

FAA

REGION TWO

SCANNER

MAY-JUNE 1961



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FAA REGION TWO

S C A N N E R

Volume 4

Issue 4

MAY 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

During a brief two-day visit to the Regional Office May 11-12, FAA Administrator N. E. Halaby not only administered the activities of the Federal Aviation Agency from Fort Worth, but kept up a relentless local schedule.

Accompanying Administrator Halaby as he temporarily moved his Washington office to Fort Worth were Alan Dean, Assistant Administrator for Management Services, and Oscar Bakke, Director, Bureau of Flight Standards. Constantly in touch with the FAA's Washington headquarters by telephone, Mr. Halaby not only ran the Agency but had discussions in depth with the Regional Manager, the Field Division Chiefs, and their staffs.

Everyone concerned commented that it was quite stimulating and enlightening to see the topside of the Agency at work from the Regional level.

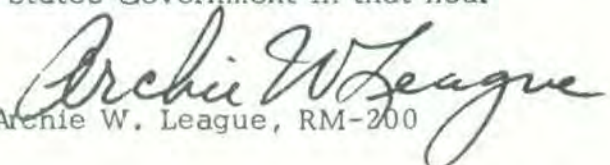
During his brief visit, Mr. Halaby was honored with a joint Dallas-Fort Worth dinner party that was attended by 160 influential citizens and civic leaders of both cities. Just before the affair, which was sponsored by the Aviation/Space Writers Association, the Administrator held an hour-long press conference during which he suggested that it might be advantageous for both cities to get together and develop a long-range plan for the future of their mutual aviation community. Thinking of the future himself, the next morning, Mr. Halaby piloted a B-58 at Mach 2 to gain knowledge that will assist him in advising President Kennedy on future supersonic jet transport programs.

One of the outstanding features of his visit was the Administrator's appearance before a large audience of Regional Office employees. Hundreds looked on as Mr. Halaby outlined how he thought the Agency's employees should look upon their opportunity to help aviation. Asking for a "lean and clean" organization, Mr. Halaby quoted the following from President Kennedy's January 30th State of the Union Message:

"I here pledge myself and my colleagues in the cabinet to a continuous encouragement of initiative, responsibility and energy in serving the public interest.

"Let every public servant know, whether his post is high or low, that a man's rank and reputation in this Administration will be determined by the job he does, and not by the size of his staff, his office or his budget. Let it be clear that this Administration recognizes the value of daring and dissent - that we greet healthy controversy as the hallmark of healthy change.

"Let the public service be a proud and lively career. And let every man and woman who works in any area of our national government, in any branch, at any level, be able to say with pride and honor in future years: "I served the United States Government in that hour of our nation's need."


Archie W. League, RM-200

RETIREMENT

A ceremony was held on Friday afternoon, March 31, 1961, honoring Mr. T. N. (Tom) Claxton who retired after thirty-one years' service with the Federal Aviation Agency.

Mr. Claxton entered on duty in 1930 as an Airways Mechanician when the Agency was named the U. S. Light-house Service. He subsequently advanced to Chief, Plants and Structures Section of the Maintenance Engineering Branch, serving fourteen years in this capacity until 1960. For the remainder of his service, prior to retirement, he served as Unit Chief, Plants and Structures Unit, Maintenance Evaluation Section.

In his long and versatile career, Tom advanced through all phases of air navigation service from the initial conception of gas blinkers for aircraft visual guidance to the

modern sequence flashing approach light lanes. Tom has been a real pioneer in the Plant and Structures Field of air navigation.

Mr. W. E. Peterson, Assistant Chief, Facilities and Materiel Field Division No. 2, presented Mr. Claxton with a bronze plaque engraved with a tribute to Tom and the dates of his Government Service. Several gifts, including a skill saw and a miniature beacon were also presented to Mr. Claxton from contributions received from Tom's many friends throughout the Region.

We wish for Tom good health and many days of happy leisure in the years to come. The latch string is on the outside of the door at Tom's residence, 1413 Blue Bonnet Drive. Friends passing that way are always welcome to pull the string.



