FAA SCANNER

REGION TWO

May 1960

ARCHIE W. LEAGUE
APPOINTED NEW
REGIONAL MANAGER
...See Page 16

FAA REGION TWO

S C A N N E R

Volume 3 Issue 5

MAY 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 Traffic Management.....Beth Gorham
Budget & Finance.....Judy Clayton
Facilities & Materiel.....Bonnie Buckingham
J. H. Monroe
Flight Standards.....Everett Morris
J. J. Werbke
Frances Morgan
General Services.....Avanelle Dawson
Legal.....Frances Welsh
Personnel.....Johnie Withers

Printing, assembling, stapling of the SCANNER by:
PRINTING SECTION directed by GAY SANDERS
Distribution of the SCANNER by:
MAIL SECTION directed by ROSCOE HARRINGTON
****

The SCANNER is published monthly by:

OFFICE OF PUBLIC AFFAIRS AND INFORMATION
FEDERAL AVIATION AGENCY
SECOND REGION
P. O. BOX 1689
FORT WORTH, TEXAS

May 1960

To All Second Region Employees:

Very shortly I will be leaving Region Two to assume the Regional Manager post in New York.

Naturally, I have regrets at leaving the many loyal employees I have learned to know so well in the Region; on the other hand, there is the challenge of moving forward with the rapidly developing and changing aviation industry and the important functions of the FAA.

I much prefer to look ahead, but I must pause and reflect the past. It is only fitting that I should take this opportunity to express my sincere appreciation to all Second Region employees for their hard work, devotion to duty, and loyal support - you have given me the incentive. Advancements and progress were accomplished under adverse conditions. You are aware of these, the changes in leadership, shortage of funds, economy squeezes, consolidation of Regions and other factors beyond your control. Regardless of this, I had the confidence that you would get the job done, and you did. We now have a big job to do and must all look forward - there is much more future ahead.

Mr. Archie League, who is the new Regional Manager of the Second Region, is indeed capable, well liked, and I am sure will prove very stabilizing in providing a guiding light for all of you. I am sure you will give him the same loyal support you have given me.

My host of friends will not be forgotten. To each of you, my very best wishes for success, health, and happiness.

Sincerely,

LC Elliott

L. C. Elliott
Acting Regional Manager

AIRCRAFT ENGINEERING ISSUES

Nose gear is examined by D. E. Kemp, FAA Structures Engineer, prior to gear drop tests.

LOCKHEED, GEORGIA DIVISION, DESIGNS AIRPLANES FOR FOREIGN PRODUCTION.

Lockheed plans to produce the Model 402-2 in Mexico, Argentina and Italy.

The Type Certificate was presented by Mr. H. H. Slaughter, April 5, 1960, to Mr. A. W. Mooney, aviation pioneer now with Lockheed. Mr. Mooney, who designed and built the famous Mooney Mite and was co-founder of the Mooney Aircraft Company now located at Kerrville, Texas, stated that he designed the Model 402-2 for rough country operation capable of transporting personnel or cargo. The rugged gear is apparent in photo at left; the cargo carrying capacity is shown in the photo below. The engine crate has just been removed from the aircraft through the double door just aft of the wing lift strut. Other features of the airplane include the high wing for easier cargo loading, Fowler flaps for low stall speed and a steerable nose wheel.

LOCKHEED MODEL 402-2 ON RAMP FOR THE FIRST FLIGHT AT MARIETTA, GEORGIA.

CERTIFICATES FOR TWO NEW MODELS

AERO DESIGN MODEL 500-A ON COMPASS ROSE PRIOR TO FLIGHT TESTS

AERO DESIGN TO PRESENT FIVE NEW EXECUTIVE MODELS IN 1960.

Aero Design & Engineering Company of Norman, Oklahoma, was presented their Type Certificate April 7, 1960, by Mr. H. H. Slaughter, Acting Chief, Engineering and Manufacturing Branch, for the Aero Commander Model 500-A, the first model in the new series. The other models will be designated 500-B, 560-F, 680-F and 720-A.

