

# World

April 1983  
Volume 13 Number 4



U.S. Department  
of Transportation

Federal Aviation  
Administration





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## 4

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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:

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*"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

### Research Highlights

What happens inside an airliner when the flames from a fuel fire penetrate? To help answer that question, the FAA Technical Center has been testing the burn-through resistance of aluminum aircraft interior panels and comparing the resistance of a standard aircraft window with an advanced window developed by the National Aeronautics and Space Administration.

While representatives of McDonnell Douglas Corp. and the National Bureau of Standards observed on a television monitor, a fire

was set outside a section of a C-133 cargo plane in the indoor Fire Test Facility that had been fitted with three rows of aircraft seats, stowage bins, airline ceiling materials and carpeting.

The fire ignited the internal materials and continued for six-and-a-half minutes until survival within was judged no longer possible.

More than 100 probes reported data on the conditions inside the "aircraft" to a NOVA minicomputer, and samples of toxic gases were taken for analysis. The test was also filmed.

A report of the various tests conducted will be issued soon.

By Dick Stafford  
A public information specialist in the Office of Public Affairs, he was formerly with NBC and the public TV production center at WQED, Pittsburgh.



## An Aviation Crystal Ball

New Aircraft Designs Different As 747 Is From Wright Flyer

On Dec. 17, 1903, the Wright brothers proved at Kitty Hawk, N.C., that their "flyer" was airworthy.

Although the Wright aircraft was never certificated by the FAA, the agency has given its official stamp of approval—that is, the type certificate of airworthiness—to 1,631 different aircraft designs.

As the century draws to a close, it's a certainty that the FAA will be looking at some very strange aircraft in the future. Some may fly, but they will have to prove their airworthiness to the satisfaction of the agency's experts.

Although today's builders and designers continue to place top priority on safety in new aircraft development, there are also other considerations that must be addressed if a new type of craft is to be successfully marketed. Thus, improved efficiency, noise reduction and operating requirements are also of prime concern.

During the past decade, according to National Transportation Safety Board figures, more than 100,000 Americans were involved in 39,000 light plane accidents, with nearly one fourth of these due to stall or spin problems. NASA has studied the problem, and, oddly enough, one conclusion could return small aircraft design back to the shape of the Wright "flyer." That means using a canard, a miniature wing in an aircraft's nose area.



This NASA Langley Research Center Model reflects a commuter version of a natural laminar flow control aircraft with pusher propfans. The aircraft would use a high-aspect-ratio wing, and both fuselage and wings would be clear of any flow-disrupting surfaces. (top)

A proposed long-range laminar-flow-control transport has a high-aspect-ratio wing braced with laminarized struts and sporting multiple winglets. (above)

Langley Research Center

The rediscovery of the canard was largely due to the boom in the home-built market. NASA engineers at the Langley Research Center in Virginia looked closely at builder Burt Rutan's VariEze, a build-it-yourself model with canard, no horizontal tail and a pusher-prop engine. This two-seater, built and flown by over 400 kit build-



One NASA answer to the constraints of airport size and the need for larger cargo aircraft is the air-cushion landing gear airfreighter, which could use runways, water and even unprepared sites. Bell Aerospace Textron has studied it.

The Ring Wing of the Lockheed-Georgia Co. is a design for the next century. It's thought to offer lower drag and half the wing weight for the same payload capacity. Wind tunnel tests are underway.

ers across the nation, has amassed an impressive stall-spin safety record. In addition to stability, the VariEze also offers improved fuel efficiency.

Little wonder, then, that Joe Chambers, assistant chief at Langley, believes that the canard "... is the shape of light planes for the 1990s."

Despite the cancellation of the American supersonic transport pro-

gram in the early seventies and the economic losses suffered by the British and French on the *Concorde*, new technology will probably produce another supersonic aircraft in the near future. Dramatic progress has been made in the major technical areas, making it possible to show large gains in range and payload capability, at the same time providing stringent environmental noise and pollution restraints.

Last September, NASA's Dryden Flight Research Center in California completed tests on an oblique wing, which can be pivoted from a zero- to a sixty-degree angle to the fuselage while in flight. Initial tests on a small lightweight aircraft show that in addition to reducing engine thrust on takeoff (which could result in quieter operations), pivoting the wing to an oblique angle at high speeds decreases drag, permitting increased speed and



Langley aerospace engineer Sue Grafton holds a wind-tunnel model of a Grumman forward-swept-wing aircraft. This configuration permits the wingtips to remain unstalled at high angles of attack.

longer range for the same fuel expenditure. Wind-tunnel studies conducted by NASA's Ames Research Center also indicated that an oblique-wing transport flying at 1,000 mph might achieve twice the fuel economy of more conventional supersonic aircraft.

The design of air cargo aircraft will probably offer the boldest and oddest looking shapes of future aviation. Despite the limitations of landside operations and high production costs, both military and industry needs will stimulate the growth of air cargo.

The main focus in design of the huge freighters of the future will be on providing maximum lift for heavy loads. To achieve that end, "flying wing" concepts and even air-cushion landing gear to permit water or unprepared-land-surface landings will be considered. Some preliminary de-



The thinner and shorter eight- to 10-blade, swept-tip propeller, or propfan, is expected to offer quieter, fuel-efficient operation at speeds comparable to those of jetliners.

