



FOUR WORLD



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Secretary of Transportation

Neil E. Goldschmidt

Administrator, FAA

Langhorne M. Bond

Assistant Administrator—Public Affairs

Jerome H. Doolittle

Chief—Public & Employee Communications Div.,

John G. Leyden

Editor, Leonard Samuels

Art Director, Eleanor M. Maginnis

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Opposite: Ruth Law taking off from Chicago's Grant Park on a flight that broke the U.S. non-stop cross-country record and world record for women and the second-best world nonstop cross-country record. She ran out of fuel on Nov. 19, 1916, at Hornell, N.Y., and completed her flight to New York City the next day.

Insets: Blanche Scott, the only woman taught to fly by Glenn Curtiss and possibly the first woman to solo on Sept. 2, 1910. Bessie Coleman, the first black woman to earn a pilot's license is shown with aircraft designer-builder Tony Fokker in The Netherlands in the early 1920s.

The cover: Speed skaters like this will be among the participants in the XIII Winter Olympic Games to be held at Lake Placid, N.Y., in February. To prepare for the event, FAA had airport and air-traffic capacity to plan for. See story on page 8.

Photo courtesy of
Lake Placid Olympic Organizing Committee





When Women Joined the Helmet and Goggles Set

There were two ridiculous statements made during aviation's early days: that airplanes would never be commercially successful and that women were not physically designed to become pilots.

While both statements long ago were proved wrong, it was women who

triumphed first. Less than a decade after the Wright Brothers flight at Kitty Hawk, women were taking to the air in flimsy aircraft flying with the same verve and élan as the daring young men of the period.

Bianche Scott probably was the first American woman to fly an airplane,

Eddie and Katherine Stinson at Cicero Field, Chicago, in 1915. Eddie later became a famed aircraft designer-builder. Katherine, the fourth woman to obtain a pilot's license, was the first to fly the mail.

Emil M. Laird photo



Endurance-record holder Ruth Law.

Smithsonian Institution photo



although Dr. Bessica Raiche, a Wisconsin-born physician, soloed about the same time, and some accord her the honor of being America's first female flyer. But Miss Scott did have the distinction of being the only woman taught to fly by famed pilot and aircraft designer/builder Glenn Curtiss, and she made the most of her skills.

Soon after her first solo, on September 2, 1910, she joined the Curtiss exhibition team, making her public debut the next month at an air meet in Chicago. Billed as "The Tomboy of the Air" and "The Most Famous Aviatrix in the World," she performed many daring feats which made her the darling of spectators at exhibitions. These included a "Death Dive" in which she would zoom straight down from 4,000 feet, leveling off only 200 feet from the ground; flying upside down, 20 feet off the ground; and flying under bridges.

While Miss Scott was piloting a Baldwin Red Devil airplane for the Ward Exhibition Team on May 31, 1913, at

Madison, Wis., a wing cable snapped and the plane crashed in a swamp, injuring her shoulder. She retired a few years later, disappointed because the public seemed more interested in crashes than in providing opportunities for women in aviation.

Blanche Scott never obtained a pilot's license. Few aviators, men or women, did in those early days, although the Federation Aeronautique Internationale in France, still the world's repository for all types of aviation records, was offering them through the Aero Club of America. The first American woman to earn a license, number 37, was Harriet Quimby, a newspaper and magazine writer from Coldwater, Mich., who passed the Aero Club's test on August 1, 1911. Miss Quimby achieved a number of firsts, including the distinction of being the first woman to fly the English Channel, before she was killed in a plane crash on July 1, 1912, at Boston.

Matilde Moisant, Miss Quimby's best friend, was the second American woman to earn a license, on August 13, 1911, with certificate number 44. She also was a student at the Moisant School, operated by her brothers, and, after

graduation, flew with the Moisant International Aviators.

The fourth woman in the U.S. to obtain a license was Katherine Stinson, undoubtedly the best known of early woman fliers. She received her certificate on July 24, 1912, at Cicero Field, Chicago, where she learned from the famed Max Lillie. The Stinson family also consisted of her brother Eddie, another brother, Jack, and her sister, Marjorie, all of whom were noted pilots.

Katherine Stinson also was the first woman to fly the mail, from September 23 to 27, 1913, while performing at the Helena, Mont., fairgrounds. On July 18, 1915, at Cicero Field, she became the first woman in the world to loop-the-loop.

In 1916, in the "Boneshaker," a tractor biplane she had rented from Emil M. "Matty" Laird, the famed aircraft designer/builder, she became the first woman to fly in China and Japan. She took two planes with her on her trip to the Orient, the other being a Patridge-Kell tractor biplane on which was mounted Lincoln Beachey's Gnome rotary engine. Later, she set a number of endurance

Amelia Earhart poses in front of her Lockheed Electra—the plane in which she disappeared over the Pacific Ocean in July 1937 with navigator Fred Noonan.

Smithsonian Institution photo



FAA Women Pilots— Then and Now

The Federal Government first got involved in licensing pilots following the passage of the Air Commerce Act of 1926.