The biggest noticeable change in the new Aero Commander line is the new slim look of the nacelles. The new nacelles have nine inches less depth under the wing than the previous model Aero Commanders, which vastly improves visibility from the cockpit. The reason for the large reduction in the nacelle envelope is due to new engines and a redesign of the main landing gear. The Model 500-A is powered by two 260 HP Continental IO-470-M fuel injection engines and is also equipped with Electrol gears that rotate during the retraction cycle and nests snugly in the aft nacelle.

The airframe size of the new line of Aero Commanders remains the same, but the new power plant gear and other improvements in all models will boost the horsepower aircraft speed and performance.

PERFORMANCE DATA. . . . MODEL 500-A,
Maximum Gross Weight. . . 6,000 lbs.
Cruising Speed . . . . . .230 M.P.H.
Stalling Speed,Flaps Down .67 M.P.H.
Seating Capacity(including Pilot)... 7

FLIGHT STANDARDS DIVISION

The following is a resume concerning Henry S. Foster, Supervising Inspector of GSDO 17, Oklahoma City, Oklahoma. "Hank", as he is known to his many friends, is a thirty-year veteran of flying who began his aviation career in 1929.

He was born in Valparaiso, Indiana, July, 1910, and received his education in the Hoosier State where he also began his flying career. Upon completing his education he was a Printing Pressman for the Lutheran University Publications. At that time he became active in glider flying and soloed in a glider prior to powered aircraft. His first solo flight in a powered aircraft was as pilot of an OX-5 Waco. He held ratings from Amateur Pilot Certificate (no longer issued) to Airline Transport Pilot, as well as Helicopter Rating. He received his helicopter training at Fort Rucker, Alabama, where his proficiency certificate was issued by General Carl Hutton.

In the early 1930's, he was active in many aviation activities, among which were Air Shows throughout the states of Indiana and Illinois. During these years he became friends with many of aviation's most famous personalities, such as Freddie Lund, Roscoe Turner, Mike Murphy, Joe Mackey and, later, Bevo Howard, and looks back with pleasure on this era filled with many eventful flying experiences. He also taught his two sons to fly and his next step in aviation was the ownership and operation of a Flying Service in Valparaiso from 1939 to 1941.

Shortly before Pearl Harbor and World War II, he and his family moved to Pine Bluff, Arkansas, where he was Supervisor of Pilot Training in the Army Air Corps Contract School at Grider Field. From there he went with the CAA and has been associated with that organization (now the FAA) for the past seventeen years.

For his outstanding contribution to aviation while assigned to the Columbia, South Carolina, office, he received an award of merit from the Aeronautics Commission of that state. His tour of duty in the FAA has taken him from offices in Atlanta, Charlotte, Memphis, Jackson, Birmingham, Columbia, Little Rock and, at present, Oklahoma City. He was selected to attend the University of Southern California for a special course in "Technique of Accident Prevention and Investigation," and also participated in the course "Fundamentals of Supervision" given at the Aeronautical Center. He considers these opportunities among the outstanding events which have happened to him during his years with the Agency.

His enthusiasm for football stems from his two sons, one of which played for John Hopkins University and the other for Vanderbilt University. His older son is now an Army Chaplain stationed at Fort Benning, Georgia. The younger is a Marine Corps Reserve Captain and affiliated with the Union Planters Bank in Memphis, Tennessee. "Hank" plays an occasional game of golf--likes hunting and fishing.

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As the young lady progresses in the ways of the world she notes these changes: At twenty she blushes when a man praises her; at thirty she thinks the fellow is quite clever; but at forty she wonders what he wants...

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Many a man of 60 looks like 50, acts like 40, and can see plenty of opportunities he overlooked at 20.

BUDGET AND FINANCE

April 1, 1960 the Fiscal Branch made the pilot installation of the new accounting procedures which will be applicable to all regions effective May 1, 1960.

The new procedures involve the use of National Cash Register bookkeeping machines with numeric paper tape cutter attachments.

The numeric tapes will be delivered to the I.B.M. Service Bureau and they will develop punch cards, tabulations and reports which will be returned to us for further processing.

Mr. Truman A. Tillman of the Washington Accounting Systems Branch is monitoring the installation.

