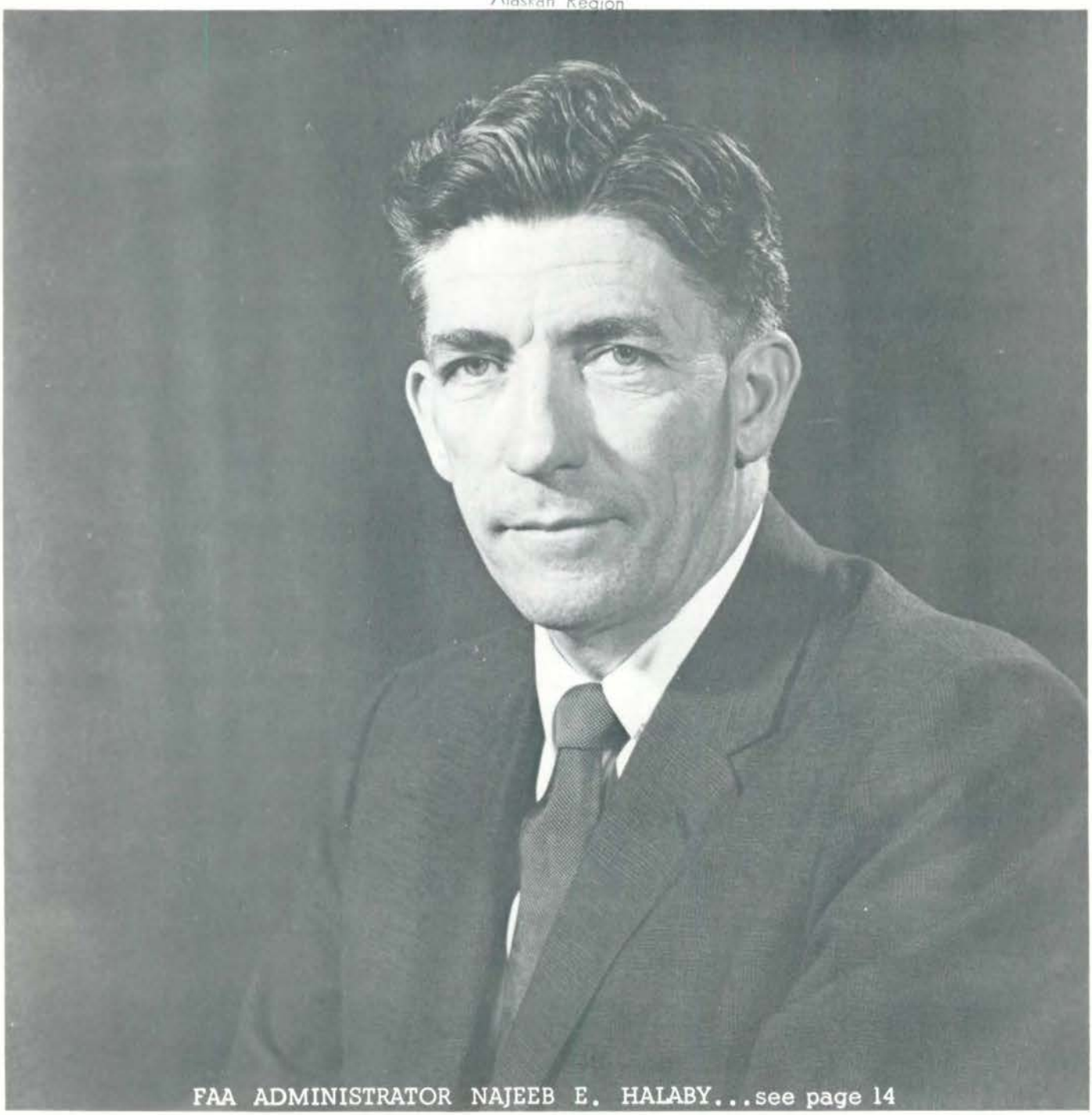
FAA SCANNER

REGION TWO

March 1961



FAA ADMINISTRATOR NAJEEB E. HALABY...see page 14

FAA REGION TWO

S C A N N E R

Volume 4 Issue 2

MARCH 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

On our front cover we introduce our new Administrator, Mr. Najeeb E. Halaby, and I know all of us extend him a hearty welcome and wish him every success in his pursuit of air safety.

In announcing the appointment of Mr. Halaby as our new Administrator, President Kennedy stated, "During the next few years one of the most challenging jobs in the federal service will be to minimize the perils of the air space and to go forward in developing the great prospects for aviation. We have looked for the best qualified and professionally competent man. We found him in Jeeb Halaby of Santa Monica. He reports directly to me and will be my principal aviation advisor and Administrator of the Federal Aviation Agency."

With this outstanding send-off for Mr. Halaby, the rest is up to us!

How can we in the Agency best serve him and, in serving him, help aviation realize its ambitions with public safety as its inseparable companion?

Our organization of highly competent and well informed people can and will, in every way possible, assist Mr. Halaby in carrying out the policies of the President as he interprets them. This implementation should be done expertly and with a cheerful enthusiasm that wants to see the job done.

Our FAA career staff knows the facts, possesses the technical skills with which to get things done, and is ready to make objective, informed judgments. This hard core of technical skills we offer the new Administrator to direct.

FAA people pride themselves on their ability to be responsive to changing programs and changing needs. In fact, we in the aviation business expect change. It is an essential condition of our work. We have prepared ourselves to draw on our experience to build successful bridges between the old and the new. One of our favorite sayings in the FAA is, "Stay flexible"! This sensitive responsiveness...this flexibility of mind is a trademark with us and we present the Administrator this most useful condition.

Many of our people have devoted most of their working lives to the Federal Aviation Agency and its predecessor organizations, fully cognizant of the mission at hand. We will be keenly attentive to Mr. Halaby's reactions and ideas about the Agency. We will do our best to respond quickly to his mature, skillful leadership.

Mr. Halaby's achievements will be our achievements and we want them to be many. We offer him our conscientiousness...our willingness to help him do the tremendous task ahead. Our best wishes and sincere hopes for a bright future we extend our new Administrator and we all say, "Welcome Aboard".