The next year, Phoebe Omlie became the first woman to receive a pilot's license (No. 199) from the newly-formed Aeronautics Branch in the Department of Commerce. She and her husband formed a famous flying stunt team that toured the U.S. in the 1920s, and later she went on to win national air races on her own. In 1933, President Roosevelt appointed her to the National Advisory Committee on Aeronautics as a technical adviser, and in 1941, she became a flying specialist for the Civil Aeronautics Administration (CAA).

In the meantime, she and Amelia Earhart, who served as a consultant to the Aeronautics Branch, got involved in a project to mark the names of towns and cities on the roofs of buildings and on highways as a guide to pilots. They got prominent women flyers of the day to promote the air-marking project, and in the mid-1930s, five of them were hired by the Bureau of Air Commerce, as FAA's predecessor agency was known from 1934-1938 when it became the CAA.

Of the five—Blanche Noyes, Helen Richey, Nancy Harkness, Louise Thaden and Helen McCloskey—only Mrs. Noyes pursued a Federal career, retiring in 1972. She brought to her career the distinction of being the first woman pilot in Ohio and one of the first in the nation (License No. 6540). Moreover, she was a celebrated flyer who finished fourth in the first Powder Puff Derby in 1929, for instance, and who teamed with Louise Thaden to win the 1936 Bendix Transcontinental Air Race.

Today, there are 30 women working as pilots for the FAA, all of them stationed at General Aviation District Offices (GADO) or Flight Standards District Offices (FSDO). An example is Ann Lawton, Aviation Safety Inspector (Operations) at the Baltimore GADO, who has a commercial pilot's license with instrument rating and a flight instructor's certificate. Asked if there were anything she couldn't do that her male counterparts at the GADO could, she replied: "Go to the men's room, I guess."



Janet Waterford, one of the first blacks to obtain a pilot's license, was also a model and a nurse.

Janet Waterford Collection

and distance records in the U.S. and Canada, including a 601.8-mile flight from Chicago to Binghamton, N.Y., in 10 hours, 10 minutes on May 23, 1918. The Stinson sisters both taught U.S. and Canadian military fliers at the Stinson Aviation School on their private flying field at San Antonio, Tex.

Julia Clark holds a special place in aviation history. She earned her pilot's license on May 19, 1912, at the Curtiss Flying School in San Diego. Less than a month later, on June 17, her plane struck a tree during a test flight and she was pinned under the wreckage. She died en route to a hospital, the first American woman pilot known to have been killed in an airplane accident.

Though most women, as well as men, learned to fly by-guess-and-by-gosh, a few schools already were in business, and some of them welcomed women. Among these were the Moisant school at Hempstead, N.Y., and the Wright school at Dayton, Ohio.

On the West Coast, the Bennett Aero

Lola Jones and Willa Brown, early black pilots, at Harlem Airport, Chicago. Brown and Cornelia Coffey operated the Coffey School of Aviation prior to and during World War II.



Smithsonian Institution photo

In addition to being an early "girlbird," Julia Clark's distinction is that of possibly being the first woman to be killed in an air-crash in 1912—less than a month after earning her wings at the Glenn Curtiss school.



Company of The Palms, Calif., featured Alys McKey, who learned to fly in the biplane Glenn Curtiss had used in his famed 1909 flight down the Hudson River. She soloed in November 1912 and was the first woman to fly in the states of Washington, Oregon and Idaho. At an exhibition before the Prince of Wales and the Duke of York at Vancouver, she became the first woman to fly in Canada. Like many others of the period, she did not obtain a license.

By 1920, women were still having difficulties learning to fly, as many flight schools refused to accept them. Bessie Coleman of Chicago had two strikes against her when she sought lessons, for she was black as well as female. But Miss Coleman had friends who urged her to go to France to learn, and she did, earning her Federation Aeronautique Internationale license in 1921. "Brave Bessie," as she was known to air show spectators, was the first licensed black woman pilot in the world and possibly the first of her race to earn a license. She also dreamed of starting a flight school for black aviators, but she was killed in a 1926 plane crash before achieving this goal.

Many other women have made a name for themselves in aviation over the years—Ruth Law, who set numerous speed, altitude and distance records in the pre-World War I era; Laura Ingalls, the first woman to make a non-stop transcontinental flight, among other achievements; Amelia Earhart, a legend even before she was lost at sea; Phoebe Omlie and Blanche Noyes (the latter subsequently an FAAer), who were among the first females to fly for the U.S. Government; Willa Brown and Janet Waterford, who pioneered the role of black women in aviation; and Jacqueline Cochran and Jerry Mock, another two of the more famous women aviators of yesteryear.

Airlines now have women as cockpit crewmembers; even the military is letting women fly (although many did fly for the Women's Airforce Service Pilots—WASPs—during World War II), and NASA has announced several women for the space program. Pioneer women pilots probably would be surprised at how long it took their sex to reach their aviation goals, but not that it happened.

