

FAA

REGION TWO

SCANNER

December 1960

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FAA REGION TWO

S C A N N E R

Volume 3

DECEMBER 1960

Issue 11

The SCANNER is dedicated to the publishing of interesting happenings both within and outside FAA Region Two that affect the agency.

It is intended that the SCANNER shall carry to every employee a reasonably complete and current story of the more significant activities, plans, and accomplishments of our programs and employees.

By giving a broad picture of the trends, projects, and achievements in our operations, the SCANNER should help each employee acquire a more comprehensive sense of the FAA's mission.

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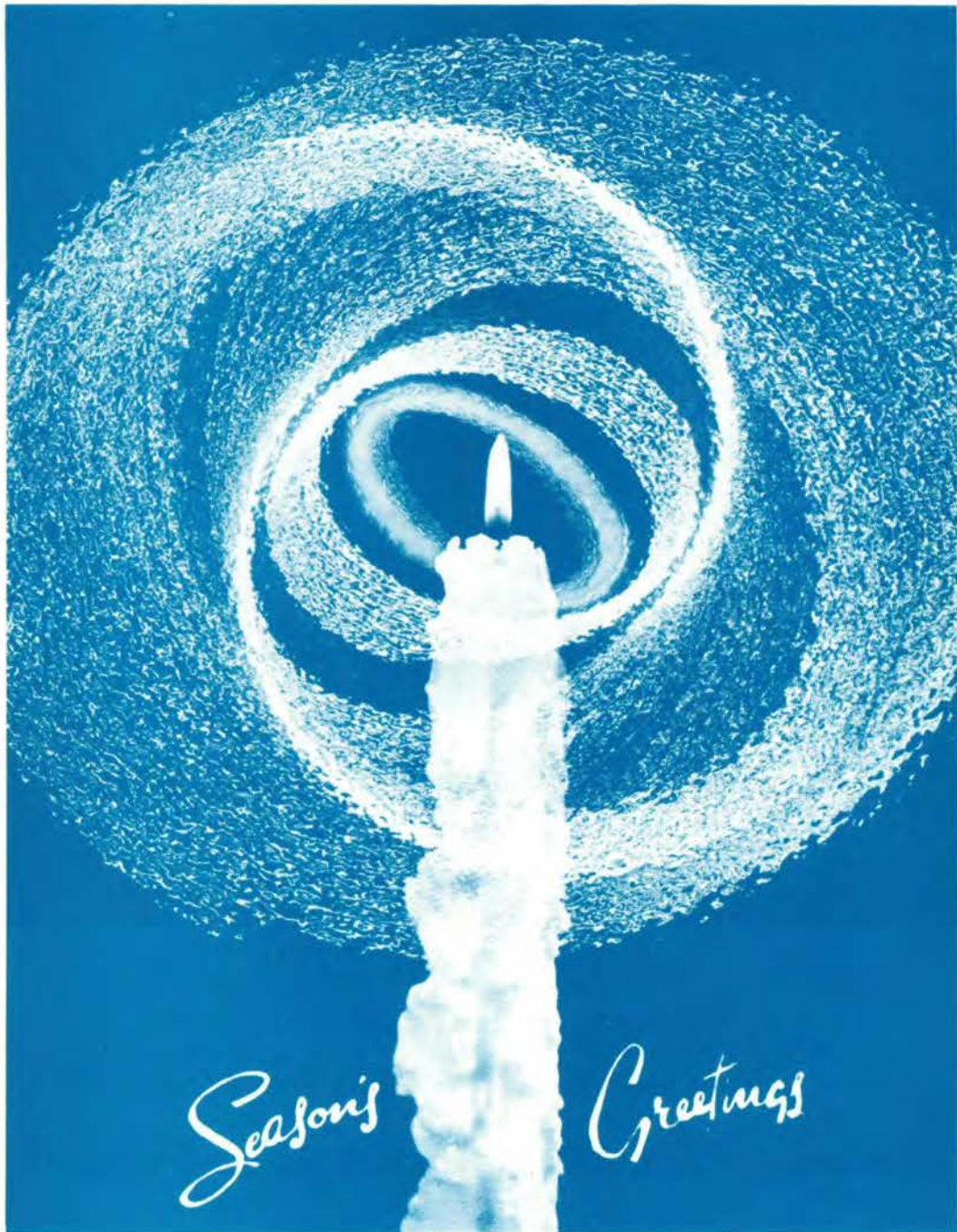
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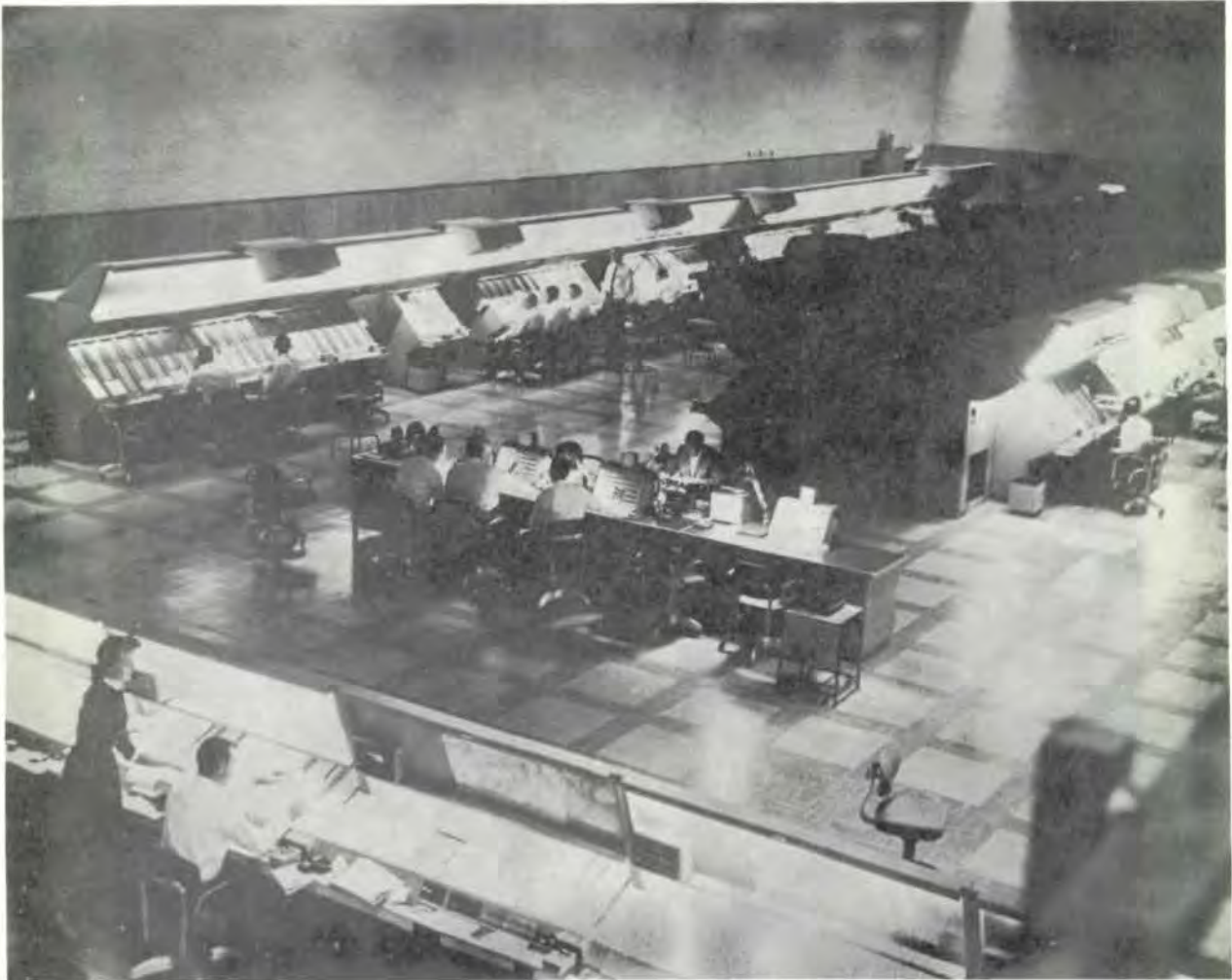
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Archie W. League
Archie W. League
Regional Manager

