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U.S. Department
of Transportation

**Federal Aviation
Administration**

Year in Review

How Not To Hide Their Light

Los Angeles Tower manager Ivan Hunt wanted to offer his people something that would more effectively recognize individual performance than the incentive awards program was doing. He wanted a method by which employees could discreetly boast of their achievements.

The result was a facility plaque for permanent display that would link the employee and the facility with the accomplishment, plus a smaller replica that the employee could carry away from the award ceremony.

The design by Tana Lampton, the wife of ATCS Vinton Lampton, consists of a mirror-finish mounted picture taken from an original aerial painting of Los Angeles International Airport and an American eagle carrying a U.S. flag.

"Dedicated to those who provide outstanding service to the flying public," the facility plaque covers a year's awards of quality increases or Special Achievement Awards. Because Hunt believes this approach will help motivate other employees to excel, the program has been incorporated into a facility order.

Coincidentally, the first recipient of the plaque turned out to be Vinton Lampton. ■

"FAA's mission is to promote the safe and efficient use of the nation's airspace, facilities and the vehicles that travel the airways. To achieve this objective, we should control but not constrain aviation; we should regulate but not interfere with free enterprise of competitive purpose; and we should recognize that most air travelers do so by means of scheduled air carriers. We have a responsibility to consider their priority but not to the extent that it excludes the single individual from enjoying man's greatest achievement—solo flight. Above all, we must remember that the airspace belongs to the users and not the FAA."

—J. Lynn Helms

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1982: Past & Prologue
It was a year of rebuilding the ATC system and laying the foundation for the future with the debut of the National Airspace System Plan. It also saw changes in FAA's organizational structure and management techniques.

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Getting Pilots' Attention
Sometimes bigger is better. The New England Region's Super Safety Seminar is proving to be a useful accident-prevention tool, and here's how they set up their biggest and best.

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Daring To Achieve
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1982

Past & Prologue

The Year Was a Turning Point For Restructuring for Tomorrow

From the FAA's point of view, 1982 was the year that was as well as the year that will be.

At the same time the agency was rebuilding the ATC system from the crippling controllers' strike of August 1981, it also was laying the foundation for the future. This was an across-the-board effort aimed at upgrading and modernizing the air traffic control/air navigation system's physical plant, overhauling and simplifying the airspace structure and expanding airport capacity in major terminals.

During the year, the agency also began to streamline its organizational structure and improve its management techniques in order to implement the results of its planning effort.

Equally important, the agency launched a comprehensive program aimed at improving the employees' work environment and giving them a greater voice in shaping the policies and programs that affect their lives and careers.

1982 was the rebuilding year for ATC. These would-be controllers are in their first-day indoctrination class at the FAA Academy in Oklahoma City.
Photo by Paul Southerland

At the same time, the agency still found time, for example, to certificate the B–757 and B–767, Boeing's newest generation of jetliners. The twin projects were called the most demanding certification activity in the agency's history.

And, the agency pursued the Administration's goal of streamlining regulations and eliminating them whenever possible, consistent with safety. To that end, in September, the agency proposed a new regulatory concept known as Regulation by Objective (RBO). Its purpose is to eliminate detailed operating rules for airline operators and foster more innovative means for achieving safety objectives by the operators themselves.

Throughout 1982, however, the ATC rebuilding effort continued to hold center stage in the public view. This effort was characterized by a continual expansion of system capacity throughout the year. By the end of December, the system was running at better than 90 percent of pre-strike traffic levels. The flexibility of the system was reflected in the fact that the agency approved more than 800 charter flights and extra sections over the Christmas-New Year's holidays.

As capacity expanded, restrictions were dropped. By year's end, eight enroute centers had dropped all flight restrictions within center boundaries, including the requirements for general aviation pilots to obtain a reservation before flying IFR in enroute airspace and for landing-slot allocations for airlines. In addition Washington National and Kansas City International were dropped from the list of capacity-controlled airports.

Meanwhile, the FAA Academy was training new controller recruits on a two-shift, 16 hours-a-day schedule. The total number of graduates from August 1981 through December 1982 was 3,821.

Despite the day-to-day demands imposed by the rebuilding effort, FAA's top management kept its eye focused squarely on the future to meet what Administrator Helms has defined as the number-one problem facing aviation—that is, accommodating the projected growth of aviation over the next two decades.

In this regard, the principal accomplishment was the publication of the National Airspace System (NAS) Plan, a 450-page document that spelled out in detail the plans for upgrading and modernizing the system.

Its principal elements included the replacement of the present air traffic control computer system on an evolutionary basis; the automation and consolidation of FAA's network of more than 300 flight service stations; and the implementation of Mode S, a new, improved secondary-radar system, which also paves the way for automatic data-link air-to-ground communications. In addition, the plan calls for a major upgrading of weather services, as well as the installation of the more-precise, all-weather Microwave Landing System to replace the present Instrument Landing System (ILS) at major airports, beginning in 1985.

