent force. For example, a friend of mine feels that his ideas haven't been given proper consideration in his company. For several years, he has delighted people at social gatherings with hilariously funny--but bitingly critical--stories about goings-on at the office. A number of his listeners have been business people who either deal with his company or with other people who

Although the skyways are crowded today, the air traffic volume is still far from its peak. The CAA air traffic control service handled 18,000,000 itinerant aircraft operations in 1957. It is estimated that the figure will climb to 30,000,000 in 1965 and 35,000,000 in 1970.

AIR TRAFFIC MANAGEMENT DIVISION (Continued)

do. This hasn't been lost on them. The stories have been repeated, and they have hurt. And the strangest thing of all is that they have hurt the man who told them--right in the pocketbook.

What is a Company Man? Even the people who are most contemptuous of the term, when pressed, will define a Company Man as an employee who is unswervingly loyal and puts the interests of the company before his own self-interest. Somehow this has become synonymous with toadying to the boss and displaying a lack of courage.

It just isn't so. Some of the most fanatically loyal Company Men I've known have had no reluctance about disputing--within the company and to the proper officials--what they considered to be poor decisions often at the risk of their own necks.

No progressive company asks an employee to submerge his individuality. Aggressive, able workers will not always see eye-to-eye on company-problems, and this is good and desirable. In threshing them out constructively, the company progresses. On the other side of the coin, here are some considerations a company can, in all good conscience, ask of its employees:

1. Don't knock the product or service which feeds your family. Try consistently to better it. Don't just tear it down to satisfy a personal grudge. That hurts the company and it hurts you.

2. Don't ridicule your business organization or your associates at social gatherings or to outsiders. Sometimes you are talking--directly or indirectly--with people who can

exercise a tremendous influence over the growth and prosperity of your company.

3. Don't spend company time in fruitless, interminable and destructive back-biting sessions.

4. Don't use on-the-job time for outside projects, especially on the self-righteous grounds that your efforts aren't being appreciated.

This isn't to say that top management is omniscient and invariably right. Of course it isn't, and you have every right to differ with company brass whenever and wherever your own enlightened thinking directs as long as you keep it within the company and your purpose is constructive and not destructive. But the company can and should demand one irrevocable pledge from you: loyalty.

As long as you accept pay from a company, you owe it complete loyalty. Disloyalty is dishonesty--both to the man who pays the salary and the man who accepts it. If you don't feel the company has earned your loyalty, you should get out.

The dissatisfied or chronically unhappy employee always has one life-saving recourse open to him: he can quit a troublesome job and look for something else more suitable. And that's what he should do the instant bitterness or resentment toward his company becomes more important to him than doing his job.

If he finds himself consistently dissatisfied, he'd better look inside his own mental make-up for the trouble. Because the sooner he becomes a Company Man--exercising his own individuality, talents and ability with sincerity and loyalty on behalf of the business which provides him his

It is estimated that instrument approaches will increase from 1,100,000 in 1958 to 1,600,000 in 1960 and 2,600,000 in 1965.

AIR TRAFFIC MANAGEMENT DIVISION (Continued)

livelihood--the sooner he will profit, both financially and in terms of happiness and satisfaction.

*

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During this period of reorganization, we have all been offered the opportunity to participate in the building of a new organizational concept. As new regulations, laws, policies and ideas are implemented, there will be instances in which you will note apparent inconsistencies. In these instances, we would all do well to consider the lesson taught by the foregoing article before criticizing or finding fault. If subsequent events and careful investigation verify that a correction is needed, then the matter should be brought to the attention of the proper authorities in a constructive manner. This spirit of cooperation, coupled with understanding and a firm desire to be constructive, will result in an FAA of which we can all be proud plus the satisfaction of knowing that we helped in the building process.

Congratulations are in order to Beth Skidmore, Mr. Boatman's secretary, on her recent marriage to Major Raymond Gorham now stationed at Carswell AFB. Beth and Ray tied the proverbial "knot" on Christmas Eve in Oklahoma, much to everyone's surprise. They plan to remain in Fort Worth as long as Ray is stationed with the B-52 Bomber Wing. BEST OF LUCK to you both from your many ATM friends!!!!

Three destitute families in San Antonio, with many undernourished children and cases of prolonged illness, awoke on Christmas morning to find that a Santa Claus does exist. Spearheading the efforts of the San Antonio Center in providing the needs of the three adopted families was genial Quinten Edwards. Mr. Edwards has, for many years, been active in this project and the activities of other charitable organizations. Through his leadership and tireless efforts, the three adopted families received gifts of clothing and badly needed food. The Employees' Association donated the sum of \$300.00 to the Christmas Clearing Board earmarked for these worthwhile families that are experiencing misfortune. We salute you, Quinten, for your kindness of heart and willingness to be a real Santa Claus to those suffering distress.