Photo courtesy of Lockheed-California Co.



A variety of multi-body cargo aircraft have been conceptualized. Above is a Boeing twin-body 747; At top is a Lockheed-Georgia approach with three fuselage sections. Rather than these, engineers are looking hard at better engines and more-efficient wings.



Increased air cargo capacity is a focus for the future. This "span-loader" would carry liquid hydrogen fuel in its fuselage and cargo in its wing, whose tips fold up for access. Photo courtesy of Lockheed-California Co.



Another approach to handling air cargo is Lockheed-Georgia's concept of a flatbed aircraft that could handle containerized cargo as shown, oversized equipment like a construction crane or even passengers in an add-on module.

sign studies have even suggested the feasibility of pairing fuselages on a single wing from existing cargo aircraft, which would provide an inexpensive increase in cargo capacity.

Fuel efficiency will be a must in the design of future aircraft. Advanced turboprop engines, the use of lightweight composite materials and laminar flow control are already becoming aviation "buzz" words.

Composite materials, made by embedding filaments of high strength material into a sheet of matrix, similar to the manufacture of fiberglass, produces a stronger, lighter and yet less-expensive product, which is also effective in reducing fuel costs. The FAA has already certified the use of composite materials on some DC-10 rudder stabilizer, the Boeing 737 horizontal stabilizer, the inboard ailerons on the Lockheed 1011 and the elevator of the Boeing 727. The Lear Fan 2100, made entirely of composite materials, is coming up for FAA certification in the near future.

The Rutan-designed *Quickie* harks back to the Wright Flyer with its canard wing/landing gear strut, which makes the plane stall-proof. It's of composite fiberglass and foam core construction, making it strong but lightweight. It's sold only as a kit. The canard design, however, is appearing on other aircraft as well.



This configuration is for a global-range nuclear-powered cargo liner for payloads of 200 tons. It would use supercritical airfoils, a free-floating canard with spanwise blowing for horizontal control and high-bypass-ratio engines.

Photo courtesy of Lockheed-Georgia Co.



Lockheed-California has proposed modifying one of its L-1011 Tristars to operate on liquid hydrogen, saying that it could be operational in seven years from the start of development of the aircraft and its fuel facilities at airports.



Rutan built this oblique wing (skew wing, scissors wing, swing wing) for testing at NASA's Dryden Flight Research Center. Called the AD-1 (Ames/Dryden), the research vehicle has a wing that can pivot up to 60 degrees from perpendicular to the fuselage and is proving its projected stability, quieter takeoffs, higher speed and reduced-fuel capabilities. It's believed that a future oblique-wing transport could fly at 1,000 mph at twice the fuel economy of conventional SSTs.

Advanced turboprop engines, which can provide rides as comfortably quiet as jet passengers have become accustomed to, are being developed for commuter use. By using several thin, short propeller blades made of composite materials, ground noise is also significantly reduced.

Under investigation is laminar flow control, which was first demonstrated in the U.S. Air Force X-21 experimental aircraft. Instead of the air flow moving over the wing, causing friction drag, laminar flow control removes the air from the wing surface by suction, thereby maintaining a smoother, less turbulent and more fuel-efficient flight. NASA presently is studying wing geometry, concentrating on the proper airfoil shape best suited to laminar flow control systems.

The aircraft of the future will be odd-looking when compared with the familiar shapes of today. Whatever the shape, however, the American passenger can be assured that just as in the case of the Wright Flyer, there was a great deal of thought and planning put into the design before the aircraft was proved to be airworthy. ■



This wing-in-ground-effect aircraft is designed to transport a 220-ton cargo over an open ocean sea state 3 (up to four-foot waves) cruising at 300 mph. Power-augmented ram provides for takeoff. Photo courtesy of Lockheed-Georgia Co.



A blended-fuselage catamaran is a feature of this Lockheed-Georgia amphibian, which could carry a 63-ton payload. It could fly 3,200 nautical miles and, with its wing 26 feet above the waterline, could sit in a sea state 6 (20-foot waves). Hydroski assists takeoffs and landings.



A dual propulsion hypersonic airliner has been studied by Lockheed-California for NASA. The liquid-hydrogen-fueled aircraft would use five conventional turbojets as boosters for five superersonic combustion ramjets to move it at 4,000 mph at 110,000 to 120,000 feet. Its range would be over 5,400 miles.

## Training the Trainers for Survival

CAMI Workshops Make A Difference in Airline Safety

By Bobbie Mardis  
A public information specialist at the Aeronautical Center, her writing has appeared in the aviation trade press in addition to *FAA World*.



Workshop participants get the feel of jumping from a smoke-filled aircraft onto an emergency evacuation slide.

"... I don't think I was conscious of a whole lot of things I was doing. It just happened, and I reacted, and I did what I had been trained to do."

These were the words of a flight attendant before the National Transportation Safety Board describing how she prepared the passengers and herself for a crash landing and then got them out of a burning wreckage.

Doing what she was trained to do! This is the heart of professional handling of emergencies. The airlines develop emergency procedures and conduct training based on the minimum requirements of the Federal Aviation Regulations and the individual airline's needs. But FAA is more involved than just in setting minimums.