THE NEW ATLANTA AIR ROUTE TRAFFIC CONTROL CENTER - HAMPTON, GEORGIA



CONTROL ROOM - ATLANTA ARTCC

(Here's more about the beautiful moth Mr. Stone promised us in the last issue of the SCANNER.)

HAIL CECROPIA!

-James D. Stone

Hampton, Georgia
October 15, 1960

It happened several years ago. It was a warm May day. I recall I was sprawled beneath the spreading canopy of a chinaberry tree in the back yard,

carelessly watching the lacy blue of the sky through the ever-changing peepholes of the tree's leafy crest. Then I saw it! Standing out on one

of the great lower branches, its silken sides tightly woven into the bark, hung the cocoon of a huge *Cecropia* Lepidoptera moth. There was a slight ripple of movement through the entire structure of the cocoon; perhaps it was this that captured my attention. Only then did I notice the cap at one end of the white silken mound had popped free and hung loosely to one side.

I knew I was actually watching something few people ever see - the emerging of one of the world's rarest and most beautiful insects. For a moment, I felt I was an intruder, and if not that, certainly a spy. But the moment passed.

As I watched, two shiny black forelegs groped through the opening. Minutes later, the fuzzy green head, crowned in bright red, and the faceted eyes emerged also. For a long time there was no movement as the creature rested and surveyed its new world. Suddenly, there was a great shudder, and the cocoon rippled from end to end. This heroic effort brought the second pair of coal black legs into view, the shoulder joints of the great varicolored wings, and the better part of the black and red banded antennae, though their tips still extended back into the confines of the soft encasement causing them to loop outward.

Again the great moth struggled to free itself. The antennae came free, and half of the brilliantly green body, sleek and moist, slipped forward, bringing with it the greater part of the beautiful gossamer wings and the third set of legs. Another long rest as the two antennae waved aimlessly about, each independent of the other's movements.

I had almost forgotten to breathe. The consummation of these struggles took much more time than the telling,

yet each struggle seemed to start the time anew. Had three minutes elapsed, or three hours?

Then with a final effort the moth became entirely free of the cocoon and wobbled a few inches away, the full length of the long green body blending with the leafy surroundings, while the black and red parts stood out in sharp contrast.

Sometime later the creature worked its way along the tree's bough, its wings still moist and dragging limply along its sides, until it found a patch of sunlight. As the warm sun dried the wings, they commenced to flutter rapidly, barely perceptible at first, but stronger each time, until they began to unfold completely. Now the sunlight caught up the red, black, green, yellow, and brown splashes in the wings. As the oscillations increased in magnitude, these colors seemed to blend together into a combination that defies description. Then the final step came. Suddenly, the beautiful body lifted from its perch, under the force of the scintillating wings. For a moment the moth swooped close to the grass as the wings slowed under the full weight of the body, but then, just as suddenly, strength flowed into them again, and the great *Cecropia* disappeared into the blue of the sky!

Strange that this incident should come to my mind again just now? No, I think not. Perhaps you will agree, for, as I see the action unfolding about me here tonight, October 15, 1960, at the new Atlanta Air Route Traffic Control Center, I also see the birth of something rare and beautiful again. Inanimate yes, yet throbbing with life. As the engineers and technicians go about their duties of aligning the many circuits and adjusting the complex equipment, they appear to be,

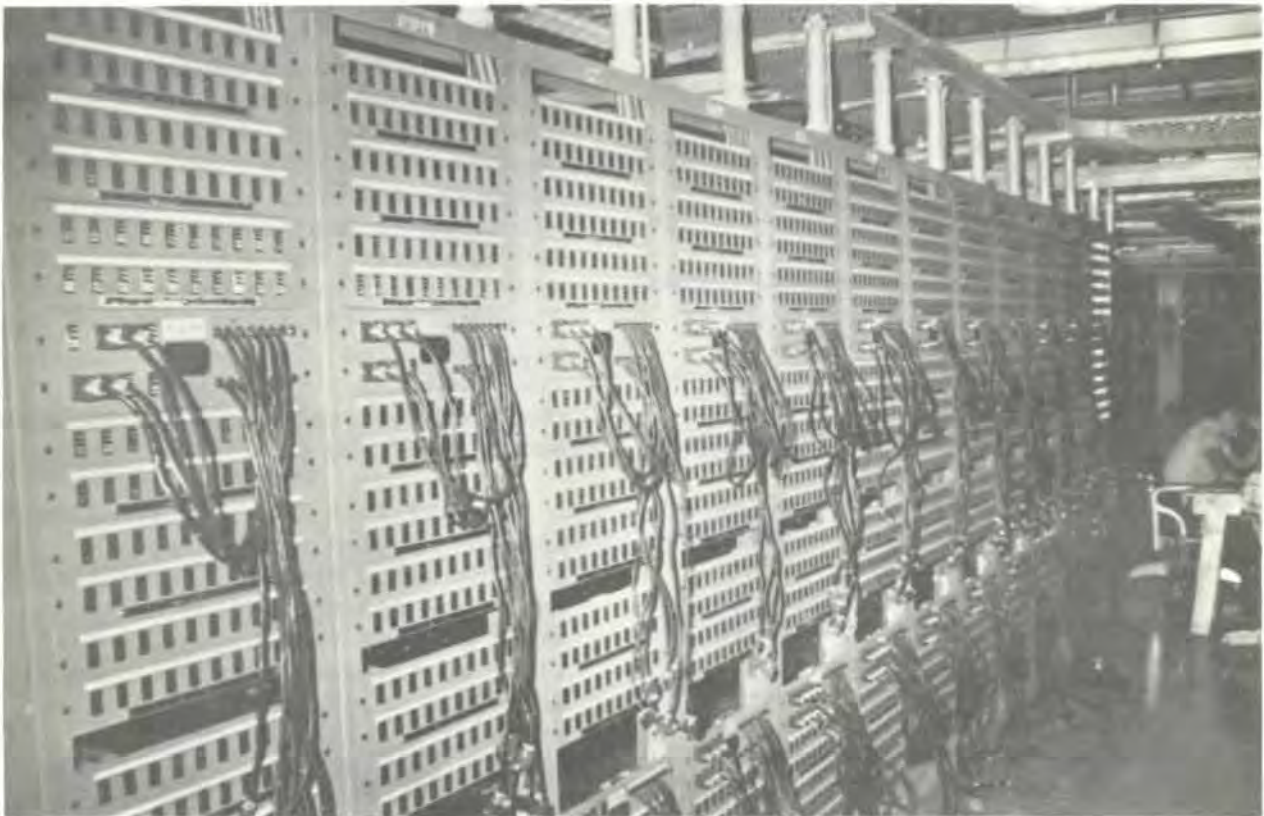
in effect, clipping loose the cocoon confining this creature.