HOSPITALITY

The language that folks like the best...Is this: "Will you not be my guest?". . .It warms the cockles of the heart...And from it friendships spring and start...It makes for good-will and more sales...Of axle-grease and horseshoe nails... Why don't you loosen up a bit...and get the entertainment habit...And share your steaks or frozen rabbit?

WAKE UP...

The boss tapped one of his employees on the shoulder and said, "I wouldn't wake you, Smith, if it weren't important. You're fired!"

WHEN THE OTHER FELLOW does something that pleases the boss, he's polishing the brass. But when I do something that pleases the boss, that's cooperation.

BUDGET AND FINANCE

Effective January 1, 1960, the Federal Aviation Agency has purchased a blanket bond to indemnify the Government for advances to travelers, when the advance exceeds the total of the bi-weekly net salary check, annual leave accrual and retirement balance. The traveler will be advised that the additional amount of the advance is covered by the bond.

The two new National Cash Register Company accounting machines, mentioned in last month's Scanner, were installed in the Fiscal Branch during January. Messrs. C. A. Olson and C. D. Bickel of the Washington Accounting Office visited Region Two on January 21 to review and discuss the procedure being formulated for the utilization of the paper tape recording equipment furnished with the recently delivered machines.



AIRCRAFT ENGINEERING DIVISION

William H. Messick was commended last year by L. C. Elliott, Regional Administrator, for 31 years service with the Government in the field of aviation.

He first learned to fly with Billy Brooks in an OX-5 Jenny. He also took lessons from another pioneer, Doug Davis. He carries membership cards in the OX-5 Club and the Silver Wings Fraternity.

He barnstormed over his native Louisiana in a World War I Jenny when pilots had practically nothing in the way of instruments or navigation aids.

Messick served in the Army Air Corps in 1928 as aerial flight engineer. Subsequently he served as Air Forces procurement inspector at several facilities including North American and Douglas. He was in Hawaii eight years where he assisted in the moving of the Hawaiian Air Depot from Luke to Hickam Field and was active in its reorganization. He served in the 72nd Bombardier Group at Luke Field from 1928 until 1930.

With his wife and three sons, he left Hawaii in June of 1941. Shortly after Pearl Harbor the transport, which brought him and his family to the U. S., was sunk.

In 1946 Messick joined the CAA and was assigned to Washington, D. C. From that time on, he has had many different assignments to participate in the type certification and production approval of a considerable number of civil aircraft.

Before opening the new Aircraft Engineering District Office in Marietta, Georgia, Messick was a Manufacturing Inspector in the Garland, Texas office. He is known

to many aircraft and facility operators throughout the South and Southwest.

Just as a human interest note, the little boys he brought back from Hawaii in 1941 have all started families of their own.

Messick is an aviation enthusiast and owns a plane which he often uses to travel over the six state district he serves from his office in Marietta, Georgia. He holds certificates as commercial pilot with flight instructor, instrument, land and sea ratings and as airplane and power plant mechanic.

He is an energetic and untiring representative of the FAA who has shown many times his willingness to get up early and stay up late to help and encourage anyone in aviation and in the cause of safety of flight.

* * * * *

DUCKY DILEMMA - WADDLE YA HAVE?
CORN OVER ICE....

The ducks, tipsy on whiskey-soaked corn, slipped and skidded on the ice and fell easy prey to the hunting dog.

That, game wardens said, was the way a number of tardy migrating mallards were snared from the ice of Lake Calhoun.

Corn soaked in whisky was tossed onto the ice where the ducks have been congregating. When the birds became too tipsy to realize their predicament, a dog was sent out to retrieve them.

The game warden said a certain man has a date with a justice of the peace because of the novel game-bagging idea.

He said six ducks were found sobering up on the man's back porch and that 36 more ducks were in a home freezer.

* * * * *

WHEN THE OTHER FELLOW get's ahead, he sure had a lucky break. But when I manage to get ahead, MAN! "HARD WORK DID THAT."

