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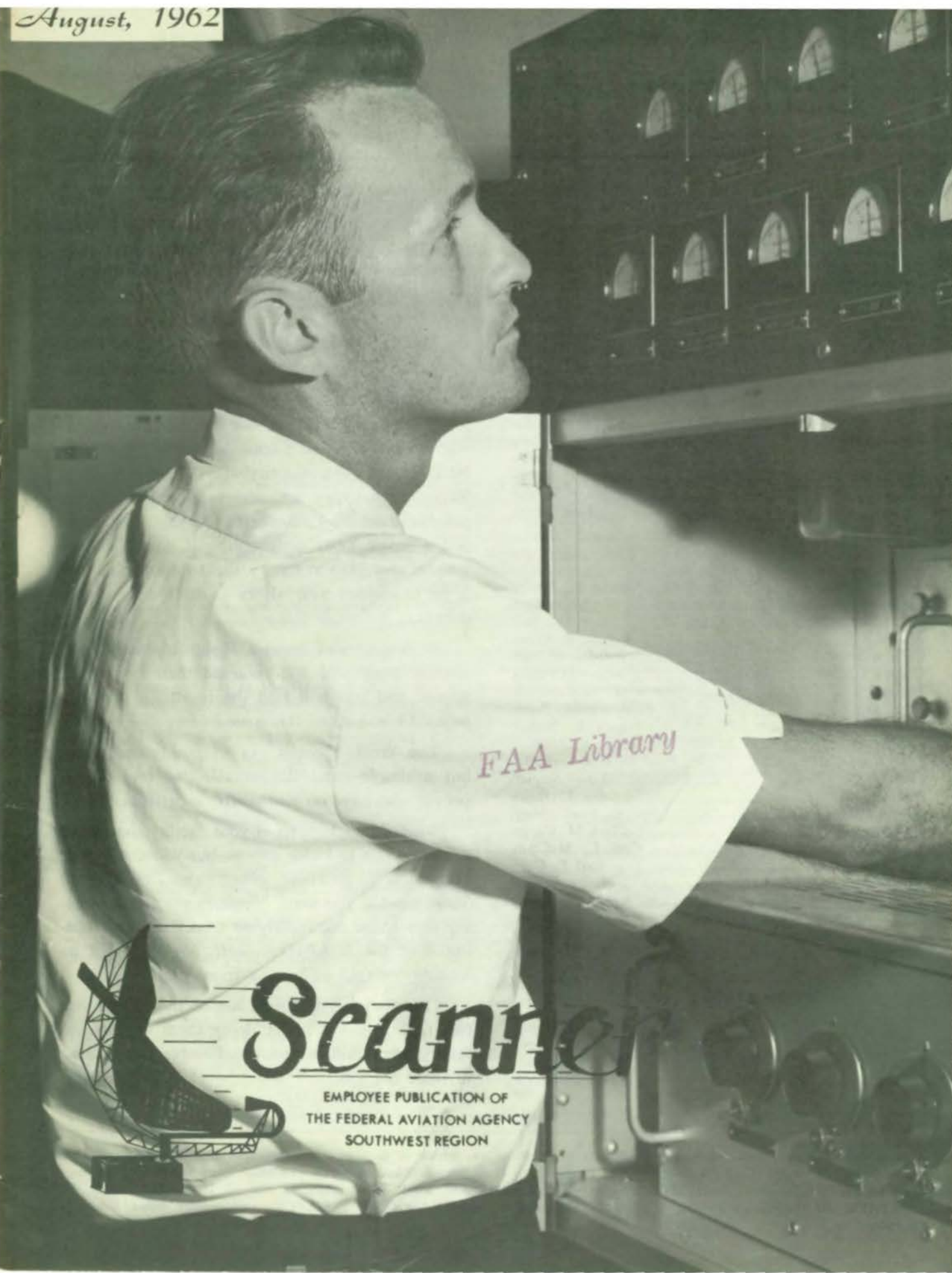

Scanner

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SOUTHWEST REGION

Scanner

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With this issue, SCANNER welcomes 22 new field reporters. We now have reporting coverage on about 3,100 of our field employees. The SCANNER Staff provides reporting coverage for the 900 or so Regional Office employees, with able assistance from our 12 Regional Office Reporters. For the time being, until other provisions can be made, the other 700 of you will have to be responsible for your own reporting.

We are happy to provide assistance to anyone who wishes to make a contribution to the SCANNER. If you work in a city where there is no Field Reporter, you may volunteer for a permanent appointment as Field Reporter, or you may make just a single news contribution if you wish. We will be very glad to send a Field Reporter's Work Sheet to anyone who wishes to make a news contribution.

A few of our regular Field Reporters have already completed and returned their first Work Sheets, and you will find the results in items on pages 13 and 15 of this issue.

The Work Sheet is not a complicated thing, but a simple—and thusfar effective tool to aid people who have no journalistic experience.

So if things happen at your facility that you'd like everyone to know about—but you don't quite know how to go about telling us — then a Work Sheet is what you need. You can get one by writing your name and facility on a buck slip and routing it to the SCANNER Staff, SW-13. We'll be looking forward to hearing from you.

(Incidentally, you will notice that Tulsa has two reporters. We aren't doing them any special favors; Mr. Quillian and Mr. Fincher just wanted to share the job.)

