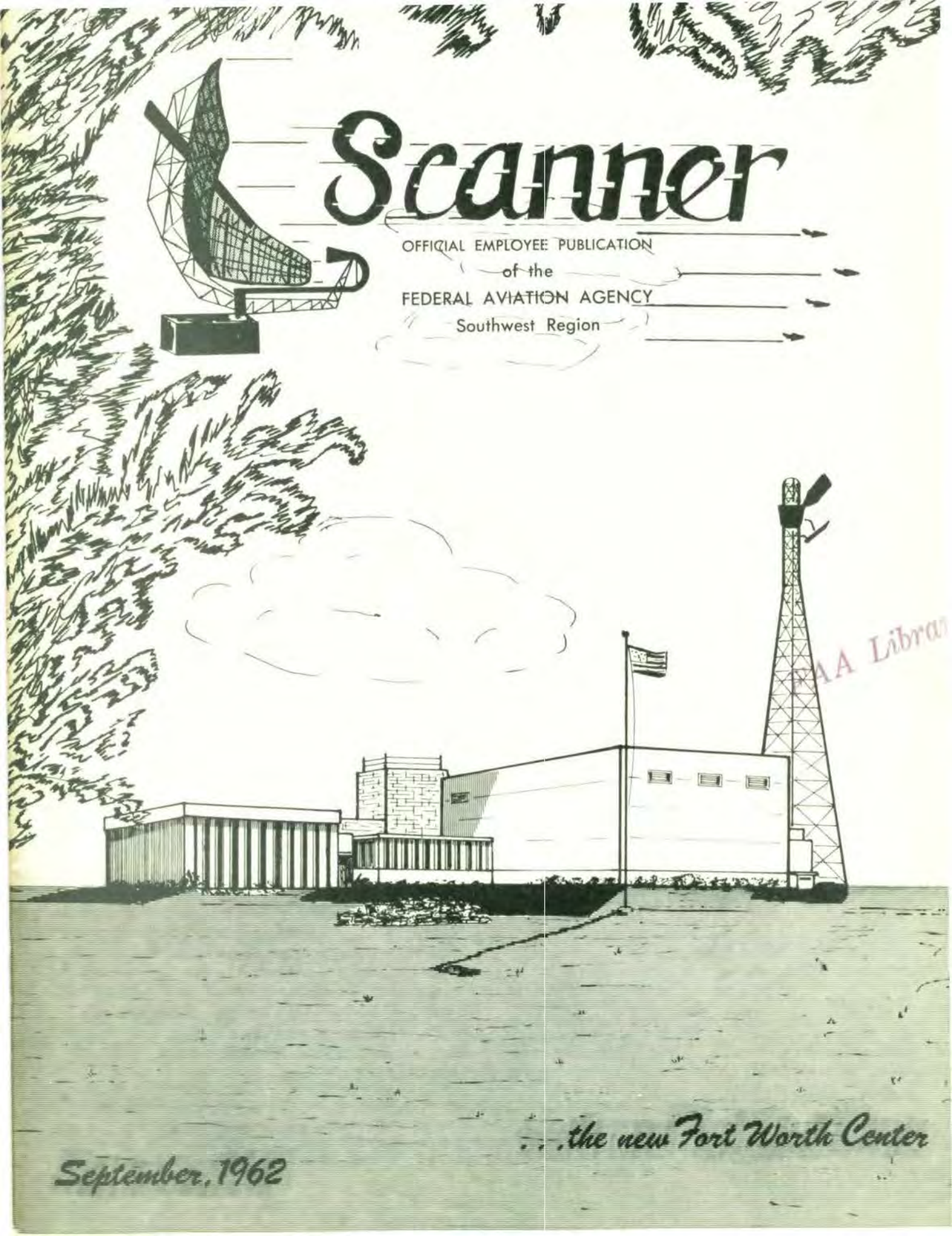
Scanner

OFFICIAL EMPLOYEE PUBLICATION
of the
FEDERAL AVIATION AGENCY
Southwest Region



. . . the new Fort Worth Center

September, 1962

Scanner

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We would like to commend our new field reporters for the excellent job they are doing in helping us make SCANNER a better publication. It is obvious from the quality of work they are doing for us that they are a superior group of people. But if this were not proof enough, 13% of them received awards for Sustained Superior Performance. The annual average for SSP awards in the entire Region is 5.2%. Reporters receiving SSP's were Mr. Vernie R. Hefler of Abilene RAPCON, Mrs. Edna L. Jones of Midland SMDO, and Mr. Finish M. Lambert of Waco RAPCON CS/T.

Beginning on page 9 of this issue is a new type of article called "SCANNER Visits Santa Fe SMS". We hope this will be the first of a series of such articles, featuring a different Southwest Region facility each month. We are indebted to Santa Fe SMS Chief M. R. Baird for telling us about his facility. You are invited to tell us about your facility, too. We are sure many facilities in the Region have a story comparable in interest to the Santa Fe SMS.

We would like to welcome back a number of our former readers who have recently been placed on a special distribution list for retired employees. If you are planning to retire soon, and would like to continue receiving SCANNER, send us your name and address. Also, if you are already on the retired employees' distribution list, be sure to keep us informed of your current mailing address.

In case the October issue of SCANNER doesn't reach you on time, we would like to remind you that October 7-13 is Fire Prevention Week. Did you know that Fire Prevention Week is always the week in which October 9 falls? October 9 is the anniversary of the Chicago fire of 1871, in which 200 people perished, 100,000 were left homeless, and direct losses amounted to $168,000,000. Remember, fires are not just deplorable accidents; they are the result of carelessness and neglect. Fire Prevention Week is a time to check defenses against fire in our homes and places of work, to make sure our personal habits are fire-safe ones. Fire prevention is everybody's responsibility.

FRONT COVER

Betty Keys, our talented artist, took up pen and brush this month to commemorate the dedication of our new Fort Worth ARTC Center building, of which we are all very proud. The dedication ceremony, complete with brass band and dignitaries, took place August 5. Future plans call for similar structures to be built at Albuquerque and at Houston.

. . . the Assistant Administrator encourages you to —

Exploit Your Talent

What is a talent? From familiarity with the famous Christian parable of the talents, most of you undoubtedly know that a talent was originally a unit of money. The talent of ancient times was a large bar of precious metal, weighing about 58 pounds. In today's monetary values, a gold talent was worth $32,640—a sizeable fortune to ancient peoples.

Since the fifteenth century, the word "talent" has been used to mean an inborn endowment of ability or skill, rather than a monetary unit. Through the influence of the Biblical usage, however, the word carries an implication that the inborn gift it signifies is something held in trust, which must be used for the benefit of others, or it will be forfeited. In a very real sense, though, a talent is still a fortune. Through earnest application of his innate talent, the average American, in the course of a lifetime, can expect to earn several times the value of the ancient gold talent—a fortune in any man's language.

We hear a lot these days about the need for talent in the Federal Service, particularly scientific and technological talent. Because science is progressing at such a rapid pace, we find ourselves constantly facing new problems that were undreamed of a short time ago, and needing the best talent available to help solve these problems. In our own Agency, for example, we are performing functions that were unnecessary as recently as forty years ago. Less than seventy years ago, there wasn't any such thing as an airplane. Now there are planes traveling at twice the speed of sound. To complicate the picture, there are small planes traveling at scarcely faster than automobiles, and medium-to-large planes which travel at subsonic, but very high speeds.

Protecting the lives of nearly 30 million Americans who fly in this myriad of aircraft requires more than 100 special kinds of talent, just within our own Southwest Region. Also, there are more than 150 million "unflown" Americans on the ground whose lives and property must be considered. We serve an industry which employs a million people and pours more than seven billion dollars a year into the national economy. To perform effectively all the variety of tasks entrusted to us, we must have a formidable array of talent.

You were selected to be an employee of this Agency because you have a talent we need to carry out our mission to the people of this country. Your natural ability, brought to fruition by your education, training, and experience, obtained for you the privilege of contributing to the national welfare as a public servant. None of us, however, can afford to be complacent about our talent and the use we are making of it. We have an abiding obligation to make the greatest possible contribution to the nation's welfare, and we cannot do this unless we are constantly striving to maintain and improve our talents.