But the publication of the plan was only a first step. The agency still had to win the support and approval of the Congress in order to proceed with the major program items. That came in late summer when Congress approved the Airport and Airway Improvement Act and companion legislation that authorized user fees to pay for the planned improvements. By the year's end, the agency was readying requests for proposals (RFP) on the host computer, MLS and Mode S. The RFP on the host computer actually was issued on December 30.

Last year, FAA certificated Boeing's all-new medium-range 757 and long-range, wide-body 767 jetliners.

Linda Jones, Ron Spears and Don Forrester (left to right) of the Aeronautical Center's Payroll Branch were among those burning the midnight oil to recompute salaries for the special pay raise.
Photo by Paul Southerland

Controllers and qualified supervisors operated the airspace system safely.

Photo by Jay Carroll

Air carrier maintenance specialist Wayne Dixon works a prototype Aviation Safety Analysis System terminal, a research aid under Regulation By Objective.

With the boom in helicopter use, particularly for offshore oil rigs, FAA created the Rotorcraft Program Office.

Controllers John Price, Houston ARTCC; Roy Burnett, Jr., Memphis ARTCC; and John Gould, Boston ARTCC (left to right) helped evaluate the Electronic Tabular Display Subsystem (ETABS).

The debut of the National Airspace System Plan brought promise of Star-Trekish sophistication in ATC equipment.

But the NAS Plan was only one part of the agency's total planning effort. Another major element was the National Airspace Review. Directly related to the NAS plan, the government/industry National Airspace Review is focusing on identifying and implementing changes in airspace design and management as well as air traffic control procedures. By year's end, the various task groups had submitted more than 150 specific recommendations to the Executive Steering Committee, headed by Deputy Administrator Fenello. These, in turn, were passed on, through the Administrator, to the Air Traffic Service and other elements of the agency to determine which ones would be issued as formal proposals for changes in procedures and regulations.

Concurrent with this effort, the agency was working closely with industry on the critical problem of airport capacity. The Airport Operators Council International (AOCI) convened a study group on the problem and submitted a report to the Administrator in November. This subsequently was turned over to an in-house group to determine which recommendations would yield the best return on investment.

The Airport and Airway Improvement Act promised additional relief for the airport capacity problem over the long haul by providing increased levels of funding for airport development. The new legislation provides funding levels ranging from $450 million in FY 82 and $600 million in FY 83 to over $1 billion in both FY 86 and FY 87.

To speed implementation of the planned changes, FAA began streamlining its organizational structure. With the establishment of an Advanced Automation Program Office to be responsible for the computer replacement program, a contracting officer technical representative (COTR) for each of the major prime contracts has been selected.

Moreover, the agency's engineering and system-acquisition functions were reorganized and consolidated under an Associate Administrator for Development and Logistics (ADL). This will provide a more-efficient operational structure for accomplishing the major programs in the NAS plan.

Other organizational changes during the year included the establishment of a Rotorcraft Program Office in recognition of the growing importance of helicopters in air transportation. In addition, the agency completed the regional consolidation. The Rocky Mountain and Northwest Regions were merged into the new Northwest Mountain Region, and the Pacific Region became part of the Western-Pacific Region.

Administrator J. Lynn Helms (left) chats with Paul Poberezny, president of the Experimental Aircraft Assn., about the FAA's approval of unleaded auto fuel for airplanes, following EAA research.

Photo by Lee Fray

Drs. Clarence Von Bergen, James Boone and Anne Harlan (from left) were among participants in the first national meeting of Human Resources Specialists.

Photo by Lance Strozier

The publication of the "Jones Report" was another major event of the year. Prepared by an independent three-member task force appointed after the controllers' strike to look into employee/management relations within the FAA, the 149-page report cited deteriorating people relationships within the FAA.

Even before the report was in hand, however, the agency had begun the development of a broad-based human relations program to help remedy some of the problems cited in the report. A key element in this human relations program was the establishment of a Human Resources Committee to assist the Administrator in planning for improved human relations.

In addition, Human Resources Specialist positions were established in each of the regions and centers and national headquarters. By mid-October, the agency had completed hiring this corps of 12 specialists, and the group met for the first time in Washington in November to draft a statement of its mission, goals and objectives. This was scheduled to be translated into separate action plans tailored to the specific needs of headquarters and each center and region early in the new year.

Another action taken under the human relations program was the expansion of the Facility Advisory Board concept from major ATC facilities to virtually all elements of the agency so as to provide employees with a vehicle for better two-way communication with all levels of management.

In addition, the criteria for selecting and rating supervisors and managers, as well as the curricula of the Management Training School in Lawton, Okla., were being revised to place more emphasis on human relations and interpersonal skills in the FAA management team.

