

# FAA

REGION TWO

MS-110

## SCANNER

March 1960



"JACK" JAYNES  
DEPUTY REGIONAL  
MANAGER RETIRES  
...see page 12

Photo by Sam Chapman

FAA REGION TWO

S C A N N E R

Volume 3

MARCH 1960

Issue 3

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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.

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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.....	Judy Clayton
Air Navigation Facilities.....	Bonnie Buckingham
General Services.....	Avanelle Dawson
Legal.....	Frances Welsh

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To My Fellow Employees:

This past month, civil aviation lost a valuable leader, advisor, and contributor when our good friend and Deputy Regional Manager Jack Jaynes retired from a most productive career.

I knew Jack well, personally, during his many years in aviation and was very prone to take his accomplishments and progressive ideas as a matter of course. It is only in retrospect of recalling his many endeavors that I realized how much he had really done for aviation.

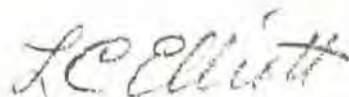
In looking over the details of his contributions, I began to realize that we tend to overlook the accomplishments of a person until an event such as retirement calls them to mind. In our busy every day working relationships in our dynamic and growing agency it is sometimes even difficult, if not impossible, to meet every one, much less get to know them and their background.

Feeling that you perhaps think the same and would like to know the Regional leaders better, beginning with next month's issue of the SCANNER you will meet, photographically, many of the people whom you may not know personally, but who, through their leadership, are contributing so much to our continuing success.

As I review the names to be included, I am reminded how valuable each individual has been in the development of their respective programs.

In our modern-day concepts of organization and team play, we sometimes have a tendency to overlook individual action, personality, and zeal. While teamwork is invaluable, there is still so much to be said for, and in praise of, individual initiative and dedication.

We hope you will enjoy meeting our Region Two people in this way.



L. C. Elliott  
Acting Regional Manager

## AIR NAVIGATION FACILITIES DIVISION

TROPICAL ISOLATION  
by  
Curtis Lance, FW-662

Swan Island is situated in the heart of the hurricane brewing Caribbean Sea, approximately 180 miles due East of Belize, Honduras. Actually there are two islands, Swan Island and Little Swan. Little Swan is totally uninhabited as its surface is very rough and jagged coral, unable to sustain growth with the exception of scrub trees. Swan Island is approximately 1-3/4 miles long and about 3/4 mile wide. At times it is truly isolated for it has no aircraft landing area and only on rare occasions is it possible to make a safe and satisfactory water landing. Many times it is impossible to leave by small boat or to approach with sea-going vessels due to heavy seas and rough water; it is during these times that one is really isolated and beyond all outside assistance. Normally the island is attended by 3 stateside FAA maintenance personnel and five or six USWB observers. Two

cooks, natives of Grand Cayman, are employed by the U.S. A good word for these men must be put in at this point as it is almost impossible to visit this isolated outpost and leave without additional avoirdupois--their meals are 'out of this world'--especially the native cocoanut pie.

The island is maintained for the owners by the Glidden brothers, also natives of Grand Cayman. It falls upon these people to unload and load the boats stopping at the island to deliver mail and necessary essentials for subsistence and comfort of our personnel. Fishing is plentiful, either from the shore or by boat. One never knows what will be pulled from the water next as species of all types abound, from Wahoo to the vicious Barracuda. Skin diving here cannot be matched in any other part of the world as the water is so clear it is possible to see hundreds of feet and a myriad of colorful fish. No snakes are to be found on either island but the Iguanna (large tropical American lizard) is to be found everywhere on the ground and in the trees.



Bird's-eye view of Swan Island and Little Swan

(Continued)

## AIR NAVIGATION FACILITIES DIVISION

Pictured is the U. S. Government compound and native quarters, seen in the upper extreme left is the dock area, while below it is shown the native quarters. Following from left to right along the walk is the engine generator building and beacon tower, next is the rain water storage tank (this is the only means of fresh water), alongside of this is the fuel storage tanks, laundry room, mess hall, and directly above the mess

hall is the living quarters. The lower left shows the communications building (with radar tower on top of it), and to the right of this building are storage sheds, and in the lower right is seen the RAWIN tower; to the right and above this tower is the old seismograph building now being used as a 'ham' shack.

Should you want to "Get Away From It All" Swan Island is the place.



Lonely Swan Island in the Caribbean

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An old man was sitting on the porch of a little village store when a big shiny car drove up with two strangers in it.

Stranger: Hey, there (one of them called out). How long has this town been dead?

Old Man: Well, not long, I guess. You're the first buzzards I've seen.