Talent, after all, is not a static thing. It is a living thing which grows with us. It can be put to good use or ill, or it can be neglected and put to no use at all. We are born with the seeds of talent already implanted in us. An agile mind, dexterous hands, a strong body, a friendly disposition—these are some examples of seedling gifts that under proper conditions, will grow into talent. It is not enough, however, just to be born with a gift. The gift must be nurtured through years of training and experience and self-discipline. The type of training that goes into developing a natural gift is important to—the same qualities that make up a great statesman, if not guided into proper channels, can also contribute to the making of a notorious criminal.

Perhaps the most impressive example we have of effective talent utilization is that of our handicapped employees. They have developed their talents in the face of hardship, and in some instances, they have compensated for disabilities by cultivating a secondary talent to replace a primary one lost through injury or illness. Their earnest attitude, acquired by meeting and conquering the challenge of disability, is reflected in their work record. They consistently perform as well as, or better than able-bodied employees in both the quality and the quantity of work produced; they have a lower turnover rate, fewer lost-time accidents, and less absenteeism than non-handicapped workers. They are able to achieve such a record only by exploiting their talents to the fullest degree possible.

What can you do to exploit your talent? First of all, you can avoid complacency, which is the destroyer of talent. Then, you can avail yourself of every opportunity to increase your talent. The Agency offers many such opportunities, through formal training and on-the-job experience. Some employees, at considerable expense and inconvenience to themselves, increase the value of their talents through attendance at evening or extension courses offered by colleges and universities.

Other talent-whetting opportunities may be available through employee organizations and professional societies which seek to keep their members informed on technical advances through meetings, publications, workshops, and the like. There is no excuse at all for letting a talent shrivel up and die from lack of opportunity to develop it. Furthermore, in these critical times, it would be almost criminal to let a valuable talent go to waste. The Agency needs your talent to reach its goals; the American people need your talent to safeguard their welfare, and of course, you need your talent to provide for yourself and your family. Be assured that a live and growing talent, wherever it exists, will not go unnoticed and unrewarded for very long.

Archie W. League

What Is a Center?

Main control room at the Fort Worth Air Route Traffic Control Center.

An Air Route Traffic Control Center, sometimes abbreviated to ARTCC, and often referred to as simply a Center, is a facility whose major function is the control of en route IFR traffic along domestic airways, although it may, in some instances, have responsibility for the control of IFR traffic in terminal areas. Another prime responsibility of the Center is planning for airspace utilization, airways configuration, and the location of en route navigational aids. The Center is the largest type of control facility operated by FAA, and also the most comprehensive in its scope of operations. The average Center controls an area varying from 50,000 to more than 100,000 square miles, and may handle as many as 2,000 flights per day.

Radar is used extensively in Center control operations, as well as a variety of communications media including radio, teletypewriter, and interphone. The Center is in constant contact with other Centers, and with Flight Service Stations, Towers, RAPCONs, Weather Bureau offices, pilots, airline and military operations offices, and other points. These communication channels are used for the receipt of flight plans, aircraft position reports, and weather data; for the exchange of information necessary to coordinate Center, Tower, Station, and RAPCON operations; and for the transmission of control instructions and advisory information to pilots.

The flight data controller

A young man just starting out his career in Center traffic control is usually assigned to work in a flight data position. Although not engaged in actual control work, the flight data controller plays an imporant supporting role, and at the same time gains valuable experience that will prepare him to assume control duties later.

The pilot of an aircraft planning to fly within controlled airspace under IFR conditions is required to file a flight plan. The flight plan identifies the aircraft, its destination, its route, and its proposed flight altitudes. The flight plan may be filed with a Tower, a Station, a RAPCON, or a

Pat O'Connor, right, works flight data position with supervision from Robert Kammerdiener.

Center, but regardless of where it is filed, it is immediately transmitted to the appropriate Center, where it is received by a flight data controller.

The flight data controller then computes the estimated times when various aircraft will pass over given points (known as reporting fixes) along their flight paths. He makes theses estimates by using the cruising speed of the aircraft, taking into account the effect of current weather conditions. He then records his estimates along with other significant data on flight progress strips, which are delivered to sector controllers who perform the actual control duties.

The sector controller

Within a prescribed geographic area, the sector controller is responsible for issuing clearances and control instructions to provide separations for arriving, departing, and en route traffic operating on IFR flight plans. He also provides assistance to aircraft, initiates search and rescue efforts for lost or overdue aircraft, and reports accidents or deviations from regulations to the proper authorities.

The duty of issuing clearances and control instructions may be performed in several different ways. In what is known as a manual or interphone sector, the controller uses flight progress strips prepared for him by the flight data controller. He arranges these strips in sequence, and forms a mental picture of the aircraft positions and maneuvers in his area. He is thereby able to foresee and resolve any possible conflicts between aircraft. He issues clearances and instructions to pilots by interphone connection to a Tower, Station, or airline office, which then relays the information to the pilot. The controller receives information on aircraft movements and positions in the same manner, and may issue amendments to a clearance on the basis of additional information or changes in the traffic situation.

With today's heavy volume of traffic, interphone communication in most cases is inadequate for the relay of control instructions. Interphone is often supplementary to radio communication, by which the controller gives his instructions directly to the pilot, without the delay of having them relayed through a third party.

In present-day control operations, the procedure of forming a mental image of the traffic situation from flight progress strips is secondary to the use of radar. Radar gives the controller a visual image, enabling him to exercise a very positive type of control over a large volume of rapid-moving traffic. When he has a visual image to work from, the controller can safely allow for less airspace or separation between planes, and can work within much closer tolerances than are possible using other control methods. Radar enables the controller to tell a pilot exactly when to ascend, descend, or turn in order to accomplish a particular objective. The pilot can also be routed around weather disturbances, and informed of deviations from course. Because of radar, the controller has exact knowledge of a plane's location at all times.

A manual control sector. From left to right are controllers Royce Renfro, Alfred Sandersen, Billy Jones, and Mike Stephens.

A flight following radar sector. From left to right are Jack Campbell, Jesse Porter, and Dewey McAllister.

The coordinator/flow controller

In an effective traffic control system, there must be absolute assurance that the action taken by one controller will not interfere with or nullify the actions of another. This is a very difficult objective to achieve. Each controller has considerable leeway in the way he handles a particular situation. There are frequently several alternative methods for handling any given situation. Although any one of them might be adequate to solve the problem at hand, another consideration is the effect the procedure will have on traffic in adjoining areas. This situation necessitates a very high degree of coordination between the sectors of a Center, between Centers, and between Centers and terminal facilities. As a result, specific positions filled by controllers with extensive experience and supervisory ability have been established to insure that all control actions are properly coordinated.

The coordinator/flow controller is responsible for observing the traffic in several sectors, and insuring that the control instructions being given in one sector are compatible with those being given in other sectors. Where an accident or some other unforeseen circumstance has an adverse effect on the flow of traffic, the coordinator notifies controllers in affected sectors, and assists them in making immediate arrangements to hold traffic along incoming routes. If a controller shows signs of excessive fatigue or strain, the coordinator must arrange to have him relieved before he makes a mistake that could jeopardize safety. Needless to say, the coordinator must be expert in performing the duties of all control positions under his supervision.

The watch supervisor

The overall operation of the Center during each watch (or shift) is under the direction of a watch supervisor, who directs all phases of the work of employees assigned to the watch. He assigns personnel to positions of training, operation, or coordination, and delegates supervisory responsibility to the coordinators. He gives assistance and advice in emergencies, answers complaints about service, and takes remedial action. The watch supervisor's duties also include maintaining records and preparing reports on activities conducted during the watch, participating in accident investigations, and preparing and reviewing incident reports.

Center work, like all other types of traffic control, must be carried out, without interruption, 24 hours a day, seven days a week. The services of many people, in addition to controllers, are required to keep a Center functioning smoothly. A recent innovation in Center staffing has been the establishment of an SMS in each Center, to insure that a full complement of EMTs will be on hand whenever their services are required to put the controller's electronic tools in top-notch shape. Teletype operators play a very important role in the Center's communication activities. The usual corps of clerical people—secretaries and stenos—make their indispensable contribution to Center operations.

