

FAA

REGION TWO

604

SCANNER

JULY - AUGUST 1960



FORT WORTH CITY MANAGER COOKINGHAM (LEFT) AND DALLAS CITY MANAGER ROBERTSON (RIGHT) HELP REGIONAL MANAGER ARCHIE LEAGUE BURY "TIME CAPSULE" DEEP IN FOUNDATION OF NEW FORT WORTH ARTC CENTER...see Page 12.

FAA REGION TWO

S C A N N E R

Volume 3

JULY - AUGUST 1959

Issue 7

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
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REGIONAL MANAGER'S PAGE

In this, my first letter to you, I'd like to discuss with you my concepts of our agency...its present responsibilities, its future, and what opportunities and challenges the agency presents to all of us.

As all of you are well aware, the FAA as it is conceived today is a large, powerful agency with almost unprecedented authority in the field of modern government.

The Congress of the United States, in the Federal Aviation Act of 1958, expressed the mandate of the people that an agency be established that would take full cognizance of the problems of air safety and would take those steps necessary to help assure that flying would be safe for the American public.

Our agency has accepted this mandate and has taken forthright, positive action with a virility that has won it acclaim from responsible people throughout the nation.

We have awesome responsibilities. We must modernize the federal airways...change them rapidly from a DC-3 system to one capable of accepting supersonic aircraft of the current and future age. We must make and vigorously enforce air safety rules...these rules must be made wisely and enforced judiciously. We must manage the nation's air traffic...manage it in the safest, most expeditious manner modern technology and human capacity will allow.

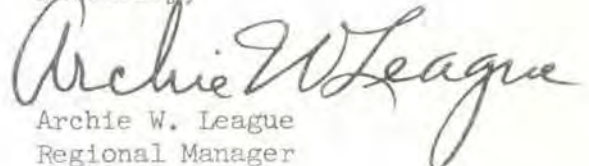
To do these things we must grow. We must grow as a total agency and as individuals. The agency itself is growing rapidly and surely. Today, we have in excess of 38,000 employees--in the next five years it is anticipated that we will almost double in size. The opportunities for the agency are boundless and, along with the agency, the challenges to our individuals are equally limitless.

May I make one statement in this regard that I'd like you to please think carefully about. We are a big agency--think big and your individual growth is assured.

We cannot afford small "can't do" thinkers. We need "can do" thinkers! Approach every job with a "can do" attitude and we'll get the job done... now!

I know that I will enjoy the days ahead helping you "get the job done".

Sincerely,


Archie W. League
Regional Manager

BUDGET AND FINANCE

NOTAM:
IFR ANNUAL PAYROLL CEILING 7280 FEET

The Intricate Financial Regulations basic to the preparation of biweekly payrolls result in check lists which on an annual basis aggregate 7280 feet in length.

The check list for pay period no. 23 included checks for 8109 employees, was 280 feet long and covered gross earnings of \$2,027,368.96, deductions of \$439,339.07 and net payments of \$1,588,429.89.

On one of innumerable flights over Harris Hospital this month, the STORK graciously left for Mr. and Mrs. Joe Thornton a male heir apparent. Tired but exuberant, Joe reported for work complete with 3 boxes of candy for the girls and a huge box of cigars for the boys. Felicitations to the Thorntons!

We are indeed pleased to announce that Henry Stewart, Estimates Branch, was selected recently as one of five Fort Worth area Agency employees to receive the Fort Worth Federal Business Association Certificate Award. The Association presents these awards annually for outstanding contributions to the Federal service in the Fort Worth area. Henry was honored as guest of the Association at a luncheon on June 14 where he was publicly commended and presented the Award Certificate. Congratulations Henry!

BUY BONDS

The Payroll Section recently purchased two payroll machines to replace over-age equipment currently in use. We regret to report that the new machines will not make it possible to receive our salary checks a day or two earlier every pay period, but they will certainly facilitate a guarantee that the checks will still be received on every other Friday per usual.

FOR EXECUTIVES ONLY

A supervisor has practically nothing to do except decide what is to be done; to tell someone to do it; to listen to reasons why it should not be done, or should be done by someone else, or done in a different way; to follow up to see if the thing has been done; to discover that it has not; to ask why; to listen to excuses from the person who should have done it; to follow up to see if the work has been done properly at last, only to discover that it has been done incorrectly; to point out how it should have been done; to conclude that as long as it has been done to let it stay as it is; to wonder if there is not yet time to get rid of a person who cannot do a thing properly; but also to reflect that he probably has a wife and ten kids, and that anyway someone else would be just as bad if not worse; to consider how much simpler and better the work would have been done if he had done it himself in the first place; to reflect sadly that one could have done it right in twenty minutes, and that as things turned out, one has had to spend two days to find out why it has taken three weeks for someone else to do the work the wrong way.

GENERAL SERVICES DIVISION



Cecil Green, Chief, Procurement Branch, has begun a program of aviation education within his own family. Cecil took advantage of the long Memorial Day weekend by taking Mrs. Green and their daughter to his Mother's home in Horton, Kansas, where they met with several brothers and sisters for a family reunion.