FRONT COVER

This is an EMT at work, making adjustments on a localizer, which is part of an Instrument Landing System. This particular EMT is Mr. C. L. Sullivan of the Fort Worth Hub Sector (Carter). You can read more about him on page 7. The SW Region has about 950 men like Mr. Sullivan, who work at maintaining our 32 ILS's, 113 VORs, 38 VORTACs, 10 long-range radars, 8 terminal area radars, nine RAPCONS, a RATCC, and sundry other kinds of facilities

. . . the Assistant Administrator invites you to share in —

A Billion-Dollar Challenge

Within the next five years, the Federal Aviation Agency plans to spend approximately one billion dollars for new equipment and for modernization of present equipment in the Federal Airways System. This billion-dollar program will present a tremendous challenge to every FAA employee, but especially to our Facilities people, who will be playing an increasingly important role in helping us carry out the functions of our Agency. We are already gearing ourselves to handle the heavy responsibilities that will come with this ambitious program to expand and improve the Airways System.

What will the next five years bring in terms of improvement to the Airways System? First of all, it is anticipated that long-range radar coverage for all continental control areas will be completed by the end of FY 1964. This will provide us with coverage at all altitudes above 14,000 feet. Expansion of this radar coverage down to 5,000 feet will begin in FY 1965. Aircraft altitude information will be provided automatically through the use of coded data incorporated into the radar beacon system.

Other improvements in store for the Airways System will include modification of air route surveillance facilities to permit the display of weather conditions as background information on radar scopes. ILS improvements will enable properly equipped aircraft to land under all weather conditions. Distance-measuring equipment will be added to the ILS at all hub airports. Installation of landing aids at certain heliports will begin before FY 1968. Increased emphasis will be placed on the installation of visual aids, such as runway-end identification lights. These, and many more additions, improvements, and modifications will be made to provide better service to an ever-increasing volume of air traffic.

Most of you are undoubtedly familiar with Project Searchlight. Some of you may not be aware, however, that while Project Searchlight was underway, we in the Southwest Region were conducting studies of our own. I am happy to report that the recommendations of Project Searchlight so closely resembled the results of our own studies, it appeared as if we were both looking into the same crystal ball. Some of the recommendations of these studies have already been put into effect; for example, we have already made some changes in our Systems Maintenance Sectors at hub locations. These changes will result in better management, and will better equip us to meet the impending challenges of the next few years. In addition, we have established an SMS at each of our ARTC Centers. In connection with the planned take-over of air traffic control at military installations, we will eventually be establishing other Sectors to handle this responsibility.

Systems Maintenance District Offices will undergo vast changes to prepare them to bear new and greater responsibilities in support of the Airways expansion and improvement program. Certain responsibilities which have thus far been handled in the Regional Office will be delegated to the SMDOs. Their technical responsibilities in the areas of radar, communications, and navigational aids will be expanded. They will be staffed with technical experts to cope with problems expected to arise in these three major aras. Each SMDO will have its own Field Working Party, and will be responsible for its activities. Certain administrative and management responsibilities will also be delegated to the field, and SMDOs will be provided with the skills to meet these responsibilities. The District Office of the future will be more than twice its present size—doubled in total numbers of employees, and doubled in area of responsibility.

Although Establishment and Maintenance personnel will be the ones most directly affected by the billion-dollar Airways improvement program, the program will have some impact on every employee. Air traffic controllers will certainly be affected by the endeavor; they will be learning how to use all this new and improved equipment. Flight Standards people will find their usual vigilance duties much increased, in assuring the consistent reliability of new systems. Airports people will undoubtedly lend a hand in planning for the best possible locations for new facilities. Personnel Division may be called upon to assure that we are making the best use of all the skills we have available in present employees, and perhaps to recruit new employees who will bring additional skills into the endeavor. And of course somebody will have a king-size bookkeeping job in keeping account of the Southwest Region's portion of the proposed billion-dollar expenditure!

In addition, there will still be the thousands of routine, day-to-day tasks that must be performed as usual; the unglamorous, unexciting little chores for which we never seem to get much recognition. They, too, are important —so much so that the neglect of even one of them might prove to be like the legendary loss of a horseshoe nail that resulted ultimately in the loss of a kingdom. While the Airways System improvement program will present a large challenge to some employees, it will also require significant medium-size and small contributions from every employee. No matter what your job is, you will have a share in this billion-dollar challenge.

Archie W League

Ninety-nine and Two-tenths Per Cent Efficient

Ninety-nine and two-tenths is very close to a hundred per cent. Anyone who can claim an efficiency record of 99.2% has something to be proud of. It so happens that FAA's electronic systems in the Southwest Region have such a record for efficiency. This means that out of every 24-hour period, our systems are delivering accurate signals all but 11½ minutes. When you consider that there are 1,440 minutes in every 24-hour day, this is quite an efficiency record. This 0.8% of outage time per day includes all conditions over which our electronic maintenance technicians have control, such as scheduled and unscheduled maintenance, equipment failure, and adjustment troubles

Who is responsible for this high efficiency record? In the Southwest Region, there are 950 men dedicated to keeping more than 300 electronic systems on the air on a 24 hour-a-day basis. Necessarily, these men are all subject to call-back duty 24 hours a day. Usually, when trouble develops in a system, it can be remedied in a few minutes. But if the technician who takes the call finds complex difficulties beyond his level of skill, he summons his supervisor, who in turn may summon his own supervisor, and so on. Even the top electronics men in the Regional Office are not immune to call-back if the situation warrants it. Fortunately, and owing to scheduled day-to-day routine maintenance, such situations are very rare

The life of an EMT is obviously not a soft and easy one. Facilities are often located in remote, out-of-the-way areas. For example, there is a remote air-ground facility located on South Franklin Mountain near El Paso which is accessible only by cable car. Once, a couple of years ago, several technicians were marooned on top of the mountain when the cable iced over. They had to be rescued by an Army helicopter. In parts of the Louisiana bayou country, EMTs must travel by boat through snake-infested swamps to service remote systems. In a number of instances, facilities can be reached only by a couple of hours' travel over hazardous mountain roads. Although technicians are compensated for call-back time, they do not receive any compensation for travel time unless they perform work while traveling, or travel under especially hazardous conditions.