AIR NAVIGATION FACILITIES DIVISION

MID-OCEAN ISLANDS

By: C. R. Horan, FW-660

Bermuda, latitude 32° 20', longitude 64° 50', 700 miles east of Wilmington, North Carolina. These Islands were practically ignored by the early Dutch, French, Portugese and Spanish explorers and left for the English to colonize. The Islands had no native population, probably because there are no stepping stones reaching out to them, and the nearest landfall is the United States Mainland. The climate is semi-tropical, never lower than 50°F. The winter months, November to April, have frequent high winds and rain; some days are bleak and disagreeable and the fireplace feels good. It is the coldest 660 you have ever experienced and you wonder as the weather broadcast lists 660, 700, 720 if they don't keep the thermometer in a cave.

There is no spring; the windy rainy months, then, summer. For Northern folk from Montreal and Boston, it could be a winter resort. To us in the South, better go there in the summer. The principal towns are Hamilton and St. George. There are excellent hotels and shops and super golf courses. There is some truck farming. Eggs and butter come all the way from New Zealand.

You can go there daily from New York, but only on week-ends from Washington, D. C. and only once a week from Miami. You can also go from there direct to London, Boston, Montreal and Nassau.

When you build a house in Bermuda, you buy a hillside lot, most of the Island areas are hilly and steep, then proceed to level the building site by sawing down the rocky hillside making building blocks of the rock as you go. The soft sandstone



Small Hotel Across the Bay from Kindley Air Force Base, Bermuda, BWI

AIR NAVIGATION FACILITIES DIVISION

foundation saws readily and the building walls, fences, partitions and even the roof are made of the blocks, the latter like a pyramid, and with sawtoothed effect. This is all stuccoed and gives a sturdy pleasing appearance.

The speed limit is 20 miles per hour and is observed on Kindley Field, the United States Air Force Base there. No temporary drivers licenses are issued, courtesy your state license. You must pass a test and it may take weeks. Consequently, you cannot rent a car--so Hertz and Avis do not meet you at the airport.

You can rent a bike, motor bike or scooter and drive them about without a license. This is probably great in summer, but during the cooler season with its high winds and sudden showers, it's not so good.

Our interest now in Bermuda is to place another off-shore VOR facility at Kindley AFB, which also serves as the civilian airport for the Islands. Kindley Field is a tremendous area much of which is hydraulic fill, dredged from the sea. The field's main purpose now is basing tankers for long hop air-to-air fueling for jet aircraft and naturally is an active outpost in time of military need.



This Portable VOR will be in operation on Kindley AFB until the permanent VOR is completed.

AIR NAVIGATION FACILITIES DIVISION



Polly DeLeleu

The warehouse in Building 4 never looked so good as it did when Doris Burns and Polly DeLeleu completed the decorations for the ANFD Christmas Party. Needless to say we had plenty of food, good music and lots of fun. The pictures show Doris and Polly in action.

When a veteran salesman for B. F. Goodrich in Akron retired, he married again and settled down in his home town, Lansing, Michigan. The Lansing newspaper had a nice story about the wedding on the society page. But something went wrong and the headline from a story on another page appeared over the account of the wedding. It read: "Old Power Plant Re-Activated."

Two automobile finishes--lacquer and liquor.



Doris Burns

GENERAL SAFETY DIVISION

THE IMPORTANCE OF GENERAL AVIATION IN THE NATION

General Aviation, consisting of all civil flying exclusive of the service performed by public carriers, is larger than might be believed by the general public since it is obscured by the development and publicity in connection with the scheduled airlines. The importance of General Aviation has been demonstrated in recent years in a number of categories. One of the most important of these has been business transportation. This phase of flying represents the use of airplanes for the transportation of personnel of a firm, or cargo, in the pursuit of their business. This would not necessarily restrict the use of company aircraft to transportation of executives, but might include transportation of technical personnel on temporary or emergency assignment without undue loss of time from their primary job function. The use of aircraft has become an important factor in sales programs of many firms. Companies covering a large territory are able to contact customers more frequently. Small companies with a company airplane are able to expand marketing areas. Business aircraft may be primarily of importance as a speedy means of transportation for company personnel but are often used for a dual purpose - quick transportation of cargo which will often increase customer good will.

The use of aircraft in pest control and agricultural field is one of the oldest work uses of aircraft. In recent years aircraft have been used extensively over many areas, especially in the southern states, in the control of mosquitoes during warm

months and frost control during winter months. Year round activities continue to increase in the use of aircraft for dusting and spraying of crops subject to seasonal insect damage. Aerial seeding and fertilizing has been found effective and economical. Introduction of natural gas in the southern states has brought a demand for aerial pipe line patrol and aerial patrolling of powerlines continues to grow with year round forestry fire patrol in many states.

