

FAA

REGION TWO

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SCANNER

September 1961



HURRICANE CARLA'S WIND &
HIGH WATER HIT FAA ON
TEXAS COAST.

FAA REGION TWO

S C A N N E R

Volume 4

Issue 7

SEPTEMBER 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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Aviation Medicine.....	Martha Creed
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REGIONAL MANAGER'S PAGE

The tall palms along the sunny southern coast of Texas are usually gently swayed by cooling breezes from the Gulf of Mexico, but on the dark Monday morning of September 11, Hurricane Carla...the most powerful of this century...struck the quiet coast with a crushing blow that left thousands homeless along its devastating path.

Hundreds of millions of dollars damage was the terrible aftermath of what authorities are calling "probably the worst disaster of its kind in our history".

Our Federal Aviation Agency facilities suffered extensive damage from Carla, and on Tuesday, September 12, the day following the initial blow, I reported to the Administrator that nine VOR's were inoperative; two high-powered "H" facilities were not functioning; the ATC control towers at Beaumont, Houston, and Corpus Christi that had been temporarily abandoned were restored to normal; the Flight Service Stations at Galveston and Palacios were under water; the tower at College Station was inoperative because of high wind damage to the tower glass; microwave link that transfers Houston long range radar information to San Antonio ARTC Center was out; ILS's at Houston and Beaumont were out of commission; quite a number of peripheral communication sites and low frequency ranges were out.

In all, extensive damage and a gaping hole in the Federal Airways System made it imperative that emergency action be taken instantly. I asked that every organization take immediate steps to ascertain the extent of the damage and begin restoration of facilities and services as rapidly as possible. I fully expected many days and weeks to elapse before dependable service could be fully realized.

However, all of our people marshaled their talents and strengths and amazing results began to appear.

Air Traffic personnel established emergency stations and started to provide service. A temporary mobile tower was established at Galveston Airport to provide air traffic service in disaster relief and the Palacios FSS began operation from an outside table.

Our Maintenance personnel demonstrated technical know-how, devotion, and initiative that were actually astounding to follow. Without hesitation, they moved into every situation, pulled "rabbits out of their technical hats", and facilities began once again to crackle out their familiar identifications. One by one, facilities began to go back on the air...true, many with unorthodox temporary lashups that were not in the manuals...but, what's important...they worked, and the once giant gap in our system was again filled with reliable air aids. By the weekend following the dark blow on Monday, we were back in business along the rubble-strewn coast of Texas.

Our hats are off to all of you who once again proved that we, in the Federal Aviation Agency, are a team...a team that gives us all humble pride.

Archie W. League
Archie W. League, SW-1

HURRICANE CARLA DEVASTATES TEXAS COAST AND FAA FACILITIES



Power and Communications Knocked Out
Throughout Wide Coastal Area



Palacios, Texas FSS Shop Following
Carla's Wrath



Palacios FAA Engineer Smith Points
to High Water Mark



NEVER-SAY-QUIT Palacios FAA Team Goes Back into FSS Business
with this Temporary Station

PERSONNEL AND TRAINING DIVISION

OCCUPATIONAL SAFETY OFFICER

Mr. Albert L. Haynes has entered on duty and is designated as the Occupational Safety Officer for the Southwest Region. Organizationally, his position is located in the Personnel and Training Division, Personnel Services Branch.

Mr. Haynes has a B. S. Degree from Louisiana State University and did one year of graduate work at New York University in Industrial and Fleet Safety. He has also had other safety courses given by the Bureau of Mines, Department of Army and Texas A & M College. Three years prior to coming with the Agency, Mr. Haynes was Safety and Fire Prevention Director for a large lumber manufacturing company located in Louisiana. He served with the Department of Army, Ordnance Corps, in Japan, as their Safety Director and with Chemical Construction Corporation - American Cynamid Company, New York, N. Y., as their Safety Engineer in the construction of large chemical plants.

The Occupational Safety Officer will provide staff assistance to management in planning, directing, coordinating, administering, and evaluating the Southwest Region's Safety Program. The broad objectives of the Occupational Safety Program are to prevent accidents and to eliminate hazards which may cause injury to employees and damage to equipment. This includes the establishment of safety requirements and the application of more extensive safety measures to especially hazardous occupations and conditions.

Mr. Haynes will be visiting many of our field installations and construction sites in the near future. During these visits, he will seek to identify safety needs and will solicit the views of employees on ways to make work more safe in the Southwest Region.