By Marjorie Kriz and
Neal Callahan



Harriet Quimby was the first American woman to obtain a license from the Federation Aeronautique Internationale through the Aero Club of America in 1911 and the first woman to fly across the English Channel.

Smithsonian Institution photo

WORD SEARCH

By Robert P. Wheeler, ATCS
Fort Worth, Tex., ARTCC

Airlines, familiar and not so familiar, are the subject of this month's puzzle.

The names read forward, backward, up, down and diagonally, are always in a straight line and never skip letters. The names may overlap, and letters may be used more than once.

Use the word list if you must, but try covering it first. All 59 can be found. Circle those you do find and cross them off the list. The name "Allegheny" has been circled to get you started and to call attention to the fact that it is now called "U.S. Air." When you give up, the answers may be found on page 13.

C A P I T O L F O R E A A E R O A M E R I C A B
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ALASKA
ALLEGHENY
ALOHA
AMERICAN
ARTIC AIR
AUSTIN AIRWAYS
SEA AIRTOURS
FRANIFF
BRITISH CALEDONIAN
AIRWAYS
CANADIAN PACIFIC

CAPITOL
LAKER AIRWAYS
CATHAY PACIFIC
CONDOR FLUGDIENST
CONTINENTAL
DELTA
EASTERN
EL AL
EVERGREEN
FEDERAL EXPRESS
FINNAIR
FLYING TIGER
FRONTIER
HAWAIIAN
HUGHES
IBERIA

KLM
JAPAN AIR
LUFTHANSA
NATIONAL
NEW YORK
NORTH CENTRAL
NORTHWEST ORIENT
OVERSEAS NATIONAL
OZARK
PACIFIC WESTERN

PAN AMERICAN
PIEDMONT
PSA
QANTAS
SCANDINAVIAN
SEABOARD
SOUTHERN
SOUTHWEST
SWISSAIR

TEXAS
TRANS AIR
TRANS INTERNATIONAL
TRANS WORLD
UNITED
VICKERS
WARD AIR
WESTERN
WORLD AIRWAYS

JUST A BUNCH OF WILD & CRAZY GUYS . . . A great many people think government bureaucrats have no sense of humor and some of them may have gotten the idea from reading "Small World." They couldn't be more wrong. Our case in point is a group of government workers in Ottawa who recently got together, tongues tucked neatly in their cheeks, to stage the Canadian Public Service Games for the benefit of charity.

Among the events was the Bureaucratic Shuffle or Civil Service Two-Step in which the participants take one step forward and two steps backward. The winner of this event covered the 75-yard course in 16.25 seconds, an unofficial world's record.

The Red Tape Cutting contest also saw a world's record, although you probably won't find it in the Guinness Book. A three-man team from the Canadian Treasury



Board sliced through 10 meters of red tape—lengthwise, of course—in an amazing eight seconds.

One of the highlights of the games was the Briefcase Toss. The winner heaved a "typical bureaucrat's briefcase" (contents: a week-old bologna sandwich, a banana, two sardines wrapped in aluminum foil, a draft press release and a secret document already leaked to the news media) a distance of 58 feet and nine inches.

In the Paper Airplane contest, FAA's Canadian counterpart in the Department of Transport finished far behind the winning

flight of 74 feet. But our Canadian cousins did perform a very useful service by certificating the airworthiness of all entries, which had to be made from old press releases issued by the Canadian Accident Review Board.

A record also may have been set in the Pass-The-Buck Relay in which teams of six men and six women passed a Canadian dollar from the senior to the junior member. Unfortunately, in keeping with the spirit of the Games, none of the judges remembered to keep time.

The Games also had a cultural side, with an exhibit of paper-clip sculpture. The winner was an untitled creation that was picked for its lack of artistic merit as well as minimal use of government time and materials. All of the events were conducted during a typical bureaucrat's lunch hour—72 minutes.



BETTER BOMB DETECTOR—Theo Tsacoumis of Headquarters' Civil Aviation Security Division feeds baggage into a new machine developed by DOT's Transportation Systems Center for detecting explosives. Here at Logan International Airport in Boston, project chief Dr. John Hobbs adjusts the "decompression screening system," as Bill Fogerty (left, rear) and Earl Mallard of New England Region's Air Transportation Security Field Office stand by.



SKYLAB FALLOUT—William S. Smith (right), Environment and Energy, was awarded the Exceptional Achievement Medal of the National Aeronautics and Space Administration by NASA Administrator Dr. Robert A. Frosch with the Skylab Re-entry Team.



SPREADING THE WORD—Royal Mink and Helen O'Rell of Western Region's Planning Staff explain FAA's role in aviation education to Civil Air Patrol members at a U.S. Air Force Pacific Region Aerospace Education Conference in Newport Beach, Calif.



MOVING UP—Thomas J. O'Brien is the Deputy Director of NAFEC. The former of the center's Engineering Management Staff, O'Brien previously was assistant for systems analysis in the Office of Systems Engineering Management.