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Victor Gardner, Region Two Radiological Defense Officer, (left) and Art Brown, in charge of radiological training for ATM, are discussing the radiological instruments that are being sent to Air Traffic Management Facilities throughout the Region. Trained teams of radiological monitors will use the equipment regularly to maintain their proficiency. In case of an emergency, ATM personnel will be required to remain on duty and the radiological detection instruments will prove invaluable in ascertaining when the facility can no longer be manned because of dangerous radiation following an atomic attack or nuclear accident. Gardner and Brown are shown examining a V-700 Geiger Counter. On the table (left to right) are a V-710 Survey Meter, a B-750 Dosemeter Charger, two personal V-740 Dosemeters, and a CD V-720 Survey Meter.

June West, Steno in 502, resigned recently to move to New York State. June's husband transferred there which necessitated her resignation. Jean Lindsay, Steno, FW-523, also resigned recently to stay home and care for her two lovely daughters. We will miss you both, but Jean, perhaps you'll drop by to see us occasionally since you'll be remaining in Fort Worth -- and will have so much spare time on your hands.....

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A hearty welcome to the newcomers into ATMFD!!! Trish Cooke, formerly in FW-195, transferred into FW-502, and Jean Williams, FW-600, transferred to us and is in FW-521.

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The San Antonio Center Training Program has been expanded so as to generate interest in prospective ATCS applicants early in life. One of our Center Controllers, Roy O. McKeown, is furthering the training efforts through his Cub Scout Pack. At one of their den meetings recently, the young boys, ages 8 to 11 years old, put on a realistic skit of traffic control. The Cub Scout ARTC Center and Cub Scout Approach Control effected a radar identification and handoff on an aircraft known as Cub Scout 46, Boeing 707, en route to San Antonio. The control technique exercised by the Cubs was considered excellent.

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The San Antonio Center was host to the Alamo Heights Rotary Club on March 31, 1960. The Rotary Club held their meeting in the conference room where a box lunch was served by a local restaurant. After lunch Chief Gerald Fox "painted" a picture of the Center's role in the air traffic complex. The members were then given a tour of the facility in small groups. From comments received, everyone enjoyed the experience and the FAA made over fifty new friends.

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THE ART OF GETTING ALONG

Sooner or later, a man, if he is wise, discovers that life is a mixture of good days and bad, victory and defeat, give and take.

He learns that it doesn't pay to be a too sensitive soul; that he should let some things go over his head like water off a duck's back.

He learns that he who loses his temper usually loses out.

He learns that all men have burned toast for breakfast now and then, and that he shouldn't take the other fellow's grouch too seriously.

He learns that carrying a chip on his shoulder is the easiest way to get into a fight.

He learns that the quickest way to become unpopular is to carry tales and gossip about others.

He learns that buck-passing always turns out to be a boomerang, and that it never pays.

He comes to realize that the business could run along perfectly well without him.

He learns that it doesn't matter so much who gets the credit so long as the business benefits.

He learns that even the janitor is human and that it does not harm to smile and say "Good Morning", even if it's raining.

The Washington FAA Club is planning a package summer air tour of Alaska. Region Two FAA'ers have been invited to go along. Watch for more details later.

He learns that most of the other fellows are as ambitious as he is, that they have brains as good or better, and that hard work, not cleverness is the secret of success.

He learns to sympathize with the youngster coming into the business, because he remembers how bewildered he was when he first started out.

He learns not to worry when he loses an order, because experience has shown that if he always gives his best, his average will break pretty well.

He learns that no man ever got to first base alone, and that it is only through cooperative effort that we move on to better things.

He learns that bosses are no monsters, trying to get the last ounce of work out of him for the least amount of pay, but that they are usually pretty good fellows who have succeeded through hard work and who want to do the right things.

He learns that folks are not any harder to get along with in one place than another, and that the "Getting Along" depends about 90% on his own behavior.

