

# FAA WORLD

AUGUST 1977





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Volume 7, Number 8

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FAA WORLD is published monthly for the employees of the Department of Transportation/Federal Aviation Administration and is the official FAA employee publication. It is prepared by the Public & Employee Communications Division, Office of Public Affairs, FAA, 800 Independence Ave. SW, Washington, D.C. 20591. Articles and photos for FAA WORLD should be submitted directly to regional FAA public affairs officers: Mark Weaver—Aeronautical Center; Clifford Cernick—Alaskan Region; Joseph Frets—Central Region; Robert Fulton—Eastern Region; Neal Callahan—Great Lakes Region; Michael Benson—NAFEC; Mike Ciccarelli—New England Region; David Myers—Northwest Region; George Miyachi—Pacific-Asia Region; David Olds—Rocky Mountain Region; Jack Barker—Southern Region; K.K. Jones—Southwest Region; Eugene Kropf—Western Region

## ERRATA

In the caption for the back cover photo in the June issue of FAA WORLD, the Arapahoe Airport near Denver was incorrectly identified as having more aircraft based there than any other airport in the western half of the country. It should have read between Missouri and California, for the Van Nuys, Calif., Airport, among others in that state, has more. Van Nuys, the busiest general-aviation airport and second only to O'Hare International in traffic count, has 1,367 aircraft based on the airport as of December 1976.

In "Faces and Places" in the July issue, the photograph of Deputy Director Quentin Taylor with Accounting and Audit Director Ernest Keeling was transposed with that of Rocky Mountain Region Director Mervyn Martin with George Meininger.

**The cover:** Technicians Jim Etheridge and Richard Barela of the El Paso, Tex., AF Sector walk from the cable car that carried them atop Mt. Franklin. A magnificent view but a tricky place to work characterizes this and many other facilities that FAA technicians must service. Photo by Michael J. Proto

## EDITORIAL

### Our Talent Bank Needs Better Managing



Good government means the effective use of resources, and the most important of these is people. Programs without competent people to move them are doomed to failure or, at best, to less productive use of tax dollars. People without proper position management are no better.

What I'm talking about is the importance of good personnel and good personnel management that ultimately produce the best job at least cost.

We are reminded of our responsibilities in this area by media accounts of government employees being underutilized, poorly organized, underproductive and overpaid. The truth lies somewhere between those accounts and the ideal. There are many FAA offices where people are extremely productive, although some may be understaffed.

What concerns me is both the negative image that casts a pall over all government employees and the fact that there is some truth to the accounts that we must not ignore. This agency should be a shining exception—an example of a well-managed, lean agency coupled with an *esprit* that shows our competence and dedication.

Such verve must come from the managers who establish position assignments, create effective organizational and position structures and make work assignments appropriate to employees' skills and talents, as well as from the FAAers on the firing line who do the actual work we are charged with.

Personnel systems have meaning only insofar as the people functioning in them gain satisfaction in doing important work and sense appreciation for that work. In turn, I believe that we all must approach our tasks with a willingness to give full measure and to make the most of our material resources.

If we strive for the best use of our talents, the continued success of our mission is assured.

CHARLES E. WEITHONER  
Associate Administrator  
for Administration



## Nothing Stays the Technician

**T**here are some who might believe that FAA technicians and mechanics revel in adversity. Why else would they put up with arduous journeys to apply their skills with numbed and calloused hands and already fatigued before the real work starts?

The reason can be found in the positive attitudes of these dedicated professionals. One finds a great sense of accomplishment, perhaps even more so when the task is against great odds. There's also an appreciation of this different sort of life that combines adventure, the outdoors and variety in their jobs.

The technicians' jobs in keeping the National Airspace





When a slide blocks the road to the Mt. Kaala, Hawaii, joint-use radar, the technicians drive right up to it, park and (photo, preceding page) clamber over it with Air National Guardsmen. On the other side, they exchange vehicles with the technicians coming off duty (at left).

fellows might build that radar up there, but if ya ask me, ya aint gonna keep it there." At last report, the Ashton LRR is still standing, and the technicians are still bucking the storms that sweep the peak.

Snowcat travel is the usual mode of travel to such facilities as the 10,000-foot Sawtelle Peak, as it is, for example, at the Stampede Pass, Ore., RMLR (radar microwave link repeater), where the snows range from 12 to 15 feet and drift to nearly twice that height, at the Malad VORTAC, the Connor RMLR, the Lake Mountain VOR/DME, etc.

Pocatello, Ida., Sector manager Herb Owsley says that with 80 mph winds, which drop the chill factor to 120 degrees below zero, the crew going up Sawtelle Park often stops its snowcat to wait for a lull in the wind to see the trail ahead. Many times, he adds, their approach is made by actually feeling for the snow poles marking the edge of the road by reaching out the window. Sheer drops of 2,000 feet add to their perils.

The closest that sector has come to having a fatal accident was when tech-

nician John Stevens' snowcat was swept off the road in an avalanche it started. Stevens was carried more than 600 yards down the mountainside. Fortunately, the snowcat floated on top of the avalanche, and he suffered only minor bruises as the vehicle came to rest against some trees.

But winter survival and avalanche-control training has become a part of the job at these high sites. At the Ashton LRR, avalanche areas are stabilized or the avalanche is triggered under controlled conditions by explosives fired from an avalanche gun or by hand charges placed in slide areas.

In addition, Ashton Radar chief Ron Garland and his crew must take extra precautions because of the altitude. They must control the rate of their movements to prevent hyperventilation.

On the job, there are hazards, too, in the winter. At one of the microwave link sites that serves the Ashton LRR, Little Butte, 96 mph winds dislodged the passive reflector atop a 206-foot tower, and sector technicians climbed the tower in zero-degree weather to make repairs.

At the London, Ohio, center radar site this past winter, technicians Al Janzef, Elden Ice and Gene Pass were snowed in from 32 to 40 hours, a not-unusual happenstance at remote facilities in the winter. Here, they had to face minus 25-degree temperatures and burst water pipes. Two technicians

were similarly stuck at the LaGrange, Ind., ARSR, as were technicians at the Mt. Franklin site near El Paso, Tex., when winds knocked out their cable car, and at the Lake Tahoe VORTAC on top of Squaw Peak, where storms and winds up to 125 mph maroon technicians for as long as 20 days at a time. The story is repeated all across the country.

And it's hard work getting there. With the Lake Tahoe VORTAC at nearly 9,000 feet, for eight or nine months of the year, access is primarily by skis, ski lifts and hiking. At many facilities, there's just so far you can take a car; then, it's snowshoes to the top. Snowshoes are in vogue everywhere, even for electronics technician Ramiro Rodriguez who had to use

them in a blizzard just to service the ASR antenna at the edge of the Muskegon, Mich., Airport.

In many places, the philosophy is snowshoes up and skis down. The Julian, Calif., RCAG/VORTAC sites, only 50 miles from balmy San Diego on Volcan Mountain, are equipped with a snow plow and snowcat, but many's the time technician Bob

## The Case of the Bouncing Bruin

**L**ike every great human enterprise, the Alaskan Pipeline has produced its share of strange stories. One of the strangest is that about Beauregard, the Pixilated Bear, as recounted by Robert E. Wilson, Evaluations Officer of the Airway Facilities Division.

A field maintenance party had been at Chandalar Lake for some days running a power cable from the prime power source to a non-directional beacon. Chandalar Lake, in the heart of the frozen vastness of the Brooks Range, is in country virtually untouched by man. For the most part, its treasures have been left intact, its flora and fauna undisturbed.

The FMP crew rolled out of bed early in the morning. They packed up their bed rolls and had their usual coffee and eggs cooked on a wood stove in their log cabin.