I've watched the various stages of this natal activity. There have been some anxious moments as almost last-minute changes and additions were made. Sweating palms go unnoticed. You appreciate the air of confidence expressed in the faces of the men responsible for bringing forth this electronic creature. They understand its every movement and temperamental whim, having nursed it through the pupation stages. The first and second stages of control frequencies have been energized and brought into play, and each stage represented a struggle for the Cecropia to free itself -- to become full grown.

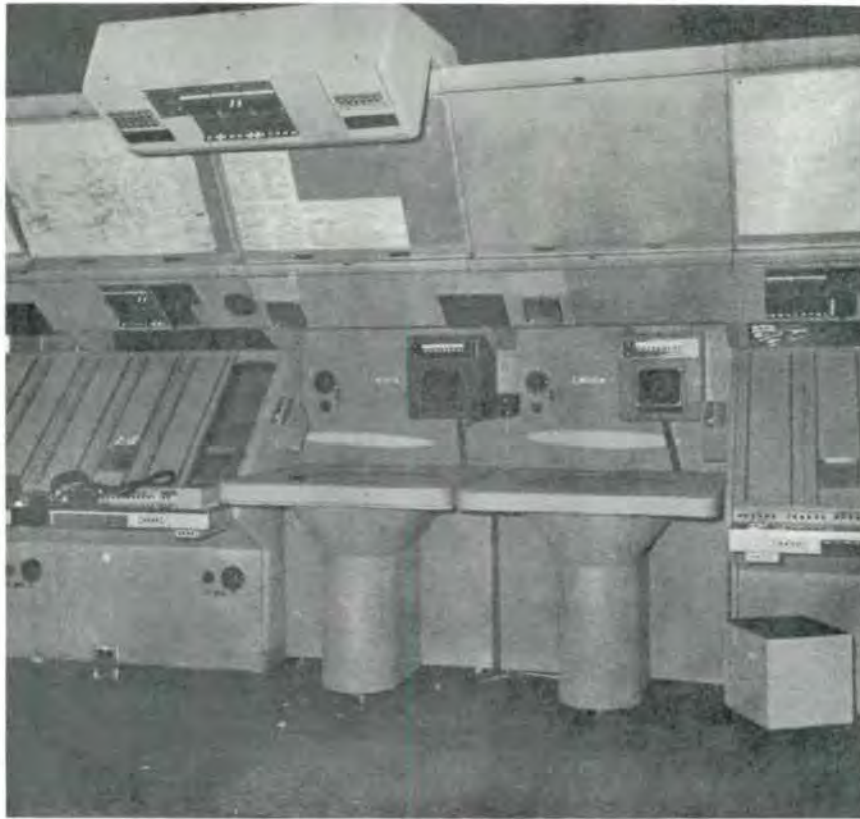
Even now, the purpose for which this great ARTC Center was conceived, is being carried out. Voices of the Air Traffic Controllers go out into the night, and voices return from the darkened flight decks of 27 aircraft under control of the Center at this moment.

I visualize this creature as having freed two-thirds of its being from the bonds that hold it.

And now there is another quiver of the entire body as the final segment of control frequencies are connected. The moth, freed from the cocoon entirely, moves sluggishly forward. Then as the circuits are stimulated, new life appears. There is color. There is scintillation.



PORTION OF RESECTORING EQUIPMENT - ATLANTA ARTCC



RADAR POSITION - ATLANTA ARTCC

There is warming. Adjustments here; refinements there. Lips are bitten under the tension of this last burden placed upon the electronic system. I see the great wings spreading and pulsating - faster and faster as the beautiful insect realizes the freedom it now has.

Then it is over! Suddenly, the great Cecropia takes flight and, after

hesitating a moment, disappears into the blue-black night.

"Atlanta Center. Delta 455. Over."

"Delta 455. Atlanta Center. Go ahead."

There's relaxation now. The coffee tastes good.

We laugh and pat away a yawn for early morning has come!

FACILITIES AND MATERIEL FIELD DIVISION NO. 2

On November 9th, Airports District Office No. 1, which has been located at Meacham Field since 1953, moved into new quarters in the University Plaza Building, located at 100 N. University Drive, P. O. Box 9540, Fort Worth 7, Texas.

* * * * *

F. J. Schnitzer, Assistant Chief, Airports Branch, and Charles Hanst, Airport Operations Section, recently attended the Southeastern Airport Manager's Conference held in Sarasota, Florida.

* * * * *

A warm welcome to the following new employees in Airports Branch:

Lawrence R. Plummer, Airport Engineer, APDO-4, Jackson, Miss., who came to us from the U. S. Naval Air Station, Corpus Christi, Texas;

William D. Sherertz, Airport Engineer, APDO-1, Fort Worth, who was formerly with Bureau of Public Roads, Fort Worth;

Opal Dukes, Steno, APDO-1, formerly in the FAA Personnel Office.

* * * * *

Charles Hanst, Program Officer,

Airport Operations, is in the Washington Office for three to four weeks as a member of a committee established for the purpose of drafting a current compliance manual which is necessary in performing our compliance function.

* * * * *

AIRWAYS MODERNIZATION

The most extensive network of air navigational aids in the world is maintained by FAA's Bureau of Facilities and Materiel for the use of airline, military and general aviation aircraft.