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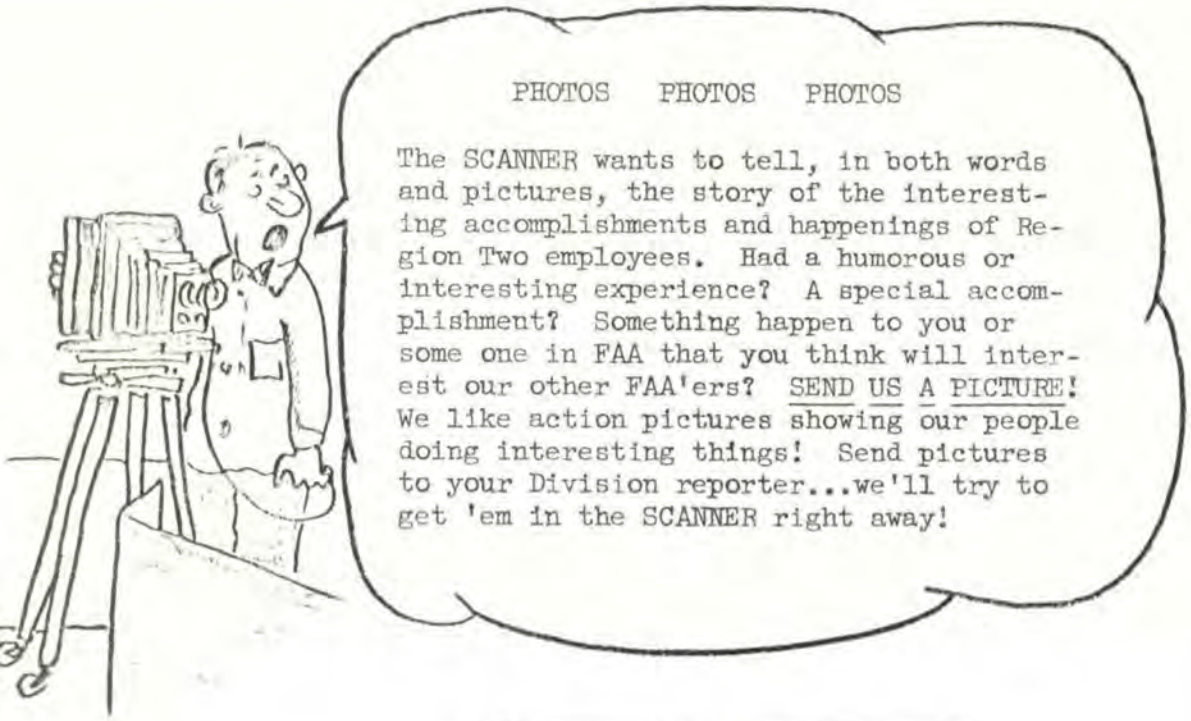
Jacksonville ARTC employees and their families enjoying a country-style chicken dinner Saturday, April 9th, when Hilliard, Florida, citizens welcomed them to their city. Amid a colorful parade, tours of the city, and the feast, Controller Fred Ogier won a lot upon which he plans to build a home soon. Both FAA'ers and Hilliard citizens had a grand day getting to know each other--they will be neighbors when the Center moves into its new building early next year.



PHOTOS PHOTOS PHOTOS

The SCANNER wants to tell, in both words and pictures, the story of the interesting accomplishments and happenings of Region Two employees. Had a humorous or interesting experience? A special accomplishment? Something happen to you or some one in FAA that you think will interest our other FAA'ers? SEND US A PICTURE! We like action pictures showing our people doing interesting things! Send pictures to your Division reporter...we'll try to get 'em in the SCANNER right away!

FACILITIES AND MATERIEL

We had a visit last week from a former Airports Division employee who has been on overseas assignments with the International Cooperation Administration for the past four years. Mr. Lewis G. Phillips and his wife arrived for a little annual leave direct from Beirut, Lebanon, where he has been Chief of the Aviation Mission for the International Region for the past two years. Prior to that time he was in Asuncion, Paraguay for two years.

Mr. Phillips had an interesting trip on his way to Fort Worth, making stops at New Dehli, India; Bangkok, Thailand; Hong Kong; Tokyo, Japan; Honolulu, Hawaii and Los Angeles, California. While in India he visited the Taj Mahal and saw many other interesting sights along the way. Lewis informed us that he bought six suits of clothes in Hong Kong, where they are something of a bargain and where there are about as many tailors as there are tourists. The Phillips' left here for Washington where they will be on duty for a couple of weeks and will return to Lebanon by way of New York, London and Rome, completing a circumnavigation of the globe.

