

FAA

REGION TWO

SCANNER

July 1961



SPECIAL JULY 10 CEREMONY OFFICIALLY OPENS SOUTHERN REGION HEADQUARTERS

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SOUTHWEST REGION

S C A N N E R

Volume 4

JULY 1961

Issue 5

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.

REPORTERS

Accounting Division.....	Juanita Winstead
Administrative Services.....	J. H. Madert
Air Traffic Service.....	Beth Gorham
Aviation Medicine.....	Martha Creed
Audit Services.....	Joe Thornton
Budget Division.....	Susanne Coble
Aviation Facilities Service.....	Bessie Koepp
Avanella Dawson...	Mary L. Pendleton
Margaret Tinkle...	Jack Ester
Flight Standards.....	Everett Morris
Legal.....	Jane Smith
Personnel.....	Frank B. Burch

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REGIONAL MANAGER'S PAGE

On this, my first anniversary as Regional Manager, I would like to talk over with you several things which come to my mind.

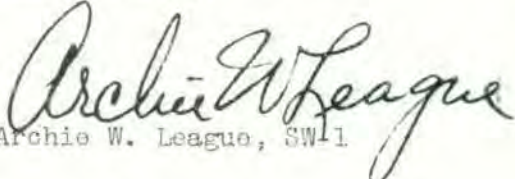
This has been a good year for me. My family and I eagerly anticipated moving to this Region, and our anticipations have been realized in that we have enjoyed every moment of our life here.

I suppose what I appreciate the greatest is the most warm and cordial relationship that has been extended me. It has been a real pleasure to get to know and meet so many fine, dedicated FAA employees.

During my first year, the region has been quite large...so large, in fact, that it has been difficult for me to visit all of the places that I have wanted to. Now this vast area has been divided at the Mississippi. Eventually, we will turn that portion east of the Mississippi over to Mr. Basnight to administer. My new area of responsibility will then be smaller and I will be afforded the opportunity to travel more extensively. In this way I will get to know many of you personally.

For example, just about the time this issue of the SCANNER goes to press, the week of July 24 through 28, I plan to fly a DC-3 aircraft on a tour of most of our facilities in New Mexico. My plan now is to visit as many of our facilities in New Mexico as possible during that week. I am looking forward to personally meeting as many of you as possible.

May I again thank all of you for the splendid cooperation you have offered me during the past year. I anticipate with great pleasure the months and years ahead in which our relationships will grow in depth and understanding.


Archie W. League, SW-1



THE MODEL EPB-1HR TAILLESS GLIDER

On May 22, 1961, the EPB-1HR was towed down the runway of the Flight Strip in South Grand Prairie for its first flight. Many people were amazed at the first sight of a Glider flying without a tail. Many questions have been asked by the various people who have seen this Glider. Some of the questions are: how much does it weigh, what is the wing span, and of what material is it made?

The questions are cheerfully answered by A. A. Backstrom, John A. Powell, and P. M. Easley. The glider was designed by Backstrom, lofted by Powell, and built by Easley and Backstrom. The weight of the glider is 300 pounds while empty, with a maximum weight of 550 pounds. The wing span is 30 feet with a wing area of 117 square feet. It has a length of 9.5 feet and a height of 5.5 feet.

It is completely constructed of wood, and the plexiglass canopy is removable for entrance. This glider was designed and constructed to obtain extremely low drag coefficients in combination with low speed circling flight characteristics. It required approximately one year of construction time to build the glider. Since no record of the cost was kept, the cost of building the glider is not known.

The total flight time is four hours, and performance flight test has not started. Therefore, no details on the performance can be given. However, the flight tests conducted to date have been satisfactory. The glider is controlled by the elevons and rudder.

A. A. (Al) Backstrom, who designed and helped build the glider,

FS SERVICE DIVISION (Con't)

is an FAA Engineering Service Representative in the Engineering and Manufacturing Branch Office.

He is standing alongside the glider in the photo at left.