With the entrance in the field of General Aviation of "Air Taxi Operator" operations, a new service is offered the flying public. These operators are under close surveillance of General Aviation offices and provide needed service for areas not served by scheduled airlines, both in carriage of passengers and cargo.

Introduction of pre-flight courses in many high schools in recent years often interests students in continuing flight training through high school and ROTC flight courses in colleges and universities, or in flight schools approved by the Administrator. Many then enter military pilot training or prepare for executive pilot or airline pilot work.

Touring and vacation trips to remote hunting and fishing areas are made possible by using aircraft.

Recent surveys have proven that General Aviation exceeds the airline industry in hours and miles flown, in number of aircraft and airmen, and in airport operations, and is continuing to grow in importance.

* * * * *

It is estimated that the number of general aviation aircraft using the airspace will total 69,500 planes in 1960, an increase of 4,500 over the current fleet.



FAMOUS PLANES

1. 1941 - Four days after Pearl Harbor, a Boeing B-17 Flying Fortress scores three direct hits on a 29,000 ton Japanese battleship. It's the first American air victory of World War II.

2. 1935 - History is made on November 22 when Pan American's "China Clipper" flew the first trans Pacific air mail. from San Francisco to Hawaii and Manila.

3. 1935 - Douglas DC-1, forerunner of famous DC commercial planes, sets transcontinental record of 11 hrs., 5 min.--Los Angeles to New York.

4. 1944 - 162 Consolidated-Vultee B-24 Liberators fly 1,000 miles from African bases to bomb Axis Oil Refinery at Ploesti, Rumania.

5. 1923 - Two DeHavilland DH-4BM's achieve first mid-air refueling. With

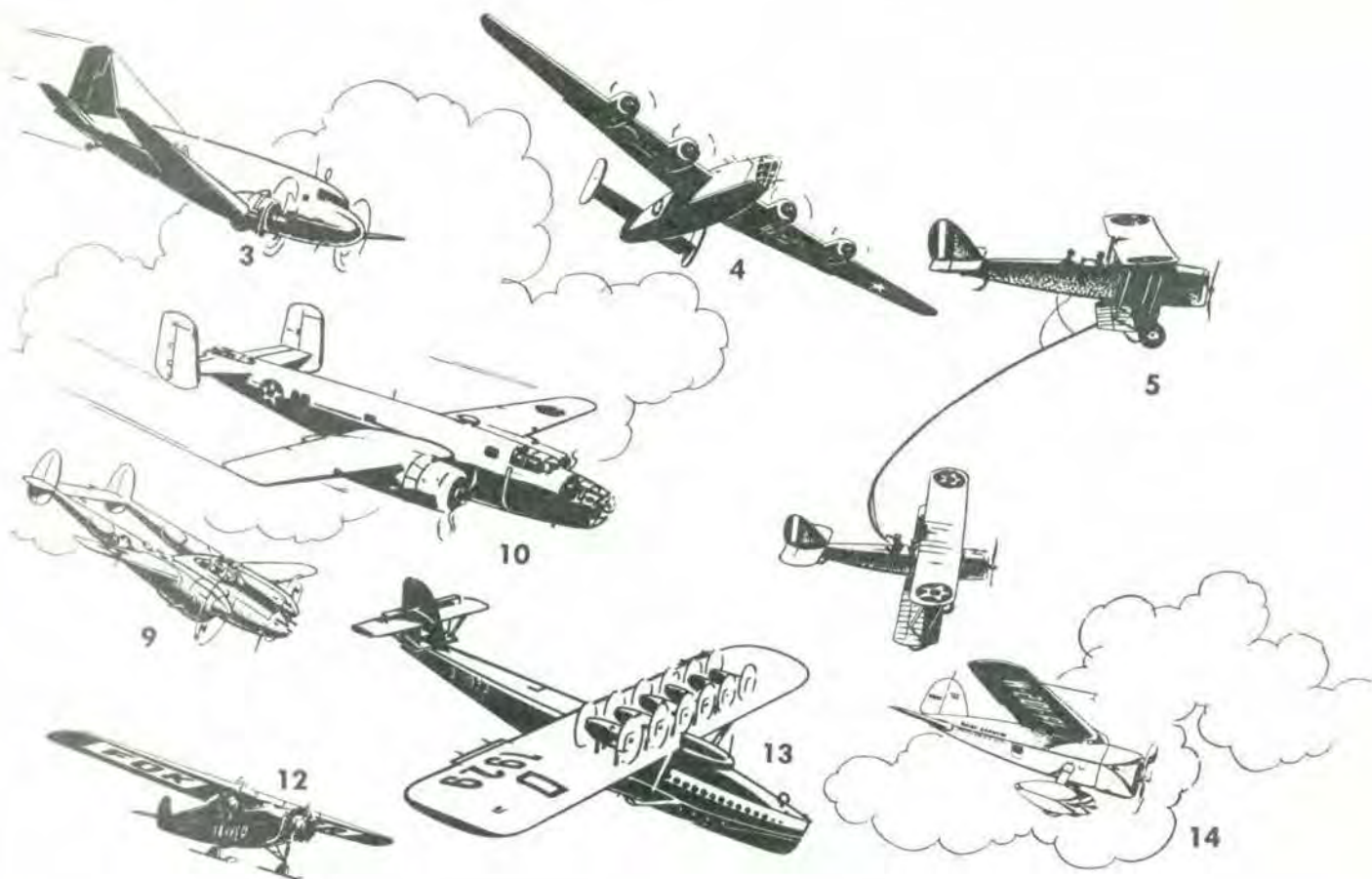
the aid of the mid-air refueling, two Army pilots stayed aloft four days over San Diego, California.