In a related move to upgrade the managerial as well as the technical capabilities of the agency, the Administrator early in the year wrote to some 150 colleges and universities around the country asking them to consider establishing courses to help train future managers and engineers for the FAA and other elements of the aviation industry. This Airway Science curriculum proposal sparked an enthusiastic response in the academic community. By year's end, more than 60 schools had expressed interest in establishing such curricula or indicated that they had curricula which would meet the requirements.

By almost any standard of measurement, 1982 was an extraordinary year for the agency. Due largely to the controllers and supervisors who stayed on the job following the strike, the air traffic control system continued to operate safely and, considering the circumstances, with remarkable efficiency. At year's end, the safety record confirmed earlier findings by the National Transportation Safety Board (NTSB) and the Flight Safety Foundation that the airways were as safe—or safer—then they were before the strike.

For their dedication, these controllers, flight service specialists, Airway Facilities technicians and others who helped keep the system going received a pay hike when Congress passed the Air Traffic Control Revitalization Act in October. These same employees also received the highest praise from the Administrator, who said their dedication during the rebuilding period was in "the finest tradition of service" to the country.

It was that kind of year. ■

By William Cook
He is the manager of the Westfield, Mass., General Aviation District Office.

Getting Pilots' Attention

How To Make a Super Safety Seminar Super

The key to a really successful safety seminar is the realization that the Accident Prevention Program belongs to everyone, not just the FAA.

Flight Standards administers the program, but all divisions participate, and industry is equally involved. To bring all the elements on board and orchestrate the event, you must plan and promote and then, at the last, pray. How well you have planned and promoted will determine, to some extent, how much you will have to pray.

For the most part, the Accident Prevention Program conducts relatively small instructional safety meetings at locations convenient to pilots. In the New England Region, we've found that an occasional large and even splashy meeting draws attention to and helps promote attendance at the smaller sessions. This, then, was the origin of our Super Safety Seminars.

The rewards of the overall program have been substantial: Aircraft accident rates are down; enforcement actions are remarkably down; most noticeable is our improved relationship with general aviation pilots: We're hoping their feedback on the seminars no longer show surprise that FAA does other than harass pilots.

We decided to let each of the three General Aviation District Offices take turns sponsoring a Super Safety Seminar.

Make no mistake about it—one of these takes a lot of time and work, and there is absolutely no way that one, two or a few people can get everything done. And there's no one way to do it, either. Each location may have its own imperatives, such as geography or pilot population distribution. Here's how we did it.

In a white suit, Jack Eggspuehler, National Assn. of Flight Instructors, came down the aisle embued with the fervor of aeronautical evangelism and put the fear of weather accidents into the pilots.

About six-and-a-half or seven months in advance, Harold Simpson, the accident prevention specialist at the Westfield GADO, and Ken Brown, the regional accident prevention coordinator, discussed their options and decided to try for a site at the University of New Haven, Conn., because of the availability of a large meeting room and many willing workers. As you'll see later, we were putting the cart before the horse. We did recognize, however, that New Haven is not a large metropolitan area and pilots generally will not travel farther than 50 miles to a seminar. In addition, half the circle around New Haven is over water, reducing the drawing area.

Brown and Simpson met with Richard Strauss, in charge of the university's Aviation Department, a pilot and one of our accident prevention counselors, plus an enthusiastic worker and excellent organizer. After an all-day session looking at sites and talking with school officials, they chose the university's gymnasium and a date for the event that ensured no conflict with campus activities or aviation events. They also chose a sponsor.

On Simpson's return to the GADO, planning sessions began and continued up to the seminar, garnering ideas from every person in the GADO at one time or another.

The lineup of speakers for the New Haven Super Safety Seminar was Alexis Sommers, provost of the University of New Haven; Joseph Fauliso, Lt. Governor of Connecticut; Ed Stimson, president of GAMA; Dr. Gerald Cockrell, AOPA consultant; "Pete" Pederson, FAA national accident prevention coordinator; Jim Whitely, FAA Civil Aeromedical Institute; Richard Collins, editor of *Flying* magazine; William Cook, manager of the Westfield GADO; Walter Luffsey, Associate Administrator for Aviation Standards; Jack Eggspuehler, president of the National Assn. of Flight Instructors; Harold Simpson, Westfield GADO accident prevention specialist; Robert Whittington, New England Regional Director; and Don Santacroce, president of New Air, Inc.

We discovered that the gym's poor acoustics required that we hire a company to kill its echoes at a cost of $600. We also needed $1,400 for chairs and still more cash for portable toilets, a stage, honoraria or expenses for some speakers and a bus to transport the fly-ins from New Haven Airport 12 miles away. In short, we had to have a major sponsor.

Then, disaster struck. The manufacturer we had hoped for backed out. He had had a good track record at the university in the past, and we were hoping for $15,000. This sponsor took so long to decide that it was holding up the announcements we needed to print and mail.