COMMUNICATIONS

- James D. Stone

COMMUNICATIONS, WHETHER ORAL, ELECTRONIC, OR SIGN LANGUAGE, IS A WONDERFUL MEDIUM OF THOUGHT EXCHANGE. Without it, your whole life would be confined to a sphere about the size of a peanut hull. With it, man has lifted himself from an animal-like existence of limited environment and mental alertness to a point where limitless space is his domain, and his capacity for mental gymnastics is held in abeyance only by his own apathy and lack of effort.

THE STRENGTH OF OUR NATION LIES IN THE FACT THAT WE ARE A WELL-INFORMED PEOPLE. Our knowledge of what others are doing is not confined to our next-door neighbor, nor to activities "just over the mountain," but we have a finger on the pulse of world-wide humanity and its intricate coming and going.

PUBLIC OPINION IS CREATED, SWAYED, AND MAINTAINED THROUGH COMMUNICATIONS. The opinionated thoughts of the American people, whether a business tycoon, housewife, or shoe-shine boy, are engendered and kept alive, on a factual basis, by "airing" them frequently. It does no good to speak, unless you are heard. When you hear, your mind thinks and automatically evaluates. Mental evaluation without articulation reduces your mental structure - compared with a pea in a dry gourd - inert and rattles only when shaken.

COMMUNICATIONS IS THE LIFELINE OF ACADEMIC INSTRUCTION. The classrooms and campuses would be either empty or filled with feelingless, stupid robots without it. Our sciences and arts would die to nothing in less than a generation.

SWIFT, SAFE AIR TRANSPORTATION, AS WE KNOW IT NOW, MOVING IN EVER GREATER NUMBERS ALONG THE AIRWAYS, WOULD BE AN IMPOSSIBLE, DANGEROUS SITUATION WITHOUT THE MEANS OF RADIO

COMMUNICATIONS. Flying would be confined to low altitudes, fair weather, and comparatively slow small aircraft. Without transmittal of guidance information, our supersonic, super-altitude aircraft and missiles would be helpless hulks.

COMMUNICATIONS ENDEARS US TO OUR DISTANT LOVED ONES AND FOSTERS FRIENDSHIP. It brings about companionship without bodily presence. Wherever man goes, whatever he does, communications is of vital importance to him. To those of us connected with it, directly or indirectly, this should be a spurring challenge. This challenge has perfected communications from the tom-tom and smoke signal stage to the present state of the art where man has harnessed the lightning and made it say, "Here am I." (Job 38:35.)

AWARDS

Sustained Superior Performance Awards were mailed to the following field personnel of the Facilities and Materiel Field Division No. 2 during the month of May:

Mrs. Carolyn H. Crowell, Messrs. Joel G. Duncan and Lester E. Sloan, Montgomery, Alabama; Mr. Charles A. Thompson, Atlanta, Georgia; and, Mr. Carl H. Pickenpaugh, Balboa, C. Z.

An Award was mailed to Mr. Terry K. Oliver, Alpine, Texas, for a Suggestion concerning vibration loop RG-9B/U Cable for TACAN Antenna.



BUSINESS FLYING TO DOUBLE IN 15 YEARS

Hours flown in general aviation, including business and private flying, will double in 15 years, according to a long-range forecast by the FAA. Airlines will hold their own; military manned flight will decline.

This prediction was made by Oscar Bakke, Director of FAA's Bureau of Flight Standards.

"General Aviation," Mr. Bakke said, "is becoming a large industry. We in FAA have been looking ahead to estimate our future work load so we will be ready to meet it.

"Assuming continued peace and reasonable prosperity, we think general aviation in 1975, as compared with 1960, will total well over 100,000 aircraft and half a million active pilots, a gain of more than 50%, and flying hours per year will double to 25 million.

"This does not count on any radical change in aircraft. We expect that models will improve, year by year. Light turboprops and turbojets will come into use.

"The air carriers are not expected to change much in total aircraft, pilots, and hours, though larger and faster planes will mean a much increased passenger-mile and cargo-ton-mile capacity. Manned flight by the armed forces will decline 40% or so.

"General aviation, growing mainly in business flying, must get a much bigger share of attention from FAA, as well as from the states, municipalities, industries, and others.

"FAA's job is 'promotion, encouragement, and development' as well as safety. These functions go together. The things we do to make flying safe--education, devices, flight aids, and the setting of minimum standards--will enable pilots also to get the most pleasure and utility out of their planes. Development of general aviation as a sound business will follow."