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J. M. Brooks of the Engineering Branch is back at his desk after recuperating from injuries suffered from an automobile accident.

Welcome back, Mr. B.

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Another former Airports Division employee, James D. Church, is expected soon from his overseas post in Karachi, Pakistan.

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Messrs. Koichi Sano and Akira Takeda, Airport Engineers with the Civil Aviation Bureau of Japan will be visiting in the Airports Regional and field offices for the next two months to obtain training experience in the construction and maintenance of civil airports.

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SCENIC SKYRIDE OF REGION TWO - FRANKLIN MOUNTAIN TRAMWAY

By: B. G. Boyles, FW-660
J. F. Ulmer, FW-670

The Phase V and Peripheral Program presented many interesting problems in the establishment of remote sites. Among the first of them was the establishment of a transmitter and receiver site on South Franklin Mountain near El Paso, Texas, in 1955.

The elevation is approximately 6750 feet MSL. The only way of reaching the top was by an old mule trail winding up the west side. To flight check the site, it was necessary to pack all the radio gear up by mule train. The only casualty was one mule, loaded with a power supply unit which fell several hundred feet into a canyon and several engineers suffered multiple blisters on tender feet.

It was obvious that building a road to the site would be too costly, so it was decided to build approximately two miles of mountain road to elevation 5100 feet and an aerial tramway from there to the summit.

The tramway has a vertical lift of 1600 feet in 2900 feet, with a 108 foot beacon tower as an intermediate support for the 1-inch track rope. The design load of 1000 lbs. is carried in an open metal car approximately 6x4 feet. The trip to the top takes 11 minutes. Constant radio communications is available between the car and the lower terminal. The finger prints of several height timid individuals can be plainly seen in the steel handrail as the car is 400 feet above ground for several minutes. The newest and deepest prints belong to Ed and Vivian D'Arcy who gathered enough courage to take the ride on a recent visit to El Paso.

Perilous Perch of Remote Site and Upper Tramway Terminal

During construction, 5 men lived in an 8-foot triangular aluminum structure used to hold an Air Force beacon light. They were marooned on the mountain for several days by a blizzard. After completion of the tram, hundreds of tons of material were carried to the top, including a 16' x48' and a 16'x20' Type "S" Building, seven antenna towers, two engine-generators and fuel tanks and all the concrete and other materials required.

During construction of the buildings, two laborers rode up in the morning and were not seen again for several days when they appeared at the contractor's office, weary and bruised from the long walk down, to collect a days pay.

It was also necessary to construct our own power line from the lower tramway terminal to the top, as the power company did not desire to build and maintain this line. This line consists of three spans, two of them 1200 feet long.

As the mountain is solid rock, it was necessary to lay several miles of bare copper wire radials from each antenna tower to dissipate lightning strikes. To date there has been no appreciable damage due to lightning despite much lightning activity around the mountain.

The 1-inch track rope which is counterweighted by a 10,000 lb. block of concrete at the bottom is subjected to a tension of 23,000 lbs. at the top under full load. Its breaking strength is 1,000,000 lbs. It is estimated that it will have to be replaced after about ten years.

It's anybody's guess as to whether the tramway car is going up or down, but the above photograph gives some indication of the vertical lift--or drop. (depends on the way the rider looks at it.)

Remote Transceiver Site, Franklin Mountain, El Paso, Texas

The maintenance men in El Paso have had some anxious moments in what some of them call the second best and fastest method of access to the facilities at the top of Franklin Mountain. Some of these men still think that the best way to the top is the rocky mule trail.

On occasion during the West Texas winters, a build up of ice on the cable and upper terminal cause local skepticism about the permanency of this method of transportation.

While a snowstorm was in progress during the first winter of operation, two passengers stepped out at the upper terminal to find the haul rope off the sheaves due to a buildup of ice. In addition to causing the replacement of $1\frac{1}{4}$ miles of cable and the installation of ice scrapers at the upper terminal, the passengers had to be rescued by an Air Force helicopter from Biggs Air Force Base.

Another incident involved the stranding of two men about three quarters of the way up due to ice in the lower terminal. It was three hours before the two very cold men were deposited at the upper terminal.