Left: This long-range radar site located at Keller, Texas, is one of ten similar facilities in the Southwest Region.

Center: EMT G. W. HIGHTOWER makes adjustments on equipment at the Keller radar site. At long-range sites such as this, at least one EMT must be on duty around the clock.

Right: A 95,000 volt tube (left) is part of this long-range radar transmitter. Obviously, safety-consciousness must play a big role in every EMT's job. There is no place for carelessness around equipment such as this.

EMT JIMMIE F. KECK (left) and SEMT LUTHER W. COX check the new Oklahoma City-to-Fort Worth radar console at the Fort Worth ARTC Center.

How does the Agency find and keep men who are willing to accept such difficult and inconvenient conditions of employment? After looking over the personnel records of several of these men, one can see a pattern emerge. Almost all of our EMTs had their first experience with electronics while in military service. Upon returning to civilian life, many of them returned to their old jobs as clerks, salesmen, etc. But it appears that electronics is something like a virus that gets into a man's blood stream. Once he is bitten by the "bug" he is never satisfied working in any other field. After a year or two at their old jobs, these men begin to look for work in the electronics area. Some come directly to FAA, while others spend awhile working in some area of electronics in private industry.

Authorities on the subject tell us it takes about eight years of training and experience to turn out a top-notch EMT. Naturally, no man will stay with any job for eight years unless he is pretty happy with it. What policies does the Agency follow to keep these men in its employ through all these years of learning? The men themselves say there are five key policies followed by the Agency which are responsible for their job satisfaction. The first of these is that the Agency entrusts a great responsibility to its technicians. Each man is fully responsible for the functioning of his systems. The importance of this challenges the man, and makes him strive to meet this challenge. The challenge draws out the best in him.

Secondly, the Agency avoids narrow specialization in its electronic technicians. No man stops with being an ILS specialist, or a VOR specialist, or a radar specialist. As soon as he is proficient in servicing one type of system, he moves on to learn another. With each new learning experience, he acquires more knowledge of basic engineering principles.

Third, there is no stifling of initiative or ability in the men. The Agency places no hard-and-fast restrctions on the depth of the technician's work. It says, in effect, "You are free to do as much as you are capable of doing." Every man is encouraged to go to his own limit, and then call for help when he needs it. In this way, each man is given every good reason to develop himself and his abilities.

Fourth, opportunities for promotion have been excellent over the past several years. Ability and willingness to work have carried many EMTs to

These EMTs are checking the voice recorder system at the Fort Worth Center. Each tape on the reels shown in the foreground is capable of recording 22 simultaneous conversations between aircraft and controllers. From left to right are DOYLE D. GRAVES, LOYD C. LOWRIE, JAMES D. DUCOTE, and FRED W. BOWERS.

successively higher grades and salaries. Also, those who wish to spend many hard hours in studying on their own find it possible to achieve professional engineering status through special Civil Service examinations.

Fifth, the Agency gives the technician a vast amount of help in developing his potential to the fullest degree possible. In the course of his career, he may be sent several times to the FAA Academy in Oklahoma City, where he is taught all the electronic applications in FAA systems at an engineering level. The average EMT acquires the equivalent of about two years of college training in electronic engineering. Also, a wide selection of directed study (correspondence) courses is available to him for further development of his abilities. Successful completion of some of these courses qualifies him for various formal courses at the Academy. If you should happen to find a young apprentice EMT with a spare moment on his hands, he will probably be poring over his directed study course, armed with slide rule.

There is no question but that the service performed by the Agency's electronic maintenance technicians is one of prime importance Their skills and their dedication play an integral and indispensable role in the drama of aviation in the jet age. While their efficiency record is an impressive one, neither they nor the Agency will be content to let it stand as it is. The goal is 100%

The territory encompassed by the Southwest Region includes some of the most beautiful natural scenery in the country, such as this view from a remote communications site in the Arbuckle mountains near Ardmore, Oklahoma. The Region also has its own unique hazards, which EMTs and other employees who travel to remote sites sometimes encounter. Note, for example, the rattlesnake pit in the foreground of the inset photo (also taken at the Ardmore site).

Biography of a Typical EMT

Mr. C. L. "Sully" Sullivan is part of a team of about fifty electronic maintenance people in the Fort Worth Hub Sector, who service and maintain all FAA-owned airways facilities within 48 miles north and south, and 15 miles east and west of Fort Worth. Sully, a GS-10 SEMT, is section leader of the Navaids Systems Section at Carter Field. Although he supervises the work of four EMTs (one GS-9, two GS-8's, and a GS-7), Sully, and other SEMTs in the section leader category are "working supervisors" as contrasted with "watching supervisors". He has his own personal work load, as well as responsibility for the work of his men.

A native of the Bronx, N.Y., Sully came to Texas while serving with the Air Force. He liked it so well he married a Texas girl (the former Miss Carol Ann Thurmond of Fort Worth), and stayed on here after his discharge from the service. The Air Force is also responsible for his interest in electronics, which led him to apply for a job with FAA shortly after completing his military obligation.