The 99s registered the attending pilots, who, then, were being registered for a chance on a GAMA $60,000 airplane.

It costs money to make a seminar, and we learned that you'd better have it up front. In the future, we'll get a commitment from a sponsor, then pick the place and date. In fact, the sponsor may have something to say about the date.

We found NewAir, Inc., a commuter airline, as a partial sponsor, and the region rescued us the rest of the way: Regional Director Robert Whittington and Bill Williams, acting Flight Standards Division manager, authorized the expenditure of $1,000 for chair rental and arranged for the Aircraft Owners and Pilots Assn. (AOPA), the General Aviation Manufacturers Assn. (GAMA) and the National Assn. of Flight Instructors to provide topnotch speakers.

Back in business, we mailed about 30,000 announcements throughout southern New England. Posters were printed and posted at every airport within 200 miles. Verbal announcements were made at every pilot meeting, and phone calls were made to every fixed-base operator, pilot school, pilot examiner and airport manager. The public affairs office of the region

(continued on page 14)

Accident prevention specialist Harold Simpson presented Pilot Proficiency Wings to 68 airmen at the seminar.

Black aviation in Los Angeles achieved its greatest fame with the 1932 transcontinental flight of James H. Banning and Thomas C. Allen. With a $400 airplane —an Alexander Eaglerock—and only $100 for expenses, they spanned the continent in 41 hours, 27 minutes of flying time. Photo courtesy of T.C. Allen

Daring To Achieve

They Broke Trails Into Many Areas of Aviation

The Early Days

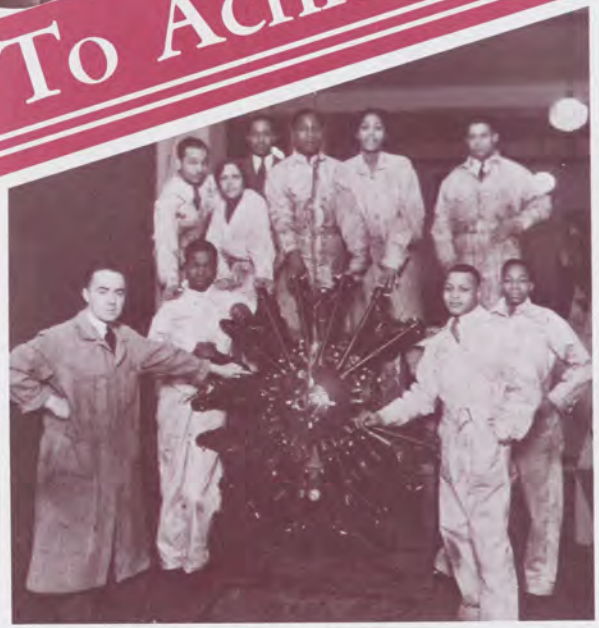
Progress is made by those who dare—those who stand up and take risks. In aviation, it was made by those who risked their lives, their meager or considerable fortunes and ridicule.

For blacks, perhaps the worst was the last. There were many who thought that blacks had no "aptitude" for flying and the technology that went with it and barred their way. Certainly, there were few enough who could fly, but, as usual, cause and effect were being confused: Few could afford the activity and few could find the opportunity to learn.

Such adversities stopped only the faint of heart. In centers of black aviation activity like Los Angeles and Chicago, figures arose to push back the barriers by individual example —Bessie Coleman, C. Alfred Anderson, Cornelius Coffey, John C. Robinson, James H. Banning and Willa Brown, to name a few. (See FAA World, February 1980, page 3.)

Then came the concerted pushes, such as for blacks gaining entry into the Civilian Pilot Training Program and into military aviation at a time when the military was still highly segregated.

Progress came from such concerted efforts and from individual example, as told through these photographs. ■



The Curtiss-Wright Aeronautical School in Chicago provided instruction in aircraft mechanics to an all-black class in 1932. Cornelius Coffey (right front) qualified as a certified airplane and engine mechanic. He soloed as a pilot in 1928 and today has the Chicago "Cofey Fix" named after him.

Photo courtesy of C.R. Coffey

Grover C. Nash with "Little Annie," a Buhl Bull Pup mid-wing monoplane belonging to the Challenger Air Pilots Assn., one of the first black flying clubs in 1933. Photo courtesy of Harold Hurd

Grover C. Nash became the first black to fly the airmail in 1938. He flew an intrastate route from Chicago to Mattoon to Charleston, Ill.

Courtesy of Harold Hurd

C. Alfred "Chief" Anderson and Dr. Albert E. Forsythe flew from Miami to Nassau in the Bahamas as part of a planned South American goodwill flight in 1934. The previous year, they were the first black pilots to make a round-trip transcontinental flight.