The agency conducts a dozen Cabin Safety Workshops each year at the Protection and Survival Laboratory in the Aeronautical Center's Civil Aeronautical Institute (CAMI), which is designed to foster an exchange of information and "get changes made

through education rather than regulation," according to Donnell Pollard, CAMI's Cabin Safety Workshop organizer. "We find that after participating in one of our workshops, airlines often add our data slides, films and reports to their training programs, and

they make changes in their safety procedures that are additions to the requirements," she says.

To facilitate communication, each workshop is limited to eight participants. Since 1975, when the program was started, more than 800 have at-



FAA air carrier inspectors get to experience emergency evacuation conditions as the interior of the CAMI aircraft cabin simulator is made to fill with smoke.

tended, three-quarters of whom were airline emergency-procedures instructors. The balance have been airline pilots, flight attendants, executives, union safety representatives and FAA inspectors.

In one session, the participants will watch a film accompanied by a lecture by an FAA expert on survival. The discussions center on current research on protective breathing equipment, water survival, flotation equipment and the time of useful consciousness during a decompression.

Later, they will sit in an altitude chamber and be asked to do a simple mathematics problem. With the oxygen level reduced, they will not find it easy. Recognizing the symptoms of oxygen deprivation will be discussed.

A third site will be an aircraft cabin simulator, where emergency situations can be practiced and analyzed.

The workshop discussion leaders, who are CAMI researchers, listen as well as talk. "We make every effort to stimulate questions and invite comments from attendees," says Pollard. "By hearing their concerns, our scientists can keep their investigations as relevant as possible."

Seen as another plus for the workshops is the face-to-face encounters between the private sector and FAA in a cooperative atmosphere. FAA people get to hear from those who have to live with our regulations, and the participants leave with a different idea of FAA. "They see we are concerned; we are not just a regulatory agency," Pollard says. Everyone benefits from this open exchange, she adds—especially the flying public, which must trust the system to transport them safely. ■

# The Syracuse Tower & SFO



Journeyman controllers (left to right) Ronald Fischer, Joe Donofrio and Tom Sheldon check flight strips in the cab.

Syracuse is the hub of central New York and lies well within the snow belt, averaging 160 inches annually.

Its Level III tower at Hancock International Airport had 35 controllers prior to the strike, which reduced it to just four. Six qualified supervisors and three staff employees pitched in. Now, there are 23 in control positions handling an increase in air carrier aircraft of something over 50 percent, now 130-140 air carrier planes. It also serves 25 A-10s of the New York



Syracuse Tower manager Russ Shedd and tower secretary Cheryl Shonitsky.



Air National Guard, 14 helicopters from the Army Reserve and general aviation aircraft fed by three fixed-base operators.

The Airway Facilities sector field office is responsible for maintaining 94 buildings, vehicles and aids, including three instrument landing systems at Syracuse and Watertown, an airport surveillance radar and the ARTS III, soon to be replaced by the IIIA.



ATCS Carl B. Olmstead works local control.

Electronic technicians Charles Martin (left) and Frank Alesci test air-ground communications equipment.



William Wilson is the SFO's environmental maintenance technician.



Controller Sandra Hair works local control, as air traffic assistant Tim Jones (right) observes developmental Kevin Rawlings on the flight data/clearance delivery position.



Not yet radar qualified is developmental controller Tina-Marie Richards.



Recent additions to the sector field office are manager Richard Catania (right) and secretary Christine McCarthy, here with Radar/ARTS Unit supervisor Bill Baker.

By Gerald E. Lavey  
Asst. chief of the Public & Employee Communications Div., he previously worked for the Federal Railroad Administration and DOT's Denver Sec. Rep.



## What's Fair Is Fair

### EEO Winners Stress Taking That Extra Step

Fairness is a quality that Americans prize highly, and most of us like to think we possess it. In fact, there are those who will tolerate all kinds of verbal abuse without flinching but will bristle when accused of being unfair. Even children will latch on to the old favorite, "But that's not fair!" when all else has failed.

The fact is, however, that fairness is more admired than observed. Take equal employment opportunity, for example. Whether it's because of a backlash to dubious actions taken under the banner of EEO in the past or whether people have just gotten fed up hearing about it, EEO is not a popular theme these days. Yet, ironically, when boiled down and stripped of all its buzz words, EEO essentially is about fairness.

Joe Alvarez, Civil Rights Officer in the Western-Pacific Region, compares EEO to giving some people a head start in a race to allow them a chance to compete. "Minorities and women still need that little extra," he says, to offset the effects of past discrimination.

Alvarez was one of 10 winners of this year's Annual Administrator's Award for Excellence in Equal Employment Opportunity. The other recipients, selected from among 27 nominees agencywide, were: Edward J. Harris, Jr., and Jerry Long, also of the Western-Pacific Region; James W. Lehman, Northwest Mountain; Alma L. Poole and Nathaniel Mosby, Central; David Robinson and Lenore Vanacore, Eastern; Wesley Walker, Great Lakes; and George Woodbury, Alaskan.

In presenting the awards at a Jan.

29 ceremony in FAA Washington headquarters, Administrator Helms hailed the 10 award winners for their willingness "to take that extra step." EEO will not be relegated to the back burner during his watch, the Administrator went on to say, and he urged the award winners to spread the word that "EEO is not just a function but a program that is here to stay, and we're going to implement it and make it grow."

