

FAA

REGION TWO

FILE

SCANNER

APRIL 1961



"CARDENAS VILLAGE" FAA'S CONTEMPORARY PANAMA CANAL ZONE
HOUSING COMMUNITY OFFICIALLY OPENS...see Page 21

APRIL 1961

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

"AIR-SHARE" is a phrase you perhaps have heard frequently the last few weeks and might have wondered it's meaning.

The FAA's Bureau of Flight Standards is now calling a series of regional pilot conferences around the country. They will be held at Santa Monica, California; Springfield, Ill.; Atlantic City, N. J.; and, in Region Two, the meeting will be held May 2nd at the Hotel Heidelberg in Jackson, Mississippi.

Designated as Project AIR-SHARE - "air your views; share the benefits" - this regional conference is planned to take the problems of flying in the 1960's directly to the people most concerned, and get their advice on practical solutions. Pilots and operators attending the conference will be encouraged to offer their opinions on general aviation subjects scheduled for discussion.

In outlining the conferences, FAA Administrator Halaby stated, "We believe open discussions, as planned in the AIR-SHARE meetings, is a good American way to approach air safety problems before any semi-final rules go out for comment. We shall adopt no more regulations than are strictly necessary, and shall appeal to the pilots' common-sense so that those we do adopt will be respected."

"The name AIR-SHARE," according to Oscar Bakke, Director of the Bureau of Flight Standards, "means that civil airmen share with FAA both the responsibilities and the rewards of air safety."

"To know what we are sharing and why, there is no better start than to get together in the American Town-meeting way."

At our conference in Jackson May 2nd, we are anticipating a sizeable group of pilots to fly in to attend this meeting. In addition to the group of top officials from our Washington office, I, and a representative from each Regional Division, will be on hand to contribute what we can to the success of the day's program.

This meeting is a bright step in the aggressive approach the Agency is taking to the problems of general aviation. This large segment of the aviation public deserves a great deal of attention and active work by us all and the Jackson "AIR-SHARE" Project is definitely a move in the right direction.

Urge the pilots you know to make plans to attend. Their thoughts and voices are needed to help us all toward our common goal: "Air Safety".

Archie W. League
Archie W. League, RM-200



GRADUATES OF MANAGEMENT FOR SUPERVISORS COURSE, PHASE II

Pictured above are the graduates of the Management for Supervisors Course conducted at the Regional Headquarters February 13-24, 1961. Keynoting the first session, Archie W. League, Region Two Manager, emphasized the responsibilities of the conferees as members of the management team and the important role they must play as supervisors in the accomplishment of the mission of FAA.

This course is one part of the Agency-wide Management Development Program currently being conducted by the Training Branch of the Personnel and Training Division. Approximately 385 first-line and middle management supervisors have completed this course at the Region Headquarters and ten selected field locations. The objectives of the course are to assist the FAA supervisor in his own personal development, to further develop sound management attitudes, to encourage and assist the super-

visor to develop and use management skills, and to gain an increased awareness of the need for economy and efficiency.

The participants of this class were presented certificates of completion by E. J. Anderson, Chief, Personnel and Training Division. Beginning with the back row, left to right: E. J. Anderson; Ray N. Brickey, RM-210T; Billy F. Janca, FS-2380; William F. Patterson, RM-213; Carl T. Blackwell, FS-2360; Milton L. Winborne, AT-2028; Charles R. Miller, FS-2200; Elmer E. Watkins, RM-230; Wilbur D. Zwiacher, AT-2210; Charles E. Cotten, FI-2250; and Johnnie L. Withers, Instructor. Front row, left to right: William K. McFall, FI-2400; Oscar A. Rasmussen, Jr., FI-2380; Thomas O. Hutcherson, FS-2270; Douglas K. Tilghman, AT-2307; Brandon G. Boyles, FI-2360; and Oscar W. Hedley, FI-2105.

PERSONNEL AND TRAINING DIVISION

ABOUT SOCIAL SECURITY

--did you know

That a man who reaches age 65 or a woman who reaches age 62 during 1961 need have only 13 quarters (or 3 years and 3 months) of employment under Social Security to become fully insured?

That a person can receive both Social Security payments and an annuity under the Retirement Act at the same time if he has earned both?

That a person can retire under the Civil Service Retirement Act and then become fully insured under Social Security?

That an employee of the Federal Government occupying a position covered by the Civil Service Retirement Act can simultaneously acquire Social Security coverage if he receives as much as \$400 a year from self-employment. He can be in business for himself and if it nets him \$400 in a year, he can acquire four quarters of Social Security coverage, but he must report his earnings and pay his Social Security self-employment tax each year with his Federal Income Tax Return.

That death benefits are payable to a dependent child or to a widow with dependent child of a person who has 1½ years credit under Social Security in the 3 years immediately preceding his death. A person who has a dependent child does not have to be fully insured at time of death in order for the child to be eligible for survivorship benefits.