Teletypists such as Patsy Hennings, left, and Marian Dymke, make a valuable contribution to the Center's communication operations.

Center work is unquestionably one of the most challenging and demanding jobs performed by FAA employees. To make its contribution to air safety effective, however, the Center leans heavily upon the work of personnel in other types of control facilities. Ultimately, every FAA employee contributes, directly or indirectly, to the Center's successful operation, and may therefore take justifiable pride in this vital work.

A surveillance radar sector. From left to right are Mike Stephens, Claude Odom, and Billy Jones.

Participation in United Fund Drive Urged

The 1962 United Fund Drive for Tarrant County FAA personnel began during the month of September according to the campaign chairman, Public Affairs Officer K. K. Jones. Specific dates for the beginning of drives will be set by civic leaders in each community. Federal employees have always participated as a part of the community in which they are employed.

In the Fort Worth area, FAA conducted its campaign from September 4-14, approximately two weeks ahead of the county's regular drive. This was because the Agency has, for the second consecutive year, been designated a "pilot firm". Pilot firms set the pace for the rest of the drive by getting it off to a good start.

The Assistant Administrator has urged all employees to be generous in supporting their local United Fund drives.

How to Avoid Becoming a Poor Security Risk

Everyone who comes to work for the Federal government is thoroughly investigated to determine whether he is a good security risk. The loyalty and patriotism of applicants for government jobs is a serious consideration from the standpoint of security.

It must be established definitely and without question that government employees are sincere and loyal Americans. As a result of this thorough investigation, the chances that a person of questionable loyalty will succeed in being hired as a government employee are significantly lessened.

National loyalty, fortunately, is a fairly constant quality, particularly in Americans. We are all pretty well sold on democracy and the American way of life, and we value our liberty and freedom very highly. Treason, therefore, has always been a very rare occurrence in our history. While the agents of potential enemy nations are always alert for signs of disloyalty in government employees, they don't expect to gain much information thereby, because it is so rare that an American will knowingly and willingly betray his country.

Not expecting to obtain willing assistance from government employees, the agents of unfriendly nations concentrate most of their efforts on other types of poor security risks—the unknowing helpers and the unwilling helpers. These are persons who, because of some human weakness or character flaw, might be vulnerable to persuation or to pressure tactics. Although it is not too difficult to single out obvious undesirables among prospective Federal employees, it is not at all easy to predict who might, under unforeseen circumstances, become a poor security risk at some future time.

Blackmail is one of the most effective tools an unfriendly nation can use to obtain classified information from a government worker. A typical case was that of a married man who was having an affair with another woman. Agents photographed him and the woman together in a restaurant, in a hotel lobby, and walking along the street. They also tapped his phone and recorded his conversations with the woman. They then confronted

him with this evidence of his misconduct, offering to trade it for certain classified information he could furnish them. Rather than risk having his home and family disrupted by the exposure of the damaging evidence, the man agreed, unwillingly, to cooperate with the agents. They then had a permanent hold on him, and could obtain his continued assistance by threatening to tip off the authorities about his initial cooperation.

Agents offer to trade secrets they know about you for secrets you can furnish them.

Because the functions of our Agency are not immediately related to the national defense, our employees are not so likely to become targets in espionage activities as are the employees of certain other government agencies. We cannot for this reason, however, afford to become careless or indifferent about security matters.

One of the most valuable safeguards the individual employee can use to keep himself from becoming a poor security risk is plain, old-fashioned clean living. All moral and aesthetic considerations laid aside, we all have a serious patriotic obligation to keep our personal lives above reproach, so that we will be immune to possible blackmail attempts. This is a part of every employee's security responsibility.

ACCIDENTS
for
THIS MONTH
and
THIS YEAR

	FIRST AID CASES	DISABLING INJURIES	DAYS LOST
This Month	12	2	15
This Year	57	19	351

EQUAL EMPLOYMENT OPPORTUNITY GUARANTEED

As the Assistant Administrator points out in his message on page 3, the Federal government's need for talent can hardly be overstated. In Federal employment, the only considerations are the individual's ability, qualifications, and fitness for the job he is doing or applying for. There can be no discrimination because of race, creed, color, national origin, non-disqualifying handicap, or sex In a democracy such as ours, there is no place for such discrimination. Furthermore, in such critical times as these, the Government cannot afford to lose badly-needed talent because of irrelevant considerations.

The individual's right to fair employment opportunity is guaranteed by Executive Orders 10925 and 10980, which forbid discrimination against Federal employees and applicants on the basis of race, color, religion, national origin, or sex. Any person who believes he has been discriminated against on any of these considerations has the right to file a complaint with the employment officer of the agency concerned, or with the President's Committee on Equal Employment Opportunity.

During the month of September, special emphasis is placed on fair employment practices. To remind individuals of the contribution they can make towards insuring the success of the equal employment policy, the Civil Service Commission has distributed a poster which will be displayed in many government offices this month. The poster quotes a message from President Kennedy concerning the need to make full use of employee skills and abilities without discrimination, and the importance of individual employees' attitudes towards their fellow employees in keeping the Federal service free of discrimination. A reproduction of the poster, with the full text of President Kennedy's message, is on the back cover.

OKLAHOMA COMMUNICATIONS SITE IMPROPERLY IDENTIFIED

On page 6 of last month's *Scanner*, we printed a picture of a remote air-ground site located in a beautiful mountainous area in Oklahoma. Hobart SMS Chief Joe E. Cline has called out attention to the fact that this site is located near Granite, Oklahoma, rather than Ardmore, as we stated. The mountains in this area are the outskirts of the Wichitas, rather than the Arbuckle mountains. An inset photo of the same site was "quite adequately described as a rattlesnike pit", according to Mr. Cline. We appreciate Mr. Cline's calling attention to the error.

Scanner Visits Santa Fe SMS

SMS Staff, Santa Fe, New Mexico. First row, left to right, Chief M. R. Baird, EMT C. H. Huttanus, and Section Leader W. W. Talley. Second Row, left to right, EMTs T. R. Nance, D. R. Fellows, and L. A. Pate.

Our people at the Santa Fe, New Mexico Systems Maintenance Sector feel they are working at one of the most unique locations in the Southwest Region. The city of Santa Fe was founded by the Spaniards in 1610, ten years before the Pilgrims landed at Plymouth Rock. The city still retains much of its Old World flavor, and visitors are fascinated by its ancient narrow streets and brown adobe houses with picturesque patios. Towering cottonwoods, the fragrance of *piñon* smoke, the music of spoken Spanish, and the colorful dress of Indians from neighboring pueblos appeal to all the senses.

Located just west of the *Sangre de Cristo* (Blood of Christ) Mountains, a portion of the Rocky Mountain chain, the Santa Fe area is surrounded by high mountains, and abounds in interesting historical sites. The climate is excellent, with low humidity and a large amount of sunshine. Curiously, although there is a railroad named for the city, Santa Fe is without rail transportation, which makes air travel all the more important. The Santa Fe County Municipal Airport handled a total of 41,481 operations in FY 1962, including 3,947 air carrier and 1,336 instrument operations.

Santa Fe Airport terminal building.

The Santa Fe SMS is headquartered in the airport administration building, a modern structure of Spanish-Indian architectural design. The Sector is responsible for maintaining a number of outlying facilities including RMLs at San Felipe Indian Reservation, 39 miles southwest of headquarters. The San Felipe pueblo, adjacent to the Rio Grande, traces its history far back beyond the days of the Spanish *conquistadores*. In the past, EMTs have been denied access to the RML site because the Indians were conducting secret religious ceremonies at which no visitors were allowed. The SMS personnel now attempt to schedule their maintenance work for times when there are no Indian ceremonies going on.

The Rowe Mesa RML site.