Photo courtesy of C.A. Anderson

Cornelius Coffey (second from left), then president of the National Airmen's Assn., greeted Dale L. White and Chauncey E. Spencer in 1939 on the completion of a 3,000-mile round-trip flight between Chicago and Washington to lobby Sen. Harry S. Truman and others to include blacks in the Civilian Pilot Training Program.

Photo courtesy of Harold Hurd

The War Years

Col. Daniel "Chappie" James, Jr., with a McDonnell Douglas F-4C Phantom jet in Thailand during the Vietnam War. He became commander of the North American Air Defense (NORAD) and received his fourth star in 1975. USAF photo

The photos in this article are part of "Black Wings: The American Black in Aviation," a new exhibit in the Aviation Pioneers Gallery at the Smithsonian Institution's National Air and Space Museum.

The 99th Fighter Squadron was activated as a black unit in March 1941, with training at Tuskegee Army Air Field in Alabama. Base commander James Ellison here inspects some of his first cadets. USAF photo

In Italy, near one of their P-51s, are (from the left) Lt. Dempsey Morgan, Jr., Detroit; Lt. Carroll Woods, Valdosta, Ga.; Lt. Robert Nelson, Jr., Pittsburgh; Capt. Andrew Turner, Washington, commanding officer of the 100th Fighter Squadron; and Lt. Clarence Lester, now of Washington, who had three enemy fighters to his credit. USAF photo

In 1944, the 99th was joined with the 100th, 301st and 302nd Fighter Squadrons to form the 332nd Fighter Group—the "Red Tails"—which flew in P-51 Mustangs over Italy and Germany. Here, Col. Davis briefs pilots of the group prior to a mission over Germany. He later was to become a lieutenant general in command of the U.S. Strike Command. USAF photo

These are some of the 99th's first class of 25 graduates. Second row, second from left is Spann Watson, now a military liaison specialist in the Air Traffic Service. The 99th went into combat in North Africa and Sicily in 1943 under the command of Col. Benjamin O. Davis, Jr., using Curtiss P-40s. USAF photo

Today

Capt. Leslie A. Morris is Manager of Flying for Eastern Air Lines at JFK International Airport. Here, he commands a Boeing-727. EAL Photo

Christine M. Darden, aerospace engineer at the Langley Research Center, is the leading NASA researcher in sonic booms and their relationship to supersonic and hypersonic aircraft. NASA photo

A quartet of astronauts at the Lyndon B. Johnson Space Center. (Left to right) Charles F. Bolden, graduate of the Naval Academy, master of science in systems management, a Marine Corps test pilot, now an astronaut; Guion S. Bluford, doctorate in aerospace engineering from the Air Force Institute of Technology, USAF fighter pilot in Vietnam War, now a mission specialist for the eighth Space Shuttle; Ronald E. McNair, doctorate in physics from MIT, staff physicist for Hughes Research Labs, now a civilian astronaut; Frederick D. Gregory, graduate of the Air Force Academy, master of science in information systems from George Washington University, was an Air Force and NASA test pilot, now a pilot astronaut. NASA photo

A research engineer at the Marshall Space Flight Center, Robert E. Shurney specializes in conducting tests of weightlessness in space. He also designed the tires used on the Lunar Rover. NASA photo

George R. Carruthers (far right) is an astrophysicist at the Naval Research Lab. Here, he adjusts the Far Ultraviolet Camera/Spectrograph that he developed for the Apollo 16 mission. NASA photo

Seminar continued from page 9

and the university hit every form of news medium possible with press releases.

A major reason for high attendance at our seminar was the fact that over $15,000 worth of door prizes were donated by 16 companies. Of course, FAA can't solicit these, and it isn't necessary. We notify operators and companies of the event, tell them what we are trying to accomplish, and they take it from there. Apart from serving their self-interest in helping prevent accidents, where else could they get so many of their potential customers all in one place?

Your program, of course, needs a master of ceremonies and an agenda. Whenever possible, go after someone in the media to be the emcee, especially if he or she is involved in aviation. Not only is a well-known local name somewhat of a lure, but that person is in a position to plug the seminar in advance to the masses.

For New Haven, we got a TV news anchorman who was a pilot with a commercial rating.

We intentionally confined speech subjects to broad topics—such as weather, attitude, psychology—so that the messages would likely be valid for all pilots, not just airplane pilots. And we stuck to that as we went after great speakers to pack around two celebrity speakers already committed. Feedback told us that both the agenda and speakers were right-on!

Displays were provided inside and outside the gymnasium, such as the Vertigon, which creates spatial disorientation, and various aircraft.

The final weeks were spent planning, promoting and worrying. What happens if it rains or snows? If a speaker can't make it? We constantly followed up on assigned duties to be sure they hadn't been forgotten: the Civil Air Patrol for traffic and parking, the 99s for registration, the university's flying club for booths and tables for displays, etc.