To celebrate his Mother's 80th birthday, he persuaded her to take her first airplane ride. His Mother had previously confined her travel to automobiles and covered wagon, the latter being the mode of transportation by which she migrated in the 1890's from Troy, Missouri, where she was born, to White Cloud, Kansas, approximately 40 miles northwest of St. Joseph, Missouri. Cecil gave her complete assurance that flying is now one of the safest methods of transportation.

On boarding the airplane, Mrs. Green requested, "You boys don't drive too fast." This has always been her usual

word of caution when taking a ride in an automobile.

After becoming airborne, Mrs. Green became quite interested in the patchwork appearance of all the farms and communities over which they flew for approximately one hour. She did not once mention anything about the speed of the aircraft. The airplane, a Cessna 170, was piloted by one of Green's brothers.

After Mrs. Green returned to terra firma, she said that the airplane ride was one of the most wonderful and exciting experiences of her life. When daughter and son-in-law, who own the aircraft, visit her in July, she plans to take another airplane trip.

* * * * *

Regional Headquarters personnel are attempting to adjust themselves to cramped and condensed storage space for equipment in order to have more leg room in offices. The portion of Building 4 now occupied by the Regional storeroom is being converted into office space necessitating move of the Regional storeroom and condensation of other storage area to the passageway between Building 3 and Building 3 Annex B.

This condensing of equipment into small space revealed large hitherto unnoticed items of surplus equipment. Perhaps we might make similar findings if we had to give up most of our garage space at home.

* * * * *

The Printing Plant is in the process of purchasing the xerox cameras, tone trays and fuses which they have been

As the plane neared the airport a passenger asked why the "Fasten Seat Belts" sign had remained on throughout the smooth flight from San Francisco to Los Angeles. "Psychology," explained the stewardess. "Up front we have 25 sorority girls from Berkeley. In back are 17 Coast Guard enlistees."

(Con't)

GENERAL SERVICES DIVISION

renting for the past two years. The General Services Division takes considerable pride in its Class A printing plant and complete line of modern printing equipment. Workload has advanced from an average of 300,000 impressions per month to 800,000 impressions per month during the past two years.

* * * * *

The General Services Division is happy to welcome the following new employees:

Mrs. Agnes Rushing is the new clerk-steno in the Office of the Chief. Agnes comes to us from Minneapolis, Minnesota.

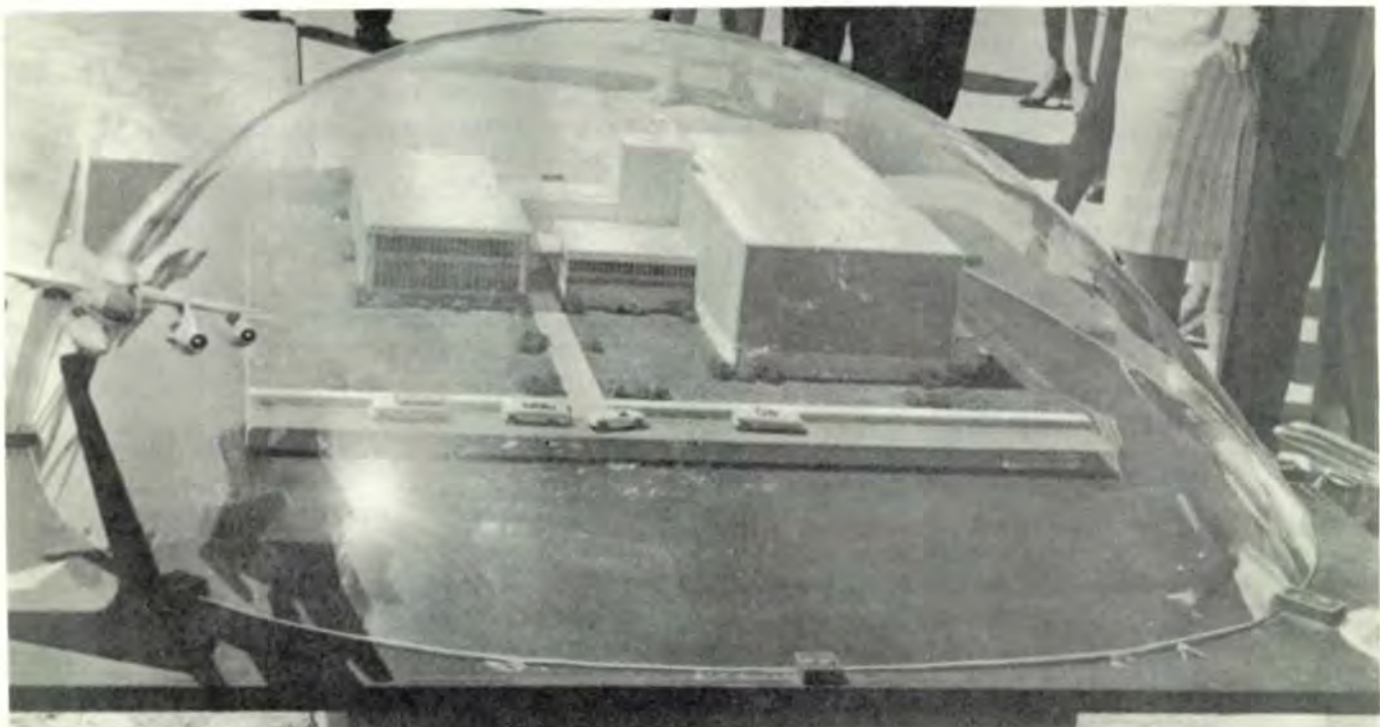
Frank Lee, Jr., a former tennis pro, is a procurement clerk in the Purchasing Section of the Procurement Branch. Frank is a native of Fort Worth.