The Rowe Mesa RML, 40 miles east of headquarters, is the highest RML site in the Southwest Region, being situated at an elevation of 7,750 feet above sea level. The Rowe Mesa site is located near the Pecos Wilderness, a 165,000 acre tract which is being kept in primitive condition for recreational purposes. The Pecos River, which flows through West Texas, originates in this area. Also in the vicinity of the Rowe Mesa site is the Forked Lightning Ranch, operated by Mr. and Mrs. E. E. Fogelson. Mrs. Fogelson is better known as Miss Greer Garson of movie fame. The Agency leases a portion of the RML access from the Fogelsons.

Access to the Rowe Mesa site becomes very difficult in winter, when the snow is frequently very deep. A "snow cat", equipped with snow shoes, sleeping bags, canned heat, coffee pot, ax, compass, and other survival items is based at the foot of Rowe Mesa. (See photo on following page). Extensive use is made of this vehicle during the winter months.

Another unique site maintained by the Santa Fe SMS is the Taos VOR. Located in the Tres Piedras area, 96 miles north of headquarters, this navigational aid is situated at an elevation of

7,850 feet above sea level. Voice control from the Santa Fe Combined Station/Tower is made possible by 70 miles of metallic telephone lines and 26 miles of ultra high frequency link. This site is equipped with emergency overnight quarters, and the access road is protected by more than ¾ mile of snow fence. Extreme winter temperatures require that vehicles used in transporting personnel to and from the site to be equipped with headbolt heaters. On one occasion when two EMTs were required to remain overnight at the site, owing to a telephone outage, the temperature dropped to -34 degrees. Their jeep would not start until it warmed up to -10 degrees. Snow depths of over four feet are common in this area during the winter months, and more than 700 hours of travel per year are required to maintain the site.

Personnel stationed at the Santa Fe SMS are Chief M. R. Baird, Section Leader W. W. Talley, and EMTs C. H. Huttanus, T. R. Nance, D. R. Fellows, and L. A. Pare.

EMT D. R. Fellows with the Rowe Mesa snow cat.

Charles E. Kimball, Jr.

James S. Dyer

Sharon F. Townsend

Student Employees Return to Campus After Summer with FAA

The Southwest Region will soon be saying "so long" to several young people who have been serving on temporary summer appointments. For these young people, summer vacation has provided an opportunity for "learning while earning". By hiring college students during vacation, the Agency is able to spot bright young talent early, and create an interest in full-time FAA employment after graduation.

Among several student employees who have had an "FAA summer" are Charles E. Kimball, Jr., James S. Dyer, and Sharon F. Townsend. Charles and James have been working as student trainees in Aviation Facilities' Plant Engineering Section, and Sharon has been a clerical assistant in Personnel Services Branch.

Twenty-two-year-old Charles, a senior mechanical engineering major at Arlington State College, has had one previous "FAA summer", working as a draftsman in 1960. James and Sharon, both nineteen and both sophomores, hope to be back with us next summer. James is a physics major at the University of Texas, and Sharon is majoring in office administration at Texas Christian University. All three students are considering permanent employment with the Agency after graduation.

El Paso FAAers Teach Good Citizenship Through Boy's Athletic Program

El Paso RAPCON/Tower controllers Henry E. Ferris, middle background, and Howard P. Earl, end of third row, right, are shown here with their boys' ball team.

Howard P. Earl and Henry E. Ferris, watch supervisors at the El Paso RAPCON/Tower, have combined their talents and interest in boys to fight the problems of juvenile delinquency before it starts. The El Paso Optimist Club, of which Earl and Ferris are members, has an athletic program for boys 8 to 12 years old. Boys are selected on a competitive basis to participate in softball, football, basketball, swimming, and track. The purpose of the program is to give boys the chance to participate in organized sports under proper adult leadership. Through the spirit of competition, the boys are taught responsibility and fair play.

Earl and Ferris first entered the program six years ago, and have been working with 25 to 40 boys each season. The program runs 12 months a year, and consists of civic projects and field trips for the boys, as well as the athletic program. To be eligible for participation, each boy must maintain good grades in school, attend church, and have the enthusiasm to participate in competitive sports. Recently one of the past members of the Airport Optimist Club team was named outstanding high school athlete of the state of New Mexico.

This past season the team, under the leadership of Earl and Ferris, won the county championship in softball, football, basketball, and swimming, and placed second in track. The football team, consisting of 32 boys, has played in the Chili Bowl in California, climaxing their trip with a visit to Disneyland. Mr. Earl was elected president of the Coaches' Association, and received recognition from the El Paso city government for his work.

Through the unselfish giving of their time and talents, these two men are helping to mold better citizens for tomorrow. Though they consider this work a "hobby", they have already started more than 300 boys on the road to responsible adulthood and good citizenship. Their sense of community responsibility makes these two employees a credit to the FAA.

—Frederick M. Pease,
El Paso Field Reporter

Dr. Dougherty Writes - -

Lung disease used to be the chief cause of death in the United States. That was before the days of antibiotics when pneumonia and tuberculosis took a heavy toll. Now chronic infection, obstructive disease, and malignancy are the only lung diseases of any consequence. And even with these diseases, doctors can do a great deal if the patient is cooperative.

Chronic infection is usually localized in one portion of the lung, and associated with an infection elsewhere in the body, as for example, sinusitis. The two sites "ping pong" the infection back and forth, keeping the disease smouldering. However, vigorous treatment of the accessory site and removal of the diseased portion of the lung almost always bring about a remission.

Obstructive lung disease is a condition in which breathing becomes very difficult. Two fairly common examples of this type of lung disease are asthma and pulmonary emphysema. Asthma is almost always caused by an allergy; that is, a sensitivity to some substance such as dust or pollen. When the offending substance is inhaled or otherwise ingested into the body, it causes a spasm of the tiny tubules in the lungs. They contract, blocking off the flow of air in and out of the lungs. Asthma can be controlled by desensitizing the victim to the substance he is allergic to, or in the case of an acute attack, he can be given drugs which will relax the lungs and cause the blocked tubules to expand.

In emphysema, there is a loss of elasticity of the air sacs in the lungs, and of the chest wall in general. It is associated with the aging process, but may occur prematurely, for example, as a result of chronic bronchitis. Although the chest becomes larger than normal, respiration is restricted because of the loss of elasticity. Here, again, drugs are helpful in relieving the symptoms of the disease, and breathing exercises may also be of some benefit. One of the most important aspects of treating a person for an obstructive lung condition is impressing upon him that it is mandatory for him to stop smoking. So long as he continues to smoke, the physician can do little but stand by and watch a steady deterioration.

Everyone has heard about the studies on the relationship between lung cancer and cigarette smoking. Among male heavy smokers, the leading cause of death is lung cancer. Women began smoking in large numbers much later than men, so it is not yet possible to draw any statistical conclusions about the relationship between smoking and lung cancer in women. Curiously, tobacco itself does not appear to be the villain in this disease, and pipe and cigar smoking, along with tobacco chewing, are seldom suspect. The practice of inhaling the smoke, which is very common among cigarette smokers, seems to be the damaging factor in cigarette-related cancer.

The great danger with lung cancer is that it is well hidden, and causes almost no symptoms until it is already firmly entrenched. By the time it is discovered, it is frequently too late to remove it successfully through surgery. Thus in lung cancer, as contrasted with some other types of cancer, surgical cures are discouragingly few and far between.

Although the relationship between lung cancer and cigarette smoking has not yet been proven beyond all shadow of doubt, it is quite significant that the disease hardly ever occurs in non-smokers. Indeed most physicians—including all three in the Regional Office—have never seen a case of lung cancer in a non-smoker. The solution to the problem, then, is education, particularly education of young people who have not yet acquired the habit of smoking. It is indeed peculiar—and sad—that people must spend thousands of dollars hoping to be cured of a disease they spent 30¢ a day to bring on themselves.

Your Service Computation Date

Your service computation date is the date on which your total creditable service for leave, retirement, and retention purpose is considered to have begun. If your only Federal service has been with this Agency, and if you have never had a break in service, this will be the date you entered on duty. If you have had military or other Federal service, however, your service computation date must be figured out, using a formula prescribed in the Federal Personnel Manual. This formula determines the date on which your service would have begun, considering the total amount of time you have spent in Federal service, and supposing that you had never had a break in service.