In fact, repeating a message that he sent to top FAA officials last November, the Administrator cited three major areas of EEO where there's "a dire need for improvement." He said that the agency needs to increase the representation of women, especially in the middle and higher levels of man-



EEO Award winners in the Eastern Region were Lenore Vanacore and Dave Robinson.

agement, Blacks at the higher levels and Hispanics at all levels.

Overall, at year's end, the percent-

age of minorities among the agency's 46,209 full-time employees was running at about 12.3 percent, with women slightly higher at 15.5 percent. No matter which way you slice it, that isn't "fair."

Yet, when budgets are right and a manager's biggest concern is not new hiring but holding on to the people he or she has, what's a person supposed to do?

The award winners provide tangible evidence that something can be done, and several interviewed for this article maintained that it's a "cop out" to claim that the agency's hands are tied. Yet, there are obstacles.

Besides the budgetary problems, a discussion of increasing minority representation inevitably raises the specter of "quotas," which turns off almost everyone. The reason is that increasing representation has come to mean getting the numbers up without regard for qualifications. Minorities and women are particularly sensitive to that, says Lenore Vanacore, and want no part of it. Vanacore, who is secretary to the manager of the JFK Tower in New York and chairperson of the Eastern Region's Federal Women's Program Committee, says: "I don't want anybody to do anything for me because I'm a female but because I deserve it."

She, like Nate Mosby, service difficulty specialist at the Central Region's Aircraft Certification Office in Atlanta, Ga., believes a lot more could be done to get minorities and women in career development positions. This could be done, in many cases, without having to go outside the agency. A career development job,



Civil Rights officer Joe Alvarez and EEO assistant Rebecca Nelligan review the adequacy of EEO counselors throughout the Western-Pacific Region.

Photo by Barbara Abels

she explains, is one that has been restructured from the journeyman level, say a GS-13, to a GS-5 or 7 entry level, and a qualified trainee is put in the job to begin training.

Says Mosby: "I know managers who are willing to go that route, but it takes courage and commitment on the

manager's part and commitment from the top. Like people everywhere, managers get their direction from the top."

Mosby says his office in Atlanta has an "Hispanic with a degree in aeronautical engineering who came in as a GS-5 in a position that could have been filled at the GS-13 level. It's working out very well."

Mosby scoffs at the canard that there isn't a pool of talent among minorities and women for FAA technician jobs because minorities and women traditionally have not gone into such fields. For one thing, three of his four sons are engineers. "They're out

there," he says, "but you're not going to find them in the unemployment line, waiting tables or out there giving traffic tickets. We're looking for engineers and technicians who have that little extra, and IBM is looking for the same kind of people."

Mosby has spent a lot of his own time while on travel talking to schools with large minority and women enrollments about career opportunities at the FAA.

According to Alvarez, a good source of recruitment for minority engineers (especially Hispanics) in his region has been the University of Texas at El Paso (UTEP), which is in the



Examining aircraft blueprints at the Atlanta Aircraft Certification Office are (from the left) John R. James, manager; Hector Hernandez, aerospace engineer; and Nathaniel Mosby, manager of the Service Difficulty Program, who has continued his EEO activities voluntarily.



At Central Region Black History Week ceremonies, Kansas City Center EEO specialist Alma Poole addresses employees as Deputy Regional Director John Shaw (left) and of Civil Rights Director Leon Watkins listen.

Southwest Region. The main reason for going outside the region, he explains, is the stiff competition in the Los Angeles area from companies like IBM, TRW and Aerospace Corp. for qualified Hispanic graduates in engineering from schools like UCLA and Southern California. Hispanic engineering graduates from UTEP, however, often welcome the chance to come work and live in the L.A. area, and FAA gives them that opportunity.

A major problem to overcome initially are the preconceptions some minorities have about FAA. "Many minorities think you need a college education or an air traffic background to be considered for any job at FAA," Alma Poole says. What reinforces this feeling, she adds, is that they don't see many minorities at most FAA facilities.

Poole, now an EEO specialist at the Kansas City Center, came to FAA as a flight service specialist under the old 150 Program. She has spent tours in places like Emporia, Kan., and Burlington, Iowa, "where, at the beginning, my husband and I would put the kids in the car and drive around looking for Blacks. We thought they hid them," she laughs. When found, the Blacks also were surprised to hear that Poole worked for the FAA because they thought "it was a White male's world."

Poole concentrates her recruiting effort on junior colleges where students "are usually more flexible about future careers." At four-year colleges, on the other hand, Poole finds that students who had spent all that time there are more likely to have their minds made up as to what they want to do later on and are "less likely to listen to you."

Poole explains that it's important to continue recruiting even when the agency isn't actually hiring to make sure that minorities and women are adequately represented on the registers that the agency selects from.

Alvarez, whose program for tying resolution of discrimination complaints to a manager's performance rating has been adopted throughout the FAA, uses minority publications, particularly Hispanic newspapers, and spot public-service announcements as recruitment tools. A Civil Rights officer since 1969, Alvarez says the whole approach to EEO in the Western-Pacific Region "has been to create a climate where management shares the responsibility with Civil Rights."

George Woodbury, manager of the Alaskan Region's Personnel Management Division, agrees that the key to EEO is to get managers to think that EEO is their responsibility, not just the job of the Civil Rights office.