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We wish to welcome the following people to Flight Standards Engineering and Manufacturing Branch:

John K. Finlayson, Aeronautical Design Evaluation Engineer, from Collins Radio Company; Jim H. Majors, Helicopter Specialist, from Bell Helicopter Corp.; R. J. A. Gibson, Flight Test Pilot from Chance Vought; Ray Forrest, Flight Test Engineer, from Boeing Aircraft Corp.; Mrs. R.P. Bowman, Clerk-Stenographer, from FM-2305; Mrs. A. B. Oates, Clerk-Stenographer, from FM-2363; and Miss LeEtta Gay Schuchard, Clerk-Stenographer, who recently graduated from North Texas State College.

We also wish to congratulate C.H. McMillen on his new position as Assistant Chief of Engineering and Manufacturing Branch.



FAA TO REQUIRE FLIGHT RECORDERS ON AIR CARRIER AND COMMERCIAL OPERATORS TRAINING FLIGHTS

Flight recorders, now required by the FAA on all air carrier jets and on other air carrier airplanes operating above 25,000 feet, will be required in the future when those same planes are operated by air carrier or commercial operators for flight checks, training flights, ferry flights, airworthiness test flights, etc.

Flight recorders preserve aircraft operational data concerning time, airspeed, altitude, course, and vertical acceleration.

The new FAA rule became effective June 6, 1961.

Air Carrier companies or commercial operators are required to keep recorded information for a period of at least 60 days for the use of the CAB and the FAA in the investigation of accidents and incidents.

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FAA PROPOSES RULE TO REQUIRE DME EQUIPMENT BY JANUARY, 1964

By January of 1964 all U.S. civil aircraft over 12,500 pounds must be equipped with Distance Measuring Equipment when operating under Instrument Flight Rules according to a proposed rule by the FAA.

Decision to require DME equipment followed a government-industry conference held in Washington March 22 at which there was general agreement on the value of DME as a safety navigation instrument. At that conference the FAA proposed an accelerated program of installation of DME equipment.

The proposed schedule will affect all large U. S. civil aircraft, when operating under IFR in the controlled airspace of the U. S. All turbojet aircraft must have DME installed by July 1, 1962; all turboprop by January 1, 1963; all pressurized, piston-engine aircraft by July 1, 1963; and

all other aircraft with maximum weight of 12,500 pounds or more by January 1, 1964.

While the rule would not affect aircraft weighing less than 12,500 pounds, that is, private-owner aircraft, the FAA believes that these owners will buy and use DME because of its important safety features.

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FAA STUDYING JET LANDING CHARACTERISTICS

Better information on realistic landing characteristics of the jet transport is sought by the FAA in studies underway at five major airports.

Using a special theodolite camera, FAA engineers have photographed 66 landings at O'Hare field in Chicago and 13 at Baltimore. Similar pictures are to be made at San Francisco, Denver, and Dallas and the results analyzed to give a good average operational basis for FAA rules on approach and landing and for determination of required airport sizes.

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FAA CHANGES AIR TAXI BASE INSPECTION FREQUENCY

Growth of the air taxi service in this country, with 2,700 operators using several thousand fixed wing aircraft and helicopters, has resulted in a changed approach to frequency of base inspections of these operations by the FAA.

In order to place more emphasis on supervision of actual operations of these aircraft, Safety Inspectors of the FAA have adjusted their program of inspecting operators' bases. At a recent meeting in Washington, it was agreed that base inspections, which include supervision of the facilities, and maintenance and operations records concerning air taxis, could safely be spaced at 6-month intervals, instead of the present 60 days.

* * * * *

NEW FAA ORGANIZATION GOES INTO EFFECT JULY 1

The evolutionary modernization program for the FAA, developed by N. E. Halaby, FAA Administrator, the last four months, got underway with the advent of the new fiscal year on Saturday, July 1.

Basic to the Agency's streamlining actions to provide better and more efficient management of its resources, is the broadened authority of the Agency's Regional Offices. The Regional Offices to be headed by Assistant Administrators will now be responsible for direction and execution of all FAA programs in the field, subject to direction and guidance from Washington Headquarters, which retains responsibility for developing national programs and policies.

