

FAA

REGION TWO

SCANNER

Library
Federal Aviation Agency
Alaskan Region

JANUARY-FEBRUARY 1961

FAA FIELD SURVEY CHIEF MC INNIS
AIRBOATS DEEP INTO FLORIDA
EVERGLADES TO SELECT SITE FOR
NEW-TYPE HIGH-POWERED NAVAID.

...see page 25...



FAA REGION TWO

S C A N N E R

Volume 4

Issue 1

JANUARY 1960

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

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

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

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REGIONAL MANAGER'S PAGE

It is thought that, at the beginning of this new year, a capsule restatement of the brief history of our Agency, its achievements, and its challenges for the future would be most appropriate. Consequently, below is reprinted the excellent Forward to a new publication prepared by the Office of Public Affairs. The publication is entitled, "The Federal Aviation Agency".

On August 23, 1958, following a tragic series of mid-air collisions, the President of the United States affixed his signature to the Federal Aviation Act of 1958 and cut the Gordian knot of boards, committees, divided responsibilities and overlapping jurisdictions which had been hampering aviation progress in this country. On that date the Federal Aviation Agency, a new and independent unit of Government was created and made responsible for the safety and progress of aviation in this country. Thus, at long last, there was a focal point, not alone for the development of major policies bearing upon civil aviation, but also for the long-range plans to implement those policies. Also, for the first time in history, the essential management functions necessary to support the needs of civil and military aviation for a common system of traffic control were centered in a single authority.

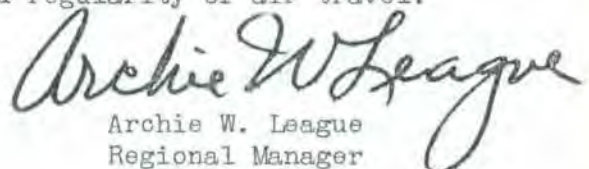
On the final day of that year, December 31, 1958, the FAA began to operate. Brought together were the 20-year-old Civil Aeronautics Administration, the year-old Airways Modernization Board, and that part of the Civil Aeronautics Board charged with the rules of safety. From these elements an organization was welded. Old policies were studied and revised. New policies were framed and plans made to meet the current and future needs of America's expanding aviation.

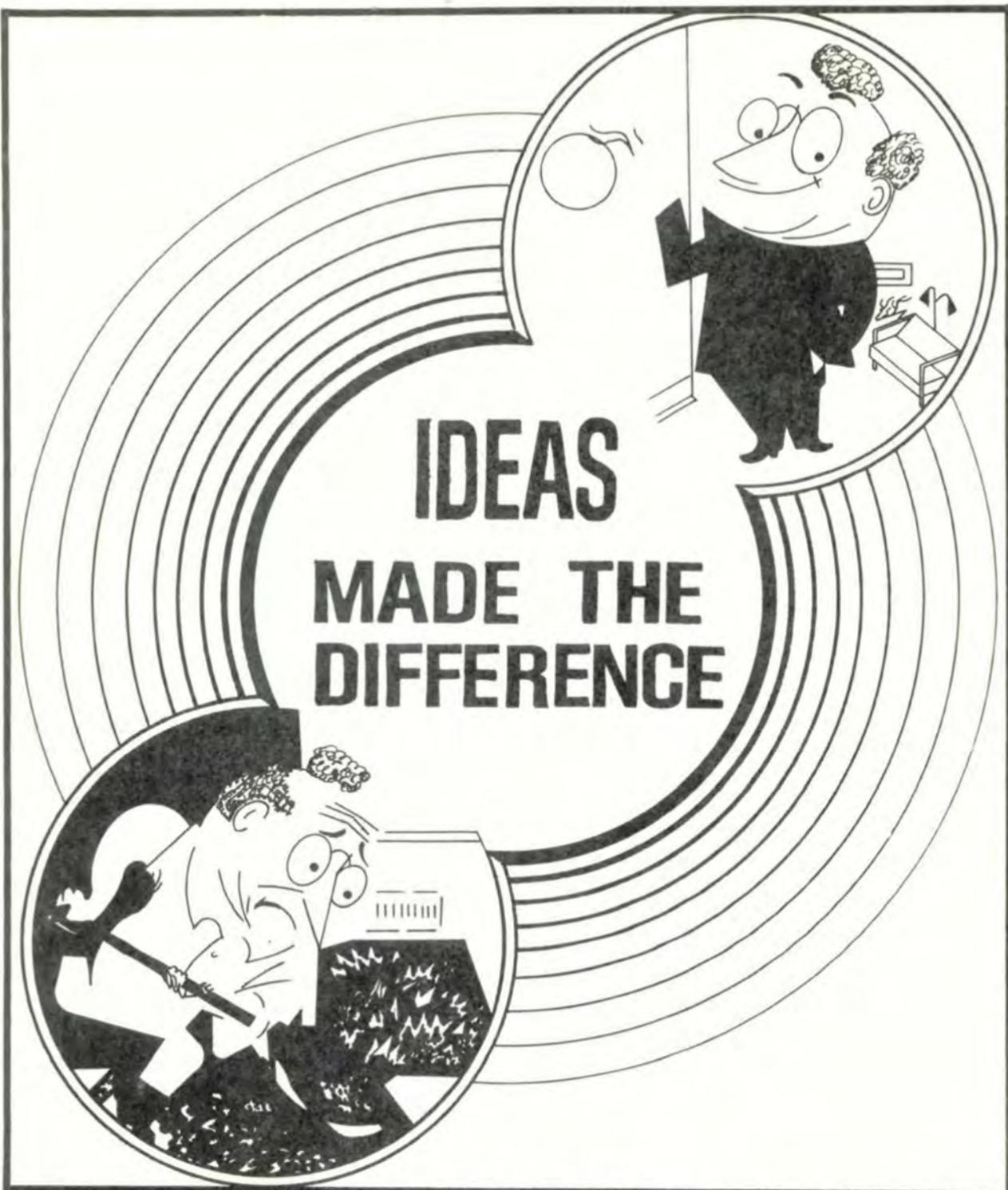
The immediate problems confronting the FAA were the overworked air traffic control system and the diminishing airspace. In traffic control a coordinated program of research and development was lacking, and in the airspace

there was lacking a common system of navigation and control which could be used effectively by both civil and military aircraft. Compounding these difficulties was an extremely touchy situation: in the course of any ordinary day, there was likely to be from 8,000 to 15,000 planes aloft at any one time--airline, private, military and business--not spaced evenly over our three million square miles of sky, but concentrated around cities and along the Federal Airways. All had a right to be there.

After FAA's first two years the airways modernization program has advanced tremendously. The foundation has been laid for the development of an efficient, dependable and flexible system of air traffic management. New electronic equipment is being delivered and installed almost daily, and personnel are being trained to use it. The capacity to exercise control of air traffic in congested areas has been vastly increased and substantial progress made toward perfection of an automatic data processing system for traffic control. Also, the legitimate claims of airspace users are being fairly met to the maximum extent possible.