* * * * *

MAKING DEPOSITS OR REDEPOSITS TO THE RETIREMENT FUND

A question that is frequently directed to the Personnel and Training Division by employees who have in the past received a refund of retirement deductions or who have had a period of service during which deductions for retirement were not made is "Will it be to my advantage to make a deposit or redeposit to the Retirement Fund to cover this service?"

The answer to this question will vary with individual cases. Such factors as the time which has elapsed since a refund was made, the age of an employee at the time he makes a deposit, and his total service have a bearing on whether it is advantageous to make a deposit or redeposit to the Fund. A "deposit" is a payment to the Fund to cover a period of service during which deductions were not made; a "redeposit" is a payment to the Fund of deductions which have been refunded.

All creditable service, whether or not covered by deductions, is counted when determining an employee's eligibility for retirement. However, any period for which a refund was made and not repaid is eliminated in computing the amount of his annuity. A

JUST AN INTERESTING NOTE...An estimated 150,000 to 175,000 cups of coffee were consumed in the Regional Office Cafeteria during the period October 1960-June 1961, as determined during course of audit of the Cafeteria by our Audit Staff. WONDER WHO DRANK SO MUCH???

(continued)

PERSONNEL AND TRAINING DIVISION

period when deductions were not made and for which the employee has not made deposit to the fund is counted in computing his annuity; however, the total annuity is reduced by 10% of the amount due for deposit to the fund. If an employee makes a deposit to the fund at the time he retires, it will take ten years for him to receive back in the form of annuity the amount he has paid into the fund. The amount due for deposit or re-deposit to the fund grows each year as interest accumulates.

An employee who desires to make either a deposit or a redeposit to the Retirement Fund should request from the Personnel Division a Standard Form 2803, "Application to Make Deposit or

Redeposit." One copy of the SF-2803 should be returned to the Personnel and Training Division (Control Branch). The Control Branch completes the reverse side of the SF-2803 and forwards it to the Payroll Section, who attaches a copy of the employee's retirement record and forwards both to the Bureau of Retirement and Insurance, U. S. Civil Service Commission, Washington 25, D. C. The Bureau will then compute the exact amount due for deposit or redeposit or both and will contact the employee directly. Payments to the Fund may be made in \$10 installments. They cannot be automatic deductions from the paycheck but must be made by the employee directly to the Bureau.

HEALTH BENEFITS NEWS

RESULTS OF HEALTH BENEFITS SURVEY

The Civil Service Commission, in cooperation with the Personnel Services Branch, conducted a health benefits survey in the Southwest Region earlier this year. 657 of our employees participated in this study. The Civil Service Commission's purpose was to determine employee reaction to the health benefits plans and to accumulate data with which to negotiate changes in plans with the insurance carriers. Some of the results of this study are published below.

Question: If you could make a choice today, would you choose the same plan?

<u>Yes</u>	<u>No</u>	<u>Don't know</u>
483	132	46

Question: If you have used your plan, were you generally satisfied with the handling of your case?

<u>Yes</u>	<u>No</u>	<u>Haven't used</u>
263	76	291

Leading reasons given for dissatisfaction with handling of claims were:

- (1) It took too long to settle claim.
25 responses
- (2) Procedure for filing claims was too complicated.
12 responses
- (3) Too little coverage for our money.
9 responses
- (4) Percentage paid on claim too small.
8 responses
- (5) Poor service by company representative.
7 responses

A filing cabinet is the means whereby we can lose things systematically.

(continued)

HEALTH BENEFITS NEWS

- (6) Deductible should be lowered or deleted.
6 responses
- (7) Insufficient maternity benefits.
6 responses

Changes employees most often wanted in their health benefits were as follows:

- (1) One deductible for entire family.
62 responses
- (2) Reduce or eliminate deductible.
53 responses
- (3) Increase benefits.
33 responses
- (4) Reduce premiums.
26 responses
- (5) Make maternity benefits optional and adjust rates accordingly.
16 responses
- (6) Adjust premiums according to number of persons covered.
16 responses
- (7) Improve claim service.
15 responses
- (8) Increase maternity benefits.
13 responses

Eighty-seven employees said they would be willing to pay more to obtain the desired change, while 236 employees said they would not be willing to pay more. The remainder declined to answer or indicated that the question did not apply.

Another strong response indicated that employees desired more information about their Health Benefits plans. An effort will be made to satisfy this need in the near future.