Faces a



NEW AIRPORT RADAR—Work crews install a new Airport Surface Detection Equipment (ASDE-3) radar at NAFEC/Atlantic City Airport where it's undergoing test and evaluation. The Cardion surveillance radar is expected to increase safety and reduce delays at more than 30 major airports.



NEVER TOO LATE—Likely the oldest FAAer on the agency payroll is Arthur A. Goodwin, 82, a station maintenance laborer at the Baker, Ore., Airway Facilities Sector Field Unit. A carpenter and builder of flight service station furniture, Goodwin first joined the agency at the tender age of 70.



REALLY SHARP SHOOTER—Howard R. McGlothlin, Rocky Mountain Region security inspector, has done it again. For the sixth year, he has shot a perfect score with a .38-cal. snubnose revolver at the refresher course for Federal air marshals in Quantico, Va.—a feat unmatched by any other air marshal. This year, a course of un-aimed timed firing was added to the qualifications; it left McGlothlin unperturbed.



ANNUAL KUDOS—Evelyn Johnson of Morristown, Tenn., was selected Flight Instructor of the Year and Donald C. Summers as Aviation Mechanic of the Year in a competition sponsored by more than 30 general aviation companies and organizations and the FAA. Johnson has given over 5,000 flight tests and logged over 25,000 hours of instructional flying. Qualified in fixed-wing and helicopters, Summers has never had a complaint about his work filed with FAA. In headquarters ceremonies last fall, the pair were presented plaques by Associate Administrator for Aviation Standards Charles R. Foster (right in both photos).



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Places



Photo courtesy of Lake Placid Olympic Organizing Committee

Winter Olympics

—Not All Fun and Games

Glenn Broomell thought he had a problem when he was named chief of the temporary tower that will handle air traffic for the 1980 Winter Olympics in Lake Placid, N.Y. As matters turned out, he did, but the problem he encountered wasn't the one he had anticipated.

"I had 11 openings to fill and I wasn't sure I could get 11 applicants," he recalled with only a hint of irony in his voice. "Imagine my surprise when I received over 150 applications."

Given the complexity of the problem, Broomell, who is the chief of the Lancaster, Pa., tower, must have been tempted to use the dart board approach, but he says he gave each candidate serious consideration, knowing how much each wanted to be part of a great event. He noted that the winter games are the opportunity of a lifetime for avid skiers like himself, especially since the tower controllers will be on the preferred list to buy tickets.

After much soul searching, Broomell finally settled on his 11-member crew, all of them drawn from Level II and III facilities in the states of Pennsylvania, New York and Vermont. They are Paul Bendigo and George Bryce of the Reading tower; Jeffrey Hall and Gary McCalvin of Syracuse; William Boyer and George Schenck of Lancaster; Neil Peiffer and Robert Wright of Capital City (Harrisburg); James Berg and David Robins of Burlington, and William Zeiders of the Buffalo tower.

One of the first jobs Broomell and the Eastern Region had to tackle was finding a place for the tower crew to stay. This was no easy task in an area where "costs are astronomical." But by making reservations over a year ahead of time, rooms were found at motels near the airport for the entire crew.

The tower, situated 15 miles from Lake Placid at Adirondack Airport in Saranac Lake, N.Y., is operating from January 3 through March 1, with 24-hour-a-day operations beginning February 5. The heaviest traffic will coincide with the

period the games actually are in progress—February 12 through 24—with big, well-equipped private and corporate jets predominating.

According to Broomell, "expensive, sophisticated jets are the kind of traffic we know we'll get. We know because we've helped the state set up a reservation system. For a few days, that little country airport will be a LaGuardia or a Teterboro."

"All in all, I would advise any pilot or aircraft owner without a reservation to avoid the area," he added.

Broomell is not the only FAA official who has tough decisions to make in connection with the 1980 Olympics. Ward Shandoff, Accident Prevention Specialist at the Albany, N.Y., General Aviation District Office, has been designated the local Flight Standards representative.

Among other things, he's been wrestling with the safety aspects of

picking up injured skiers with helicopters. The whirley-birds would have to land on precipitous slopes in high winds, and Shandoff is concerned about this. In fact, he is concerned with helicopter operations throughout the mountainous Lake Placid area.

He noted that FAA has tried to minimize the problems that helicopters might encounter by closing the small Lake Placid airport to everything but helicopters working directly with the Olympics. All of these chopper pilots must have attended special briefings and met other safety requirements.

Shandoff seemed to feel that the working relationship with the state DOT has been very good. "It's been a hand-in-hand thing," he said. "They've been very cooperative and pretty much followed our suggestions as far as safety is concerned."

Much of the information in the special briefing is the result of state DOT and Eastern Region FAA planning that goes back to 1977.

It was at about that time that the Lake Placid Olympic Organizing Committee's Transportation Committee was organized. A subcommittee tackled air traffic movement, control and safety problems. Louis P. DeRose, Chief of the Planning Branch of Eastern Region's Airport's Division, was the FAA representative on the subcommittee.

He said, "My job was to pull together the overall FAA plan for agency involvement." In doing this, he worked closely with the state DOT and the FAA en route center at Nashua, N.H.