No incidents have been reported during the past winter. The tramway is proving to be a safe efficient transportation and is the only scenic skyride in the Second Region.

Antennas of special design are used at Franklin Mountain and Guadalupe Pass to withstand the rigors of winter weather as shown in the pictures:

These antennas are manufactured to withstand wind velocities up to 100 m.p.h. and ice coatings 1/2" or more in thickness.

The Maintenance men pictured in opposite photograph are:

Leonard B. Self, Relief Technician for the El Paso area, left.

Donald E. Mahoney, EMT, Salt Flat, Texas, right.

Tramway Car at Upper Terminal

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TABLES TURNED

There was nothing unusual about the fact that Vesta Smith and Freda Karris each brought a beautifully frosted cake to the office the other day. Nothing unusual that is, except that it was April 1st. The girls cordially invited everyone to help themselves, as is custom, and then stood back to observe the fun!! Only thing was that everyone who ate cake that day remarked that it was "sure good cake" despite the fact that they were unknowingly enjoying the best frosted "cornbread" they had ever eaten.

It is still not clear whether an April Fool's joke was played or a fad started---anyone for chocolate covered cornbread???

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ARCHIE W. LEAGUE APPOINTED NEW REGIONAL MANAGER

Archie W. League, a native of Poplar Bluff, Missouri, has been actively engaged in aviation for over thirty years, and with the CAA/FAA for over 20 years.

One of the nation's first airport traffic controllers, he was also one of the nation's first licensed airplane and engine mechanics, holding License No. 356.

He has served the CAA/FAA in various important posts, including that of Chief of Planning and Evaluation Division, and later as Chief of the Airports Division in the Kansas City office. He was promoted to Assistant Regional Administrator of the third CAA Region in August 1956.

On July 27, 1958, he was transferred to Washington headquarters of CAA to head the Agency's Planning Division.

When FAA was established, he assumed duties as Chief of the Agency's Analysis Division in the Office of the Assistant Administrator for Plans and Requirements. In October 1959, he became Assistant to the Director of the newly-formed Bureau of National Capital Airports.

He is a jet pilot and a graduate of the Air Force Senior Officers Jet Instrument Course and has flown 52 different types of aircraft.

Mr. League was named Regional Manager of Region Two on April 23.

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

Mary Hatchett, Clerk-Stenographer in the Procurement Branch.

DeLynn Farris, Clerk-Stenographer, also in Procurement Branch.

Carmel Streig, Clerk-Stenographer in the Property Management Branch.

David S. Dick, Mail Clerk in the Special Services Branch.

Erick Boyd, Clerk, also in the Special Services Branch.

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Michael J. Haile, Jr., Chief, General Services Division, accompanied by Rey Landon, Chief, Radar Plant Section, visited in the Canal Zone during the week of April 10, to confer with Panama Canal Company officials and military officials regarding contractual problems concerned with the prospective new IFSS/ARTCC Building to be constructed near Albrook Field, and various matters pertinent to the Cardenas Townsite now under construction. During the visit, Landon and Haile conferred with Governor Potter of the Canal Zone.

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We are also pleased to welcome Frankie McMeans to our Property Management Branch. Frankie transferred from the Medical Division.

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CONGRATULATIONS!

Congratulations are in order for Christian Domm, Stock Control Clerk, who became the proud father of a baby daughter, Tammy Clodette, born April 16, 1960.

Congratulations also to Joseph Wheeler, who is the proud father of a baby daughter, born March 3, 1960. The infant has been named Tammy Gay.

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Eyes opened with amazement and laughter in the Regional Office Warehouse when these boxes came in one day recently. The question on everyone's lips--"What in the world is the FAA going to do with three Hammond Spinet organs? The answer? They weren't really organs...electronic parts shipped in organ boxes! Whew!

So You Want To Be Promoted

Men have mumbled that question to themselves since time began, in all languages, at all ages. And while there are usually doubts about the future, there is no doubt whatsoever that several centuries hence some space pilot will grumble to himself, his space wife, the space kiddies, and his old space pals, "How come that guy got the Saturn run while I'm still stuck on this Mars milk train?"