* * * * *

FAA SETS NEW RULES FOR AIRCRAFT RENTAL

Under new rules for aircraft renting by FAA personnel, FAA pilots authorized to rent aircraft will be qualified on one or more of four aircraft categories and will carry an official "Authorization to Rent" card on which will be listed the categories of aircraft which they are authorized to rent. Renters may require a flight check at their discretion and the FAA rules establish the amount of this check time for which the Agency will pay.

Each FAA pilot authorized to rent aircraft will be given a proficiency check each Calendar Year in the month of his birthday by an FAA check pilot.

FAA pilots are now being checked for their qualifications to obtain "Authorization to Rent" cards which will be mandatory by August 31, 1961. They will be signed by Glenn H. Burrow, Chief, Agency Aircraft Operations Section, in Washington, D. C., or by the Branch Chief of the Aircraft Management Branch in the Regional Offices.

* * * * *

FAA INCREASES MINIMUMS FOR CERTAIN AIR CARRIER PILOTS

Ceiling and visibility landing minimums shall be increased by 100 feet and one-half mile for air carrier pilots who have not had 100 hours of experience as pilot in command in the type aircraft they are flying, the FAA announced in amending Parts 40, 41, and 42 of its CAR's.

This provision has been in the operations specifications of air carriers, the FAA points out, but check pilots of the airlines have been allowed to certify that a pilot was safe to operate with lower landing minimums before he acquired the 100 hours of experience. The FAA has received comments from the industry which indicate a general belief that the requirement should be in the CAR's rather than in the individual company's operations specifications.

* * * * *

SPECIAL FAA REGULATION MAKES MANDATORY REPORTING OF NAVIGATION AND COMMUNICATIONS EQUIPMENT MALFUNCTIONS

A special CAR has been issued by the FAA making it mandatory for pilots in command of aircraft to report immediately to FAA Air Traffic Control any inflight malfunctions of navigational or air/ground communications equipment.

The requirement applies to aircraft operating in controlled airspace under IFR.

The following types of inflight malfunctions must be reported:

1. Loss of VOR, TACAN, ADF, or low frequency navigation receiver capability: or
2. Complete or partial loss of ILS receiver capability: or
3. Impairment of air/ground communications capability.

In making his report the pilot would state to what extent his ability to operate IFR in the air traffic control assistance he desires.

In issuing the Special Regulation, the FAA pointed out that the regulation places very little additional burden on the pilots and that this information is needed so that the full traffic control facilities of the FAA can be used to assist pilots experiencing airborne equipment failure. Immediate adoption of the regulation is believed to be reasonable and necessary.

FAA said that air traffic control services can assist a pilot experiencing navigational or communications difficulty only if the pilot makes his difficulty immediately known to ground facilities.

Immediate notification, FAA noted, will alert air traffic control to the fact that the pilot may not be able to comply fully with traffic control requirements, or that an emergency situation may develop. Immediate notification will also permit a more complete utilization of the resources of the traffic control system.

FAA AND CAB ISSUES STATEMENT WITH REGARD TO USE AND DEVELOPMENT OF AIR CARRIER AIRPORTS

The FAA and the CAB have become increasingly concerned over the establishment of separate air carrier airports in cities sufficiently close to be served through one airport. The use of two or more airports by the scheduled airlines in serving an area in many instances tends to diminish the services to each airport and increase the cost of air transportation. The concentration of the services provided to an area through the use of one airport will often improve the service offered by both scheduled airlines and general aviation. However, this would never be accomplished in such a way as to compromise the safety of either scheduled air transport or general aviation.

From the point of view of the CAB, scheduled airline service into two separate airports that are reasonably adjacent often results in a deterioration of the quality of airline schedules to the area. In many cases, without substantial inconvenience to the air passengers, they could be served through a single airport, resulting in improved scheduling, better quality of service through the use of larger equipment, and an overall improvement in air service to the area.