When the day of the seminar comes, if you've planed well enough, it can almost be anti-climactic. In our case, through, we lost all our fly-ins because the coastline was fogged in. We later learned that there were multitudes of pilots from New York, Rhode Island, Massachusetts and all over Connecticut who were at their airports ready to fly all morning but had to cancel.

So, we had to settle for only 1,500 airmen! ■

By Mary J. Sutlovich

A public affairs specialist in the Northwest Mountain Region, she is the editor of the regional *Intercom*.

We Inspect What He Imports

Never a Dull Moment as Rebuilder Dotes on Foreign Planes

"What are you going to do with this thing?" asked Northwest Mountain Region maintenance inspector Al Butterworth. Eyeing a strange assortment of aircraft parts, he was teasing E. J. "Buzz" Gothard about the remains of a 1966 Russian Antonov AN–2M biplane, reputed to be the largest single-engine biplane in the world today.

"Enjoy it, after I get it put together and flying," replied Gothard. "Maybe win a prize."

It was the first of five trips to Curtis, in southwestern Washington, that Butterworth would make to oversee Gothard's workmanship and compliance with specifications for this restoration.

It wasn't a new discipline for retired marine engineer Gothard, whose travels led him to import and reconstruct 10 airplanes—three Chipmunks, two Dragon Rapiedes and four Austers. Through an acquaintance, he discovered the abandoned Antonov crop-duster in New Delhi, India. There also was no reason for surprise on Butterworth's part, for he was involved in surveilling the reconstruction of all of them.

"Maybe win a prize" was no idle prophecy. The Antonov captured first prize in the "Most Unique Airplane" category at the National Association of Antique Aircraft show at Evergreen, Field, Vancouver, Wash.

What Gothard has is a 42-foot plane with a wingspan just under 60 feet and a height of 14 feet. Made of aluminum, it's 7,276 pounds empty and over 11,000 pounds at gross, holding two in the cockpit and 14 passenger seats. It cruises at 124 mph; top speed is 161; its range 560 miles; and its ceiling 16,400 feet. It has a Shetsov air-cooled radial engine that develops 1,000 hp, driving a four-blade, variable-pitch, constant-speed propeller.

Inspector Al Butterworth (left) congratulates Buzz Gothard on presenting him with an "Experimental Aircraft—Exhibition" certificate for the giant single-engine restored aircraft behind him.

For Butterworth, the mechanics of the aircraft weren't much of a mystery, for it was just another piston engine. The instruments were all in Russian, but the English translations were right alongside, and the maintenance manual was in English.

While Gothard had enough experience in rebuilding old birds, each plane is different and presents its own problems. Butterworth sees to it through his monitoring that the enthusiast's adventure never turns into a misadventure.

Gothard likes to strut the plane at air shows. He will continue to fly it for a while before selling it. He thinks it ought to have appeal to a sky-diving outfit with its large capacity and large cargo door.

Fickle? Perhaps, but both men find an enjoyment in seeing a second life for yesterday's planes. ■

The Oakland FSDO

Engaged in an air taxi certification are aviation safety inspector Chuck Hicks (foreground) and airworthiness inspector Del Ott (in the co-pilot seat).

Aviation clerk Brenda Johnson logs in a written-test applicant.

Aviation safety inspector Bill Yuen checks the surfaces of a propeller on a transport-category aircraft.

Photo by Al Garvis

Air carrier operations inspector Joe Green (right) conducts a Boeing 727 airman certification test in the cockpit.

Photos by Oakland FSDO personnel

One of the functions of Al Hodges (standing), principal avionics inspector, is to inspect air carrier World Airways' Inertial Testing Facilities.

Assistant principal air carrier maintenance inspector Robert Sanchez looks at a door exit slide that failed during a test.

A lot of aviation is encompassed in the eight northern California counties covered by the Oakland Flight Standards District Office.

Overall, there are some 12,800 pilots and 5,000 aircraft based in the area and 49 airports.

The air carrier segment of that includes six airlines flying 90 transport planes, 2,000 crewmembers and 760 maintenance airmen. On the general aviation side, the FSDO has the responsibility for 163 operating certificates, including 48 air taxis, four commuter airlines, 20 aviation schools, 50 repair stations, two mechanics schools and 30 agricultural operators. Also in this category are 2,000 maintenance airmen, 115 inspection authorizations, five designated mechanic examiners, 29 pilot examiners and 11 written test examiners to be monitored.

All this is in the hands of 23 professionals and a six-person administrative staff. ■

Winslow Lim, supervisor of the Airworthiness General Aviation Unit, inspects for certification an aircraft advertising banner for towing.

The FSDO's administrative staff includes (from the left) Myrtle Ridley, assistant manager Fred Howard, Debbie Trujillio (since transferred), supervisor Winnifred Page, Bonnie Bowen, Connie Vanderdrink (since transferred), Diane Sanchez and facility manager Hoy Washburn.

