

FAA

REGION TWO

SCANNER

September 1960

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FACILITIES AND MATERIEL DIV.

5th Region

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FAA

Anchorage, Alaska

MIAMI TOWER PERSONNEL HAVE BEEN AWARDED A SUSTAINED SUPERIOR PERFORMANCE AWARD FOR THEIR OUTSTANDING AIR TRAFFIC CONTROL SERVICE. PAUL BOATMAN, CHIEF ATM FIELD DIVISION TWO, AWARDED THE CERTIFICATE TO MARTY HANSEN, CHIEF CONTROLLER ON AUGUST 10. THE WACO TOWER/RAPCON HAS ALSO RECEIVED A SIMILAR AWARD. HIGH ATOP A TWENTY MILLION DOLLAR TERMINAL BUILDING, THE MIAMI TOWER IS ONE OF THE MOST MODERN IN THE NATION AND THE BUSIEST IN REGION TWO. CONGRATULATIONS!!

FAA REGION TWO

S C A N N E R

Volume 3

SEPTEMBER 1960

Issue 8

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.

REPORTERS

Accounting Division.....	Mary White
Administrative Services.....	Fred Harlan
Air Traffic Management.....	Beth Gorham
Audit Services Staff.....	Joe Thornton
Budget Division.....	Judy Clayton
Facilities & Materiel.....	Bonnie Buckingham
	Gladys Lamb
	Avanella Dawson
Flight Standards.....	Everett Morris
	J. J. Werbke
	Frances Morgan
Legal Division.....	Jane Smith
Personnel.....	Johnie Withers

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REGIONAL MANAGER'S PAGE

Your place in your individual community is most important to us all.

Does it strike you as being a bit unusual that how you are considered in your neighborhood is of concern to such a large organization as ours?

It most certainly is, and I'd like to discuss it with you.

We have a well-organized public relations activity that is designed to keep the public informed of our activities and accomplishments, and to help them gain a better understanding and appreciation of our Agency. This formal program uses such techniques as news releases, public speeches, open houses, facility dedications, and other such methods. Through these media we are able to keep the public reasonably well-informed and are able to identify the Agency as an efficient, able Agency staffed with capable and dedicated men and women.

However, you, too, have a responsibility and a vital role in helping the FAA develop desirable community relations.

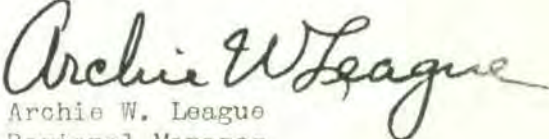
We sincerely want warm relations between your local townspeople and the FAA. It is this community attitude that makes the FAA a pleasant career for us, and an FAA facility a prized element of a community. We cannot achieve this attitude wholly through news releases and open houses--we must have your personal interest and support. Good community relations is not a collective thing; it is a product of capable individuals injecting their life force and personality into the whole of township life.

Good FAA-community relations is a three-legged stool: (1) A public education program involving civic luncheons, newspaper articles, and open houses at our facilities. This is by far the best known, most widely used leg of the stool. The other legs are (2) FAA-citizen cooperation in the community, and (3) strong, prideful personal support of the FAA by its employees who live in the community.

It is the very nature of this last foundation of good community relations that makes it the business of each one in the FAA, not just myself, the Public Affairs Officer, or any of the top staff.

It is your personal responsibility to live your life and to conduct yourself in such an exemplary manner at all times so as to reflect favorably on the Agency. As you surely realize, it is extremely difficult for us to shed our cloak as FAA employees and become "John Q. Public". We are always identified as "FAA".

In its pursuit of air safety the Agency can accomplish its goals much easier with good community relations you help us achieve. Let's make the FAA a recognized and respected vital force in your community.


Archie W. League
Regional Manager

ADMINISTRATIVE SERVICES DIVISION

A system for obtaining directory information for employees in the Fort Worth area has been put in effect through use of employee locator cards, Forms FAA-968. These cards will provide current directory information to the telephone Switchboard, to directory services of the Property and Services Branch, and to the employees' supervisors. This card will also provide name of person to be notified if an emergency occurs to the employee.

* * * * *

The south exit at Regional Headquarters has provided considerable relief during 5:00 traffic jams on the Reservation. Thus far, there has been no waiting in line to get out through the south gate even during the 5:05 P.M. exodus.

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A project is underway to wall-in the Regional Stationery Room, separating it from the rest of the Regional Storeroom. It is believed

that the enclosing of the Stationery Room will reduce dust and dirt damage to office supplies and forms stock.

* * * * *

Construction of the new cafeteria will be completed around September 15. Features of the new cafeteria will include comfortable seating space for approximately 175 people, soft music through a hi-fi speaker system, and standard cafeteria steam tables for the serving of hot food. It is planned to offer a wider variety of food items than are currently available at our Regional Headquarters Snack Bar facilities.