Archie W. League

Archie W. League
Regional Manager

AVIATION MEDICINE FIELD DIVISION NO. TWO

In accordance with instructions received from AM-1, effective immediately the Signal Light Test that has been used to waive deficient color vision for Class Two and Class Three applicants will be eliminated. This test will be replaced by the Medical Flight Test that has been used in the past for Class One aplicants only.

Signal Light Tests have customarily been authorized for a sixty day period. Many of these are currently in the hands of General Aviation District Offices, and should be honored until their regular expiration date. However, all practical tests authorized in the future will be Medical Flight Tests, and the authorization period will be ninety days.

Since the new test will require the applicant to fly, with the Inspector as a passenger, they will not be authorized by the Regional Flight Surgeon until the applicant has logged forty hours.

Shown below is an instruction sheet, Form ACA-1513b, which may be used as a guide by the Inspector when administering the test. Any necessary remarks may be recorded on a plain sheet of paper and attached to this form for record purposes.

Form ACA-1513b
(7-47)

FLIGHT TEST FOR WAIVER OF PHYSICAL REQUIREMENTS
COMMERCIAL GRADE

Defective Color Vision

The purpose of this flight test is to enable the formation of an estimate of the applicant's ability to perform under adverse as well as normal conditions; that is, to determine the applicant's "factor of safety" in carrying passengers for hire.

In some cases of color blindness the visual acuity rapidly decreases with decrease of visibility; therefore, where feasible, the applicant should be tested under marginal conditions such as twilight, haze, cloudiness, fogged glasses or toward the sun, noting in the report the condition or conditions under which the tests were given.

It is requested that the following tests be given: — Indicate whether Good, Satisfactory or Unsatisfactory

The prescribed test for a commercial certificate.

A. Ability to read aviation maps

(Test the applicant's ability to read the names printed in the various sized types, and to recognize the conventional markings on the several colors used on aviation maps.) _____

(On a map showing several colors (terrain) attached to a wall upside-down, have the applicant identify the several types of terrain from a distance of ten feet as pointed out by the Inspector.) _____

(Test ability to read aviation instruments, especially those with colored limitation marks.) _____

B. Recognition of emergency landing fields

(Applicant selects several emergency landing fields and describes the nature of the surface; that is, sod, stubble, plowed land or other; degree of roll or pitch if any, and how determined.) _____

C. Recognition of obstructions and signals

(Ditches, fences, terraces, low spots, rocks, stumps; special attention should be given to gray, tan or brown objects in green fields.) _____

(Conventional signal lights are now made to transmit light which can be recognized by a red-green blind person. The ability to interpret signal lights should nevertheless be tested. Colored panels or colored house roofs, unconventional lights should also be considered. _____

Give detailed information on the attached sheet.

As well as certificating more conventional airplanes and helicopters, and modifications to them, the FAA is just beginning to get into the development of very advanced designs, such as the turbo-fan cargo transport and the supersonic transport aircraft.

Concerning the latter, we have an unusual example of creativity by a versatile engineer in Fort Worth's Convair, a Division of General Dynamics, just "across town" from our Regional Office. In case you haven't heard, SST is an abbreviation for Super Sonic Transport, which you'll be hearing more about in months to come.

(To be sung to the tune of "Sentimental Journey")

Going to take a supersonic journey,
I'd like to fly at twice sound's speed.
Going to take a supersonic journey,
About the B-58 SST
Got my charts and got my reservation,
Spent every minute I could squeeze.
Now I'm goin' to make a presentation;
One more try to sell SST.
Fifty, that's how many charts, it's fifty;
Gee, but they are really nifty -
Counting every one upon the rack
Nearly breaks my back.
Going to take a Supersonic Journey,
Why did I decide to roam?
Going to take a Supersonic Journey
Trying to find SST a home.

* * * * * * * * *

The work of the Engineering and Manufacturing Branch does not often come to the attention of the average person in the aviation business.

It is assumed that the aircraft are designed and produced to adequate safety standards, but most individuals are not aware of how it is accomplished by FAA and by whom in FAA.

The engineers, manufacturing inspectors and flight test pilots keep plugging away, guiding, assisting and insisting -- all to get compliance with Civil Air Regulations for the purpose of getting the safest aircraft we can with the knowledge we have.

Occasionally, a word of appreciation comes from aviation management - recognizing that FAA certification is not a "necessary evil", but a genuine assistance to them. There have been a number of letters of commendation, such as one from Lockheed's Chief Engineer at Marietta, Georgia, Art Flock, concerning the extra effort by FAA personnel to complete the evaluation, inspection and flight testing of their model 402 for delivery to Col. Garcia, Chief Pilot for Lockheed's Mexican Division.

There have been several such letters, but out of the last few months we have selected one which is short and, we think, appropriate to reproduce here.

L. B. SMITH AIRCRAFT CORPORATION

Harold Gaffney

October 12, 1960

Mr. H. H. Slaughter
Federal Aviation Agency
Region 2
Post Office Box 1689
Fort Worth 1, Texas

Dear Herb,

Looking back over our Tempo II project I can't help but feel a tremendous respect for you and your fine staff, as a result of the counsel, cooperation and encouragement you gave us. Without this help our project would not be the success we feel it is today.

I remember the many times that you have personally gone out of your way to assist us and it will long be remembered. You are a real asset to civil aviation, please keep up the good work.

With best personal regards, I remain

Sincerely yours,

Harold

Fret and fidget...Fear and feud...All add up...To ulcer food.

FAA ON TELEVISION

Co-pilot Clint Hubbard, Pilot Keith Bell, and Technician John Greer, an FAA Facilities Flight Check crew from Fort Worth prepare to board their aircraft to fly the commissioning check of the performance of an Instrument Landing System at Corpus Christi International Airport.

The crew circled most of the day in their DC-3 "Flying Laboratory", making a final check before the FAA officially says the Corpus Christi ILS works properly and may be used safely by pilots in bringing their aircraft down during times of limited visibility.

The ILS localizer transmitter is located in a small orange and white building at the end of the runway. In the building Cox and Technician Oscar Garza monitor the performance of the localizer system.

If this "stand-by" localizer transmitter fails to work properly, the system automatically cuts itself off and sounds an alarm in the airport traffic control tower.

At least 25 miles away a pilot can pick up the code "ICPR", International Corpus on the localizer. As he nears the airport the instrument in his aircraft begins to pick up the "Glide Path" and he's "hooked-on" for an instrument landing.

