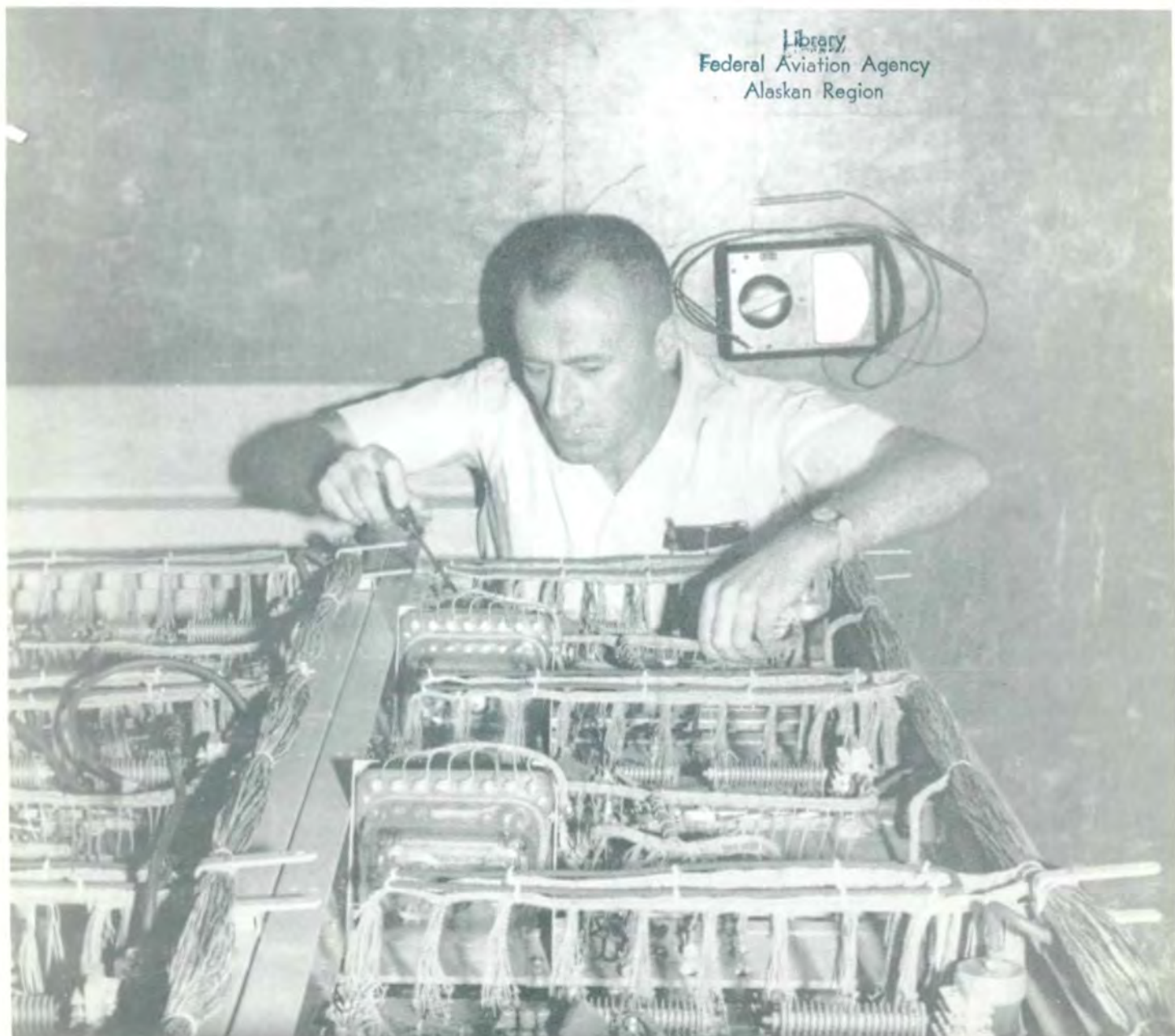


FAA

REGION TWO

SCANNER

June 1960



BYRON L. BAUER REPRESENTS THE 1400 REGION TWO ELECTRONICS MAINTENANCE TECHNICIANS WHOSE SKILL AND DEDICATION ASSURE THE RELIABILITY OF FAA FACILITIES REGARDLESS OF WEATHER OR OTHER OBSTACLES.

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
	Gladys Lamb
Flight Standards.....	Everett Morris
	Frances Fuller
	Frances Morgan
General Services.....	Avanelle Dawson
Legal.....	Frances Welsh
Personnel.....	Johnie Withers

SCANNER Technical Production:

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L. C. Elliott, as one of his last official acts in Region 2, presented Regional Office employees below with Length of Service Pin Awards for their years of dedicated service. Elliott, himself, was awarded a 35-year pin. The SCANNER would like to receive any photos made of field people being presented service pins--send them to your division reporter and we'll print as many as possible.



35 Years Service



30 Years Service



25 Years Service

FLIGHT STANDARDS DIVISION

SPECIAL PROBLEMS ON NIGHT FLYING IN GENERAL AVIATION

Ours is a dynamic nation. Progress is evident in all phases of life. However, progress in aviation is at an all time high. Our people have truly entered the air age. Federal airways are crowded and yet air traffic and air travel have only begun. In 1957 alone, air traffic which was under direct control topped 18,000,000 operations. It is certain that uncontrolled private general aviation flights more than doubled these fantastic figures.