The scope of FAA's responsibilities is worldwide. It involves all of the United States and its possessions, and touches upon the international areas in which our flag carriers operate. FAA's activities are unceasing. Twenty-four hours every day, 356 days every year, the Federal Aviation Agency provides the essential services for the safety and regularity of air travel.


Archie W. League
Regional Manager



**IDEAS
MADE THE
DIFFERENCE**

NOTHING IS PERFECT

WHAT IMPROVEMENT IN METHODS.
MATERIAL OR EQUIPMENT CAN YOU
SUGGEST ?

PERSONNEL AND TRAINING DIVISION

COURTESY WHILE DRIVING GOVERNMENT VEHICLES

The following article was submitted in an employee suggestion by Mrs. Jackie H. Stockard. We felt it was worth passing on.

"Persons driving Government vehicles sometimes do not realize the importance of being even more courteous in a Government vehicle than they would in driving their own private cars. If they realized that the reputation of the Agency they represent is at stake, they would naturally do everything in their power to be courteous, thereby creating good will toward everyone involved.

If persons driving G.I. vehicles were as courteous on the city streets as they are on the reservation, just look how much easier, safer, and more pleasant driving would be for each citizen. It is just as important for a G.I. vehicle driver to be courteous as it is for a person to be courteous when answering the telephone, because the person answering the telephone or driving the G.I. vehicle is an ambassador of good will or bad will, whichever way he prefers.

If employees driving G.I. vehicles would use just 'plain common courtesy' in the manner in which they drive and act, the drivers would be repaid in kindness and consideration by other drivers. In addition to this, drivers of Government vehicles represent the Agency for which they work and make some kind of an impression on the general

public. Whether this is a good or bad impression depends on the individual himself. We represent our Agency (and the whole Government) by the way we conduct ourselves whether walking, talking, or driving. Let's all generate good will wherever possible instead of letting one little incident make a bad impression on the Government as a whole."

If this is the impression that one of our people gets from observing Government drivers' habits, what must the public think? Let's be more conscious of our actions as public servants.

* * * * *

WHY A COMPETITIVE (MERIT) CIVIL SERVICE IN THE FEDERAL GOVERNMENT?

Modern Government needs a continuing supply of competent manpower to provide the many services required by the American people. This is the why of the competitive civil service --the best system yet devised to assure the American people that the affairs of their Government will be conducted without interruption--day in and day out--by competent employees.

Let's take a closer look at the words "without interruption." There was a time when most Government workers got their jobs through political influence. Then, when the opposing party won control of the Government, many of these employees were thrown out of office to create vacancies to be filled by the party in power. This was called the spoils system, and was based on the

Why not get in on the Suggestion Program? You never can tell - you might have some very good ideas that might prove very remunerative to you, as well as useful to others!

(continued)

PERSONNEL AND TRAINING DIVISION

claim that "to the victor belong the spoils." Consider the waste and inefficiency caused by such a wholesale turnover of Government personnel.

Let's also look at "competent employees." Back in the days when most Government employees were politically appointed, the appointing officers weren't always concerned with the qualifications of those they hired. They were primarily interested in paying off political debts, and public office was regarded as a neat way of doing it. Naturally the quality of the public service--as well as that of the public servant--was not as high as it could have been.

It is difficult to understand how the Government managed to survive ordeals such as a shift in party control. After every election, hordes of job-seekers swarmed into Washington and camped on the grounds of the Capitol and the White House. In fact, Abraham Lincoln once remarked while ill with smallpox in the White House, "Tell the office-seekers to come at once, for now I have something I can give to all of them." In a more serious vein, he also said, "I am afraid this thing is going to ruin republican government."

As evidenced by the above quotations alone, the need for a competitive civil service (a merit system) was alarming and many reformers set out to get it established. They tried to convince the American people that our Government, in order to serve the best interests of the public, must be staffed with

qualified citizens selected on the basis of merit and ability without regard to politics, and not turned out of office because of election results. This was the "why" of a competitive civil service in the early days of the reform movement. The same holds true today.

* * * * *

CONCERNING RETIREMENT

If you are planning to retire anytime in the near future you will be interested in a recent change in the Retirement Act. In the past, annuities did not begin until the first of the month following the month in which the employee was separated from the rolls or the month in which his pay stopped. To avoid a gap between termination of salary and beginning of annuity optional retirements were made effective the last day of a month, and in the case of disability retirements it was the practice to carry an employee in a leave status (annual leave if sick leave had expired) to the end of the month in which approval of disability retirement was received. This change will especially work to the advantage of employees retiring on disability who formerly would have been using annual leave for which they could receive lump-sum payment upon separation in order to bridge the gap between the date approval is received and the last day of the month.

* * * * *

Epitaph for the tombstone of a cool musician: "Man, this cat is really gone."

SUGGESTION AWARD

Pat Bode, Chief of the Processing Section, received an award of \$40 and a Certificate of Commendation for her suggestion concerning the IBM personnel reporting system. When this system was originated, each Region was left to its own devices in setting up procedures. Pat described in her suggestion the procedures which she had set up, the suggestion was forwarded to the other Regions, and they adopted many of her ideas. In the photo on the right, D. G. Schuler, Asst. Regional Manager, presents Pat with the award. Creative thinking pays off. Congratulations, Pat!



* * * * *



Outstanding Performance Ratings along with Sustained Superior Performance Awards were received by personnel in the Budget, Accounting, and Audit Divisions. Those receiving awards are shown in above photo L to R seated, Mary Elizabeth Smith, Ruth Altfather, Maryhelon Cox, Margaret Maidic, Marie Reed, Beatrice Taylor, and Henry Wright standing second from right. Standing in background R to L, Archie W. League, Region Two's Manager along with S. S. Tucker, L. B. McAmis, and J. B. Thornton made the presentations.