FAA COMMISSIONS FIRST OF DOPPLER TYPE NAVIGATION AIDS

A new version of a navigational aid for pilots called a "Doppler VOR" has been commissioned by the FAA for the first time at Marquette, Michigan and will be commissioned at Rikers Island, near New York City about the first of August.

Doppler VOR's have been adopted by FAA as a means of providing electronic guidance for air navigation at unfavorable locations. Both standard VOR and Doppler can be received on normal aircraft VOR equipment and the pilot can tune either signal without regard to ground equipment.

FAA ANNOUNCES GRADE INCREASE FOR AIR TRAFFIC CONTROLLERS

N. E. Halaby, Administrator of the FAA, announced recently that as a result of a recent decision by the U.S. Civil Service Commission, the positions of many of the air traffic control centers will be raised one grade.

The upward adjustments in grade level will become effective as soon as the necessary administrative and re-classification actions are completed.

HALABY ADVISES ALPA OF DECISION TO CONTINUE AGE 60 RULE

N. E. Halaby, FAA Administrator, has advised ALPA of his decision to continue the present Agency rule which established 60 as the maximum age for airline pilots.

THREE AGENCIES PLAN STUDY TO INVESTI- GATE SONIC BOOM

Methods of predicting and minimizing effects of the sonic boom will be the subject of a coordinated research program by the NASA, the USAF, and the FAA. The study, scheduled to get underway in July, will include a thorough investigation of the sonic boom phenomenon by technical teams from the three agencies and will continue about six months.

The research will be divided into four projects covering specific areas. These are: (1) Sonic Boom Generation and Propagation; (2) Design Considerations to Minimize Sonic Boom Intensity; (3) Operational Procedures to Minimize Sonic Boom and (4) Effects of Sonic Boom. Objectives of the research program are to study the problem to minimize effects of the sound waves.

With the projected development of the supersonic commercial airliner, designed to cruise at speeds in excess of 2,000 miles per hour, research on the sonic phenomenon is given impetus.



FAA REORGANIZATION PLANS OUTLINED

Plans for modernizing the Federal Aviation Agency by centralizing development of national programs and policies in Washington and delegating operational responsibilities to Regional Offices have been outlined by N. E. Halaby, FAA Administrator.

The reorganization, which the Administrator described as "evolutionary" began on July 1.

"The Agency needs to provide more responsive and coordinated service in the field and better general management in Washington," Mr. Halaby said. "I believe the new organization will permit us to move on both these problems at once."

In outlining his plans, Halaby said specific operating details of the new organization will be developed step by step, as experience demonstrates. Oscar Bakke, former Director of the Bureau of Flight Standards has been assigned as the first Assistant Administrator for the Eastern Region (formerly Region I) and is responsible for producing a transition plan which may later be applicable to other regions.

Under the plan, three deputies in Washington will be responsible to Halaby for planning and directing the operations of the Agency. Regional offices will be headed by assistant administrators, who will be responsible for the direction and execution of all FAA programs in the field subject to direction and guidance from Washington in the form of national program definitions and plans, national standards, national policies, interpretations and advice.

The deputy administrator, who will serve as acting administrator in the absence of Halaby, will serve as general manager for Agency operations and will be responsible for coordination of activities by the regional offices and the following Washington services and one bureau:

Air Traffic Service (formerly Bureau of Air Traffic Management)

Aviation Facilities Service (formerly Bureau of Facilities and Materiel)

Flight Standards Service (formerly Bureau of Flight Standards)

Aviation Medical Service (formerly Bureau of Aviation Medicine)

International Aviation Service (formerly Office of International Coordination)

Bureau of National Capital Airports

The deputy administrator for plans and development will direct and coordinate longrange planning, research and development programs of the Agency and will be responsible for supervision of the following two functions:

The Office of Plans

The Aviation Research and Development Service (formerly Bureau of Research and Development)

The deputy administrator for administration will plan, direct and coordinate the administrative management programs of the Agency. He will be responsible for supervision of:

The Office of Management Services

The Office of Budget (formerly a part of the Office of Management Services)

The Office of Personnel and Training

The Administrator will continue to be assisted by the following staff offices in Washington: The Office of the General Counsel, the Office of Congressional Liaison and the Office of Public Affairs.