William E. Sorensen is the new stock control clerk in the Property Management Branch. Bill was formerly with the Department of the Army at Fort Bliss in El Paso.

* * * * *

"Live dangerously!" is advice we don't hear much any more since it turned out there isn't any other way.

* * * * *



This recently completed detail model of a typical new Air Route Traffic Control Center was on display at the "Time Capsule" burying ceremonies at the Fort Worth ARTC Center. The model will be on display at key spots throughout the Region to help give the public a better understanding of the agency's functions in the establishment of new facilities as a part of our mammoth airways modernization program. The true-scale and artfully landscaped model is encased in the top portion of a Bell Model 47J Ranger Helicopter bubble.

PERSONNEL AND TRAINING DIVISION

Engineer Recruitment

Our college recruiting program for 1960 has resulted in twenty-seven engineering graduates accepting employment with FAA Region Two. Included in this number are nineteen (19) Electronic, seven (7) Civil, and one (1) Mechanical Engineers.

Following are the schools, together with the number of graduates from each, who have decided on an Engineering career with the Federal Aviation Agency.

University of Texas	3
Texas A & M	4
Texas Tech	4
Texas Western	2
University of Arkansas	2
Tennessee Poly	3
University of South Carolina	2
University of North Carolina	2
University of Mississippi	1
Mississippi State	1
The Citadel	1
Georgia Tech	1
South Western Louisiana Institute	1

Length of Service Awards

Approximately 2,500 Region Two employees have been given Length of Service Awards for more than 15 years of Government service. For

the first time these award emblems have been especially designed for the Federal Aviation Agency. Since the awards are of a new design, they were given to all employees who have 15 or more years of service as of December 31, 1959. There are eight awards, in five-year increments, from 15 to 50 years of service. All creditable service in Government is used in computing eligibility for these awards.

Below is a breakdown of the number of employees who received awards:

45 year - 1
40 year - 6
35 year - 24
30 year - 92
25 year - 166
20 year - 449
15 year - 1,723

Sick Leave Accounts Improve

Employees are apparently "saving" their sick leave for that "Rainy Day". The "use rate" for the current quarter is considerably less than the same period for 1959. This indicates a consciousness on the part of employees of the value of having a credit balance to their sick leave account.

The month of March seems much more lamblake now that we get fleeced in April.

Experience is what makes you wonder how it got a reputation for being the best teacher.

The Brookings Institution, a privately endowed, non-profit organization concerned with research and problems of public policy is currently conducting a study with regard to attitudes toward Federal public service. The study also seeks information on contemporary occupational values and goals, and will relate those pertaining to private enterprise to those of the Federal service. The study, employing a personal interview survey, is expected to lead to findings that will serve as a basis for policy decisions and as a reference point to which similar attitude studies can be compared with in future years.

Some 3,700 interviews have already been conducted with persons outside the Federal service. Some 1,700 employees of the Federal service will be interviewed during July and August in order to complete the study. The Civil Service Commission has made the names of 4,500 Federal employees available to the Brookings Institution. The names were selected at random. The 1,700 Federal employees to be interviewed will be selected from these 4,500 names.

Representatives of National Analysts, Incorporated, of Philadelphia, on behalf of the Brookings Institution, will contact Federal employees throughout the United States for the purpose of interviewing them in connection with the study. One or more employees of this Region are potentially among the group to be surveyed. A preliminary inquiry will be made to determine whether or not they fall within the categories of persons the Brookings Institution wishes to be interviewed in person and the time they may be

available for interview.

Any employee of Region Two contacted by the Brookings Institution, or a representative of the National Analysts, Inc., are encouraged to cooperate with them. The interviews may be fairly lengthy and run for a period of half an hour to three hours in duration. It is permissible for these interviews to be conducted during official working hours in government facilities providing such arrangements are acceptable to the supervisor of the individual being interviewed. Supervisors should not agree to an interview if it will disrupt or otherwise unduly interfere with the normal work of his office. Arrangements in each case will be made between National Analysts, Inc., and the individual employee to be interviewed. Individual employees contacted by National Analysts, Inc., should make satisfactory arrangements with his supervisor for the interview. Participation in this project is voluntary on the part of the individual employee concerned.

* * * * *

I'D LIKE TO BE A FAILURE, TOO

He failed in business in '31...was defeated for legislature in '32...again failed in business '33...elected to legislature '34...sweetheart died '35...had nervous breakdown '36...defeated for Speaker '38...defeated for Elector '40...defeated for Congress '43...defeated for Congress '48...defeated for Senate '55...defeated for Vice-President '56...defeated for Senate '58.