Flight schools can and do convert Joe Doe from an earthbound citizen into a high, fast flying airman. He flies day and night in all directions, in good and bad weather, on clear moonlit nights and on dark black nights. There are many special problems connected with such a fast moving fantastic industry. Many have been solved and others are continually under study. One such special problem is that of night flying in general aviation.

In the broadest terms night flying may be likened unto instrument flying. Pilots at night are subjected to odd vertigo type sensations due to temporary or permanent horizon loss on dark or overcast nights which obscure moon and stars. Flying over remote areas past the witching hour when sane people are in bed, leaves us without masses of lights which aid in orientation and attitude reference. One may see the moon and stars over remotely lighted terrain and still be unable to tell up from down. Since in these cases, the weather is forecast and

actually may be good for VFR flying, our John Doe's flying "contact" is caught in a hair raising, confusing, perplexing predicament. "What happened!"

How about when we inadvertently fly over cloud layers at low altitude which we couldn't see due to darkness? Soon our ground reference is gone and we have the same problem. Difficult to recognize, easy to create. This same situation is true concerning inadvertent or purposeful operation under an overcast. Our problem here is in reverse, but similar in effect upon safe night flight.

Rain, haze, other obstructions to vision accidentally encountered at night, while perhaps only temporary, can be disastrous to the inexperienced, uninformed pilot. And we have barely touched the subject.

FAA has done something about this - the new private and commercial pilot skill requirements include competence of the VFR pilot while flying day or night to maintain a safe attitude of the aircraft by reference to flight instruments while he is "turning around" and heading out of the "troubled" area and back to safe "contact" flight.

Respect the Night.

* * * * *

Most of us, swimming against tides of trouble the world knows nothing about, need only a bit of praise or encouragement--and we'll make the goal. Say "Thank you!" whenever you think of it. Say "Nice job" to that workman who put extra effort into his task. Say "Atta boy!" to the fellow who is struggling through in the face of odds. You'll get a whale of a lot of joy out of life that way.

...Jerome P. Fleishman

* * * * *

LET'S FACE IT...Most Government Workers, except you and me, do not write good letters. They have bad letterwriting habits. Some of these workers will, with time and experience, drop these habits and grow into good writers. Others will cling to these habits and become the best "gobbledygookers."

FLIGHT STANDARDS DIVISION



Mr. Wirjono Martojo, Engineer for Garuda Indonesian Airways, shows routes covered to Mr. Herb Slaughter, FS-2100, and Mr. Sterling Ward FS-2300. Mr. Martojo was in the Flight Standards Division here to receive instruction and guidance by arrangement with the Office of International Cooperation.

Looking back over the fiscal year just finished we realize that the Engineering and Manufacturing Branch has added seven new men to its ranks. Francis E. McGowan came last July and Jack Cayot in August of 1959. Both Mr. McGowan and Mr. Cayot are Flight Test Analysts.

Arthur C. Caviness joined the Propulsion Section in August of 1959.

Three gentlemen have joined the Manufacturing and Inspection Section: Jim Murdock in March, John Wagner in April and Bob Dickinson in May, all of 1960. We will have more information on these three gentlemen in a later issue of the Scanner.

Milton G. Martin, who joined the Airframe and Equipment Section last February, was born February 15, 1921, at Hillsboro, Texas. He graduated from high school at the age of 15 and received Bachelor of Arts in Chemistry

from the University of Texas in 1940.

He served four years in the Pacific Theater of Operations during World War II as Master Gunner in an anti-aircraft artillery battalion.

After leaving the service he went back to the University of Texas and this time came out with a Bachelor of Science Degree in Civil Engineering.

He worked five years as a construction engineer with the Bureau of Reclamation on the Canyon Ferry Dam Project at Helena, Montana. He also worked with the Corps of Engineers at Bryan Air Force Base.

He was with Convair as Structures Engineer on such airplanes as B-36, B-58, F-102 and F-106 for four years.

His last assignment before coming to FAA was at the Litchfield Park Naval Air Facility at Phoenix, Arizona as Aircraft Materials Engineer.

* * * * *

PERSONNEL AND TRAINING DIVISION

Communication Check-List

The Supervisor as a Sender

1. Will what I say economize or add to the employee's effort? Will he have to puzzle out my statement of the problem and his answer?

a. Did I tell him enough?

Did I spell it out for him or is he going to have to do some digging for himself?

b. Did I take 100 words to say what could have been said in 50 or less?

c. Did I use high-sounding, complicated expressions when I could have said it simply? Did I use informal language instead of the more precise terms?

2. Did I answer every question he asked, or just the first one?

3. If I have to say "no" have I explained "why" so that he may see the reasonableness rather than the abruptness and arbitrariness of my answer?

4. Did I hedge on the data or the advice I gave him? If I did will he then act on my incomplete or uncertain answer as if it were adequate?

5. Is there any possibility that he might take what I say in a way I shouldn't want him to?

The Supervisor as a Receiver

1. Have I given the writer half a chance? In comparison to the time it took him to write it, how much time have I taken to read and think about it?

2. If I am irritated after reading his paper or listening to him,

what sets me off - some grammatical construction, a personal mannerism or something equally trivial? And should I not laugh off my irritation if I get what he is driving at?