The FAA and the CAB agree that the use of a single airport serving adjacent communities, where such action may result in a saving both to the Federal Government and the localities served, as well as improving the air service to the area, should be an increasingly important factor in considering applications for Federal funds for airport construction purposes and applications for certificated airline service.



you save

more than money



with

U.S. SAVINGS BONDS



Alfred E. Ericson, Acting Chief of the Orlando Tower, is shown presenting a certificate of award to Mrs. Andres, Secretary, for sustained superior performance of her official duties. Official presentation of this award was covered by the Orlando Sentinel Star. (Photo is courtesy of Sentinel Star of Orlando)

Carl R. Leavitt, Jr., Chief of the Jacksonville Tower, is shown as he was recently presented the annual Laurie Yonge Trophy. This award is presented by the Jacksonville Junior Chamber of Commerce to the man who has contributed most to civil aviation in that area. The occasion held special meaning for Leavitt since Mr. Yonge, the man for whom the trophy is named, made the presentation. Mr. Leavitt began his aviation career by learning to fly under Mr. Yonge, soloing in 1939. He obtained his private license in 1940. Mr. Leavitt went to work in the Jacksonville Twr. (then operated by the City of Jacksonville) in 1941. The CAA assumed operation on January 1, 1942, and he has been there since that time, except for special details as an instructor of ATC Procedures & Instrument Flight Rule Procedures at various military schools during the war years. Those who know Carl best will hardly believe this--but the presentation made him completely speechless! At left in photo is Henry Cook, president of the Jacksonville Junior Chamber of Commerce, center Leavitt, and at right is Mr. Yonge. --Times-Union Photo.



NEWCOMERS TO THE REGIONAL OFFICE

Carl Suber, formerly Chief of the Jacksonville FSS, and Harry Hubbard, who was Chief of the El Paso RAPCON, are now on the Regional Office Staff. Carl is in the Communications Section of the Operations Branch and Harry is in the Program Planning Branch.

* * * * *

A GIFTED teller of Cajun tales is Larry Falcon, Chief of the ATC Tower at New Orleans Municipal, who relates this one about independent "bessball" league in the Teche country.

"This Rayne team has got eight experienced men," said he, "and Benoit, the manager, had to go out and get hisself a greenhorn rookie to play santa fiel'. The firs' game was goin' pretty goud, until they start hittin' high fly ball to santa fiel', and the rookie drop t'ree right in front of him dare.

"So Benoit run back dare and say, 'Look, rookie, go sat on de bench, an' fass. Den Benoit, him, he play

back dare, you know. After a while dem high fly ball start comin' again and Benoit, him, he drop t'ree right on de groun'.

"After de anning's over he come back to de dugout mad like any'ting and he tole his men his men: "Doggone, dat rookie got dat santa fiel' so mess up ain't nobody can play out date."

(Falcon, available at WH3-8161, advises he will gladly volunteer his services as a Cajun talespinner before any group or organization).

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REQUEST FOR NEWS ITEMS

Anyone having news stories and other items for publication in the SCANNER are requested to submit copy so that it will reach AT-2000A no later than the 10th of the month prior to the month in which the material is to be published.

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B U Y B O N D S

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The following article is quoted from FLIGHT LINES, Region Three, written by Mrs. Hulda Dahl of their Engineering and Manufacturing Branch...

HAS THIS HAPPENED TO YOU (TOO)?

We goofed! We failed to follow procedure although it was all spelled out for us in black and white. The only excuse we had was no good, so we didn't use it. We just hadn't read the stuff. It came across our desk, but we didn't read it. We should have read it. The issuing office has a right to ask, "Why do you think we write these things?" And we can't do a thing but apologize with a red face and say it won't happen again (we hope)!

The no good excuse we didn't use is this: There are only eight ticking little hours in a working day and too much stuff to see, read, route, re-

view, write, check, distribute, classify, file, and DO. We try to read what looks IMPORTANT and what looks ROUTINE we file away in its proper place thinking it will be there if and when we need to refer to it. We don't think we need to refer to it because we've done it this way before, and then BANG, we've goofed!

There is no one of us so unimportant that we can't catch someone else in a mistake. What we make of that opportunity is what counts. How BIG can we be about another's goof? As BIG as we'd like someone else to be about ours? It's called the GOLDEN RULE and it's the nicest thing that ever happened in business, when it happens. We'd like to think that we use it more often than we don't wouldn't you?