(Continued)

## AIR NAVIGATION FACILITIES DIVISION

The following is quoted from an article appearing in the Weekly News Digest published by the Office of Public Affairs, Federal Aviation Agency, Washington, D. C.

"Elmer Weinman is one of hundreds of FAA electronics technicians on duty around the clock. What is so important about his job? Did you ever wonder how a 707 jet manages to land in bad weather? Sure there are instruments in the cockpit that tell him everything he needs to know. And Mr. Weinman is the man responsible for making sure the messages the pilot receives via instruments from the ground are correct." (Details - The Fort Worth Press, 1/10)

To our knowledge this is the first time an electronic technician in the FAA has ever made the headlines in a digest that receives national distribution.

We are proud of Elmer Weinman's far reaching accomplishment and the public assist given the Maintenance Engineering Branch by putting a part of our story across.

Congratulations to Elmer for letting the public know that our job is a very important adjunct to safety in flight.

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He was out with the boys one evening and before he realized it the morning of the next day dawned. He hesitated to call home, but finally hit on an idea.

He rang his house and when his wife answered the phone, he shouted: "Don't pay the ransom, honey I escaped."

\*\*\*\*\*

The following ANFD personnel have recently received Suggestion Awards:

Chester C. Martin, FW-670, \$25.00

Robert C. Harper, FW-680, \$25.00

John W. Reinhardt, Myrtle Beach, S.C., \$90.00

John L. Carlile, Midland, Texas, \$25.00

James R. Garrett, Brownsville, Texas \$50.00

Herman W. Duncan, Atlanta, Georgia, \$25.00

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### Miami Consol Facility

ANFD survey personnel have encountered interesting difficulties in surveying and locating sites for the Miami "Consol" facility. The facility consists of a 625' tower with two 325 foot towers-- one 3 miles due South and the other 3 miles North of the Master Site. Each site requires a quarter section of land for an extensive ground system. In addition there is a monitor site  $4\frac{1}{2}$  miles East of the Master Site.

After eliminating all areas which do not obstruct an existing airport or airway, obstruct a proposed airport, fall in the Everglades National Park, Gold Coast property including Jack Parr's \$40,000 lot, on property which the owners will not tie up for a 20-year lease for less than \$1,000,000., only a tract of land is left in an unsurveyed township in the Everglades.

This year's rainfall has broken all preceding records and the township is being laid out and the facility survey is being made in from 12" to 36" of water, by use of helicopter, swamp buggy, rubber boats as well as rubber boots.

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Hay is something we must make between the time we get out of it and the time we hit it.

## LEGAL DIVISION

The Legal Division considers itself fortunate in having secured the services of Mary Dycus as a stenographer. Mary is not new to Government service, having previously worked for Uncle Sam  $11\frac{1}{2}$  years. In 1956 she was overcome with the desire to teach school and resigned her position with PHA to enter college for

the first time. She is still attending TCU Evening College and hopes to obtain her degree in Elementary Education in June, 1960.

\* \* \* \* \*

Also back to work after an extended illness is Jane Smith. Welcome back, Jane.



"HURRY! HURRY! STEP RIGHT UP LADIES AND GENTLEMEN!"

EXCITEMENT UNDER THE BIG TOP!

Coming upon this traditional-looking circus tent, you might expect to see kids of all ages eating cotton candy and watching lions, tigers, and acrobats doing spine-tingling acts to the happy sounds of a giant calliope. But...alas...no cotton candy and certainly no clowns! This is the way one of our VOR's appears as it's being changed over to a VORTAC. The tent serves as protection for technicians and equipment while important work goes on. When fully converted, the VORTAC will offer pilots vital distance information in addition to the direction knowledge they receive from VOR's.

## GENERAL SERVICES DIVISION

### What Happens to your Typewriter Service Call?

You can't stand those sticking typewriter keys another minute----- Whom do you call to have something done about it? The answer depends on whether you work at Regional Headquarters or in a field office.

Personnel at Regional Headquarters call the Special Services Branch, Extension 208. These trouble calls usually go something like this: "Hello, do you take care of typewriter repairs?-----Good, my typewriter needs something done to it. The keys sort-of stick. I hope they can fix it today. Let's see, where is that serial number?...Oh yeah! It's a Remington No. 31294----Where? I'm in Building 3 Annex, Room 123, Extension 401-----."

The Special Services Branch has service cards on over 400 typewriters and office machines in use at Regional Headquarters. They are filed by machine serial number. A close check is made to determine if trouble occurs frequently to this typewriter. The record is checked on dates of repair, cost and repairs made. A repair man is contacted and prompt service is requested. When the repair is completed and recorded on the service card, an O.K. for payment is given by the Special Services Branch. The repair for most office machines at Regional Headquarters is paid from the General Services Division "Interfunctional Account".