3. How sure am I that I know what he means? Is it at all possible that he means anything except what first occurs to me? Will time and tempers be saved in the long run if I inquire by phone or memorandum now?

* * * * *

Outstanding Performance Ratings

Outstanding performance ratings have been approved for 189 Region Two employees for the 1959-1960 rating period. This represents 2.5% of the persons on the rolls on January 31, 1960. Congratulations to each one of you. Space does not permit listing your names individually, but FAA is proud of you.

In addition to these Outstanding Ratings, the Incentive Awards Committee recently approved Sustained Superior Performance Awards for 63 Region Two employees. Approximately thirty more awards for superior performance are awaiting committee action. The award checks will provide a handsome vacation fund for these fortunate individuals.

* * * * *

A modest young business man of our acquaintance says he owes his increasing success to having married a girl with a talent for spending just a little more than he makes.

* * * * *

REF:ERENCING RALPH...Is addicted to quoting references. Writes letters that read like court briefs. Usually fills the first page of his simplest letters with a listing of references, on the second page references the references, and on the third page has one line that reads: "In view of the foregoing, reference (a) is approved."

LEGAL DIVISION

VAGARIES OF TEXAS WEATHER LEAD STUDENT PILOT DOWN PRIMROSE PATH

If the weather's not to your liking - just stand still, and it will change to what you like before long. One sadder but wiser pilot, who tried to find weather to his liking, has good reason to doubt the veracity of this old adage.

Failure to familiarize himself with all available weather reports resulted in an unscheduled 270-mile detour further down the Gulf Coast of Texas in what was originally planned to be only a 60-mile flight. This detour also handed him a hat full of troubles from the Federal Aviation Agency when shortage of fuel forced him to request a radar assisted landing at Houston, Texas, during IFR weather conditions. Oh yes! He was the holder of a Student Pilot Certificate, with no Instrument Rating.

Prior to reaching his original destination at Ed Couch, Texas, he noticed that the weather was beginning to look a little murky and so, playing it safe, he radioed Air

Traffic Control at Alice, Texas, for the latest weather information. They advised that VFR conditions prevailed at Corpus Christi, Texas; but when he arrived over Corpus Christi, the weather had changed from VFR to IFR. Air Traffic Control then advised that VFR conditions prevailed at Palacios, Texas; but when he arrived over Palacios the weather had changed from VFR to IFR. Air Traffic Control again advised that VFR conditions prevailed over Houston, Texas; but when he arrived over Houston the weather had changed from VFR to IFR. Air Traffic Control thereupon advised that VFR conditions prevailed over Beaumont, Texas; but, owing to fuel limitations, our weary traveller was forced to call a halt to all this nonsense by requesting help from the boys with the electronic eye.

The moral of this story is, if you are not the holder of an Instrument Rating, don't make a flight without first properly checking the weather, especially if the intended destination is in Texas.



Sweating out your ID Card?

Thousands of you throughout the Region have filled out an application card to receive one of the official Federal Aviation Agency Identification Cards.

These cards are being processed as fast as possible!

You are requested please not to write in asking about the status of your ID card. As soon as it's processed -- it will be sent to you.

In other words, the Security Office says, "Don't call us--we'll call you!"

BUDGET AND FINANCE

"THEY'RE OFF AND RUNNING"

The very interesting and highly complex job of estimating an evaluating the needs of Region Two is upon us once again. The Call For Estimates for FY 1961 and 1962 has begun to come in and program planning personnel are sharpening their pencils for the long haul ahead.

Not only our own Budget & Finance Division Estimates Branch personnel, but those in other Divisions and Bureaus as well, are amazing - they can talk in terms of millions and cents, from multi-million dollar ATM centers to the cost and quantity of No. 2 pencils with equal interest and tenacity. They are at home, so to speak, equally as well with ten digit figures as with two digits, and can work with either in the same moment without batting an eyelash.

So they're off and running in budget offices again. The all important conferences are beginning, the forms and memoranda are starting to flow, and the telephones are beginning to ring unceasingly. It won't be too

long however, time being of the essence, that all concerned (Bureau, Division, and Budget Analysts) can lean back, relax, and view once again ANOTHER JOB WELL DONE.

* * * * *

LOSE YOUR PAY CHECK?

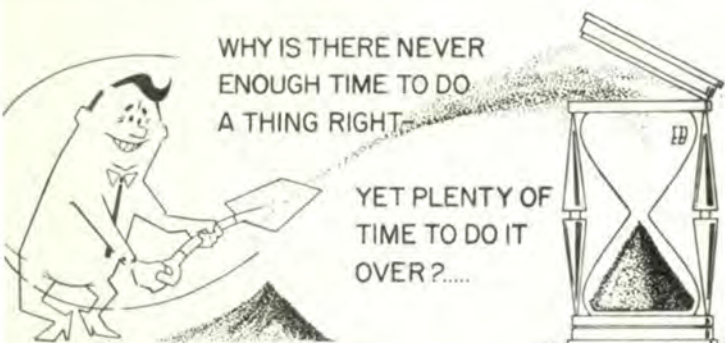
Don't hit the panic button if you lose your pay check. Notify Budget and Finance Division, Payroll Section and let them do it!

Seriously, write a memorandum or letter (original and two copies ALL signed) to the Payroll Section. Your memo should include identification of check (date or period of time) and details concerning loss. The Payroll Section will forward your statement to the Treasury Disbursing Office in Dallas, Texas, and request that they stop payment on the check and issue a duplicate. It normally requires approximately ninety days to receive a replacement check.