Woodbury's EEO award was based primarily on his office's efforts to hire the handicapped. A key to that effort is the rapport that has developed between the State of Alaska's Department of Vocational Rehabilitation, the Veterans Administration and other groups that now routinely refer qualified handicapped candidates to the FAA.

"Another key," he says, "has been the willingness of managers to open their doors to handicapped employees," adding that it has taken a long time to overcome a reluctance and fear

that handicapped employees would not be reliable.

Woodbury says the agency should start looking around for additional ways to increase the representation of minorities and women. One idea being kicked around in his region, he says, is one that Don Keil, Jr., administrative systems manager, came up with. It involves working out an arrangement with the military, which has been so successful in minority recruitment and training.

"I don't see why FAA couldn't contract with the military for training minorities for two or three years and, at the end of that time, point them in the direction of FAA," he says.

That idea may never reach fruition, he readily concedes. But the fact is that Woodbury and the other nine EEO award winners are thinking of ways to promote EEO, and that's what sets them apart.

Jim Lehman, for instance, who is manager of the Everett, Wash., Tower, somehow found time to serve as chairperson of the region's Civil Rights Committee, a job he volunteered for, by the way.

What would make a middle-aged White male, with more than enough to do as manager of an air traffic facility during the rebuilding of the ATC system, take on the burden of the Civil Rights Committee?

"I've always thought that the FAA could do better in hiring women and minorities, and I felt that if I ever had a chance to do something about it, I should do it," he explains.

"We're not trying to play favorites with women or minorities," he says. "I think it comes down to making sure they get a fair shake." ■

## Q&A

As a flight service station specialist who turned 36 just prior to the recent age waiver for air traffic controllers, I feel that there should be some provision made for those who became overaged during the time the waiver was being considered. I have no previous experience in terminal or center options. What are my chances of getting into the terminal option?

To meet the agency's recruitment needs, the FAA has obtained a temporary change to the maximum entry age limit from 30 to 35 through December 1984 for certain individuals with experience in air traffic control.

In requesting this change, we examined the age at which individuals enter air traffic control work and successfully complete initial air traffic control qualification training, especially for those without previous air traffic control experience. For some 8,500 new controllers hired since 1977, there is a consistent and marked inverse relationship between age and success in the training. For this reason, we did not propose to consider individuals over the age of 35, except in those unique cases where the person has special military air traffic control experience and is or has been certified and qualified on radar air traffic control positions in an FAA facility.

Until this change was authorized by the DOT and concurred in by the Office of Personnel Management (OPM), there was no basis on which to accept applications for those exceeding the original age limit. The FAA's authority to act on this change could not predate DOT and OPM ap-

proval. FAA therefore cannot accept the applications of individuals who exceeded the new age limit during the time the temporary change was being requested.

I need an interpretation for the correct application of "Anticipating Separation," per Handbook 7110.65C, Para. 1122. Assume that aircraft "A" is on a two-mile final, aircraft "B" is on base and aircraft "C" is entering downwind. The controller states: "A" cleared to land; "B" number two, follow "A" on two-mile final, cleared to land; "C" number three, follow "B" on base, cleared to land. The controller reserves the right later, if necessary, to adjust the flight paths via "S" turns, 360s, etc., of aircraft "B" and/or "C" to maintain proper spacing.

If the controller must issue spacing instructions to a succeeding

You've tried the normal channels—your supervisor, the personnel management specialist, the regional office—and can't resolve a problem or understand the answers you've gotten. Then ask FAA WORLD's Q&A column. We don't want your name unless you want to give it or it's needed for a personal problem, but we do need to know your region. All will be answered here and/or by mail if you provide a name and address.

aircraft after issuing a landing clearance to maintain prescribed runway separation, is this the proper application of "anticipating separation"?

Is the phraseology "number (sequence number), follow (description and location of traffic), cleared to land" correct for "anticipating separation"?

The example of phraseology at the end of Para. 1122 is suggested, not required. On the other hand, "number . . . follow . . ." is phraseology used to achieve proper spacing. Therefore, prescribed runway separation is not assured and this phraseology should not be used with "cleared to land."

Anticipating separation and issuing a landing clearance to a succeeding aircraft is based on the controller's determination of whether or not the prescribed runway separation will exist when the succeeding aircraft crosses the landing threshold. That determination is predicated on the observed relative positions of the aircraft at the time the clearance is issued, so that is not a proper application of "anticipating separation."

Your example of phraseology is not incorrect; however, it is not required when applying Para. 1122. A controller may issue a sequence number and description and location of traffic when applying Para. 1100 to achieve proper spacing. The term "achieve proper spacing" is not intended to imply that when any portion of Para. 1100 is applied, proper spacing does not exist at the time the instruction is issued. Rather, it means that proper spacing will be assured for that particular operation.

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.

## Alaskan Region

- Forest Barber, unit supervisor in the Fairbanks International Airway Facilities Sector Field Office.
- Joseph H. Boswell, unit supervisor in the Anchorage ARTCC AF Sector.
- Verne B. Braman, assistant manager for training in the Juneau AF Sector.
- Harry J. Brown, area supervisor at the Anchorage ARTCC.
- William C. Bull, Jr., maintenance mechanic foreman in the Nome Central Maintenance Facility, Fairbanks AF Sector, from the Cold Bay AF Sector Field Office, King Salmon AF Sector.
- Gary I. Near, area supervisor at the Merrill Field Tower, Anchorage, from the Valdez Tower.
- Michael P. Pumphrey, area supervisor at the Anchorage ARTCC.