* * * * *

The ammonia fumes which have been filling the corridors of Building Four will be drastically reduced in the near future. Electric pumps are being installed in the Ozalid machines so that plastic bottles can be used in feeding ammonia through the machines. This new system reduces exposure of ammonia to air.

* * * * *

The following commendation was received by our Print Room personnel, and we think it appropriate to publish a commendation of this type:

COMMENDATION - PRINT ROOM PERSONNEL

For quite sometime this office has been aware of the always nice attitude and efficient handling of print work requested by this Branch. It seems that no matter how voluminous or difficult the project presented to them may be, Mr. Norwin G. Sanders and his staff are always willing to cooperate to the highest degree. They have returned all requests for reproduction work with utmost speed and accuracy.

Personnel assigned to the Print Room are especially to be commended on the terrific job they completed for this Branch at budget time. As you know, budget preparation for this new fiscal year was quite an increase over the past years, since the format changed. Without the help of the Print Room Staff our deadline date certainly could not have been met, and this Branch is very grateful for their cooperation and a job very well done.

/s/ H. H. Slaughter, FS-2100

FACILITIES AND MATERIEL FIELD DIVISION NO. 2

A. L. BASS RETIRES

Mr. Bass was born on August 15, 1891, at Paris, Mississippi. His father being a school teacher, his boyhood was spent in traveling from place to place. He reports having lived in the states of Missouri, Mississippi, Tennessee, Arkansas, California, Florida, Virginia & Texas.

Mr. Bass enlisted in the Navy in October 1909 where he served until 1913. He spent four years doing various things, but for the most part he managed a telephone company in Arkansas. Then in 1917 he re-enlisted in the Navy for World War I. He retired from the Navy as Chief Aviation Machinist Mate, but remained on inactive duty Flight Reserves until September 1930. It was at this time, September 5, 1930, that he joined forces with U. S. Department of Commerce Lighthouse Service, Airways Division, 4th Region, Fort Worth, Texas.

In 1942, Mr. Bass was recalled to active duty in the Navy. There he served with the Naval Air Services until October 1945. He retired from this hitch as Chief Warrant Officer (Machinist). He returned to Civil Aeronautics Administration then and has served as Airways Mechanician, Depot Superintendent, Warehouse Foreman, Chief of Airways Maintenance Shops, and Chief of Technical Services Laboratory.

Mr. Bass has two favorite pastimes- photography and traveling - which he combines. He has made every state in the Union with the exceptions of Nebraska, North & South Dakota, Minnesota and Wisconsin. These he intends to make in the future along with the Glacier National Park & Mt. Rushmore National Memorial.

When plans were discussed for the future, Mr. Bass replied that he was just going to travel and take pictures. To accommodate him with this ambition Mr. Bass's friends and acquaintances

presented him with a lovely movie camera as a token of remembrance and gratitude for his faithful service.

Mr. Bass and his wife have one daughter and two grandchildren who live in Austin, Texas.



Mr. Bass and Mr. League

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IN MEMORIAM

Anthony Kowar

Retired, Supervisory
Engineering Draftsman

Passed Away on
July 22, 1960



Seated left to right: Carl J. Gunn, Marjorie T. Ford, Mary Louise Pendleton Dolores Borbolla, Helen Linville, Yvonne Thompson, Thelma Johnson, Jo Ann Butts, L. N. Million, Clarence W. Talafuse. Standing left to right: Mervin S. Bennet, John B. Hamilton, Henry D. Wright - C. I. Carpenter, Acting Chief, Maintenance Branch; Archie W. League, Regional Manager; Leland H. Hayden, Chief, Facilities and Materiel Field Division No. 2; W. E. Peterson, Assistant Chief, Facilities and Materiel Field Division No. 2 - W. A. Hankins, T. J. Edwards, W. H. McMahan.

The above Regional Office personnel from Facilities and Materiel Field Division No. 2 were recently presented Sustained Superior Performance Awards. Mr. Archie W. League and Mr. Leland H. Hayden made congratulatory speeches and then the various Branch Chiefs made the presentation of awards.

Others from the Regional Office also receiving awards but not in the picture are: Louis Weitkam, Cecil H. Taylor, James D. Burch and Curtis J. Lance. Also, the following field personnel from Facilities & Materiel Field Division No. 2 have been

presented with Sustained Superior Performance Awards: Mrs. Gladys V. Strucko, Alvin Schreiber, Jr., Earl G. Gray, Mrs. Leila V. Ketchum, John A. Field, Jule D. McDowell, Calvin S. Bryant, George F. Andrews, Edward D. Wheeler, Ben H. Pollack, Loyd J. LeBlanc, Robert H. Rudasill, Glenn T. Greenamyer, Wyman W. Wyers, Walter W. Halmontaller, Kenneth L. Myers, W. J. Muir, Ralph C. Payne, William T. McClain, George D. Wilson, Mrs. Rubye C. Peters, Tom W. Burch, Charles F. Collins and Mrs. Tommie H. Smith.