Procedures for obtaining repairs to office machines at field office locations are outlined in detail in

General Services Division Instruction No. 1, Appendix D. Field offices located outside city limits are not restricted to using repair services who hold GSA repair contracts, but can use "open market purchase" procedures whereas most field offices within city limits are restricted by law to using repair service organizations holding GSA repair contracts.

Regardless of repair service used, typewriter cleaning is costly. The minimum charge at Regional Headquarters is \$9.70! The Chief, Special Services Branch, offers the following suggestions to reduce the frequency of typewriter cleaning and repairs:

1. Keep the typewriter covered, especially in damp or dusty areas.
2. Clean the platen and type frequently to prevent smudges and accumulation of gum and grease.
3. Don't spill coffee or coke on the typewriter. One such accident usually requires a cleaning job.
4. Move the carriage over as far as possible when erasing to prevent erasure dust from getting in the typewriter.

\* \* \* \* \*

### Championship Bowler

General Services Division has a championship bowler among its female employees. Allene Thompson of the Message Center recently won her third trophy with a score of 235, the best in the High Individual Class of the FAA League.

\* \* \* \* \*

The irate prosecutor whirled on the defendant: "Madam," he shouted, trying to prove a vital point. "While you were taking your dog for a walk, did you stop any place?" The spectators waited tensely for her answer. "Sir," she said quietly, "did you ever take a dog for a walk?"

(Continued)

## GENERAL SERVICES DIVISION

### New ARTC Center to Cost \$1,342,989.00

Bids were opened on February 9, 1960, for the construction of an Air Route Traffic Control Center and related work near Amon Carter Field, Fort Worth, Texas. A total of sixteen bids were received in response to our advertisement. A contract is being awarded to Technical Constructors, Inc., of Dallas, in the amount of \$1,342,989.00. This is the first of a series of this type building which will be totally financed by Federal Aviation Agency and under their supervision during construction. We anticipate start of construction at an early date.

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### Employee News

From AF to FAA...

Frances L. Cooke has just transferred to FAA from a position with the Air Force in Big Spring, Texas. She is now working in the Property Control Section.

Earnest Pittman is the new messenger who is delivering mail and messages to the Regional Headquarters employees.

Hubert H. Cross, Chief of the Aircraft Service Branch, is on thirty days detail in Washington, D. C. Cross is discussing the problems encountered in the field with the Washington officials as they plan their reorganization.

W. R. Liles has been selected as Chief of the Special Services Branch. He has served in an "acting" capacity in this position for several months.

Rodney Opitz, one of our newest employees in the Print Shop became the proud father of a new son on February 15, 1960.

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### Imprest Funds

An administrative review of the amount of cash allotted to Imprest Funds at some of our field locations has been requested by the Regional Disbursing Officer of the U. S. Treasury Department. It seems that some funds utilize only about one-fourth of their advance monthly. Cecil R. Green, Chief of the Procurement Branch is finding that excessive use is being made of SF-44 purchase orders for small purchases at some of these locations.

Imprest funds simplify purchasing procedures----Let's use them where they are available.

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Foreman: Boss, the men on the dock are leery of that new freight-loader you hired yesterday.

Boss: What do you mean? He seemed okay to me.

Foreman: Maybe so, but this morning he stubbed his toe on a crate of iron castings and said, "Oh! The perversity of inanimate objects."

## AIRCRAFT ENGINEERING DIVISION

### AIRWORTHINESS DIRECTIVES

A primary safety function of the FAA is to require correction of unsafe conditions disclosed by service experience. The AD is the medium used by the Administrator to provide notice of the mandatory corrective action and to specify the conditions and limitations for continued safe operation of the design in question.

The responsibility for determining the need for and the preparation of an airworthiness directive is vested in the controlling regional office (the office maintaining the type design data file) for the particular aircraft or component involved.

Proposed directives are prepared in the region by the engineering branches concerned (or by the Washington Office in the case of propellers) and coordinated with other interested branches, and the appropriate Maintenance Branch. They should also be coordinated with the manufacturer and his concurrence obtained if practicable.

In cases of emergency where delay might seriously jeopardize the life of passengers or crew and therefore immediate compliance must be required, the region originating the AD will wire or phone the Washington Office, which in turn, will send a wire to all regions containing necessary instructions and alerting the field to the forthcoming AD. Publication in the Federal Register as an adopted rule will follow as quickly as possible.