In order to determine your service computation date, you must first write down all your dates of appointment in sets of three figures, with the year first in the set; for example, December 4, 1956 would be written 56-12-4. Do the same with your dates of separation, then add one to each date, because separation dates are recorded as of close of business. For example, if you were discharged from military service on February 10, 1946, you would write down the numbers 46-2-(10+1), or 46-2-11. If you had entered military service on August 15, 1941, were discharged on February 10, 1946, and then entered on duty in FAA on March 4, 1949, your service computation date would be determined as follows:

1. Add your two appointment dates, 41-8-15, and 49-3-4, which will give you 90-11-19.

2. Take your separation date, 46-2-10, corrected to 46-2-11, and subtract it from the sum of your appointment dates, 90-11-19, which will give you 44-9-8, or September 9, 1944. This is your service computation date.

If you get an impossible date, such as September 31, change it to the corresponding date, October 1.

Retirements

Jean P. Jipp, Airways Engineer with Systems Maintenance Branch, retires after 35 years of government service, 32 years of it with FAA and predecessor agencies.

Airways Engineer Thomas J. Edwards, Chief of Maintenance Engineering Section, Systems Maintenance Branch, retires after 28 years of public service to aviation.

Another recent retiree is Flight Service Specialist William L. Tillson, Jr., of the Junction, Texas Flight Service Station. Mr. Tillson has been with the Agency since 1955, serving at the Brownville CS/T and the College Station Tower in addition to the Junction FSS.

Health Benefits Reminders

1. Medical expenses resulting from job-connected injuries are not covered under the Federal Employees Health Benefits Program. Job-connected conditions are covered under the Federal Employees Compensation Act (or applicable workmen's compensation laws for dependents who are not government employees).

2. A female employee who is enrolled for self-and-family (enrollment code ending in 2 or 5) must submit SF 2809 if she remarries, unless she marries a person incapable of self-support and files a medical certificate in accordance with Health Benefits regulations. If the employee wishes to continue her family enrollment, she must change to the self-and-family, non-dependent husband enrollment (code ending in 3 or 6). Employees may cancel health insurance, or change from self-and-family to self-only at any time. Conversions to the self-and-family, non-dependent husband enrollment are always effective at the beginning of the pay period in which the employee remarries, and deductions are made retroactively. Cancellations or changes to self-only are prospective, and do not result in retroactive adjustments in deductions.

3. A covered employee who marries another government employee who is also covered under the Health Benefits Program should consult the Health Benefits Officer, SW-13, for instructions on how to avoid double coverage, and how to obtain the most insurance for the lowest premium.

4. As we mentioned in last month's *Scanner*, there will be a partial "open season" in October. You will not be permitted to change plans or options, but you may register to enroll if you have not done so previously, or you may change your enrollment from self-only to self-and-family. There will be no change in deductions for the Government-Wide Plans this year. Additional information concerning the partial "open season" will be given through administrative issuances.

5. About this time of year many employees or their dependents will have had enough medical expenses to satisfy the deductible features of their Health Benefits Plan. Check your records to see whether you qualify for benefits under your policy.

Assistant Administrator Earns 'Copter Rating

Archie W. League, right, is shown here piloting a Bell 47G helicopter.

Assistant Administrator Archie W. League added another rating to his commercial pilot certificate recently when he received his rotorcraft-helicopter designation. The new helicopter rating is the 56th such aircraft qualification Mr. League has earned in the course of his aviation career spanning more than a third of a century.

Recently, Mr. League made a two-day field trip by helicopter. Communities visited on the trip were Gainesville, Texas, Ardmore, McAlester, and Poteau, Oklahoma; Fort Smith, Mena, and DeQueen, Arkansas; and Texarkana, Longview, Tyler, and Terrell, Texas.

The main purpose of the field trip was to acquaint the Assistant Administrator with FAA personnel and facilities, and airport managers and fixed base operators at various general aviation and air carrier airports.

In commenting on the feasibility of using helicopters for short trips of this nature, involving many stops, Mr. League declared the 'copter unexcelled. Now that he has his rotorcraft rating, Mr. League hopes to make other short field trips by helicopter as time permits.

Economics Course to Be Presented on TV

R. M. Curnutt, Chief of the Training Branch, calls attention to a course in "The American Economy" to be presented on CBS Television's Continental Classroom, beginning September 25, 1962, and continuing through May 25, 1963.

In the Fort Worth-Dallas area, KRLD-TV, Channel 4, will present the program on weekdays from 6:30 to 7:00 a.m., and the educational station, KERA-TV, Channel 13, will repeat the presentation from 6:30 to 7:00 p.m. Certain colleges and universities will grant college credit for participation in the course, upon registration, payment of tuition, and taking of examinations. In the Fort Worth-Dallas area, North Texas State University, Arlington State College, and Texas Christian University are the participating institutions.

Interested employees outside the Fort Worth-Dallas area should contact their local CBS or educational TV station for program times, and inquire at their local college or university about the procedure for obtaining college credit.

Management Institute to Be Held in Oklahoma

Thirty-two middle management employees representing the Southwest and Central Regions, as well as the Aeronautical Center, have been selected to receive special training at a Management Institute. The Institute, scheduled for September 23 through October 5, will be held at the University of Oklahoma at Norman. High-ranking officials both from the Agency and from the aviation industry will give talks to the trainees. Assistant Administrator Archie W. League will speak at the concluding session of the Institute.

Attention Secretaries: Here's Hyphen Help

Never quite sure where to break a word at the end of a line? There is only one hard and fast rule about hyphenation: never break a word anywhere except between syllables. To be sure of proper syllabication, always look in the dictionary if there is the slightest doubt in your mind. Remember some words are not syllabicated in writing the same way they are in pronunciation. For example, we say "mee-ting", but the proper hyphenation of the word is *meet-ing*.

Here are some suggested rules to follow in hypenation:

1. Don't hyphenate a word of five or fewer letters.
2. Try not to hyphenate a word so that only one or two letters appear on the next line; for example, *pres-ently* is all right, but try to avoid *present-ly*.
3. Don't place a hyphen after the first letter of a word; *(imagi-nation,* not *i-magination).*
4. Never divide a word at the end of a page and carry its fragment over to the next page.
5. Ordinarily, it is correct to divide a word between a double consonant *(pos-sible,* for example); however, don't do this in the case of a suffix added to a word that ends in a double consonant; *(pass-ing,* not *pas-sing).*
6. Watch out for words which must be divided differently when they are used as different parts of speech; *(pro-duce,* verb, and *prod-uce,* noun).
7. Avoid hyphenating numerals, but if you have to, divide at the comma: for example, $490,-000,000.
8. Never hypenate abbreviations.

Safety Depends Upon Knowledge

Many accidents which in the past have been blamed on "carelessness' have occurred because the employee did not know the proper method of doing his job. He was an unsafe worker because he lacked the full knowledge of his job. He had to learn the "hard way". We have a personal responsibility to learn all we can about our jobs so that we can protect ourselves and our fellow workers.

A thorough knowledge of safe practices is similar to good manners. We don't have to worry too much about them when we need them most if we have practiced them. Similarly, if safe practices are known and have become a habit, they come naturally and we don't have to worry about them. We know they are correct because we have studied the job, listened to advice, and know the correct procedures.

Listening to advice is one thing we must do if we are going to gain knowledge of our jobs. There can be no communication of thoughts unless there is a listener to hear and understand the words. The good listener learns to concentrate on what the other person is trying to convey to him. Everyone will agree that too many of us pay too little attention to the advice given us on how to work safely.

Not only must we listen to instructions, but we must give advice if we see someone doing a job in an unsafe manner. This is especially true with a new man. To perform a job safely, it takes a lot of cooperation and a helpful attitude. If someone does something unsafe, he jeopardizes his fellow workers, as well as himself.

Until safety is recognized as an accomplishment and each of us accomplishes safety through organized teaching and learning, accidents will continue to result in the loss of lives, limbs, and property.