That an employee who had active service in the military during the period September 16, 1940, through December 31, 1956, may receive wage credits of \$160 per month (that is it can be treated as employment covered by Social Security with a salary of \$160 a month). However, service during this period cannot count toward Social Security if the employee elects to receive credit for this service in the computation of his annuity under the Civil Service Retirement System or if he is receiving retirement pay from the military based on this service.

That if a person dies who is fully insured under Social Security, or who has 1½ years credit under Social Security in the 3 years immediately preceding his death, the widow or widower is entitled to a lump-sum payment up to \$255 providing the widow or widower was living in the same household as the deceased. If there is no widow or widower, this lump-sum payment can go to the person who pays the burial expenses.

That the maximum annuity under Social Security that a couple can receive if annuity begins when both have reached retirement age is \$190.50 per month.

* * * * *

WHAT MAKES A GOOD ADMINISTRATIVE MAN?

We know of no cut and dried formula, but we know we have good administrative men in our Agency, and we have

No matter how much you nurse a grudge, it won't get better.

(continued)

PERSONNEL AND TRAINING DIVISION

observed that there are certain pre-dominant characteristics common to all of them.

Perhaps foremost is PERSPECTIVE -- the ability to view people, problems, and situations in their proper relation, assigning to each the right degree of importance. It is the ability to assign priorities with good judgment and the ability to grasp the over-all picture as opposed to seeing from the "worms-eye" view.

A good administrative man can COMMUNICATE. He can express himself effectively in writing and in words. He also is receptive -- that is, he can be communicated with.

ORGANIZATION ABILITY is an essential. The ability to plan -- to use available resources most effectively toward a desired end, and the ability to execute.

The good administrative man is AGGRESSIVE, but he is also FLEXIBLE -- that is, he knows when to push and when to yield, and can adapt to changing situations.

EMOTIONAL STABILITY is characteristic of the good administrative man, and for any man it is a mark of maturity.

TACT increases his effectiveness in human relationships. PERSUASIVENESS helps him get the job done. By "persuasiveness" we mean the ability to win others over to one's thinking, not the authority to make others accept one's thinking.

Last but not least is COURAGE -- the ability to carry through, not in the absence of, but in spite of fear.

THE ODDS FOR SUCCESS

About thirty years ago a young man who had just started work with a large company began to feel that the odds against his reaching a high position were just about hopeless. "I have only one chance in 1,100," he thought. "I am the lowest in importance of that many employees in this company."

Soon afterwards he saw a notice posted in the room where he worked. The company was offering a prize to the employee who sent in the most useful suggestions. So he sent in six, and one of them won the prize.

Then he learned that only 20 other employees had sent in suggestions. In a flash he saw that he had to compete not with 1,100 people but with only 20 people. This thought gave him courage and confidence. He rose from one position to another, and today he is the general manager.

The truth is that any man who does his very best has far fewer competitors than he thinks.

--- N.A.S.S. Members in the News

CLAIM FORMS FOR HEALTH INSURANCE

Forms needed to make claim for health insurance benefits are not stocked by the Personnel and Training Division nor any other office of the Agency. They should be obtained from the Carrier office nearest you. The Carrier's offices are listed on the last page of the brochure furnished you concerning your particular plan.

Nervous young minister officiating at his first wedding: "It is kistomary to cuss the bride."

DON'T WAIT

UNTIL
THE

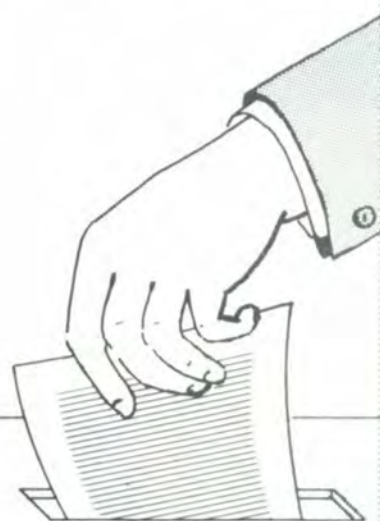


LAST
MINUTE

TO TURN IN YOUR IDEAS..

*Your time may be
more valuable
than
you*

THINK !!!



SUGGESTION
BOX

MORE THAN 7,000 ATTEND DEDICATION OF JACKSONVILLE ARTC CENTER!



Regional Manager League speaks before large audience.



Deputy Administrator Pyle tells of FAA's role in Jet Age.



Regional Manager League outlines Center's development.



U. S. Congressman D.R. "Billy" Matthews tells of aviation's growth.



ATM Div. Chief Paul Boatman introduces ATM Bureau Director.



ATM Bureau Director D.D. Thomas points out role of traffic control in Jet Age.



F&M Acting Chief W. E. Peterson introduces F&M Bureau Director.



F&M Bureau Director J.H. Tippetts explains vital features of Federal Airways.



JAX Center Chief Jim Pound dedicates Center to military and civil aircraft flying overhead.