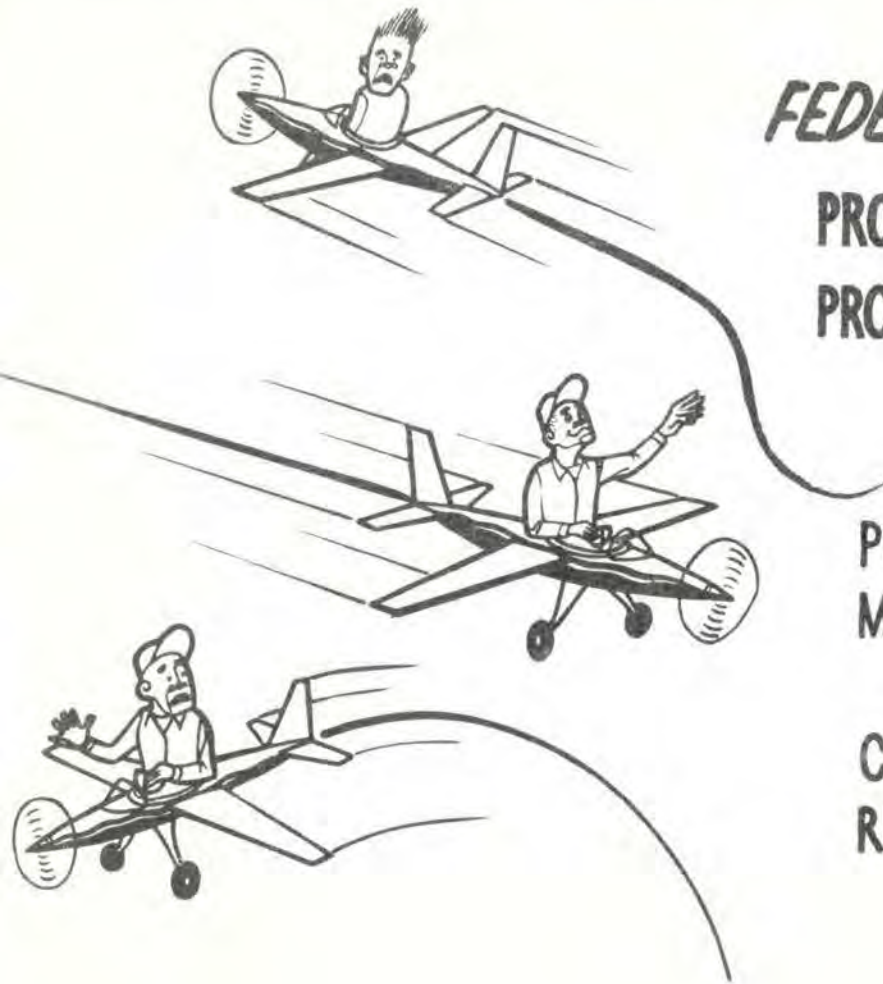
PERSONNEL CHANGES

There have been a number of changes in the staff of the Legal Division during the last few months. These included the transfers of attorney Bob Chalfonte and his secretary, Frances Welch, the former to the Office of the General Counsel in Washington and the latter to the Fort Worth office of CAB. While these two transfers were serious losses for the Division, the office has also had five additions, all of them notable gains. They include

two attorneys, one of whom, Ray Tyler, transferred from Washington to serve as principal assistant to the Regional Counsel, and the other Fred Woodlock, transferred to the FAA from the office of the United States Attorney in Fort Worth, where, as Assistant U. S. Attorney, he had handled all Federal land condemnation proceedings in this area. The other three additions are Peggy Huffman, Madge Tatum and Maxine Parnell, all of whom have already done much to make their presence felt--to the benefit of the office.

* * * * *

ENFORCEMENT



**FEDERAL AVIATION ACT
PROTECTS PILOTS' RIGHTS
PROVIDES NUMEROUS APPEALS**

**PROCEDURES ELIMINATE
MANY VIOLATION CHARGES**

**CAB AND COURTS
REVIEW FAA ACTIONS**

BUDGET DIVISION

In continuation of our effort to stress the individuality of our personnel, we wish this month to recognize the second in command, E. B. (Mac) McCoy.

As Supervising Budget Analyst, Mac is best described as the proverbial optimist. He always seems to be looking at the world through rose colored glasses, always sees a ray of sunshine during the darkest storm, etc. When someone starts quoting figures fast and furious over the phone and his pencil lead breaks, or he runs a two page column of figures on the adding machine and looks up to note the total and had run out of tape five minutes previously, even when the very foundations seem to be crumbling under him, he still manages to greet everyone with a cheery smile. We laughingly say that when Mac goes down that last six feet, he'll still be smiling. (Food for thought?)

Mac is tolerant of your most peculiar words and deeds, patient beyond normal endurance, and deeply compassionate of your every wound, whether actually inflicted or merely a figment of the imagination. He radiates the "big brother" attitude - tell me your troubles and get it off your chest, you'll feel better. (And you do!)

His clear, pale blue eyes are one of the first things you notice when meeting Mac, and they express more than he ever could by speech. On the very few occasions when we have witnessed his patience go beyond the breaking point, and his feathers are really ruffled, those eyes snap like a basket full of lighted fire crackers on the Fourth of July. Then he takes a deep breath, smiles, and all is right with the world again.

We would like, in this instance, to deviate from our preconceived rule of not mentioning the families of our people, simply because the delight and exuberance Mac takes in his offspring is a joy to behold. The sun rises and sets on this 3½ year old son and to hear McCoy tell it, he's the most intelligent, cheerful, amusing, precocious, versatile, intuitive, infallible and (to sum it all up) just plain cute child that ever drew a breath. (Now, how 'bout that?)

Mac, like most of the male species, is sports minded. He caters mainly to the art of fishing, however, and must really love it. Anyone that can sit for hours in a metal boat, on a cold windy day, in drizzling rain to boot, has to love it. Course, fishing isn't the only sport that can bring Mac out into the weather - he has been seen any number of times sitting in a football stadium with the temperature standing at a very cold 18° above, the wind blowing at 20 miles per and rain just a peppering down. (That's fun?)

Then too, we think Mac hasn't been given full credit - he's really the inventor of the "Do It Yourself" craze. He's the type that spends all day Saturday, ruins his clothes, and loses his religion changing the spark plugs and points in his car, and then ends up taking it to a garage to see why it isn't running right. (And we wonder why labor costs are so high?)

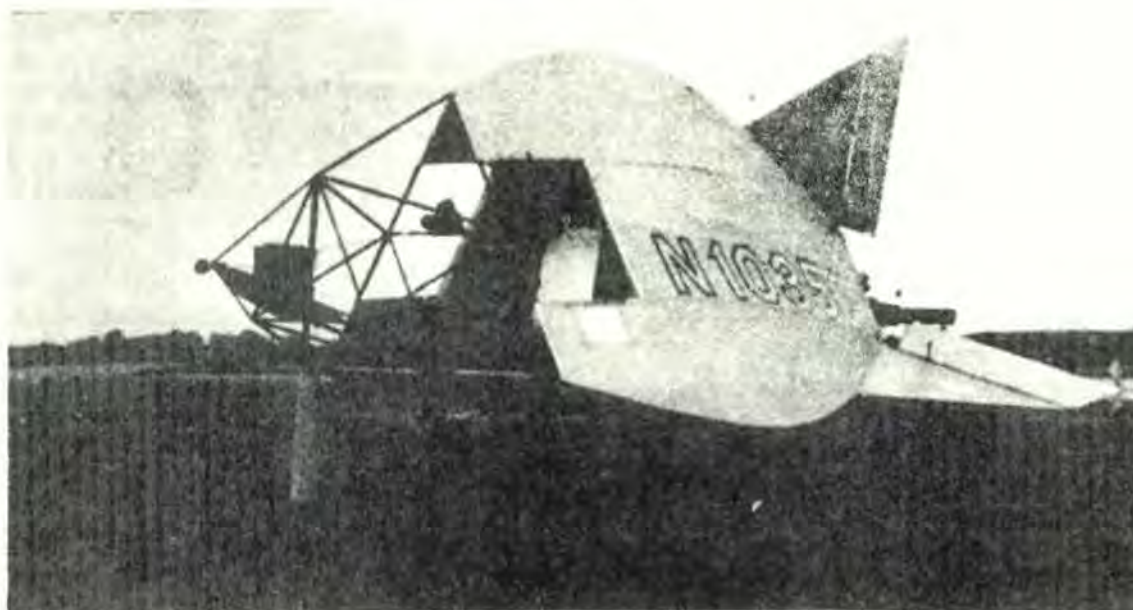
That's our boy - "The Real McCoy"!