Then, they set out for the NDB. Walking in a column only a few hundred feet, they came upon a small supply dump. Suddenly, Dennis La Chance, lead man in the group, stopped short and raised his hand for silence. Crouching behind a pile of equipment, he silently motioned the other two men to come forward and join him. There, not fifty feet away was a 500-gallon fuel storage bladder. On top of the bladder was a black bear!

Wilson explained that a 500-gallon fuel bladder is much like the rubber bladder in a football and enormously strong. Made out of a reinforced rubber-like material, this type of fuel bladder has in recent years supplanted

the old steel fuel storage tanks on construction sites. Once emptied, the rubber fuel bladders may be folded and shipped back for refilling. They use much less space and weigh less than conventional steel tanks. When partially filled, they are as resilient and bouncy as a trampoline.

Crouching behind a pile of equipment, the three men watched the huge black bear bounce up and down on the rubber bladder. "It looked like a big, four legged kid, having one heck of a good time," said La Chance. It would bounce, thump, bounce, thump, gaining altitude with each jump. Then, when it seemed to tire, it would rest for a minute or two. Regaining its wind, the animal would start another series of trampoline exercises.

The men watched "Bouncing Beauregard," as he was dubbed, for nearly an hour, then decided they'd better get on with the job at the NDB. But, how to get there? Beauregard barred the way.

Whispering it over, the men decided that a three-way "yelling" attack might make Beauregard decide to abandon his trampoline. So, sneaking up as close as they dared, the men jumped to their feet in unison and let out a series of blood-curdling yells. Beauregard stopped in mid-bounce, took a look at the three men and apparently decided those two legged critters were kind of noisy but otherwise of little significance. It resumed its fun.

That settled it; the FMP crew gave



up on the day's mission and trudged back to their log cabin, sending word to Fish and Game for help.

A day or two later, a Fish and Game Cessna 185 arrived. The wardens, too, tried to drive the animal away. Then, giving up, resorted to a tranquilizer gun. Shortly, Beauregard, sound asleep, was loaded on the Cessna and flown 40 miles up the Chandalar River, where he was released far from his favorite trampoline.

The FMP crew went back to the job. All was tranquil for about a week. Then, one morning, on their way back to work, they heard the old familiar thumping. Beauregard was back on his trampoline.

The men were flabbergasted; but they'd learned their lesson. This time, the Fish and Game people loaded a very dopey Beauregard on a large airplane. This flight was much longer, three or four hundred miles up the far reaches of the Kobuk River, near Kotzebue.

Wilson says that he thinks that the hundreds of miles of trackless country may stop Beauregard from finding his way back to his trampoline, but if he hasn't found another trampoline, "well, that's one pixilated bear I wouldn't want to meet in the woods!"

—By Warren Runnerstrom

A 1936 Grumman Goose ferries FAA technicians from the Long Beach, Calif., Sector to Catalina Island, where a car takes them up Mt. Orizaba for VORTAC maintenance.



System operating takes them from frigid mountain aeries to burning deserts and lonely islands. You come to recognize that they are made of sterner stuff.

The getting to a site is often the lion's share of the technicians' time, and it's by whatever means possible, including car, all-terrain vehicle or four-wheel drive, sand buggy, helicopter, air taxi, seaplane, boat, snowmobile, snowplow, snowcat, skis, ski lift, snowshoes, cable car and, when all else fails, hiking. No one has mentioned dogsled, but I don't doubt that it, too, has come into play.

The Rocky Mountain Region, for example, uses 36 snowcats and 11 snowplows to reach Airway Facilities sites, and when they can't see in front of them to drive these vehicles, the technicians get out, link hands and walk.

By far, the most brutal aspect of reaching an AF site is in the winter in the mountains, where snow, frigid temperatures and wind test the mettle of even the hardest technicians. When the Ashton, Ida., long-range radar was being built atop Sawtelle Peak a number of years ago, one local, echoing the sentiments of others in the area, told an FAA engineer, "You





The New Orleans VORTAC sits 3,300 feet off Metairie, La., in Lake Pontchartrain.

Masch has had to hike in. "I don't take short cuts any more," he relates. "When I first came up here, Kenny Bennett and I snowshoed following the power line up a 65-degree hill. After that, I just followed the road. It takes a little longer, but it's easier getting in."

Painting an all-too familiar picture of what it's like at such sites, Masch adds, "I've gone across between sites on snowshoes when you couldn't stand up and you had to crawl across the open plain. The wind was blowing hard—I'd estimate 70-80 mph. Blew all the poles down. I've seen ice build up 12 to 14 inches on the wires, and the steel RCAG towers pick up ice

easy. I've seen them completely enclosed."

The Aspen RCAG (Remote Communications Air-Ground) is somewhat different. Poised on the top of the Colorado resort mountain, the RCAG is serviced in the winter by technicians riding the ski lift to the facility and then skiing down to their car. In the summer, they travel via the ski-slope maintenance roads, thereby eliminating the need for FAA road construction and over-the-snow vehicles.

Also different is the RCAG itself. Every bit the picture of a ski chalet, the facility was built to be compatible with the ski area and the natural surroundings at the request of the Aspen Ski Corp., which offered FAA the site. Civil engineer Chauncy Gerard designed the 17 x 28 x 36-foot timber A-frame building, and construction was supervised by civil engineer James Bucholtz. The result was a functional beauty.

Of course, when all else fails on the ground, weather permitting, technicians are dropped off at their job sites by helicopter.

Other work performed while getting to work under less than ideal conditions includes cleaning out culverts under access roads so that the roads don't wash out, as well as patching the roads with blacktop.

Bob Masch of the Julian facility relates another not uncommon chore. "One time I had a lot of trouble with fallen trees on the access road. I had to get out the saw and cut up 11 trees, many of which were 20-24 inches in diameter, and then pull them off the



road with the truck winch." He didn't say what happens when the trees fall in the winter when the truck can't make it through the snow.

A novel access is to the Mt. Franklin complex near El Paso, Tex., where FAA owns and operates an aerial tramway. When the cable car can't be used, it's by helicopter or shank's mare. Electronics technician Mike Blackmond and John Krugh make the 15-minute "flight" daily, and maintenance mechanics Isidro Ruiz and Juan Solis do it weekly. All consider the cable car "old stuff" but never routine.

Ice buildup and winds over 100 mph help to prevent its operation from being routine, resulting in such occurrences as being stranded on the peak or stranded overnight in the cable car.

But savage winters aren't all there is to technicians' odysseys in reaching their facilities.

The North Bend, Ore., ILS techni-



El Paso, Tex., Communications Unit supervisor Jim Etheridge (above) rides the agency's cable car up Mt. Franklin.

Ashton LRR chief Ron Garland (top right) prepares to pitch an explosive charge into a snow bank to trigger a controlled avalanche along the road to Sawtelle Peak.

Mild weather permits developmental electronics technician Richard Barela (above right) to trek along an exposed pathway between FAA sites atop Mt. Franklin.

Miami AFS maintenance mechanic Harry Roberts passes supplies to developmental electronics technician Duhamel Roman in the FAA boat, prior to the four-mile trip between the FAA slip at the University of Miami Marine Institute docks on Virginia Key and the VORTAC in Biscayne Bay.



At left, technicians Nelson Perron and Ken Ainsworth give a wide berth to skiers as their snowcat climbs a beginner's trail to the FAA facilities on Burke Mountain, Vt.

Photo by Joseph Salatino

David Bell (below left), chief of the Houlton, Me., Airway Facilities Sector unit, arriving at the VOR in a snowmobile, readying his snowshoes for getting about on foot.