On the ground during the flight check Norman Cox, Chief of the Airways Technical Field Office in Corpus Christi, checks delicate instruments in a truck. These instruments reflect how well the localizer beam aligns with the runway centerline.

High in the cab of the tower at Corpus Christi International, FAA local controller Gene Britt with Cox, observe instrument panel red and green lights which signal good or bad function of the ILS. Today the tests proved the FAA's Instrument Landing System at Corpus Christi a success, and aircraft soon will officially safely descend through the overcast blowing in from the bay. Good show, F&M!

FAA TO TAKE OVER PANAMA CENTER

The USAF has requested that the FAA take over the ARTC Center at Albrook AFB, Balboa, Canal Zone. During the month of December, Regional Office officials met with representatives of the Air Force at Albrook AFB and developed tentative agreements for the FAA's assumption of the Panama Center. It was agreed that the FAA would assume functional responsibility of the Panama Center on April 15, 1961. In order to assume this responsibility, a Chief and four supervisors will be assigned to the Panama Center. In the beginning we will not be able to assign controllers and assistants to this facility due to a shortage of housing units. It is expected that the controller and assistant controller complement will be assigned on or about September 1, 1961. Until FAA controller personnel can be assigned to the Panama Center, the Air Force has agreed to furnish the controller and assistant controller personnel.

A new housing development for FAA personnel is under construction in the Canal Zone and will be known as Cardenas. When this development is completed, FAA personnel will have quarters equal to the best available in the Canal Zone. With the current 25 per cent differential applicable to employees' salaries in the Canal Zone, it is expected that a great deal of interest will be generated among our employees in obtaining assignments to this new facility.

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THE MUSINGS OF A GOOD FATHER -- On a Bad Day

There's nothing sadder than the childless couple. It breaks your heart to see them stretched out relaxing around swimming pools in Fla., sitting all suntanned and miserable on the decks of their boats--trotting off to Europe like lonesome fools. It's an empty life. There's nothing but more money to spend, more time to enjoy and a whole lot less to worry about.

The poor childless couple get so selfish and wrapped up in their own concerns that you have to feel sorry for them. They don't fight over the child's discipline, they don't blame each other for the child's most nauseous characteristics, and they miss all the

ATM'S AIR TRAFFIC SUPERVISORS OF REGION TWO HOLD CONFERENCE WITH THE CHIEF AND ASST. CHIEF OF ATM'S FIELD DIVISION TWO. Shown left to right are F. O. Oster; C. P. Rosacrans; Paul H. Boatman, Chief, AT-2000; T. N. Gore; D. E. McHam, Asst. Chief, AT-2001; W. F. Lanier; and J. G. Rogers. - Photo by Sam Chapman

fun of doing things for the child's sake. They go along in their dull way, doing what they want, buying what they want and liking each other. It's a pretty pathetic picture.

Everyone should have children. No one should be allowed to escape the wonderful experience attached to each stage in the development of the young. The happy memories of the baby days, the alert nights, coughing spells, debts, diaper deliveries, "Dipso" baby sitter, saturated mattresses, spilled food, tantrums, emergencies and the never ending crisis.

Then comes the real fulfillment as the child grows like a little acorn and becomes a real nut. The wonder of watching your overweight ballerina make a fool of herself in a leotard. The smile (warm) of the small lad with the sun glittering on 500 bucks worth of braces ruined on peanut brittle. The rollicking, merry carefree voices of hordes of hysterical kiddies stampeding at the birthday party.

Pity the married couple, without children to brighten the cocktail hour by brushing the martini from the shaking hand, massaging the potato chips into the rug, and wrestling for the olive.

How dismally vacant is the peaceful home without the constant childish problems that make for a well-rounded life and an early breakdown; the tender thoughtful discussions when the report card reveals the prodigy to be one step below a half-wit; the close-knit family gatherings around the fireplace to roast hot dogs (and the puppy if he isn't fast on his feet); the end of the day reunions with all the joyful day's happenings related like well placed blows to the temple.

Children are worth it all. Every moment of anxiety, every sacrifice, every complete collapse pays off as a fine sturdy adolescence is reached. The feeling of reward the first time you took the boy hunting. He didn't mean to shoot you in the leg. The boy was excited. Remember how he cried? How disappointed that you were not a deer. Those are the times with a growing son that a man treasures, the poignant memories that are captured forever and held in the heart and the limp.

Think back to the night of romantic adventure when your budding beautiful daughter eloped with the village idiot. What childless couple ever shares in the stark realism of that drama? Aren't you a better man for having lived richly, full, and acquiring that tic in your left eye? Could a woman without children touch the strength and heroism of your wife as she tried to fling herself out the bedroom window? It takes a father to attain the stature of standing by ready and resolute to jump after her. The climax when you two become really close in the realization that, after all, your baby girl was a woman with the mind of a pygmy.

The childless couple live in a vacuum. They fill their lonely days with golf, vacation trips, dinner dates, civic affairs, tranquility, leisure and money; they contribute no addition to the human race -- which is satisfaction in itself. There is a terrifying emptiness without children, and the childless couple is too comfortable to know it. You just have to look at them to see what the years have done. He looks boyish, unlined and rested. She's slim well-groomed and youthful. It isn't natural. If they had kids, they'd look like the rest of us -- tired, grey, wrinkled and sagging -- in other words, NORMAL.

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The Atlanta Center, Fulton Tower and Flight Inspection Offices in ATL combined the money they would ordinarily spend in sending Christmas Cards to other facilities and offices throughout the region and donated it to a home for retarded children.

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In every office there's a "fair-haired boy", and ours goes by the name of Henry Stewart. Here is a man that has done more in his twenty-eight years than most of us could accomplish in twice as many!

We refer in that light to the fact that he attends TCU night school working for a degree in Business Administration; was one of five Fort Worth area Agency employees to receive the Fort Worth Federal Business Association Certificate Award for outstanding contributions to the federal service; received an Associate Certificate of Public Administration by Texas Christian University (the second such award made by the University); has completed several correspondence courses in accounting, business law and management; AND attended night school courses in IBM machine accounting. Jobwise, Mr. Stewart's name has appeared repeatedly in the annals of those receiving Sustained Superior Performance Awards and Outstanding Efficiency Ratings.