TMC INSTALLATION

Waco, Texas

TACAN

← Picture #1

There is nothing so unusual about a TMC installation (that's Test, Monitor and Control equipment for a VORTAC facility), but it's more complicated than a satellite launching to the average FAA paper-shuffler.

Take this picture (#1 above), for instance. The office secretary showed a keen interest in the progress of the installation, so SEIT Sam Eppler was considerate enough to snap a picture or two of the proceedings.

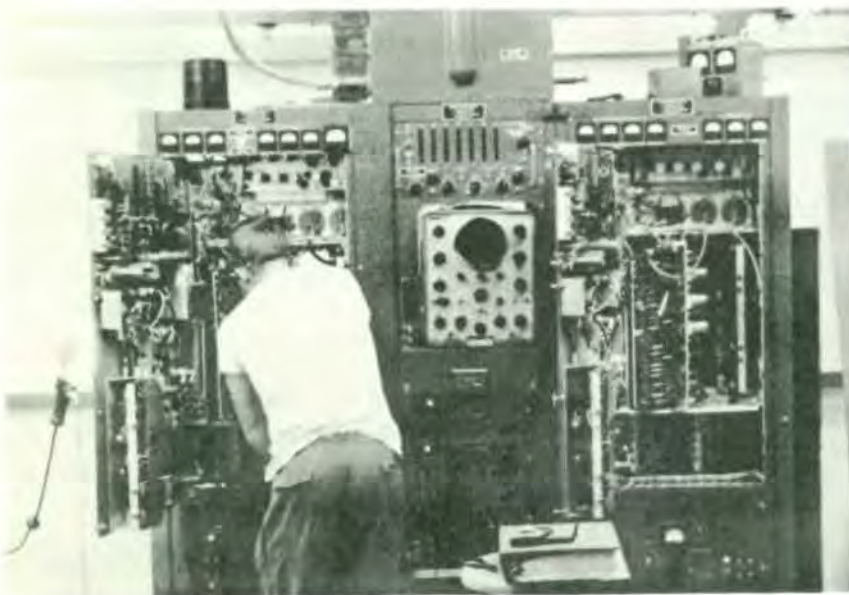
He came in one morning and dropped the pictures on her desk and left immediately yelling over his shoulder, "Now, maybe you'll know what's going on out there." The secretary eagerly picked up the pictures, looked at number one and declared, "Well! If that junk on top was cleared off, it would look like a pool table!" EMT John Linda was looking over her shoulder and emitted a painful groan as he reached for the picture and held it just so, "MILLIE! For Pete's sakes! THIS is

the top!" (Secretary's Note: Hmmm.... so maybe some guys play pool sideways?)

* * * * *

← Picture #2.

No trouble encountered here deciding which end is 'up' as EIT Arthur Mohr's toiling figure indicates installation is best accomplished with the feet firmly implanted on the floor. Mr. Mohr traded his installation tools for a maintenance set recently when he transferred as an EMT to the College Station ATFO.





FEDERAL BUSINESS ASSOCIATION'S
CERTIFICATE OF ACHIEVEMENT

Mr. T. J. Edwards, of the Maintenance Branch was presented the Federal Business Association's "Certificate of Achievement" at an annual awards luncheon on June 14, 1960. Mr. Edwards was one of five FAA employees to receive this award this year.

Mr. Edwards entered on duty with the FAA on June 1, 1934, and has had a great variety of assignments all of which he has performed outstandingly. He has approached each task with a keen interest and enthusiasm. His interests have been in both the technical and managerial areas and he has received two Incentive Awards for technical improvements as well as Outstanding Performance Ratings in 1958 and 1959 on his administrative job.

J. D. Church of the FAA Group in Pakistan spent two weeks in the Regional Office before completing his home leave and going back overseas. He purchased a Renault in Paris, shipped it to the U.S. and is spending his vacation driving it through the country. Because of the saving through purchasing overseas, it is possible for him to have economical transportation during his stay in the U.S. and then sell the car for almost as much as it cost. Someone will get a good bargain in an almost new Renault when he leaves.

According to him, there appears to be considerable interest here in the FAA's overseas program, as many people have asked him about conditions encountered in foreign jobs. In reply to one of the most frequent questions, he says that some of the most beautiful scenery he has seen anywhere in the world is right here in our own Regional Office.

Mildred Willis of the Engineering Branch, considers herself lucky to have drawn a repeat assignment in San Francisco for her annual Naval Reserve active duty. She reported to the Treasure Island Naval Station July 17 for two weeks work in connection with the Naval Reserve Officers' Seminar.