Dates for effectiveness of the proposed changes and appointments to the various positions will be announced over the next 90 days.

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The Thermonuclear device, code named MIKE, caused the greatest destructive effects ever noted from a single explosive device. The particular test island of the atoll completely disappeared 185 feet below the ocean's surface. The resulting nuclear "fireball" was the largest ever produced.

This photo was taken at a height of approximately 12,000 feet - 50 miles from the detonation site. Two minutes after Zero Hour, the cloud rose to 40,000 feet and ten minutes later, as it neared its maximum, the cloud stem had pushed upward about 25 miles, deep into the stratosphere.

The mushroom portion went up to 10 miles and spread for 100 miles.

Within the U. S. arms arsenal today, this type weapon is termed a "popular size".

Today, your Emergency Readiness Staff is diligently preparing programs for FAA personnel and airline industry alike to prepare countermeasures in event of an all-out national emergency and certainly, present world conditions dictate a role of preparedness and survival.

Enthusiastic efforts in radiological training with FAA instructors, coupled with a sincere desire by our certificated air carriers will assure survival of OUR industry, even under the most adverse conditions.

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AVIATION FACILITIES SERVICE DIVISION



BILL WHITTINGTON of Marianna, Florida, and MICKEY

Bill is the Chief of the Systems Maintenance Sector at Marianna, Florida.

The above photograph was recently printed in the Dothan Eagle Newspaper of Dothan, Alabama, with the following little story:

MUSICAL DUO - Whenever Bill

Whittington of Marianna plays his organ, it is never a solo but always a duet. That's because Mickey, his ten year old dog, likes to join in with his own brand of music. Right now, Bill and Mickey are at practice.

AVIATION FACILITIES SERVICE DIVISION

THE NEW ATLANTA AIRPORT TERMINAL

The following articles were extracted from The Atlanta Journal, Sunday, May 7, 1961:

CITY OF ATLANTA Office of the Mayor

The new Atlanta Airport Terminal belongs not only to Atlanta, but also to Georgia and, in a very real sense, to the whole Southeast.

Airlines are helping to bring us new industries and are forging a strong link between the rich sources of supply and demand in every corner of the world.

The air terminal is, for me, literally the culmination of a dream which began before 1924. In those days, the job was to convince people that airplanes could and would become more than a rich man's hobby!

We invite you to come and see our new terminal . . . we want you to enjoy its facilities. We want to share our pride in its beauty and its functional qualities.

We believe that our new airport is built on a foundation more durable than concrete, more revealing than glass: it is built on the foundation of faith that people have in Atlanta as the city of TODAY and TOMORROW . . . the transportation center of the great Southeast.

I want to acknowledge our debt to those people who, through the years,

have kept the dream of such an air terminal alive.

The Aviation Committee of the City of Atlanta joins me in acknowledging gratefully the assistance of the Federal Aviation Agency and the co-operation of the officials of Fulton and Clayton Counties, College Park, Hapeville, and East Point in the development of the new Atlanta Airport.

Sincerely,

W. B. Hartsfield,
Mayor

There are 524 scheduled daily flights in and out of Atlanta. And 2.5 million persons a year pass the terminal as passengers, or almost 7,000 a day.

Eight thousand people are employed at the airport with a payroll of \$42 million a year. This is the highest payroll per capita in the Atlanta area.

The peak loads are from 11:30 to 1:30, and at noon, it reportedly is the busiest airline operation in the world.

In size, the Atlanta Airport is comparable to the first 10 airport terminals in the United States.

NOW EAR THIS!

A "big shot" executive asked his secretary where his pencil was.

"Behind your ear," she replied.

"Come, come," snapped the "big shot" executive, "I'm a busy man--which ear?"

AVIATION FACILITIES SERVICE DIVISION

RETIREMENT

Mr. W. H. Burkholder, Airways Engineer with the Systems Maintenance District Office at Midland, Texas, retired July 7, 1961, after more than 33 years' service as a Federal employee.