AVIATION MEDICINE FIELD DIVISION NO. 2

This is the first report we have had in the SCANNER and we hope to make the Medical page one of the most interesting. First, we will introduce the personnel:

Paul M. Pratho, M. D., Regional Flight Surgeon (Atg)

Robert R. Burns, M. D., Assistant Regional Flight Surgeon

John K. Allen, Medical Administrative Officer

Lois Epps, Secretary; Martha S. Creed, Anne Chandler, Edna Bethany and Lorraine Reynolds, Clerk-Stenos.

The office is located in Building 14 across the tracks.

* * * * *

Now, the question of our function ...The Bureau of Aviation Medicine has three primary responsibilities - (1) Airman Medical Certification. This function takes us into the medical qualifications and standards of some 80,000 airmen consisting of Airline Transport Pilots, Commercial, and Private Pilots. We determine whether an airman is physically and mentally qualified from both an individual and public safety standpoint. (2) Designation of Aviation Medical Examiners. Our region presently has approximately 1,000 AMEs who are physicians in all fields of private medicine, and have an interest in aviation. We establish close contact and rapport with these doctors to assure that they maintain knowledge of advances in aviation medicine and current rules and regulations governing the issuance of medical certificates. (3) The Employee Health Service. This function has been lagging due to lack in personnel and facilities but at the present, it is the number one item of priority in the Division. We hope soon to launch into a health program which will give us the services of

a full time nurse for our Headquarters personnel. One of the early programs within Employee Health will be the annual executive health physical examination. We definitely feel that F.A.A. can benefit from such a "preventive medicine" program.

* * * * *

Edna Bethany and Anne Chandler both celebrated their birthday on February 28. Edna baked a cake and we all enjoyed it.

* * * * *

MEDICAL SEMINAR

The first Aviation Medical Seminar in this region was held at the Tulane University School of Medicine, New Orleans, Louisiana, on March 27-29, for AMEs within an approximate 300 mile radius of New Orleans. From the turn-out and as expected, the program and meeting was a huge success. The Civil Air Surgeon asked all Regional Flight Surgeons to attend in order to observe and gain information that might be useful in conducting a Seminar in their Regions.

* * * * *

JOHN K. ALLEN

Medical Administrative Officer

John Allen transferred from the F.H.A., Fort Worth, Texas, to the F.A.A. in September 1960. He is a native of Massachusetts, attended California Institute Technology, UCSA, and Harvard Graduate Business College. He served in the U. S. Navy for five years during World War II and moved to Fort Worth in 1950. Mr. and Mrs. Allen are the parents of two children.

* * * * *

FAA BEGINS FLIGHT TESTS OF ANTENNA TO WARN PILOTS OF COLLISION COURSES

The FAA's Bureau of Research and Development has launched a series of flight tests on a unique antenna proposed as part of an advanced system designed for the purpose of eliminating mid-air collisions.

Such equipment, when fully developed would warn a pilot well in advance of an impending collision from any direction and prescribe a proper escape maneuver.

This information also could be fed into a plane's automatic pilot which in turn would execute such a maneuver.

FAA officials hope the ability of such a complete system to rapidly foresee a collision course between aircraft will help solve the likelihood of mid-air collisions.

* * * * *

FLIGHT RESTRICTIONS OVER ACCIDENT SITES UNDER CONSIDERATION BY FAA

The FAA is considering regulatory action to restrict sightseeing and itinerant aircraft from operating in the immediate vicinity of aircraft accident sites.

Until a final decision is reached FAA is requesting the voluntary cooperation of pilots in restricting flights over such areas.

David D. Thomas, Director of the FAA's Bureau of ATM, said, "Our experience has indicated that the presence of nonessential aircraft in the immediate vicinity of accident sites has posed serious threats to air safety."

"In addition," he pointed out, "sightseeing and itinerant aircraft have hampered air evacuation and other necessary operations."

Notification to pilots will be made by chiefs of FAA ARTC Centers in the form of NOTAMS, and will specify the area to be avoided by mileage radius from the accident scene or by reference to geographical landmarks.

* * * * *

FAA PRINTS GUIDE TO HELP IN PRIVATE PILOT EXAM

A guide for the flight test for a private pilot certificate has been issued by the FAA, and is available from the Superintendent of Documents, GPO, Washington 25, D. C. for 10 cents.

Published by the Bureau of Flight Standards of the FAA, the guide is a complete preparation for the maneuvers, routine and emergency operations and flight planning on which the private pilot is examined. The detailed pocket-sized, 14-page booklet includes correct information on every possible requirement in the private pilot flight test.

The flight test examiner may be either an FAA inspector or a designated pilot examiner appointed by the FAA.

The examination is in two parts. The first is oral and deals with operational matters, such as information on the performance characteristics of the airplane, approved loading of baggage and fuel, and the pre-flight check of the airplane. Under basic piloting techniques, various normal operations are described, and the applicant learns he may be asked for his reactions in sudden emergencies, simulated by the examiner.

* * * * *

TWO TASK FORCES ANNOUNCED BY FAA ADMINISTRATOR

N. E. Halaby, Administrator of the FAA, announced the full membership of two task forces recently established at the direction of the President to formulate a blueprint for the Nation's aviation developments in the 1960's.