At the end of 1960 there were approximately 9,000 of these. They consisted of 60 types ranging from small location markers to large complex radar systems linked by radio to air traffic control centers hundred of miles away. All operate 24 hours a day, a large portion of them unattended.

(Expenditures for airways aids in 1960 totaled \$150.8 million - up \$61 million from 1959)

Major Air Navigational Facilities December 31, 1960

Approach Light System (ALS)	140
Sequence Flasher Lights (SFL)	110
Airport Surveillance Radar (ASR).....	55
Instrument Landing System (ILS).....	192
Precision Approach Radar (PAR)	23
VOR (including TVOR).....	706
TACAN.....	264
Flight Service Stations (FSS)	339
International Flight Service Station (IFSS)	11
Flight Advisory Service (Class I) (FAS).....	29
Peripheral Communications (RCAG)	279
Air Route Traffic Control Center (ARTCC)	35
Airport Traffic Control Tower (ATCT).....	152
Combined Station/Tower (CS/T).....	75
Long Range Radar (LRR)	47
Radar Approach Control (RAPCON)*.....	28
Radar Air Traffic Control Center (RATCC)*	6
Airport Surface Detection Equipment (ASDE).....	3
Total.....	2,494

*Military.



Shown in photo above: Standing, left to right: Mr. Carpenter, Mr. Peterson, and Mr. Alexander. Seated, left to right: J. C. Creager accepting award for T. A. Gardner, John C. Taylor, Anne K. McMillin, Sonia Blyth, Bessie Koepp, and Billy Drotts. Mr. Murdock was not present for photograph.

MORE AWARDS FOR FACILITIES AND MATERIEL PERSONNEL

-Sustained Superior Performance and Suggestions-

A group of Division employees gathered October 27, 1960 in the Conference Room, Building 3, to accept awards and congratulations. Our Assistant Division Chief, Mr. W. E. Peterson, was Official-in-Charge. Presentations were made to Establishment and Maintenance personnel by Messrs. Birge D. Alexander and Charles I. Carpenter.

Those receiving awards in the Regional Office were: Billy H. Drotts,

Sonia C. Blyth, Thomas A. Gardner, Anne K. McMillin, Bessie H. Koepp, W. E. Murdock, and John C. Taylor.

Awards were mailed to field personnel on October 31, 1960: Donald L. Botts, Midland, Texas; Thomas O. Gaines, Charlotte, N. C.; Irene D. Kulan, Charleston, S. C.; Willie Dee Sendall, San Antonio, Texas; John B. Spataro, Jr., Montgomery, Ala.; and Edward R. Shoemaker, Jacksonville, Florida.

FACILITIES AND MATERIEL FIELD DIVISION NO. 2

A TRUE HERO

Word has been received in the Regional Office of the rescue of a nine year old girl from drowning in Miami during the month of August by one of our EMT's in the ATFO Office - Mr. JAMES B. PADER. A letter of gratitude from the child's parents to the FAA reads as follows:

"4851 SW 5th St.
Miami, Fla.
August 7, 1960

"Federal Aviation Agency
Dept.-Engineering Maintenance
P. O. Box 2014
Miami 59, Florida

Dear Sirs:

This letter is being written for a very lucky, appreciative nine year old girl named Trudy Kessler and her very grateful parents.

Trudy was saved from drowning at West End Pool Thursday afternoon due to the alertness, presence of mind, and quick action of a wonderful man employed by your company named Jim Pader of 6020 SW 8th St. He immediately noticed her distress and went to her rescue in her first moments of entrapment by the vacuum suction of the pool. This on-the-spot action, also his wife's co-operation in getting other help, is the thing that saved our daughter's life!

We have been told by our other children that all during the time they were trying to free Trudy's arm, Mr. Pader, at great discomfort

to himself, held her in a position that kept her head above water and continually reassured and consoled her while the attendants were attempting to get the pool level down and trying to free her.

Without sounding too dramatic, we want you to know that we consider your Mr. Pader a true hero. Without him there is a very great possibility that we would not have our lovely Trudy with us today.

From Trudy, her family, and all her friends, please convey our deepest, sincerest thanks to Mr. Jim Pader.

Very truly yours,

/s/ Mr. & Mrs. Harold Kessler"

Mildred Willis, Airport Engineering Secretary, is vacationing for two weeks in Washington, D. C.

MR. LELAND H. HAYDEN

Information on Mr. Hayden is more encouraging. It was thought Mr. Hayden will be able to leave the Hospital Friday, November 18, 1960. However, he likely will not be able to be in the Regional Office until sometime after Christmas.

Mr. Hayden will be happy to hear from his friends and co-workers at his home address - Box 368, Route 3, Annandale, Virginia.

FLIGHT STANDARDS DIVISION



Bill Baits and Margaret Crownrich, left to right standing, were presented Sustained Superior Performance Awards by George Moore, Chief of Flight Standards Field Division Two, shown seated.

Bill is in charge of central files of the Engineering and Manufacturing Branch. Margaret is secretary to Jim Ludwig, Chief of the Flight Test Section.

Not shown, but also receiving a Sustained Superior Performance Award, is Ken Holloway, Power Plant Design Evaluation Engineer in the Propulsion Section.

This is well-deserved recognition and an inspiration to all of us to try to make our performance on the job like a certain cereal - "just a little better."

FLIGHT STANDARDS DIVISION

ANOTHER "WHO'S WHO"

This time it's John J. Kostura, Supervising Inspector of the New Orleans General Aviation District Office.

For the three boys seated in the front cockpit of the shiny, new Jenny which belonged to the Gates Flying Circus, it was the first time up. Before they took off one of the boys asked the pilot to do a loop. The safety belt which did not fit around all three boys was left unfastened and when the airplane reached the top of the loop the three passengers found themselves standing on their heads. Thus John Kostura merrily describes his first airplane ride and thinks possibly the pressure he received on his skull that day may be the cause of his embracing aviation as a career.

In 1927 he enlisted in the U. S. Army Air Corps and served with the 19th Airship Company at Langley Field, Virginia, being honorably discharged a year later. During this time he made frequent cross-country flights in lighter-than-air airships in addition to similar flights in Martin Twin Engine Biplane Bombers and Keystone Bombers. Following this service he obtained a limited commercial pilot license and assisted the Chief Pilot-Manager of the Johnstown, Pennsylvania Airport. He subsequently purchased a wrecked D. H. Gypsy Moth which he completely rebuilt and used to build up his flying time.