Sully came to the Agency in 1956 as a GS-6 electronic installation technician. He enjoyed installation work ("because of the traveling"), but transferred to maintenance about three years ago because he felt he was getting older and needed to settle down in one place. (Sully has now reached the ripe old age of twenty-nine). The longest trip he takes these days is a 35 mile jaunt every two weeks to service a VOR located at Britton, Texas, southeast of Fort Worth.

For the past several years, Sully has been sent to the FAA Academy at Oklahoma City about once a year for training. He has completed electronics courses in ILS, VOR, TACAN, RML repeaters, and non-standard measuring equipment—a total of 1,240 hours of classroom work. He has also completed an FAA directed study course in mathematics.

According to Sully, the secret of success in the electronic maintenance field is taking pride in your work. We were surprised to learn that a simple matter like good housekeeping may have a lot to do with the efficient and dependable operation of navigational equipment. "My men take a great deal of pride in the neatness of their work sites," Sully told us. "Although there doesn't seem to be any immediate connection, it always seems that facilities where there are cigarette butts on the floor and other evidence of general messiness are the same facilities where there is a high incidence of equipment failure."

Sully puts "variety" at the head of things he likes best about his job. "If you get tired of working on one type of facility, you can go work on some other kind. We have several different kinds to choose from. That way, nobody gets bored from having to do the same thing over and over." The Agency encourages EMTs to be versatile, and to acquire proficiency in servicing all types of electronic systems.

In reply to our question, "What do you dislike most about your job?", Sully ranked "paper work" first and stand-by duty second. "The worst thing about stand-by duty," Sully says, "is that you never seem to get a call when you have it." EMTs on stand-by duty must remain where they can be reached by telephone, and must keep their duty stations informed of their whereabouts. Necessarily, some recreational activities have to be curtailed during stand-by weekends. "But don't get me wrong," Sully was quick to reassure us; "no matter how much I squawk about occasional inconveniences, I wouldn't trade jobs with anybody."

Although the "teamwork" concept has been overpreached and over-worked, we gathered from talking to Sully that it's a pretty important part of successful electronic maintenance work, just as it is of practically every other human endeavor. "I'm lucky," says Sully; "the men I have are good. And it's a sure thing you can't do it by yourself."

ACDO, EMDO, FIDO, GADO

Outside the Agency, these four words would probably sound like "pig Latin", or perhaps like we were trying to count to four in Swahili. Most FAAers, however, would recognize them right off as abbreviations for the four different kinds of Flight Standards field offices: Air Carrier District Office, Engineering and Manufacturing District Office, Flight Inspection District Office, and General Aviation District Office. From these offices throughout the Region, Flight Standards Inspectors carry out a wide variety of duties to insure and promote aviation safety.

Air Carrier Inspectors **John C. Stoltze** and **Edward T. DeWhitt** are shown here examining an Electra-2. Mr. DeWhitt, (right, in both pictures), is Principal Maintenance Inspector at the Fort Worth ACDO. Mr. Stoltze is an Operations Inspector, whose usual duty is to conduct en route inspections on scheduled airlines, during which he observes crew techniques and proficiency. Other air carrier inspectors specialize in the inspection of electronic systems on airliners. Besides the Fort Worth office, the SW Region has ACDOs located at Dallas, San Antonio, and Houston.

Making final checks before issuing an airworthiness certificate is Manufacturing Inspector **A. J. Morgan** of the Fort Worth EMDO. Inside the 47J-2 Ranger is Bell test pilot Dick Buyers. The issuing of airworthiness certificates is only one of many duties performed by Manufacturing Inspectors. EMDOs are located in areas where there is considerable aircraft manufacturing activity, and the inspectors often work right in the manufacturing plant, as Mr. Morgan is shown doing here. The SW Region has EMDOs at San Antonio and at Bethany, Oklahoma, in addition to the Fort Worth office.

Electronic Technician **S. R. Hooten** sits before a panel of instruments which are used in the flight checking of navigational aids. Pilot and co-pilot are W. H. Reinwald (left) and W. S. Huston. The men are employees of the Fort Worth FIDO. The plane, an FAA-owned DC-3 "flying laboratory", is one of several specially-equipped craft operated by the Agency for this specific purpose. Different types of navigational aids are flight-checked at different intervals; an ILS, for example, must be checked every 30 days, while VORs are checked only every six months.

Mechanics **W. H. Collie** (left), and **W. P. Harrell** work on an FAA plane used by FIDO personnel in conducting flight checks of navigational aids. Although not employees of the FIDO, these men perform a vital service for both FIDOs (Albuquerque and Fort Worth) in the Southwest Region. They are assigned to the Maintenance Base at Fort Worth's Meacham Field, which, like the two FIDOs, is a function of Aircraft Management Branch.

William F. Shuldt, General Aviation Maintenance Inspector at Fort Worth GADO, is shown here as he prepares to inspect a small single-engine plane. Even though a general aviation plane receives an airworthiness certificate upon leaving the manufacturer's plant, it must be inspected by a General Aviation Maintenance Inspector if it later undergoes major repairs, alterations, etc., to insure its continued airworthiness.

General Aviation Operations Inspector **John W. Gaalaas** discusses requirements for various types of United States pilot certificates with a Canadian pilot, Norman Birch of Montreal, who is applying for a special purpose certificate which will permit him limited flying privileges in the United States. Pilot testing and certification is a major duty of Operations Inspectors in the Region's thirteen GADOs.