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AVIATION MEDICINE FIELD DIVISION NO. TWO

NEW ORLEANS SEMINAR

A Medical Seminar was conducted March 27, 28, and 29 at New Orleans, La. Among the more than 100 attending were 49 Aviation Medical Examiners, FAA Flight Surgeons from all five regions, Bureau representatives from Washington and representatives from each Field Division of Region Two. The seminar was presented at the Tulane University Graduate Medical School. It consisted of clinical and medical instruction by Dr. James L. Goddard, Civil Air Surgeon; Dr. Paul M. Pratho, Acting Region Flight Surgeon, Region Two; Dr. Vernie L. Stenbridge, S.W. Medical College; specialists from the Armed Forces Institute of Pathology and professors from Tulane. Specific aeronautical applications were presented by the following Region Two personnel: Paul Boatman, John Hunter, J. J. Werbke, and R. C. Hutton.

This was the first Seminar to be held in this Region and one that will be a model for all seminars in the future.

The medical examiners had the chance to ask questions of the panel consisting of Dr. James L. Goddard, Dr. Paul M. Pratho, John Hunter, and Jim Harris. Many questions were asked and promptly answered by the competent panel.

Edna Bethany from the Regional Office did the footwork for the Seminar. She says, "All I need is a new pair of feet."

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A REGISTERED NURSE COMES TO MEDICAL

On April 3, 1961, a woman in a white starched uniform entered Bldg. Two to make her way to the Personnel Office. Around noon that day, Zona Hazle took over the duties of a full time nurse with the Medical Division. She is a native of Hope, New Mexico, (it isn't on the map) and received her training at the Methodist Hospital, in Dallas, Texas. A statistical roundup should be appropriate... 5'6", 114 lbs., green eyes, blonde hair, pleasing personality. In cases of accident or illness, you will find her very capable of giving aid and assistance.

Zona's husband, Tom, works in F&M and they are the parents of a son and daughter.

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Darthula E. Watson entered on duty with the Medical Division as a clerk-typist on April 3, 1961. We extend to her a warm welcome.

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As the summer months approach, we wish to caution our FAA personnel to be cognizant of the many insects which enjoy the summer as much as we do. In cases of any type of sting such as asp, bee, wasp (hornet)--- cold compresses, application of ammonia or baking soda will usually give relief until medical assistance, if needed, can be given.

* * * * *

SOME WORKERS ARE LIKE...WHEELBARROWS - No good until pushed. SOME ARE LIKE CANOES - Need to be paddled. SOME ARE LIKE KITES - If you don't keep a string on them, they fly away. SOME ARE LIKE KITTENS - Contented when petted. SOME ARE LIKE FOOTBALLS - You can't tell where they will bounce. SOME ARE LIKE BALLOONS - Full of air and ready to blow up. SOME ARE LIKE TRAILERS - They have to be pulled. SOME ARE LIKE NEON LIGHTS - Keep going on and off. SOME ARE LIKE A GOOD WATCH - Open of face, pure gold, quietly busy and full of good works. WHICH TYPE ARE YOU?



TURNER T-40 FOLDING WING SPORT PLANE

Many persons between Fort Worth and Denton, Texas, have been startled the past few weeks by seeing a small red and white airplane, wings neatly folded, being towed on a trailer. What kind of airplane is that? Why is it on a trailer? Are the wings supposed to fold like that? These are just a few of the questions asked as the airplane passes. The answers to these questions are easily and cheerfully given by the designer, builder and pilot, E. L. Turner of Richland Hills (suburb of Fort Worth).

The airplane is a "Home-Built" folding wing sport plane. It was designed to be towed to and from the airport and for storage in a single car garage. This permits ownership and operation of an airplane without paying the high price of a new or used airplane and paying hangar rent. The philosophy behind this home-built plane can be compared to

that of small boats - "take it with you."

This airplane, the Turner Model T-40, took $2\frac{1}{2}$ years, or about 2700 hours, to construct at a cost of \$1,000 dollars. The cost includes trailer, parachute and crash helmet. Construction cost was kept to a minimum by using commercial grades Douglas Fir, marine grade mahogany plywoods, Chromemoly steel and instruments from surplus stores. Engine cost totaled \$95 including overhaul.