In 1936 he subleased the Johnstown Municipal Airport and became Chief Pilot-Manager. To create interest and promote aviation during the years

that followed, along with teaching people to fly, he promoted Air Shows, Parachute Jumps and engaged barnstormers to come in with Tri-Motor Fords and a Tri-Motor Boeing to carry passengers. In addition, he did a considerable amount of barnstorming himself. Many old Johnstown newspapers relate Kostura's adventures, as well as a few heroic flights. One such edition dated March, 1936, during the second Johnstown Flood, gives a vivid account of five daring flights, in impossible weather, to the Quemahoning Dam to reassure the citizens of Johnstown as to its condition--their anxiety was great because of the terrible disaster of 1889. Another dateline, May 20, 1938, marked an edition publishing the facsimile of a citation received by Kostura for being the first to link Johnstown and vicinity with the national air mail hookup. Then there was always the cross-country flights that had, as a finale, a serpentine course through the "gaps" because the fog had rolled in early, or ice, wind, or other unpredictable weather phenomena occurred. It was an exciting era in aviation--the thirties--and he recalls with satisfaction his small slice of it.

With the cancellation of the lease for the Johnstown Municipal Airport in December, 1939, Kostura started an operation in a new location which is the site of the Municipal Airport there today.

Accepting an offer of a position as flight instructor with Spartan Aircraft Company in 1941, he moved with

Don't wait until you retire to realize you like your work. Start enjoying your job today!

his wife and small son to Tulsa, Oklahoma. At Spartan primary flight training was given to West Point officers and aviation cadets in PT-19's. Later John instructed RAF pilots at the Miami School of Spartan.

In September, 1944 his affiliation with the CAA began with a position at the Standardization Center in Houston, Texas. He instructed both at Houston and later in Oklahoma City, utilizing a variety of aircraft and earning additional ratings meanwhile. In 1948 he transferred to the Aviation Safety

District Office in Oklahoma City to take up duties as an Aviation Safety Agent. Moving to Amarillo, Texas, in 1950, he served for three years there in the same capacity. In 1953 he was transferred to the New Orleans GADO where his helicopter and seaplane training are serving the FAA well in its relations with the oil industry operating in the Gulf of Mexico.

After thirty years, John is still as keen about aviation as he was the day he paid \$5.00 to the pilot of the Jenny for the daring loop.

* * * * *



R. H. Hunt (right) is being presented a letter from C. B. Walk, Jr., FS-200 in Washington which transmitted a letter of appreciation from Senor Milton Inciarte Oquendo, Director of Civil Aviation for Venezuela. Senor Oquendo wrote Mr. Quesada a glowing letter of thanks for the outstanding work done last summer in his country by R. H. Hunt and John Driver of F&M. Hunt and Driver ran site tests along the northern coast of Venezuela at Caracas, Puerto Cabello, Barcelona, and Maracaibo. The four tests were a part of the Venezuelan plan to establish a VOR airway along the coast. Shown presenting Hunt the letters are George Moore, Flight Standards Division Chief (left) and Al Morrissey (Center), Chief, Aircraft Management Branch.

FAA URGES PRIVATE PILOTS TO CHECK CABIN HEATERS

Colorless, tasteless, non-irritating carbon monoxide gases from an airplane's heater system can make a pilot unconscious or severely affect his judgment or ability, according to a warning issued by the Federal Aviation Agency.

Pilots are urged by the FAA to check cabin heaters which use exhaust gases to insure that the systems are in good mechanical condition. Only six parts of carbon monoxide in 10,000 parts of air can produce unconsciousness in two hours. Even lesser concentrations would affect a pilot's ability to fly safely.

* * * * *

NEW INTERNATIONAL FLIGHT INFORMATION MANUAL ISSUED BY FAA

A new International Flight Information Manual has been issued by the FAA to assist pilots who are making overseas flights.

The publication includes a worldwide directory of major airports, listing all airports of entry, normal foreign requirements for passports, visas, health and customs data, information on special flight restrictions and regulations, data on monetary rates of exchange, foreign entry and exit requirements, U.S. aeronautical telecommunications services, and facts of interest to pilots concerning the International Civil Aviation Organization (ICAO). Approximately 150 countries, islands, or territories are covered in the publication.

* * * * *

GUIDE FOR GENERAL AVIATION ADMINISTRATION BUILDINGS ISSUED BY FAA

The volume of activity should govern a community's design of its administration building at a general aviation airport, according to a new booklet issued by the FAA. The

booklet, "Administration Buildings for General Aviation Airports", is a condensation of many years of experience of the Airport Engineering Branch of the FAA Bureau of Facilities & Materiel and is a practical guide for any community where the volume of general aviation activity justifies an airport administration building.

Much attention is given to the design and construction of an administration building, but the publication points out that functional simplicity is important at general aviation airports. Sections of the booklet are devoted to building-site selection, material for exterior and interior finish, roads and auto parking, landscaping and the proper relationship of the administration building to hangars and other airport buildings. Guide lines are suggested for determining space requirements in waiting rooms, offices, food services, pilots' lounge and public rest rooms, and area layouts best suited to facilitate traffic flow through the building are illustrated.

* * * * *

FAA SUSPENDS OPERATING CERTIFICATE OF COMPANY INVOLVED IN ACCIDENT

E. R. Quesada, FAA Administrator, recently made the following statement: "The circumstances revealed to date surrounding the tragic accident which occurred in Toledo, Ohio on Saturday, October 29, indicate a gross disregard for public safety and the regulations of the Federal Aviation Agency. I am, therefore, invoking my emergency suspension authority against the company's operating certificate. I am clearly of the opinion that an emergency, requiring immediate action, exists in respect to safety in air commerce, and I am taking this action effective immediately."

* * * * *

FAA UNDERTAKES PROGRAM TO REDUCE DANGERS FROM BIRDS

The FAA, in cooperation with the aviation industry, is undertaking a more intensive campaign to find methods to reduce the potential hazards to aircraft caused by birds and other wildlife. At the same time, the Agency has taken steps to remind the operators of the nation's airports and FAA air traffic controllers of the danger from large flocks of birds, particularly during the migrating season.

The Agency's program includes studies in techniques and equipment for controlling birds, stray animals and other wildlife at airports, and research into possible mechanical devices that would prevent damage to aircraft from bird strikes or ingestion in jet engines. Instances of deer, dogs, rabbits and other animals on airport runways have been reported to the FAA and the presence of birds has resulted in the temporary closing of runways at some airports.

The FAA also reminded its air traffic controllers to be constantly on the alert and to continue their advisory service of informing arriving and departing pilots whenever large flocks of birds are noted either in flight or roosting at or near airports.

* * * * *

FAA INVITES REBUTTAL COMMENTS ON PROPOSED NEW AIRPORT TRAFFIC RULES

The FAA has provided a 15-day period from December 15 to December 29, 1960 for interested persons to reply to comments received by the Agency relative to the recent FAA proposal to establish revised airport traffic area rules.

This marks the first time in its rule-making procedures that the FAA has provided the public an opportunity to make further comments on those received prior to the closing date for response to the proposed rules.