* * * * *

THE FAA AERONAUTICAL CENTER EMPLOYEE'S ASSOCIATION THOUGHT-OF-THE-MONTH

THE FAA AERONAUTICAL CENTER EMPLOYEE'S ASSOCIATION THOUGHT-OF-THE-MONTH



BOND DRIVE SUCCESS!! The Region-wide May U. S. Savings Bond Drive was a whopping success! There were 172 new participants who, together, will save \$53,120.60 every year! Fifty FAA'ers increased their participation by \$12,509.46! Good luck in your program to "save for a better life".

GENERAL SERVICES DIVISION

Congratulations from all personnel in the General Services Division are extended to the following employees who received outstanding performance ratings:

Freda Kling, Telephone Supervisor; Norwin Sanders, Offset Press Operator Leader; Roscoe Harrington, Mail Supervisor; and Allene Thompson, Telegraphic-Teletypewriter Operator.

All are in the Special Services Branch. To W. R. Liles, their supervisor, is extended a hearty well-done in promoting such high efficiency within his Branch.

* * * * *

Michael J. Haile, Chief, General Services Division, has been attending the Executive School at the Aeronautical Center in Oklahoma City. Fred Harlan, Assistant Chief, also recently completed a course in Personnel Management sponsored by the Army and Civil Service Commission in Dallas.

* * * * *

Earl Meador, Purchasing Agent in the Contract Section, Property Management Branch, has been selected for the position of Chief, Stock Control Branch in the Operating Materials Division at the Aeronautical Center.

* * * * *

We want to welcome the following new employees to our Division:

Margaret Crawford, Clerk-Steno in the Stock Control function of the Property Management Branch. Margaret was formerly with Property Management in Operating Materials Division,

Oklahoma City.

Wendell McCleskey was selected for a Mail Clerk position in Special Services Branch.

Henry L. Meisenheimer has joined the Laborer force in Reservation Maintenance Branch.

* * * * *

Congratulations to the following individuals who were recently promoted:

Charles Cotton, new Assistant Chief, Property Control Section; George Beimer, Fixed Equipment Mechanic in Reservation Maintenance Branch.

* * * * *

Specifications are being written for conversion of storeroom space in Building 4 at Regional Headquarters into office space. This conversion will add approximately 13,000 feet of office space which will relieve crowded conditions at Regional Headquarters. It is anticipated that this work will begin early in July, 1960.

* * * * *

A Macy-matic collator has been installed in the Printing Section. The average operator can set up and collate 1,000 sets of 8 sheets each in about 30 minutes. It will gather, staple, and count in sheet sizes from 5 x 8 to 9 x 12. We believe that the tedious hand assembling of printed materials at Regional Headquarters is now ended.

* * * * *

DRIVE SAFELY

* * * * *

BLABBERMOUTH BILL...Writes long, chatty letters that meander around but never quite reach the point. Buries a few cogent thoughts under an avalanche of words. Turns out letters that are entertaining but seldom informative.

TWO AVIATION PIONEERS LEAVE THE REGION



Hundreds of Regional Office employees gather on a sunny afternoon to bid L. C. Elliott and W. A. Ostendorf best wishes as Elliott goes to New York as Regional Manager and as Ostendorf retires.



Bruce Chambers, Public Affairs Officer, reads the flyleaf of a colorful and original scroll just before Bill Cunningham, (left) Assistant Regional Manager, presents the 8,000-name scroll to L. C. Elliott. All contributing facilities are to be congratulated for doing such a bang up job creating the clever individual scrolls bound in the book.



L. C. Elliott presents Dr. W. A. Ostendorf (right) with the novel "Notes of Friendship" book to salute Ostendorf's retirement. The book was a collection of personal notes from regional friends and associates of "Doc" Ostendorf. The "Doc" immensely enjoyed reading the notes - some serious - some humorous - but all meaningful.



Mrs. Mary Dycus, legal secretary in the Regional Attorney's office, is getting her college degree "20 years later", as she puts it. She's been in school all her daughter's life. Donna is almost 5. Her mother, our Mary, received a college degree this past month at Texas Christian University. Mary says she had to learn to study again when she went to college, doesn't think she would have made it except for her knowledge of shorthand and typing. A Fort Worth newspaper carried this picture and a feature story about Mary's success.

When she's not flying herself, Miss Lee Walker "talks to airplanes" as a part of her job. Lee is an Airways Operations Specialist with the Fort Worth Flight Service Station, so she's not far from her hobby most of the time. Lee recently flew co-pilot with Cross-Country News Publisher Mrs. Tony Page on a Ninety-Nines cross country women's air race from Fort Worth to Houston. Flaunting fate, the gals held the race on Friday the 13th. Carrying this tempting of Dame Fortune several steps further, our FAA gal Lee and Tony placed 13th in the race!



FACILITIES AND MATERIEL

We had the privilege of seeing George Garanflo on TV Monday night at the ground breaking ceremonies for a municipal heliport, which will be located on the north levee of the Clear Fork of the Trinity River downtown Fort Worth. Other dignitaries present included Harvey Gaylord, Bell Helicopter president; City Manager Cookingham; Joe Hogset, President of the Tarrant County Water Board; City Aviation Director William Fuller. Also present from our office were L. A. Winkler, Deputy Chief, Engineering Branch and J. H. Monroe, Deputy Chief, System Planning Branch.