Mr. Burkholder entered on duty with the old Lighthouse Service and progressed with the organization through the present date. He plans to sell his home in Carlsbad, New Mexico, and move to a mountain retreat he is building at Ruidosa, New Mexico.

We are sure that "Burk" would be interested in hearing from his many friends.

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NEWS FROM APDO-4

APDO-4, Jackson, Mississippi, welcomed two new employees in June. They are Bobby Trammell, Airport Engineer, who transferred from the U.S. Army Engineers Waterways Experiment Station in Jackson and Tommy Pickering, Facility Records Engineer, who came to us from the Mississippi State Highway Department in Jackson.

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ILLNESS OF CHARLIE FOUNTAIN

Some of the old-timers of both the old Second and Fourth Regions may not be aware that Charlie Fountain, Airways Engineer of the Atlanta District Office, has been out of 'harness' since March 1961, when he underwent an operation in an Atlanta hospital.

Charlie is now on the road to recovery, and we are sure that he would be interested in hearing from some of his old friends who are scattered throughout the Region.

Charlie's address is: 96 Sheryl Place NW, Apt. 4, Atlanta 9, Georgia.

Best wishes, Charlie, for a speedy recovery from all of us!

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We are accustomed to reports that employees' children have the mumps. However, it's a little different when an Airport Engineer calls to report he'll be on three weeks' sick leave - MUMPS! We are happy to report that Ken Barfield is now back at work and feeling fine.

* * * * *

THE OPTIMIST CREED

PROMISE YOURSELF.....

- To be so strong that nothing can disturb your peace of mind.
- To talk health, happiness, and prosperity to every person you meet.
- To make all your friends feel that there is something in them.
- To look at the sunny side of everything and make your optimism come true.
- To think only of the best, to work only for the best, and to expect only the best.
- To be just as enthusiastic about the success of others as you are about your own.
- To forget the mistakes of the past and press on to the greater achievements of the future.
- To wear a cheerful countenance at all times and give every living creature you meet a smile.
- To give so much time to the improvement of yourself that you have no time to criticize others.
- To be too large for worry, too noble for anger, too strong for fear, and too happy to permit the presence of trouble.

- Christian D. Larson

...THE BEACON, April 1961

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AVIATION FACILITIES SERVICE DIVISION

Our own Wedia Neal became Mrs. Richard Caldwell, Saturday night, May 20, 1961. They were married in their own church - Diamond Hill Baptist. Wedia and Dick met at FAA almost three years ago when Dick was stationed here for the Navy. The newlyweds will be making their home in the Oakhurst section at 2308 Yucca. CONGRATULATIONS WEDIA AND DICK!

* * * * *

NEWS REPORT

from

APDO-4, Jackson, Mississippi

May has been a month of visitors for APDO-4. Mr. James T. Pyle, Deputy Administrator, Washington, and Donald G. Schuler, Assistant Regional Manager, Fort Worth, accompanied by Bruce Chambers, Region Two Public Affairs Officer, while attending the "AIR-SHARE" meeting in

Jackson, Mississippi, on May 2, made a brief but much appreciated visit to the Airport District Office.

This was Mr. Pyle's second visit to Jackson within the past few months. APDO-4 employees feel honored that he took the time from his busy schedule to visit with and meet each of them.

During the week of May 15, APDO-4 took part in training three International Participants - Mr. Jose Angulo of Spain, Mr. Oscar Bruno of Argentina, and Mr. Manuel Planchart of Venezuela.

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CHANGE ANYBODY?

The original money changing machine was a sharp knife. In the American Colonies, Spanish dollars were often used as currency. When change was needed, the coin was simply cut into eight pieces of "Bits". This is the origin of our slang expression "two-bits".

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C. S. Mitchell, Chief of the Fulton County, Georgia SMS congratulates Charles T. Bauman, radar technician at the Smyrna, Ga. ARSR radar site, who graduated from Southern Technical Institute in June and received double honors at the graduation. Bauman was winner of the Scholastic Award presented by Southern Technical Institute for highest honor and also received the Georgia Engineering Society Award for highest potential of his class. We are proud of Bauman's accomplishments both in scholastic standing and his position in the FAA and may he have many more.