6. 1951 - North American F86E "Sabre" jets help U.N. forces in Korea ring up 14-1 kill ratio over Russian-built MIG's.

7. 1940 - Curtiss P-40 Warhawks, flown by the famed "Flying Tigers," harass the Japanese Air Force throughout China and Burma, help stem the Japanese advance.

8. 1944 - Boeing B-29's Superfortns begin strategic bombing of Japanese home islands, bombing 66 major cities, none major seaport harbors.

9. 1944 - Lockheed's P-38 Lightning plays major role in continuing Allied air victories in both Europe and Asia.



10. 1942 - Sixteen North American B-25 "Mitchells" bring the war to the Japanese homeland--blast five major cities including Tokyo.

11. 1932 - The Gee Bee "Super-sportster" wins the famous Thompson Trophy for the second year in a row. The 1932 speed--253 m.p.h.--a new record that lasted until 1936.

12. 1926 - At 9:02 a.m. on May 9, a trimotor Fokker is the first aircraft ever to fly over the North Pole. Only two days later the dirigible Norge spent two hours flying about the pole.

13. 1931 - DO-X, world's largest flying boat with wing span of 157 ft., features 12 engines which gave it cruising speed of 130 m.p.h.

14. 1931 - The "Winnie Mae" flies around the world in 8 days, 15 hours,

51 minutes. Two years later, the Lockheed monoplane cut the time to 7 days, 8 hours, 49½ minutes.

15. 1919 - U. S. Navy's NC-4 successfully completes first Atlantic crossing. Plane completed flight of 3,936 nautical miles in flying time of 52 hours, 31 minutes with several stops en route from Far Rockaway, N. Y. to Plymouth, England.

16. 1929 - For the first time a complete "blind" flight is successful. A Sperry Gyro Horizon and Directional Gyro is used in a Consolidated NY-2 over a 15-mile course.

17. 1942 - Grumman Torpedo Bombers help sink four Japanese aircraft carriers in Battle of Midway Island--Japanese task forces turned back.

* * * * *

LEGAL DIVISION

EQUIPMENT? ? ?

I heard it put in a curious way
By a chief to a younger man one day.
He called him into his office fine
And said: "You will handle this
job of mine.
For a day or two. You can hold it
down,
For I must go to a distant town."

He could tell by the look in the
young man's eye
That it came like a bolt from a
summer sky;
And his cheek grew pale, and he
stammered out:
"I will do my best, but in times
of doubt
How shall I know what I ought to do?
I'm afraid that I cannot do things
like you."

To the timid youth the chief replied:
"You possess a head with a brain
inside;
You've a pair of eyes and a pair of
ears,
And a pair of legs that you've had
for years,
And a pair of hands. When the pace
gets hot
Just bear in mind that is all I've
got.

"Remember this when you're left alone;
There's nothing I have that you don't
own.
Don't tackle a problem in doubt and
dread;
Just keep on your feet and use your
head,
And do your best till the task is
through,
For if I were here that is all I'd
do."

...Guest

Something new and amazing happened
in our Legal Division the other day--
in one of the cases involving violation
of flying regulations, the office de-
cided the violator had paid too much
as a compromise civil penalty (\$150
instead of \$100) and returned the
extra \$50 to him.

Everyone who knows our Deputy
Regional Attorney, Charles A. Smith,
or knew his wife, Marthel, will be
sorry to hear of her death the latter
part of December. We, of the Legal
Division, know we speak for all their
many friends in saying that our deep-
est sympathy goes to Charlie and his
two children.