Mr. Garanflo gave an interesting speech congratulating those present and the City Council in planning for this facility to keep pace with the aeronautical requirements of the City of Fort Worth.

* * * * *

"Welcome Back". Don Reininger, Airport Engineer, Engineering Branch, recently returned from a 9-week absence. During this period he attended the Army Instrument Flight Training School at Fort Sill, Oklahoma. Don is now the proud owner of a standard Army instrument rating and says he can now "bust" clouds legally.

* * * * *

Paul Ullman, Airport Engineer, Engineering Branch, is back at his old desk. He recently returned from an overseas assignment with the International Region, Saigon, Indo China. Good to have you with us again, Paul.

* * * * *

Celebrations were in order during the month of April for APDO-1.

Bob Boswell has been passing out candy to announce the birth of his second child, a daughter, Lisa Kelly, born April 11th. Bob had just moved his wife and son into a new home the week prior to Kelly's arrival. Guess he's going to settle down now, as he went fishing Friday. Luck? - Good.

Dan Dyatt, District Airport Engineer, passed candy throughout the office to celebrate a birthday??

* * * * *

Mildred Willis, Engineering Branch, happily winged her way last week to our Miami District Office for an assignment of two and a half weeks.

* * * * *

Congratulations to the following personnel in Airports Division who were awarded Outstanding Performance Ratings for the past rating period:

T. A. Adams, Jr., Chief System Planning Branch; C. W. Holderbaum, Chief, Engineering Branch; Roland Lewis, Aviation Planning Analyst; Pearl Lawson, Administrative Assistant and Lamar Schweitzer, Secretary, Engineering Branch.

* * * * *

Mr. Garanflo has gone to New York to attend the American Association of Airport Executives Conference. He will be a member of the panel in a discussion about the Federal Aviation Agency Airports Program.

* * * * *

GOBBLEDYGOOK GARY...Uses high-flown but meaningless words. Ordinarily uses verbs ending in -ize (legalize, formalize, maximize, etc.). Feels that a real need exists for a special Government language to be used in Government letters.

FACILITIES AND MATERIEL FIELD DIVISION NO. 2

LEST WE FORGET

By: Maurice Shepherd

A fast airplane travels at 1200 miles an hour, a slow one, a mile a minute, but the radio wave travels at 186,000 miles a second. This is quite a contrast, but the facilities provided by this Division today and yesterday present a similar one. The speed of the radio wave will permit our continued advancement in electronics along with the increase in speed of the aircraft and rocket.

Pilots of yesteryear literally flew by the "seat of their pants" while the pilot of today has more choices of radio aids than a young kid in a candy store: ILS, DME, TACAN, LF, Radar, CONSOL, ad infinitum. The plot grows thicker as the pilot continues on his course, for information from him and about him travels by teletype, single sideband, HF, VHF, UHF, Micro-wave, Radar and "stool pigeon." All of this equipment must

be housed in special buildings. Some items of equipment require more protection and favorable surroundings than a "settin' hen" wants.

All of this makes the job of the Facilities Division very complex. An old idea of divide and conquer is used on the more difficult problems. Each engineer--Electronics, Civil, Air Conditioning, or other--must contribute toward a general solution.

The April Scanner pictured a "High-Power Homer" and a Low Frequency Range." To these we want to contrast the directional Localizer of the ILS and the modern equipment of the VORTAC facility.

The changing times have made a further contrast. The early day facilities were often maintained and adjusted by such men as Mr. L. C. Elliott, who, in the absence of a technician, often landed his patrol aircraft, made adjustments to the facility, and then proceeded on with his flight check. Today, we have

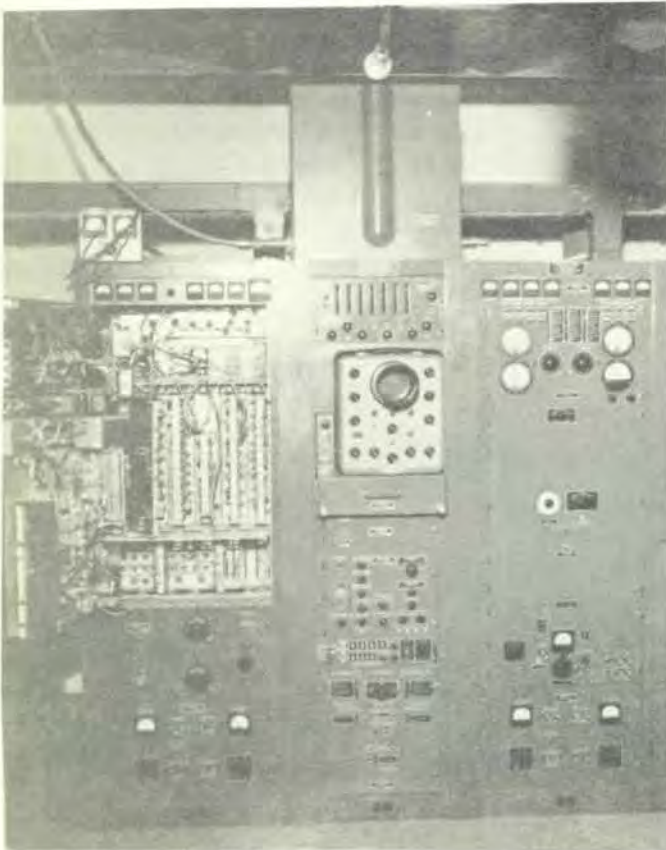


Directional Wave Guide Localizer
The very narrow radio beam provided by this facility guides aircraft down the centerline of the runway

FACILITIES AND MATERIEL FIELD DIVISION NO. 2

specialized personnel in the Maintenance Engineering Branch with the latest test equipment to monitor and maintain each facility on a 24-hour basis. The Flight Inspection personnel are equipped with the latest receiving, recording and test equipment.