Interesting memento - a photo of 67 Naval Officers and Mildred!

Jack Burke of APDO-1 became the proud father of his fourth baby girl on June 29. Name - Allison Kay. Congratulations, Jack.

Anne Messenger has returned from her vacation. Anne spent one week in Kansas City, Mo., and the other fishing and skiing at Lake of the Ozarks.

ACCOUNTING DIVISION

IT'S VACATION TIME

Louise Buchanan is enjoying a "dream-trip" to the Continent. She joined a group of 21 travelers, primarily from Fort Worth and Dallas, who will attend a Christian Church world-wide assembly in Edinburgh, Scotland, during the week of August 2-6. The group will be headed by Dr. Gentry Shelton, Professor in the School of Religion at TCU.

The trip will include sightseeing in seven countries, as well as the convention meeting. After going "jet" from Dallas to New York and London, the group will travel by bus from London through "Shakespearean Country" to Edinburgh. A flight to Amsterdam will put them back on the ground-tour via chartered bus through Germany, Switzerland, Italy, and then to Paris. The return jet trip is scheduled for August 26.

Louise hopes to spend as much time as possible in the art galleries. Another project will be searching for primitive lamps to add to her collection. But in between times, she plans just to enjoy everything.

Louise helps "pay the bills" in the Accounting Division. We'll try to keep things current while she is gone so that the telephone and utility companies won't be shutting off service.

* * * * *

VACATION WOES

"Pore Ole Gloria Womble" of GSDO 2-17, Oklahoma City, gave our Payroll People quite a lift when they found the following sprightly account of "Vacation Woes" attached to her T&A Report:

I'm not dressed up and what
Is more,
I have no place to go;
I'm well aware what leave
Is for
It cures fatigue, you know.

We're all encouraged to
Devote
Two weeks on pleasure bent
So I'm embarrassed you
Should note
The way my leave is spent.

One year I nursed my
Off-Spring
Thru measles just in time;
That two weeks taught me
One thing
I've gone way past my prime.

The next year with rare
Foresight
My sister was confined;
Aunt Gloria lost her
Fortnight
And more than half her mind.

Next year I was
Evicted
The day my leave began;
My travel was
Restricted
Within a moving van.

One year I almost
Made it
But luggage came too high;
I got the bill and
Paid it
And kissed my trip goodbye.

Old clothes in brand new

The best thermometer the year round is a warm heart and a cool head.

(Continued)

ACCOUNTING DIVISION

Leather
The next year wouldn't do
The wardrobe got
Together
Of my ticket was in lieu.

I took an extra job
Next year
To earn vacation pay;
I got the dough, but stayed
Right here,
I'd used up every day.

I've worked my yard
I've cleaned my house,
I've filled a jury seat;
I can't see why vacations are
Considered such a treat.

I've spent my leave
On house repairs,
Repairs to cars and me;
I've spent it every way
But one
A place to go and see.

This year my annual leave,
Of course,
My d..... teeth will require
I guess I'll work just like
A horse
Till some year I retire.

...Pore Ole Gloria Womble
GSDO 2-17, Oklahoma City

* * * * *

After processing over 8,000 insurance registration forms; starting insurance deductions for over 7,000 employees; increasing the pay of more than 7,000 employees (that is, increasing retirement, life insurance, federal withholding tax, state withholding tax, and social security de-

ductions, too), and changing payroll organization codes on about 3,500 pay accounts--all in addition to the usual payroll work--the Payroll People felt they would like to commiserate with Gloria. Hence, the following:

FROM PAYROLL PEOPLE TO GLORIA

Our sympathies are real
Sincere
For this summer we had planned
To be at last
A pioneer
In some vacation-land.

But Congress got into
The Act
With benefits high and low
So we had to figure how to
Subtract
Another deduct from your dough.

We took this set-back in
Our stride
And kept our plans and hopes
But Congress' veto
Over-ride
Sent them sagging on the ropes.

But now that we've got your health
Insured
And we've added to your pay
Those tribulations we've
Endured
May finally fade away...
BUT DON'T BET ON IT!

* * * * *








Fun is like insurance---the
older you are, the more it costs.

* * * * *

Patience is the ability to stick with the problem you're stuck with.

FLYING HIGH

Growth of the airlines industry over the last two decades has increased by leaps and bounds, paced by improvements in equipment and service. Data source: Flagship News, American Airlines.