Sometimes, even a snowcat needs help in snow country. Here (below), technician John Pierotte digs out a path for his machine on Sawtelle Peak, Idaho.



cian has to thumb a ride on a U.S. Coast Guard helicopter to service the middle marker on a sand spit in the bay, and the outer marker is reached over the dunes in a sand buggy.

A world away, subtropical Bimini is part of the Fort Lauderdale, Fla., Sector Field Office. While the local government and most of the population are on the island of North Bimini, the airstrip and the FAA nav aids are on South Bimini. So, an FAA boat is needed between the islands. With seven-day-a-week service, the crew

serves 10-day tours and shuttles to the mainland on an air taxi. Technician-in-charge John Wallace lives on his own boat and sometimes uses it for his mainland shuttle.

A different sort of island visitation takes place off the coast of California when Long Beach AF Sector types have to check on the Catalina VORTAC. The trip begins in Long Beach with a ride in a 1936 Grumman Goose amphibian and ends with a car ride up Mt. Orizaba, contending along the way with hikers, campers, buffalo, wild goats, deer and an occasional wild boar.

There's sort of a funky *esprit* about the whole business, as reflected in the words of sector manager Donald Tom. "There is one thing that gets the adrenalin flowing, and that's for the pilot, after 15 minutes out of Long Beach, to say, 'Where the heck is the darn island?' We're really not so concerned because we know he's flying our VOR ... hmmm."

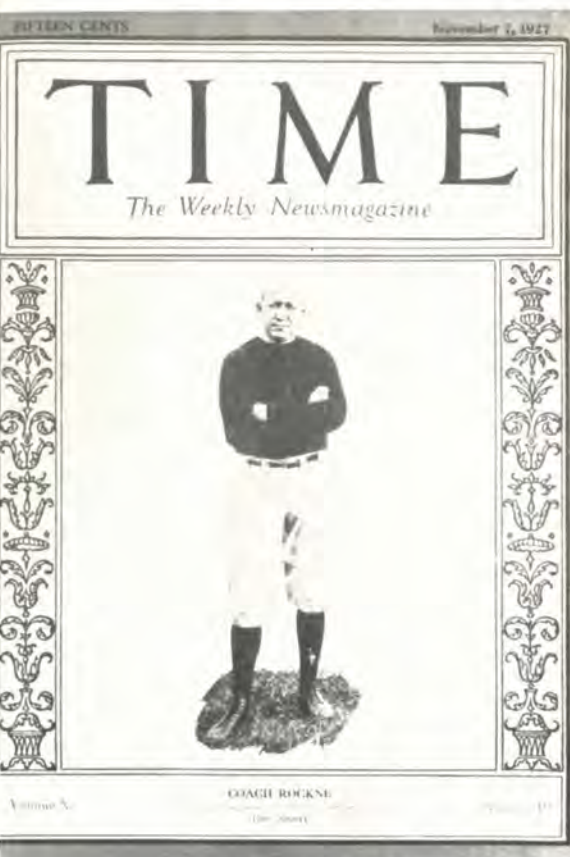
"... We normally rotate the responsibility annually, unless, like with one of our new technicians who made his first and last trip on the same day, something goes wrong. The pilot attempted a wheels-down landing—on the water in this handcranked amphibian, and the technician soon bid out of the sector."

Up the coast, every two weeks, the San Francisco Sector must check out the middle marker in San Francisco Bay. In fair weather, their own 15-foot boat does nicely, but when the elements turn on them, the sector turns to the airport's fire boat. Even in this civilized environment, it hasn't been all beer and skittles, as anyone who's been in a small boat in a chop would know. More than one FAAer has landed in the water or mud in trying to debark. Sector manager Kermit Imdsahl also remembers when the Coast Guard volunteered a 60-foot tender to help get a 500-pound generator to the site and couldn't bring the boat in close enough to off-load.

Another tricky water venture is in reaching the New Orleans VORTAC, which sits five-eighths of a mile from the south shore of Lake Ponchartrain

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# When Accident Probes Came Out of the Closet

The following account has been extracted from a forthcoming book by FAA Historian Nick A. Komons, *Bonfires to Beacons: Federal Civil Aviation Policy Under the Air Commerce Act, 1926-1938*, the second of a four-volume history of FAA and its predecessor agencies. At the time of the accident, the responsibility for determining probable cause resided in the Aeronautics Branch of the Department of Commerce, an FAA predecessor agency. During the investigation, the Aeronautics Branch broke a long-standing policy of refusing to make accident reports public—a policy that had been under sharp attack.

The airline crash that killed Knute Rockne and seven others near Bazaar, Kan., on March 31, 1931, was the most sensational air accident that the Aeronautics Branch dealt with in its brief history. Rockne, the Notre Dame University football coach, was a legendary sports figure, and the news of his death was emblazoned across the front page of every major newspaper in the country. This was not an accident that the Aeronautics Branch could treat as just one more ordinary statistic.

Rockne was flying in a trimotored Fokker F-10A operated by Transcontinental Air Transport (TAT). By the standards of that day the F-10A had a

good safety record. The aircraft, designed by Anthony Fokker, a Dutch-born aircraft manufacturer who had worked for the Germans during the First World War and eventually immigrated to the United States, was a high-wing monoplane constructed of a composite of materials. The fuselage was built of welded steel tubes and covered with fabric; the wings were of an all-wood cantilever design with a load-bearing plywood skin. Features of Fokker's design had been borrowed by other manufacturers. The trend by the late 1920s, however, was clearly away from Fokker's composite construction to an all-metal structure.

The craft bearing Rockne had been

flying in turbulent weather. Eyewitnesses on the ground, hearing the sputter of engines, turned up to see the aircraft appear out of a cloud bank and rip off a wing before hitting the ground.

Aeronautics Branch investigators rushed to the scene. Their initial conclusion, after talking to eyewitnesses, was that the pilot put undue stress on the aircraft's wings by pulling out of a dive too precipitously. The tentative finding was pilot error. But when the investigators discovered ice near the wreckage and an engine with a missing propeller, they changed their minds. They concluded that a piece of ice had worked loose from the aircraft's hub and struck and broke a propeller blade. This caused severe vibration, putting a load in excess of 100,000 pounds on the engine and engine mount. The load had snapped the wing. On April 2, only two days after the crash, the Aeronautics Branch reversed its long-standing and long-defended policy of silence and issued a statement presenting this broken-prop theory as the probable cause of the accident.

Five days later this theory was discarded. Excavations at the accident site turned up the missing propeller in one piece, despite the fact that it had been driven deep into the ground by the force of the engine.

Embarrassed, the Department of Commerce came forth with a new explanation. Ice had collected on the aircraft and "rendered inoperative certain of its instruments." This caused the aircraft to go into a steep glide. "The result seems to indicate," the Department declared in a public statement, "that when coming out of this maneuver, the change of direction occurred at such unusual rapidity as to build up an enormous load on the wing, which in return brought about the wing failure." The primary cause of the accident was attributed to weather. This explanation, too, was soon discarded.

The desire of the Aeronautics Branch to clear up the mystery of this accident as soon as possible and thereby get the story off the front pages is understandable. But the head-

long rush to announce half-baked conclusions is—and would be under any circumstances—puzzling: in light of what Aeronautics Branch officials knew about the Fokker F-10A, it is inexplicable.