First flight of the T-40 was made on April 3, 1961. The flight lasted only twenty minutes but proved the plane would fly. Subsequent flights have shown the plane to be stable, good controllability, and handling characteristics - both in the air and on the ground.

Preliminary airspeed calibration indicate stalling speed (no flaps) to be about 55 mph, cruising speed of 125, and

a top speed of 138. Eventually, the cruising speed is expected to reach 135. Rate of climb at 90 mph is about 800 feet per minute. The rate of climb will be increased after climbing tests are completed to determine the best climbing speed. Performance is considered "good" when one realizes that the engine is only rated at 65 HP @ 2300 RPM. One reason for the good performance is the controllable pitch propeller used. After the required 50 hours is accumulated on the aircraft, it is tentatively planned to install an 85 or 90 HP engine. The airplane structure is designed for 100 HP.

Construction started October 26, 1958, and ended February 26, 1961. All work was done by Gene, except for some mighty important help coming from his wife and two children. Their help was essential in the gluing of wing skins to the structure and also in the forming of the Fiberglas parts. Generally, construction progressed on schedule except for redesign of the horizontal tail to the "flying slab" type, and changing of the landing gear to the

steel spring type.

Pitfalls on the project were many; the hardest to overcome was the discouragement when an overall review of the remaining work to be done was taken. This was overcome only by forcing attention to the construction of details one-by-one. Discouragement was also encountered when it took 15 months to obtain a special registration number from the FAA. One would believe an FAA employee would receive the same courtesy as extended to applicants outside the Agency, but this was not the case.

E. L. (Gene) Turner is an FAA Aeronautical Engineer in the Airframe & Equipment Section. He is better known in the FAA as Region Two's Helicopter Specialist. Ironically, as it may seem, Gene does not approve the construction of amateur-built helicopters and autogyros.

For those people who would like to see this "little bird" fly, they can do so by going to the Saginaw Airport, Saginaw, Texas, any weekend for the next few months--weather permitting.

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PERSONNEL AND TRAINING DIVISION

WHY INTERNATIONAL TRAINING

The Agency has a clear responsibility for encouraging and fostering the development of civil aviation overseas. This is clearly stated in the "Federal Aviation Act of 1958":

"Sec. 305. The Administrator is empowered and directed to encourage and foster the development of civil aeronautics and air commerce in the United States and abroad."

Good effective training of international participants is one very important way in which this responsibility is carried out. Each year several thousand FAA people take part in some way in the training of international participants. Thus, many of us share in performing this basic responsibility of the Agency.

There is an additional basis for our international training activity. It is part of the United States policy of providing technical cooperation to friendly foreign nationals. This policy has been expressed in the Mutual Security Act of 1954. The International Cooperation Administration was established under authority of this Act. The International Cooperation Administration operated or coordinates technical cooperation programs designed for sharing our knowledge, experience, techniques, and skills with the peoples of the less developed areas of the world. Funds for these programs are provided by Congress.

Our activity in training foreign nationals is a direct result of the policy of the United States towards foreign countries. It is most important that we do the job well.

International Training has a readily apparent technical objective of contributing to the aviation know-how and skills of each participant. Our experience and technical knowledge are shared with those who have not had our opportunities to learn. Many of the skills required by nations striving to improve their civil aviation programs are developed by this training. From a long range viewpoint, the technical objective is to increase safety of international aviation. This will benefit United States citizens as well as others traveling overseas.

The training program has a second equally important objective which is that of creating or increasing friendly attitudes towards the United States. Both objectives are gained by working on an individual basis with each international participant.

If you have an international participant assigned to your facility for training, carefully consider the information concerning his training needs which will be furnished to you. You should carefully plan how you can best fit the foreign national into your established training program. Individual consideration is most important in carrying out on-the-job

About the only good thing to be said for having a small, muddy dog around the house this time of year is that it's better than a large, muddy dog.

(Continued)

PERSONNEL AND TRAINING DIVISION

training at field locations. Success of the program lies directly in the personal relationship between the trainee and the facility people with whom he directly associates.

INSTRUCTOR TRAINING COURSE

An Instructor Training Course is presently being conducted in Region Two. The first Course was conducted at Jacksonville, Florida, May 8 - 19, 1961. The next Course will be conducted May 29 - June 12, 1961, at Fort Worth, Texas, for employees of the field facilities within the immediate Fort Worth area. During FY-62, the Course will be scheduled at a number of locations within the Region.