Employees will have an opportunity to register, to enroll or to change their enrollment during the open enrollment period scheduled for October 1 through October 15, 1961. Employees should not register before that time to have their enrollment made effective during the open enrollment period. Employees will be given registration materials sufficiently in advance to enable them to study the various plans prior to the enrollment period.



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HALABY PILOTS JETSTAR

Our Administrator N. E. Halaby is seen as he made his own "personal test flight" in the Lockheed JetStar. He landed the compact corporate and military jet transport at the new \$20 million Atlanta Airport on a rainy night. Halaby expressed a desire to pilot the new jet himself when he gave the JetStar its "flying papers" in ceremonies in Washington. The aircraft received the same FAA type transport certificate that the big jet airliners possess.

FAA CLUB REPORT

On July 1st The FAA CLUB vigorously began a new club year. New Officers were elected, the club constitution was revised, and energetic plans were laid for a more active club.

In an effort to encourage wider participation in club activities, a questionnaire was circulated among all FAA employees asking for any suggestions for activities that would be of interest to club members. Special officers have been appointed to organize specific activities. The enthusiastic response to our questionnaire will guide the club officers in planning the activities.

Thanks to George Tinkle, in charge of reduced-price tickets, FAA CLUB members can purchase tickets to all Interstate Theatres for the special CLUB discount price of 50¢. Members can contact Mr. Tinkle at Ext. 411.

August 19th: The first FAA CLUB activity for the year was a picnic at the Lake Shore Club on Eagle Mountain Lake. The picnic was catered for 300 people, and the ample barbeque dinners made a tremendous hit with the 150 guests. Other activities included dancing, swimming, boating, water-skiing... and a bit of this and that. Carol Hooper, who has recently transferred to Atlanta, won a transistor radio at the Bingo games.

FAA CLUB OFFICERS 1961 - 1962

President.....Earl Stone
1st Vice President.....Jim Dawson
2nd Vice President.....Mary Lee Herrin
Secretary.....JoAn Goodnight
Treasurer.....Virginia Brown
Personnel Advisory
Representative.....E. J. Anderson
(Alternate.....Kenneth Chandler)
Legal Representative.....Charles Smith

- * -

Paul Boatman, founder and first president of the FAA CLUB, has been voted the CLUB'S first Honorary Member.

August 24th: The FAA CLUB furnished refreshments for the ceremony in the Skyroom honoring 250 FAA employees with Sustained Superior Performance Awards and Longevity Service Pens.

Betty Keys, in charge of FAA CLUB tours, has arranged trips to Las Vegas, Mexico, and Aspen, Colorado. Contact Miss Keys, Ext. 427, if you would like information on any of these trips.

The FAA CLUB is for the entertainment of all FAA employees. About 400 memberships have been sold for the new year. The more support the CLUB gets from the employees, the more numerous and varied will be the activities provided for members. If you haven't joined the FAA CLUB for the new year, CONTACT YOUR CLUB REPRESENTATIVE TODAY.



TURNER T-40 WINS

In the June issue of the SCANNER we featured E. L. Turner's amateur-built airplane, the Turner Model T-40 Folding Wing Sport Plane. Since that time Gene and his plane have been places. On August 2, 1961, a flight to Rockford, Illinois was made to attend the Ninth Annual International Experimental Aircraft Association's Fly-In. At the Fly-In on August 5, Gene's plane took the Outstanding Design Trophy, one of the highest awards presented for amateur-built aircraft. The T-40 won out over approximately 120 other airplanes. Gene believes his plane won because of its folding wing features and good performance for only 75 horsepower. The performance was achieved by incorporating low drag items, such as wing tips, airfoil

section, canopy, all flying tail, and smooth lines and finish.

From Rockford the flight extended to Ann Arbor, Michigan, before the trip back to Fort Worth was started. A distance of 2180 miles was flown in a total time of 20.8 hours. Average air speed was 128 mph, but the average ground speed for the trip was 105 mph. The only disadvantage of the airplane noted was the two-hour fuel supply. The trip north was made in hops of 170 miles, whereas the return trip was made in hops of only 150 miles due to the stronger head winds. Gene stated that before he makes another long cross-country flight the airplane will have an additional two-hour fuel supply.

* * * * *

BRANTLY LAUDS FAA COOPERATION

The following article was taken and is quoted from the American Helicopter Society, Inc., NEWSLETTER.