He didn't give up, and became President in '60 -- 1860, that is, and this is the chronology of Abraham Lincoln. ...Hot Shoppes Table Talk

* * * * *

Wife, on beach, to husband who is supposedly reading but is slyly eying nearby bikini-clad lovelies: "Those aren't your reading glasses!"

FLIGHT STANDARDS DIVISION

Parking space has been a problem at Atlanta for a long time and is being solved in part by the purchase of small cars by ACSDO-31 personnel. Browning Adams is enjoying his little red Triumph sport car, Bill Feast has a Volvo, Huey Rutherford a MG, Sverre Øvrevik a Falcon, Martha Mills a red Corvair, Charlie Birdsong a new Porsche, D. R. Cravens a Mercedes-Benze, and Glenna Mae Davis a Mercedes-Benze, brought to her from Europe by her son on his recent visit home.

Besides all the new employees we have in the field offices, we have some new arrivals...Gail Dow has a new boy, Tom Whitehurst has a boy, and Browning Adams a new daughter.

* * * * *

IT ISN'T WHAT YOU EAT WHAT GIVES YOU ULCERS ITS WHAT EATS YOU!



FAA people throughout the Region have been asked to cooperate with a noted writer and his cameraman this summer when they fly a single-engine plane more than 1,000 miles a day during a two-month period to collect facts and photos for two new books scheduled for publication next spring. Before the trip ends, author Martin Caidin of New York City and photographer James Yarnell of Wichita, Kansas, will have visited each of the 48 continental United States. Caidin, one of the nation's foremost writers of civil aviation, military science and astronautics, will turn out nearly 150,000 words of prose while Yarnell snaps several thousand pictures in order to select the best 350.

The first book, titled This Is My Land, will contain some 70,000 words

and 200 photographs. Text and pictures will portray the "face of America as seen from a magic carpet"--the "magic carpet" in this case being a star-spangled Beechcraft Model 33 Debonair. "It will be sort of a love letter to my country as viewed from the highest mountain--looking across the myriad panorama of this great land in which we live," said Caidin. "The airplane will serve as my mountaintop."

Both writer and photographer are licensed pilots. Their trip started June 1 at Beech Field in Wichita. All told, they will fly approximately 65,000 miles, beginning in the northeast quarter of the nation. From there they planned to tour the northwest quarter, then the southwest and finally the southeast.

* * * * *

FLIGHT STANDARDS DIVISION

LET'S FLY

"Let's Fly" is the name of a light aircraft which recently set a long distance flight record, Casablanca, Morroco, to El Paso, Texas, 6,959 miles, 56 hours 26 minutes.

"Let's Fly" may also be the invitation some of us need to unleash the ties which bind us to earth. If you feel the urge to make like a bird this spring, the following information may be of benefit.

Run, don't walk (you may need the exercise) to an FAA certificated flight instructor or FAA approved flight school of your choosing.

Your flight instructor will assume the responsibility of your training and will be the one to answer your questions about the cost, time required, etc. These items are variable throughout the country and are determined by such factors as type of aircraft used and equipment installed.

Civil Air Regulations do not attempt to regulate the number of hours of dual instruction each person shall have in training. The instructor is the one who determines when you meet the knowledge, experience, and skill requirements and when you are ready to solo or go on solo cross-country flights. Each individual's ability to learn varies; therefore, the amount of flight experience will also vary.

The first step up the ladder of certification is the student pilot certificate. This entitles you to practice under the endorsement of a flight instructor until you can develop the knowledge, skill and experience required for a private pilot certificate. An applicant for a private pilot certificate is re-

quired to have a minimum of 40 hours of total flight experience, 20 hours of which must be solo and 10 hours of this solo time must be cross-country.

The Civil Air Regulations recognize the advantages of training under a controlled curriculum, therefore, an approved flying school graduate is required to have only a minimum of 35 hours of total flight experience, 5 hours of which must be solo cross-country.

A recent survey of records from FAA files revealed that the average flight time of a private pilot applicant exceeds 60 hours. This figure is well above the required minimums listed above.

Two operators at a large municipal airport, using the most modern aircraft, radio and instrument equipment, agree that it takes about 50 to 60 hours flight training before the average applicant is ready for the private pilot flight check. The fee they obtain from customers is about average for the industry. One uses a Cessna 150 (100 h.p.) for flight instruction and received \$11.50 for solo and \$16.50 for dual. The other operates a Piper Tri-Pacer (160 h.p.) and received \$14.50 for solo and \$18.50 for dual.

The cost and flying time is not expected to increase appreciably after March 16, 1960, when each private pilot applicant will be required to demonstrate his ability to safely control the aircraft in simulated instrument flight. The cost of this instrument time will be kept to a minimum if FAA recommendation for integrating instrument practice with visual flight practice is followed.

Woman golfer, teeing off, to husband: "Now tell me if you notice anything I'm doing right."