As early as December 1930, an inspector for National Parks Airways, Dillard Hamilton, wrote Gilbert G. Budwig, the Director of Air Regulation, expressing some concerns he was having about the F-10A. His chief worry was the Fokker's wings. "The plywood covering checks in very good shape but I always worry about the spars and internal bracing. That is covered up where one cannot check," Hamilton wrote. He then proceeded to tell Budwig of a recent visit by "a Fokker factory man." The factory representative had advised the operator to adjust the airplane's ailerons an inch above the trailing edge of the wing "to relieve tail heaviness." With this rigging, Hamilton argued, "the ship goes into a bank easy"; but bringing it back out of a turn required overcontrol: "I am afraid someone will get into trouble in bad weather with controls so slow."

Budwig was puzzled by the factory representative's recommendation since he did not believe it would correct tail heaviness; he advised that the ailerons be rigged in the usual manner. As to the wings, Budwig thought Hamilton did not have to worry about their internal structure as long as the plywood skin stayed glued to the spars. If the internal joints tore loose "the wing would probably deflect badly enough to tear the covering loose..."

A month later, Hamilton's concern about the aircraft's rigging was reinforced by the Navy. The airplane had been tested, found unstable and ultimately rejected for naval use. The Aeronautics Branch decided to take a closer look at the F-10A, particularly inside its wings, where no maintenance could be performed without ripping off the plywood skin. By the eve of the Rockne crash, the Branch felt it had found enough evidence to justify grounding the aircraft immediately. "We missed the boat by one day," Clarence Young recalled, which

makes the departmental speculations about ice, broken props and weather even more inexplicable.

Missing the boat by one day, Clarence Young waited five weeks—until May 4—before taking the aircraft out of passenger service. The ban, which covered all F-10s and F-10As built in 1929, was not total; the aircraft could still be used in mail carriage, provided pilots wore parachutes. Thirty-five aircraft in all were affected, 15 belonging to American Airways, 10 to Pan Am, 7 to TAT, and 3 to United. Nothing like it had ever hit the American aviation industry. And nothing has since. There would be other bans, but none would strike an aircraft, an aircraft designer and an airframe manufacturer with so devastating a force.

Immediately after announcing the ban, Young called in representatives of the affected airlines to explain his decision. Neither Fokker nor anyone from General Motors, which had controlling interest in the Fokker Aircraft Corporation, was invited. Fokker stormed into Washington and demanded admittance to the meeting. Turned away, he ranted and raged and generally made a nuisance of himself, upbraiding every Commerce official in sight. Young tried to let Fokker down easy.

Precisely why the aircraft was grounded was not revealed publicly. The official announcement merely stated that inspection and maintenance

would be performed on the aircraft and that structural problems had played no part in imposing the restriction. This implied that TAT had improperly maintained its F-10s and that the Government wanted to insure that other operators did not make the same mistake. "The United States will not see Fokker airplanes blown from the sky merely by the error of maintenance of one operator," Fokker fumed after finally getting access to Young.

But maintenance, though a contributing factor, was far from being at the root of the problem. When Federal inspectors peeled the skin off the aircraft's wings, they found that moisture, accumulating in the interior of the wings, had "caused deterioration of the glue, materially decreasing the strength of the wing, since this type construction is to a great extent dependent on the glue." With evidence that the spruce and birch spars were coming unstuck, Young had no choice but to order the inspection of the internal wing trussing on all 35 Fokkers. And he required that this inspection be conducted periodically. He further ordered the installation of a counterbalance weight on the ailerons.

In late June, 20 of the banned aircraft were cleared to return to passenger service; five others were reinstated later. Some never returned. Those that did remained in passenger service only a short time. The periodic

(Continued on page 12)

The legendary Knute Rockne made the cover of Time magazine in 1927 (facing page), four years before he crashed in a Fokker F-10A trimotor similar to the one pictured here.







**HE'S BEEN AROUND—** Wes Coleman (left), payroll clerk in the Pacific-Asia Accounting, Budget and Audit Branch, receives a 40-year service pin from Director Robert Ziegler. Coleman, who is the brother of the Acting High Commissioner of the Trust Territory of the Pacific Islands, began in Civil Service in Samoa in 1935, advancing to chief clerk, and worked for the Navy at Pearl Harbor and the Air Force in Okinawa.



**SAFE FLIGHT—** While at the national Civil Rights Chiefs Conference in Denver recently, Deputy Administrator Quentin Taylor flew a B-747 simulator at the United Airlines Flight Training Center quite well, according to a UAL instructor.



**MAKING THE NEWS—** NAFEC's Larry Langweil explains to a Philadelphia TV newscaster how a fuel-tank fitting is expected to close when the Piper Navajo in the background is catapulted into a hill on a test track. Langweil is demonstrating a new rupture-proof fuel bladder undergoing tests.

**FOR THE BIRDS—** Phyllis Harrington, Lebanon, N.H., Tower controller, spotted birds flying in and out of the cowling of a Cessna 172 that had been parked at the airport only a few hours. A local A&P mechanic pulled out this nest from the plane's oil cooler.

Photo by Don Saunders



## FACES and PLACES

**READY TO ACT—** New England has a team ready to act—that is, Award Contracts Today. ACT is a group from the Procurement Branch that helps minority businesses develop. Left to right are Roland Bisson, George Bates, Sam Strier, Joseph Montoya, Andrew Coughlin and, seated, Christine Vigeant, Gail Gray and Carol Kennedy.

Photo by Vet Payne



**COOP EDUCATION—** Jerry Yocom (left), Western AT Operations Branch and former chief of the Brackett, Calif., Tower, helps Emanuel Ogunde of Sierra Leone with his air-traffic management program from Mt. San Antonio College, while John Du Miller (right), a graduate of the college's co-op program and now a Brackett controller, looks on.



**ATLANTA'S ANGELS—** Move over Charlie. Donnis Howle (left), Southern Region Personnel Management Div., is ready to board an FAA Flying Club Cherokee with her instructor Linda Barber of the Atlanta GADO. The Atlanta club operates four planes and boasts 60 members, many of whom are FAA employees.



**REPEAT PERFORMANCE—** For the sixth year in a row, Cleveland Center controllers proved they can guide a golf ball as well as a plane by winning the Ft. Wayne Invitational Golf Tournament. Surrounding the trophy are (left to right) Del Ott, Joe Van, chief John Ryan, Guy Stroup, Doug Glick and (kneeling) Ed Koehn and John Protenic.



**MSAW PAYOFF—** Don Schlots (center), project test manager, and Ted Billen (right), lead test pilot, beam after receiving Certificates of Achievement from NAFEC Deputy Director Joe Del Balzo for their work on Minimum Safe Altitude Warning.





ET Vic Kellner needs a snowmobile to get around to navoids at the airport at International Falls, Minn., usually one of the coldest spots in the United States.

and a mile and a quarter west of the Causeway Bridge. A 17-foot boat with twin outboards seemed a good idea at the time of purchase but resulted in unplanned overnights when the weather deteriorated. Now FAA owns a 38-foot twin diesel.

The technicians' journey is eight miles by car from the Lakefront Sector Field Office and five miles by boat. It may be called a lake, but the travelers can face high seas, as well as fog and normally bad weather, such as when a sudden storm tore off the windshield wipers and blew the boat two miles off course.

In the winter, north winds and a temperature drop spell trouble. One time, frigid weather resulted in ice for-

## NOTHING STAYS THE TECHNICIAN (from page 7)

mation two inches thick on the boat windshield and cabin, and when the technicians arrived at the VORTAC, the dock and building were covered with two to three inches of ice, even over the doors. The technicians had to resort to blow torches to get inside!

Razorback Ridge, which leads to Mt. Kaala, the highest point of land on the island of Oahu, Hawaii, at 4,025 feet, once came to a six-inch edge. Surveyors for the 7 1/2-mile road built for the joint-use long-range radar atop the peak used to inch along straddling the ridge, with one leg dangling over the Waianae District and the other over Waialua, almost 1,000 feet straight down.