HERE I AM A
GROWN MAN WORKING
FOR THE FAA, AND
I STILL WANT
TO BE
PRESIDENT!



PERSONNEL DIVISION

Helpful Hints to Suggestion Evaluators

A great deal of emphasis is placed on the supervisor's evaluation of a suggestion. Therefore, it is vital that you as the evaluator do the best job you can. Approach your appraisals of suggestions open-mindedly with a "What's good about this -- what's usable -- what is right in this idea" viewpoint, rather than a "What's wrong with this idea, what reasons shall I list for rejecting it" viewpoint.

A good evaluation, like a good suggestion represents the combination of preparation, thought, and a check of all the facts pertaining to a given operation. Then an open-minded approach to the application of the improvement in it.

This kind of mental process takes creative imagination, a quality which must be applied by you the evaluator. Listed below is a comparative list of the thinking process involved, which will give you a clue to the problem:

Positive

1. Give full and fair consideration to each and every suggestion. Really WANT and really TRY to see the value the suggester believes his idea has.
2. Know the facts by making on-the-spot investigation.
3. Give each suggestion the PLUS FACTOR -- that's all of your experience and knowledge. It won't take anything away from you but could add to your knowledge and know-how.
4. Check each item to be sure that all angles are considered.
5. Always recognize the suggester even though the suggestion cannot be adopted - point out the good part.

Negative

1. What can be found wrong with the suggestion? Look hard enough; there is sure to be a peg on which to hang a rejection.
2. Rely on hearsay - sit behind the desk and let someone else dig up incomplete facts.
3. Be a hair-splitter -- a good lawyer can find a regulation to block any suggestion. With enough red tape, participation can be cut to zero.
4. Don't try to salvage the idea if you can find anything wrong, emphasize the negative.
5. Let forms and paperwork do the job -- the suggester never has to be faced on a turndown.

On a recent night flight an elderly woman kept peering out of the window at the blinking wing-tip light. Finally she rang for the stewardess. "I'm sorry to bother you," she said, "but I think you ought to tell the pilot that he's left his turn indicator on."

PERSONNEL (continued)

Supervisors are the key to the success of the Suggestion Program. We need your wholehearted cooperation in giving suggestions a prompt, complete, and fair-minded evaluation. Good evaluations mean more and better suggestions, which in turn mean more and more savings to the FAA -- in money, in time, and in increased efficiency of operation.

* * * * *

Additional Life Insurance
Opportunities for Employees
On Foreign Assignments

It is possible that some employees are not aware that they may secure additional low cost insurance coverage when traveling or being assigned to an overseas post of duty.

A mutual non-profit association known as the War Agencies Employees Protective Association (WAEPA) offers membership for insurance participation similar to the FEGLI coverage now available for all Federal employees. The amount of coverage is determined by your salary classification and the retirement, conversion, methods of settlement, accidental death and dismemberment benefits, are similar in many respects to FEGLI policy. Premiums are paid direct, however, rather than through payroll deductions.

In brief, this coverage extends up to \$40,000 for accidental death, no matter where you were, which includes up to \$15,000 group term life insurance for death from any cause.

To be eligible for membership in this association, you must be a United States citizen who has not attained the age of sixty (60) and employed under one of the following

conditions: (1) Employees now outside the continental limits of the United States, wherever domiciled; (2) Employees located in the United States now in training for duties abroad or awaiting transportation thereto; (3) Supervisory and administrative employees located in the United States who, in the normal course of their duties, are required to make trips abroad; (4) Employees who are subject to assignment to overseas duty under the "Foreign duty" rotation plan in the Department of State, International Cooperation Administration, U. S. Information Agency, and Department of Defense.

The date of eligibility is the date you first become employed in one of the four categories above. If you apply for membership in the association within sixty (60) days of the time you first become eligible, no medical examination will be required.

If application forms or additional information is desired, you may send your written request to the attention of Employee Relations Officer, FW-94.

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Plane Talk...One stormy day at the New Orleans airport a man sitting in the waiting room overheard two women discussing the flying conditions. They were uneasy about their trip north, so they decided to take out flight insurance. At first they couldn't decide whom to name as their beneficiaries, but finally each named the other and, a moment later, they happily boarded the plane together.

AIRPORTS

While we regret the loss of Lindy Adams and Joy Womack who recently transferred to FW-220 and FW-250, respectively, we wish them well in their new work.

Mrs. Dorothy C. Teague is a welcome new employee in the Airports District Office at Charlotte, N. C.