AIR TRAVEL ZOOMS			
Certificated Air Carriers	1939	1949	1959
Number of Airlines 	23	45	56
Cities Served (Excluding Alaska) 	286	638	721
Aircraft in Service 	347	1,083	1,908
Number of Passengers Carried 	1,864,000	16,723,000	55,875,000
Seats Available (Daily) 	5,100	35,900	109,710
Average Fare (Per Mile) 	5.62c	6.23c	5.93c
Cruising Speed Of Fastest Transport 	220 mph	315 mph	615 mph



These handsome gentlemen attended a recent party in honor of the three on the left, Jim Leslie, Bill Cunningham, and Jim Shipp, who are leaving God's Country. The gentlemen on the right are the new arrivals and are Tom Ashley, George Buchanan, Archie League, George Moore and George Harlow. We wish them success and happiness in their new endeavors.

FLIGHT STANDARDS DIVISION

During a recent visit to Atlanta, our Engineering Service Representative talked to someone who played a significant part in CAA development.

In early 1942 the Air Traffic Control supervisor in Atlanta decided to see if women could do ATC work. He needed two guinea pigs - female - with private pilots licenses. He found them at the Atlanta Airport and they became the first women air traffic controllers. The experiment was remarkably successful.

A few months later Jacqueline Cochran wanted these same two lady flyers for another experiment. They were reluctant to be guinea pigs again, but Miss Cochran was persuasive.

Their supervisor did not want to release them. In fact, he said they were frozen on their jobs, since World War II was demanding all manpower available. He finally agreed to let them go on leave and if he didn't call them, they wouldn't have to return.

Somehow he managed to fix it so he didn't call them.

Meanwhile, the two girls had joined with twenty-eight others to form the first womens army flight training unit. These thirty girls went through primary training, basic training, advanced and multi-engine training in record time and without damaging a single aircraft.

The skeptical top brass were convinced and the WASPS were given official recognition.

One of these girls is Major Ann J. Johnson of NATO, the only woman officer in that organization.

The other is Evelyn Greenblatt,

co-owner of Flightways, Incorporated, on the Atlanta Airport, who told us this interesting bit of aviation history.

* * * * *

Jim Patras has taken over the duties of FAA Club representative for Engineering and Manufacturing Branch. Our former representative, Ruth Crawford, has been selected Treasurer of the organization. See Jim about joining or renewing your membership in the Club.

* * * * *

We will not reveal the name of the engineer, nor the source of our information, but a man who carries a little weight in the Airframe and Equipment Section was involved in an unreported accident. A spring in his reclining swivel chair failed in two places. The damage was limited to his poise and dignity. We regret that a picture of this accident is not available.

* * * * *

If you know of some item of general interest, contact your SCANNER reporter.

* * * * *

PICKED FROM THE "PSYCHIA" TREE:

Neuroses are red;
Depressives are blue;
Psychotics are nuts,
So how about you?

* * * * *

BUY BONDS

* * * * *

Failure is not a question of falling down, but one of not getting up again.

AUDIT SERVICES STAFF

THE NEW ROLE OF THE REGIONAL AUDITOR

A Regional Audit Services Staff has been established which has been placed organizationally within the Office of the Regional Manager. This function will be headed by the Regional Auditor, and it will operate as an independent appraisal activity for the review of financial, auditing and related operations as a basis for protective and constructive services to all levels and segments of management.

The range of auditing services includes (1) audits of regional organizational components, functions and activity for the purpose of providing management with objective appraisals and recommendations concerning the effectiveness with which financial and operating responsibilities are being carried out (2) providing those responsible for procurement activities with financial information and advice on contractors and contracts under which goods and services are supplied to the Agency; and (3) advising Regional officials on accounting and auditing matters relating to the administration of the Federal Aid Airport Program.

This audit function will conduct a broad program of audits within the region, including internal audits of the Agency's diversified major operating activities (Facilities and Materiel, Air Traffic Management, Flight Standards and Aviation Medicine); and external audits in connection with the audit site activities generated by these elements,

namely, audits of contracts, price proposals and claims, and of public agencies' projects sponsored in the Federal Aid Airport Program.

The extent of audits conducted by the General Accounting Office will depend to a large degree upon the magnitude and scope of internal audits performed by the Regional Audit Services Staff. The auditing organization does not replace established lines of operating authority nor does it eliminate the need for functional supervision and line inspection as may be necessary in the discharge of assigned responsibilities. Full responsibility is invested in operating officials for compliance with prescribed policies and procedures, and proper protection and use of the agencies resources and for appropriate action in the correction of problem areas including those reported by the auditor.

* * * * *

HE HAD A WAY...

He had a way of getting there;

Not a very brilliant chap,

Lots of men were cleverer,

Lots of men had far more snap;

Never seemed to make a fuss,

Quiet-like he buckled in,

And, what astonished us,

Somehow always seemed to win.

He had a way of getting there;

Never quit if things went wrong,

Didn't give way to despair,

Jes' went plugging right along,

Others got far more applause

And attention in the game;

No one seemed to know he was

In it, till on top he came.

* * * * *.Guest

It's hard to figure out why a girl thinks a man rude if he stares at what she is knocking herself silly to display.