Dr. Dougherty Writes - -

Although there is some evidence that heart disease tends to run in families, there are several factors which may make us more susceptible. There is a definite relationship between diet and heart attack. In the first place, excess weight produces a strain on the heart. It has been estimated that there are over 100 miles of blood vessels in every ten pounds of fat. The heart has to work much harder to pump blood through all these extra blood vessels. Obesity (excess weight) shortens one's life expectancy. You rarely, if ever, see an elderly person who is obese. Most elderly people are thin.

The quality, as well as the quantity of one's diet has a definite bearing on one's susceptibility to heart disease. The United States might well have the healthiest people in the world if it were not for our high standard of living. As it is, many of us are literally eating ourselves to death on our high quality diet, rich in fats from animal sources. These fats get into our bloodstream and are deposited on the walls of our arteries, causing these vital passageways to become gradually narrower, and in some cases, even blocking them off entirely. The heart, again, must work harder to force the blood through these narrowed vessels. This condition is known as arteriosclerosis, or "hardening of the arteries".

Hardening of the arteries is becoming increasingly common in our society, apparently as a result of our economic prosperity and consequent ability to afford rich foods. During the Korean conflict, it was found that approximately 70% of the young casualties already has significant hardening of the arteries that supply blood to the head. Surprisingly, most of these young men were not overweight. Conversely, this disease is a medical curiosity in the Orient, where little animal fat is consumed. Orientals who come to this country and continue to eat oriental food seldom have heart attacks. Others in the same family who "go American" and eat the typical U. S. diet suffer like the rest of us.

Other types of evidence bear out the relationship between rich diet and hardening of the arteries. For example, the incidence of artery disease dropped off in Germany during the latter part of WW II, when very little animal fat was available and the diet became quite meager. When the GIs moved in, however, and living conditions began to improve, the occurrence of the disease returned to pre-war levels.

Although diet is the most important factor in hardening of the arteries, there appears to be a hormonal factor as well. Young women very rarely suffer from the disease, unless they have some other condition which predisposes them for it, such as diabetes or obesity. After the menopause, however, women become just as vulnerable to artery disease as men. The female hormone seems to have an inhibiting effect on hardening of the arteries, which provides young women with a built-in immunity to the disease until they reach middle age and their hormone level begins to drop.

What can you do to protect yourself from hardening of the arteries and resultant heart disease? You can start by cutting down on foods which are rich in animal fats such as pork, lard, butter, and ice cream. Fish and vegetable oils do not appear to be so dangerous as meat fats and butter fat. By sticking to lean meat, fish, vegetables, and skim milk, and eating fruits for dessert, you can lower the fat level in your bloodstream. While it takes many years for an artery to become completely blocked off by fatty deposits, once it is done, there is little or nothing your physician can do to restore the blood flow. Until a method is found to "clean out" corroded blood vessels, the best treatment is prevention of further heart damage by proper diet and weight control.

ACCIDENTS
FOR
THIS MONTH
AND
THIS YEAR

	FIRST AID CASES	DISABLING INJURIES	DAYS LOST
This Month	0	0	0
This Year	45	17	329

So You've Been Subpoenaed - -

Being summoned to appear in court always causes a little consternation. "What am I going to say—what am I going to do?", you wonder. Ordinarily, appearing in court is one's capacity as a private individual is not too great a problem; you simply appear at the time and place specified in the subpoena, and then tell the truth to best of your ability. But what happens if you are required to appear in your official capacity as an employee of the Federal Aviation Agency?

As a general rule, an FAA employee may not testify as an expert witness in any legal proceeding between private litigants. If you should be subpoenaed to give expert testimony in this type of proceeding, you should get in touch with the Regional Counsel, who will determine whether you are required to comply, and will provide legal representation for you if this is necessary. If the Regional Counsel determines that your compliance with the subpoena will seriously affect the performance of official duties, or will require you to produce official documents or files which may not be released under the provisions of standard Agency practices, then he will attempt to have the subpoena withdrawn or modified.

If you are required to appear merely as a factual witness in a proceeding between private litigants, you should do so, but you must first obtain the permission of the Regional Counsel before disclosing any information that is restricted by statute, or that would violate an FAA regulation. If you should be asked a question calling for expert or opinion testimony, you should decline to answer on the grounds that you are forbidden to do so by Part 185 of the Federal Aviation Regulations. If the court then orders you to answer the question, you should do so.

If the United States is a party in a legal proceeding, you may be required to testify as an expert or opinion witness for the United States, in addition to testifying with respect to all facts within your direct knowledge. Once you have been called as an expert or opinion witness for the United States, the adverse party in the proceeding would then have the opportunity to cross examine you with respect to your testimony. On the other hand, if the adverse party were to call you initially as his witness, you would be limited to the giving of factual testimony only.

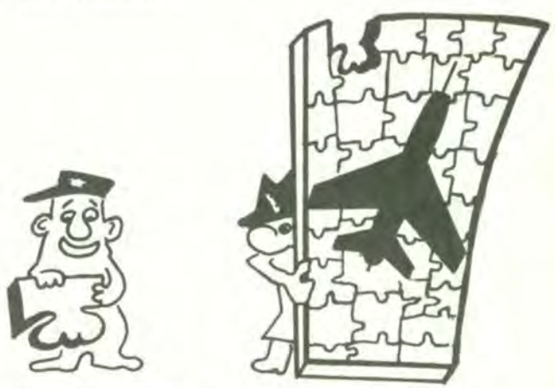
Any time you are summoned to appear in court as an FAA employee, remember—your first stop is the Regional Counsel's office. He will direct you in the proper procedure to follow.