The task force known as "Project Horizon" will study and recommend National Aviation Goals for the period 1961 to 1970.

A technical task force, known as "Project Beacon" will study the problem of air traffic management and recommend a system to insure the safe and efficient utilization of the Nation's airspace.

* * * * *

ADMINISTRATOR'S LETTER TO AIRMEN



FEDERAL AVIATION AGENCY

Washington 25, D.C.

OFFICE OF
THE ADMINISTRATOR

March 3, 1961

DEAR FELLOW AIRMAN:

Today, in President Kennedy's office, I was sworn in as Administrator of the Federal Aviation Agency. As one of my first steps, I want to express, through this informal letter, my interest in you and our common role in the future of aviation. We should consider two ideas together: first, the FAA is an organization dedicated to serving the aviation needs of the entire Nation and all of its citizens; second, the responsibilities inherent in aviation fall not only upon those of us who serve in government, but upon you as a member of the aviation community. We must work toward law and order as well as for freedom and enjoyment in the air.

I want to assure you that I will do my best to see that the FAA fulfills its obligations to you and to the public as prescribed by the President, the Congress, and the courts. In doing this, I urge you to join me in a cooperative effort of sharing ideas. I will welcome, and every FAA employee should welcome, your suggestions as to how we can better serve the particular phase of aviation in which you are interested. I would like to urge that you give thought to the ways in which you feel we can cooperate. New methods of serving our common cause can and will be discovered. Give us your ideas, not just your gripes. In anticipation of a generous response to this request, it will not be possible to acknowledge personally every letter; however, I assure you that every suggestion and idea will receive thoughtful review and careful consideration.

During the coming weeks I will announce some specific methods through which I hope to see more effective participation by the aviation community in the activities of the FAA. As these develop, I trust that I may count on your vigorous and productive assistance. In turn, I shall do my best to insure that all interested persons are kept fully informed of our plans and our problems.

To paraphrase President Kennedy's statement, I am hopeful that you will be alert to ways in which you can serve aviation, rather than simply the way aviation can serve you. With such an approach, the understanding and cooperation essential to continuing aviation progress will be assured.

Sincerely,

A handwritten signature in dark ink, appearing to read "N. E. Halaby", is written over the typed name.

N. E. HALABY
Administrator

One of the Administrator's first steps after taking office was to send the letter above to 287,000 active airmen. In view of the widespread favorable comment which this letter evoked we thought it desirable to publish it for all Agency employees to read and be familiar with it.



GEORGE F. ANDREWS

"A man who has not let Technology run away from him"

Mr. Andrews came to this organization at Savannah, Georgia, in 1957 with an electronic background. He progressed from GS-7 to GS-11 in three years, accomplishing in this time three directed study courses and three resident courses. So, no grass has grown under his feet. He is now grappling with advanced technology in the radar field of electronics involving noiseless radar receiver amplifiers.

Noises from many sources plague all radar receivers. This limits the radar coverage range and makes some targets on the radar scope difficult for the controller to separate from the spots and hash caused by noise. This created a challenge to science and technology. They

went to work on it and of late hardly a technical journal comes out without an article on merits of the MASER's, MAVAR's and PARAMETRICS. To the layman these are all strange new names, but to the scientist, engineer & technician these carry deep and intriguing significance, all borne of the Atomic Age. They are low noise amplifiers. Some of them so sensitive that radio active stars like the far, far away Cygnus galaxy kick up a fuss & make loud noises.

A very few of the new low noise amplifiers are in use now, but they will be common one day, and the FAA radars will have them too. Mr. Andrews will know them when they get here. Why? Because he built one. That is it in front of him - a product of advanced technology.

A TRUE LIGHT SHINES OVER GEORGIA!

(Quoted in part from News From
The Bank of Georgia dated
January 19, 1961.)



January 19, the birthday of Robert E. Lee, will be marked by a new light in the southern sky, the landmark beacon atop the soon-to-be complete Bank of Georgia Building, tallest reinforced concrete structure in the U. S. A. at famed Five Points in Atlanta, Georgia.

Bank of Georgia President, Joseph Earle Birnie, and Federal Aviation Agency Officials will flip the switch at sundown (6:10 P.M. EST) January 19, which will turn on the revolving 36" beacon mounted atop a tower on the 31 story bank building.

Bank Officers have a second more personal reason for choosing the January 19 date for illuminating the sky.

It is the second anniversary of the signing of the contract to create the building.

General Contractors, Henry C. Beck Company, have set new construction records by erecting and "topping-out" the last 29 floors of the building at the rate of a floor a week for 29 weeks.

This newest "star" on Atlanta's horizon, marking the South's tallest building, is 432 ft. 3-5/8 in. above street level.

The familiar gaslight symbol of The Bank of Georgia has transformed itself in 50 years from the flickering yellow light visible for just a few yards to a 2,550,000 candle-power landmark beacon which can be seen for 25 miles in clear weather.