This impressive (to say the least) list of accomplishments needs no further annotation on our part - we are left entirely speechless!

As you can no doubt imagine, anyone gathering such a list of accomplishments of necessity must be industrious, ambitious, stable, assiduous, indefatigable and strongly disciplined. Such a person is Henry.

Personality-wise, Henry is possessed with a trenchant wit and, conversely, a soft heart. He is quiet and unassuming - as the beatniks put it, "a real cool cat".

He is a true perfectionist, but does not demand perfection from others and he knows not the meaning of the word defeat.

What with a wife and FOUR children, educational pursuits, and "above and beyond" industriousness, Henry finds little time for recreation. He does manage, however, to keep up a "coon" dog, and sandwiches in a little hunting with same and a two barrel shotgun.

At the risk of being termed maudlin, we are closing with this one small thought. Through the years we acquire the dubious ability of scapegoating our indolence in one fashion or another - "too busy", "too much work at home", "extra-curricular social activities", etc. The case in point, as outlined in the "biography" agove, would seem clear.

To paraphrase Thoreau: "The mass of men live out their lives in quiet desperation". What's your excuse - unadulterated indolence or "quiet desperation"?

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MINNIE THE MOOCHER KNOWS HER AIRLINES

They call her "Minnie the Moocher" and she's quite a mystery around the Wichita Falls airport.

Minnie is a small, black dog. She meets all of the incoming flights of Braniff International Airways and isn't the least bit interested in the planes of other airlines.

The reason she is apparently attached to Braniff planes is because she discovered that Braniff flights usually have meals aboard, and that other planes landing at Wichita Falls don't. When a Braniff plane arrives, Minnie goes out and sits at the bottom of the ramp and waits until she is invited aboard. She never boards until she is invited and most stewardesses let her come in for a few minutes. They usually have a tidbit or a meal ready for her.

She works for her meals. When the plane takes off they scare rats out of the grass around the airport and Minnie runs them down and kills them

The mystery is, how can she tell one airplane from another.

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B U Y B O N D S

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CLASSIFICATION VIEWS

One of the most significant current trends and objectives in classification is to increase the participation of line supervisors in the classification of positions. The supervisor, more than any other person, is able to recognize the requirements of the job to be done and to identify the positions which must be established to achieve the desired results. He is also in a key position to observe previously established positions. In either case, he is the person best qualified to describe the specific duties and responsibilities of the positions under his supervision.

The supervisor's ability to analyze the job and identify the specific positions required is of primary importance in the classification process. Each position description he writes becomes an official document that establishes the grade and pay of the employee concerned, and has many other productive uses. For example, the position description can be used:

1. In determining qualification requirements in connection with recruiting placement and promotion.
2. In detecting duplication of work and overlapping responsibilities.
3. For informing applicants and appointees about prospective duties and responsibilities.
4. In analyzing training needs and developing training agreements.
5. In reviewing job content in performance rating.
6. In analyzing recommendations for incentive awards.
7. In establishing competitive levels for reduction-in-force procedures.
8. As basic factual evidence in appeal cases.

If the supervisor's description is to serve these purposes, it must include the following, except where special procedures such as check list and questionnaire descriptions are used.

1. The nature and variety of the work.
2. The supervision and guidance received.
3. The mental demands of the work.
4. The nature of the personal contacts involved in the work.
5. The qualifications required to do the work.
6. Any other significant facts pertaining to the work.

In short, the essential purpose of the position description is to show the What, How and Why of a particular group of duties and responsibilities.

Too often, however, these basic factors are obscured by descriptions which contain broad generalities, vague expressions, technical jargon, complicated verbiage, and duties which duplicate or overlap those of other non-identical positions in the same job area.

An adequate description includes the basic classification factors; it is clearly written, phrased in concise, easy to read language, and is free of ambiguities.

Official classification standards and other reference material to aid the supervisor in preparing adequate position descriptions are available in the Classification Branch, RM-282.

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B U Y B O N D S

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I never learned to drive a car...But pause...Consider my contribution to... The safety cause.

JET TRANSPORTS INCREASE BY 86 PERCENT IN 1960; FAA MOVES TOWARDS AUTOMATION OF TRAFFIC CONTROL

During 1960 -- a year in which the number of jet transports in service increased by 86 percent and all branches of aviation continued to grow -- the Federal Aviation Agency continued to move towards automatic control of the nation's increasing air traffic.

Computers at six Air Route Traffic Control Centers -- Washington, Boston, New York, Pittsburgh, Cleveland and Indianapolis -- were interconnected during 1960 to automatically "talk to each other" and exchange information about air traffic crossing the boundaries of the six centers. The new computers at these centers, which print flight strips automatically, forecast the day when machines will take over many of the manual operations of the air traffic controller.

A second step in FAA's long range efforts to match the new speed and volume of air traffic with new and faster communications, services, and control was the introduction of teletypewriters with a speed of 100 words a minute as compared to a former speed of 75 words per minute.

Looking far ahead, the FAA began planning for the production of a Mach 3 transport and for its acceptance into airway traffic.

The number of jet transports in service increased during 1960 to 169, an increase over 1959 of 86 percent. An additional 92 new jets are on order by the airlines for 1961 delivery. Business flying increased by about one percent; general aviation -- the largest part in terms of hours flown -- produced a record year; VHF mileage increased to 179,655; scores of engines, helicopters and planes, including three big jet transports, were given certificates of airworthiness.

The increase in the number of large jets continued the serious problem of noise, facing the FAA. This continuing problem was considered second only to safety and some improvement was brought about in noise conditions near airports.

The mid-air collision in New York, resulting in 116 passenger fatalities, pushed the 1960 rate on air transport safety up to 1.0 per 100,000,000 passenger miles flown, the first time since 1952 that the rate has been more than a fraction of 1.0. In 1959, the record was 0.7. An estimated 56,500,000 passengers rode the domestic airlines during 1960.

General aviation's accident rate remained about the same with an estimated 4,600 accidents for 1960, compared to 4,587 in 1959.

At the end of 1960, FAA employed a total of 39,639 personnel with 44 percent engaged in air traffic management, operating a total of 647 facilities. Of these, 228 were airport control towers which handled a total of 25,752,000 aircraft operations, and 338 were Flight Service Stations, where new and helpful services were instituted to help all flyers using the airways. Two new and especially-designed air route traffic control center buildings were completed and 10 others were under construction, another reflection of the improving aids for airway use.