Excerpts from the latest letter written by J. D. Church at Karachi, Pakistan:

"Just returned from a junket thru Pakistan. We were entertained at every stop, but some of the food they gave us would make Mexico's worst taste like whipped cream. A chili pepper is a tranquilizer compared to the stuff that they put into their curries.

We were scheduled to visit the airports at Gilgit and Skardu, situated high in the Himalayas between Kashmir and the Sinkiang province of China, but were prevented by weather. Pakistan is hanging on to this isolated strip of territory, which is near the area recently occupied by the Chinese, and since the ground route is closed by India she

must supply it by air. The flight is at 10,000' thru a narrow valley, with mountains rising up to 26,600' on the side. The Pak Air Force keeps a number of freighters loaded ready to go, and whenever the ceiling lifts a little they take off and try to get thru. We'll try again in March, after the snows thin out.

In the slave markets a woman commands the highest price at the age of 17. After that the buyer expects a discount. On a recent landing in Qatar, on the coast of Saudi Arabia, I saw quite a few of these wealthy Arabs with a gang of slave girls following them around waiting on them, but couldn't tell what they looked like because they wore veils.

In order to avoid winter weather I deferred my home leave until April 15th. Then I am going to pick up a Renault Dauphine in Paris, drive it thru Europe, and sail from Gibraltar or Lisbon on May 14th. I'll ship the car to the US on the boat with me and then sell it when I leave for Karachi again. I don't know what the Dauphine is worth in the US, but this is costing me \$891.00 delivered in Paris. Freight to the US will be about \$150, so I will not lose too much when I sell it and will have a car while I am home."



GENERAL SERVICES DIVISION

During February 1960, actual records of all official mailouts from one of each type FAA office will be recorded as a sampling of our annual postage usage. The Post Office Department is reimbursed by FAA on the basis of estimated annual usage taken from these samplings.

The Reservation Maintenance Branch personnel have completed a thoroughly professional job in refinishing the ladies restroom in Building Three Annex. The floor was rebuilt after destruction by termites, fixtures reinstalled and the interior refinished in power room pink and brown composition tile.

Fred H. Harlan, Deputy Division Chief, has been passing out cigars in celebration of the arrival of his first heir, a baby girl. The Harlans have been married twenty-one years!

The Supply Inspection Staff of the Property Management Branch has

been bolstered through the addition of Jesse Wheeler, formerly ATFO Supervisor at Abilene. Other newcomers to the General Services Division are: Rodney Opitz, Xerox Operator and Paul Allen, offset press operator in the Print Shop, and W. Reid Austin, Warehouseman (General), at the Atlanta Sub-Hangar. Austin was formerly with the Atlanta General Depot.

Looney (Slim) Pinkston, Property Clerk, had a most enviable military assignment during his tour of duty with the Army. While stationed at Fort Meyer, Virginia, Pinkston's duties included serving as escort to President Eisenhower and Vice President Nixon. He kept guard on the tomb of the Unknown Soldier, was in the Honor Guard at the funeral of John Foster Dulles and other important military personalities. Other dignitaries that Pinkston helped to guard were the Presidents of Ireland, El Salvador, the King of Belgium and the Khrushchev party during both their arrival and departure from America. A native of Oklahoma, Pinkston and his wife now make their home in Fort Worth.

IF YOU DON'T
LEARN HOW
TO WRITE, HOW
ARE YOU
GONNA SIGN
YOUR FAA
JOB APPLICATION
?