The chasm between new and old grows deeper and wider, but through it all the Facilities Division has been supervised and inspired by Mr. Elliott. We feel that the facilities of this Region are second to none, and this is to thank him for his capable direction. The progress of this region will always be a source of pleasure to him and to us, and we bid him Godspeed as he moves on to other Aviation Agency assignments.



TACAN Transponder (shown above) furnishes distance and azimuth information for navigation purposes.

The photo on the left shows the Test Monitor and Control Equipment for the TACAN facility. This equipment is used to provide distance and direction information for navigation.

FACILITIES AND MATERIEL FIELD DIVISION NO. 2

Venezuelan Assignment

John Driver reports by mail from Caracas, Venezuela, where he has been on a special assignment to the Venezuelan Government, that the project is going rather slowly by our standards, due mainly to their Manana attitude, plus a general state of confusion brought about by a short lived (2day) Revolution which ended with the capture of the rebel leader. Johnny said he waited out the revolt in his hotel room with the aid of sandwiches, coldplates and apples as there was no service of any kind available and in his own words, "it was not a good time for an American to be strolling the streets."

Driver has been in Venezuela since the first of April, assisting the Venezuelan Government engineers with the selection and evaluation of VOR sites. He was joined on the 29th of April by the Flight Inspection crew comprised of Robert H. Hunt, Joseph Tucker and Robert C Harper, flying DC3 N52 flight inspection aircraft. It is anticipated that the entire project will be completed in another four weeks and we hope to get some firsthand accounts of the mission in a future issue.

Services Recognized

Maintenance is a vulnerable occupation in any organization and, therefore, it is not often that anyone recognizes the services rendered with bouquets-- it is more often with brick-bats. W. V. Fox, Chief, Controller, Fort Worth ARTCC, has chosen to use a bouquet and we appreciate it. He feels that the

Maintenance crew that provides technical support to the ARTCC radar system has done an excellent job during the past winter and says so in the following complimentary letter:

"During the past winter season this facility has experienced the heaviest volume of IFR traffic in the Dallas-Fort Worth Metropolitan Area and the advent of civil jets has required a high quality of radar presentation plus the capability of continuous operation to insure a smooth flow of traffic.

"We take this opportunity to advise the maintenance of our radar equipment has been excellent through the efforts of Mr. Ed Shadle and his crew. We have observed radar facilities of quite a number of Centers both on the east and west coasts and believe our equipment and capabilities as presented to the controller are far superior to any we have seen.

"Further, the writer has received comments from Watch Supervisors that malfunctions of our radar gear are remedied promptly and always with a spirit of friendly cooperation.

"We would like Ed and his crew to know we appreciate their efforts. They have really done a fine job."

Thanks Bud.

The latest Facilities Division suggestion award winners are:

Edward Wheeler - Miami, Fla.

Ben Pollack - Miami, Fla.

James F. King - Tri City, Tenn.

Each received \$50.00 for their suggestion.

Prof: "Describe the mechanism of the steam shovel."

Student: "Don't kid me, you can't shovel steam."



THE FEDERAL AVIATION CLUB

with the cooperation of

NORTHWEST ORIENT AIRLINES

announces two special summer trips for

ALL FAA EMPLOYEES AND AFFILIATED ORGANIZATIONS
(civilian - military, their families & friends)



ALASKA

\$678.34 from Washington, D. C.
(From New York - \$678.34;
Mpls/St. Paul - \$661.95;
Seattle - \$493.10.)

Leaves -- August 17, 1960

13-day Air tour of Alaska, the
49th State, including:

Air transportation.
Hotel accommodations.
Sightseeing and ground
transportation.
Places visited: Anchorage,
Portage Glacier, Matanuska
Valley, McKinley National
Park, Fairbanks, Tanana
River cruise, Whitehorse,
Skagway, Juneau, and
Mendenhall Glacier.

DUDE RANCH (WYOMING)

\$349.67 from Washington, D. C.
(From New York - \$361.11;
Mpls/St. Paul - \$253.09.)

Leaves -- July 29, 1960

14 exciting days at an authentic
Western Dude Ranch, including:

Air transportation.
Accommodations and meals at
the Hunter Peak Ranch.
Horseback riding, swimming,
fishing, recreational facili-
ties.
Trip to Yellowstone Park.
Rodeo at Cody, Wyoming.
Scenic motor trips.
Guided pack trips.
Picnics.

If you are interested in taking advantage of these wonderful
vacations, please detach the lower portion and return, or call for
additional information.