A significant advance in the field of air traffic control was the inauguration of positive control of all traffic in the Indianapolis-Chicago area, between the 24,000 and 35,000 levels. The proven safety of the success of this plan has prompted plans for extension of the concept beginning in 1961.

Progress in converting the airways from low/medium radio frequencies to very high frequencies continued, with 9,467 nautical miles of low frequency airways revoked and 14,819 miles of VHF added. New speeds were required in all airways operations. The FAA bought four high-speed jet-powered planes for use in checking its airway aids under a more efficient "grid" system; it added 10,452 miles to its circuit of fast

communication, capable of handling 800 words a minute; and it was allotted 99 new frequencies to relieve the crowded communications system upon which safe flying depends. Restricted airspace was reduced during the year by a net of 15,213 square miles.

Safety considerations prompted two actions by the FAA relating to pilots. Applicants seeking private pilot certificates were required to have a minimum of instrument flying ability -- enough to enable them to fly safely out of bad weather; and airline pilots were required to retire from air transport piloting when they reached 60 years of age. The Agency reinstated its requirement for health examinations for private and student pilots by designated aviation medical examiners.

General aviation profited from several FAA actions during the year. A flight following service was started to serve the pilot who files a flight plan from beginning to end of his trip. Many research projects were aimed directly at the private pilot's needs, among them more and better weather information, and a simple visual glide path system for bad weather landings applicable to small airports. Many other projects are under way aimed at better service and safety aids for the large group that makes up general aviation. Pilots are cooperating in these safety measures by filing PIREPS, reports of the weather they encounter in flight, which the FAA then passes on to others.

At the end of the year, 9,500 air navigation and air traffic control facilities were in operation. These range from simple ground-air communications to large, complex radar systems. Most of them operated 24 hours a day, many unattended. To keep these facilities in operation and to keep up with technological advances in the fast-moving aviation field, 4,500 engineers and technicians took training during the year in 20 courses. Another 12,000 were trained on the job.

With the addition of 10 new surveillance type radars during the year, a total of 125 are now in service.

More than a thousand officials from 65 countries visited the United States during the year to observe our aviation enterprises.

During 1960, 4,000 actions were taken by the FAA to enforce safety rules. Civil penalties compromised and collected were 50 percent over those of 1959; and approximately 1,200 airman certificates were suspended or revoked.

The Agency bought a DC-8 jet engine simulator, and a simulator for the propeller and electrical system of the Lockheed Electra for use in training FAA air carrier Safety Inspectors.

In the Agency's field of research and development, accomplishments during the year provided significant improvements to equipment in service in the field. Emphasis was also placed upon the application of known technologies to develop new systems to accomodate the ever increasing air traffic demands.

In this connection the FAA received computers, consoles, and other new components for its new Semi-Automatic Data Processing Central. They are presently being tested at the Atlantic City experimental facilities before their scheduled installation in the new Boston Center in early 1962.

Five visual glide path indication systems were evaluated and the Administrator selected the British Calvert System to be the National standard for installation at airports throughout the country.

A new height finding radar was installed at the Atlantic City Center, while excellent progress was made in many other areas. Among these were all-weather landing systems, high speed air-to-ground, ground-to-air communications and airport lighting.

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NAJEEB E. HALABY APPOINTED
ADMINISTRATOR, FEDERAL AVIATION AGENCY

Najeeb E. Halaby, one of America's pioneers of the jet-age, who has a long and varied career in all phases of aviation including government, military and private industry, was named principal aviation adviser to President Kennedy and Administrator of the Federal Aviation Agency on January 19, 1961.

Mr. Halaby is a pilot, lawyer and financial consultant, a former government official and executive of industrial corporations. He was one of the original group which outlined proposals for the creation of the FAA and was a Navy test pilot for the first American-made jet airplane.

In announcing his appointment as FAA Administrator, President Kennedy said in part: "We have looked for the best qualified and professionally competent man. We have found him in Jeeb Halaby of Santa Monica. He reports directly to me and will be my principal aviation adviser and Administrator of the Federal Aviation Agency."

Mr. Halaby began his career in 1933 when, at the age of seventeen he secured his student pilots license. He later bought and flew his own plane. He continued flying and in 1940 put his love for flying to practical use when after civilian pilot training he became a commercial pilot instructor for the then Army Air Corps. Later he joined the Lockheed Aircraft Corporation as a test pilot and in 1943 he joined the Navy.

As a naval aviator, Mr. Halaby organized and established the Navy's first Test Pilot School and acted as the School's chief instructor. He established two aviation "firsts" as a Navy pilot. He flight tested the first American jet plane -- the Bell P-59, and later made the first continuous transcontinental jet-powered flight.

Mr. Halaby's Washington service included responsibilities as vice chairman of the White House Aviation Facilities Study Group -- the organization that recommended the creation of the Federal Aviation Agency.

Such was the quality of his government work that he was selected in 1953 by the U. S. Junior Chamber of Commerce for the Arthur Fleming award as the "outstanding young man in Federal Service".

In addition to his career in aviation, Mr. Halaby has been active as an attorney, businessman and financier. Immediately prior to joining FAA, the new administrator was Secretary-Treasurer of Aerospace Corporation -- a firm that is principal technical adviser to the Air Force missile and space program.

Mr. Halaby was educated at Stanford University, (AB in 1937) the University of Michigan and Yale University (LL.B in 1940). He is a member of the bar in California, the District of Columbia, and the Supreme Court of the United States. An eager hunter, tennis player and golfer, Mr. Halaby is a former Captain of the Stanford Golf Team.

Mr. Halaby was born in Dallas, Texas (November 19, 1915) and is married to the former Doris Carlquist. They have three children - Lisa, Christian, and Alexa.

VACATION TIME IN THE GILA WILDERNESS

- Ernie Barr

When vacation time rolls around, it seems as though everybody has the same idea in mind, and that is, to travel as fast and as far as we can in the shortest period of time.