Security Pointers for People in Non-Sensitive Jobs

In a free society such as ours, the government has as few secrets as possible. We believe in a free exchange of information to the fullest extent consistent with national security. In totalitarian states, many types of information that we use every day and take for granted are not available to the ordinary citizen. A telephone directory, for example, is regarded as a classified document in some countries. Free nations try to be more realistic about security.

Employees whose jobs are classified as "non-sensitive" often think they have no responsibilities in the area of security. This is not true. Almost every Federal employee has some tidbit of information that could conceivably be of interest to a potential enemy of the United States. It is true that few, if any employees in non-sensitive positions would have access to information that would be of great importance to unfriendly nations. However, espionage agents usually collect their intelligence data in bits and pieces, which can be assembled like a jigsaw puzzle to reveal a whole picture. The employee in the non-sensitive job will not be able to provide the agent with any important part of the picture, but he might hold a single item of information that would help fill out the background.

Most important classified information pertains in one way or another to the national defense. Since our Agency's work is only remotely connected with defense, there is little or no chance that a foreign agent will seek out an FAA employee in a non-sensitive position as an information source. However, every employee, and indeed, every citizen, has the abiding duty to protect our country from potential enemies in every way possible. In accord with this duty, you are obliged to exercise ordinary discretion and common sense whenever you discuss your work or other Agency business with outsiders.



THE EMPLOYEE IN THE NON-SENSITIVE JOB WILL NOT BE ABLE TO PROVIDE THE AGENT WITH ANY IMPORTANT PART OF THE PICTURE, BUT HE MIGHT HOLD A SINGLE ITEM OF INFORMATION THAT WOULD HELP FILL OUT THE BACKGROUND.

Clatterbuck Heads Security Divison

Recently appointed to the position of Chief, Security Division, is James V. Clatterbuck, Jr. Mr. Clatterbuck comes to FAA from the National Security Agency, Department of Defense, where he served as a security specialist. Among other things, his duties in his previous position included planning and directing security measures for members of private industry engaged in work on classified projects under government contract. He has also served with the Department of the Navy as a special agent of the Naval Intelligence Service. Perhaps his most interesting previous job, however, was with the U. S. Secret Service, where he served in the Protective Research Section. This is the section which investigates threatening or abusive telephone calls or correspondence addressed to the President of the United States. In connection with this work, the section maintains the largest file in existence on paranoid personalities.

Mr. Clatterbuck is a graduate of Maryland University, where he studied sociology, psychology, and criminology. Obviously, he brings a wealth of qualifications and experience to his present position with FAA. From time to time, he will be contributing informative articles to the SCANNER, such as the one above, designed to educate FAA employees on their responsibilities in the area of security.

Main Health Plan Rates Stay Same

Premium rates of the Government-wide Service Benefit Plan (Blue Cross) and the Government-wide Indemnity Benefit Plan (Aetna)—which together cover about 80 percent of the nearly 2,000,000 employees enrolled in the Federal Employees Health Benfits program—will not be increased for the next contract year beginning November 1, 1962, the Civil Service Commission has announced. The CSC also said that the next "open season" of the program is planned for late 1963, probably in October.

A few of the other 35 plans participating in the program may require premium increases. While some plans may make minor perfecting changes in benefits, rate increases will be negotiated only on the basis that they are needed to maintain the proper balance between the cost of present benefits and premium rates. However, any increases in rates by other plans for the next contract year will probably be small, the Commission said.

Although there will be no general "open season" in October of 1962, eligible employees who have previously elected not to enroll will have another opportunity to enroll in a participating plan in October of this year. Also, any employee now enrolled for self-only will be able to change to a self-and-family enrollment in the same plan and option at that time. During a general "open season", eligible employees have an unrestricted opportunity to change from one plan or option to another, or if not enrolled, to enroll in a plan.

Detailed information will be published at a later date concerning the opportunity to be offered employees in October to enroll in a health benefits plan, or to change their enrollments from self-only to self-and-family.

Two New Doctors Appointed In Aviation Medical Division

Drs. Philip B. Kaplan and John D. Dougherty, both recently discharged from military service, have been appointed to positions in Aviation Medical Division, headed by Regional Flight Surgeon Harry L. Gibbons. Dr. Kaplan, until recently a Navy medical officer assigned to the Marine Corps, has been appointed Assistant Regional Flight Surgeon. Dr. Dougherty, a former Army Medical Corps paratrooper, is Employee Health Officer. Dr. Kaplan is a graduate of the University of Vermont College of Medicine, and Dr. Dougherty, of Kansas University College of Medicine.

Employees Reminded to Report On-the-Job Injuries

In recent weeks several Southwest Region employees have sustained personal injuries on the job, but have failed to report these injuries within 48 hours, as prescribed by the Bureau of Employees Compensation. All injuries, no matter how small, should be reported within 48 hours. Failure to do so could affect the ruling of the Bureau and possibly cause the injured employee to lose some benefits to which he would otherwise have been entitled. Each FAA employee and supervisor is responsible for knowing the correct procedure for reporting on-the-job injuries, as directed by Regional Practice 3-24 of January 24, 1962.