The opportunity for rebuttal is being provided because the proposed regulation affects the operation of almost all branches of aviation and is expected to generate a heavy response of diverse opinions.

The proposal is aimed at standardizing air traffic flight procedures in the vicinity of control tower-equipped airports in order to promote air safety and minimize aircraft noise in communities around airports. It would establish an airport traffic area up to 2,000 feet in height within 5 miles of the center of the airport at those airports having control towers. Within this controlled area, specific requirements related to radio communications, operating altitudes, speed, and approach and departure procedures would apply.

* * * * *

AIRCRAFT SEIZED FOR ALLEGED VIOLATIONS OF CIVIL AIR REGULATIONS

A four-engine DC-4 aircraft registered in the name of International Supply Corporation, Palm Beach, Florida, was seized in New York at the request of the FAA for alleged violations of the Civil Air Regulations. The corporation is subject to a maximum civil penalty of \$288,000.

The FAA action was taken as a result of an investigation which revealed that the plane was used by the International Material Supply Corp. to transport passengers between Buffalo, New York, and London, England, without the commercial operator certificate required by air safety regulations.

The Florida corporation is alleged to have carried 288 passengers on four charter flights during July and August without a license, constituting 288 separate violations. Under the terms of the FAA Act, a sum not to exceed \$1,000 may be imposed for each violation.

The plane was seized on November 15, at New York's La Guardia Airport.

* * * * *

HOLIDAY GREETINGS.....

As once again the time for holly and mistletoe approaches, Mr. Boatman and his staff here in the Regional Office want to take this opportunity to not only wish you and yours the merriest of holidays but also to say thanks for the many man-hours expended during this past year in accomplishing our goals.

The photograph to the right shows the control cab being placed in position on the new Control Tower structure now being erected for the Memphis Municipal Airport. The photo was made by Walter E. Mewborn of the Memphis Flight Service Station.



The above photograph shows (left to right) Congressman Dante B. Fascell; Ben C. McGahey, Chairman, Board of County Commissioners; Alan C. Stewart, Director, Port Authority; and Martin E. Hansen, Chief of the Miami Tower, when recently the photographed information was revealed. Only the Midway Airport in Chicago topped the total air traffic at Miami International. The photo is by courtesy of the Miami-Metro News Bureau.

RUCKER'S SHOW CAR WINS TROPHIES

Adair M. Rucker, Operations Officer of the ARTC Center at Fort Worth, walked away with trophies at both the San Antonio and Fort Worth car shows. His entry was what he called "just a pile of junk" three years ago when he bought it, but with his research, time, effort, and "know-how" it won first place in its class in San Antonio, and second place in "Best of Show" in Fort Worth. In the Fort Worth show it was first place in pick-up and first place in interior.

A bit of nostalgia recalls the candy striped suits and canes, sailor hats, or knickers--perhaps Ray Bolger or Nanette Fabray would like to borrow this car for a prop in a TV Spectacular.

Rucker's car is a 1929 Ford, Model A, with 1956 Chevrolet motor. Although a pick-up truck, it is pretty fancy. The interior is of iridescent pearl white leather with bright tangerine trim. The exterior body is painted with 64 coats of Swedish imported iridescent pearl white. The wheels have spokes that are painted gold, the vents in the radiator hood are trimmed with tiny red stripes. It is named "Mike's Wagon", not what you'd say an ordinary wagon, for his one year old grandson, Mike. Value of the car is now roughly \$4,000. Do you want to buy it? Sorry, it's not for sale!

Dedicated service, enthusiasm and ingenuity paid off for 15 ATM personnel when they were recognized recently by the Incentive Awards Committee with Sustained Superior Performance Awards. Each received a cash award of \$150.00, a certificate, and letters of appreciation from Archie W. League, Regional Manager, and Paul H. Boatman Chief of ATMFD #2. Those personnel

are: Lee R. Moorhead and Maurice Sanchez, Fort Worth Center; Thomas L. Harkness and A. N. Stokes, Lufkin, Tex. FSS; W. K. Shepard and Jesse E. Sharp, Meridian, Miss. FSS; Joseph H. Crews & Ashton G. Cousins, McComb, Miss. FSS; S. J. Fernandez, San Antonio Center; Morris E. White, Albert A. Villar, James A. Mayberry, Mabel I. Soule, T. A. Wheelock, and John C. Gerling of the Miami IFSS.



- Photo is Courtesy of The Fort Worth Star Telegram -

A teacher asked her class the difference between results and the consequences. One pupil replied: "Results are what you expect; consequences are what you get."

STRAIGHT-LINE PLANS.....

The special issuance of the Fly-By published by the Washington office in September of this year contained considerable information on Project Straight-Line. As you no doubt recall, this article stated the Administrator approved the application of the Straight-Line pattern of operation in Regions One through Four, with a target date of July 1, 1961, for complete implementation. Plans are now in the mill for establishing area offices under the Straight-Line concept in each of the ARTC center areas. The offices will be located at or near the same city as the center. The area offices are not to be co-located with any facility or with the Regional Office.

The Fly-By article included some details on the scope of responsibility and supervision to be exercised by the area office. When details are received concerning the specific delegations of authority, this information will be made available to all concerned. We are expecting this information to be available in the very near future.

Each area office will have a staff representing the three major program divisions, ATM, Facilities and Materiel, and Flight Standards (Procedures), each of which will be under the direction of an area supervisor. The area office will become the first line of supervision for all ATM field facilities located in that area. Information available at this time indicates there will be nine area offices in the Second Region. The first office will be

dictated, of course, by availability of space and at this time it appears that space will become available in Miami within the next few weeks which will make Miami the logical selection for the first area office.

Straight-Line implementation plans call for all area offices to be activated by June 30, 1961. The problem of space acquisition will be no small factor and will no doubt dictate the order of establishment of the offices in this Region. The task of planning and acquiring office space is being undertaken by a Coordinating Committee in the Regional Office composed of representatives from the various divisions concerned, with the Regional Manager serving as Chairman. Mr. Paul W. Robinson, Assistant Operations Branch Chief, has been appointed the ATM Division representative on this committee.

All domestic regions have now been given their authorized staffing for each of the area offices for FY-61 which will very likely be the staffing figure for FY-62 as well. The number of persons authorized for each of our offices is as follows:

(These numbers include total personnel both technical and clerical.)

Atlanta	10	Memphis	6
Jacksonville	8	San Antonio	6
Fort Worth	10	New Orleans	6
Miami	6	El Paso	3

San Juan 3

The Region is authorized to make staffing adjustments between these offices as long as they do not exceed the total number of positions authorized for the nine offices. We are also required to decrease our present

Perhaps the most valuable result of all education is the ability to make yourself do the thing you have to do when it has to be done, whether you like it or not.