FLIGHT STANDARDS DIVISION

Julian Murdock, Manufacturing Inspector, recently assigned to the Marietta, Georgia office, was born in Florida in 1909 and moved to Dothan, Alabama, at an early age. He became interested in aviation in 1928. That same year he started working with a barn stormer. He soloed an OX5 Waco 9 in 1929. The following year he bought a used OXX6 Swallow for \$500 and worked with this type of airplane for several years. The next several years, during the depression and a new wife, he was out of the aviation business.

In 1939 he went to work as an aircraft mechanic at the U.S. Naval Air Station in Pensacola, Florida. During World War II, he served in the Navy as a Chief Aviation Machinist Mate.

At the close of the war, he moved to Texas. He went to work as an Aircraft Inspector, U.S. Navy, Bureau of Aeronautics at Dallas, Texas, later transferring as Supervising Inspector for U.S. Navy, at Bell Helicopter Corp., Saginaw, Texas. He was just recently transferred to the FAA.

He is married, and has three sons and two grandsons. He says, "My hobby is being with my family and seeing to their welfare."

Bobbie J. Dickinson, a Manufacturing Inspector who is now in the San Antonio, Texas office is a native of Oklahoma City, Oklahoma, attended high school at Coctaw, Oklahoma and attended Oklahoma City University night school for 3½ years. He is a veteran of the U. S. Marines and U. S. Air Force. Bobbie has been employed in the aircraft industry since 1948. He came to the FAA from Aero Design & Engineering Co. at Bethany, Oklahoma, where he was employed as an Inspector and Designated Manufacturing Inspection Representative.

Dickinson is married and has two daughters. His hobbies are fishing and bowling.

Francis J. Wagner, who has joined the Hurst, Texas office as Manufacturing Inspector, began flying in early 1930's in the New York Metropolitan area. He engaged in aerial photography for news services and private projects, charter flights, and flight instruction, including the Civilian Pilot Flight Training Program. He served as Army Primary Flight Instructor at Ballinger, Texas in 1941-1943. He entered Government service in 1943 as CAA Flight Training Supervisor in the old Region Four and left CAA in 1944 to enter the armed services. As Military Air Transport Pilot, he served in the China-Burma-India Theater. He organized and formed the North Texas Aviation Company in Denton, Texas shortly after military separation, then entered Temco Aircraft Corporation Quality Control in 1950. His activities at this facility included Quality Project, Audit, and Procedure Engineering. At Martin Company, Denver, Colorado, he was Quality Audit Engineer and later transferred to Quality Procedure Engineer. He re-entered FAA in May, this year, as Manufacturing Inspector, Region Two, and received assignment to Bell Helicopter Corporation, Hurst, Texas.

A hearty welcome to the newcomers of Flight Standards Division! Dallas...Andrew Morgan and Bob Valentine; Atlanta...Wilmer Summers, William Schedler and Thomas Whitehurst; Fort Worth...Edward Stamm; Houston...Maurice Francisco and Edward Michaud; Miami...George Bale, Paul Monahan, Charles Strickland, and Clarence Beale.



In the photograph on the left FAA'er Frankie Stephens looks on as Regional Manager Archie League shakes hand of L. P. Cookingham, Fort Worth City Manager during "Time Capsule" burying ceremonies in foundation of the new Fort Worth ARTC Center. Capsule with local informational material is to be opened in the year 2000 A.D. The right photo shows Paul Boatman, Chief ATM Field Div. Two, and League welcoming Keith Kahle, President of Central Airlines, at the ceremonies. Kahle is typical of the more than 300 leading citizens and dignitaries attending the ceremonies.

NEW PAY RAISES!!

Knowing your vital interest in the recent pay raises voted Civil Service employees by Congress, we're publishing this chart printed in the bill passed by Congress. We think you will be able to see pretty quickly how much extra dough you are going to have in your jeans. Incidentally, the longevity factor has not been figured into this scale.

<u>GRADE</u>	<u>PER ANNUM RATES</u>						
GS-1....	\$3,185	\$3,290	\$3,395	\$3,500	\$3,605	\$3,710	\$3,815
GS-2....	3,500	3,605	3,710	3,815	3,920	4,025	4,130
GS-3....	3,760	3,865	3,970	4,075	4,180	4,285	4,390
GS-4....	4,040	4,145	4,250	4,355	4,460	4,565	4,670
GS-5....	4,345	4,510	4,675	4,840	5,005	5,170	5,335
GS-6....	4,830	4,995	5,160	5,325	5,490	5,655	5,820
GS-7....	5,355	5,520	5,685	5,850	6,015	6,180	6,345
GS-8....	5,885	6,050	6,215	6,380	6,545	6,710	6,875
GS-9....	6,435	6,600	6,765	6,930	7,095	7,260	7,425
GS-10...	6,995	7,160	7,325	7,490	7,655	7,820	7,985
GS-11...	7,560	7,820	8,080	8,340	8,600	8,860	----
GS-12...	8,955	9,215	9,475	9,735	9,995	10,255	----
GS-13...	10,635	10,895	11,155	11,415	11,675	11,935	----
GS-14...	12,210	12,470	12,730	12,990	13,250	13,510	----
GS-15...	13,730	14,055	14,380	14,705	15,030	----	----
GS-16...	15,255	15,515	15,775	16,035	16,295	----	----
GS-17...	16,530	16,790	17,050	17,310	17,570	----	----
GS-18...	18,500	----	----	----	----	----	----