AVIATION FACILITIES SERVICE DIVISION

LOST AND FOUND DEPARTMENT

The Lost and Found Department for Regional Headquarters is operated by Mrs. Avanelle Dawson, Secretary to the Chief, Materiel Branch. Items found, including money, are held for a reasonable period and returned to the finder, if unclaimed.

The following unclaimed items are now on hand: (1) man's beige cashmere slipover sweater, sleeveless; (2) two pairs spectacles; (3) gold chain bracelet with pearls; (4) silver bracelet; (5) gold cuff link with blue set; (6) lady's white knit glove, also beige silk glove; and (7) tie clasp with chain containing lodge emblem.

George Tinkle, Contract Specialist of the Procurement Section, recently completed a course in Foundation Mathematics offered by the FAA School in Oklahoma City, Oklahoma. This is one of the many courses available to Regional employees through correspondence.

Complete commercial air or train reservation and ticket service for official travel for FAA employees is being provided by the Transportation Unit, FM-2283, Extension 421, Building 4, Room 134.

Frank Lee, Transportation Clerk, provides these travel services, complete up-to-date schedule information, executive accounts reservation service, accurate (guaranteed

not to bounce) Government Transportation Request issuance and preparation, ticket pickup, when desired.

All of these services are yours for a telephone call or a visit to this Unit.

We would like to welcome the following new employees to the Materiel Branch:

Mrs. Geraldine Duff, Clerk-Steno in our Real Estate Section, who transferred from the Terminal Communications Unit of the Establishment Branch; Mrs. JoAnn Canaday, Procurement Clerk in our Procurement Section, who transferred from the Center Unit of the Establishment Branch; and Mr. Michel Hinton, Realty Assistant in our Real Estate and Utilities Section, who formerly was a CPA in business for himself. Prior to that time, Mr. Hinton was with the Internal Revenue Department.

Miss Laquata Burgan (better known as "Kay") was promoted from the Plant Engineering Section, Establishment Branch, to the Engineering Section of the Airports Branch, May 15, 1961.

It is good to have Mr. Paul Ullman of the Engineering Section, Airports Branch, back with us. He has been attending the Radiological Officers' Training Course in Anniston, Alabama, for six weeks.

WANT AD...

"Lovely kitten desires employment as companion to small girl. Will also do light mouse work."



RESIDENT INSPECTORS CONFERENCE

Sometime ago, a conference was held at Fort Worth, Texas for all Region Two Resident Inspectors. The above photo was made showing those in attendance. Seated left to right:

Donald E. McHam, Asst. Chief, ATSD
 Bernard R. Curtis, ATS, Washington
 Major Ross Beckham, ATS, Washington
 Walter E. Britton, ATS, Washington
 Paul H. Boatman, Former Chief, ATSD
 Robert F. Beck, ATS, Washington
 William R. Andrews, ATS, Washington
 William Acton, RATSS, Laughlin AFB, Tex.

Standing left to right:

Robert J. Deason, RATSS, Patrick AFB, Fla.
 H. Gilbert Erdoesy, RATSS, Shaw AFB, S.C.
 H. R. Sigmund, RATSS, Vance AFB, Okla.
 C. S. Reeves, RATSS, Corpus Christi NAS
 E. M. Marshman, Jr., RATSS, Ozark AAF, Ala.
 M. L. Thrailkill, RATSS, Keesler AFB, Miss.

R. G. Bortner, RATSS, Webb AFB, Texas
 N. W. Lepeard, ATSD, Fort Worth
 Ellie L. Walton, RATSS, England AFB, La.
 W. C. Mount, RATSS, Key West NAS, Fla.
 W. G. Maynard, RATSS, Laredo AFB, Texas
 C. R. Carmichael, ATSD, Fort Worth
 B. O. Beard, ATSD, Fort Worth
 E. L. Stone, Jr., ATSD, Fort Worth
 R. F. Jordan, RATSS, NAS Glynnco, Ga.
 R. J. Mahan, RATSS, Myrtle Beach AFB, S.C.
 Fred E. Wallace, RATSS, Memphis NAS
 C. B. Davis, RATSS, Craig AFB, Ala.
 H. R. Graves, RATSS, Tyndall AFB, Fla.
 C. R. Bowles, Carswell AFB, Texas
 G. R. Winship, RATSS, Columbus AFB, Miss.
 John N. Gillespie, RATSS, Cherry Point MCAS
 James E. Welsh, RATSS, Post AAF, Okla.
 T. W. Cowart, Homestead AFB, Fla.