Once in a while if we aren't clobbered by the guy in front, or the ones on each side, or if the guy in back doesn't run over us, we do get to catch a glimpse or two of the scenery through the signs advertising Joe's lunch room or something else. When we finally arrive at our destination and put our weary head down on a pillow (if we have reservations), we are hardly asleep before some of the slower more cautious Knights of the Road or some of our less fortunate brethren that were unable to bluff their way through the traffic arrive and during unloading of their cars, discuss in loud voices how far they have driven that day and how far they intend to go the next day.

This noise continues unabated till long past midnight. Just about the time we do go to sleep, the eager beavers who have to make 800 miles before dark are up and gunning their motors and away they go. We finally struggle out, and if lucky, find some place and something to eat, then push and shove trying to get close enough to see whatever it is we have driven 2000 miles to see.

But you know, there are many places you can go and miss all of that. One such place is the Gila Wilderness Area. This is a remote area in southwestern New Mexico and is a part of the Gila National Forest. Looking at a map, the area lies northwest of Silver City, bounded by U. S. Highway 260 on the west, State Road 61 on the east, and on the north by State Highway 78. The main wilderness

TYPICAL SCENE - GILA WILDERNESS AREA

is accessible only by horse or foot. However, you can reach certain areas by car or jeep. Elevations in the area range from 6,000 to 11,000 ft. The nights are cool; the days, warm or hot, depending on the location. Camp sites are available, with water and wood.

One of the main attractions of the wilderness area is the fact that it is one of the few remaining areas in the U. S. that has not been ruined by the advance of civilization. All types of game abound, such as mountain lion, elk, deer, bear, wildcat, beaver, turkey, etc. The streams and springs form the head waters for the Gila River and eventually flow into the Gulf of California.

Other attractions are the Indian ruins and Cliff Dwellings. Although not as large as the ruins at Pueblo Bonita, Mesa Verde, etc., they are well preserved and provide another chapter in the life of the earliest of Americans.

If you are interested in visiting the Gila Wilderness Area and in particular, the Cliff Dwellings, the best approach is through Silver City. You should plan your trip so that you can leave Silver City early in the morning with a full tank of gas, drinking water, and lunches. If you are of the old pioneer stock and intend on camping out, you could leave Silver City as late as 2 or 3 PM and still reach the dwellings before dark. Camp sites, water, wood, etc. are available within about 1/4 mile of the dwellings. Be sure that you have warm bedding and clothes, for the nights are cool and in some areas, cold.

Leaving Silver City, go to Pinas Altus, take State Road 25, continue on to Copperas Canyon. Turn left up Copperas Canyon. From here on, a jeep or four-wheel drive vehicle is recommended; however, in dry weather and with no hot-rodding, you can make the next 14 miles. The picture shows the type of country you will be in. The trail or road finally winds down to the valley and the Gila River. Cross the river and go up the West Fork of the Gila. There are a few signs to direct you, so you shouldn't get lost.

It is about five miles from where you cross the main Gila River to the dwellings. You cross the West Fork of the Gila quite a few times without benefit of bridges, but unless they have had a rainy season, you will make it okay. When you reach the end of the road, you are there. Select a camp site, drag up the wood for your camp fire, cook up a mess of something or other and commune with Nature. Whatever that means!

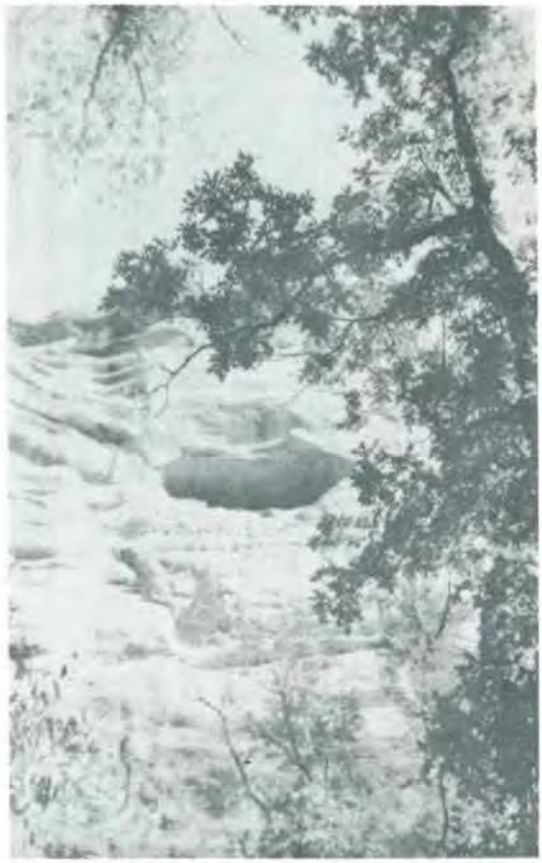
The Gila Cliff Dwellings have been a part of our National Park System since 1907. However, due to the remote area in which they are located, relatively few people have visited them. The dwellings were probably occupied until close to 1300 A.D. The southwestern U. S. was in the midst of a great drought between 1275 - 1300 A.D., and it is believed that the people occupying these dwellings along with other cliff dwellers, moved on to the Rio Grande Valley to find game, water, etc. The cliff dwellings were first discovered by prospectors and hunters about 1870. At that time, sandals, baskets, pottery, cooking utensils, arrow shafts, and other artifacts were found. It is entirely possible that when conditions returned to normal, the Indians intended to return.

GILA CLIFF DWELLINGS

Mr. Campbell, Monument Superintendent, says that his mother told him that she visited the dwellings with her father soon after discovery of the dwellings, and there still were artifacts to be found.

There are four natural cavities in the face of a 150 ft cliff. The picture shows rooms in the largest cavity. There is another cavity that can be entered only by a ladder. Mr. Campbell stated that as far as he knew no recent visitor has been in this cavity. He has been on the opposite canyon wall and with high-powered binoculars, could see what appeared to be white sticks in the cavity. The Indians could have used this as their burial place. Some of you mountain climbers might try and get up to this one. Probably would only find some old ghosts, though.

There is a separate dwelling about one-half mile up the canyon from the main group. The dwelling has only one room, but the walls are in perfect shape. As you can



THIS ROOM INACCESSIBLE
WITHOUT ROPES OR LADDER

see in the picture, the room is small and you enter by crawling. Mr. Campbell does not normally conduct tours to this dwelling, but will tell you how to find it. On the way to the single dwelling, you can find some Indian paintings. The paintings have deteriorated so that the only part that remains shows three pedestals, with a bird on each pedestal. We will never know just what the artist had in mind when he crawled upon the ledge and started painting. But, we can imagine his sitting up there painting away and probably enduring the constructive criticisms of his companions as they passed below.