Basically, this is the same Course as is conducted at the FAA School, Oklahoma City, Oklahoma. The Instructor Training Course is 80 hours in length and is appropriate for all employees who are responsible for instructing others either in small groups or in classroom situations. The participant is presented with sound, modern teaching principles and techniques. He considers in detail the role of the instructor, the learning process, lesson planning, testing, training aids, etc. Each participant has several opportunities to prepare and teach lessons under the instructor's guidance.

TIPS FOR SUPERVISORS

Communications:

Do your employees hesitate to do their jobs as they should?

Are you telling your employees only how and what to do without telling why?

Do you have trouble putting your ideas across to your employees?

If you answer "yes" to any of these questions, you may be doing something wrong in communicating. The next time you talk to your employees, watch their expressions. Perhaps your ideas and orders bounce off.

Analyze Yourself: "Is my communicating objective, precise, consistent, sincere?" "Am I presenting all the facts?" Perhaps you think you are doing all of these things properly, yet you still do not "get through." Ask the group "What is wrong?" Invite upward communications from your unit. You cannot measure how effective your communications are without it.

SAVINGS BONDS

May is the month for FAA employees to enroll in a systematic savings program through payroll deductions for U. S. Savings Bonds.

The Agency campaign goal is to achieve 50% participation in the program. Let's all participate!

"Say, Pete, you drink quite a bit. Tell me, does your tongue burn after you've had a few drinks?"

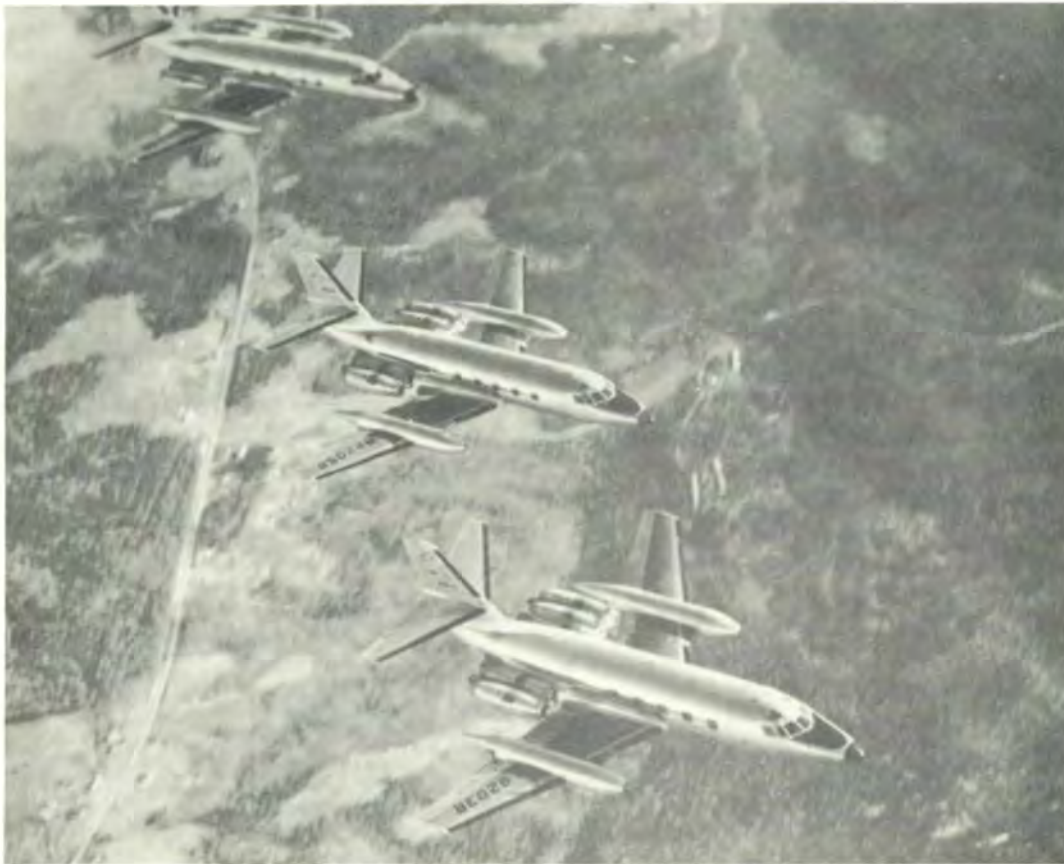
"I don't know, Joe. I've never been drunk enough to try and light it."