After initial planning, one of the first projects to get underway was upgrading the Adirondack Airport which serves the Lake Placid-Saranac Lake area.

The FAA official responsible for the day-to-day planning in the airport-improvement program was Harvey DeGraw of the Eastern Region's Planning Division. DeGraw helped bring about a tremendous improvement to make the Adirondack Airport first rate.

Permanent improvements, funded largely by the Airport Development Aid Program (ADAP), included repaving and extending taxiways, upgrading lighting, runway grooving and installation of Distance Measuring Equipment (DME) and a solid-state Instrument Landing System (ILS).

"We decided against a radar," DeGraw told us, "but I campaigned for the solid-state ILS, and that we got. Considering the weather in this area, the ILS is a justifiable expenditure. During the winter, it's IFR about 70 percent of the time."

Bob Lenuzza of the Valley Stream, N.Y., Airports District Office was the project engineer for the ADAP project. Herbert Holstrom, assistant chief of the Engineering Branch, Airway Facilities Division, was in charge of the crew which set up the temporary tower and attendant navigation aids and power generators. Norman Brennan was construction representative for the Airway Facilities Division.

Also, virtually every program division in the Eastern Region assisted in establishing an airport reservation system, a helicopter operation for Olympic support at Lake Placid Airport or a temporary flight-restriction area for added security.

Alfred Panarese, Chief of the New York Air Transportation Security Field Office, and Robert Miller, Chief of the Newark ATSFU, were responsible for planning security measures at the two airports. Miller will be on site during the games.

So that's how it stands on the eve of the event—when the FAA planning for the 1980 Olympic Winter Games are about to be tested for their practicality and efficiency.

By Irving M. Moss

Airport planner Harvey DeGraw checks runway grooving at Adirondack Airport, which was part of ADAP-funded improvements for the Olympics. Temporary tower chief Glenn Broomell and Air Traffic Div. rep Al Reale (right) look on.



FAA's temporary air traffic control tower for the 1980 Olympics is at Adirondack Airport in Saranac Lake, N.Y.—about 15 miles from Lake Placid, whose small airport will be restricted to emergency helicopters.

Advance planning for the Olympics saw (clockwise from left) Al Reale, regional Air Traffic Division; Phil Engles, airport director; Harvey DeGraw, airport planner; Ward Shandoff, Albany GADO; and Eugene Bryant (back to camera), Albany tower chief, gather at Adirondack Airport.



FEDERAL NOTEBOOK

THE RETIREMENT VISTA

While the Universal Social Security Coverage Group has not yet made its report on interfacing Civil Service retirement with Social Security, the Social Security Advisory Council, which was established by Congress and meets every four years, has released the results of a two-year study on the subject. It recommends that Social Security coverage be mandatory for all new public employees and that Social Security not finance non-retirement benefits; such items as Medicare should be paid from the general treasury. According to the council, this would permit payroll taxes for it to be cut to 5.6 percent for a quarter century and leave enough money in the fund to pay old age and disability for more than half a century. The council also recommended that Social Security COLA be made semi-annual.

■ The House Ways and Means Committee has approved a bill (HR 5507) that would delay from Mar. 31, 1980, to January 1982 implementation of a law that prohibits unemployment compensation when Federal and other retirees lose subsequent jobs and would require offsetting any jobless benefits by the amount of Social Security benefits. The new bill would also leave these matters up to the individual states.

PAY POTPOURRI

The President's annual budget message to Congress is expected to include a 6.2 percent pay-raise planning figure for next October. This is said to reflect full comparability with private-sector pay and benefits under the proposed pay reform legislation. ■ Meanwhile, House hearings on the pay reform bill have produced critical testimony from a number of Congress-

men, mainly on the proposal to transfer more pay-setting powers to the Executive Branch. The hearings are expected to continue for some time. ■ Sens. David Pryor (Ark) and Ted Stevens (Alaska) have introduced a bill to provide for continuation of government-payroll funding when appropriations are not approved by the start of a new fiscal year, provided a joint resolution is not passed by Congress a month before the end of the fiscal year withholding the funds.

TRAVELFLATION

The Administration is expected to propose legislation to boost per diem from \$35 to \$50 and, for high-cost areas, from \$50 to \$75. Since the current ceilings were set in 1976, the cost of living has risen about 32 percent.

FOR A WHITER SMILE

Reps. Charles H. Wilson (Calif) and Gladys Spellman (Md) have introduced a bill to provide optional prepaid dental health plans. However, it may become just a starting point for increasing dental benefits in existing health plans.

RECOVERING LEGAL FEES

The Comptroller General has agreed to a request by the Special Counsel of the Merit Systems Protection Board that permits the Special Counsel to recommend the payment of attorney fees for employees when he recommends corrective actions to agencies.

STAND UP AND BE COUNTED

The 20th Decennial Census of Population and Housing will begin April 1. In case you're worried, the information collected cannot be released or published in any manner that could identify a person or firm.