Length of Service Awards were presented recently to the following F & M personnel:

45 Year Award

Aubrey L. Bass

35 Year Awards

Louis N. Million, William E. Murdock,
Joseph J. Fisher, Maurice R. Hebert

30 Year Awards

Maith Keplinger, Charles R. Horan,
Charles I. Carpenter, Jean P. Jipp,
Thomas J. Edwards, Carl J. Gunn

25 Year Awards

James W. Alverson, Norval L. Coiner,
Oxford G. Danner, James C. Craig,
Evans S. Miller, Paul W. Mattke,
Kenneth D. Wyant, Paul H. Freund,
C. Joseph Galloway, James N. Trotter,
Hosea C. Williams, Gus T. Atkins,
Thomas N. Claxton, I. A. Smith,
Chester C. Martin, Fred H. McGinnis,
John K. Howarth.

* * * * *

An old lady was overheard saying:
"They'll never get me into an air-
plane. Flying is against nature.
I'm going to stay here on the ground
and watch television like the Good
Lord intended me to." - Lamar (Mo.)
Democrat.

* * * * *

"How would you punctuate this sen-
tence? Mary went swimming and lost
her bathing suit."

"I'd make a dash after Mary."

* * * * *

"Do you believe in clubs for
women?"

"Yes, if kindness fails."

* * * * *

SEMANTICS

EXPEDITE - To confound confusion with
commotion.

COORDINATOR - The guy who has a desk
between two expeditors.

CONSULTANT - An ordinary guy 50 miles
from his home office.

UNDER CONSIDERATION - Never heard of it.

UNDER ACTIVE CONSIDERATION - We're
looking in the files for it.

TO NEGOTIATE - To seek a meeting of
minds without a knocking together of
heads.

REORIENTATION - Getting used to working
again.

RELIABLE SOURCE - The guy you just met.

INFORMED SOURCE - The guy who told the
guy you just met.

UNIMPEACHABLE SOURCE - The guy who
started the rumor originally.

CLARIFICATION - Filling in the back-
ground with so many details that the
foreground goes underground.

WE'RE MAKING A SURVEY - We need more
time to think of an answer.

NOTE AND INITIAL - Let's spread the
responsibility for this.

SEE ME, OR LET'S DISCUSS - Come down to
my office, I'm lonesome.

LET'S GET TOGETHER ON THIS - I'm assum-
ing you're as confused as I am.

GIVE US THE BENEFIT OF YOUR PRESENT

THINKING - We'll listen to what you have
to say as long as it doesn't interfere
with what we've already decided to do.

WILL ADVISE IN DUE COURSE - If we figure
it out, we'll let you know.

GIVING SOMEONE THE PICTURE - A long, con-
fused and inaccurate briefing to a new-
comer.

HERewith ARE FORWARDED - Or not, as the
case may be, but your office will be to
blame if the enclosures are missing.

I APPROACH THE SUBJECT WITH AN OPEN MIND -
Completely ignorant of the whole subject.

A GROWING BODY OF OPINION - Two very senior
officers agree.

IN DUE COURSE - Never.

* * * * *

FACILITIES AND MATERIEL FIELD DIVISION NO. 2

REGION 2 PERSONNEL FURNISHES TECHNICAL ASSISTANCE IN SOUTH AMERICA

By: John Driver, FW-630

The International Cooperation Administration in Washington, D. C. called on Region 2 to furnish a flight inspection plane and crew and an electronic engineer to locate and flight check VOR sites for the Government of Venezuela. In addition, VOR commissioning flight checks were requested by the Government of Surinam at Paramaribo and the Government of Colombia at Bogota.

Electronic Engineer John Driver departed for Caracas, Venezuela the early part of April to make preliminary arrangements for the program. While in Caracas, a two-day revolution broke out and was suppressed by forces loyal to the democratic form

of government. The people of Venezuela apparently are tired of dictators and didn't waste any time routing the rebels and arresting the leaders of the revolt.

VOR sites were selected at Maiquetia, Puerto Cabello, Barcelona and Maracaibo and a portable VOR was borrowed from the ICA Mission in Colombia to evaluate the sites. Mr. Hugh Sherrill, EE, for ICA Mission in Colombia, (former ATDS Jacksonville, Fla.) visited Venezuela and assisted in the erection of the portable VOR station at the first site checked in Puerto Cabello. The flight inspection crew consisting of Capt. R. H. Hunt, Joseph F. Tucker, Jr., pilot, and R. H. Harper, Airborne Electronic Technician, arrived with DC-3, N-5V, the latter part of April and the program began. The technical assistance team worked with technical people of the Venezuelan Ministry of Communications,



Technical Assistance Team, left to right: Driver, Harper, Tucker, Hunt, N-5V in background.