Engine installation department of the Brantly Helicopter Corporation's Frederick, Oklahoma Plant is shown here. The B-2 uses the Lycoming 180 h.p. VO-360-A1A engine. Latest improvements to engine starting and performance include a 50-AMP Generator, S-200 Magneto Kit, and 3.38-1 Starter Gear. Production of the Brantly B-2 has been quadrupled since October 1960, and factory officials are stepping up production to one-per-day to keep pace with the growing backlog of orders.

In any recap of our progress to date, we feel it would be appropo to comment on our experience with the FAA. Our President, Mr. N. O. Brantly, who designed the B-2, speaks for all of us very concisely in this respect. Following is a direct quote from a Recent inter-office memo from Mr. Brantly.

"In our case I don't think it would be an exaggeration to say that our project would have been impossible without the tremendous assistance and cooperation of the F.A.A. It is virtually impossible for any manufacturer to realize all the pitfalls associated with any type of machine that flies. The F.A.A. has this vast source of information at its fingertips. They know from many years of experience what has worked, what doesn't work and why.

"In many cases I have been strong in my opinion about certain designs that I thought were very good only to have the F.A.A. wash them right down the drain, but by doing so they have saved me many future problems, thousands of dollars and much valuable time. If we had to struggle along by ourselves using the trial and error method with no help from the F.A.A., it would have taken us countless of number of years to attain our present position.

"The answer to the above question in my opinion is that they are the most valuable asset any manufacturer can have if he is going to design and market a machine as complex as a helicopter. Even after the helicopter is designed, tested, approved and sold this agency renders services that would be prohibitive such as investigating all service problems and accidents and advising the manufacturer how to cope with the situation. I can say to anyone who complains the F.A.A. is holding him back, he is definitely not ready to go."

* * * * *



FAA GETS "PAT ON BACK"

The Agency is always most delighted when organizations or individuals in the aviation public recognize the real efforts our people put forth to be of real service in helping assure the safety of flight. The following such expressive letter came into the Regional Manager's Office recently:

PHONE: OFFICE 8381
RESIDENCE 1328
FARM & DAIRY 3847

PAUL C. DAVIDSON
DRAWER 817
CLINT, TEXAS

August 18, 1961

Federal Aviation Agency
P. O. Box 1689
Fort Worth 1, Texas

Gentlemen:

After Red China, Cuba, Laos and now Berlin the average citizen finds criticism of the Government becoming a national pastime.

It is a pleasure to tell you that after personal experience with a number of federal government departments over a period of years none has been as courteous, pleasant, understanding and helpful as the FAA.

This week we found it necessary to make two business trips by private plane from West Texas to College Station, Texas. Your people at College Station, as well as other FAA stations en route, cheerfully and quickly furnished us with accurate and dependable weather information and flying conditions.

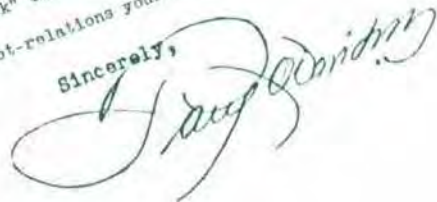
There seems to be some bond of closeness and understanding between pilots and those who work closely with them. In any event, when ever I call an FAA station from the air or visit one in person I always have the feeling I am among friends and that my needs of the moment will be dependably and cordially fulfilled.

Think what it would mean to our country if this spirit of friendliness and respect existed between all our people and the departments of government with which they came in contact.

Please do not go to the trouble of replying. I simply felt at least a verbal "pat on the back" was long past due.

Congratulations on the good pilot-relations your organization enjoys!

Sincerely,



FAA NEWS

HALABY REMINDS AVIATION PUBLIC TO KEEP SKIES CLEAR FOR 12-HOUR "SKY SHIELD II" EXERCISE OCTOBER 14

FAA Administrator N. E. Halaby reminded the aviation public that on October 14, 1961, all commercial and general aviation flights, as well as non-participating military flights, must suspend operations for a 12-hour period throughout the United States, (except Hawaii), and Canada because of the North American Air Defense Command (NORAD) exercise "SKY SHIELD II".

Last year a similar NORAD exercise, "SKY SHIELD I", was conducted over a 6-hour period on September 9-10.

The exercise period for "SKY SHIELD II" will start at 12 Noon CDT October 14 to 12 Midnight October 14.

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FAA INITIATES BLUE SEAL PLAN FOR PILOTS ON OCTOBER 1

Pilots who acquire enough instrument flying skill to get themselves out of potentially dangerous weather situations will receive a Blue Seal on their pilot certificates under a new FAA program designed to encourage all pilots to attain at least limited instrument flight capability.