FAA Academy Honor Roll

The following Southwest Region employees have made the highest final grade in their respective classes on courses taken in residence at the FAA Academy in Oklahoma City:

EMT Billy J. Robertson	Little Rock SMS	Teleprinter #55
EMT Fredrick P. Harrison	Tulsa SMS	TACAN #41
EMT Jesse M. Wilson	San Antonio SMS	Teleprinter #56

Sustained Superior Performance Honor Roll

NAME	POSITION	LOCATION
Gaynel Miser	Secretary	Fort Worth
R. B. Allen	Engineer	Fort Worth
Roland M. Lewis	Planng. Ofcr.	Fort Worth
Dorothy M. Littleton	Clerk-Steno	Fort Worth
M. Lamar Schweitzer	Secretary	Fort Worth
Hugh W. Lyon	Engineer	Fort Worth
Kenneth D. Antley	ATCS	College Station
Billy J. Bledsoe	ATCS	Albuquerque
James O. Bowen	ATCS	Fort Worth
Melvin E. Braden	ATCS	Dallas
Luther C. Brashear	ATCS	Tucumcari
Victor R. Butler	ATCS	Albuquerque
Davis M. Bussey	SATGS	Albuquerque
Richard D. Clark	ATCS	Fort Worth
James N. Darwin	ATCS	Fort Worth
Charles F. Davis	SATGS	Fort Worth
Robert E. Elkins	ATCS	Fort Worth
Allen J. Goodwin	ATCS	Fort Worth
Francis E. Hoack	Draftsman	Albuquerque
Hollis W. Isham	SATCS	Albuquerque
Finis M. Lambert	SATCS	Fort Worth
James C. Kelsoe	ATCS	Waco
Claude J. Lentini	SATCS	New Orleans
Walter A. Metzger	ATCS	Fort Worth
Dorothy C. Morter	Adm. Asst.	Fort Worth
Harold A. Phillips	SATCS	Albuquerque
Ralph F. Reed	SATCS	Fort Worth
Horace Rodgers	ATCS	Fort Worth
William A. Sanders	ATCS	Fort Worth
Helen M. Schu	Adm. Asst.	New Orleans
Edgar F. Stacy	SATCS	Fort Smith
Jack J. Sturges	SATCS	Albuquerque
Harold R. Trussell	ATCS	Abilene
Frank S. Watson	SATCS	Albuquerque
John W. Young	ATCS	Abilene
Charles T. Bailey	SATCS	Waco
John Blair	SATCS	Houston
Charles A. Chaffins	SATCS	Waco
Lynn Delahoussaye	ATCS	Houston
W. V. Fox	SATCS	Fort Worth
Willis A. Garrett	ATCS	Deming, N. M.
Thomas L. Harkness	ATCS	Lufkin, Texas
Robert J. Kimbro	ATCS	Fort Worth
Earla D. Martin	ATCS	Albuquerque
Gerard J. Mialaret	ATCS	New Orleans
Joe D. Byrd	ATCS	Houston
Robert E. Evans	ATCS	Albuquerque
Noel R. Henderson	ATCS	Monroe, La.
Randall O. Martin	ATCS	Albuquerque
James F. Parker	SATCS (R.O.)	Fort Worth
John D. Worrall	SATCS	Fort Worth
Maryhelon F. Cox	Vch. Ex. Supv.	Fort Worth
Wedia N. Caldwell	Clerk-Steno	Fort Worth
Fred J. Schnitzer	Engineer	Fort Worth
Enid W. Malcolm	Proj. Analyst	Fort Worth
Bobby J. Boswell	Engineer	Fort Worth
Evelyn H. Chandler	Med. Clerk	Fort Worth
Charlie Averett	ATCS	Fort Worth
Edward A. Bostick	ATCS	Fort Worth
Charles R. Bowles	ATCS	Fort Worth
George N. Brady	ATCS	Albuquerque
Benjamin F. Bryan	ATCS	Monroe, La.
Loretta F. Burke	Adm. Asst.	Albuquerque
James C. Butts	ATCS	New Orleans
Marcus B. Cole	ATCS	Monroe, La.
James W. Cooper	ATCS	Fort Worth
Raymond C. Earle	SATCS	Fort Worth
James H. Evans	SATCS (R.O.)	Fort Worth
Stella N. Gordon	Clerk-Steno	Fort Worth
Johnie B. Hearon	Clerk-Steno	Fort Worth
Jack J. Jobe	SATCS	Dallas
Oliver H. Kingston	ATCS	Fort Worth
David E. Lee	ATCS	Fort Worth
Roy A. Long	ATCS	Fort Worth
Lorena Minzenmayer	Secretary	Abilene
Harold V. Odom	ATCS	Monroe, La.
Carmel P. Pirtle	Secretary	Dallas
Bernard F. Reeder	ATCS	Fort Worth
Lindrel E. Row	ATCS	Fort Worth
Billy M. Sawyer	ATCS	Fort Worth
Ernest W. Sims	SATCS	Fort Worth
William B. Stephens	ATCS	Fort Worth
Bert B. Thompson	SATCS	Albuquerque
Dorothy B. Turley	Adm. Asst.	Fort Worth
Wilburn A. Yates	ATCS	Fort Worth
Wilbur D. Zwiacher	SATCS	Fort Worth
Oran R. Bell	ATCS	Albuquerque
Donald Brandenburg	ATCS	Albuquerque
Jesse W. Copeland	SATCS	Austin
Raymond J. Dornak	ATCS	Houston
Edwin W. French	SATCS	Waco
Lawrence A. Griener	ATCS	Albuquerque
William R. Hobbs	ATCS	Houston
Clement C. McDaniel	ATCS	Austin
Conrad N. Melton	ATCS	Dalhart, Texas
Robert E. Neely	ATCS	Albuquerque
Lewis E. Enochs	SATCS	Dallas
Yale D. Haskin	ATCS	Albuquerque
Ralph E. Jones	ATCS	Albuquerque
Gerald E. Maus	ATCS	Albuquerque
Harold E. Tusha	SATCS	Roswell
Lawrence R. Robinson	SATCS	Fort Worth
Roy F. Beebe	ELMT	El Paso