## Central Region

- Wilbert R. Brewton, Training Unit supervisor in the Springfield, Mo., AF Sector Field Office, St. Louis Sector.
- James E. Flory, Jr., manager of the Material Management Branch, Logistics Division.

## Eastern Region

- Louis Achitoff, regional public affairs and planning officer.
- Donald S. Brinkley, area supervisor at the Norfolk, Va., Tower, promotion made permanent.

- Joseph J. Brogan, manager of the North Philadelphia, Pa., Tower, from the Airspace and Procedures Branch, Air Traffic Division.
- Jack Erickson, communications and environmental crew supervisor at the New York TRACON AF Sector.
- Burton L. Gifford, Automation Section supervisor in the Systems Branch, Air Traffic Division, from the Procedures Section.
- Kenneth J. Iadarola, watch supervisor at the New York TRACON AF Sector.
- Robert A. Micalizzi, area manager at the New York TRACON.
- Donald L. Rausch, systems engineer at the New York TRACON AF Sector.
- Stewart Scheffler, watch supervisor at the New York TRACON AF Sector.
- Richard F. Scott, area supervisor at the Norfolk Tower.
- James J. Tierney, Jr., systems engineer at the New York ARTCC AF Sector.

## Great Lakes Region

- Harrison K. Worthington, area supervisor at the Harrisburg, Pa., Flight Service Station, from the Washington FSS.
- George W. Adams, systems engineer at the Chicago ARTCC AF Sector.
- Raymond F. Bean, Jr., manager of the Muncie, Ind., Tower, from the Indianapolis, Ind., Tower.
- Ronnie L. Broadnax, manager of the Detroit, Mich., AF Sector Field Office.
- Tommy R. Brown, area supervisor at the Chicago Palwaukee Tower, from the Meigs Field Tower, Chicago.
- Denis C. Cornell, area supervisor at the Cleveland Hopkins, Ohio, Tower.

- John G. De Jonge, manager of the Bloomington, Ind., Tower.
- Robert W. Foster, area supervisor at the West Chicago, Ill., Flight Service Station.
- Gerald E. Fricke, manager of the Minneapolis, Minn., FSS, from the Air Traffic Operations Branch, Air Traffic Division.
- Russell O. Hansen, area supervisor at the Mitchell Field Tower, Milwaukee, Wis.
- Jack L. Keehn, operations officer at the Cleveland Hopkins Tower.
- Donald R. Light, manager of the Jackson, Mich., Tower, from the Grand Rapids, Mich., Tower.
- Theodore V. Linn, assistant manager for training at the Cleveland Hopkins Tower.
- James H. Schave, assistant manager for automation at the Minneapolis Wold Chamberlain Airport Tower.

## Metro Washington Airports

- Alphonso Barber, maintenance mechanic foreman, Structures and Grounds Branch, Engineering and Maintenance Division, promotion made permanent.

## Northwest Mountain Region

- Robert L. Bevan, area supervisor at the Boise, Idaho, Tower.
- Leif M. Erickson, maintenance mechanic foreman in the Portland, Ore., Field Maintenance Party in Vancouver, Wash., from the Denver, Colo., Field Maintenance Party.
- Bruce R. Faber, area supervisor at the North Bend, Ore., Flight Service Station, from the Seattle, Wash., FSS.

- Larry W. Foster, area supervisor at the Portland Tower.
- Jimmie L. Knox, manager of the Salem, Ore., Tower, from the McChord AFB, Wash., RAPCON.
- Dennis J. Light, systems engineer at the Seattle ARTCC AF Sector, from the Denver ARTCC AF Sector.
- Jack G. McDonnell, operations officer at the Salt Lake City, Utah, Tower, from the Portland Tower.
- Richard M. Mitchell, manager of the Idaho Falls, Idaho, Tower, from the Boise Tower.
- Wayne E. Peterson, manager of the Billings, Mont., Tower, from the Evaluation Staff, Air Traffic Division.
- John W. Schassar, area supervisor at the Pueblo, Colo., Tower, from the Atlanta, Ga., International Airport Tower.
- Harold L. Sharp, area supervisor at the Sheridan, Wyo., FSS.
- Andrew T. Temple, systems engineer at the Seattle ARTCC AAF Sector.

## Southern Region

- Leon P. Heichelbech, unit supervisor in the Miami, Fla., Overseas Field Office of the Miami Hub AF Sector.
- Marvin E. Hudspeth, area manager at the Tampa, Fla., Tower.
- William E. Lorentz, manager of the

Gainesville, Fla., AF Sector Field Office of the Jacksonville, Fla., Hub AF Sector.

- David L. McCracken, assistant manager for automation at the San Juan, Puerto Rico, Center/RAPCON, from the Indianapolis, Ind., ARTCC.
- William H. Myers, assistant manager of the West Palm Beach, Fla., Tower.
- Henry R. Parker, Jr., manager of the Rocky Mount, N.C., Flight Service Station, from the Elizabeth City, N.C., FSS.
- Franklin R. Poteet, Automation Unit supervisor in the Atlanta, Ga., Hub AF Sector.
- George W. Scott, area supervisor at the Chattanooga, Tenn., Tower.