Beginning October 1, Blue Seal certificates will be issued to private and commercial pilots who acquire enough instrument skill to fly out of any marginal visibility or weather conditions they might encounter and back to an area where visual flying is safe.

"We are not trying to make full instrument pilots out of all pilots," FAA Administrator Halaby said in explaining the Blue Seal program. "With this minimum ability, a pilot has a life preserver he can use in emergencies. Pilots who have demonstrated their ability to control an airplane referring only to instruments automatically qualify for the Blue Seal. They can apply to the nearest FAA

Safety Inspector. Pilots who demonstrate this competence in the future can receive the Blue Seal by submitting their logbooks and documents showing eligibility.

* * * * *

HALABY URGES JOINT EFFORT TO DEVELOP V/STOL AIRCRAFT

Joint civil-military efforts to fulfill common needs for more efficient vertical and short takeoff and landing aircraft were described today by N. E. Halaby, FAA Administrator.

There is an emerging need for a new dimension in short haul transportation," Halaby said. "This new dimension can best come through the use of V/STOL aircraft.

* * * * *

AIRLINE PASSENGER PAYS \$1,000 PENALTY SET BY FAA ON CHARGES OF INTOXICATION

Raymond Moore of Los Angeles, Calif., has paid a \$1,000 civil penalty imposed under the Federal Aviation Act as a result of becoming intoxicated from his own liquor supply while a passenger last March on a South Pacific Air Lines flight between Tahiti and Honolulu.

He was charged by the FAA with endangering the flight, passengers and crew by disregarding instructions of the plane's captain and crew members that it was a Civil Air Regulation violation to continue to drink from his own bottle of liquor.

The maximum penalty--the first of its kind--was imposed on the passenger who allegedly harassed and assaulted passengers and crew members and threatened to take over the aircraft.

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FAA CALLS CONFERENCE ON JET PLANE AIRWORTHINESS FOR DECEMBER

An industry-Government airworthiness conference on technical problems associated with the supersonic transport has been scheduled by the FAA for December 5 and 6 in Washington.

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NINETY AIR SHARE MEETINGS SCHEDULED
BY FAA

Ninety Air Share meetings with the general aviation community will be held throughout the nation by the FAA Saturday, October 21, to discuss changes in the Civil Air Regulations governing this largest branch of flying.

General revision of Part 43 and related portions of the CAR is the ultimate aim of these "grass roots" meetings. They will be held wherever there is an FAA Aviation Safety District Office and will begin at 9:00 A.M. local time at places to be announced locally.

Pilots especially will be invited from the surrounding areas, and general discussions will be held of problems they may have had with the rules. The FAA has already received many proposed changes, and these proposals will be distributed in the form of a Notebook, which will be available at FAA Regional Offices and GADO's after October 1. The Agency will ask for written comments based on the discussion from those attending, and will consider these comments in any revision of the rules. By asking for written comments to be submitted after the discussion meetings, the FAA hopes to get more serious individual consideration, rather than a mass opinion developed in a big meeting.

Local FAA Aviation Safety Inspectors will conduct the meetings.

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AIR COMMERCE RECORDS FOR 1960 RE-
PORTED BY FAA

Significant increases in passengers, cargo and mail carried last year by U.S. airlines, coupled with a drop in the number of flights, are reported in a publication released by the FAA.

The decline in the volume of flights is attributed to increasing

use of the more efficient jet transports, with their greater speed and load capacity.

The number of passengers boarding domestic trunk and local service flights in the 48 contiguous states rose to 50,584,135 in 1960 from 49,357,870 in 1959. Aircraft departures dropped from 3,420,682 in 1959 to 3,343,989 in 1960.

In International operations, the number of passengers boarding U. S. air carriers at overseas points reached an unprecedented 2,802,207, an increase of 10 per cent over the 2,553,560 recorded for 1959.

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SIDS ANNOUNCED FOR CIVIL AIRCRAFT

Standard Instrument Departure (SID) procedures, which make a significant contribution to air safety by simplifying pilot-controller coordination of lengthy, complicated departure instructions, went into effect for the first time for civil aircraft recently at New York International (Idlewild) Airport.

SIDs, which are in the form of pictorial charts, are currently being developed for other civil airports and will go into use as soon as available.

The SID chart presents to the pilot an air traffic control clearance showing routes of departure, altitudes, radio fixes, and related complex information in a pictorial manner. A pilot requests his departure clearance using code words, and the controller issues it by referring to same brief codes.