People

The information in this feature is extracted from the Personnel Management Information System (PMIS) computer. Space permitting, *all* actions of a change of position and/or facility at the first supervisory level and branch managers in offices are published. All changes cannot be accommodated because there are thousands each month.

Aeronautical Center

■ **Jack W. Akins,** manager of the Training Branch, Personnel Management Division, from the Training Methods and Operations Branch, FAA Academy.

Central Region

■ **Raymond J. Fernandez,** area supervisor at the Kansas City, Mo., Flight Service Station.

■ **Gregory A. Gaskill,** area supervisor at the Spirit of St. Louis Tower, from the St. Louis International Airport Tower.

■ **Lyle E. Shepard,** area supervisor at the Offutt AFB RAPCON in Bellevue, Neb., promotion made permanent.

Eastern Region

■ **Armour W. Brown,** area supervisor at the Millville, N.J., FSS, from the Houlton, Maine, FSS.

■ **William R. Lutzie,** area supervisor at the Newark, N.J., Tower, from the New York TRACON.

■ **Joel Papush,** programs officer at the New York TRACON.

■ **James E. Wheeling,** area supervisor at the Newport News, Va., Tower, from the Philadelphia Tower.

■ **Leon W. Zukosky,** area supervisor at the Baltimore, Md., Tower, from the North Philadelphia Tower.

Great Lakes Region

■ **Donald B. Beeson,** area manager at the Chicago ARTCC.

■ **James A. Dickerson,** assistant manager of the Cleveland Hopkins Tower in Cleveland, Ohio, from the Air Traffic Operations Branch, Air Traffic Division.

■ **Thomas H. Hartley,** area supervisor at the Pontiac, Mich., Tower.

■ **Donald R. Markwell,** area officer at the Chicago ARTCC.

■ **Robert L. Miller,** area manager at the Chicago ARTCC.

■ **Roy T. O'Conner,** area supervisor at the Champaign, Ill., Tower, promotion made permanent.

■ **William J. Perkette,** manager of the Traverse City, Mich., FSS, from the Air Traffic Division.

■ **Kenneth E. Sapp,** assistant manager for automation at the Chicago ARTCC.

■ **Gerald E. Vorholt,** area supervisor at the Findlay, Ohio, FSS, from the Indianapolis, Ind., FSS.

New England Region

■ **Kenneth H. Domingue,** unit supervisor in the Windsor Locks, Conn., AF Sector Field Office.

■ **Thomas F. Ewing,** assistant manager for program support in the Windsor Locks, Conn., AF Sector.

■ **Harry B. Kane,** unit supervisor in the Boston AF Sector, from the Providence, R.I., AF Sector.

■ **Richard A. Meade,** unit supervisor in the Boston AF Sector.

■ **Jim Lopez,** manager of the Beverly, Mass., Tower, from the Boston Logan Tower.

■ **Arthur J. Wooley,** manager of the Bridgeport, Conn., Tower.

Northwest Mountain Region

■ **Tommy E. Barclay,** manager of the Troutdale, Ore., Tower, from the Portland, Ore., Tower.

■ **Mary J. Carter,** area supervisor at the Walla Walla, Wash., FSS, from the Wenatchee, Wash., FSS.

■ **Edwin J. Justice,** assistant manager for training at the Denver ARTCC.

■ **Daniel A. Moilanen,** manager of the Cutbank, Mont., FSS, from the North Bend, Ore., FSS.

■ **John Sadon,** manager of the Colorado Springs, Colo., Tower, from the Plans and Programs Branch, Air Traffic Division.

■ **Charles R. Schulke,** area supervisor at the Casper, Wyo., Tower, from the Air Traffic Branch at the FAA Academy.

Southern Region

■ **Prudencio Espinosa,** manager of the Savannah, Ga., AF Sector Field Office of the Columbia, S.C., AF Sector.

■ **Charles W. Foster,** area supervisor at the Albany, Ga., Tower, from the Dothan, Ala., Tower.

■ **Harold L. Kellett,** manager of the Charleston, S.C., AF Sector Field Office of the Columbia, S.C., AF Sector.

■ **Ronald J. Liszt,** assistant manager of the Memphis, Tenn., Tower.

■ **Ralph F. Mason,** assistant manager for program support in the Knoxville, Tenn., AF Sector.

■ **Glenn E. Tolleson,** unit supervisor in the Knoxville AF Sector.

■ **Howard D. Warnock,** manager of the Lexington, Ky., Tower, from the West Palm Beach, Fla., Tower.

Southwest Region

■ **Larry L. Craig,** section chief in the Operations Branch, Air Traffic Division, from the Lubbock, Tex., Tower.

■ **Jim N. Etheridge,** manager of the Slidell, La., AF Sector Field Office of the New Orleans, La., AF Sector, from the Albuquerque, N.M., AF Sector.