The change from the pale lamp-light to massive electrical beams reflects half a century of scientific

progress and underlines the transition in 50 years from illuminating streets for the horse and buggy to guiding jet aircraft in the skies.

Six times a minute the alternate red and white beacon revolves, and the pilots of the skyways know that this point is Latitude 33° 45' 15" North; Longitude 84° 23' 15" West; a new way of expressing the location of famous Five Points in Atlanta, Georgia.

Dr. William A. Calder, Director of the Bradley Observatory at Agnes Scott College, has determined that we share space with some mighty interesting and exotic spots on these meridians. Going north, our longitude is the same as Sault Sainte Marie, Ontario; icy Yelverton Bay on Ellesmere Island in the Arctic, and then the North Pole.

Southbound, our longitude passes through Cropunta, Honduras; Tumgla, Nicaragua; and miles upon miles of Pacific before passing through possibly a penguin's nest in the shadow of Mount Touve in Antarctica on its way to the South Pole.

Following westward around the globe on our latitude, the traveler would find Denison, Texas; Garden Grove, California; Nogota, Kyushu, and Tamambu in Japan; Hwayang, China; good old Rungmar Stok in Tibet; exotic and exhilarating Punch in Kashmir; quaint Qain in Iran; Quetief and Sab'Byaer in Syria; Gabes, Tunisia; Kehmisset, Morocco; before sailing across the Atlantic and back to Five Points. But where these two lines intersect is the 31 story Bank

of Georgia Building, its exact location confirmed by sextant sun sights made by the U. S. Navy.

Erection of this beacon tower and light was licensed by the Federal Aviation Agency.

It is interesting to note that aircraft beacons originally were licensed by the Agency (The Light-house Service) which controlled the coastal lighthouses, and they may have thought aircraft just an overhead passing fad.

Now the air lanes compete with the sea lanes, and inland cities, such as Atlanta, can rival the historic seaports in navigational importance.

What pleased The Bank of Georgia Officials most about the light, however, was that they were granted permit to "Operate A True Light," an old Lighthouse Service term.

With half a century behind them, The Bank of Georgia hopes that centuries lie ahead and their lights always will be true.

AU REVOIR, PEARL!

A pair of flashing dark eyes and a southern drawl are missing from Airports Branch these days. Pearl Lawson, Administrative Assistant, has returned to the City of the Mardi Gras and Bourbon Street, and is now at home in the Wohl Apartments, 2111 St. Charles Avenue.

Friends of Hilda Duer are glad to welcome her back to work after major surgery and to know that she is doing nicely.

UNUSUAL ASSIGNMENTS

Mr. E. B. Cliburn, Electronic Engineer, Electronic Engineering Section, will furnish technical assistance to the Office of International Coordination on the final tune-up and adjustments of the Shannon, Ireland, Instrument Landing System.

Messrs. R. T. Seibert and S. E. Eppler, also of the Electronic Engineering Section, are scheduled to participate in VORTAC experiments aboard the Coast Guard Cutter "Androscoggin." The trip will take them from Miami, Florida to Greenland.

We will look forward to some interesting reports from these people!

FUN TIME

Jane: I managed to keep my head above water in the pool today.

Sue: Of course. Wood always floats.

* * * *

Professor: Give me an example of wasted energy.

Student: Telling a hair-raising story to a bald-headed man.

* * * *

After her son's busy Saturday morning doing household chores, mother asked little Bobby to do one more thing.

"Gosh, ma!" he wailed. "When I want to do something, I'm just a small boy, but when you want me to do something, I'm a big boy."

* * * * *

FLOOD WATERS - MAXWELL AFB

- James W. Thompson, EIC

During the month of February, the Alabama area was drenched with rainfall which broke all previous records. A reading of 12 inches in Montgomery was recorded for the last two weeks of February. As a result, a series of most unusual events occurred at the RAPCON, Maxwell AFB.

On Friday, February 24, 1961, we experienced a record rainfall of 5.54 inches which caused flood waters to rise rapidly and cover parts of the runway and taxi strips. Commercial power to the CPN-18 radar site was lost, and it operated on emergency engine generators until Wednesday, March 1. The water reached a point approximately 45 feet from this building.

antenna towers to fall across our office building.



Vesto Tower

This resulted in considerable damage to the antennas which were supported by this tower and partially disrupted the back-up communications.

Early Sunday morning, it was determined that the Remote Transmitter Site was about to be flooded. Commercial power was removed, and the Maintenance Technicians rapidly removed many pieces of the equipment and set it up temporarily in the RAPCON Building. Other equipment was placed on higher shelves, and still others had to be abandoned, as the waters continued to rise.

The river reached its crest on Monday at a record 58 feet. At this time, the water level inside the transmitter site building was approximately 18 inches.

(Pictures - next page)



CPN-18 Radar Site
(Note water in background.)

Gusty winds from 35 to 56 knots in the early hours of Saturday morning caused one of the three steel Vesto

the Transmitter Site.



Remote Transmitter Site



Truck - Gate of Remote Transmitter Site



Inside Remote Transmitter Site
(Note 18 inch water line.)