An airworthiness directive should be recommended only when the following combination of circumstances

exists:

- (a) An unsafe condition is found.
- (b) A design feature, part or characteristic of a product is involved.
- (c) The unsafe condition is likely to exist or develop in other products of the same type design.

The following items are some that should be included in an AD:

- (a) Aircraft, engine, propeller, or appliance models and serial numbers affected.
- (b) Objective description of the difficulty experienced.
- (c) Clear and concise statement of corrective measures or limitations required, including method of accomplishment.
  - (1) Where inspections are required, the area to be inspected should be defined and if appropriate the AD should state whether it is necessary to disassemble, remove bolts, etc., to accomplish a satisfactory inspection.
  - (2) The inspection means should be specified. (i.e. visual, X-ray, etc.)
  - (3) Where replacement parts are required, wording should be such as to avoid direct recommendation of the manufacturer's parts if other parts are available that will provide an equivalent level of safety.

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A filing cabinet is a repository where papers are lost alphabetically.

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The man at the next desk says he has no interest in buying one of these Russian cars as he already has a model with a transmission which is doing its best to overthrow his economy.

## BUDGET AND FINANCE

S. S. Tucker, Chief, Budget and Finance Division was selected to attend the Executive School, Aeronautical Center and returned recently with words of praise for the classes and speakers.

Participants in the Regional school program this month included Bob Scanlon, Estimates Branch, and Kenneth Bowman, Fiscal Branch, who completed a course in "Management for Supervisors".

\* \* \* \* \*

Messrs. Blum and Wilson, representatives from the Commercial Audit Branch, Office of Management Services in Washington, D. C., visited the division February 4 & 5, 1960. They

were here to observe the findings and recommendations made pursuant to an audit conducted by representatives of the General Accounting Office relative to surplus airport property.

\* \* \* \* \*

This is the year for girls! Betty McKenzie and Mary Ann Rostron of Payroll Section and Henry Stewart of Estimates Branch have all been blessed with the birth of daughters. This makes three girls and a boy for Henry, and he has affectionately nicknamed the new baby "the caboose".

\* \* \* \* \*



As the number of airports qualifying for Instrument Landing Systems has increased, our FAA engineers are running into many unusual and difficult construction conditions. ILS signals must be knife-sharp and it taxes the FAA creative engineering mind to solve these perplexing problems of rough country. Several difficult locations, such as this one at Austin, Texas' Robert Mueller Airport, were solved by the clever use of reflecting screens.



Smiling L. C. Elliott and Jack Jaynes admire the top-flight set of golf clubs and bag that friends throughout the Region gave Jack to make his retirement days sunny and happy.

#### JACK JAYNES, AVIATION LEADER, RETIRES

After more than 32 years of dedicated aviation service to the United States, John B. "Jack" Jaynes told a large group of his Region Two friends on February 26th that, upon his retirement, he is not saying "Goodbye", but "So Long".

"Jack" Jaynes, as dynamic leaders and the vital men on the line in aviation know him, can be listed among the leaders in American aviation.

He's a "firster" of the first order. He was one of the first six air carrier inspectors who were the nation's first group of pilots to train and qualify as instrument pilots. He spent considerable time with Messrs. Fred Fagg, Howard Knotts, Dennis Mulligan, and others in drafting the original Civil Air Regulations. As Chief Airline Inspector, Jack personally drafted the format and put into effect the original air carrier operating specifications and operating certificates.

Jack flew military airplanes as an

officer in both World Wars I and II, holding all commissioned ranks from Second Lieutenant to full Colonel.

During World War II, he was Director of Operations and subsequently Commanding Officer at Lisbon Air Force Base, Portugal.

After returning in 1945 from this outstanding military service, Jack was appointed Deputy Regional Administrator of CAA Region Two. He retired from this position.

Throughout his career with CAA and FAA, Jack was known for his quiet good judgment and sound thinking, sprinkled with those characteristics that make a man respected as a real "gentlemen of the old school".

Letters from aviation leaders throughout the nation which poured in upon his retirement evidence this respect.

To all of us who know him well, he is truly a gentlemen whom we wish all sunny days!



—Star-Telegram Photo by George Smith.

## Fort Worth: City of Pretty Girls

**DON'T BE LATE**—Be on time if you want to please brown-haired, blue-eyed Chloe Belew of 3908 Galvez, who works for the board of examiners, personnel division, Federal Aviation Agency. She doesn't like chronic complainers nor people who are always late. She does like water skiing and basket ball, dreamy music of the Glenn Miller type and happy movies starring Glenn Ford. (One of a series.)



—Star-Telegram Photo by George Smith.