FAA's principal security officer in the most-threatened area of the U.S., Leonard Peterson (left), manager of the Miami, Fla., Civil Aviation Security Field Office, received the Administrator's Superior Achievement Award from Administrator Helms, as Peterson's wife looked on. The first security officer to receive this top award, he has directed more law-enforcement efforts at hijackings and sabotage incidents than any other and has led many crewmember debriefings.

- Lewis B. Sponagle, area manager at the San Juan CERAP, from the Boston ARTCC.
- George W. Webb, unit supervisor at the Greensboro, N.C., AF Sector Field Office, Raleigh, N.C., AF Sector.
- Jimmie L. Willis, unit supervisor at the Memphis, Tenn., ARTCC AF Sector.

## Southwest Region

- Robert J. Carrothers, area supervisor at the Fort Worth, Tex., ARTCC.
- Don D. Dunlap, area supervisor at the Fort Worth ARTCC.
- Eugenio T. Garcia, area supervisor at the Houston, Tex., ARTCC, from the Albuquerque, N.M., ARTCC.
- Arthur D. George, area supervisor at the Beaumont, Tex., Tower, from the Monroe, La., Tower.
- Robert L. Masters, area supervisor at the Lafayette, La., Flight Service Station, from the Little Rock, Ark., FSS.
- William G. Parker, manager of the Oklahoma City, Okla., FSS, from the Phoenix, Ariz., FSS.

## Technical Center

- Michael A. Hessler, Jr., assistant manager of the National Automation Support Branch, Automation Division, Air Traffic Service, from the Washington headquarters En Route Systems Branch.

(continued on page 18)

This story is adapted from the Sea-Tac Flyer, Port of Seattle, by Barbara K. Stewart, Editor.

## The Busier the Better

Jim Hommel is a pistol. When there's the most traffic, he likes his job as a controller best.

One of about 45 controllers at the Seattle-Tacoma (Wash.) International Airport Tower, Hommel says his favorite part of the work is "the busiest radar position." For him, the stress of the job is not a drawback but "the enjoyment of being busy and providing a good service."

While it can get extremely busy at Sea-Tac, as it's familiarly called, and there's always the possibility of something going wrong, too, Hommel doesn't find it upsetting. "You just gear yourself . . . tell yourself that you can handle it . . . and you do!" he says. He welcomes the challenge of forcing himself to stay alert at all times, to "keep the maze of airplanes in order."

It's clear that Hommel likes talking about his work—and he has a lot to talk about: He's been an air traffic controller at Sea-Tac for about 27 years. "Most controllers move around the country a lot," he says, "but I've



Photo by Barbara K. Stewart, Port of Seattle

stayed in one spot and seen so many people come and go. I've also watched the airport grow so much."

What has changed most in 27 years? "Our equipment is so much better now. The computer is great, and the scopes are bigger and give more information. All this is a terrific aid to controllers today."

Hommel also enjoys the friendly interaction among the controllers. "We're always giving each other a hard time during slack periods," he

says. "We all love to talk about air traffic control, too—it's something that just seems to fit us."

It's this kind of atmosphere—enthusiasm for the work and camaraderie—that Hommel finds rewarding. "The most pleasurable years of my life have been at this airport," he says.

He finds it hard to recall unusually exciting stories from his quarter-century-plus of air traffic control work but is quick to say, "Our excitement is just in the job itself." ■

### People (continued from page 17)

#### Washington Headquarters

■ Daniel F. Creedon, assistant manager, Operations Division, Air Traffic Service.

#### Western-Pacific Region

■ Gordon T. Fujii, Resident Director and now manager of the Samoa AF Sector Field Office, American Samoa.

■ Leon C. Grunert, area supervisor at the Las Vegas, Nev., Tower.

■ Yoshio Hirata, manager of the Honolulu, Hawaii, AF Sector Field Office for radar and ARTS in the Honolulu Hub AF Sector.

■ Donald A. Lugo, unit supervisor at the Ontario, Calif., AF Sector Field Office, from the Palm Springs, Calif., AF Sector Field Office.

■ Rose L. Marino, area supervisor at the Los Angeles ESS.

■ John J. Medina, area manager at the Phoenix, Ariz., TRACON.

■ Leonard A. Mobley, manager of the Torrance, Calif., Tower, from the Los Angeles Tower.

■ Noboru Nakao, manager of the Kahului, Maui, Hawaii, AF Sector Field Office.

■ Roy N. Pickett, Resident Director and now AF sector manager of Guam.

■ Walter E. Ryness, Assistant Resident Director and now assistant sector manager of Guam.

■ Richard K. Suzuki, manager of the Honolulu AF Sector Field Office for nav aids and communications in the Honolulu Hub AF Sector.

## A Briefing in Time Worth . . .

### Local Accident Seminar Is Right to the Point

It's a little disconcerting, to say the least, when FAA investigators find they're the last of a long line to arrive at an accident scene and have only the leavings to pore over. Although it's understandable that police and fire crews have to do their job, sometimes newspaper or TV reporters are among the first to arrive, tramping all over and moving things that may be evidence.

Last year, Portland, Maine, General Aviation District Office manager John Van Horn and accident prevention specialist Demetrios Copadis decided a better way was needed. They began a series of seminars to get local authorities to help preserve and document accident sites.