■ **Rex L. Finch,** area supervisor at the El Paso, Tex., Tower, from the Albuquerque Tower.

■ **Corrie W. Harris,** chief of the Planning/Automation Section, Plans & Programs Branch, Air Traffic Division, from the Dallas-Fort Worth, Tex., Tower.

■ **Herman J. Lyons, Jr.,** assistant manager of the San Antonio, Tex., FSS, from the Lafayette, La., FSS.

■ **Gerald B. Martin,** maintenance mechanic foreman in the San Antonio AF Sector, promotion made permanent.

■ **Walter A. Metzger,** section chief, Operations Branch, Air Traffic Division, from the Fort Worth, Tex., ARTCC.

Technical Center

■ **Francis R. Yakita,** manager of the Management Analysis Branch, Management Services Division.

Western-Pacific Region

■ **Phil L. Baker,** area supervisor at the Ontario, Calif., TRACON, from the San Jose, Calif., Municipal Airport Tower.

■ **Robert H. Baldwin,** area supervisor at the Concord, Calif., Tower.

■ **Lawrence R. Berg,** area supervisor at the Ontario, Calif., FSS, from the Orange County Airport Tower, Santa Ana, Calif.

■ **Jack R. Cunningham,** area supervisor at the Los Angeles Tower, from the Torrance, Calif., Tower.

■ **Glen R. Gourley,** manager of the Concord, Calif., Tower, from the Oakland, Calif., TRACON.

■ **George H. Gunter,** military liaison & security officer at the Oakland ARTCC, from the Air Traffic Operations Branch of the Great Lakes Air Traffic Division.

■ **Luvell B. Johnson,** assistant manager of the Los Angeles FSS, from the Daggett, Calif., FSS.

■ **Michael Liversidge,** area supervisor at the Phoenix, Ariz., FSS, from the Douglas, Ariz., FSS.

Update Your Mailing Address

A facility reassignment often means that you have to move your home. Have you made sure that FAA WORLD moves with you?

The home address used by the agency to mail FAA WORLD is the same one used for mailing W-2 income tax forms every December. The list normally is canvassed each November, but if you want your address corrected sooner to ensure that FAA WORLD keeps coming, you will have to initiate the change yourself.

Ask your time-and-attendance clerk for FAA Form 2730–18, "Payroll Address Information," and complete items 1 and 2 only. (Items 3 and 4 are for changing the mailing address of paychecks.) The T&A clerk will forward the form to payroll for processing.

■ **Benjamin R. Marcelo,** assistant manager of the Las Vegas, Nev., FSS, from the Los Angeles FSS.

■ **William B. Marple,** area supervisor at the Hawthorne, Calif., Tower, from the Los Angeles Tower.

■ **Daniel K. Martin,** area supervisor at the Monterey, Calif., Tower, from the San Francisco Tower.

■ **William M. Millen,** area supervisor at the Salinas, Calif., FSS, from the Los Angeles FSS.

■ **John F. O'Leary III,** assistant manager of the Ontario, Calif., TRACON, from the Los Angeles TRACON.

■ **Kenneth E. Pender,** area supervisor at the Reno, Nev., Tower, from the Oakland, Calif., TRACON.

■ **William M. Reidy,** area supervisor at the Honolulu, Hawaii, Tower, from the Santa Barbara, Calif., Tower.

■ **Richard E. Rippe,** assistant manager for technical support in the Sacramento, Calif., AF Sector.

■ **George J. Slade, Jr.,** area supervisor at the Burbank, Calif., Tower, promotion made permanent.

■ **Archie O. Snowden,** area supervisor at the San Francisco Tower, from the Oakland, Calif., TRACON.

■ **Richard N. Wiening,** area manager at the Honolulu, Hawaii, Tower, from the Los Angeles Tower.

■ **Frank B. Wilcoxen,** area supervisor at the Oakland, Calif., ARTCC.

■ **George D. Williams,** area supervisor at the Phoenix, Ariz., TRACON.

■ **Michael T. Wise,** manager of the Maui, Hawaii, AF Sector Field Office, from the Paso Robles, Calif., ARSR AF Sector Field Office of the San Francisco AF Sector.

FAA flow control always comes through; so does Flo Control, a two-year-old filly owned by Sharon and Joe Brubaker, the latter the area manager for flow control at the Seattle ARTCC. Her trainer is Paul Bailey, a retired team supervisor from the Seattle Center. And, to keep it in the family, present for the fall outing at the Longacres race track in Renton, Wash., was brother Roger Brubaker, manager of the Central Flow Control Facility in Washington, D.C.

As Roger tells it, Flo Control left the starting gate at the properly assigned release time, navigating via the preferred routing, and finished without delay 3½ lengths in front of the nearest competitor with a total of 11 others in trail. No NAPRS delays were encountered in the respectable time of 1:10:1/5. That is, she won. ■

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