NAME	POSITION	LOCATION
Mervin S. Bennett	ELMT	Fort Worth
Edna F. Bogda	Clerk-Steno	Amarillo
Leroy A. Balen	Inspector	Oklahoma City
Dolores C. Borbolla	Secretary	Fort Worth
George W. Cave	Engineer	Houston
Thomas J. Edwards	Engineer	Fort Worth
Billy W. Franklin	SEMT	Dallas
Arnold M. Keller	ELMT	Lake Charles
James L. King	Engineer	Fort Worth
Lester A. Lewis	ELMT	El Paso
Vernon F. Lowndes	EMT	Fort Worth
Leroy N. Morgan	EMT	Dallas
Frank R. Whitaker	Engineer	Fort Worth
Jesse R. Wied	SEMT	Houston
Melvin R. Baird	SEMT	Santa Fe
K. E. Bannister	Payroll Clk.	Fort Worth
Mary D. Chapin	Payroll Clk.	Fort Worth
Elizabeth Hayes	Payroll Clk.	Fort Worth
Arthur H. Markwardt	Payroll Clk.	Fort Worth
Rodney E. Meziere	Payroll Clk.	Fort Worth
Dorothy D. Rich	Payroll Clk.	Fort Worth
Mary A. Rostron	Payroll Supv.	Fort Worth
Myrtle M. Stewart	Payroll Clk.	Fort Worth
Beatrice O. Taylor	Payroll Supv.	Fort Worth
Helen E. Ward	Payroll Supv.	Fort Worth
Mary A. White	Payroll Clk.	Fort Worth
Lavell P. Bolle	Teletypist	Albuquerque
Wriley L. Burnett	ATCS	Albuquerque
Ruth J. Hickey	Secretary	Houston
Merlin R. Hurt	ATCS	San Angelo
Richard Reid	ATCS	Albuquerque
Victor L. Staley	ATCS	Albuquerque
Sonia C. Blythe	Secretary	Fort Worth
Harold Brown	Engineer	Midland
Leonard M. Brown	EMT	Sherman, Texas
Vera H. Brown	Clerk-Steno	Fort Worth
Lois Buckmaster	Clerk-Steno	Fort Worth
Helen S. Buffone	Clerk-Steno	El Paso
James W. Chandler	EMT	Waco
James A. Cushman	Engineer	Fort Worth
Nancy C. Davis	Clerk-Steno	Fort Worth
James H. Dickson	ELMT	San Antonio
James A. Elkins	Engineer	Fort Worth
Harry Gamble	EMT	Lake Charles
Elie C. Odle	SATCS	Midland
Julian R. Parrish	SATCS	Waco
Ralph L. Reeves	ATCS	Mineral Wells
Bart H. Starr	ATCS	Grants, N.M.
Vernon W. Turner	SATCS	Waco
Glenn M. Wittge	ATCS	Houston
Robert Bierscheid	ATCS	Houston
W. W. Halmontaller	SEMT	Fort Worth
Vernie R. Hefler	Engineer	Abilene
James A. Jackson	Engineer	San Antonio
Juanita M. Jett	Clerk-Steno	Brownsville
Edna L. Jones	Secretary	Midland
Tom J. Landers	Engineer	Fort Worth
Arville J. Ludwick	ELMT	Corpus Christi
Noble T. McClane	ELMT	Wichita Falls
Lawrence C. Matthews	Engineer	Fort Worth
Jack M. Mulanax	EMT	Hobart
Kenneth L. Myers	SEMT	Lubbock
J. Herbert Newton	Engineer	Fort Worth
Neal H. Perkins	SEMT	Brownsville
Lawrence H. Pfeiffer	EMT	San Antonio
Merritt J. Rucker	SEMT	Albuquerque
Dorothy Schoolfield	Clerk-Steno	Corpus Christi
Willie Dee Sendall	Secretary	San Antonio
Cyrus E. Shuler	Engineer	Oklahoma City
I. A. Smith	Engineer	Fort Worth
John A. Stewart	Engineer	Fort Worth
John C. Taylor	Engineer	Fort Worth
Otis A. Temple	SEMT	El Paso
Louis M. Blaisdell	Inspector	Fort Worth
Marie E. Gustafson	Secretary	Houston
Evelyn A. Kennedy	Secretary	Fort Worth
Hazel P. O'Shields	Secretary	Fort Worth
Inez N. Reuter	Clerk-Steno	Houston
Irene C. Smith	Secretary	Brownsville
Carmella Stallings	Secretary	Shreveport
John C. Stewart	Elctrnc. Tech.	Fort Worth
Norma Wooddy	Secretary	New Orleans
Marguerite Austin	Secretary	Fort Worth
Juanita N. Beech	Adm. Asst.	Fort Worth
Gene C. Barrier	Inspector	Fort Worth
Anita B. Crawford	Secretary	Fort Worth
J. W. Davidson	Test Pilot	Fort Worth
Caroline Goerlitz	Secretary	Fort Worth
Robert C. Hutton	AC Op. Spec.	Fort Worth
Anne M. Messenger	Secretary	Fort Worth
Audrey M. Milner	Clerk-Steno	Fort Worth
Frances M. Morgan	Secretary	Fort Worth
Elizabeth J. Perry	Secretary	Bethany
Eugene J. Rudder	Engineer	Fort Worth
Lawrence C. Sentker	Engineer	Fort Worth
Vivian D'Arcy	Secretary	Fort Worth
Carl R. Paddock	ATCS	Albuquerque
Hendricks M. Payne	SATCS	Waco
Carl H. Skidmore	ATCS	Deming, N. M.
Richard L. Steele	ATCS	Albuquerque
Robert R. Wickboldt	ATCS	Houston
Harry C. Witzel	SATCS	Houston
Glendon W. Brown	ATCS	Albuquerque

1939 Wiley Post Goes 60 mph

How does it feel to go 60 mph in an airplane? Tulsa Tower Chief Walter Plummer recently had a chance to find out, in this little stubby-winged biplane, a 1939 Wiley Post. Mr. Plummer, who has flown many of the light single- and twin-engine aircraft of today, considers his experience in the Wiley Post one to be remembered for some time to come.

This interesting little relic is one of thirteen such craft built at the old Wiley Post Airport in Oklahoma City, and is one of the only two left in existence. It bears the serial number 12. The plane belongs to Mr. John Bouteller, chief pilot for the Service Pipe Line Co. of Tulsa, who plans to donate it to the Oklahoma Transportation Museum in Oklahoma City. The plane is shown here with an Air Force C-97 transport.

—Earl L. Fincher,
Tulsa Field Reporter

Dallas Gets "Noise-Containing" Wall

Background noises have long been a thorn in the side of Dallas FSS personnel and patrons. When all other efforts failed to control the noise, a temporary wall was erected separating the teletypes frm the air-ground console. This measure proved so successful that a permanent wall lined with sound-proofing material was built. The Station is now getting its radio transmissions out loud and clear, and keeping its extraneous noises behind the wall. Shown in the picture at the bottom of the preceding column is FS Specialist Al Roberts, seated at the weather briefing desk in front of the new wall.

—Hazel M. McKendrick,
Dallas Field Reporter

R. O. Engineers Attend Bureau of Standards Radio Propagation Course

Frequency Management Engineer Evans S. Miller of Aviation Facilities Division Technical Staff, and General Engineer Harry D. Odneal of Engineering and Manufacturing Mranch, Flight Standard Division, attended a course in radio propagation conducted by the National Bureau of Standards in association with the University of Colorado at Boulder, Colorado, from July 16 to August 3. Over two hundred engineers and scientists attended the course from all parts of the free world.

The course was designed to acquaint scientists and engineers from universities, industry, and government agencies with recent advances in radio propagation research, and to show them how to apply this knowledge.

You Ought to See the Ones That Got Away

Little Rock Tower controller William H. Counts, left, is shown here with friend Bill Haynes and the twenty bass they caught recently in about two hours' time. The fish averaged 5¼ pounds each. Sorry, fishermen, if you're thinking of putting in for a transfer to Little Rock, Employment Branch reports no openings there at this time.

—Louis W. Stepter,
Little Rock Field Reporter

Regional News Briefs

A knowledge of "border Spanish" came in handy some time ago for ATCS DEAN O. GALLION of the Waco RAPCON CS/T, in the course of assisting a pilot who spoke no English. The pilot, on his way from the Cessna factory to his home in Uruguay, was forced down in Waco because of bad weather. Not content to stop with bringing the pilot down safely, Mr. Gallion also helped him obtain food and lodging, and gave him a weather briefing before he departed the following morning. The incident, which occurred in the latter part of April, had been almost forgotten until Mr. Gallion received a letter from the pilot recently. The letter, roughly translated, read as follows: "Ismael V. Carro, pilot of the aircraft CX-BAF, greets Mr. Gallion of Waco Radio Tower and repeats thanks to you for your cordial handling and voluntary help during my stay in Waco . . ." Appreciation for dedicated service and sincere concern knows no national boundaries.

Attending the second annual convention of the Airways Engineering Society from Little Rock SMS was WILLIAM W. PATRICK. Highlight of the convention, held in Washington, D.C., was an exhibit of a Telestar-type satellite with a lecture on its complex functions. Also presented were exhibits of proposed new navigational aids, and innovations in flight safety.

Personnel of the Little Rock Tower assisted a well-known aviatrix, Mrs. Aline Newth, with arrangements for the Women's National Aeronautical Association Skylady Derby, which included a stop at Little Rock. ATCS's JAMES B. BAKER and BILLY J. EVANS received a letter of appreciation from Mrs. Newth.

As we go to press, Dallas FAAers are looking forward to a most unique air race, slated for August 25 at Addison Airport. At least 100 planes are expected to enter the "Peppermint Race", which will be conducted under unusual rules and regulations. For example, airplanes entering the race must be at least ten years old; extra points will be given for coming more than 500 miles to enter the race, for carrying extra passengers, for picking up passengers en route, for flying with a male co-pilot who weighs over 200 pounds, and for husbands and wives who fly together (on the assumption that they will be arguing and may go astray). Tower Chief BOB BALLARD expects a big day at Addison. Personnel from the Dallas FSS will be on hand to assist with pre-flight briefing, and handle flight plans in connection with the fun race.