TO: NORTHWEST ORIENT AIRLINES
DEPT. FA
1415 Eye Street, N. W.
Washington 5, D. C.
STerling 3-9010

Please send me your colorful folders describing the above tours

☐ ALASKA

☐ DUDE RANCH - WYOMING

NAME _____

ADDRESS _____

CITY _____ ZONE _____ STATE _____

TELEPHONE NO. _____ FA REFERENCE NO. _____

AIR TRAFFIC MANAGEMENT FIELD DIVISION

Vic Post is back with us after four years with the ICA in Ankara, Turkey. Vic is in the Planning Branch of ATM.

Dave Worrall, Chief of the Idlewild Tower, and formerly with the Chicago Tower and Air Force Liaison with Air Training Command Headquarters, Randolph AFB, Texas, is being transferred to the Air Terminal Section, Operations Branch.

ATM welcomes both Vic and Dave!!

Administrator Quesada spent a few days in Puerto Rico in April and attended a meeting in St. Thomas to discuss airport modifications at the Truman Airport.

Eastern Airlines DC-8 jets now serve San Juan from New York and Miami. Pan American announced the booming vacation city will overtake London as it's jet capital of the world. Pan Am jets will connect San Juan with Boston, New York, Philadelphia, Baltimore, Washington and Miami.

IN MEMORIAM

Ferrel W. Majors, San Angelo, Tex. CS/T died of postoperative complications in a San Angelo hospital on April 19, 1960.

Dave H. Henderson of the McAlester, Okla. FSS was fatally injured in an automobile accident near McAlester on May 1, 1960.

BIG SLAM - Exercise "Big Slam" which operated between the period March 14 and March 29, 1960, was an extremely large scale military exercise conducted by the Military Air Transport

Service and the United States Army. Exercise "Big Slam" was the largest peace-time airlift ever conducted within the continental limits of the United States. Aircraft originated from points throughout the U. S. and Hawaii.

During this period hundreds of flights transported thousands of Army troops and millions of pounds of equipment and supplies from points in the United States to bases in Puerto Rico. This exercise operated on a 24-hour-a-day, seven days a week basis on pre-determined oceanic routes in the Caribbean area. This mission operated with less difficulty from an Air Traffic Control standpoint than any other mission of comparable magnitude of which we have known.

Although many Stations, Towers and Centers within the continental limits of the U. S. participated in this exercise and contributed heavily to its success, the full weight was felt by the San Juan Center. This center's daily operation count was increased by more than 100% throughout this period. It was the extra effort and enthusiasm put forth by our personnel that proved this operation a success from an ATM standpoint. All ATM personnel are to be commended for their willingness to put forth the extra effort required.

This mammoth exercise was under the direction of MATS Commander Lieutenant General William H. Turner and was viewed by the press, congressmen and other government officials including Secretary of the Army, William M. Brucker.

COPY-HAPPY CARL...Taxes capacity of even an electric typewriter to meet his demands for extra copies. Scatters copies to all offices whether they are interested or not. Resorts to mass reproduction equipment when his "copy to" list gets too big.

INTRA-CENTER COORDINATION (Utopia - Almost)-Dave Foss, SAT Center

Something is missing!!!

When you walk into the control room of the new San Antonio Center building the first thing that attracts your attention is the startling high ceiling. The room itself seems almost large enough to house a football field. There is plenty of elbow room for everyone with enough left over for future expansion. Sectors are arranged conveniently around radar islands. The Watch Supervisor's desk, flight data positions, teletype equipment, the new computer are all in evidence. But one of the most prominent characteristics of the old center is gone - noise. There is no noise.

Except for a slight buzz of activity, the entire control room appears to be operating in almost complete silence. A high activity center on a busy IFR day is usually accompanied by sound that can best be described as sheer bedlam. The picture of radio speakers blasting; buzzers, bells and gongs ringing; people shouting and rushing back and forth is a familiar sight to the controller. Under these conditions he is effective in moving his traffic in direct proportion to his ability to get the next man's attention. Whether he accomplishes this with a booming command or a high pitched, urgent shriek, he knows he must get through the wall of noise if he is to accomplish his mission.

A heavy noise level causes tension and irritations to build up. Frustrations develop which make a highway

traffic jam on a hot summer day seem like a picnic by comparison. Among other air traffic control stories of the past are those about staid, mild-mannered individuals who, in the heat of activity, offered to settle a coordination problem toe-to-toe out behind the building. Fortunately, these incidents have always been recognized as occupational problems and the controller has been the first to see the humor in them. Of more concern has been the realization that when patience goes out the door, efficiency may go too.

All of this is now in the past for controllers in the San Antonio Center. It has been solved by the pre-planned, uncoordinated, short range clearance and the multi channel coordination circuits in the new control room. Most clearances can be issued and the aircraft can be started safely on their flights while coordination is being effected for final route and altitude. Flight is approved in any direction on the one-way airways when traffic permits but few pilots request this service. They have recognized the advantages of moving with the flow of traffic rather than against it in a fast airplane. Few of the alternate routes increase flight time by more than a minute and they have greatly decreased ground delays. Many pilots follow the flow routes even under VFR conditions.

Coordination is handled quietly and efficiently. A coordinator stands behind each section of D positions. His primary function is to anticipate the controller's next problem and to start working on it. Altitudes are approved or alternate solutions are provided

LET'S TAKE ANOTHER LOOK...Is it possible that you and I are guilty of some of the bad habits of woeful writers? If so, we will begin right now to rid ourselves of them by writing good plain letters meriting this 4-S badge of honor: 4-S...Shortness...Simplicity...Strength...Sincerity.

before bottlenecks can develop.