ATM Division office staff by a total of 12 positions which will go toward making up the area office over-all staffing. At this time we do not know which specific positions will be affected.

It is our present understanding that ATM regional boundary changes to coincide with ARTC center area boundaries will become effective during February 1961. You can easily understand this will present some complex problems in exchanging all of the necessary personnel records, payroll data and facility files and records between regions concerned, not to mention the information required for budgetary and

fiscal programs.

In ATM we will acquire six new facilities and lose eighteen facilities plus two Resident ATM Specialist locations.

This gives you some idea of the present status of the Straight-Line program. We will keep you informed concerning further developments. One particular item of interest to become available in the future is that of classification of positions associated with the area office. No information concerning classification is available at this time. We do expect to receive this information in the next few weeks.



As you know, the new Atlanta ARTC Center was officially dedicated on November 6, 1960, with thousands in attendance. The above photo shows some of the crowd that attended the successful ceremony. --Official photograph by U. S. Navy

BUDGET DIVISION

In the belief that you wouldn't trust your private funds to someone you know nothing about, it follows that you likewise should know something about the fellows that "hold the purse strings" with FAA appropriations - your tax money. To that end, we hope to acquaint you with our people, the individual rather than his position.

Our roving spotlight fell on Elmer Watkins last month, and in this issue we take pride in presenting for your approbation our "esprit" de corps", Robert (Bob) Scanlan.

Mr. Scanlan, to put it briefly, is placidity personified! If you have any idea at all about the doings of the Budget Office, then you know "deadline" is our middle name - one right after another, twelve months per year. The most harassing of these is June 30, when we end one fiscal year and begin another, and, in the process, estimate expenses for the next two years. After weeks of 12-hour days, plus Saturdays, even up to the final moment, when the rest of us look like we should be in a hospital (and wish we were), there sits Bob - haggard to say the least, but still serene. When "hurry" is the password and typewriters and tempers are literally smoking, Bob still manages to maintain this ultra-tranquility and we would almost give our right arms to steal his secret formula.

Bob is an avid sports enthusiast - avid, that is, from an easy chair. He much prefers to leave the hard benches, loud yelling and variable temperatures to more adventurous fans. He maintains the game is just as enjoyable on T.V. in air-conditioned or heated (depending on the season) surroundings - and he's got a good point there.

He's an artist, too - with a 6-inch paintbrush and a gallon can for a palette. To prove his veracity on that score, take a look at the top of that "slightly" balding head - those

white blotches up there are not patches of grey hair; that's paint man!

All that scraping, sanding and painting has been interrupted frequently, however, by the Pittsburgh Pirates, New York Yankees, Notre Dame, T.C.U., and if nothing else, a rerun of last week's Membly Peg championship playoff. You don't suppose Bob has ulterior motives and is waiting for bad weather?

That's our Bob - unaffected, unpretentious and truly felicitous wit. But don't be misled, he has been known to jump on the bandwagon, or the soapbox. Try asking him about the new merchants' policy of charging to cash paychecks. Stand back, though, cause Away We Go!

* * * * *

STATISTICALLY SPEAKING

THIS IS AN AGE OF STATISTICS and we will concede at the outset that the statistics below are wholly assailable, but the conclusion is one with which we sometimes find ourselves in agreement.

Population Balance Sheet

Population of U. S.....	175,000,000
Population over age 65.....	37,300,000
People left to work.....	137,700,000
Rocking Chair Farmers (Soil Bank).....	20,000,000
People left to work.....	117,700,000
People under age 21.....	64,700,000
People left to work.....	53,000,000
Government employees	24,000,000
People left to work.....	29,000,000
People in armed forces.....	12,000,000
People left to work.....	17,000,000
City and State workers.....	16,800,000
People left to work.....	200,000
Insane and in hospitals.....	126,000
People left to work.....	74,000
Bums and drunks	62,000
People left to work.....	12,000
In jails and prisons.....	11,998
People left to work.....	*2

*You and me, and you better get busy because I'm getting tired of running this country alone.

* * * * *

ACCOUNTING DIVISION

PLANNING AHEAD?

If your federal tax withheld has been falling far short of meeting your total income tax due, you may wish to take advantage of special provisions for cases like yours. But you should take action now if you want to narrow the gap when you file your Calendar Year 1961 tax return on April 15, 1962.

For several years, employees have been permitted to take action to avoid large year-end payments when they anticipate that they will have to make a substantial payment of tax at year-end in addition to the amount withheld. But these special provisions are not to be used merely to create a tax refund.

You may claim fewer exemptions for withholding purposes, or if an "0" exemption status still leaves

you far short, you may authorize additional deductions in increments of \$5.00. Dropping one exemption will result in about \$120 more tax withheld for the year. For more information and procedures to be followed, read Paragraph 11A(2) and (3) of B&F Instruction No. 2 dated 3-29-57.

* * * * *

NEW ARRIVAL

A new addition to the Accounting Division came with the arrival of Phyllis Lynn, 6 lbs. 14 ozs., Tuesday morning, November 22, 1960, at 3:05 A.M. at All Saints Hospital. Phyllis Lynn is the daughter of Betty Hayes, Payroll Section. Congratulations Betty!

* * * * *



WHAT IS IT?

A group of unrelated objects? Meaningless blobs of ink? You know many times... while the facts are actually before us...we are unable to understand their significance and see the "real picture". This is true of the illustration above. Once you have seen it with the proper perspective, it is clear and meaningful. Try this and see! Place a blank sheet of paper across the very top of the illustration, and another sheet across the bottom. Look hard at the illustration... then...as if magically...you'll see what we mean. Get it? After you have...remember to look at things with an unbiased, open mind and your power of knowledge will increase.

PERSONNEL AND TRAINING DIVISION

CIVIL SERVICE COMMISSION TO STUDY HEALTH BENEFITS PROGRAM

The Civil Service Commission will shortly begin an intensive evaluation of the Federal employees health benefits program, as part of a continuing long-range program to ensure effective administration of the program and to make or recommend changes to improve it.

The evaluation will also be used in the renegotiation of contracts with carriers of plans participating in this program, the Commission reports. Although the present contracts will run until October 31, 1961, renegotiation for the second contract period will begin next spring.

The evaluation will have two primary goals: (1) to determine how smoothly the program is operating and (2) to obtain a valid cross section of employee opinion concerning possible changes. Commission representatives will look into the settlement of claims, agency record keeping and enrollment procedures, and operation of the Commission's health benefits regulations. Employee opinion will be sought on such matters as the adequacy of health benefit coverage offered, service received under the plans, and benefits to be added to or deleted from the several plans.

From its continuing evaluation, the Commission expects to be in a position to (1) spot problems before they assume major proportions, and (2) make or recommend changes and improvements in the program from a

broad base of data concerning actual need and desire, rather than from isolated suggestions or limited information.