Another group of dwellings is in Water Canyon, but these are very difficult to reach. Mr. Campbell said he has been in this area for more than 30 years but that he had never been to the Water Canyon Dwellings. He has talked to hunters that have stumbled on to them, but he advised if any one wanted to see them to make plans to be out in the wilderness area for one to two weeks.

About two miles down the West Fork of the Gila, on a bluff overlooking the river, are the ruins of an Indian village. You can drive to within a short walking distance of the ruins. They are not marked

SINGLE DWELLING

If you want to do some additional exploring, you can continue on up the West Fork of the Gila (on foot or horseback) and about two miles from your camp site, you will find another group of dwellings. They are not as well preserved nor as large as the main group.

on any map, but Mr. Campbell will show you how to find them. It has been estimated that the main building was a three-story structure. You can still find parts of a wall, but the houses collapsed hundreds of years ago, so you have to dig to find anything. This is probably

one of the best spots in the area for looking for arrowheads and other Indian artifacts. Of course, you can never predict what you will stumble on to in the wilderness area, and there are probably many things still to be found.

If you are not interested in cliff dwellings, etc., you could visit this area just to get away from it all. The scenery is beautiful, and if you don't want to hike, Mr. Campbell lives about 5 miles from the main cliff dwellings and has horses for rent.

If you don't want to camp out, food, lodging, etc. are available at the Gila Hot Springs Ranch. (Yep, Mr. Campbell runs it!) If you don't want to camp out or stay at the Ranch, make your headquarters in Silver City. Many places of interest are easily accessible - such as ghost towns (Mogollon, Tyrone, Chloride Flat, Kingston) or old forts (if you can find them) (Fort Bayard, Fort Webster, Fort West, Fort McLane) abandoned gold, zinc, and other types of mines.

One of the prettiest spots for camping is Willow Creek on the northern side of the wilderness area. To reach this area, go north from Silver City on U. S. Highway 260. About a mile north of Glenwood turn on State Road 78. Be sure you fill your gas tank before leaving Glenwood. This road will take you through Mogollon, a deserted gold mining town. The mines are close to the road, and if you want to, you can stop and pick up specimens of gold bearing ore. The town is now much in ruins, but you will find it interesting. Continue on from Mogollon, and the road winds through heavy timber, aspen, pine, etc., and over the pass at about 9000ft. There is a camp site at Silver Springs with water, wood, etc., but it is probably 8000 ft, and if it rains, it gets pretty cold. Willow Creek is about 7 miles from Silver Springs and is a larger camping area. The altitude is probably 6000 ft. You can pitch your tent on the edge of the creek, and there isn't anything

WILLOW CREEK CAMPING AREA

that can lull you to sleep better than the sound of water rushing over rocks and the sound of the wind whistling through pine and spruce trees.

Water,wood, and other facilities for campers are available. The camp area is shown in the picture.

After leaving Willow Creek, you can either go back to Silver City via Mogollon, Glenwood, or you can continue on east on State Road 78. You will finally leave the timber and mountains and will be on rolling ranch country. Continue on State Road 78 till it intersects State Road 61 and turn south. You will then be on the east side of the wilderness area. You will enter the mountains again. If you want to camp out again, you will pass several pretty sites.

When you reach San Lorenzo, you can either go on south to Deming or turn east and go on State Road 180. This will be the most scenic route to take, and you will finally reach U. S. Highway 85. From here you can either turn north towards Albuquerque or south to El Paso.

This area is not as high as the country in northern New Mexico or Colorado, but the main thing is that it is off the beaten path. It won't be for too many more years, though.

If you are interested, write Doc Campbell, Gila Hot Springs Ranch, Box 679, Silver City, New Mexico, or just take off on your own. You won't regret it!

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IRE MEETING
Barksdale AFB, Louisiana

The January meeting of the Institute of Radio Engineers (IRE) was held at Barksdale AFB, Louisiana in the RAPCON on the evening of January 3, 1961.

Dr. David L. Johnson, Chairman of the Shreveport Section of the IRE, brought the meeting to order. Mr. Frank Wagner, Chairman of the Program Committee of the IRE, introduced Mr. Virgil J. Holobaugh, EIC of the Shreveport RAPCON, who gave a brief talk on the control and operation of the CPN-18. Mr. Norman E. Downs, SEMT, discussed the IFF and map video operations as presented on the control indicators. Mr. Sam Titone, SATCS, gave a brief lecture on the Air Traffic Management portion of the facility operation. A question and answer session was then held.

The IRE members were conducted on a tour of the RAPCON, evincing interest in the Radar system, Beacon and communications equipment. A description of how this equipment is used in Air Traffic Control was given.

The meeting was attended by approximately 25 members of the IRE and by FAA maintenance technicians, Mr. Lee Roy J. Schmitz and Mr. Victor A. Bergs.

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AWARDS

More cash awards were earned by a group of Facilities and Materiel Field Division No. 2 personnel.

Mr. W. E. Peterson, Assistant Division Chief, presented an award to Betty H. Keys for a suggestion on filing in the Drafting Section.

Awards were mailed to the following Maintenance Branch personnel: Mr. Robert K. Moore, Atlanta, Georgia, received a Sustained Superior Performance Award. Mr. Ben Kirkley, Augusta, Georgia, received an additional award on his suggestion concerning modification of Approach Lighting System Remote Timer Cabinet Relay Installation. Messrs. A. J. Reyes and J. M. Ponds of New Orleans received an award for their joint suggestion on adjustment of control for Video Mapper Group, Type CA-4110 equipment.

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DAN DYATT RETIRES
BUT QUIT WORK? - NEVER!

After a little more than 20 years with CAA and FAA, Andrew E. Dyatt retired from Federal Service.

But, unlike most of us, who at his age would be seeking the "rocking chair" or "fishing pole," Dan is starting a brand new career in private industry. His retirement was effective on January 15th, and he was on the new job bright and early January 16th - in Houston.

Dan spent his entire Federal career in Airports, primarily, as Deputy Chief of the Airports Division, and after the "Crash of '53," as District Airport Engineer for the State of Texas.