William R. Parks, RATSS, from Eglin AFB, Florida, was unable to attend the conference because of hospitalization.

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PERSONNEL AND TRAINING DIVISION

SICK LEAVE STUDY

A recent study by the Army reveals a definite relationship between age, sex, job level and location with the use of sick leave by its civilians.

The first part of the study was concerned with the extent to which the geographic or urban-rural location of U. S. activities affected sick leave use. The average annual use of sick leave per employee ranged from 56 hours in the south to 68 hours in the northeast and east-central portion of the U. S. At the same time, slightly more sick leave is used in urban locations than in rural or partially rural areas.

The second part of the study sought to determine the effect, if any, of age and grade on sick leave use by individuals, and to examine patterns of use by men and women as well as supervisory and nonsupervisory personnel. Several characteristics are apparent: Women use more sick leave than men in general schedule jobs. Supervisors use less leave than those they supervise. The findings on the basis of age are of interest. Younger employees use more sick leave than middle age employees, and older employees use more than either of the other two groups. It does not seem reasonable that younger people who generally are healthier than middle age people need more sick leave. It appears, therefore, that the greater possibility of abuse exists with employees in the age group 24-35. As employees become older (36-47), and

possibly more responsible, there is a tendency for sick leave to diminish. At about the age of 48 sick leave begins to rise and continues to increase as age increases.

The study also showed that employees in the low grades use nearly 70 hours of sick leave annually and that its use declines steadily up the grade level scale to 25 hours on the average in the top grades. These data suggest that sick leave use is to a great extent related to employees' attitudes and sense of responsibility in connection with their jobs.

Army managers were reminded that continuing attention to sick leave use by all is warranted. Abuse of the sick leave privilege, where it does exist, is expensive in terms of lost production. While sick leave use is a responsibility of management, corrections of abuse must be undertaken in an analytical and constructive, rather than in an arbitrary, manner. If the reasons for excessive use are rooted in the work situation, it is the manager's responsibility to identify these reasons and correct them.

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PERFORMS OTHER DUTIES AS REQUIRED

You may see the above statement in your job description and/or you may hear some employee exclaim, "What is meant by other duties as required?"

Miscellaneous tasks or non-related duties may be assigned by the supervisor. For example, a specialist or technician may be asked

...And then, there was the lawyer who joined the nudist colony. He never had a suit afterwards.

to assist in filing a backlog of documents; and/or a clerk may be assigned to an organization other than the one that is reflected on the job sheet for a short time, or the clerk may be asked to assist in the compilation of reports which is normally shown in the position description of another clerk.

We are expected to perform such assignments. Performance of duties not shown in a job description is not limited to related duties, that is, related to typing or traffic control, etc. It can be unrelated.

We should not refuse to perform such duties because they are not shown in our job description. If you feel you have a valid complaint about these unrelated assignments, do the job and then get your complaint "in the mill."

The reasons for these unrelated duty assignments sometimes originate from the fact that our supervisor feels we are the one to perform such tasks, because he received an emergency order, he does not have sufficient manpower to do all the work, or he decided the work should be accomplished.

It is not mandatory that all required duties be listed on a job description. A job description cannot be expected to reflect every possible task and under the concept

of reducing paper work job descriptions will be shorter.

Your supervisor, in his best judgment, is sometimes placed in a position where it is urgent and mandatory that he require such performance of other duties. You may not agree with him, but you are expected to understand his position and accept his decision. What would you do under the same circumstances if you were the supervisor?