FACILITIES AND MATERIEL FIELD DIVISION NO. 2

National Airways Division. Pedro Behrens, Chief, Radio Section and alumnus of the Aeronautical Training Center, Oklahoma City, Oklahoma, provided invaluable assistance as guide, contact man, interpreter, Spanish teacher and coordinator of all activities. His cheerful disposition and sense of humor kept everyone in a happy frame of mind when he was around.

The flight inspection team proved they have talents other than flying an airplane by assisting in the erection of the VOR station for flight check, disassembly after flight check and the crating and loading required to move to the next site. Their work at the site, in spite of tropical heat, dust and insects, cut several days off the time schedule for completion of the program.

Just when the technical team had learned to say cafe' con leche, they departed for Surinam and were confronted with the Dutch language. Since the stay in Surinam was short, very little Dutch was learned.

The VOR was located 40 miles from the city and the last 12 miles was traveled by jeep through trails in the brush country. Poisonous snakes, wild animals, swamps and jungle made each jeep trip interesting. Near the VOR, lived a tribe of Indians. Their village consisted of thatched roofed shelters and the furnishings were hand made and quite primitive. Everyone slept in hammocks off the ground to keep snakes out of their bed. Canoes were made from hollowed out tree trunks. The bow and arrow are still used to hunt game. The women of the village do all the farming, weaving and general work of the village.

VOR going up.

Bob Hunt holding
ladder, Bob Harper
on ladder, Joe
Tucker on top.
SEMT and assistant
at Barcelona, lower
right.





Typical Indian
Dwelling, Matta
Indian Village
Surinam.

We didn't work
all the time--
just most of
the time.
L to R - Hunt,
Harper, Driver,
beside pool at
Tamanaco Hotel.
Caracas in
background.





Portable VOR assembled and ready
for flight check, Barcelona, Venezuela.

and the men hunt and fish.

The VOR in Surinam was found to be a very good facility and was commissioned without restrictions.

The Technical Assistance team returned to Venezuela from Surinam and then proceeded to Bogota, Colombia to flight check the Bogota VOR. Bogota is 8500 feet above sea level and the VOR is at 10,000 feet. Most of the flight checking was done at an altitude between 12,000 and 15,500 feet. The VOR at Bogota was found to be a very good facility. Mr. Hugh Sherrill

has done some outstanding work with the technical people of Colombia and in the implementation of a VOR system.

From Bogota, the Technical Assistance team went to Panama. A VOR site was selected for the Army at Rio Hata, R. P. The new transmitter station at Telfers Island was inspected and FAA personnel in the Canal Zone contacted.

The Technical Assistance team departed from Panama on May 21 and arrived back in the good ole Texas May 30, 1960.

FACILITIES AND MATERIEL

June is traditionally the month for brides, but for Airports Division it means getting out Grant Offers before June 30, 1960 deadline.

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A few of our people have been on vacations - some quite extended and some on short jaunts. Bob Pierce returned last week from California from an extended trip up the coast. Steve Stookey is off on a cruise in the Gulf of Mexico. Lamar Schweitzer spent the Memorial holidays in Houston and Galveston.

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We wish to welcome Richard U. Bell, a newcomer to Airports District Office No. 6 at Charlotte, N. C. Richard was formerly with the Corps of Engineers, Wilmington, North Carolina.

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Lest you should forget the name of J. D. Church, we are still expecting him any day for a visit from the Middle East.

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DRIVE SAFELY

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The most significant news event of the month was the naming of Leland H. Hayden as Chief, Facilities and Materiel Field Division Two. Our new boss has had many years experience in the establishment and construction of air navigation facilities. After graduating from the University of Wisconsin in 1928 with a degree in Civil Engineering, he joined the Wisconsin Highway Commission. In 1937 he joined the FAA as an airways engineer. For the past year, he has headed the program unit of the Systems Equipment Division. His hometown, incidentally, is Bruce, Wisconsin. Good luck, Boss!



Typical street scene in Paramaribo, Surinam where Region 2's DC-3 flight checked navigational aid.

AIR TRAFFIC MANAGEMENT FIELD DIVISION NO. 2

After two years in Saigon, Vietnam, as Chief, Civil Aviation Assistance Group, Arthur C. Blomgren has returned to Fort Worth and the Regional Office to work in the Airspace Branch of ATMFD. Art was the Airspace Utilization Officer in Region Two prior to his assignment in Saigon.

Herbert M. Kipp, formerly with the Louisville, Ky. Tower has transferred into the Regional Office and is in the Management Section of our Operations Branch.

AMONG THE GIRLS.....

New secretaries in the Division are Lynda Martin and Maurine Gordon. Lynda transferred to us from Personnel Division and is in our Procedures Branch. Maurine came to us from Facilities and Materiel and is in the Terminal Section of Operations. A hearty welcome to all.....

Messrs. Boatman, Boyd, Chilcoat, Reyenga and Stone departed for Lake Bistineau on June 10 for the annual week's fishing trek. The week prior to their leaving was spent tying red and blue worms, oiling reels, etc. Inasmuch as Cagey Compton couldn't make the trip this year, it was suggested that they also procure a case of sardines in the event they become fish hungry. Pookey Boyd had his red night shirt packed and undoubtedly spent most of the time in bed, snoring as usual, and naturally taking all the credit for catching most of the fish.