Electronics Maintenance Technicians borrowed a large truck and a boat from the Air Force to gain access to,



Boat - Door of Remote Transmitter Site

They rowed through the gate and climbed an antenna pole to remove two antennas. These were temporarily

FACILITIES AND MATERIEL FIELD DIVISION NO. 2

set up to replace the back-up communications which were lost when the tower blew down.

The waters receded rapidly, and the equipment which had remained in the building was removed, thoroughly cleaned, dried, and ready to resume service on Wednesday, March 1. However, it was not until Friday, March 3, that the building was cleaned, and power wiring checked. Operation was back to normal.

Even under these extreme conditions, the Maintenance Technicians were able to provide temporary facilities for the continued operation of the RAPCON on a limited scale.

ALL GUMMED UP!

One of the airlines made it a practice to give its passengers sticks of gum which were labeled:

"To prevent unpleasant ear pressure during take-offs and landings."

On one trip, an elderly woman plaintively appealed to the stewardess:

"Help me get this stuff out of my ears. It hasn't done me a bit of good, anyway!"

M & M in F & M !

Just to prove that there's harmony in Technical Services Unit, FM-2388, two of this Unit's most prominent members, Minda Scott and Milford Meadows, were married December 30, 1960. Any way that you look at it - Minda and Milford, or Meadows and Meadows - M & M means a Mirthful Match!

EMPLOYEE DEVELOPMENT

"Nothing is more deplorable, Tim, than a worker who goofs off when there is nothing else that he can do."

"Yirrah," signed Tim. "Phwat can a man do whin they's nothing to do, I don't know?"

"He can read regulations," retorted Mulligan, "and give a little depth as well as width to his misunderstanding."

If anything makes a child thirstier than going to bed, it's knowing that you've gone to bed too!

COOPERATE!

Remember the banana! Every time it leaves the bunch, it gets skinned!

WISHFUL WRITING

A customer owed a bill for several months and paid no attention to statements. The credit manager wrote that if he didn't remit at once, the account would be placed in the hands of a lawyer for collection. Back came a letter in the very next mail:

"Enclosed find check to settle account referred to in your letter. Thank you very much, indeed, for all past favors and your wonderful patience. Yours truly.....

"P.S. This is the kind of letter I would write you if I had the money."

THE OLD TIMER

by James D. Stone

The Old Timer boarded the sleek
jet plane
And tapped down the aisle with the
point of his cane.
His back was bent, and he shook
on his feet
'Til he lowered himself in the first
window seat.
He doffed his hat and heaved a
sigh,
And smiled at the hostess as she
passed by.

The plane taxied out, and as the
minutes went by,
Roared down the runway and climbed
in the sky.
The Old Timer loosened his safety-
belt
And stretched his legs at the free-
dom he felt.
He peered out the window, and
looking below,
Watched the clouds drift by like
blankets of snow.

Then in retrospect, his mind gave
place
To the days, long ago, when they
called him "Ace."
Then, aviation was young, and the
flying pioneer
Had no place for misgivings,
weakness and fear.
The public was clamoring with
chidings and "can'ts"
Toward the airmen who "flew by
the seat of their pants."

From embryonic beginnings of fabric
and glue,
The Old Timer's hands fashioned
aeroplanes that flew.
Clumsily, wobbling short distances
first,
But breaking barriers, came through
with a burst
Of accomplishments - more power,
more speed that won
Aviation, forever, a place in
the sun.

Through the window, the Old Timer
surveyed the sky,
And watched these old "has-beens"
through his mind's eye
Go gliding, swooping and buzzing
about,
Diving, turning, in and
out.
Old buddies from many dawn
patrols,
World War I cronies were at the
controls;
With goggled faces, they raised
a hand
And waved an "all clear" to the
old man.

Then, days of barnstorming came
rushing along
With the smell of burnt oil,
acid and strong.
With pastures for runways, the
country-side
Came far and near for the
"two dollar ride."

WHO DIDN'T?... "What are the sins of omission?" asked the flight instructor.
"Sins we should have committed--and didn't," said the student pilot.

FACILITIES AND MATERIEL FIELD DIVISION NO. 2

With loop-the-loops they thrilled
the crowd
Who extolled their prowess long
and loud.

The Old Timer smiled wanly as his
dream gave place
To visions recalled from a pylon
race,
Where, with derring-do, one
Armistice Day,
He rode a Jenny to earth and
walked away
With the snap of a finger and the
wink of an eye,
He "gassed up" another and took
to the sky.

Sometimes in the money, sometimes
on the rocks,
The early airmen, through the
school of hard knocks,
Improved their techniques, and
placed in our way
A challenge to meet in the present
day;
To fly faster, farther and higher
yet,
To set other goals when these
are met.

The young hostess came by and
leaned over to say,
"Good Morning, Sir! It's a
beautiful day!
There's the Grand Canyon below.....
a lovely sight.
Tell me, Sir, is this your first
flight?"