Dan's acquaintance throughout the State and Region was very widespread, and the only people that he couldn't call "friend" were the ones he had not yet met.

It is with deep regret that we bid him farewell, but our hearts and best wishes go with him in his new endeavor. His lovable spirit will be with us for a long, long time.

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Charlie Hanst, Program Officer, Airport Operations, departed Fort Worth on January 1st on what appears to be a most interesting assignment with the Office of International Coordination. Charlie will be in Paramaribo, Surinam for approximately one month and then on to Managua, Nicaragua for a month, returning to the Regional Office about the middle of March.

FACILITIES AND MATERIEL FIELD DIVISION NO. 2

VIETNAMESE LEARNING ILS SYSTEM AT WACO, TEXAS

VIETNAMESE VISITORS

Nguyen Van Ngon and Nguyen Quang Tri, center, are receiving on-the-job training from FAA by assisting with installation of ILS at Waco Municipal Airport. C. S. Forrest, supervisory installation engineer, left, and E. V. Anderson, field office chief, right, are showing the visitors the glide slope transmitter, one of the electronic devices that will guide aircraft to safe landings during bad weather.

(See newspaper story on next page.)

VIETNAMESE VISITORS

The following article appeared in the Waco News-Tribune, Tuesday, January 10, 1961, with photo:

Two technicians from Saigon, Vietnam, are in Waco to assist with installation of the Instrument Landing System at Municipal Airport.

They are Nguyen Van Ngon and Nguyen Quang Tri. Nguyen is one of the most common family names in Vietnam and the men are not related. They have just completed a course at the FAA Aeronautical Center, Oklahoma City, and are receiving on-the-job training in Waco.

After Waco's all-weather landing system goes into operation February 1, they will remain for about three more weeks' training in maintenance of the ILS. Their training in Waco started Monday, January 9.

Vietnam plans to equip its airports with the life-saving ILS that the FAA has developed and Nguyen and Nguyen will assist their country with this project when they return.

They are working in Waco with C. C. Forrest, supervisory installation engineer, and E. V. Anderson, field office chief.

(Our thanks to Mildred J. Billingsley for this interesting bit of news.)

Concerning the dress of the Vietnamese, Mildred adds to the above the following:

Information of a more personal nature concerning the Vietnamese trainees is that the men in Saigon dress just as the American males dress, but the women all wear trousers made of cotton, a shirt, and shoes with wooden heels and soles with a leather or plastic piece across the instep to hold them in place. This particular attire is their "house dress." When they go out, the same type dress is worn except for a Chinese-type fitted coat which buttons across one shoulder and down one side. This coat comes below the knees, is made of material to match the trousers and shirt worn underneath and has a high, fitted collar extending to just below the chin line. Often the women don their high heels when this coat is worn, but they, also, are made of wood. All of the three-piece outfit is always hand-sewed.

The women in southern Vietnam are gradually adopting the shorter, more stylish coiffeur worn in our country.

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IN MEMORIAM

Everett W. Mayer
ATFO Section Leader
Receiver Station, San Juan

Passed Away
December 18, 1960

REGION THREE PERSONNEL VISITS REGION TWO

Region Two Manager Archie W. League holds conference with personnel of Region Three concerning implementation of Project Straight-Line by the Regions.

W. E. Peterson, Acting Chief, FM-2000, welcomes his counterpart in Region Three, C. W. Pace, Jr.

Paul H. Boatman, Chief, AT-2000, greets G. W. Kriske, Chief, AT-3000.

Y O U T H

"Youth is not a time of life - it is a state of mind. It is not a matter of ripe cheeks, red lips and supple knees; it is a temper of the will, a quality of the imagination, a vigor of the emotions; it is a freshness of the deep springs of life.

Youth means a temperamental predominance of courage over timidity, of the appetite for adventure with love of ease. This often exists in a man of 50 more than in a boy of 20. Nobody grows old merely living a number of years. People grow old only by deserting their ideals. Years wrinkle the skin, but to give up enthusiasm wrinkles the soul. Worry, doubt, self-distrust, fear and despair - these are the long, long years that bow the head and turn the growing spirit back to dust.

Whether 6, or 60, there is in every being's heart the love of wonder, the sweet amazement of the stars and starlike things and thoughts, the undaunted challenge of events, the unfailing child-like appetite for what is next, and the joy of the game of life.

You are as young as your faith, as old as your doubt, as young as your self-confidence, as old as your fear, as young as your hope, as old as your despair.

In the central place of your heart there is a wireless station. So long as it receives messages of beauty, hope, cheer, courage, grandeur and power from the earth, from men and from the Infinite, just that long, and no longer, are you young.

When the wires are all down and all the central place of your heart is covered with snows of pessimism and the ice of cynicism, then you grow old indeed."

- Author Unknown

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C O V E R P O R T R A I T

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D. E. MC HAM, ASST. CHIEF
Air Traffic Management Field Division No. Two

Integrity, dependability, preciseness, are descriptive phrases that some might wear superficially as a badge; but they fit Don McHam as comfortably as a favorite sport jacket. He lives them!

His incisive mind and punctuated speech probe a problem and state it with a clarity and preciseness that removes any arbitrary obstruction and makes issues crystal clear.

As Paul Boatman's Assistant in ATM, Don brings this ability forcefully to bear on the issues the Boss says needs attention. The same problem issue seldom reoccurs.

Don entered this world in 1913 and chose Wichita Falls, Texas to make his grand appearance. At 19 he decided to go to sea and he did. He saw 4 years in the U.S. Navy and learned more of airplanes than ships.

Shortly after sea duty, Don joined the CAA and began his civil aviation career that has not been interrupted.

In addition to government schools he attended both Midwestern University and the University of Texas.

Don holds a commercial pilot's ticket and this flying knowledge has helped him better understand ATM's service to pilots---a way of thinking that surrounds his every technical ATM decision.

He says his main hobby is big family and we know his wife, (Mary Frances) and their children (Meridon, Sandie, Elaine, and Bill) appreciate the attention.

Don says when he retires he'll go into the life insurance business.

We think since his CAA-FAA air traffic control work has been so top-flight ...he's been in the "life insurance" business for more than 24 years!

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D. E. McHAM

ASST. CHIEF, Air Traffic Management Field Div. No. Two