## Fort Worth: City of Pretty Girls

**DREAMS OF NAVIGATING**—Carol Taylor of 3963 Belford, a 1958 graduate of Polytechnic High School, dreams of visiting some of the places with which she deals in her work as a secretary in the navigational aids flight section of the Federal Aviation Agency. Carol like progressive jazz with Ahmad Jamal at the piano, and she likes movies with Frank Sinatra. Her steaks she likes well done, and she can cook 'em herself. (One of a series.)

The many pretty girls at Region 2 Headquarters are popular subjects with Feature Photographer George Smith of the Fort Worth Star-Telegram. These two photographic stories have appeared in the past two weeks in the Star-Telegram which has a wide circulation of more than 300,000.

## AIRPORTS DIVISION

The Airports Division is pleased to welcome the following new employees.

Robert J. Stockton, formerly with the Department of the Air Force in Bermuda, transferred to the Airports District Office at Jackson, Miss.

Mildred F. Willis, transferred from the Fort Worth ARTC Center to the Engineering Branch of the Airports Division in Fort Worth.

Anne M. Messenger transferred from the Property Management Branch, General Services Division, to the Engineering Branch of the Airports Division.

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While we are sorry to lose Carl L. Kuentz, who recently transferred from the System Planning Branch to the Airports District Office at Miami as Assistant District Airport Engineer, we are happy to welcome Robert L. Pierce to the System Planning Branch from the Airports District Office at Jackson, Mississippi.

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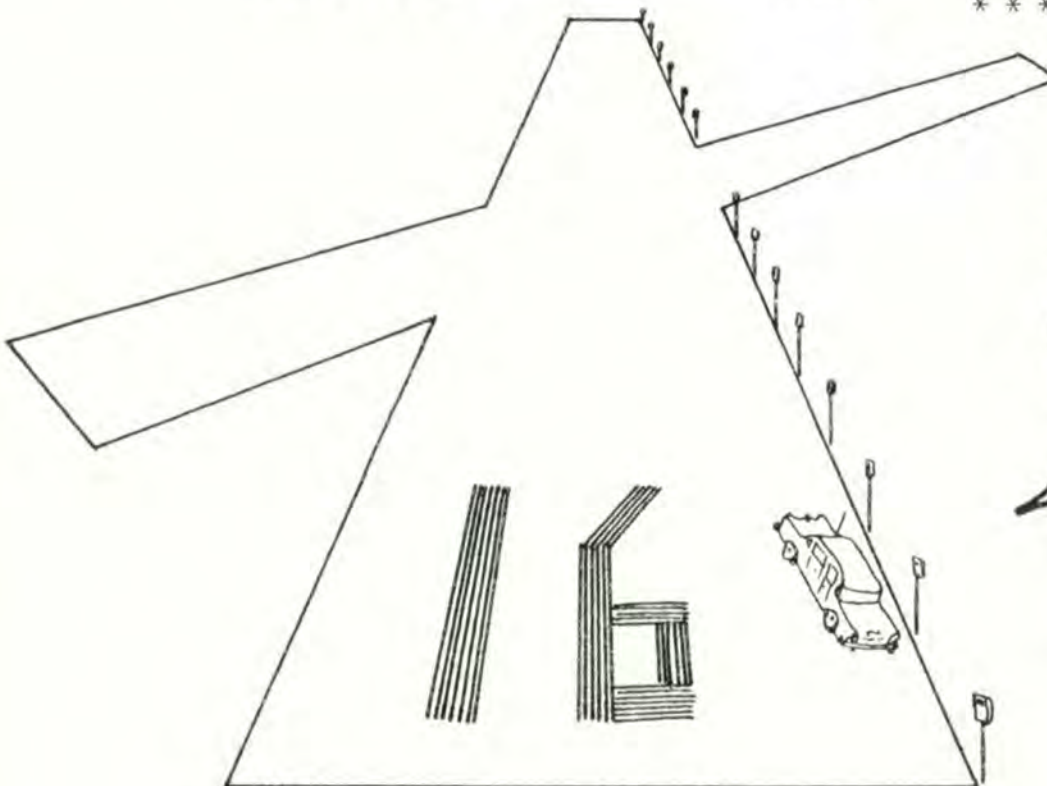
District and Regional Offices of the Airports Division have been busily engaged during the past two months in the preparation of the Regional segment of the 1960 National Airport Plan, and in reviewing Requests for Aid under the 1961 Federal Aid Airport Program.

Publication of the 1960 National Airport Plan will be prior to April 1, 1960, and it is anticipated that the 1961 Federal Aid Airport Program will be announced during the latter part of February.