The 12-foot wide road in use there for the last 10 years doesn't exactly inspire confidence, as it winds with sharp and steep turns and, in part, traverses that same ridge. In fact, for part of the day, the road is limited to one-way traffic, and at the more dangerous turns, convex, wide-angle mirrors are positioned to warn drivers of oncoming traffic. What's more, unstable soil conditions along the road have resulted in three major landslides and numerous small ones. So ever-present is the danger, the Honolulu Sector manager Susumi Furuie keeps a man busy eight hours every day clearing away dirt, rocks and debris.

And when a slide comes, the technicians drive up to the slide and get out to hike like mountain goats over the slide and exchange vehicles with the technicians going off duty. As at every facility, their job is to keep the equipment operating, and they always get through to do it.

Leaving the Aspen, Colo., RCAG, designed to fit in with the alpine scene, Sector Field Office secretary Judith Martin and electronics technician Bob Tribble return to their car at the bottom of the mountain via the ski slope.



## PROBES (Continued from page 9)

inspection ordered by the Government was a difficult and costly procedure. More importantly, confidence in Fokker's wood-and-glue wing construction had been lost, never to be restored. Talk of dry rot made the rounds among industry officials. TAT assembled a number of its F-10s, stripped them of their engines, and set fire to the lot. And Young eventually proscribed the Fokker-type wing construction.

The F-10 had been driven from the U.S. commercial transport field. So was Fokker. Though he continued to

manufacture airplanes in Holland, the brilliant "Flying Dutchman," whose aircraft had been the envy of his competitors for more than a decade, was eased out by General Motors. In the summer of 1931, the Fokker Aircraft Corporation was renamed the General Aviation Manufacturing Corporation. The automotive giant built only 20 more aircraft of Fokker design, and those only to fulfill previous contractual commitments. Its investment in one of aviation's most famous talents had been lost.

But while Fokker and General Motors had been decided losers, "the public," as the *New York Times* ob-

served in summing up the episode, "has been the gainer." So, too, on balance, was U.S. civil aviation.

It is noteworthy that criticism of Young or the Aeronautics Branch remained at a bare minimum throughout the spring of 1931, and this despite the fact that the early phase of the accident investigation had been badly botched. Indeed, Young's reputation in the industry remained solid throughout the remainder of his tenure. Clarence Young had demonstrated that there were ways of fostering civil aviation other than ballyhooing its merits or throwing a cloak of secrecy over its deficiencies.



Seattle operations inspector Ed Gremmer checks over one of the jet-engine tailpipes during a B-707 preflight inspection. It's not a post-flight check for flak damage!

## INSPECTOR UNDER THE GUN

Inspector Gremmer rides the jump seat of a B-707 cargoliner during en route inspections in the Far East. On one Korea-to-Japan trip, it turned into quite a hot seat.

Being the target of hostile anti-aircraft gunfire is not in the job description of Ed Gremmer, supervisory air-carrier operations inspector for the Seattle FSDO. Still, it fitted into "all in a day's work" during a routine check ride with the flight crew of a civilian jet cargo plane last winter.

Gremmer was in the cockpit conducting an en route inspection of a Northwest Airlines B-707 flight from Kimpo Airport near Seoul, Korea, to Tokyo. His inspection report showed that the flight had just departed Kimpo and was receiving radar vectors from a female Korean controller when the crew heard some confusion on the part of controllers at the terminal.

A male controller got on the mike and ordered an immediate right turn to 170 degrees.

That was the end of it for the time being; the rest of the flight was routine. On landing at Tokyo, Gremmer and the Northwest crew learned that they had narrowly escaped disaster when Korean anti-aircraft batteries



guarding the capital had opened fire on their aircraft, loosing 1,100 rounds of ammunition during a two-minute barrage.

A United Nations representative advised them later that they had been fired upon when the controller vectored the plane toward the restricted

airspace surrounding the Korean presidential mansion. A thorough inspection of the B-707 showed the aircraft had not been hit.

No one can argue with Gremmer now when he says he has a job that occasionally puts him under the gun.

—Story and photos by Ken Shake





Wichita Sector Manager Roland Warden (left) and Assistant Manager Jay Soule make room for still another sector award plaque.

**“Y**es, we really feel we are the best,” declares Wichita, Kan., Airway Facilities Sector Manager Roland Warden. The words come across not as a boast but as a simple statement of fact, for the Wichita Sector has garnered the national Airway Facilities Sector of the Year Award for the second year in a row. It is the only sector to accomplish such a feat in seven years of competition.

What is it that makes one sector stand out among outstanding sectors? Those closest to the scene have varying perspectives on Wichita's success.

Central Region Deputy Director John Shaw is an AF veteran, with service all the way from remote field sites to Washington headquarters. With his technical orientation, it's only natural to hear Shaw point to the outstanding reliability of the equipment maintained by the sector under every kind of weather in the forecaster's handbook, except hurricanes.

Wichita is normally a very pleasant place in which to live and work, but in its brief periods of atmospheric chaos, the weather there can be brutal to technicians and sensitive electronic equipment—between ice storms, snow storms accompanied by gusts to 80 knots, tornadoes, dust storms, droughts, floods and humidity.

“If a sector were perfect, its facilities would be on the air all the time through any kind of weather short of natural disaster; that's availability,” says Shaw. “This sector consistently maintains availability of better than 99 percent. If communications equipment works correctly every time a con-



Technician-in-depth Don White makes adjustments to the Remote Monitoring System equipment rack under test.

troller picks up a microphone to transmit, that reliability. The Wichita Sector's reliability ran 99.99 percent throughout last year. Something like 39 percent of their facilities were 100 percent reliable all year. Wichita's success can be directly attributed to that kind of facility performance.”

Deputy AF Service Director James Bispo, in presenting the national award plaque earlier this year, stated, “The outlook of each individual in the sector—the willingness to cooperate, to struggle; that's what it takes to be Sector of the Year. That's what the AF maintenance program is all about.”



With her left hand in the equipment drawer, radar technician Peggy Post adjusts a maintenance scope serving the Wichita Tower.

As one of those individuals referred to, electronics technician Ivory Lifsey, now at the Kansas City ARTCC Sector, agrees with Bispo. “My former unit in the Wichita Sector really does work as a close-knit team,” he says. “It's almost like a family out there.”

He cites as an example the unit's efforts to identify and eliminate minor problems that could easily be ignored for the moment, but which might later become major headaches. “They take the time to investigate if something looks wrong. That way, the next person coming on doesn't have to start from scratch to find the problem all

over again before he can fix it.”

An element of pride in the sector was also very evident in Lifsey. “You feel like the facility is your own. I took great pride in my RCAG and the fact that it always maintained at least 99 percent reliability. That's a good feeling.”

Lifsey also thinks sector management is another positive factor in the unit's success.

The person most often asked why the sector is good enough to win back-to-back national honors has to be Sec-

tor Manager Warden. “We have the kind of people who make things happen, rather than waiting for trouble and reacting to it,” he says. “Then, there's the support provided from other organizations: the Maintenance Operations Branch, for instance, and the Aeronautical Center Depot, Air Traffic Division and the Flight Inspection people. Their support is critical to our doing the job.”

“Dedication” and “persistence” aren't just empty words for Warden, or to the people he describes with them. A rather unusual episode is illustrative. It's the case of the on-again, off-again performance of the Wichita Mid-Continent ILS a while back. The set would repeatedly check out perfectly in the technicians' presence, only to be reported out of service soon after, then mysteriously return to normal a short time later. This went on for nearly a month.