The use of SID pictorial charts is designed to relieve pilot and controller from exchanging lengthy, tedious, and complex clearance information. The rapid growth of aviation has resulted in more complicated equipment and procedures which require pilots at a critical time to be performing many cockpit functions in rapid succession.

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AIR TRAFFIC DIVISION

BEAUFORT AIR TRAFFIC CONTROL CENTER MARKS BIRTHDAY



The first birthday of the RATCC (Radar Air Traffic Control Center) at the Marine Corps Air Station here was celebrated Tuesday with a cake and coffee party in the center's operations building. Participating in the cake cutting are, left to right, Col John G. Walsh, Jr., air station commander; Capt. T. F. Rochford, air traffic control officer; Jim Stewart, acting chief of air traffic service; Jerry Reed, Federal Aviation Agency engineer, and M.Sgt. R. W. Waataja, station electronics chief.

Operation personnel of the Beaufort MCAS Radar Air Traffic Control Center paused a few moments this morning to enjoy a birthday cake in recognition of the first anniversary of this jointly operated Marine Corps-Federal Aviation Agency Air Traffic Service Facility.

The RATCC was commissioned on August 15, one year ago today, climaxing several months of installation, testing and training of the Federal Aviation Agency personnel who were to operate the \$2.2 million of new radar equipment.

The Beaufort Radar Facility is one of 34 such facilities in the United

States, which under the Federal Aviation Agency Act of 1958 is jointly manned by civilian and military specialists. Their duties and responsibilities are to provide a more safe and efficient movement of aircraft in and out of the Beaufort Air Station, while at the same time, providing the same duties for all air commerce desiring such service while enroute between Charleston and Savannah.

During this first year the RATCC has controlled by radar a total of 12,883 aircraft - from Supersonic F8U-2N jet fighters to motionless search and rescue helicopters; from the familiar cub trainer to turbojet

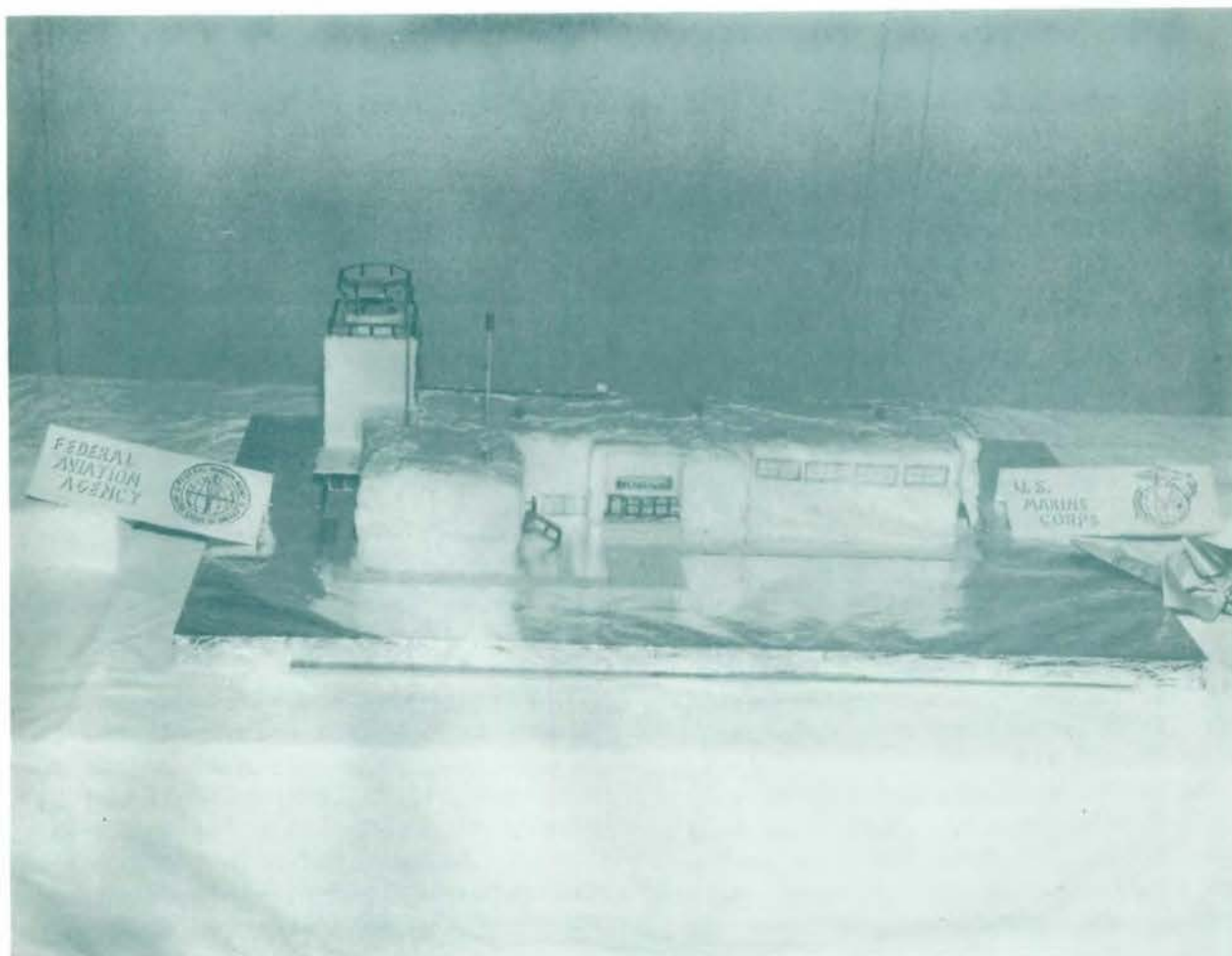
AIR TRAFFIC DIVISION (Continued)