SUSTAINED SUPERIOR PERFORMANCE AWARDS

Many Sustained Superior Performance Awards are being made throughout FAA Region Two. The following photos were made recently of personnel receiving such awards.



Archie W. League & Jewell Morris



Mr. League & Cora L. Everett



Mr. League & E. J. Anderson



Mr. League & Meredith McLaughlin

SUSTAINED SUPERIOR PERFORMANCE AWARDS



The group photo above shows, back row, left to right, S. S. Tucker, A. W. League, J. B. Thornton, and E. B. McCoy; Front row, left to right, Lois Halyard, Helen Ward, Holley Morgan, and Dorothy McLaurin. Tucker and League presented the Sustained Superior Performance Awards.

An association of engineers and technicians was born on May 6, 1960, under the name of Electronics Maintenance Engineering Association. Of course, in an association of this type, many FAA Region 2 employees are participating. In the photo on the right, James Lennox of FAA Region 2 who was elected President of this national association of engineers and technicians.



PERSONNEL AND TRAINING DIVISION

Tips for Supervisors What Type Supervisor Are You?

1. The Dependent Type ... concerned primarily with his own security. He is afraid to stick out his neck. He follows rules and regulations to the letter. He has infrequent and impersonal contacts with his employees. He avoids communications. The morale of his people is generally one of apathy. He probably never should have been a supervisor.

2. The Driver Type ... seeks power and responsibility primarily for himself. He is critical and detailed in supervising people. He practices one-way communication. He gets the work done but without regard to employee attitudes. He exercises plenty of authority over his group. There is little loyalty for him among his employees. Antagonism is the prevailing climate.

3. The Diplomat Type ... gets along well with top management and employees. He knows how to manage people. His motivation is primarily personal advancement and security. He has frequent contacts with his employees but they are superficial. The prevailing atmosphere is competitive, and his people are interested in their own selfish goals.

4. The Quarterback Type ... his aim is to build a real work team. He is motivated by group interests. He seeks recognition, advancement, and security for those with whom he works as well as himself. The relationship between leader and men

is an informal give-and-take. There is sincere two-way communication and an atmosphere of teamwork.

* * * * *

Biggest Incentive Awards Year

June 30th ended the biggest Incentive Awards year Region Two has ever had. During this time cash awards totaling \$34,800.00 were approved for 311 Region Two employees. Awards were made to 254 employees for Sustained Superior Performance (including two group awards); 44 employees received suggestion awards, and four employees were given Special Act or Service Awards.

The members of the Incentive Awards Committee that presided during this record setting year are listed below.

D. E. McHam - Chairman
F. J. Schnitzer
S. S. Tucker
J. M. Leslie
H. F. Garrison

In addition to their other duties, these gentlemen have devoted many hours to the Incentive Awards Program. Without their help in evaluating suggestions, encouraging employee recognition, and promoting supervisory acceptance of the program, the fine showing Region Two made this year would not have been possible. Let's give them a special note of thanks.

* * * * *

If you make your job important, it's likely to return the favor.

Award Checks

Some supervisors who have recommended employees for incentive awards have inquired as to when the award would be presented. After the Incentive Awards Committee votes an award there is a normal delay of from four to six weeks before the award is ready for presentation. During this time, budget authorization letters are typed, budget and payroll action is taken, checks are prepared by the Treasury Department Disbursing Office in Dallas, and letters of award are prepared and signed. Then the award is ready for presentation.

Recently, an unusually heavy clerical and administrative workload in the Regional Headquarters plus a large number of awards to be processed, have added to this delay. Although the delay has been unavoidable, we will do all we can to have these awards ready for presentation at the earliest possible time.

* * * * *

Two Seconds Per Check

It seemed a ridiculous thing for Mrs. Rae Smith, an employee of the Veterans Administration at Denver, to suggest a way to save only two seconds per check. Two seconds per check! Imagine!

A small thing? Perhaps, but remember the Veterans Administration processes 26 million checks per year. The average hourly output per clerk on the process involved increased from 125 cases per hour to 140 cases per hour. This

suggestion which saved only two seconds per check resulted in an annual savings of \$25,000.00. A small thing? Hardly!

* * * * *

What's a Suggestion?

Did you ever stop to think how few ideas are entirely original anymore? Suppose that after the Wright brothers invented the airplane, everyone had said, "Well, we now have the airplane. No need to consider that idea any further. It's no longer original." We would still be flying at about 60 miles an hour.

Under the Incentive Awards Program, a suggestion may be the result of your work experience, reading, or education. It does not have to be original or novel. We are primarily interested in one question, "Will the suggestion improve the FAA?" We draw the line at these points: (1) The "Why don't we?" suggestion, which offers no proposed improvement. (2) The complaint or grievance which is not actually a suggestion.