Two electronics technicians, Glenn Ritter (since retired) and Ken Travis, decided the way to isolate the trouble was to keep the system under surveillance and catch it malfunctioning. What they hadn't reckoned with was the owl they eventually found exercising squatter's rights on the localizer antenna—ruining transmission in the process. Obviously, the owl had to go; but, apparently, he didn't give a hoot about leaving.

Reasoning that the shape of the an-

tenna was particularly appealing to owls, the ETs fashioned what they considered to be an even more attractive perch, except that this one—a four-by-four post erected near the localizer—had a padded animal trap on top. The plan was to lure the owl from the antenna to the better perch, where the culprit could be apprehended. Their best opportunity to catch the owl would be in darkness, they figured. Wise fellows, those ETs.

“They actually slept overnight at the site, waiting for the blamed thing to show up,” Warden recalls. Only, the plan didn't work. The first night's vigil ended with no bird in hand. Their owl avoided the place when people were around, it seemed. The next evening, they elected to stick with the comforts of home and a warm bed, hoping the trap would work unassisted. The following morning, their careful planning was rewarded and they finally met the enemy face-to-beak.

But he was only the first one. By the time the ILS returned to normal, there were three squatters trapped, caged and uprooted on different occasions. Ever mindful of the ecological aspects of AF work, the sector folks called in local ornithological experts and found an owl relocation site suitable to all concerned—it was some distance from any navigational aid. The trap is still around, by the way, in case of more unexplained outages.

If a pioneering spirit has anything to do with outstanding sectors, Wichita comes up winners again. They're currently involved in testing a concept dubbed “remote monitoring,” which involves hooking up the Hutchinson, Kan., RCAG with enough electronic

sensors to do justice to an intensive-care unit. The sensors constantly report more than 100 RCAG “vital signs” to a computer located in the Kansas City ARTCC, some 150 miles away, all via telephone lines. It's hoped that this system can reduce some of the routine preventive-maintenance tasks now performed by technicians.

When other organizations balked at the increased workload and the other requirements of carrying out such a test, the Wichita Sector jumped at the chance. To Warden, it's just another example of the attitude that has spelled success in his sector ever since he took over in 1970.

Warden's division chief, John Hargrave, recently capsulized his feelings on that attitude. “These people excel because they desire to excel,” he said. “It's as simple as that.”

—Story and photos by Jon Ellis



Paul Vondracek is a one-man field unit for the Anthony, Kan., VORTAC. He is also responsible for an RCAG across town.

This is not what's meant by a “capture effect” ILS. NAVCOM chief Glen Rochholz warily approaches the owl that plagued Wichita's AF Sector. Photo by Ken Travis





# DIRECT LINE



**Q** Parts 61 and 121 of the FARs require a commercial pilot to hold only a second-class medical certificate unless pilot-in-command for operations conducted under Part 121 (air carriers). FAA Handbook 4040.9 requires only a second-class certificate for a general aviation operations inspector, except on initial hire, when a first-class medical exam is required. I would like to know why my region has issued a letter stating that all operations inspectors will be required to pass an annual first-class physical and that position descriptions will be changed to include this requirement?

**A** There is no medical, regulatory or policy basis for requiring aviation safety inspectors (operations) to pass an annual first-class medical examination. At the time of initial appointment to the position, a first-class certificate is required but not afterwards. No changes in this policy have been approved. As a result, your regional director has been informed of the inappropriateness of your Flight Standards Division's new requirement.

**Q** Why is the maintenance mechanic (formerly GFET) singled out as one of the least-recognized employees in the FAA? He has never been given an incentive break for promotion (demotion, yes). No full ILS is complete without him, and with landing aids becoming solid state, he must continue schooling so he can keep up with advancing equipment. Yet, he's still considered a grease monkey. Why doesn't the FAA become fair with us and grade us accordingly, so we can have a future and lift our morale out of the crankcase.

**A** The maintenance mechanic is not now and has never been singled out as one of the least-recognized employees, and the agency has recognized his importance to the National Airspace System. However, the duties and responsibilities of these positions, as well as all others in the agency, have to be graded in accordance with the Civil Service Commission position classification standards. Unfortunately, application of the appropriate standards to the duties and responsibilities of the maintenance mechanic does not result in a grade level higher than WG-11. While we shall strive to improve overall conditions for the maintenance mechanic, we cannot exceed what is allowed by the CSC regulations or the laws from which they are derived.

**Q** I was originally hired in another agency where I progressed to GS-9 and then resigned from the government. A few years later, I was hired by the FAA as a GS-7 ATCS. After meeting operational requirements for promotion, I was promoted to GS-9, based on my previously having met the Whitten Amendment requirements. A few months later, my region decided that the promotion had been made in error, claiming it wasn't sufficient to meet both operational and Whitten requirements but that it was also necessary to meet the hiring criteria in the regional

order. That last refers to placement of new hires in the existing grade structure, and I can't believe it was intended to be used as additional criteria for persons already employed. During my lengthy correspondence with the region on this matter, there has never been offered any reasonable explanation as to why operational and Whitten requirements are not sufficient for promotion. Was I eligible for promotion or not?

**A** We have thoroughly reviewed your query and the regional order, which contains qualification requirements from Civil Service Handbook X-118 for positions in the GS-2152 series. Based on this information, we believe that you do meet the necessary requirements for promotion to the next higher grade. There may be other pertinent factors of a technical nature not included in the letter, which could result in a ruling that you could not be legally promoted. However, generally, employees who meet operational and Whitten requirements for promotion also meet the basic Civil Service Commission qualification requirements for the higher grade.

**Q** I've always understood that if I were to bid on a promotion in rank (controller to supervisor), even though it isn't a promotion of grade level, that I would still receive a two-step increase. Is my interpretation correct? Also, What step level should I anticipate receiving if I exercise my return rights after fulfilling a two-year contract? For example: I was a GS-13/2; I transferred to a GS-12 facility as a GS-12/7. When going back to a GS-13 facility, what step at the GS-13 level will I receive? Is the return considered a promotion in grade? Will I receive credit for the two years of service and go back as a GS-13/4? If I return as only a GS-13/2, will the nine months I had had in grade as a step 2 be retained in considering me for my step 3?

**A** The first matter you asked about is a reassignment, not a promotion. A promotion, as defined in the Federal Personnel Manual, means "a change of an employee, while continuously employed, from one General Schedule grade to a higher General Schedule grade." A reassignment, as defined in the FPM, means "a change of an employee, while serving continuously in the same agency, from one position to another without promotion or demotion." The latter covers your situation; thus, the two-step increase you refer to would not apply. The issue of pay-setting under return rights is highly complex and requires more specific information than you provided. We suggest you ask the Personnel Management Division in your region or center to review your particular situation.

**Q** On its "Notice of Position Vacancies," my region states that information will not be provided to individual bidders other than that given in Part II of the bid sheet unless requested in writing to the Employment Branch and signed by the bidder. On two occasions, I requested in writing and signed a copy of

the rating sheet for each bid—that is, the numerical, itemized values of all factors for each bid. In each case, the Employment Branch did receive the requests, since I received back Part II. I never did receive a copy of any rating sheet. What is the region's position on this?

**A** The region does not furnish copies of rating sheets, since they amount to internal working papers of the raters involved. This is not a document provided by the employee to the region. The Civil Service Commission does not provide copies of its rating sheets to applicants. We do furnish to bidders requesting it the information outlined in MPP Handbook 3330.1A. Whether the employee was considered for promotion and, if so, whether he was found eligible on the basis of the minimum qualifications for the position; whether the employee was one of those in the group from which selection was made—that is, one of the best-qualified candidates available; any record of production or supervisory appraisal of past performance used in considering him for promotion; and in what areas, if any, the employee should improve himself to increase his chances of future promotion.