It was a black night at SAN ANGELO'S MATHIS FIELD on July 30, when a power failure at 8:47 p.m. plunged the municipal airport into total darkness for 43 minutes. Emergency stand-by generators also failed. FAA personnel were without communications equipment to contact aircraft in the area, but someone ran down to an airplane in a hangar and used its radio equipment to inform a circling and puzzled air carrier of the power failure. Other aircraft headed for airports in neighboring cities, and no unfortunate incidents occurred. The San Angelo utilities firm attributed the power failure to a short-circuited wire, which a spokesman said might have been caused by a snake, bird or other animal.

Abilene RAPCON/Tower Chief JAMES M. BEARDEN, EIC/RAPCON VERNIE R. HEFLER (also Abilene's *Scanner* reporter), and SMS Chief Benjamin J. Pillans represented Abilene FAA facilities at an Aerospace Education Workshop held at Howard Payne College in Brownwood, Texas, on July 20. A two-hour program on air traffic control was presented to a group of college seniors, graduate students, and teachers, who attended the workshop for college credit. Mr. Pillans discoussed VOR, ILS, and DME navigational aids; Mr. Hefler presented principles of radar systems and FAA history, and Mr. Bearden illustrated the use of navigational aids by pilots and controllers. A similar session was held at Abilene Christian College August 1-3. The ACC group made a field trip to the RAPCON and municipal airport facilities, and participated in a question and answer session conducted by Mr. Bearden.

Visiting at New Orleans International Airport July 2-13 were Mr. Behcet Hasan Cursan, Technical Director of Yesilkey Airport in Turkey; Mr. Mesut Ulka, Head of Airport Operations Department, General Directorate of State Airports of Turkey; and Dr. G. Richichi, Director of Rome International Airport. New Orleans Hub Sector Chief ALVIN A. LEBLANC prepared and conducted a tour of the Lake Pontchartrain VORTAC and the airport's RTR facility for the visitors.

The City of Albuquerque is considering an FAA proposal to build a new $200,000 maintenance control building at the Municipal Airport. The Agency would rent the building from the city.

Where the Buffalo Roams

Roswell Tower controllers couldn't believe their eyes. On the morning of July 28, they looked out over the Municipal Airport, and there, near the approach end of the runway was a buffalo, peacefully grazing. It was about 5:45 a.m. when the shaggy beast was first sighted, and a few minutes later, the phone rang. The police and numerous other city employees were searching for the animal, which had escaped from the city park.

Soon various men and vehicles arrived at the airport, and there ensued a scene heretofore unparalleled in the annals of airport operation. The buffalo, it turned out, could out-run and out-maneuver the motor cavalcade, and was plainly averse to captivity. It was said that one of the pick-up drivers clocked the beast traveling at "over 40 mph."

Finally, after a wild chase across runways and through fences, a halt was called to the proceedings, and the services of a local cowboy enlisted. The cowboy succeeded in lassoing the animal, and it was loaded into a truck.

U. S. ARMY ARTILLERY AND MISSILE CENTER
OFFICE OF THE COMMANDING GENERAL
FORT SILL, OKLAHOMA

AKPSIAA

27 JULY 1962

SUBJECT: LETTER OF APPRECIATION

THRU: MR. ARCHIE W. LEAGUE
ASSISTANT ADMINISTRATOR
FEDERAL AVIATION AGENCY
SOUTHWEST REGION
P.O. BOX 1689
FORT WORTH 1, TEXAS

TO: MR. JAMES E. WELSH
AIR TRAFFIC MANAGEMENT SPECIALIST
FEDERAL AVIATION AGENCY
FORT SILL, OKLAHOMA

1. YOUR OUTSTANDING PERFORMANCE OF DUTY AS AIR TRAFFIC MANAGEMENT SPECIALIST, U. S. ARMY ARTILLERY AND MISSILE CENTER, FORT SILL, OKLAHOMA, DURING THE PERIOD SEPTEMBER 1958 TO THE PRESENT TIME IS NOTED WITH PLEASURE.

2. THROUGHOUT THIS PERIOD YOU HAVE DEMONSTRATED OUTSTANDING ABILITY IN THE ORGANIZING, TRAINING AND TESTING OF ALL AIR TRAFFIC CONTROL PERSONNEL. THROUGH DEVOTION TO DUTY AND THOROUGH KNOWLEDGE OF ALL ASPECTS OF AIR TRAFFIC CONTROL, THE OVERALL OPERATIONAL EFFICIENCY OF APPROACH CONTROL, TOWER AND RADAR HAS BEEN GREATLY INCREASED. SINCE 1 JULY 1959 FORT SILL HAS HAD APPROACH CONTROL AUTHORITY, HANDLED IFR TRAFFIC, BOTH MILITARY AND CIVILIAN, INTO AND OUT OF POST ARMY AIRFIELD AND LAWTON MUNICIPAL. IN ADDITION, WE NOW HAVE RAPCON, A NEW PUBLISHED VOR INSTRUMENT APPROACH PROCEDURE AND PUBLISHED STANDARD INSTRUMENT DEPARTURES, ALL OF WHICH WERE ACCOMPLISHED DUE TO YOUR ENDEAVORS.

3. YOUR FORESIGHT, CAREFUL PLANNING, LOYALTY AND ATTENTION TO DUTY HAVE ENABLED THE AIR TRAFFIC CONTROL DIVISION TO ENJOY ITS PRESENT HIGH STANDARD OF EFFICIENCY. YOUR EXEMPLARY PERFORMANCE OF DUTY IS OF GREAT VALUE TO THE U. S. ARMY ARTILLERY AND MISSILE CENTER AND REFLECTS THE UTMOST CREDIT UPON YOURSELF AND THE FEDERAL AVIATION AGENCY.

L. S. GRIFFING
MAJOR GENERAL, USA
COMMANDING

Controllers receive COMMENDATIONS...

...individually

...and collectively

FEDERAL AVIATION AGENCY
Washington 25, D.C.

July 17, 1962

TO : All Air Traffic Service Personnel

FROM : Director, Air Traffic Service

SUBJECT: Commendation

The 1962 Airlines Operations Conference commended personnel in the Air Traffic Service by resolution. In forwarding the resolution, Mr. J. H. Halliburton, President of the Conference, said in part:

> After several hours of deliberation over the many unsolved air traffic control problems, the Conference was reminded that we seldom give recognition to the excellent day-to-day work of the controller in the field. While the extremely few important incidents often make the headlines, the routine safe handling of air traffic by the controllers, often working under the most difficult conditions, usually goes unnoticed.
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> It was with this in mind that the Conference unanimously adopted the following resolution:
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> "The scheduled airline industry recognizes that the devoted and dedicated efforts of the individual air traffic controllers have been responsible for the degree of success thus far achieved, and hereby express their full confidence in these individuals and offer their commendation to controllers in their unceasing efforts toward furthering safety and efficiency of air operations."

The above quotation expresses the sentiment and attitude of the member airlines of the Air Transport Association so well that there is little that I can add to it. Needless to say, I was proud to receive the honor on behalf of the 18,000 loyal personnel who make up the Air Traffic Service. We also recognize that the man with the microphone on the firing line, whether controller or flight service specialist, must be supported by many others, particularly those in maintenance, if he is successful. Therefore, we in Washington join in the salute to the man with the microphone and those who support him.

D. D. Thomas
D. D. Thomas, AT-1

MAKE EQUAL OPPORTUNITY WORK

. . . where you work

"In all Government activities we need to make full use of employee skills and abilities without discrimination as to race, creed, sex, or individual handicap.

"To this end—and to assure each of you equal opportunity in the Federal service—we have firm policies to guide management. But these alone are not enough.

"Your attitude toward your fellow employee is of utmost importance in keeping the Federal service free of any discrimination. Let us cast aside the narrow labels that can set us apart—and wear only the proud mark of Americans."

President of the United States