Bill Affecting ATCS Retirement Introduced in Senate

Senator George A. Smathers of Florida has introduced a bill in the Senate which would permit air traffic control specialists who have served ten years with FAA to count a year and a half of creditable service for each year of actual service, for retirement purposes. The bill, which is in the form of an amendment to the Federal Aviation Act of 1958, would permit controllers to retire voluntarily after 30 years of creditable service (20 years of actual service), without regard to age and without reduction of annuity. It is not known what action, if any, will be taken on the proposed legislation during this session of Congress.

Improvements Underway at Midland Air Terminal

The Midland ILS, which has guided thousands of planes to a safe landing at Midland Air Terminal, was taken out of service early in July to be moved to a new location where it will serve the recently rebuilt and lengthened northwest-southeast runway. Midland SMS Chief B. H. Adams is in charge of the moving project, which was expected to take three to four weeks. Buildings to house the electronic equipment have already been completed, and the move is just a matter of relocating the equipment.

At the same time, work is going ahead on the installation of a new approach lighting system, which will also serve the northwest-southeast runway, and a system of flashing lights to replace the present stationary ladder lights on the east-west runway. Other improvements scheduled at the Midland airport in the near future are renovation of the east-west runway, and lengthening of the north-south runway.

—Edna L. Jones
Midland Field Reporter

FAA Academy Honor Roll

The following Southwest Region employees have made the highest final grade in their respective classes (or tied with another student for the highest grade) on courses taken in residence at the FAA Academy in Oklahoma City:

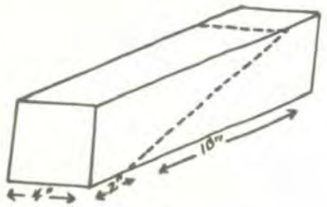
NAME	POSITION	FACILITY	COURSE AND CLASS NO.
George W. Baskerville	Airways Engineer	Oklahoma City SMDO	Electro-Mechanics #37
Charles H. Walker	SEMT/R	Houston SMDO	Fundamentals of Computers (Symbolic Logic) #12
Charles L. Stith (tied)	EMT/R	Tucumcari, N.M. SMS	Radar Option Specialty #171

Safety Device Recommended For Tire-Changing

Did you know that some automobiles can roll while you are changing a tire even though the hand brake is set? This is true of cars manufactured by the Chrysler Corporation (Chrysler, Dodge, Plymouth, and Valiant), and also of some models of Jeeps. These vehicles are equipped with a band-type parking brake that locks the drive shaft. As long as both rear wheels remain firmly on the ground, this type of brake is effective. If one rear wheel, however, is raised clear of the ground, the differential allows the wheel remaining on the ground to turn.

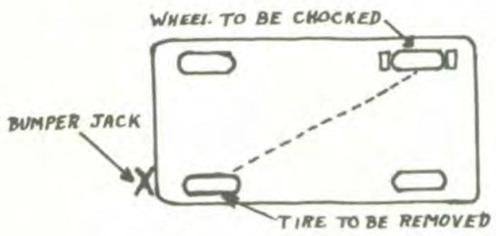
To prevent any car from rolling while a tire is being changed, safety wheel chocks should be used. This applies to all types of vehicles, especially those with the band-type parking brake. The use of rocks or similar objects should not be substituted for an adequate set of wheel chocks, since the irregular sizes and shapes of such objects do not provide uniform traction with the ground.

A set of safety wheel chocks can be easily made for only a few cents, and can be carried in the trunk or baggage compartment with the jack and spare tire. One suggested method for making wheel chocks is to take a 4 x 4 inch piece of wood 12 inches long (preferably rough and unfinished), and cut it at an angle, as shown in the sketch below:



When painted with bright red or orange luminous paint, the wheel chocks act as a reflector, serving an additional safety purpose in warning approaching traffic when it is necessary to change a tire on the road at night.

The proper placement of wheel chocks is in front and in back of the wheel which is located diagonally across from the wheel that is to be removed, as shown in this diagram:



As a safety measure to both personnel and equipment, wheel chocks should be used each time any type of motor vehicle is raised with a jack.

The wrong way. Wheel chocks should be placed on the right front wheel to prevent this car from rolling forward.

The right way, showing wheel chocks in place.

Close-up, showing proper positioning of wheel chocks before placing under wheel.

College Station FAAers Sport Beards

During the centennial commemoration of Hood's Texas Brigade held recently at College Station, Texas, the local citizens turned out in costumes reminiscent of the 1860's, including, for the men, full beards. FAAers who got into the spirit of things by growing beards are, left to right, EMT William H. Jones, ATCS Henry G. Kindrick (FSS), ATCS Howard J. LeBlanc (Tower), ATCS Nathan E. Curry (FSS), and ATCS Vernon L. Swendsen (FSS).

—William S. Hall,
College Station Field Reporter

Regional News Briefs

Dallas Love Tower Personnel recently provided assistance to a small private aircraft who reported he was lost in the Dallas area and running low on fuel. Tower personnel succeeded in locating the lost aircraft on radar, and pointed out private airports along his flight path, in case his fuel supply should run out before he could reach Love Field. The pilot was able to make a safe landing at Love just seventeen minutes after reporting he was lost. No other traffic was delayed.

Flight Service Specialists **John Isbell, W. T. Waits,** and **Howard Nunn**, all of Dallas FSS, have something in common. All had daughters to graduate from high school this year, and all three girls were elected to the National Honor Society.

Bill Brown, also of the Dallas FSS, won the special FAA division of the First Annual Service Center Golf Tournament recently.