airliners. On the busiest day of the year, during a seven hour period, aircraft were handled at a rate of one each two and one-half minutes. Also, during the year the Marine Corps GCA (Ground Controlled Approach) unit logged their 10,000th precision radar approach. The GCA people provide guidance to low weather landings for all approaches to Beaufort vectored in by the RATCC.

The FAA has provided 34 controllers and technicians to augment the 67

Marine Officers and Enlisted Men. This staff, in addition to operating the RATCC, includes those assigned to the Control Tower and the technicians necessary to maintain the extensive radio communication equipment vital to the safe operation of aircraft. These Marines also maintain the precision approach radar.

Through the close cooperation between the military & FAA, the responsibilities of the RATCC are carried out in a most efficient manner.



HAPPY BIRTHDAY TO BEAUFORT RATCC!!

HOT SPRINGS AIR TRAFFIC CONTROL TOWER DEDICATED



Our Southwest Regional Manager Archie W. League is shown as he gave the dedicatory address on August 6 in a ceremony formally opening the airport traffic control tower at Memorial Field, Hot Springs, Arkansas. Left to right in the background are Ralph Disheroon, airport manager; Chamber of Commerce Secretary Mort Cox; Glen Clark, FAA sector supervisor; Leland H. Hayden, chief of Southwest Region aviation facilities division; Stan Gaskill, FAA tower chief; Mayor Dan Wolf; Emmett Jackson, city clerk; K. P. Cain, chairman of the Hot Springs airport committee; and D. E. McHam, chief of Southwest Region air traffic division. Everyone was quite impressed with the fact that Regional Manager League was presented the official "Key to the City of Hot Springs".

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NEWS FROM PUERTO RICO

San Juan Center Chief Clarence T. Tolpo, an active member of the Air-mail Pioneers was host to Tex Marshall, another pioneer. Tolpo and Marshall both served in the Post Office Department air mail service when aviation was still in its infancy.

Marshall, although retired to a ranch in New Mexico, cannot stay away from flying. He made the trip to San Juan to visit Tolpo in his twin-engined Piper-Apache, his first trip over the ocean.

While Marshall was in San Juan, he and Tolpo met William T. Piper, Sr., President of Piper Aircraft Company of Lock Haven, Pa., who visited the Island on business. With Piper and also a pioneer of sorts, was Max Conrad who

has several globe girdling trips in light planes under his safety belt. Last March Conrad made a globe-circling trip in eight and one-half days, covering a total of 26,000 miles.

The pioneers reminisced about an era almost two decades before ATC was in operation. Tolpo was able to contribute much to their conversations; his memory was refreshed a few weeks earlier in talks with another old friend and airmail pioneer, Clete Estep, Asst. Chief of the Materiel Program Division in Washington, D. C., who spent several days in San Juan meeting with officials of the Commonwealth of Puerto Rico in connection with the proposed new Center/IFSS building.