The Old Timer turned from his
reveries,

And clasped his hands about his
knees.
He chuckled and surveyed the
wings she wore,
And said, "No, Miss, I've flown
before!"

The following is an excerpt from
a local newspaper.

ELECTRONIC MAIL

Write a letter on a one-page com-
bination letter and envelope. De-
liver it to a postoffice having the
new facsimile machine.

It transmits it by electronics in
seconds across the country, automa-
tically destroys the original and
seals the envelope at the receiving
end, to preserve its privacy.

Presumably, it is then delivered
like any letter--but in minutes or
hours where it took seconds to trans-
mit.

That is the new speed-mail service,
launched first between Washington and
Chicago, as a pilot project to speed
the mail eventually all over the
country.

And the Pony Express is just past
our life span!

Spring hasn't really reached the
suburbs - until you are awakened by
the first lawnmower.

PERSONAL AD..."Bachelor with 10 acres of excellent land would like to make acquaintance of lady, with tractor. Matrimony in mind. Please send picture of tractor."--WOODMEN OF THE WORLD.

BUDGET DIVISION

To coin a popular current phrase,
"Once more with feeling".

This time the magic wand touches
the shoulder of Thomas Gregg Milburn.

Our inability to do Mr. Milburn
justice in this type of endeavor is
attributed solely to lack of knowledge.
Tommy hasn't been with the Budget
Office long, and has not as yet been
"through the budget" formulation
(which is our method of separating
the men from the boys so to speak).
So, until we lower the checkered
flag on the FY 1962 budget submission
in July, we're forced to give Tommy
a once over lightly analysis.

From such a short acquaintance we
have, however, learned this much.
Tommy hovers on that magic line
between being an introvert and an
extrovert and, conversely, is not a
fence sitter - and sports fans, that's
a pretty hard combination to acquire
or to beat!

He is extremely quiet, to a point;
but when he leans back in his chair
and pulls that pipe from his mouth,
watch out cause he's "afixing" to let
forth with a true pearl of wisdom!

Tommy is an ex-B-17 Flight Engineer
and an ex-English school teacher; the
latter of which is certainly an asset
to any office, and the first on which
we shall withhold comment since we are
prone to romanticism concerning the
daredevils of the B-17 era.

All in all we believe Mr. Milburn
is quite an asset to our number.

* * *

We are indeed pleased to announce
the addition of a bit of feminine
pulchritude to the Budget Office in
the form of Mrs. Frances Schmidt.
Welcome aboard Frances!

* * * * *

REGIONAL
MANAGER
ACCEPTS
AWARD



In the photograph Archie W. League is receiving an award for the excellent showing made by FAA employees during the 1960 Federal Service Joint Crusade. This drive, which is conducted concurrently with the National Health Agencies Drive, is one of the two on-the-job fund raising campaigns conducted each year among FAA employees in Tarrant County.

HEALTH BENEFITS NEWS

Claims for payment of benefits under the Government-Wide Service Benefit Plan should be submitted in accordance with instructions found on pages 22 and 23 of the brochure for that plan. Claims submitted under the Government-Wide Indemnity Benefit Plan should be submitted in accordance with instructions on pages 18 and 19 of the brochure for this plan and instructions contained in the claims kit provided each employee enrolled in the plan. Employees residing in Texas, however, may save time by sending their claims direct to the following address.

Mr. Robert S. Johnson, Supervisor
Aetna Casualty and Surety Company
527 South Main Street
San Antonio 5, Texas

Please do not send claims to the Regional Office. Regional Office personnel cannot process or pay these claims, and payment to you is delayed from several days to a week or more.

Employees who have had a change in marital status or family status

have been submitting requests for changes in enrollment anytime from one month up to six months after the effective date of the change. If you are already enrolled, you may change your coverage from yourself alone to yourself and family or the reverse anytime from 31 days before to 60 days following the change in marital status. You may also make this same change anytime within 60 days following any other change in family status. You may not change plan or option. An employee desiring to make a permissible change should file a properly completed SF-2809.

Many of you have asked about your next opportunity to enroll in the Health Benefits Program, to make changes from one plan to another, or from one option to another. The next regular opportunity to make these changes will be from October 1 through October 15, 1961. You will be notified in advance in sufficient time to enable you to study the various plans and consider any possible changes you may wish to make.

ACCIDENT INSURANCE PLAN AVAILABLE TO FAA EMPLOYEES

The Fort Worth Federal Business Association has announced a plan to make available to all FAA employees of Region Two a low cost accident insurance policy. The insurance plan is underwritten by Continental Casualty Company and will offer accident and accidental death insurance in amounts of from \$1000.00 to \$100,000.00 at a cost of \$.85 a year per thousand for employees and \$.75 per thousand for dependents. A special clause has been written into the contract at no extra premium to cover FAA employees required to fly in the performance of duty. Pamphlets describing the policy will be sent to all employees in the near future. Employees may apply for the insurance by filling out the application form which they will receive with the pamphlet.