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It is interesting to learn that the design of the new Austin, Texas airport terminal building (shown on the cover of last month's Scanner) has won a first place award for the architectural firm of Fehr & Granger of Austin, in a national design competition sponsored by the American Institute of Architects. Illustrated articles featuring this terminal building have appeared in a number of engineering and architectural publications.

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LET'S WRITE  
THE FAA REGION  
TWO ABOUT  
THIS NEW SOURCE  
OF INCOME  
OUR TOWN  
HAS JUST  
FOUND!

RPC

## AIR CARRIER SAFETY

After years of being Deputy Regional Administrator of Old Region 2, Atlanta, and Chief, Air Carrier Safety Division, Jim Shipp is attending Executive School at Oklahoma City.

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M.D. OR T.V. ??

Nowadays, the doctor is still M.D., but the patient is TV, and says something like this: "Doc, I need your help. Should I drain all eight sinus cavities and shrink swollen membranes? Or should I take something to get rid of that gray, tired, rundown, ache-all-over feeling? Doc, my problem is I want fast, fast relief, but without any depressing after effects. Give me something that will go straight to my cough control center, at the same time sweeping clear through my stomach and my system too, bringing blessed relief in moments. I need an invisible shield, Doc, to protect me against germs..."What's that you say? Just go home and rest? You mean you won't give me any pills or medicines? No sprays, or drops even? For crying out loud, Doc, don't you ever watch TV? How do you know what five out of eight doctors prefer, if you don't watch the TV ads? After all, where do you think I got all my clinical knowledge - in medical school?"

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Welcome to our new employees  
D. B. Smith, Dallas; Joan Olson,  
Winston Salem; Clara Etter, San  
Antonio; and Martha Mills, Atlanta.

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Did you say that??..."People are afraid of planes when planes should be afraid of people."

\*\*\*\*\*

Commander Jim Leslie has been on two weeks active duty at Naval Air Station, Cecil Field, Jacksonville, Florida.

\*\*\*\*\*

Margaret Dawson, Miami District Office Secretary, is seriously ill at this time and we all wish her a speedy recovery. Les Cain in San Juan is having a rough time with his injury.

\*\*\*\*\*

EXCERPT FROM A LOCAL EDITORIAL...

When you've come back whole time after time, you feel the odds are pretty good.

Facing a long flight in the near future, I have cast a wary eye at all these recent plane crashes.

They are a matter of concern for everybody, it is true. But strangely, they haven't scared me out of the skies yet, landlubber that I am.

Newsweek tells me that the odds for safe arrival for the 57 million airline passengers of this country are 350 million to one. Trying to dodge being the one in odds like that would be futile and frustrating.

Odds when you head out onto the highway surely are much narrower.

We can't keep off the highway or out of the air really, without hibernating, so what can we do but pick our time and place and weather carefully?

It is important that the federal government and all those concerned with aviation press their campaign for safe flying and see that every possible safeguard is established. Better safety devices, better pilots, better training for them and a whole host of other possibilities are capturing national attention. Safety in the air is a paramount national concern, just as is safety on the highway. No lives should be sacrificed.

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## AIR TRAFFIC MANAGEMENT DIVISION

Ralph Brocato, Fort Worth Center, and Finis Lambert, Waco, Texas RAPCON/CS/T, both recently received monetary awards as recognition for their participation in the Employee Suggestion Program.

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Recent additions to the Regional Office staff are Harry T. Gillen, former Memphis Station Chief, who is in the Communications Section of Operations Branch and Bennett W. Bell, Jr., who came to the Analysis Branch from the Austin, Texas RAPCON/Tower where he was Chief, and Wm. S. Dalton who transferred from the San Antonio Center. Mr. Dalton is also in the Analysis Branch of ATM Division.

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We are always most happy to welcome new people to the Regional Office but at the same time reluctant to say goodbye to any of the old-timers. Recently we reluctantly said "adios" to L. E. Anderson who left our Procedures Branch to become the new Center Chief at El Paso, Texas.

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By the time this issue is distributed, our Deputy Chief, Don McHam, will have completed the second Executive School at Oklahoma City, conducted from February 8 thru 19th. He, like Mr. Boatman, has promised to return filled with charm!!!!!!!!!!!!!!

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### IN MEMORIAM

Rufford E. Manning, Fort Worth Regional Office Planning Branch, died on January 21st in a Fort Worth hospital after a month's illness.

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### LIFE OF THIS DOG NOT BAD

Moonshine's Christmas Day Event  
(Article taken from the LaGrange, Georgia, Daily News - 12/17/59)

The ancient adage that a dog's life is a hard life is just a lot of old bones as far as one LaGrange dog is concerned.