It began when GADO personnel were assisting various law-enforcement agencies in a major crackdown on a narcotics ring, which used aircraft flying into the Sanford, Maine, airport. Their help was primarily in identifying the aircraft, the aircraft owners and the pilots through their records at the Aeronautical Center. As a result of these contacts, discussions with the Sanford police led to a briefing session on the securing of an accident site.

FAA's needs were certainly not paramount in their minds. Police and fire personnel would try to extricate people from the plane and put out fires, cutting and pushing out of the way whatever seemed to be in order.

The briefing covered the FAA and National Transportation Safety Board roles in accident investigations, initial notification procedures, accident site

security, emergency medical treatment, documentation of physical evidence and public relations. The officers were shown photos of aircraft documents, pilot and medical certificates, aircraft logbooks, seats and their adjustment controls, lap and shoulder harnesses, fuel selector valves, master and alternator switches, fuse panels and circuit breakers.

GADO personnel asked the officers to document who was sitting in which seat, whether they were wearing seatbelts or if the seats had pulled loose. They were asked to photograph everything around the scene.

Just two weeks after that briefing, a Cessna 172 and a Piper PA-28 collided on final approach to Sanford's Runway 24, and both aircraft fell near an apartment complex, whose residents called for help. The police and fire departments responded quickly and, following the guidelines learned at the briefing, extricated the injured, who were still in the Cherokee, documented and photographed the acci-

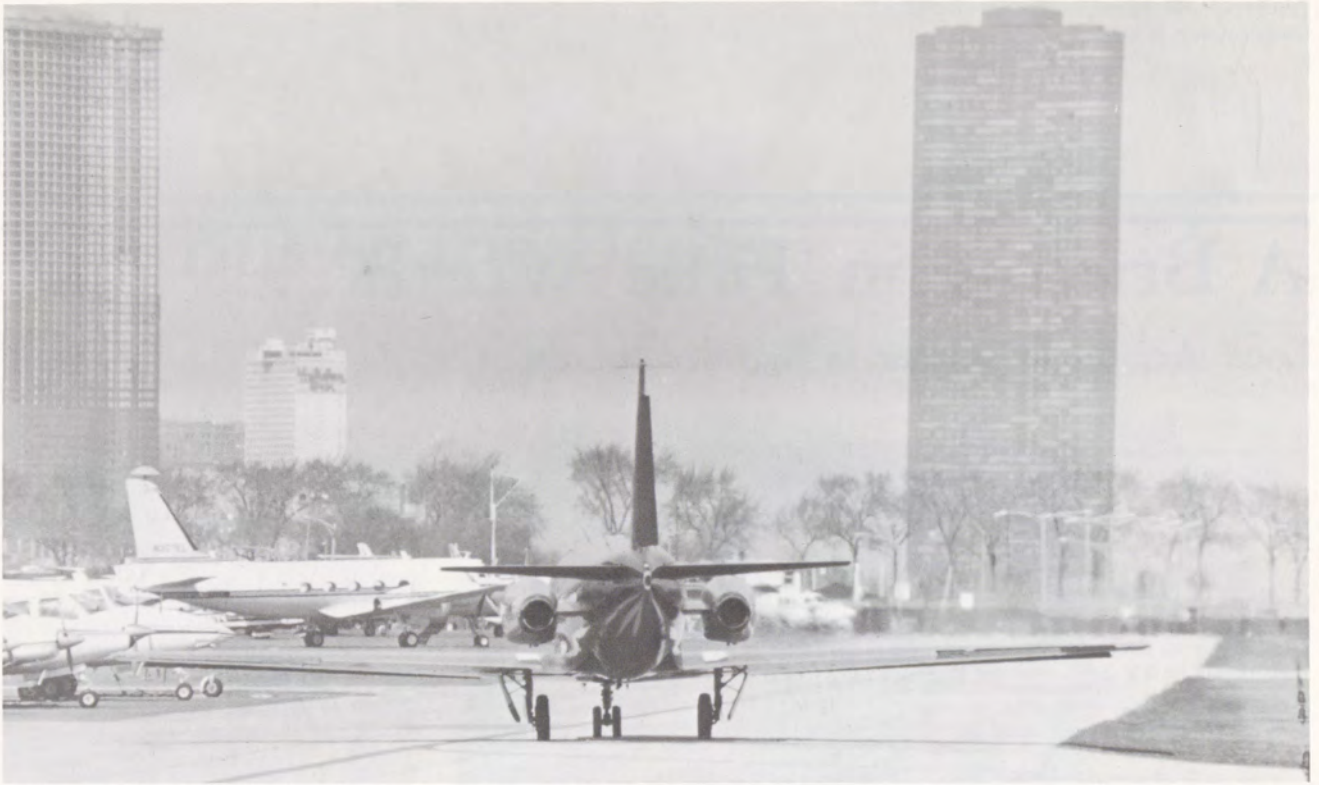
dent site and lessened the danger of fire by turning off the appropriate aircraft switches.

Spokesmen for both departments credited the briefing with helping them take timely and essential action.

It was obviously a good idea. As a result, briefing seminars were held in South Windham, Maine, at the request of Cumberland County Civil Defense, which brought out 166 firemen and policemen, South Portland and North Yarmouth, Maine. The Norwood, Mass., GADO rode in on the program.

Now, if eager beaver reporters can be persuaded to attend a similar briefing . . . ■





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