* * * * *

There are three modes of bearing the ills of life: by indifference, which is the most common; by philosophy, which is the most ostentatious; and by religion, which is the most effectual.

* * * * *

Big shots are only little shots who keep shooting...Talk less, think more...Every time you speak, your mind is on parade!



WINGLESS WONDER

Irving engineer Chet Haig, who has been building a wingless vehicle in his backyard at 2809 Brockbank the past 2½ years, is ready to put the flymobile through taxi tests at the Denton airport within the next two weeks. The motor requires 10 hours running time before he can fly it. Haig doesn't call it an auto or a plane. His most-used term for the vehicle is "Charlie".

By Helen Hadsell (Courtesy of the
Daily News Texan, Irving, Texas)

A backyard project of Chet Haig's which was built at his home at 2809 Brockbank was transferred to the Denton Airport several weeks ago, and the craft will be ready for taxi tests within two weeks.

Haig calls it a "Charlie," although it has been referred to as a wingless vehicle and roadable airplane.

"It may look like a tent and have no wings, but that doesn't mean it won't fly," said Haig, a 43-year-old engineer who formerly worked for Bell Aircraft but quit his work to devote full time to the flying automobile in July of this year.

"This may be the weirdest-looking machine ever to defy the law of gravity," Haig said.

It is shaped something like a giant pup-tent mounted on an airplane's tricycle landing gear. But it has no wings.

"The whole body is a lifting surface," the designer said. In other words, air moving over the body of the vehicle will provide lift—just as air moving over an airplane's wings produces lift.

The fact that nobody has ever flown an airplane—or an automobile shaped that way doesn't disturb Haig in the least. He built a small model of this type and in test flights its performance was surprisingly good, he said.

He has worked on the vehicle in his backyard workshop for the past two and one half years.

The front section is of clear plastic for good visibility from the pilot's seat. A 30-horsepower engine will drive a pusher-type propeller at the rear of the craft.

A licensed pilot, Haig says he has no doubt that the 300-pound craft will fly when he's through working on it. "The main problem won't be making it fly but keeping it on the ground when it's being driven like a car," he said.

This is Haig's second try in the field of flying autos. Five years ago when he was living in Buffalo, N.Y. he tried, unsuccessfully to start a firm which would build cars with folding wings. Because nobody wanted to buy stock in the company, it and the aerial autos never got off the ground.

Later he decided that airborne autos might be more acceptable without the troublesome folding wings.

"Charlie," his new design, should be able to take off at 30 miles per hour with about a 300-foot run. It should fly at 110 miles per hour and get 25 miles to the gallon of gasoline. For conversion to an automobile the pilot would move a lever locking the rudder and elevators and lowering the nose of the craft slightly on its strut.

If the craft is successful in test flights, Haig thinks he might get financial backing to produce an all-metal, four-seat version.

The production version would have a small piston engine for use on the ground and a lightweight jet engine to drive it through the air at 250 miles per hour. It could probably retail for about \$12,000, he believes.

But all that will have to wait until Haig finishes work on the prototype and then takes it up for a flight test.

Haig formed a corporation on Dec. 1 of this year called The Astronautics Development Corp. In its present state of organization the management of the corporation is limited and comprises the following individuals: president and general manager (full time) Chester Haig; Mrs. Gloria Haig, secretary; Charles Coulter, Arlington, management consultant and Donald Mopsik, Irving, counsel.

The Haigs have three daughters, Leslie, 4, Sidney, 2½, and Barrie, 9 months. When the weather is nice the family accompanies Haig on his trips to Denton to work on the craft. Mrs. Haig said, "I have all the confidence in the world in Chet's flymobile. We have so many neighbors and friends that have expressed interest by coming over and helping on the project. Several weeks ago C.P. Van Horn towed the Flymobile to Denton for Chet."

Haig concluded the interview by saying, "A lot of application is offered with this basic type machine and I'll be here to prove, then dramatize a point that wingless vehicles can fly."

Howard Core, Manufacturing Inspector of the Engineering and Manufacturing Branch has received an application for an FAA experimental certificate for Mr. Haig's aircraft.



It isn't your position that makes you happy or unhappy - it's your DISposition.

FLIGHT STANDARDS DIVISION

WHO'S WHO AGAIN

This time it's Clarence B. Seidel, Supervising Inspector of the Charlotte, N. C. General Aviation District Office.

He was born and educated in Akron, Ohio, but moved to Chicago in 1929 where his interest in flying started. His first instruction was in March, 1929, on an American Eagle Biplane powered with the famous OX-5 engine. That was in the days when much preliminary work prior to each flight had to be done, such as clearing away the snow from in front of the hangar, testing the firmness of the sod on the field, oiling rocker arms, cleaning out carburetor wells, pre-heating the oil and water, and after she was turning over smoothly, checking to see that there were no leaks.

He continued flying regularly and during the ensuing years became affiliated with a local fixed base operation as Assistant Manager. In this capacity he was a flight instructor, sightseeing pilot, charter pilot, aircraft salesman, good will ambassador, spieler and any other activity required from fixed base operation.

In March, 1941, he entered on duty with the Civil Aeronautics Administration, Department of Commerce, as an Assistant Aeronautical Inspector. After indoctrination training in Washington, he was assigned to the Atlanta, Georgia, General Inspection Office where he served in all phases of general aviation, with emphasis on CPTP and then WTS flight training during the war years. Just prior to termination of this training program, he was resident Inspector-in-Charge of an XC course in Atlanta which graduated a class of forty trainees every eight weeks.

March 1, 1945, he was transferred to Columbia, S. C. as Senior Aeronautical Inspector, then back to Atlanta in February 1946, and in September 1948, was made District Office Coordinator of the Atlanta District which comprised both Air Carrier and General Operations and Maintenance. He was designated Supervising Inspector of the Atlanta office in October, 1949, and in July 1951, was moved to the Regional Office, Region 2, Atlanta, Georgia, where he assumed the duties of Chief, Airman Standards Branch for the entire region.

When the regions were consolidated in July, 1953, Seidel was transferred to Tampa, Florida, as Supervising Inspector; however, his stay in Tampa was short. He was again moved to Miami in October 1953, as Supervising Inspector of the General Safety District Office which position he occupied until November 1959, when he was transferred to Charlotte, N. C. to his present position.

He currently holds an Airline Transport Pilot certificate with ratings in single and multi-engine land and sea aircraft, a Flight Instructor certificate and an A&E mechanic certificate. His memberships include the QB's, the OX5 Club of America, Greater Miami Aviation Association and Veteran Pilots Association.