**Q** I have 26 years of service, for which time \$1,300 was not withheld for retirement. What is the difference in retirement between paying and not paying this into the fund? Because of a back injury and a hearing loss from working in a noisy environment, I have applied for OSHA retirement and am now using up my sick leave. However, my supervisor doesn't have any information on disability retirement, and the Civil Service Commission is slow in sending me any. I would like to get some information now.

**A** For periods of civilian service in which no retirement deductions were taken, a deposit is required in order to receive the maximum annuity but not to receive time credit. Full credit in counting total service is allowed for all civilian service with or without deposit. If the deposit is not made, the annuity is reduced by one-tenth of the amount due as deposit. If you have an unpaid deposit of \$1,300, the yearly reduction in annuity will be \$130. On the second question, the Federal Employee Compensation Act provides benefits to civilian employees of the United States for disability due to personal injury sustained while in the performance of duty or due to employment-related disease. The Act also provides for the payment of benefits to dependents if the injury or disease causes the employee's death. The Act is administered by the Office of Worker's Compensation Programs of the Department of Labor through district offices. Each regional personnel office has the address of the office that serves its area. In the Southern Region, the address is: 400 W. Bay St., Box 35049, Jacksonville, Fla. 32202. There is no such program as "OSHA retirement." OSHA stands for Occupational Safety and Health Act and is completely separate in scope and application from either the Office of Worker's Compensation Program or the Disability Retirement program of the CSC.

## HOME MAILING NO MORE

Effective with the September issue, FAA WORLD will no longer be mailed to employees' homes. Direct facility, region and center distribution on a one-for-one basis will be made from Washington. Field offices and facilities have been requested to make immediate distribution so that there will be no delay in the receipt of the magazine. We encourage you to take the magazine home so your spouse and children may develop and maintain an interest in aviation and FAA that is supportive of you.

As part of the economy move, most outside-the-agency distribution will also end; however, the continuation of mailings to FAA retirees is being reviewed. As before, new requests would be submitted to the regional distribution officer.

## Head/ Up

(Continued from back cover)

Sector at Pico del Este, San Juan, is **John D. Druga** ... Transferring from chief of the Downtown Knoxville, Tenn., Tower to an assistant chief of the Balboa, Canal Zone, Center is **David K. Dye** ... **Roger E. Blythe** was selected as chief of the AF Sector in Montgomery, Ala.

### SOUTHWEST REGION

Moving to an assistant chief's position at the El Paso, Tex., Radar Approach/Tower is **Robert V. Dye** ... **Russ M. Davoren** is a new assistant chief of the Little Rock, Ark., Radar Approach/Tower ... Advancing to chief of the Midland, Tex., FSS is **William P. Riley, Jr.** ... **Aaron I. Dunaway, Jr.**, was selected as assistant manager of the Lubbock, Tex., AF Sector.

### WESTERN REGION

**James D. Varney** and **Richard E. Case** are new assistant chiefs at the Ontario, Calif., TRACON ... The new chief of the Fresno, Calif., Tower is **James L. Lehman** ... Promoted to assistant chief at the Montgomery Field Tower in San Diego was **Granville R. Simmons** ... **Arlen C. Donner** was boosted to chief at the Lindbergh Field Tower in San Diego ... **Henry R. Barbachano** is a new assistant chief of the San Jose, Calif., Municipal Airport Tower ... Named chief of the Reno, Nev., FSS was **Mario L. Bisio** ... Selected as an assistant chief at the Sacramento, Calif., Executive Airport Tower was **Thomas K. Dairiki** ... **Jon P. Opdyke** is a new assistant chief at the Palo Alto, Calif., Tower.



# FEDERAL NOTEBOOK

## THE UPBEAT ON PAY

Congress voted to exclude itself from any further pay raise this year, thereby eliminating a major political hangup for the October pay raise, which is expected to be between 6 and 7 percent. However, this also means that the top grades will be frozen at their ceilings as well. In addition, the President has signed a bill that requires future Congressional and Federal executives' raises to be voted on by both House and Senate. ■ Sens. Spark Matsunaga and Daniel Inouye of Hawaii have co-sponsored a bill to restore cost-of-living allowances in that state.

■ As of this writing, the House has turned down an amendment to the Defense Appropriations Bill to eliminate double-dipping, but the Senate has yet to consider it. It would cut off military pensions for those hired into Federal civilian service after October 1. Those now on the rolls would be unaffected. ■ Rather than the bill introduced by Rep. Robert Nix (Pa) that would permit an incumbent to retain his grade and pay indefinitely as long as he stayed in the same job following a downgrading, the Administration favors broader, but more limited protection. Its plan would cover downgradings from reorganizations and RIFs as well as reclassifications and provide for retention of grade for two years with indefinite retention of salary, but only 50 percent of general pay raises would be given. Eventually, this would bring the downgraded employee's salary in line with that of the lower grade.

## A PLUS AND MINUS ON TAXES

The new chief of the Internal Revenue Service, Commissioner Jerome Kurtz, has stated that since all

income is taxable, he believes that income in kind, including fringe benefits, will eventually be taxed. How soon wasn't stated.

■ On the basis that expenses incurred in the production or protection of income are deductible, IRS has said that legal fees incurred in suits against the government for back pay in grievance or discrimination cases are deductible.

## THE MANY FACES OF RETIREMENT

The Administration is planning to appoint a commission to look into Federal and public retirement systems and into resolving inequities between them. The President has said he considers it unfair that retired Federal employees can hold outside jobs with no reduction in their pensions, when Social Security annuitants cannot. ■ Rep. Claude Pepper (Fla), chairman of the House Select Committee on Aging, who is seeking a vote on legislation to end the mandatory retirement at age 70, has support from the chairman of the Civil Service Commission, Alan Campbell, who said CSC would submit a bill to repeal the law. ■ Legislation is being sought to give Federal retirees a 15 percent tax credit computed on whatever the maximum individual Social Security benefit is, a break to offset the fact that Social Security benefits are non-taxable.

## LIFE INSURANCE NEEDS IMPROVING

The General Accounting Office has called for revisions in the government employees' life insurance program, saying it offers inadequate coverage at excessive cost and pointing out that private sector employee insurance is usually superior and free. GAO also urged limiting the reduction in coverage after age 65 to 50 percent.

# Two Are Better Than One

Pilots landing at Albuquerque International Airport for the first time may be checking to see if some of their prop de-icing fluid got into the ventilation system—that is, when they see the control tower.

They won't be seeing double, though, as they might suspect, for the control tower actually has two cabs.

Last fall, when two cranes lifted a new 33-ton cab atop the existing tower as part of a modernization project to upgrade the facility, many an observer remarked that FAA was putting the cart before the horse. "Why not remove the old cab first?" they asked.

It was, indeed, deliberate. Replied Jim Haire, Southwest Region Air Traffic planner responsible for the oddity, "We needed the extra height, and by leaving the old cab in place, we

gained an excellent training facility with very little additional expense."

The new cab, said Haire, more than doubles the operational space they had and is a more comfortable work environment. It is furnished with new consoles of brown and beige Formica, and that motif is continued throughout. Sound-absorbent materials cover the lower walls, and the floors are carpeted.

Another advantage of the unusual arrangement was that business-as-usual could be conducted in the old cab until the new one was commissioned this past spring, although, tower chief Chester W. Anderson pointed out, the crew did have to put some time in a temporary tower during portions of the construction period in the fall.

—By Stan McDonough



The Albuquerque, N.M., tower got a crown upon its crown during a modernization designed to increase its height and space for more modern equipment. The old cab is now used for a training facility.