— From "Incentive Awards Notes"

* * * * *

WATER IN SANDBOX FROZE--JET JAZZ

"Water freezing in the lavatory" was one of the biggest headaches reported by the VP in charge of maintenance for the jet jobs, but jet engines are practically trouble free," said Skylights, a fact sheet published by the National Aviation Education Council. ...Cross Country News

* * * * *

If you're doing a job the way you did it two years ago, you're probably not using the most efficient method. Why not suggest a better way of doing it.

AIR TRAFFIC MANAGEMENT FIELD DIVISION

LOCAL REGIONAL OFFICE CHIT-CHAT.....

If some of you in the RO have been wondering who the cutie is in the Management Section of Operations Branch, guess it's time you were enlightened. She is Sammie Wilkerson.

R. W. McDonald recently returned to the RO Analysis Branch after a short tour with the ICA in Buenos Aires. Roger returned to the States because the climate in Argentina was detrimental to his health.

Mr. Lepeard's secretary, Joyce Watson, resigned recently to await the arrival of an addition to her family. Beth Kruger transferred from the Operations Section (522) to become AT-2200's secretary.

The following article by Ralph Kiss of the San Antonio Center was included in their July Fly Chat and seems to be so well put that it is thought to be of interest to everyone:

DID YOU SURVIVE?

(OPERATIONS ALERT 1960)

Operations Alert, 1960, was conducted from May 3rd thru May 4th to test communications and operational readiness throughout the office of Civil Defense and Mobilization. The FAA participated in this exercise to determine how well their Radiological monitors could interpret Radiological survey data, and to familiarize the Monitor with FAA's responsibility in wartime.

There are 15,000 fixed monitor stations throughout the United States and the Monitors trained by the FAA make up the nucleus of these personnel. The purpose of the Federal Monitoring network is to establish

an extensive nationwide coverage. It will measure and report radiation levels which would exist in varying degrees across the nation after a nuclear attack.

Progress of Operation Alert - The information concerning Operation Alert, 1960, was received over Conelrad on 640 and 1240 kcs. The population of San Antonio was advised that this was a test. All were advised to evacuate the city at 12:07c and the people were advised that bombers were enroute to this country.

The local director of civil defense advised that all pertinent information would be forwarded to our Monitors as soon as it was received. Personnel were issued dosimeters to wear at all times.

Reports of numerous aircraft approaching the U.S. from both coasts and from over Canada poured in from Civil Defense headquarters. Many of the invaders were destroyed but suddenly reports of strikes started coming in; Lake Charles was hit at 1600c, Austin at 1810c. (The Monitors obtained the latest fallout winds from the Weather Bureau and immediately plotted the fallout pattern. It was determined that the fallout would be to the northeast of Austin). Fort Worth was hit at 1835c, Houston and Galveston were hit at 2100c, and Corpus Christi was hit at 2118c. San Antonio was hit at 2118c by a 4megaton nuclear weapon which was a surface burst that detonated 4½ miles east of Brooks AFB. There was a blinding flash brighter than the brightest day; a tremendous roar followed; a heavy pressure wave moved out from ground zero at more than 500 mph. Everything

Taxiing rapidly out toward the runway, the DC-3 was hailed by the tower: "There's a pedestrian running after your aircraft!"..."If it's another passenger," growled the pilot angrily, "he better trot right back and wait for the next flight, because I don't have any more room!"..."Negative," was the tower's helpful reply..."Appears to be your co-pilot!"

within a radius of 4 miles was vaporized or consumed by the huge fireball. An ominous looking multi-colored cloud boiled to an altitude of over 120,000 feet carrying

thousands of tons of dirt and debris up into the troposphere. The familiar mushroom pattern developed in a matter of minutes.

There was total destruction up to $5\frac{1}{2}$ miles from ground zero, moderate to severe damage up to 9 miles, light to moderate destruction up to 11 miles and third degree burns were received by persons exposed to the thermol energy up to 15 miles out from ground zero.

The Monitors plotted the fallout pattern from the S.A. strike immediately and found that it would be to the north-northeast. The San Antonio Center was thirteen miles northeast of ground zero and was found to be in the fallout pattern.

Action During Real Attack - If this had been an actual detonation the following events would have occurred: Knowing the fallout pattern and knowing that they had less than an hour to prepare, all Center personnel would be instructed to help pile file cabinets, manuals, and any other loose material available on the floor in the back of the computer room to help increase shielding for the basement already provided by the floor. Then everyone would be sent to the basement to remain at the far end where most protection is provided for the next 24 hours. Food and water would be taken along with other necessities. Later, all personnel would be evacuated to a safe location somewhere to the west-northwest of

the city. The Center would cease to function as a unit of air traffic control until 8 days after the weapon had exploded because of the high radiation levels surrounding the building.