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Management Efficiency Expert: "I fear you are ignoring our efficiency system."

Technician: "Perhaps, but somebody has to get the work done."



The photo above shows a section occupied by Region Two FAA personnel and their families when they attended the Shrine Circus. The FAA Club sponsors many projects of this type by buying a group of tickets and selling them at reduced prices to Club members.



Sue Meeks of Audit Services, left, and Constance Barrett of the Accounting Division, study a Christmas manger scene which Louis Holmes, Accounting Division, arranged in the back of his car. Holmes has arranged a similar display in his car for the last four years and many Region Two FAA employees have enjoyed seeing it.

FAA GIVES FASTER SERVICE IN CERTIFYING MODIFIED AIRCRAFT

A new five-point program of cooperation with the aviation industry to speed up the certification of modified aircraft has been adopted by the FAA.

Modified aircraft, which are widely used in business aviation, are planes later changed in important characteristics to fit them for other uses or other customers. When such changes are made, FAA may require additional inspection and testing to insure safety, and issues a supplemental type certificate. In the past four years nearly 3,500 such certificates have been issued, and the practice of modification continues at an increasing rate. Last year, for instance, 983 supplemental type certificates were issued as compared with 495 in 1957.

The new program was established by FAA after consultation with representatives of several of the principal aircraft manufacturers, repair stations and corporate owners. It will include the following steps:

1. An improved system for the dissemination of data and information between FAA regions in which modification firms are located will be put into effect.
2. Increased authority may be given industry facilities by FAA in a new rating, "Approved Modification Station."
3. Both FAA and the industry will work on improved guides for FAA field personnel to produce more rapid and uniform approval of changes.
4. The industry will consider drafting and proposing to FAA a new part of the CAR's pertaining to large aircraft used for business purposes.
5. The industry agreed to advance planning in modification operations in order to give FAA sufficient warning of peak workloads, particularly when adequate scheduling of required tests must be arranged.

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FAA LIBERALIZES ITS APPLICATION OF COLOR VISION REQUIREMENTS

The FAA has liberalized its application of color vision requirements for airman applicants for commercial pilot (Class 2) and student and private pilot (Class 3) medical certificates. The action, which eliminates the "practical signal light test", will result in unlimited certification of some applicants who previously had not met the requirements.

Under the reinterpretation of the color vision standards, a lower passing score has been adopted for each of the six established color vision tests which are used by FAA to determine if applicants can distinguish the aviation signal colors--red, green and white. Applicants take only one of the six tests.

An applicant who fails to make a passing score on the test may be issued a limited medical certificate if he meets the other physical standards. As an alternative, he may request a medical flight test by the Regional Flight Surgeon to determine his ability to safely exercise the privileges of his medical certificate. If he establishes this ability, he may be issued an unlimited medical certificate.

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FAA ASKS AIRPORT OPERATIONS TO SEEK LOWER AIR TRIP INSURANCE RATES

FAA Administrator E. R. Quesada recently hailed the inauguration of the lowest air trip insurance rates in the country at Washington National Airport as an invitation to the rest of the Nation's airport operators to see whether similar reductions can be obtained for their air travellers.

The FAA long ago realized that air travel insurance rates could be considerably lower in terms of the true risk involved. Actually, the record of safety in air travel is extremely good and readily predictable on an actuarial basis.

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FAA APPROVES ENGINEERING ON ELECTRA MODIFICATION

Approval of the engineering data upon which the Lockheed Electra modification is based has been given the manufacturer by the FAA.

Flight testing of a modified Electra will continue.

Modifications of the Electra include re-design and strengthening of certain wing structure and the nacelle structure that encloses the engines. Upon completion of the modification program and testing of the first modified airplane, the speed restriction on the aircraft now in service will be removed, and an amended airworthiness certificate given the airplane. Cruising speed is now restricted to 259 miles per hour.

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NINE LONG RANGE RADARS TO BE ADDED TO FAA TRAFFIC SYSTEM

Nine additional long range radars have been ordered by the FAA to increase the capability of its air traffic control system for handling heavy en route air traffic.

The new radars will bring the total of FAA long range radars to 52. In addition, FAA uses radar information from 12 military long range radar installations for air traffic control.

Improvements in electronic components, particularly the use of power tubes called amplitrons, have increased the range and performance of the equipment. With the amplitrons the range of the new radars will be 200 miles on transport type aircraft. At a shorter range, the radar will be able to track aircraft up to 60,000 feet in altitude.

The new radars will be equipped with circular polarization which will increase the ability of the ARSR-2 to detect and track aircraft in rain and snow.

An improved moving target indicator system is incorporated in the radars.

The moving target-indicator (MTI) makes moving targets easier to detect on the scope by drastically reducing the shielding effect of fixed objects such as buildings.

The radars will be equipped with a video mapper which will superimpose an electronic map of ground areas under specific air routes to assist controllers to pinpoint targets.

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FAA's NEW FLIGHT CHECKING PLANE AND EQUIPMENT SHOWN

New, airborne, electronic equipment for checking air navigation aids, developed by the FAA and the AIL Division of Cutler-Hammer, Inc., was demonstrated recently.

Installed in the first of five FAA Convair 440 flight check aircraft, the complex electronic system, weighing about 5,000 pounds and called SAFI, Semi Automatic Flight Inspection, will perform fast, accurate flight checks as the planes are flown in a grid pattern that covers the whole U. S.

In flight, the signals from ground-based aids such as the VOR radio range, Distance Measuring Equipment and the new VORTAC ranges are received on 26 separate receivers and recorded on magnetic tape in the plane. Gross errors are detected during flight, and the tape record later analyzed by a ground-based IBM 704 computer for discovery of more subtle errors or deviations of the transmitted signals.

Within four months the Convairs, flying at the 10,000 to 24,000-foot "intermediate" altitudes along the lines of the grid system, can effectively check every en route air navigation aid in the entire country. This contrasts with the present method of flying circles around and radial courses across the individual aids, a time-consuming and expensive operation. Thus, with increases in air navigation aids, more airplanes have been required.

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AIR TRAFFIC MANAGEMENT FIELD DIVISION NO. 2

DO YOU ACT-----

.....OR REACT?

The following article appeared in the Readers Digest and was condensed from The Chicago Daily News (Feb 5, 1960). It being the beginning of a new year, it is felt this article is a good thought provoker.....

I walked with my friend, a Quaker, to the newsstand the other night, and he bought a paper, thanking the newsie politely. The newsie didn't even acknowledge it.

"A sullen fellow, isn't he?" I commented.

"Oh, he's that way every night," shrugged my friend.

"Then why do you continue to be so polite to him?" I asked.

"Why not?" inquired my friend.

"Why should I let him decide how I'm going to act?"

As I thought about this incident later, it occurred to me that the important word was "act." My friend acts toward people; most of us react toward them.

He has a sense of inner balance which is lacking in most of us; he knows who he is, what he stands for, how he should behave. He refuses to return incivility for incivility, because then he would no longer be in command of his own conduct.