Moonshine, a 9-year-old female canine adopted by workers at the La Grange ATCS at Callaway Airport, is perfectly happy with her lot and she has every reason to be.

What other dog has hot and cold running water and heat and air conditioning in his doghouse and his own Christmas tree each year?

Her doghouse is the office of the ATCS and the way she's pampered by the staff there isn't another doghouse like it in the world.

Every Christmas Moonshine has her own Christmas tree and two stockings are hung "by the tree with care" for her presents.

She even sends out her own cards signed with a paw mark and receives many in return from other offices of the FAA where she is well known by personnel.

Pilots are among her many friends and she swaps Yule cards with them also. This year she has already received a number of cards and several gifts, including a rubber bone and a dog comb. The loot is placed in a box under the tree until Christmas Day.

Moonshine realizes she is a lucky dog to have such a life and she repays her masters by being a true and faithful companion.

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More money for space, is the cry in Washington. More space for money, is the cry that very few families find it necessary to utter.

(Continued)

## AIR TRAFFIC MANAGEMENT DIVISION

"She is a lot of company to the men when they pull the night shift" C. H. Hess, Chief, said. "She is also a good watch dog and knows the instant anyone is walking around outside".

Moonshine is almost as old as the LaGrange Station office. She was found whimpering outside the office in August 1950, only four months after the office was built.

Carl Fowler, FAA employee, who has worked in the office since it was established, said Moonshine was about 3 months old when she was found.

"Moonshine has a peculiar attraction to the office," Fowler said. "She refuses to be called away from the office by anyone and stays close to the office most of the time".

When she was younger, she used to enjoy catching rabbits in a field near the airport, according to Hess, and he claims she was a terrifically fast dog only a few years ago.

Rabbits have been turned loose on the airport runways for Moonshine to chase and workers at the office said she would swoop them up before they had run 200 yards.

Moonshine has been hampered by arthritis lately and a veterinarian instructed the workers to give her an aspirin each day for her ails. Needless to say, she gets medical attention.

Her repertoire of tricks, includes a handshake, barking when her water dish is empty and opening the door by herself.

As in the case of many canines, her breed is a thing of mystery. Her black and white spots hint of bird dog and her long hair indicates she might have a touch of collie blood.

Moonshine couldn't care less about her ancestry, though. Her life at the airport is strictly thoroughbred.

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## PERSONNEL DIVISION

### Latest News on Federal Employees Health Benefits Program

We will again use this medium of informing you of the latest developments in our Health Benefits Program which will commence in July. Formal, official releases will be made as soon as more definite information is received concerning the administration of the Act.

Much ground work has already been laid by the Civil Service Commission. The Commission has established within its organization a Bureau of Retirement and Insurance. In this Bureau three major employee benefits laws will be administered: the Civil Service Retirement Act, the Federal Employees' Group Life Insurance Act, and the new Federal Employees Health Benefits Act.

This Bureau has established very tight time limits and target dates for the development of this plan for operation. Before the Act can become effective, the Commission must issue regulations to cover matters left to its discretion, approve health benefits plans, and the carriers of the plans, formulate all of the procedures such as those necessary for enrollment and for making and accounting for payroll deductions and agency contributions, and develop and conduct training programs for agency personnel who will have responsibilities in the health benefits area.

May 1, 1960, remains as the target date the Commission expects to have available for agency distribution to employees detailed informational

literature on the benefit plans that will be offered so that every employee can make an informed choice as to the plan which best fits his particular needs.

Generally speaking, all Federal employees will be eligible to participate unless their employment is temporary or intermittent. It is expected that the initial enrollment will begin about June 1, 1960, and may extend through August. Employees wishing to participate as soon as the program becomes effective will have to enroll before July 10, 1960.

It is also planned to have an annual two week open period, during which employees who did not enroll during the initial period may elect to participate in the program, and during which a participating employee may freely transfer from one plan to another. Employees will have at least 60 days after a change in family status in which to change from a single to family enrollment or vice versa.

Representatives of prospective carriers will not be permitted to meet personally with groups of employees to "sell" their policies. Informational literature on the benefits to be offered by each approved plan will be assembled in an easy-to-understand uniform manner and distributed to employees through their agencies. Counselling service will be available within the agency by representatives trained to explain the various plans.

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Today's medical fact???...Nobody is sicker than the man who is sick on his day off.

(Continued)

PERSONNEL DIVISION

There will be certificates or other evidence of enrollment issued by the various plans.