As a result of Boyd's stew, Stone's cold-water cornbread, Chilcoat's barbecued brisket, and the

fact that Reyenga can't boil water, there are five applications for disability retirement since their return.

The fact that Mr. Boatman can't sleep around people who snore and that the other four make quite a nocturnal quartet, he has returned on the verge of a nervous breakdown. In any event, Louisiana will be in an even better shape now that these errant fishermen are back home.

IN MEMORIAM

Willie E. Cagel, Jacksonville Center, died of gunshot wounds on May 18, 1960, in a Jacksonville, Fla. hospital.

James V. Rhea died unexpectedly on May 25, 1960, in a Memphis hospital after a heart attack. Mr. Rhea was assigned to the Memphis Center.

POETS' CORNER

THE INDISPENSABLE MAN

Sometime, when you're feeling important,
Sometime, when your ego's in bloom,
Sometime, when you take it for granted,
You're the best qualified in the room.

Sometime, when you feel that your going
Would leave an unfillable hole,
Just follow this simple instruction
And see how it humbles your soul.

Take a bucket and fill it with water,
Put your hand in it, up to the wrist,
Pull it out, and the hole that's remaining
Is a measure of how you'll be missed.

Airline-company receptionist to salesman: "Sorry, but Mr. Ellery is in London at the moment. Would you care to wait?"

(Cont'd)

AIR TRAFFIC MANAGEMENT FIELD DIVISION

You may splash all you please when
you enter;
You can stir up the water galore;
But stop, and you'll find in a
minute,
That it looks quite the same as
before.

The moral in this quaint example
Is to do just the best that you can.
Be proud of yourself, but remember,
There's no indispensable man!

...Anonymous

'Tis the night before payday, and
all through my jeans,
I've hunted in vain for the ways
and the means.
Not a quarter is stirring, not
even a bit;
The greenbacks have left me,
the pennies have went.
Forward, turn forward, oh,
time in thy flight,
And make it tomorrow, just for
tonight.

...Unknown

TAKEN FROM INTERCEPTOR, VOLUME 2,
NUMBER 5, DATED MAY 1960

YE PILOTS COMMANDMENTS

Honor thy cockpit with a check,
To keep out of trouble and avoideth
a wreck.
The more you see, the better you fly,
The longer we live both you and I.

Nerve is the strength of use,
But to be bold without judgment is
folly.
There are pilots who are old, and
pilots who are
bold, But there are no old, bold
pilots, by golly.

Man controlleth the aircraft,
But the elements are the will of the
Lord.
Observe carefully, respect his
wishes
And you'll not meet the accident
board.

The gauge is the voice of the gas
tank,
Its warning is spoken in tenths.
Observe, take heed and remember,
Lest your number be spoken past tense.

He who landeth with wheels retracted
Is a fool when the deed is enacted.
His fellows will know and his per-
formance will
Show good judgment is what he
lacketh.

CITY BOWLING CHAMPS: The Nunnery
Hardware Sportsmen recently won the
Meridian, Miss. Bowling tournament
team title in the tournament held at
the Meridian Bowling Center. They
were: Joe Hamilton, Roddy Coker,
Winner Shepard, George Nunnery, team
sponsor, and Joe Reid. All members of
the team are members of the Meridian
FAA staff. Coker was the tournament's
top scorer, with a 582 series and a
high game of 226.

Nice bowling champs.....

EXCERPT FROM LOCAL NEWSPAPER...

We can not eliminate all the bumps
along the highway of life. But we can
provide built-in shock absorbers enabling
us to take the bumps smoothly.

Two pretty girls met on a street and enthusiastically embraced each other. A
young guy watched them moodily and said, "That's the trouble with the world
today. Too many women trying to do a man's job!"



Mrs. Tony Page, Publisher of CROSS COUNTRY NEWS, named "1960 Aviation Woman of the Year" by Women's National Aeronautical Association.

COVER PORTRAIT

GEORGE S. MOORE
Chief, Flight Standards Field Division No. Two

George S. Moore, who is aboard as head of Region Two's safety outfit, is a veteran of 15 years service with the FAA and the Civil Aeronautics Administration, having joined the CAA in 1946. Before this, in World War II, he flew as a Naval Aviator for four years of service. From a position of Air Carrier Operations Inspector in Memphis, Tennessee, he moved to Washington in 1951. While there, he served in several positions, all involving air carrier operations. From April 1959, until he joined our region, he was Chief, Air Carrier Operations Branch in Washington.

George has quite a flying background, having flown more than 5,000 hours in heavy aircraft and he, of course, holds an Airline Transport Rating.

He holds degrees in business administration and in law from Holy Cross College and Southern Law University.

All of us wish this crew-cut gentlemen happy, safe flying as he buckles himself into the left seat of our Region Two Flight Standards Division.



GEORGE S. MOORE
Chief, Flight Standards Field Division Two