When we are enjoined in the Bible to return good for evil, we look upon this as a moral injunction--which it is. But it is also a psychological prescription for our emotional health.

Nobody is unhappier than the perpetual reactor. His center of emotional gravity is not rooted within

himself, where it belongs, but in the world outside him. His spiritual temperature is always being raised or lowered by the social climate around him, and he is a mere creature at the mercy of these elements.

Praise gives him a feeling of euphoria, which is false, because it does not last and it does not come from self-approval. Criticism depresses him more than it should, because it confirms his own secretly shaky opinion of himself. Snubs hurt him, and the merest suspicion of unpopularity in any quarter rouses him to bitterness.

A serenity of spirit cannot be achieved until we become the masters of our own actions and attitudes. To let another determine whether we shall be rude or gracious, elated or depressed, is to relinquish control over our own personalities, which is ultimately all we possess. The only true possession is self-possession.

IN MEMORIAM.....

On December 1st, Archie T. Hanson of the New Orleans Center, died unexpectedly. At the time of this writing cause of death was not determined.

On December 2nd, Wayne Woody of the Knoxville FSS died suddenly of a heart attack.

Congratulations and appreciation are added to that expressed by Mr. League in the successful participation in our Suggestion Program and upon being a recipient of an award. The recipients are: D.E.Bunch, HOU Twr; Alvin Hurt, SAT Cntr; Mary Chambers, ATL Ctr; and Richard Oglesby, MEM Twr.

It STILL Glitters!! There was a new rush for Alaska, but not for gold, when Waco ATFO personnel received the following dispatch advertising a position in Anchorage, Alaska: "POSITION AVAILABLE JANUARY 1961. 25 PERCENT NON-TAXABLE FEDERAL INCOME TAX PURPOSE. BASIC SALARY PLUS 25 PERCENT COST OF LOVING ALLOWANCE."

SWAN ISLAND

SKIN DIVING ENGINEERS

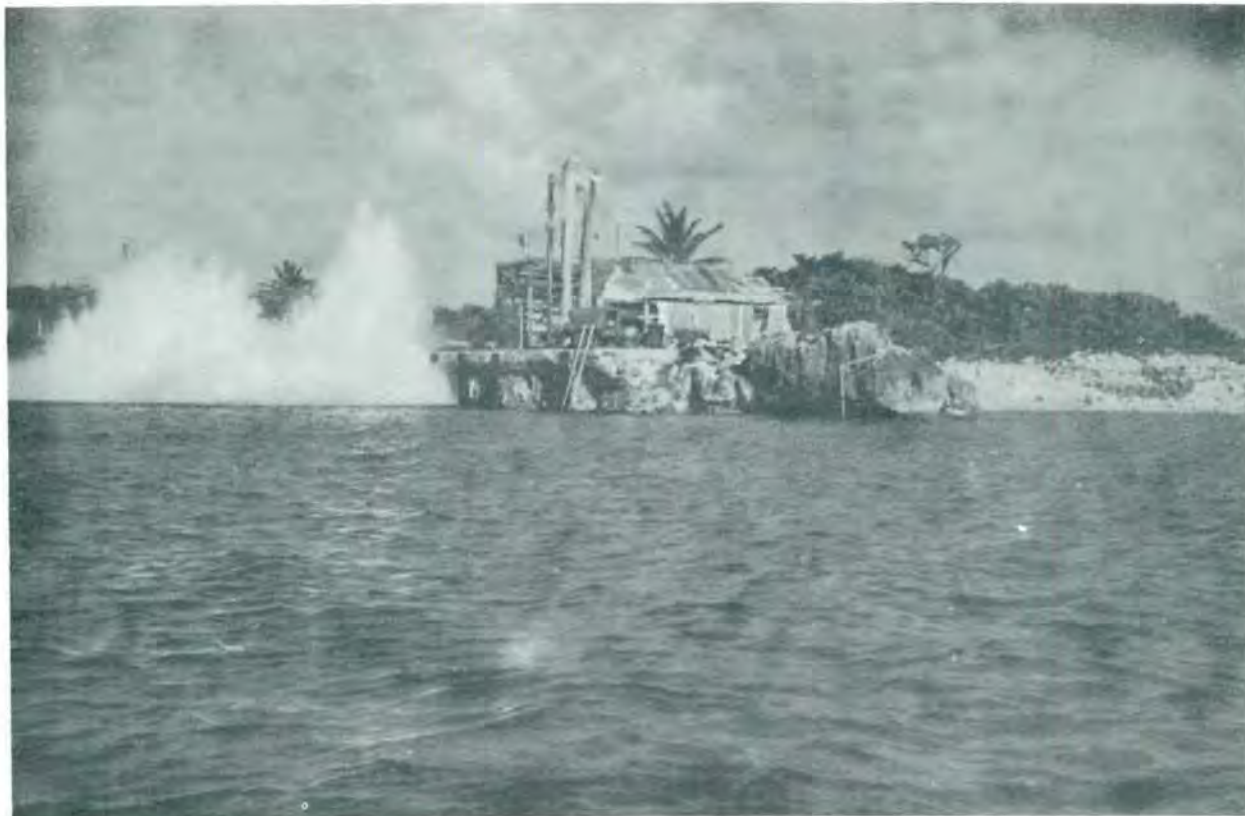
MERMEN

- C. R. Horan
- Curtis J. Lance

Plant Engineering Navids Unit - FM-2362 - has pushed out further into its offshore activities by using SCUBA for work at Swan Island. SCUBA (Self-Contained Underwater Breathing Apparatus) permits one to work under water for foundation inspection, drilling, blasting, and general work. SCUBA consists of tank, regulator with mouthpiece, face mask, and weight belt for holding one down. The larger one is, the more weight it usually takes. Curt Lance, weighing 250 lb, required six 3 lb lead weights to

keep his footing on the bottom; Charlie Engdahl required five 3 lb weights. These weights are threaded on a belt with a snap-away release so one can get rid of the belt immediately in case of emergency.

We used a single tank containing air at 2,000 lb pressure to start, which lasted about one hour. Generally, only air is used for normal depths; however, experiments and tests have been made with special aqua lungs using extra oxygen and/or helium for greater depths. The tanks are pumped



up by means of a high compression compressor equipped with charcoal and fabric filters for purifying the air and removing traces of water and oil. We arrived at Swan Island with too small a compressor and borrowed one from the Navy when available, but it was finally necessary to buy another and larger unit out of Miami. We used a single tank put on with a harness with ends fastened to release immediately, if necessary. The regulator is the actual breathing apparatus, clamped to the fitting on the tank. One type regulator has two tubes leading to the mouthpiece, with air entering over the right shoulder tube, exhausting out the left tube, and bubbling away from your head at the back. A single tube regulator, or "Nemrod Snark II," is also popular and exhausts directly from the mouthpiece. One has to get used to the bubbles rising along one side of his face.

This regulator also gives no warning of air exhaustion in the tank, and "powie" you are out of air and must get another source or come up immediately. It requires careful time check on the tank.