Who Survived - The people who received exposure of over 500 roentgens of radiation in a 24-hour period did not survive. One hour after detonation the radiation level at the outside of the Center was estimated to be 3 300-roentgens per hour. (Anyone receiving this amount of radiation would die almost immediately.) The rate in the control room was estimated at 881 roentgens per hour, while in the basement the rate was estimated at 45 roentgens per hour. The personnel in the basement would survive but anyone remaining in the control room would not. The Civil Defense unit estimated that 440,000 people were evacuated safely out of danger; that 95,000 people were killed; that 60,000 people had serious to minor injuries. If these people had not been evacuated or had not been given the protection of a fallout shelter, all would have died. The only area in the city free from fallout was that area west of Fredericksburg Road starting at a point north of Loop 13. The western portion of the city from this point to Palo Alto was relatively free from fallout.

THERE IS A SAYING THAT...The best way to get a job done is to give it to a busy man. He'll have his secretary do it.

A young matron resigned her secretarial position. She said: "My reason will soon be apparent - and so will I."

HATCH ACT HITS FEDERAL EMPLOYEES

The following is quoted in part from an article appearing in the Fort Worth Press, which may be of interest to FAA employees.

NOW IS TIME TO SHUN POLITICS

Now is the time for all good men to come to the aid of their party--but not if they work for Uncle Sam.

The U. S. Civil Service Commission pointed this up today with an election-year warning that federal employees may lose their jobs if they get involved in partisan politics.

The same penalty applies under the Hatch Act to many state, county and city employees who work for agencies financed by federal funds.

And the law has teeth. In the last four years, Civil Service reported that 216 federal workers and 48 in other public jobs have been fired for Hatch Act violations. More than 300 have received lesser penalties.

Here are questions and answers on how the Hatch Act applies:

Q. Who is affected?

A. Employees of the executive branch of the federal government, including many part-time workers. Also, most employees of state or local agencies financed wholly or partly by U. S. funds.

Q. What are the penalties?

A. Maximum, loss of job. Minimum, suspension without pay for 90 days.

Q. Are there any exceptions?

A. Yes. White House staff members, heads and assistant heads of agencies, policy-making officials appointed by the President who must be confirmed by the Senate. On the state and local level, teachers are exempt.

Q. I come under the Hatch Act. What may I do and what is barred?

A. You may vote and express your political opinions. But you may not take an active part in partisan campaigning. You may not run for office, even as an independent, in any election in which party names are used. Nor may you campaign for any party candidate.

You may attend a political rally or join a political club. You may drive members of your immediate family to the polls. But you may not let your car be used to drive anyone else to the polls.

You may not collect contributions, pass out campaign literature or sell tickets to political affairs.

Q. I am a part-time employee. Does the Act apply to me?

A. Yes, on any day you perform work for the government. This includes the entire 24 hours.

Q. May I make a campaign contribution?

A. Yes. But you may not solicit contributions nor can you be forced to contribute.

Q. May I serve as an election official?

A. Yes--provided you are impartial. You may not be a poll watcher, checker, challenger or perform any other service for a partisan candidate.

Q. My wife does not work for the government but I do. May she campaign?

A. Yes.

Q. I saw a government employee wearing a campaign button. Is this legal?

A. Yes.

Q. What do I do if I'm not sure whether a certain action would violate the law?

A. Write a letter about it to the Personnel Officer.

* * * * *

The pretty young girl was filling out a Civil Service Application form. After some hesitation on the question Veteran Preference, wrote "Sailors".



MORE SUSTAINED SUPERIOR PERFORMANCE AWARDS! The photo shows back row, left to right, Fred Harlan, Archie W. League, Gay Saunders, and W. R. Liles. Seated left to right, Betty Grimada, Frieda Kling, and Allene Thompson. Mr. League and Fred Harlan made the award presentations with congratulations.

COVER PORTRAIT

LELAND H. HAYDEN

Chief, Facilities & Materiel Field Division No. Two

A veteran of 23 years in the establishment of air navigation facilities, Leland H. Hayden is focusing these years of experience on the airways modernization program in Region Two. He was awarded a Civil Engineering degree from the University of Wisconsin and right away became a highwayman--in the engineering sense, that is! After a number of years with the Wisconsin Highway Commission, Hayden went with the CAA as an Airways Engineer. The year before coming to Region Two he headed the Program Unit of the Systems Equipment Division in the FAA Washington Headquarters.

Hayden has a son who is an electronic engineer, one daughter teaching school and another in the 7th grade.

While swimming and woodworking occupy some of his spare time, Hayden is a most enthusiastic member of Lions Club International. He was formerly a Lions Club District Governor in Virginia and is now an International Counselor.

In spite of an early harrowing experience flying to Swan Island, Hayden is approaching his work with tremendous confidence and energy! Best of luck!



LELAND H. HAYDEN

Chief, Facilities & Material Field Division Two