You Need Only Wings To Fly

another way of saying that Zervas is a thoroughly professional pilot. The only non-routine happening was a case of airsickness by a news photographer who was along to record the historic event for posterity.

Norwood GADO chief Bill Cook did mention one problem that arose, however. Zervas didn't have his original pilot's certificate, having donated it to the Smithsonian's National Air and Space Museum in Washington after he became the first double amputee to earn a flight instructor's rating. But Cook contacted the records center at the FAA Aeronautical Center and verified that Zervas' could fly legally with a photostatic copy of his original ticket.

Zervas is employed by the Massachusetts Department of Corrections and also serves as the chief flight and ground instructor for Northeastern University in Burlington, Mass.
By Stan McDonough

Instrument flight is difficult enough when a pilot has the normal complement of arms and legs.

So imagine how the problem is compounded when the pilot has lost both his legs and has to make do with hands, arms and elbows.

For Arthur Zervas, no imagination is necessary. A double amputee, he long since has mastered the intricacies of IFR operations and recently earned an FAA rating as a certified instrument flight instructor.

He is believed to be the first double amputee in the world to qualify as an instrument flight instructor.

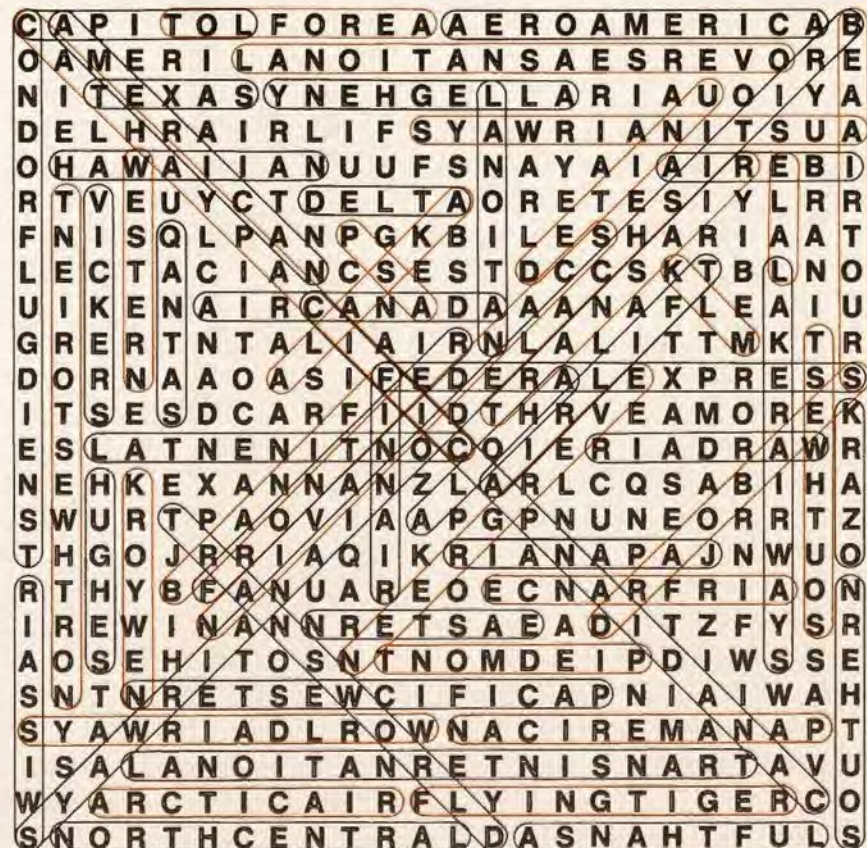
And Zervas' achievement was no fluke, according to the man who gave him his check ride—Ken Brown of FAA's General Aviation District Office (GADO) in Norwood, Mass. "Zervas may be handicapped when he's on the ground," Brown noted, "but when he's in the air, he's in his element."

"Zervas took his check ride in a conventional Cessna 172," Brown said. "He uses a special tool to operate the rudder and brake pedals and manipulates it with his elbow while he controls the throttle with his hand. The device clips on the rudder controls and can be reversed so that he can fly from either seat in the aircraft."

Brown described the check ride as "routine" and "uneventful," which is

Word Search Answer

Puzzle on page 7



DIRECT LINE



Q Why is the agency not participating in compressed-workweek flexitime schedules authorized in PL 95-390. It would seem that all the reasons why this law was passed—such as the benefits of increased hours of availability to the public, energy savings, reduced traffic congestion and the resulting air pollution reduction and improved employee morale—would far outweigh any disadvantages. Such schedules could also offset the monetary loss incurred by employees with the imposition of parking fees. I have learned that personnel in the Rocky Mountain regional office are using such schedules and that the employees affected voted overwhelmingly to participate in such schedules. If that's so, it's reasonable to assume that other FAA non-bargaining-unit employees would be equally interested.