Photo by Curry Ellison

**A MATTER OF DEGREE** ... Someone with a new compass and a bucket of paint at the Amarillo, Tex., Air Terminal recently took Runway 3/21 and renumbered it 4/22. When the paint had dried, the tower advised approaching aircraft that Runway 21 was now Runway 22. That prompted an anonymous pilot to come up on the frequency and say: "I know the wind blows hard in Amarillo, but I didn't know it blew hard enough to turn the runway." Give a guy a microphone and he thinks he's Milton Berle.

**THE BIG BREAK** ... When one of the regional Intercoms carried a management-oriented item noting that a 15-minute coffee break every day adds up to something like eight additional days of paid vacation a year, it was inevitable that people would call in and ask if the agency would give them the extra eight days leave if they knocked off their coffee breaks. Come on, folks, be serious!



## THE WEED OF CRIME BEARS BITTER FRUIT

"FAA is always sending us little bulletins telling us to watch out for suspicious-looking airplanes," the manager of the Hanover Municipal Airport in Virginia recalled later. So, this spring, when a DC-4 landed just after dark on the airport's lone 3,100-foot runway that normally sees nothing larger than an occasional light twin, the manager decided the whole thing was as about as suspicious as you can get—especially when a fork lift and flat-bed truck rushed out to meet the aircraft before it even stopped taxiing. So he called the local sheriff, and the man

with the star put the arm on the DC-4 crew and seized 7,000 pounds of marijuana worth about \$4.5 million on the street. The moral of this story is that people shouldn't ignore the "little bulletins" they get from FAA. Some of them just might have merit.

## METRECAL-FOR-LUNCH BUNCH

What has 20 chubby little legs, presumably the same number of eyes and ears, weighs over 1,600 pounds, drinks diet cola religiously and exercises sporadically? The answer is the crew of the Wichita, Kan., General Aviation District Office, which this year held its first annual weight-reduction contest. The 10 GADO staffers tipped the scales at 1,647 pounds when the competition began and 1,608 when it fizzled out seven weeks later. The GADO's publicity blurb described the total loss of 39 pounds as "astounding," but we're inclined to be less charitable. Jackie Gleason loses that much when he misses breakfast.





# Heads Up

## AERONAUTICAL CENTER

**Andrew J. Tidwell** is the new chief of the Navigational Aids Section of the Airway Facilities Branch ... Also promoted was **William D. King**, who is now chief of the Quality Standards Section, Engineering and Manufacturing Branch at FSNFO.

## ALASKAN REGION

The new chief at the Cold Bay FSS is **Cynthia R. Sarvis** ... **Harold R. Mailander** was selected as Fairbanks North Sector Field Office chief ... Joining Mailander at the same position is **Herbert L. Heck** ... Moving to Sector Field Office chief at Fairbanks Central Sector Headquarters is **Robert A. McMolin**.

## CENTRAL REGION

Boosted to chief at the St. Joseph, Mo., Tower is **Truman D. Bradley** ... Advancing to chief of the Chesterfield, Mo., Tower is **Theodore E. Farris, Jr.**

## EASTERN REGION

**John A. McDermott** has moved from assistant chief to chief at the Atlantic City, N.J., Tower ... Taking McDermott's old position is **Frank J. Dougherty** ... Named as assistant chief at the Griffiss AFB RAPCON in New York was **Henry W. Steffen, Jr.** ... Promoted to deputy chief at the Syracuse, N.Y., Tower was **Kurt P. Frenzel** ... **Duayne J. Orner** was upgraded to an assistant chief at the John F. Kennedy, N.Y., Tower ... Moving up the ladder to assistant chief at the Washington FSS in Leesburg, Va., is **Joseph R. Rivers** ... **Bruce E. Chamberlain** is now deputy chief at the Buffalo, N.Y., Tower ... The Griffiss AFB RAPCON has a new chief in **Robert E. Henderson** ... Advancing to assistant chief at the Syracuse Tower is **William J. Berkley** ... **Ronald A.**

**Helriegel** was selected as chief of the Wilkes-Barre, Pa., FSS ... Transferring to the Washington FSS as assistant chiefs are **James L. Dunlap** and **Chauncey E. Damron**.

## GREAT LAKES REGION

The new chief of the Marquette, Mich., FSS is **William Thome** ... **Marty Mendel** is now chief of the Decatur, Ill., Tower ... The Alton, Ill., Tower has a new chief in **Glenn Rogers** ... **Kyle Kiefling** is the new chief at the Carbondale, Ill., Tower ... Selected as the Airway Facilities Sector Field Office chief in Green Bay, Wis., was **Wayne N. Stahl** ... **Gerald H. Nichols** was upgraded to an assistant chief at the Champaign, Ill., Tower ... **Gordon B. Jividen** is the new FSS chief in Zanesville, Ohio ... Moving up to chief at the Milwaukee FSS is **Martin J. McDonald, Jr.** ... The AF Sector in Lansing, Mich., has a new Field Office chief in **Benjamin S. Shafer** ... Advancing to the position of assistant chief at the Moline, Ill., Tower is **Dennis W. Gruenhagen** ... **Allen B. Johnson** is a new assistant chief at the Cleveland Center.

## NAFEC

**William F. Herget, Jr.**, is the new chief of the Surveillance Systems Branch in the Air Traffic Systems Division.

## NORTHWEST REGION

Getting the nod as the new chief of the AF Sector Field Office in Walla Walla, Wash., is **Chester B. Barker** ... Moving from AF Sector Field Office chief at McChord AFB in Washington to manager of the AFS in Olympia is **Francis D. Leonard** ... **James J. Leonhard** will take over Leonard's vacated position.

## PACIFIC-ASIA REGION

**Norman C. Freitas** is the new manager

of the AF Sector at Ewa, Oahu ... The AF Sector on Maui has a new manager in **Noboru Nakao** ... **Kenji W. Kunitomo** was selected as an assistant chief of the Guam CERAP.

## ROCKY MOUNTAIN REGION

Transferring to chief at the Minot, N.D., FSS is **Eugene L. Homer** ... Moving up the ladder to an assistant chief's slot at the Colorado Springs Tower is **Burton Chandler, Jr.** ... **Marvin D. Odneal** has been assigned as assistant sector manager of the AF Sector in Salt Lake City ... The new chief of the Jamestown, N.D., FSS is **Clair E. Wilson**.

## SOUTHERN REGION

**Victor M. Lopez** was selected as an assistant chief of the San Juan, P. R., International Flight Service Station ... Getting the nod as chief of the AF Sector in Jacksonville, Fla., is **Nickie Colello** ... The new chief of the Covington, Ky., AF Sector is **John E. Farr** ... Named chief of the Opa Locka, Fla., Tower was **Joseph C. Foster** ... **Helen W. Gerds** is replacing Foster as an assistant chief ... **William H. Van Deman** is the new chief at the Hickory, N.C., Tower ... Promoted to AFS Field Office chief in Valdosta, Ga. was **Everett C. Powell** ... A new assistant chief of the Vero Beach, Fla., Tower is **Homer B. Lewis, Jr.** ... Moving up to chief at the Lexington, Ky., Tower is **Robert I. Mathews** ... **Clarence K. Moore** and **Russell F. Amerson** will be new assistant chiefs under Mathews ... A new assistant chief at the Macon, Ga., RAPCON/Tower is **Young E. Fitzpatrick** ... Selected as chief at the Valdosta Tower was **Virgil B. Metcalf** ... **Anthony W. Logue** was promoted from deputy chief to chief of the Raleigh, N.C., Tower ... The new chief of the AF

(Continued on page 17)