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What To Do In Event Of Enemy Attack

As a part of our Civil Defense Program, we are required once annually to remind FAA employees of their responsibilities in event of an enemy attack should they be prevented because of the attack from reporting either to their regular post of duty or to a designated emergency location. In such circumstances, FAA employees will obtain from the nearest Post Office a Federal Employees Registration Card (which will be stocked at all Post Offices), complete it, and mail it to the nearest Regional Office of the Civil Service Commission. Employees stationed in Texas, Oklahoma, Louisiana, or Arkansas would mail such cards to the Director, Eighth U. S. Civil Service Region, 1114 Commerce Street, Dallas, Texas. Employees located in other states of the Second Region are under the jurisdiction of the Fifth Civil Service Region, and these employees would mail their cards to the

Director, Fifth U. S. Civil Service Region, 275 Peachtree Street, N.E., Atlanta 3, Georgia.

Upon receipt of these cards, the Civil Service Commission will notify this headquarters, who will advise the employee when and where to report for duty and arrange the forwarding of pay. FAA employees who are prevented from reporting for duty with FAA are expected to volunteer their services to the local Civil Defense authorities until it is possible for them to return to duty with FAA.

The purpose of this registration plan is to establish a central point where FAA can get information about its employees; to enable the Regional Office to continue on its rolls employees who are prevented from performing their regular job assignments; to enable the Regional Office to forward pay; and to provide for maximum utilization of available skills in carrying out essential Government functions in a National emergency.

\* \* \* \* \*

YES, I KNOW  
THE FAA IS  
EMPLOYING THOUSANDS  
OF NEW PEOPLE,  
BUT I'M AFRAID  
WE DON'T HAVE  
MUCH NEED  
FOR WINE  
TASTERS!



## GENERAL SAFETY DIVISION

The following is a resume regarding Mr. Norwood C. Mood, Supervising Inspector of GSDO 7, Dallas, Texas.

Mr. Mood entered Curtiss Flying School at Raleigh, North Carolina, at the age of twenty in June, 1929, soloed July 12, 1929, and received a Limited Commercial Pilot's license upon completion of the fifty hour approved course.

He operated a flying school and flight operations service at Columbia, South Carolina, for a few months in partnership with his twin brother, Preston, but soon decided to enroll in the Curtiss-Wright Transport course at Grosse Ile, Michigan. He graduated in 1930. Department of Commerce Inspector Joe Shumate flew with him and issued a Transport License. The next day he went to work in Toledo, Ohio, with Curtiss-Wright as a flight instructor and was transferred to Raleigh, North Carolina, a few months later for duty as a pilot and flight instructor. Shortly thereafter he married his present wife, Annie Laurie, who had received her private pilot certificate at the time they were in training in Raleigh a couple of years before.

In 1937, after several lean years during the depression, he took a position with the Bureau of Air Commerce as an Air Traffic Controller at Washington-Hoover Airport (present site of the Pentagon) and served in several Centers until 1940 when he transferred to the General Inspection Division which was, of course, at that time in the Civil Aeronautics Administration.

December 7, 1941, arrived and thirty days later he was a Second Lieutenant in the Air Transport Command at Nashville, Tennessee, as Operations Officer for the then being organized Fourth Ferrying Group. Two winters, 1944 and 1945, were spent in Alaska and the Yukon with the Alaskan Division. He returned to civilian status in January of 1946, with Air Force Reserve commission of Major.

In January of 1946, he returned to CAA and was assigned to Dallas, Texas, as Supervising Inspector.

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Mrs. Frances Lancaster, secretary in the Little Rock GSDO, was awarded a certificate of commendation for Sustained Superior Performance.



A truck driver stopped beside a stalled small-size sports car: "What's the matter, buddy, need a new flint?"



# WOULD YOU HIRE YOURSELF?

1. Are you a willing worker?
2. Do you ever stay a few minutes after quitting time to finish a particular piece of work?
3. Are you punctual and dependable?
4. Can you keep business secrets?
5. Are you above the average in the work you do?
6. Do you get along very well with people?
7. When you make a mistake, do you admit it and avoid a repetition?
8. Do you leave your personal problems at home?
9. Do you ignore rumors and refuse to gossip?
10. Do you keep yourself clean and well groomed?
11. Do you spend a great deal of time in personal telephone conversations?
12. Do you take pride in your work?
13. Do you get any joy out of your work?
14. Do you give a full day's work for a full day's pay?

THINK ON THESE THINGS!

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## *Things to do today*

1. GET ORGANIZED
  2. TALK TO WIFE
  3. GET REORGANIZED
  4. TALK TO WIFE
  5. ABANDON ENTIRE IDEA
  6. TALK TO SELF
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