The double tube gives warning of air exhaustion by becoming harder to breathe as the pressure in the tank lowers. The latter is more popular at this time and is generally used by frogmen, but the single tube is gaining popularity with pros, as it operates more positively, and you have less hose to puncture. With a little practice, one can exchange mouthpieces under water. This is necessary in case of trouble and one runs out of air and must breathe through another's tube. Sanitation is disregarded. The trick is to blow out the mouthpiece when you have little or no breath left and start breathing again. You must blow out the mouthpiece, as it fills with water when



passed to you. The face mask must fit properly, or it will leak water and give constant trouble. With a good mask, and as you become used to it, you can readily snort out excess water by pressing the top of the mask at any time. Swim fins, of course, are common. In fact, after one becomes familiar with fins, it feels like one loses the use of their legs, if they are without fins. It is important to get them long enough and have them fit your entire foot snugly.

Our first project was the harbor improvements at Swan Island. The work really began in the Hilton Hotel Fifth Floor Swimming Pool. There, John Stensland, Charles Engdahl, and your writers received a refresher course in the use of SCUBA. After successfully passing the course with high ratings, Charlie Engdahl and Curt Lance were off to Swan Island, or at least - so they thought.

The following is Lance's own description of their activities:

"When we arrived at Miami, Donna (hurricane) chased us out and followed us to Tampa, then to Melbourne, but finally we outwitted this gal by going back to Miami. After a number of days rounding up material, we finally made Swan. Incidentally, our trip to Swan in an Aero Commander had its highlights also. As we left Miami, and quite a ways out over the ocean, thunderstorms and poor radio reception forced us way off course, finally landing at Isle de Cozumel, Mexico, with the bare minimum of gasoline aboard. After refueling, we proceeded on to the questionable distinction of making the first night landing ever made at Swan Island.

"Not being able to wait until daylight, we went down to the dock to look over our situation. Let me tell you right here and now, this is where our journey nearly ended, for even standing high and dry on the dock, it gave us the horrors to see a 7 to 8 ft shark swim by. Next day, after screwing up our courage, we entered the water. You can well imagine we were all eyes on a swivel neck, remembering the previous night. However, this short trip was without incident, free of the finny denizens of the deep, barracudas, sharks, etc., which we referred to as 'spectators.' We then made plans on how to approach the dynamiting of outgrowth of coral and rocks, and the day was spent teaching a couple of natives the use of SCUBA. Harold (Bogus) Parchmon, our No. 1 boy, a native of Banacoco, Republic of Honduras, and Spencer, our No. 2 boy, a native of Georgetown, Grand Cayman, were exceedingly apt students and excellent swimmers, as all their lives were spent in and around the water. Bogus, No. 1, was capable of making dives to 7 or 8 fathoms unassisted, without even the use of a face glass or goggles. This is a real feat, you can be assured.

"After having the regular air compressor rebuilt for us by the Maintenance personnel on Swan, we began the underwater drilling of coral and rock in preparation for inserting dynamite and blasting these underwater obstructions. The purpose of our being at Swan Island was to improve the dock and area in order that boats could come alongside. This entailed the removal of coral growth and rocks from the harbor floor, thereby increasing the usable depth of water. The water depth was increased from 5½ ft to well over 7 ft at low tide. Drilling under water was an exceptionally mean job, as

escaping air and concussion from the hammering of our reciprocating rotary drill caused severe pounding, especially on one's ears and head. King size headaches were worn by us for (daze) days. Many odd, and to us, unusual experiences occurred. First a very small (1 inch or so) yellow and black striped fish continually swam about the drill as we were drilling. As soon as the drill was removed from our normally 3 ft hole and hole exposed, these little fish would dart to the bottom of it. Other times fish would swim by in both large and small schools. One type of the Jack family proved very curious as they would swarm in front of us, showing no fear whatsoever, and we would have to bat them out of the way like one does flies or mosquitoes so we could see what we were doing. One time while I was drilling, Charlie Engdahl just couldn't attract my attention in any other way, so he pounded me on the arm and frantically pointed and motioned to get OUT of the water and go topside. When we got up on the dock, I asked him what was wrong. He replied that he had made two passes at me and missed (distances in the water are very deceiving), but the third time I felt him. Engdahl said he saw a huge shape in the water, but didn't take time for a good look for Charlie felt that anything THAT big was not up to any good. This is one good example of why we always used the 'buddy' system and never entered the water alone. Of course, you have to have a buddy like I had, one that would not leave you on your own when the going gets dangerous.

"On our first blast we used approximately 30 sticks of 60% dynamite. As far as spectacular goes, it was a very

sad disappointment, as it barely raised the water. Inadvertently, a great number of fish were stunned, and many were collected by the natives. About 20 separate and distinct blasts were made with as many as 65 sticks of dynamite being used at one time. Broken coral and rocks were gathered off the bottom and put in half barrels; these were hauled up and unloaded. It is estimated that in excess of 50 cubic yards were removed from the floor of the harbor.

"There were days, after sighting sharks in the harbor, when we used shark chaser, with which we created a huge semicircle, and isolated the dock area in which we were working. Shark chaser is a copper derivative which, when applied to the water, turns it black. We used two different types of chaser or repellent. This, of course, is not a positive means of repelling sharks, as there is always 'that one' - the village idiot or lone wolf - which it does not affect, and he moves in on you.

"One entire Sunday was used by Charlie and me making hand-thrown harpoons. I, of course, kept mine all through our stay - reason, I never could hit any large fish with it. Charlie's just lasted one throw, for the very first time he struck with it, he hit a cho-cho (a ray about 5 or 6 ft across) and off went his harpoon, rope and all, as he failed to hold onto the rope. A very disgusted fellow, you may believe me. A number of cho-chos were caught; Frank Finger, ATDS at Miami, has a barb or stringer from one of them to prove it. It was a gift - he did not get stung. We had lobster feasts on the dock a few days - lobsters we had speared and then boiled right on the dock! Got five one day from a hole under the dock. Um-um-deelish!

FACILITIES AND MATERIEL FIELD DIVISION NO. 2

"Three weeks were spent improving this area. As much as 39 hours by each of us were spent under water

each week. Let me say - this is indeed a l - o - n - g bath!"



SICK LEAVE

How sad it is to see someone who has been working for years, and when hit by a serious accident or major illness of some kind, has no sick leave for needed time for hospitalization and recuperation. They have used this leave for minor illness, or just being lazy, or, worse still, unlawfully to extend annual leave with the fear that they might not get it if they don't use it as soon as it is available. What a shame!

There is another advantage in accumulating a backlog of leave. Supervisors generally look at an applicant's leave record when considering him or her for a new job, a promotion, or transfer. Who do you think a supervisor would give the first consideration, a person who had little or no sick leave with no record of a serious illness or injury, or a person who had a nice backlog of sick leave? Which one do you think would be the more responsible person, the one who would be a more conscientious and a more dependable worker?