BUDGET DIVISION

The April issue of the SCANNER contained the last of a series designed to acquaint you with those in our Division who review, evaluate and assist in the preparation of your requests for funds, maintain continuing reports of approved funds to keep you apprised of the quarterly distribution of same, and who assist in every way possible to make your budget a practical, coordinated, and smoothly flowing working entity.

To that end, we welcome and heartily encourage your visits to meet and talk with the gentlemen we have presented in previous issues. We certainly don't profess to be as "entertaining" as the sultry Mae West, but her famous message would now seem apropos: "Why don't you come up and see us sometime?"

* * * * *



'SPACE-EYE' VIEW OF NEW MILITARY, BUSINESS JETS: This is the way a formation of Lockheed JetStars (with their unusual engines-at-the-rear design) would look to you, if you were in a satellite looking down on the new high-flying jet transports. Designed to move military and business leaders to important assignments at nine-miles-a-minute speeds, these "Space Age" support aircraft will go into service this summer. They currently are in the FAA certification stage.

EMERGENCY READINESS

FAA TO MAP POST-ATTACK PLAN

FAA is mapping a campaign to promote civil defense and post-attack survival planning by airlines and other essential elements of the aviation industry. Administrator Najeeb Halaby is expected to formally kick off the drive within the next few weeks. The effort will be a major part of FAA's response to a new executive mandate--a White House executive order and an Office of Civil and Defense Mobilization "emergency preparedness" order which were issued without fanfare in the final days of the Eisenhower administration.

The orders charge FAA with preparation for "emergency management of the nation's civil airports and civil aviation operating facilities" --specifically excluding aircraft manufacturing and the priority for use of existing aircraft--in any form of national emergency. Included are: (1) plans for "vulnerability reduction," stockpiling "essential survival items," and surveying civil aviation resources; (2) development or planning of radiological-biological-chemical monitoring and decontamination measures; and (3) provision of agency "continuity" and post-attack damage assessment and system "rehabilitation."

FAA has staffed its regional offices with "civil aviation defense planning officers," and is urging the industry and aircraft owners and operators to consult them for planning help.

A new pamphlet, "Post-Attack Survival & Recovery", is currently available and was circulated at the FAA/general aviation "AIR-SHARE" meeting at Jackson, Mississippi, on May 2.

This program is being administered by Elmer Addington and B. D. Carpenter for FAA Region Two with the Agency's Office of Plans and its emergency readiness division having responsibility for the program.



The photo shows the Emergency Readiness display which was featured at the FAA/general aviation "AIR-SHARE" meeting in Jackson, Mississippi, on May 2.

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IN MEMORIAM

Howard E. Core
Supervising Inspector
FS EMDO 2-42
Hurst, Texas

Passed Away
March 4, 1961

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During the Administrator's Regional Office visit, Regional Manager League looks on as Mr. Halaby received a Texas hat presented him at joint Dallas-Fort Worth dinner party honoring him.



Mr. Halaby (right) and Major Eugene S. Moses (left), one of the three-man crew of an Air Force B-58 bomber that May 11th captured permanent possession of France's Bleriot Trophy for sustained speed, Friday, May 12th, congratulate each other for flying supersonically. During his Regional Office visit, Mr. Halaby, to familiarize himself with the experience of flying at supersonic speeds, piloted the B-58 Hustler at Mach 2, or twice the speed of sound.



Administrator answers penetrating question at hour-long Dallas - Fort Worth press conference May 11th.



Just after a Bell Helicopter tour of the Dallas - Fort Worth area, Mr. Halaby is greeted by Mr. George Haddaway, Editor and Publisher of Flight Magazine.



Hundreds Of Employees At Regional Headquarters Hear - FAA Administrator N. E. Halaby Point Out Their Opportunities To Help Aviation. Only A Small Part Of The Large Crowd Is Shown Here.