A FAA carefully considered the advantages and disadvantages of participating in the three-year experimental alternative work schedules and, for a number of reasons, decided that it would not be beneficial for the agency as a whole to participate. One was based on the fact that the agency was in the process of converting to the Uniform Payroll System in graduated stages and that might be hampered by the additional complications of changed workweeks. Another reason was the projected personnel costs and time involved in possibly having to manually process the time and attendance cards of many employees with changed schedules. We finally decided to test the concept of compressed work schedules in one place under an experiment authorized by the Office of Personnel Management so that we could assess its impact on our administrative operations. We have since requested authority for two more small offices. Since the experiment is expected to last 18 months (until February 1981), its evaluation will not be available for some time. Until it is, it is not likely that we will have additional test programs. The agency also feels that without participating in the OPM test—that is, going ahead only under the Administrator's authority—it could not begin compressed schedules in other parts of the agency without incurring overtime costs for all hours of work in excess of eight hours a day. Only agencies or units participating in the OPM experiment are able to benefit from the suspension of certain overtime provisions of Title V, USC, and the Fair Labor Standards Act provided by PL 95-390. While the agency recognizes some definite advantages for both the agency and the employee of compressed work schedules, the disadvantages surfaced at the time of its consideration of the program outweighed them. The governmentwide evaluation of the test programs by the OPM and its recommendations to Congress will weigh heavily in any future discussions to extend compressed work schedules throughout the agency. FAA will consider the expansion of the program after the OPM evaluation is completed.

Q The article "Happiness is . . . A Busy Retirement" in the January 1979 issue of FAA WORLD stated that there are seminars given in Washington Headquarters to help employees plan for their retirement. I don't think it's fair to the thousands of other employees scattered around the agency who are nearing retirement. In my own facility in the Great Lakes Region, there are five employees within five years of retirement, and I am within three years. I have been unable to get adequate information from the Personnel Management Division. If this program was developed in 1970 for Headquarters employees, why can't we get some assistance in the field nine years later?

A The Great Lakes Region recognizes the importance of providing retirement information to its employees, although to date its program has not been very comprehensive. Right now, the region is trying to develop a complete program that would be made available throughout the region. However, progress has not been as rapid as hoped. Developing a retirement program for use in the field is considerably more complex than that in Headquarters, where employees are in a single location, which minimizes scheduling difficulties and involves little or no travel expense. Great Lakes has more than 7,000 employees in six states. It is not economical to bring employees into a central point, as desirable as it may seem. With travel funds restricted, it will be even more difficult to do in the future. The region has in the past and will continue to send a representative from the Personnel Management Division out to conduct retirement briefings. Individual counseling is also available from personnel specialists. Several of the region's ARTCCs have conducted excellent programs of their own, and the region will try to notify your facility of the next program at the nearest center in sufficient time to permit some or all of the potential retirees to attend. In addition, the regional office notified the facility chiefs in your area that it would send a specialist there to provide counseling.

Is there something bugging you? Something you don't understand? Tell it to "Direct Line." We don't want your name unless you want to give it, but we do need to know your region. We want your query, your comment, your idea—with specifics, so that a specific answer can be provided. All will be answered here, in the bulletin-board supplement and/or by mail if you provide an address.

Better two-way communication in "Direct Line" is what it's all about.

Illinois Bell television center director David Dillman watches as cameraman James Meyer films Chicago ARTCC controller Robert Belinke in a simulated loss of air-ground communications.



Marvin Benson (left) and Jack Momper of Illinois Bell act out the problem of a disruption of a critical service line at the Chicago Center for a telephone company training film.



The Importance of Cables

Over the years, FAA controllers have played minor roles in top Hollywood movies, the most notable being "Airport" and "Close Encounters of the Third Kind."

Now, some controllers in the Great Lakes Region have landed starring roles in an important film titled, "Constant Alert." It may sound like another in the long line of disaster films that have been box office smashes, but "Constant Alert" won't be playing at your local neighborhood theaters. In fact, you probably won't get a chance to see it at all.

It was produced by Illinois Bell and AT&T Long Lines in cooperation with the FAA to show telephone company employees throughout the Great Lakes Region how important their jobs are to air safety.

Employees who work for the national network of telephone companies known as TELCO are responsible for installing and maintaining the millions of miles of cable used by FAA air traffic facilities to provide air-to-ground communications,

radar coverage and computer services.

FAA is not TELCO's largest customer, but it's definitely one of the most important. And the film is designed to underscore for TELCO employees how even a brief interruption of telephone service can cause a major communications breakdown in the air traffic control system.

The filming was done at O'Hare, other airports throughout the region and at the Chicago en route center. In one simulation, for instance, controllers act out an actual incident in which a controller lost contact with an aircraft on final approach. Another scene shows a controller trying to reestablish communications with an airplane caught in bad weather. Both breakdowns in communications were caused by interruptions in telephone service.

The film shows how communications can be lost by something as simple as an improper or unidentified patch cord, careless use of tools that cause short circuits, wiring errors, cold solder joints or incorrect testing procedures. Another

scene shows a telephone cable that was looped above ground instead of being properly buried. The film warns that if that high-capacity carrier cable were cut accidentally or by vandals, the Chicago en route center could lose half of its communications.