When the "performance of other duties" becomes regular or recurring, assignment in another skill and of a substantial nature, then the supervisor is expected to inform the Classification Branch, RM-212. These regular or recurring substantial duties do not include incidental duties such as typists occasionally answering the telephone, or a subordinate serving occasionally in the supervisor's position during his absence.

An organization is helped when the spirit of cooperation between supervisor and employee exists in performing "other duties as required." When you think of it, there is hardly one of us in the FAA who does not occasionally perform "other duties," and it is a very rare exception that any supervisor would unjustly use his authority on this point.

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JETS GULP FUEL

A Boeing 707 jet airliner consumes more fuel in the 145 minute flight from Miami to New York than the average motorist does in seven years of driving, according to Northeast Airlines.

The 707's swallow up around 5,000 gallons of aviation fuel on the run while a motorist, averaging 15 miles to a gallon, can drive 75,000 miles on that amount.

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BUDGET DIVISION

A warm FAA welcome to the following new employees in the Budget Division....

Linne'Ahlberg, the new Division Chief of Budget who came to us from the U. S. Forest Service in Arlington, Virginia. He was formerly the Acting Director of the Division of Personnel Management.

Clem C. (Mac) McLane, Budget Analyst joined our Division in June and was formerly with the Benicia Arsenal, Benicia, California.... and we might add....he is a big fan of the San Francisco Giants.

Susanne Coble, secretary to the Division Chief, was previously assigned to F & M....Susanne replaces the one and only Judy Clayton, former SCANNER reporter, who received a transfer and promotion to the Center in San Antonio.

We are sure that these new employees will receive the proper indoctrination, for our Division is presently in the middle of the annual Call for Estimates.

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We have moved!.....again! The offices of the Budget Division are now located in Building One, Rooms 201 and 202.

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We are sure that the regular readers of the SCANNER will recall the numerous articles so splendidly written by our ex-reporter, Judy Clayton. Judy will be sorely missed, not only for her wit and personality, but for the excellence of her reporting style. The current reporters from this office will do their best to be informative, so bear with us.



C-140 WINS PROVISIONAL FAA NOD -- Pleased Art E. Flock (left), Lockheed Georgia chief engineer, thanks J. B. McLaughlin of the Federal Aviation Agency for the provisional Class 1 type certificate (shown framed) issued by FAA on the C-140 JetStar "economy-size" transport which is in production at Marietta. The model aircraft is a C-140 Air Force version.

ON THE COVER

On July 10, a special ceremony was held to salute the opening of the temporary headquarters of the new Southern Region. Employees heard Southwest Regional Manager League, Southern Region Assistant Administrator Basnight and his Deputy, Paul Boatman tell of the plans for opening of the new regional headquarters in Atlanta.



COVER PORTRAIT

ARVIN O. BASNIGHT, ASST. ADMINISTRATOR
FAA Southern Region, Atlanta, Ga.

Arvin O. Basnight was recently appointed Assistant Administrator for the Southern Region with headquarters in Atlanta, Ga., by FAA Administrator N. E. Halaby. Temporary headquarters for the Southern Region are located presently in Building 23 at the Southwest Region headquarters in Fort Worth.

The new Southern Region Asst. Administrator has had long experience with FAA and the former CAA.

Basnight has been with FAA/CAA since 1940. He participated in personnel programs and initiated the first large scale recruitment of air traffic control personnel. In 1943 he entered the Army Air Force and flew 35 combat missions as a B-17 bomber pilot in the European Theater. He holds single and multi-engine ratings and has taken jet aircraft training.

He returned to the CAA after the war as a budget analyst, and has held successively more responsible posts in budget work. For the past two years he has been Deputy Assistant Administrator for Management Services, a position which takes in the broad scope of all agency management problems.

Basnight, 45, is a native of North Carolina. He studied at North Carolina State, American University and George Washington University. Basnight is married to the former Marjorie Gauthier. They have three children and reside in Silver Spring, Maryland.

We all wish him much success in his new assignment and hope that he enjoys his regional experiences in the South!



ARVIN O. BASNIGHT
ASSISTANT ADMINISTRATOR, SOUTHERN REGION