Every promotion results in some disappointed candidates, each of whom deserved the advancement above all others - if you don't believe it, ask them! Nor is this situation confined to government career service. It exists everywhere in the world, in any profession, whenever two or more men compete for the same position.

The average man tempers his optimism where only one vacancy is concerned, and his dissappointment is mild and fleeting. But his nerves begin to get a little ragged as he misses out on a series of promotions, and the climax comes when a mass of vacancies arises and he still stays put. Seeing Tom promoted "over" you is bearable, but seeing Tom, Dick, Harry, Jim, John, Jack, Moe, Perry, Jerry, Mac, and George pass you by en masse is undoubtedly discouraging.

The really discouraging part of it is the arithmetic. If twelve promotional vacancies exist and forty men compete, simple arithmetic dictates that twelve men are going up in status and twenty-eight men must remain in grade. And some of the twenty-eight are invariably and inevitably going to be disappointed. This dissappointment takes different forms. It's there but you can't see it in some men. Others sulk. Others fall into a performance decline. Others holler. Some do all three.

No promotional system ever devised has provided a method of placing forty men in twelve positions. No promotional system ever devised has satisfied all candidates. The straight seniority system draws cries of "No incentive!" The straight ability appraisal method evinces complaints of "No reward for long service!" A combination method which attempts to combine an appraisal of performance, potential, past experience and education, draws complaints from all sides - too numerous to detail, and anyway, you've heard all of them.

Over the last ten years several promotional systems have been tried and discarded or amended. None of them are perfect or foolproof, of course, because there is no sure-fire system that can guarantee that the best man got the promotion, and there will never be a system that convinces all of the unsuccessful candidates that the best man got the job. There are always numerous "best men."

What is the solution? - if any! Is there a solution? Change the system? To suit what faction?

Let's face it! There is only one real solution to the promotion problems, and that lies within the man himself. True enough, there are

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The use we make of time determines whether we live a life, or never really live at all. Time properly used makes the impossible possible. Used time changes all circumstances and alters all environments.

times when the wrong guy gets promoted and a bunch of right guys stay put. That's particularly true in so-called white collar work, where it isn't easy to gauge results in terms of so many bricks laid, so many refrigerators sold, or so many feet of pipe trenched.

But the selecting officials don't like to listen to gripes either, and at least in the career service, none of them are trying to kick his brother-in-law upstairs - there is a rule against nepotism. Most promotional selections represent a sincere effort to place the right man in the right job, all factors considered.

So it boils down to this - there may be no specific reason why you haven't been promoted. It's up to you to create a specific reason why you should be promoted! If it's skill they want, increase your skill to the point where they can't overlook it. If it's potential they want, increase your potential to the point where it can be recognized two miles away. There isn't a man among us who hasn't room for improvement. And there is only one guy apiece - count him - to actually do the improving.

Advice is cheap. That's for sure. Gripes are cheap too!

——— Our thanks to J.D. Reasoner, Chief, FSS, Ardmore, Oklahoma, for bringing this article from the Region Six News Bulletin to the attention of the Scanner.

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Average Grade Levels

The average grade level of the Region's General Schedule positions is 8.8, and this figure represents the highest average among the six Regions. Average grade levels for all Regions range from 8.4 to 8.8.

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Tips For Supervisors

1. Each employee should be treated as an individual and regarded as worthy of respect and consideration.
2. Employees' misunderstandings, grievances, and suggestions for improvement should be heard and considered.
3. Each employee should be instructed in the objectives of his work, his specific duties, the contribution he makes to the total work product, why he is important in the organization, and what is considered a good day's production.
4. Full recognition of, and credit for, effort and results should be a part of every employee's remuneration.
5. The supervisor is a vital link in a communication system, representing his superiors to his employees, his employees to his superiors, and his associates to each other.
6. The supervisor must serve his employees in a fair and friendly manner by helping them plan their work, and by assisting them in analyzing and understanding work requirements.

A telephone operator answering a call with the usual "Number, please?" heard a voice reply "Duston."
"What number, Duston?" asked the operator.
"No number. Just Duston," replied the voice impatiently. And then, since the operator still obviously failed to understand, the voice added: "I'm dustin' the telephone."