* * * * *

SAFETY

IF YOU DON'T DO ANYTHING ELSE TODAY, PLEASE READ THIS LETTER

Dear Driver:

A few weeks ago, I saw a little girl struck by a car as she tried to cross the street. I saw a father race toward her and hold her to him as she struggled in the agony of death. I saw all the plans that had been made for her dashed and I saw the look of despair that came over his face. I could only offer a prayer that such a thing might never happen again.

Today my daughter, who is 6 years old, started off to school. Her cocker spaniel, whose name is Scoot, watched her leave and whined his belief in the folly of education.

Tonight we talked about school. She told me about the girl who sits in front of her, a girl with yellow curls, and about the boy across the aisle who makes faces; about the teacher who has eyes in the back of her head; about the trees in the school yard and the big girl who does not believe in Santa Claus.

We talked about a lot of things--tremendously vital and unimportant things.

Now, as this is written, she is sound asleep with her doll "Paddy" in her arms.

When her doll gets broken or her finger gets cut or her head gets bumped, I can fix them. But when she starts across the street--then, Mr. Driver, she is in your hands.

Much as I wish I could, it's not possible for me to be with her all the time. I have to work to pay for her home, her clothes, her education.

So, Mr. Driver, please help me to look out for her. Please drive carefully. Please drive slowly past schools and at intersections. And please remember that sometimes children run from behind parked cars.

Please don't run over my little girl.

With deepest thanks for whatever you can do for her, I am,

Very sincerely yours,

(Signed) FATHER

AVIATION FACILITIES DIVISION

W. H. BURKEHOLDER, SR., RETIRES



Wolcott H. Burkholder, Sr., Airways Engineer with the Federal Aviation Agency, Systems Maintenance District-19, Midland, Texas, recently retired after 33 years of continuous service with the organization.

Burkholder entered on duty with the federal service at the time it was known as the Federal Lighthouse Service and has seen many changes in the federal service during his tour of duty.

District-19 personnel and the Federal Aviation Agency feel that the retirement of Burkholder will mean a great loss to this Agency, and he will certainly be missed by all who knew him and worked with him throughout this section of the Region.

Mr. Burkholder was honored with a retirement party and was presented a plaque by the members of District-19 and the Regional Office of the FAA commemorating his long years of service. Vernon A. Qualls, FAA District Supervisor made the presentation.

Burkholder and his wife retirees to live in Ruidoso, New Mexico, where we understand that the hunting and fishing, and just plain loafing, is the best in the West.

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OUTSTANDING NAVY RECRUITER

Mary R. Bracker, Administrative Assistant in Aviation Facilities Division, and a Chief Personnelman in the Naval Reserve, was congratulated on August 19th by her Commanding Officer, Captain Dallas F. Jordan, who is CO of Air Wing Staff 70, Division 3, at the Dallas Naval Air Station.

Chief Bracker was one of three enlisted personnel so honored and received an award of \$35 for outstanding results obtained in the Station's intensified drive for recruits.

How was the \$35 spent? Mary says to buy boards for repairing her house ...but we aren't so sure her house got new boards. Congratulations, Mary!



Captain Dallas F. Jordan
and PNC Mary Bracker



DON'T TURN YOUR BACK
ON THE NEEDS OF
YOUR COMMUNITY!



COVER PORTRAIT

A. L. COULTER, CHIEF, FLIGHT STANDARDS DIVISION
FAA SOUTHWEST REGION, FORT WORTH, TEXAS

"AL" Coulter, recently appointed Chief of our Southwest Region Flight Standards Division and charged with the responsibility of directing all air carrier and general safety activities in the area, certainly projects the "lean-clean" image of Mr. Halaby's administration.

Tall, sparse Al with his penetrating, practical approach to problems was born in Payette, Idaho, October 13, 1919.

A Flying "legal eagle", Al completed his formal education at Columbus University Law School in Washington.

From '41 to '46, he "flew Navy". Aviation Cadet...Flight Instructor... Patrol Plane Commander-South Pacific

...and Plane Commander in the Naval Air Transport Service.

After the war, Al joined the CAA and became interested in air carrier safety. After a term in Alaska, Al was reassigned to the Air Carrier Safety Division in Washington and served as Assistant to the Director, Flight Operations and Airworthiness. Also, he has been Special Assistant to the CAA Administrator and Chief of the Safety Regulations Division.

Al, with his wife and two children, has moved to Fort Worth and he says he really looks forward to his work in the sunny Southwest. Incidentally, Al married his wife in Corpus Christi during the war and they are both happy to be back in Texas.



A.L. COULTER

Chief Flight Standards Division