— Federal News Clip Sheet

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MAKING YOUR IDEAS PAY OFF

By John D. Roth

U. S. Civil Service Commission

Today thousands of Federal workers are looking for ideas to help their agencies do a more efficient and economical job. Financially, it can be well worth their time and effort, for the good, practical idea can mean substantial extra cash in their pocketbooks.

This is borne out by the results of the Government-wide suggestion program for fiscal year 1960, compiled recently by the Civil Service Commission. The figures show that some 50 agencies paid out more than \$2½ million last year in awards for 113,000 adopted employee suggestions that have a total dollar value of over \$68,000,000.

Most of the suggestion awards made last year were in the \$10 to \$50 range -- the average award amounted to \$25. But there were many employees who came up with the big idea and the big payoff. Take the case of Silas H. Standridge, an air equipment repairer at the McClellan Air Force Base, California, for example. He received an extra \$500 check for thinking up a way to use salvaged

In human relations the five most important words are "I am proud of you." The four most important words are "What is your opinion?" The three most important words are "If you please." The two most important words are "Thank you." And, the smallest word is "I". --Management Summary

(Continued)

PERSONNEL AND TRAINING DIVISION

materials to repair damaged aircraft fuel cells. The Air Force saved \$90,000 in material costs the first year as a result of this suggestion.

Did Mr. Standridge have a flash of inspiration, immediately grab the nearest suggestion blank, and quickly dash off his brainchild? We learned from Mr. Standridge, who has earned several previous suggestion awards, that this was not the case at all. Here is what he said: "I'm always interested in the different work projects we receive and how I can do the job better, easier, or cheaper. When I think I have an idea that might do some good I talk it over with my crew chief or foreman. After we hash it over and figure out whether it will do any good, we try it on the job. If it seems like it will be OK, I turn it in as a suggestion."

Another successful suggester this past year was Mrs. Agnes Davis, a purchasing agent in the Navy Purchasing Office, Washington, D. C. Her suggestion for changing the specifications for a machinist's combination square cut procurement costs by \$71,418, and earned her a \$585 award.

Mrs. Davis' advice to would-be suggesters is: "Keep an open mind on the way the work is being done and ask yourself questions as to whether there might be an easier, less time-consuming, or less costly way. In this case, I had the opportunity to watch prices, and wondered why the less costly tool would not do the work equally as well." After checking this point out with the

people who use the tool, she wrote up her proposed changes as a suggestion.

What Mrs. Davis did was to question whether expensive forged steel should be required for some parts of the square while the most delicate and precise part of the tool, the protractor, was made of cheaper cast iron. It was this questioning attitude that led her to propose that all the parts be made of cheaper cast iron.

The big ideas last year ranged from a commonsense proposal, like Mrs. Davis' suggestion, to the highly technical one thought up by three employees of the Federal Aviation Agency. They worked out a new and improved technique for flight-checking the accuracy of the "beams" that guide a pilot on his final approach to a landing at the airport -- one of the most critical periods in the operation of an aircraft. The employees -- Allen Morrissey, Julien Bouvier, and Orien Farris -- received \$1,175 for their suggestion which will save an estimated \$547,000 in flying costs and equipment.

Mr. Farris' approach to suggestion-making pretty well summarizes the views of many of the big award winners we questioned. On the basis of his experience both as a suggester and as an evaluator of other people's suggestions, he advised this 4-point approach:

"(1) Be concise in describing the proposal, what it is intended to do, how it could be applied, its costs, and benefits to be derived from its adoption. (2) Remember, that by

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

(Continued)

PERSONNEL AND TRAINING DIVISION

means of the suggestion you have something to sell and that can be accomplished only if you make your presentation clearly and concisely so that the buyer can see the advantages and want to buy. (3) After preparing the presentation, study it from the viewpoint of the recipient. Ask yourself the question, "Would I approve this suggestion?" Unless you can honestly say yes, based on what you have written, you should revise the suggestion so that you can answer that question with an unqualified yes. (4) Discuss it with your supervisors and get their reaction. They may know that it has been previously tried and found deficient or they may be able to suggest improvements in the presenta-

tion that will make it more acceptable."

To sum up, the suggestions that paid off big last year were the ones that were aimed at making significant improvements in operations where the suggester was the day-to-day expert. They were the ones that reduced man-hours or cut the cost of supplies, equipment, or paperwork to a substantial degree. They were also the ones that were thoroughly thought out, clearly described, and checked out with supervisors or other specialists before submission. They were the kind of practical ideas that cost-conscious managers welcome because they bring the greatest return to the Government, as well as to the employee.

RECOGNITION



CASH



SATISFACTION



IF YOUR SUGGESTION IS ADOPTED, YOU'LL GET ALL 3

IF YOU WERE THE BOSS, WHAT WOULD YOU DO?

SUGGEST IT NOW!



Rex Fowler, controller/host at the Dedication and Open House of the Atlanta ARTC Center, presents to Jeffrey Cofer the honorary Junior Air Route Traffic Controller's Certificate, which was so popular with the young people.

COVER PORTRAIT

JOHN M. HUNTER, Regional Counsel
Legal Division, Region Two

With the quiet dignity so admired in professional men, John M. "Jack" Hunter analytically pursues the business at hand in the Region Two Legal Division.

As Regional Counsel, Jack and his group of attorneys and secretaries handle the legal affairs arising out of the activities of all operating programs within the Region and others as directed by the Administrator.

Graduating from Harvard in 1931 with a B.S. degree and from George Washington University with his law degree in 1940, Jack began his career in aviation law.

From 1936 to 1945, in Washington he held various positions in airport legal work in the CAA and predecessor agencies. From 1945 to '48 he was Director, Airport Requirements Service in the CAA's Office of Airports, and from '48 to '58 he was Chief, Airport Division, General Counsel's Office for the FAA in Washington.

From this last position Jack came to Region Two as head of the legal

organization here. He's been in Fort Worth about 2½ years.

Jack's distinguished legal career is highlighted by such things as having written numerous articles on airport law, including a Duke University law review article on "Conflicting Interests of Airport Owner and Nearby Property Owners". He also contributed to drafting the Federal Airport Act and the model state airport zoning enabling act.

Realizing that the North and South should be brought closer together, Jack (from Pennsylvania) married Mary McNinch of North Carolina. Interestingly, their son, Jack, Jr., plans to marry Miss Judith Mackenzie just before Christmas. Since Jack, Jr., a senior at the University of Kansas City, is marrying the daughter of Region Three's Chief of the FS Operations Branch, he too is uniting two areas together through marriage.

Golf, contract bridge, and grass mowing are Jack's recreation.

He's a great guy doing a great job as our Regional Counsel!



JOHN M. HUNTER, REGIONAL COUNSEL

Legal Division. — Region Two