TORNADO

SAFETY RULES

**TO KNOW WHAT TO DO WHEN A TORNADO IS APPROACHING,
MAY MEAN THE DIFFERENCE BETWEEN LIFE OR DEATH ! !**

I If you are near a tornado cellar :

When time permits, go to a tornado cellar, cave, or underground excavation which should have an air outlet to help equalize the air pressure. It should be kept fit for use, free from water, gas, or debris; and preferably equipped with pick and shovel. THERE IS NO UNIVERSAL PROTECTION AGAINST TORNADOES EXCEPT UNDERGROUND EXCAVATIONS.

II If you are in open country :

1. Move at right angles to the tornado's path. Tornadoes usually move ahead at about 25 to 40 miles per hour.
2. If there is no time to escape, lie flat in the nearest depression such as a ditch or ravine.

III If in a city or town :

1. Seek inside shelter, preferably in a strongly reinforced building. **STAY AWAY FROM WINDOWS!**
2. In homes: The corner of the basement toward the tornado usually offers greatest safety, particularly in frame houses. People in houses without basements can sometimes be protected by taking cover under heavy furniture against inside walls. Doors and windows on the sides of the house away from the tornado may be opened to help reduce damage to the building.
3. Standing against the inside wall on a lower floor of an office building offers some protection.

IV If in schools :

1. In city areas: If school building is of strongly reinforced construction, stay inside, away from windows, remain near an inside wall on the lower floors when possible. **AVOID AUDITORIUMS AND GYMNASIUMS** with large, poorly-supported roofs!
2. In rural schools that do not have strongly reinforced construction, remove children and teachers to a ravine or ditch if storm shelter is not available.

V If in factories and industrial plants :

On receiving a tornado warning, a lookout should be posted to keep safety officials advised of the tornado's approach. Advance preparation should be made for moving workers to sections of the plant offering the greatest protection.

VI

Keep calm! It will not help to get excited. People have been killed by running out into streets and by turning back into the path of a tornado. Even though a warning is issued, chances of a tornado striking one's home or location are very slight. Tornadoes cover such a small zone, as a rule, that relatively only a few places in a warned area are directly affected. You should know about tornadoes though, "just in case"

VII

Keep tuned to your radio or television station for latest tornado advisory information. Do not call the Weather Bureau, except to report a tornado, as your individual request may tie up telephone lines urgently needed to receive special reports or to relay advisories to radio and television stations for dissemination to thousands in the critical area.

"CARDENAS VILLAGE" FAA'S CONTEMPORARY PANAMA CANAL ZONE
HOUSING COMMUNITY OFFICIALLY OPENS

Late in the afternoon, Sunday, March 12, Panama Canal Zone Governor William Arnold Carter and top regional officials of the Federal Aviation Agency formally opened "Cardenas Village", a new, contemporary housing community designed for FAA employees who operate "Panama Radio" in the Canal Zone.

More than 1200, both from the Republic of Panama and the Canal Zone, joined with this group in saluting this new community as they visited its modern facilities.

The striking 90-unit FAA "Cardenas Village" stair-steps down a hillside, into a green Cardenas River Valley just three miles northward from the Panama Canal Civil Affairs Building toward Colon on Gaillard Highway.

Beginning with entrance road off the highway, even Cardenas Village street names ring of such aviation pioneers as the Wright Brothers, famed Billy Mitchell, and other intrepid early-day pilots.

Among the present 90 units, set in a jungle scene of 60 acres, are 36 three-bedroom and 32 two-bedroom duplex apartments, six individual houses, and ---something new in Canal Zone housing ---16 attractive apartments designed especially for bachelors. An additional 30 units of various types are now being constructed and will be completed late this year.

Many Sunday visitors to Cardenas Village commented on the functional beauty created and on the skilled workmanship reflected in the development.

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

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PAUL M. PRATHO, M. D., ACTING REGIONAL FLIGHT SURGEON
Aviation Medicine Field Division Two

Following the traditional, Dr. Paul M. Pratho, Acting Regional Flight Surgeon, is a tall, dark Texan with a flair for getting the job done!

Born at Giddings, Texas, Paul continued his Texas career by graduating from the University of Texas Medical School in 1957, and from the United States Air Force School of Aviation Medicine at Randolph Air Force Base in 1958.

Following his graduation, he served as an USAF Flight Surgeon until he came with the Federal Aviation Agency in 1960.

Paul, his wife, and their son,

Scott, live at 6405 Locke in Fort Worth, and their home is partially furnished in colonial chairs, tables, and bookcases that Dr. Pratho has made in his home workshop.

"Muy Simpatico" Dr. Paul has just returned from Mexico City where he represented the FAA at the Mexican International Symposium.

Busily engaged in planning the new FAA employee health program, Dr. Pratho has little time for his woodworking hobby but seems always to have time to say a friendly "hello".

Know Dr. Paul Pratho! You enjoy it!

* * * * *



PAUL M. PRATHO, M.D., ACTING REGIONAL FLIGHT SURGEON
AVIATION MEDICINE FIELD DIVISION TWO