TEN COMMANDMENTS FOR THE BOSS

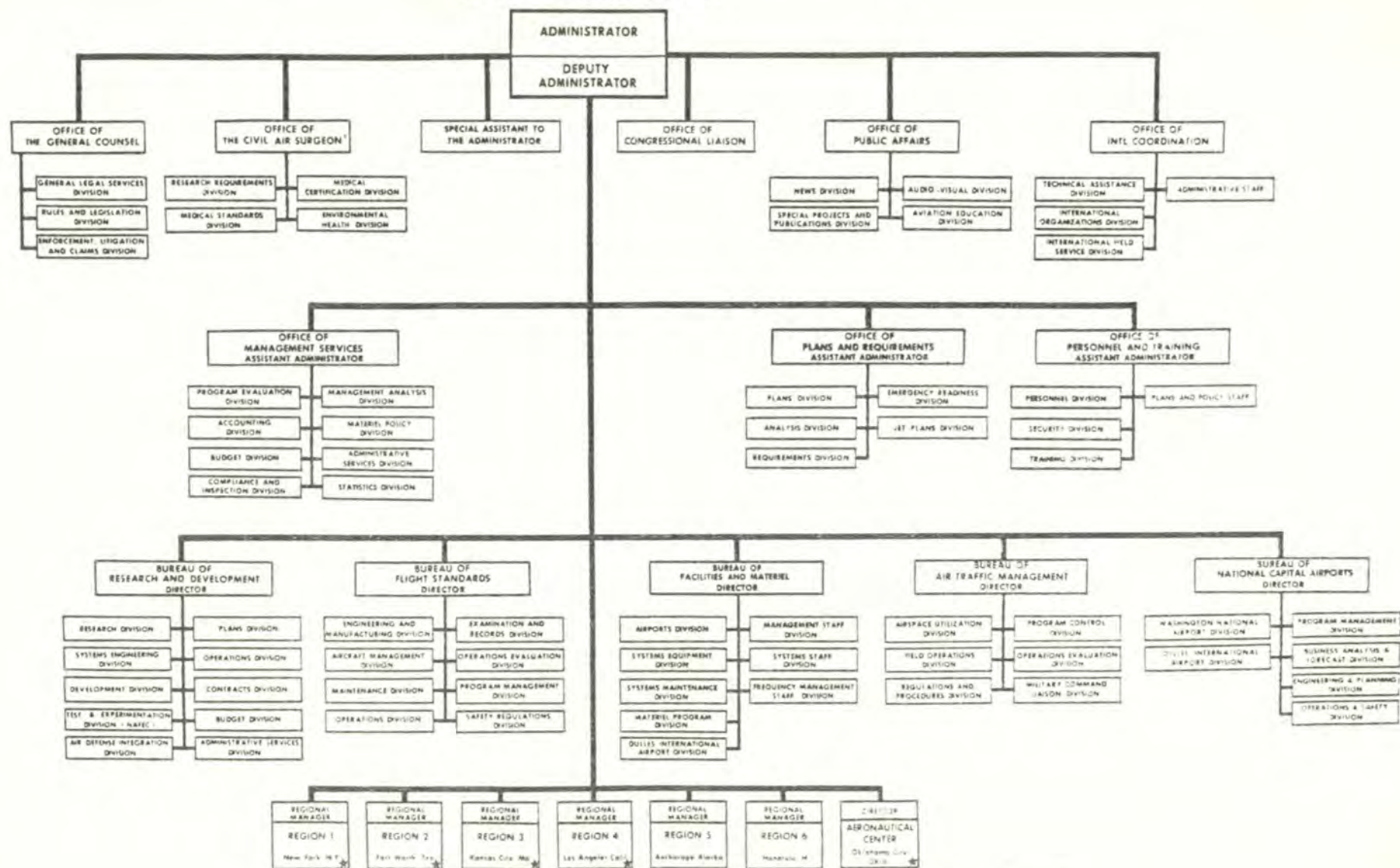
1. Thou shalt take a short course in penmanship.
2. Thou shalt not invade the sanctity of thy Secretary's file cabinet.
3. Thou shalt not mumble.
4. Thou shalt not chew thy pencils and then expect thy Secretary to sharpen them.
5. Thou shalt remember that thy Secretary is human and therefore thou shalt not expect the impossible.
6. Thou shalt not commence to dictate after 4:20 P.M.
7. Thou shalt keep sacred the coffee hour.
8. Thou shalt not covet thy Secretary's stapler nor her cigarettes.
9. Thou shalt not bear false witness against thy Secretary for thine own errors.
10. Honor thy wonderful, intelligent, indefatigable, indispensable, and beautiful Secretary with the consideration she deserves.



TEN COMMANDMENTS FOR THE SECRETARY

1. Thou shalt learn to read thy boss's writing.
2. Thou shalt file things where others than thyself may discover them.
3. Thou shalt not grumble.
4. Thou shalt love thy neighbor and assist her when you can.
5. Thou shalt not covet thy neighbor's new typewriter, her chair or her fur coat.
6. Thou shalt not devote 4:00 to 4:30 P.M. to preparation for going home.
7. Thou shalt not spend more time at coffee than at thy typewriter.
8. Honor thy boss that thy days may be long in the land of thy boss.
9. Remember that thou art a wonderful, intelligent, indefatigable, indispensable, and beautiful secretary and act accordingly.
10. Thou shalt remember that thy boss is also human if not beautiful or intelligent.

FEDERAL AVIATION AGENCY



* Major program activities in Regions 1-6 and at the Aeronautical Center are under the direct supervision of their respective Washington Bureaus or Offices.

JANUARY 14, 1960