EMTs attached to the Corpus Christi RATCC recently received letters of commendation from the Commanding Officer, Corpus Christi Naval Air Station, for their work during and after Hurricane Carla last fall. Those receiving a letter of commendation were SEMT James R. Garrett, and EMTs George W. Teas, William N. England, Walter H. Fahrenthold, Joseph G. McCoy, William G. Morgan, Dallas Reed, Jr., David C. Summa, and Jerry Torrence.

Construction has begun on a new **FAA RATCC FPS-37 radar site** near Corpus Christi. The joint FAA-Navy installation, which will serve the Corpus Christi-Kingsville area, is expected to be in operation by March, 1963.

R. O. Secretary **Carol Wigand** was a winner in a recent contest sponsored by the Dallas Chamber of Commerce. Prize was an expense-paid weekend in Dallas for Mr. and Mrs. Wigand. Mrs. Wigand is secretary to Mr. Chalmers F. Frazer, Chief of the Management Analysis Division.

Flow Controller/Coordinators **Jack E. Eldridge** and **Sam H. Walk**, both of San Antonio Center, were honored recently for outstanding contributions to local civic activities. Each was presented a bronze plaque for noteworthy accomplishments in Optimist Club Work.

RETIREMENTS

Property and Supply Clerk **Chauncey "Shorty" White,** left, is shown here with Assistant Chief B. D. Alexander, Aviation Facilities Division, at a retirement ceremony held recently in Mr. White's honor. Mr. White, who has worked in the Regional Office warehouse for the past several years, has had more than 35 years of service with the Government—almost 30 of this with FAA and predecessor agencies. His co-workers presented him with an electric motor and a cash gift.

FS Specialist **William J. Bell,** until recently stationed at the Deming, N.M. FSS, has retired after 14 years with CAA/FAA. In the course of his career, Mr. Bell has served at Flight Service Stations in many locations, including Alaska and the Canal Zone. Due, doubtless, to interests created by five years' service at Balboa, he hopes eventually to establish residence in Latin America.

Other recent recipients of the FAA Retirement Certificate are Airways Engineer **C. C. "Cy" Martin** (Systems Maintenance Branch, R. O.), and ATCS **Thomas M. Collier** (Little Rock Tower). Mr. Martin has had 30 years' service with the Agency, and Mr. Collier, 13 years.

Suggesters' Honor Roll

Name	Facility	Award	Supervisor	Suggestion
James C. Nocker	Slidell, La. SMS	$ 25.00	Louis M. Bowen	Record sheet for RML R.F. tune-up.
Willard M. Wiggins	Macon, Ga. RAPCON	25.00	Ray H. Carclay	CPN-18 remote control modification.
C. A. Dickerson	Avia. Facilities, Regional Office	50.00	Jeff Fox	Simplification of plan revision.
Doris A. Owens	Austin SMS	50.00	G. E. Hulbert	Indexes to supplements of National Supply Catalog.
Ralph E. Stallcup	Avia. Facilities, Regional Office	25.00	M. B. Tomme	Clear master standards.
Walter Conner	Resident ATCS, Cannon AFB, N.M.	25.00	J. D. Worrall	Holding pattern template.
Billy F. Gallemore Virginia C. Lambert	Admin. Services, Regional Office	25.00 (group)	W. R. Liles	Interim ordering of aeronautical charts.
Lester E. Sloan	Montgomery, Ala. RAPCON	25.00	James W. Thompson	Fabrication and installation of plastic cover for plate-bias and filament switches in the FAA-5100 video mapper.
Loy J. Sturch	Avia. Facilities, Regional Office	25.00	M. B. Tomme	A method for making name plates.
J. L. Seaberry	Fort Worth ARTCC	25.00	W. V. Fox	R. F. chart display rack.
Velma G. Mills	Avia. Facilities, Regional Office	25.00	J. D. Stone	Distributing the SCANNER to retired personnel.
D. E. Harlow	Avia. Facilities, Regional Office	20.00	M. B. Tomme	Direct reproduction of "A" drawings.
William D. Wallace	Fort Worth Hub Sector (Meacham)	200.00	D. T. Hegar	Tone coupler modification of APULS unit.
Evelyn H. Chandler	Avia. Medicine, Regional Office	50.00	John K. Allen	Form to be used in obtaining military medical data.
Ernest C. Lackey	Fort Worth Hub Sector (Meacham)	90.00	Russel Balding	Tape cartridge mechanism for tape transport unit of CA 3409/A.
Alvin B. Barnes	Texarkana SMS	25.00	T. J. Old	Measurement of RML transmitter power.
Mrs. B. M. Brown	Personnel & Trng., Regional Office	15.00	Frances M. Davis	Sending inquiries of availability to applicants on Civil Service certificates.
Morris E. Baggett Joseph W. Scurlock	SMS-ARTCC, San Antonio	50.00 (group)	Kenneth R. Glowka	Modification of video mixing/gating control unit, type CA-4097.
Dorothy Littleton	Avia. Facilities, Regional Office	50.00	Samuel W. Hawkins	Revision of memoranda and allied copies for assembly purposes.
Linda J. Reppert	San Antonio ARTCC	50.00	Gerald B. Fox	New format for news releases.
Marjorie T. Ford	Avia. Facilities, Regional Office	15.00	C. R. Horan	Keeping record of Form 44's.
Raphael J. Holland	SMS-ARTCC San Antonio	25.00	Kenneth R. Glowka	Modification of video mixing/gating system CA-4095 to prevent possible damage.
Clifford L. Lutz	Avia. Facilities, Regional Office	25.00	B. G. Boyles	Forms for calculating ALS tower heights and footing elevations.