PERSONNEL DIVISION (Continued)

7. The supervisor should be impartial and fair, and must avoid even the appearance of favoritism.

8. The supervisor should select the best-qualified employees for promotion, within or outside his organization, as soon as opportunity arises and proved ability justifies. He should also help employees to overcome their deficiencies and take corrective action for inefficient employees who do not improve.

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Contest for Federal Fire Council Emblem

The Federal Fire Council has announced a government-wide contest to obtain an appropriate emblem. All FAA employees are invited to participate.

The General Services Administration Incentive Awards Committee will award the best entry $100, second best $50, and third best $25.

The Federal Fire Council was unofficially organized in April, 1930, to serve as a medium of contact between government departments and establishments on matters pertaining to fire prevention and fire protection. The Council was officially established on June 20, 1936, by Executive Order No. 7397 with the broader responsibility of serving as an official advisory agency in matters relating to the protection of Federal Employees and property from fire.

The Council is authorized to develop standards, procedures, and forms, and on request, to conduct surveys or such other investigations as may be necessary to determine what measures should be taken to safeguard life and property from the hazards of fire, including review of plans for new construction. The Council is also authorized to make such independent studies of Federal buildings and property as it may deem desirable from the standpoint of fire protection and maintain a record of fire losses on Government property.

Council members are appointed from each agency and serve without additional compensation. The Council proposes to use the selected emblem on such publications as the Council's Annual Report, Fire Protection Manuals, Newsletters, Advisory Bulletins, and as a part of the Council's official letterhead.

The contest rules are as follow:

1. All entries must be submitted on a single sheet of 8" x 10½" paper.
2. Each entry must be in the form of a sketch, which may be supplemented by a narrative statement of explanation.
3. Each entry will be judged primarily for originality of the idea and visual identification of the Council's activities. Neatness is important, but finished art work will receive no additional consideration.
4. The winning entries will be selected by the Executive Committee of the Federal Fire Council, and their decision will be final.
5. All entries will be permanently retained by the Federal Fire Council.
6. There is no restriction on the number of entries that can be submitted by one person.
7. All entries must be received by the Personnel Relations Branch, FW-94, not later than May 18, 1960.

THE WOMAN'S WAY..."I saw your wife in town today with a black patch over her eye. What's the matter with her?"

"Nothing. That's her new hat."

The meritorious Service Award, conferred by Secretary of Commerce Frederick H. Mueller, was presented to Mr. Eli B. Packer (left) at a ceremony held in the Fort Worth District Office of the Coast and Geodetic Survey. March 31st. CAPT William C. Russell, District Officer, made the presentation of the Silver Medal and Certificate. Mr. Packer was granted the award in recognition of his extremely competant performance of official duties in the Coast and Geodetic for over 34 years.

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C O V E R P O R T R A I T
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WILLIAM E. PETERSON
Acting Chief, Facilities and Materiel Field Division Number Two

ENGINEER PILOT EXECUTIVE

William E. Peterson joined the CAA after his release from the Air Force in the spring of 1946. Since that time "Pete" has advanced with the Facilities Division as a Radio Engineer; Chief, Electronics Terminal Aids Section; Deputy Facilities Division Chief; and July 1958, he became Chief of the Facilities Division, which is now known as Facilities and Materiel Field Division No. 2, consisting of approximately 2000 employees who establish and maintain the many and varied types of complex electronic navigational and landing aids...the aids that light planes and airline giants use constantly...without these aids aviation would at various times be at a standstill.

In 1956, Peterson joined the staff of the Technical Assistance Mission in Havana, Cuba. His superior performance on this assignment was a credit to the United States and to himself. His eighteen months of outstanding service received commendation from the President of the Civil Aeronautics Commission of Cuba.

"Pete" is a match for the varied and complex problems of the Facilities and Materiel Division. He prepared himself through obtaining a Master of Science degree in Engineering from the Massachusetts Institute of Technology. He obtained a commercial pilot's certificate with an instrument rating ...and through the many years of experience, he gained a wealth of knowledge in the field of electronics and power.

His is a busy life, but when relaxing you may find him taking dead aim on a "head-pin", browsing the "ham" bands, or playing a mean hand of pinochle.

And too, he is considered quite handsome!

W. E. PETERSON

Chief Facilities And Material Field Division Two