In a cameo appearance towards the end of the film, FAA Administrator Bond stresses the importance of TELCO's dedicated service to the safety and efficiency of the air traffic system. No matter how small the job, he said, telephone employees, like air traffic controllers, must be on constant alert.

Story and Photos By Martha L. Ridge



OFFICIAL BUSINESS
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Heads Up

ALASKAN REGION

Ernest W. Bates, chief at the Kodiak Tower, from the Fairbanks TRACON ... **William R. Schmidtman**, chief of the Compensation Branch.

CENTRAL REGION

Claudius W. Cope, chief at the Ottumwa, Iowa, FSS, from the Sidney, Neb., FSS ... **Thomas R. Hickerson**, chief of the Joplin, Mo., Tower, from the Savannah, Ga., Tower ... **Dow M. Summers, Jr.**, deputy chief of the Wichita, Kan., FSS, from the Hill City, Kan., FSS.

EASTERN REGION

Richard B. Crofford, manager of the Airway Facilities Sector at Washington National Airport, from the Charleston, W. Va., AF Sector ... **Joseph Opperman**, chief of the Pittsburgh, Pa., Air Carrier District Office.

GREAT LAKES REGION

Daniel N. Alspach, chief of the Muskegon, Mich., Tower, from the Cleveland, Ohio, Lakefront Tower ... **William M. Christiansen**, chief of the field office in the Chicago Midway Airport AF Sector, from the Milwaukee, Wis., Sector ... **Jack E. Mathisen**, chief of the Minneapolis, Minn., General Aviation District Office ... **Leonard D. Parmley**, chief of the Appleton, Wis., Tower, from the Peoria, Ill., Tower ... **Joseph F. Petrucci**, chief of the Bloomington, Ind., Tower, from the Appleton, Wis., Tower.

HEADQUARTERS

Ronn E. Harding, chief of the Airspace and Air Traffic Branch, Regulations and

Codification Div., Office of the Chief Counsel.

NAFEC

Robert V. Dimeo, chief of the Training Branch, Personnel Management Div., from the Data Engineering and Development Division.

NEW ENGLAND REGION

Ronald L. Ellis, chief of the Windsor Locks, Conn., FSS, from the Bangor, Me., FSS ... **Robert A. Ferreira**, chief of the Norwood, Mass., Tower, from the Quonset, R.I., Tower ... **Edward J. Stanton**, deputy chief of the Windsor Locks FSS ... **Anthony P. Torchia**, chief of the New Haven, Conn., Tower, from the Bangor Tower.

NORTHWEST REGION

Donald J. Payne, chief of the Labor Relations Branch in the Personnel Management Division.

ROCKY MOUNTAIN REGION

Philip W. Skeith, chief of the Aspen, Colo., Tower, from the Plans and Evaluation Branch of the Air Traffic Division ... **Joseph T. Taber**, deputy chief of the Salt Lake City, Utah, ARTCC, from the Operations, Procedures and Airspace Branch, Air Traffic Division.

SOUTHERN REGION

Daniel A. Barr, an assistant chief at the Gainesville, Fla., FSS, from the Greer, S.C., FSS ... **James R. Brandon**, an assistant chief at the Fort Myers, Fla., FSS, from the Greer FSS ... **Teddy W. Burcham**, deputy chief at the Jacksonville ARTCC,

from the Evaluation Branch, Air Traffic Division ... **Meredith O. Clarke**, chief of the Management Engineering Branch, Management Systems Division ... **Roland H. Crossley**, an assistant chief at the San Juan, Puerto Rico, International FSS, from the Windsor Locks, Conn., FSS ... **Fred A. Eide**, chief of the Atlanta, Ga., Aeronautical Quality Assurance Field Office, from the Flight Standards Division ... **John F. Tubbs**, chief of the Albert Whitted Airport Tower in St. Petersburg, Fla., from the West Palm Beach, Fla., Tower ... **Judson C. Turner**, an assistant chief at the Knoxville, Tenn., FSS, from the Greer, S.C., FSS ... **Howard D. Warnock**, deputy chief at the West Palm Beach Tower, from the Panama City, Fla., Tower ... **Robert L. Welch, Jr.**, deputy chief at the Standiford Field Tower in Louisville, Ky., from the Wold-Chamberlain Tower in Minneapolis, Minn.

SOUTHWEST REGION

Charles E. Ricketts, an assistant chief at the Albuquerque, N.M., ARTCC.

WESTERN REGION

Bobby J. Cobb, chief of the Imperial, Calif., Tower, from the Palm Springs, Calif., Tower ... **Wayne E. Garrison**, chief of the San Francisco ACDO, from the Los Angeles ACDO ... **Luvell B. Johnson**, an assistant chief at the Los Angeles FSS ... **Carlton F. Maddox**, an assistant chief at the Santa Barbara, Calif., FSS, from the Las Vegas, Nev., FSS ... **Thomas T. Watanabe**, an assistant chief at the Oakland, Calif., FSS, from the Santa Barbara FSS.