Don't "fritter away" your sick leave, for you may have a dire need for it tomorrow. It is much better to have this health and accident insurance to give you a feeling of security and confidence, even if you never need it (and may we hope you never do), than to need it and realize you have wasted it!

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A PLEA

Let's all be on our toes for something interesting for THE SCANNER.

Someone in your area may have had experiences that would interest all of us. TELL US ABOUT THEM!

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NEWS FROM SAN JUAN

Commonwealth's Freshman skating party held at the Paradise Rink in November attracted more than 75 students from San Juan schools.

The rink management staged races with free passes and sodas going to the winners.

Guests were treated to a skating demonstration by C. E. (Pat) Henderson, a visiting FAA Engineer from Fort Worth, Texas.

The class netted a \$15 profit!

* * * * *

THINK!

If you had a bank that credited your account each morning with \$86,400, that carried no balance from day to day, allowed you to keep no cash in your account, and finally every evening cancelled whatever part of the amount you had failed to use during the day, what would you do?

Draw out every cent, of course!

Well, you have such a bank, and its name is "TIME." Every morning it credits you with 86,400 seconds. Every night it rules off, as lost, whatever of this you have failed to invest to good purpose.

It carries no balances; it allows no balances; it allows no overdrafts.

Each day the bank named "TIME" opens a new account with YOU. Each night it burns the records of the day. If you fail to use the day's deposits, the loss is yours. There is no going back. There is no drawing against tomorrow.

You must live in the present - on today's deposits. Invest it so as to get from it the utmost in health, happiness, and success!

* * * * *



Shown in photo left to right are John Hollen, Chief, Executive Planning Staff, Panama Canal Company; Archie W. League, FAA Region Two Manager; Michael J. Haile, Jr., FAA Region Two Materiel Branch Chief; Mary Healy, FAA Washington Administrative Services Division Chief; and Canal Zone Governor William A. Carter. The meeting was held during a recent visit to Panama by our Region Two Manager.



The largest of three FAA exhibits is shown in above photo. These FAA exhibits were recently received by our Regional Public Affairs Office, RM-205, for use of any of the Divisions or Field Offices in Region Two which may have need for or requests for such exhibits. Requests should be forwarded to RM-205 and records will be maintained for scheduling the exhibits.



A Radiological Monitors Class was conducted in Fort Worth, Texas, during the week of December 12-16, 1960. The class was made up of training engineers from 17 of Region Two's ATDO's, and 3 Air Traffic Control Specialists. The participants received intensive training in the effects of nuclear blasts and how to detect the presence of radioactive fallout with delicate detection instruments. The training is not only practical, but realistic since as a vital part of the course, highly radioactive isotopes of Cobalt 60 were scattered over a wide area and each trainee was required to search for them with a geiger counter. When the radioactive capsules were discovered, each student was required to use long tongs to place them in special 250-pound lead shielding containers. Archie W. League, Region Two Manager, presented Radiological Byproduct Certificates upon successful completion of the five-day course to the following:

Avant, Vernon E.	ATDO-7, Atlanta, Georgia
Blocker, Carnot, Jr.	ATDO-10, Nashville, Tennessee
Brown, Harold	ATDO-19, Midland, Texas
Chandler, James W.	ATDO-22, Waco, Texas
Elliot, Adams E.	ATDO-11, Memphis, Tennessee
Fairchild, S. P., Jr.	ATDO-8, Tallahassee, Florida
Field, J. A.	ATDO-2, Miami, Florida
Jordan, Max A.	ATDO-5, Raleigh, North Carolina
Kilman, John C.	FSS, Wink, Texas
Kolodzie, Stanley	ATDO-18, San Antonio, Texas
Johnson, F.W.	ATDO-12, Shreveport, Louisiana
Landers, Tom J.	ATDO-23, Fort Worth, Texas
Leatherbury, Lewis C.	ATDO-13, New Orleans, Louisiana
Mallory, K. T.	ATDO-21, Jacksonville, Florida
Miller, James R.	FSS, Galveston, Texas
Sietz, J. H.	ATDO-3, Orlando, Florida
Shelby, Virgil L.	ATDO-24, Jackson, Mississippi
Shuler, C. E.	ATDO-16, Oklahoma City, Oklahoma
Talafuse, C. W.	ATDO-17, Fort Worth, Texas
Yeats, M. S.	Tower, Fort Worth (Meacham), Texas

Cecil McInnis, Region Two Survey Party Chief in Miami area, is shown selecting a site for a new-type air navigation aid. To reach the site location, McInnis had to skim along the water through the dense Everglades southwest of Miami in one of the unusual "air boats" so popular in this remote section.

An air boat is a flat-bottomed small craft that is propelled along the water by air generated from an airplane-like wooden propeller. By half-flying, half-boating these practical little craft are able to penetrate the everglade marshland.

McInnis' unusual job is typical of the many strange circumstances that face FAA establishment personnel in their ceaseless struggle to "get the

job done". Yarns, hair-raising that they would make many adventure story magazines envious, are told so casually over coffee that they belie the hazards and hardships that these men live with daily.

The navigation aid that McInnis is shown siting is a new type...the first in Region Two and one of the first in the nation. Called a "consol" it is a high-powered, low frequency aid that sends its signal as far as 1800 miles into the Caribbean and toward Mexico. The device works differently from the standard non-directional low frequency range. By listening to a combination of dots and dashes sent out by the "consol", the pilot can determine his exact direction from the facility.

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COVER PORTRAIT
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E. J. ANDERSON, CHIEF
Personnel & Training Division, Region Two

E. J. (Andy) Anderson, Chief of Region Two's Personnel & Training Division, and his people conduct the personnel program for over 8500 Region Two employees. This includes hiring, promotion, transfer, and many other aspects of employment in which we are all most interested.

"Let's ask 'Andy' before we do it," is a comment heard frequently around the conference tables at Region Two Headquarters. His ability and judgment are respected throughout the Agency. He has a reputation for running one of the better Personnel "shops".

Anderson began his Government career as an interviewer for the Public and Private Welfare Agency in Sioux City, Iowa, in June 1938. He served as Associate State Director of Employment, Federal Works Agency in Lincoln, Nebraska, from 1939 until 1943. At that time "Andy" came to FAA/CAA at Kansas City, Mo., where he served as Asst. Personnel Officer in Region Three. Ex-

cept for the war years, he served in this capacity until he came to Region Two in 1947 as Personnel Officer.

During WW II, "Mr. A" served as a Naval Officer in the European Theatre of Operations. During this time, he has remarked, "I lived in everything from a bombed out basement to a palace." He participated in three major campaigns for which he was awarded three Bronze Stars.

Andy holds a BA Degree from Nebraska State College. He has studied Personnel Administration at both, University of Nebraska and Duke University. He was a member of Pi Gamma Mu and Alpha Kappa Delta.

Andy holds a commercial pilot certificate with instrument rating and likes fishing and camping, but says he seldom has time for these.

His first love is to see that "everything's going smooth and everybody's happy" for he's a great guy doing a first rate job.



E. J. ANDERSON

Chief, Personnel and Training Division Region Two