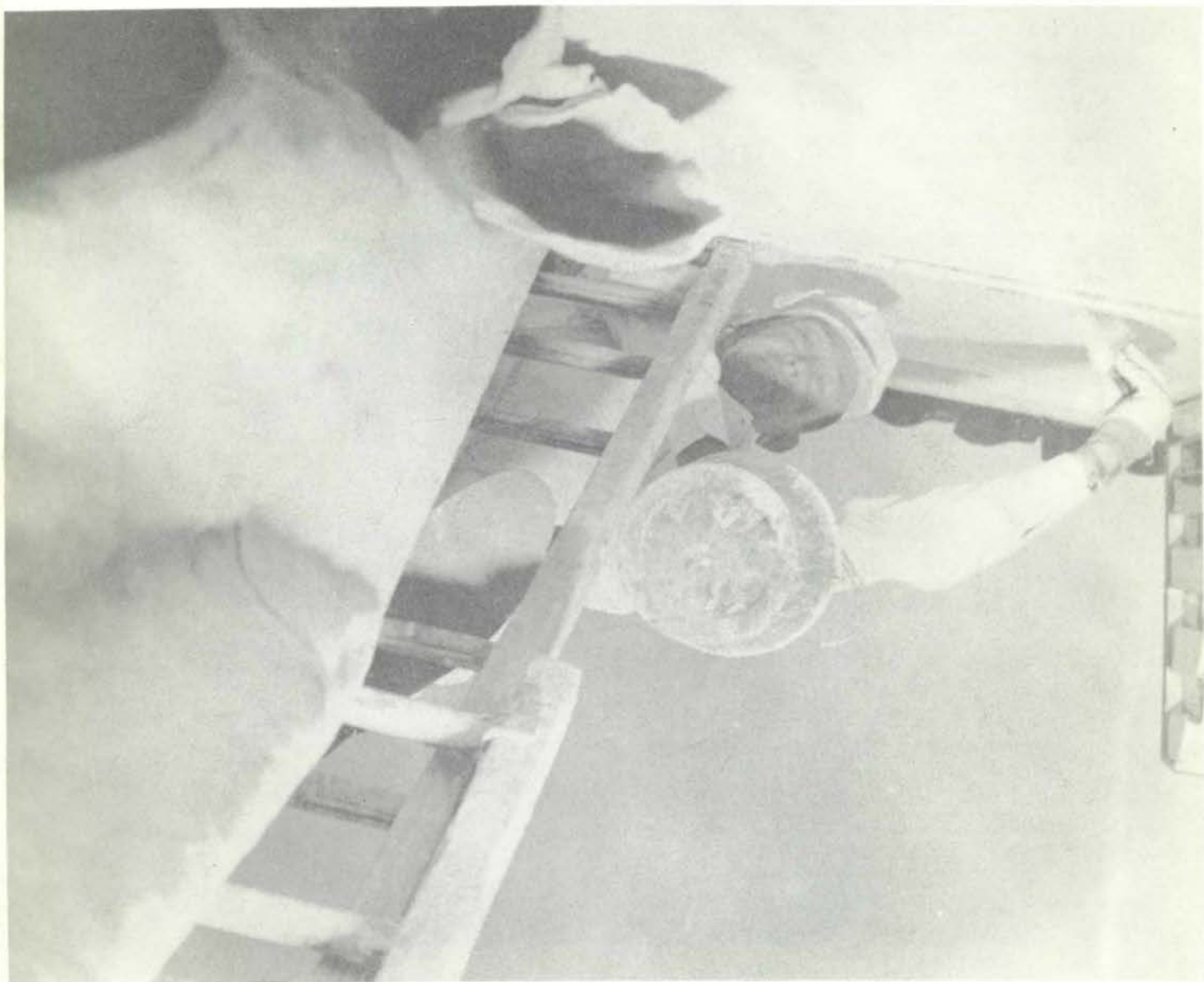
Each coordinator has his own circuit. He can contact any other coordinator simply by pressing the appropriate button on the control box at the end of the coordinator boom. The boom swings freely across a long arc from overhead enabling the coordinator to reach a large number of positions with ease. If a critical problem develops he can establish immediate contact with any or all coordinator positions.

The heavy activity, the urgent problems are still there but now they are all piped into headsets. The controller is no longer exposed to a distracting barrage of noise all about him. Most important, if he has a problem now, he can get through -- because something is missing.

Conscience is a small, still voice that makes minority reports.



Genial, retired Deputy Regional Manager Jack Jaynes seats his former secretary Gertrude Ryan at a plush country club dinner given "Gertie" to honor her retirement after more than 30 years of government work. Gertie was the first woman employee of the first civil aviation regional office in Fort Worth. Called the "Bureau of Lighthouses", it was the first forerunner of today's Federal Aviation Agency. Cheerful Gertie Ryan's pleasantries and good work will not be forgotten by the hundreds who knew her "when" and now! From Jennys to Jets - quite a career!



Y. C. WOODFIN, REGION TWO HEADQUARTERS, CHEERFULLY SLAPS ON A NEW COAT OF PAINT TO BRIGHTEN THE REGIONAL OFFICE FOR THE SPRINGTIME.