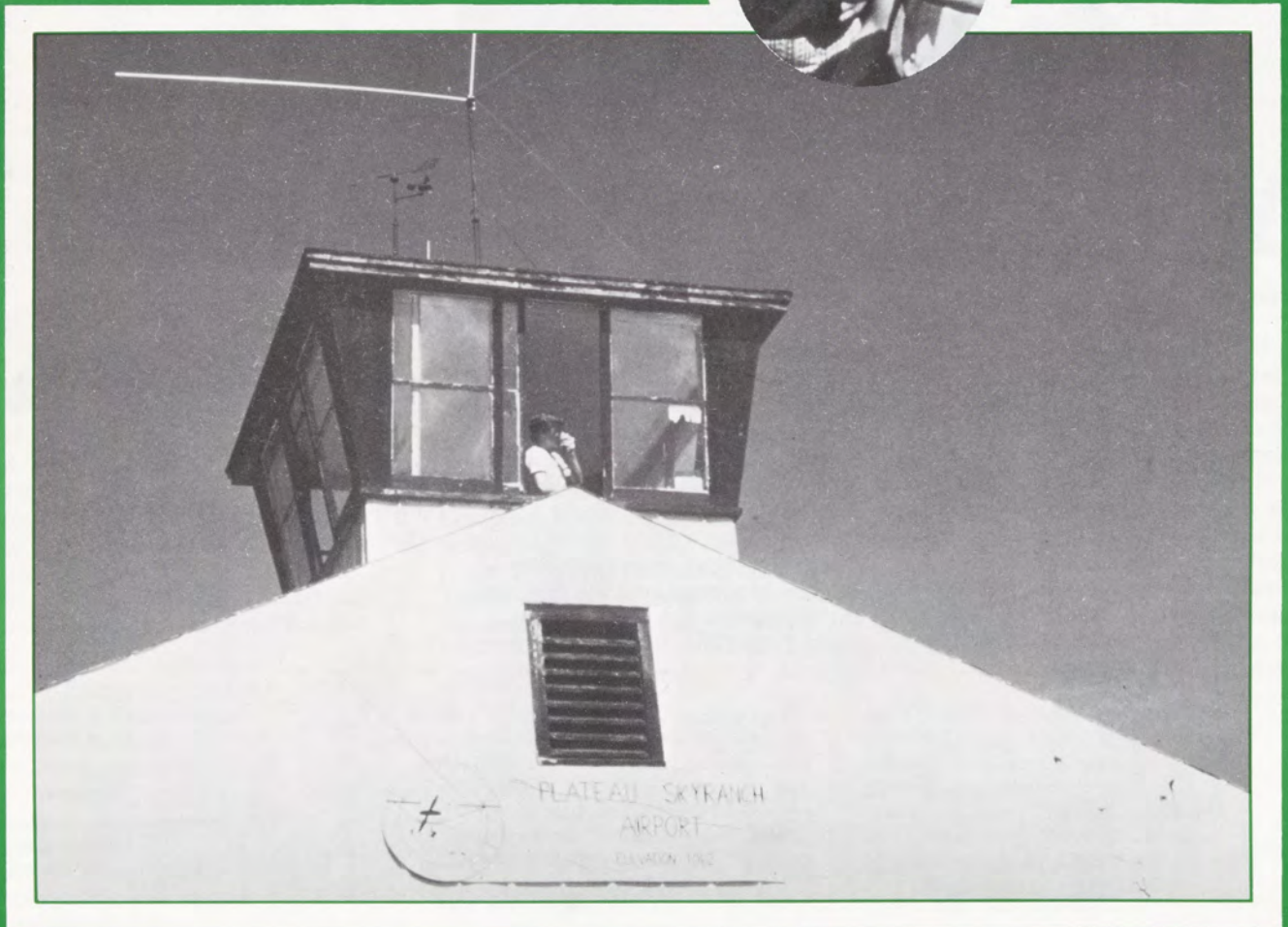


World

November-December 1983
Volume 13 Number 11



U.S. Department
of Transportation
**Federal Aviation
Administration**



Aviation Education Al Fresco



U.S. Department
of Transportation
Federal Aviation
Administration

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Research Highlights

The Advanced Systems Concepts Branch of the Technical Center conducted tests this past summer to determine the source and nature of controller workload.

A different enroute controller from the field each week was given a series of tasks designed to impose a certain workload. These included handling a certain volume of traffic, a varied nature of traffic flow and a number of pilot requests for additional vectoring.

A total of 100 separate simulation runs with 10 different controllers was analyzed. Seven Tech Center controllers fed traffic to the field controller and evaluated his performance. They included Mike Verno, Victor Misiewicz, Tony Coia, Joe Romei, Ed Ezekiel, George Kupp and Charles McGee. Psychologist Tom Zurinskas also worked on the project.

Above, Tech Center controller Charles McGee adjusts the display in the Simulation Lab in a trial run, while Tony Coia (left) and Joe Romei observe. ■

"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

Front Cover: A spirit of cooperation and camaraderie imbues the youth attending the Sky-Life Flying Camp, whether in doing chores, building the camp, manning the pigeon-roost tower or giving moral support to a soloing student.

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A Place of Our Own

Twenty years ago, the then five-year-old Federal Aviation Agency, dispersed to Virginia and all around the district, found a home in a modern, designer-configured headquarters building on Independence Avenue.

Secretary of Transportation
Elizabeth H. Dole

FAA Administrator
J. Lynn Helms

Assistant Administrator—
Public Affairs
Edmund Pinto

Manager—Public & Employee
Communications Div.
John G. Leyden

Editor
Leonard Samuels

Art Director
Eleanor M. Maginnis

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Summer Camp Was Never Like This!

Aviation has repeatedly proven itself to be a catalyst for learning and self-discipline. A pair of FAAers are helping to turn around a youth by sending him to a flying camp.

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CBI Comes to Air Traffic

Computer-based instruction has worked well for Airway Facilities and Flight Standards personnel. Now, Air Traffic is adopting it initially for off-line proficiency training.

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An Exercise in Courage

This disabled FAAer refuses to be disabled and tackles whatever the spirit moves him to.

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EAA Opens New Air Museum

Oshkosh, Wis., now has a major air museum. Two of its information exhibits were contributed by FAA's Great Lakes Public Affairs.

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Clifford Cernick—Alaskan Region
Joseph Frets—Central Region
Robert Fulton—Eastern Region
Morton Edelstein—Great Lakes Region
David Hess—Metro Washington Airports
Mike Ciccarelli—New England Region
Paul Kari—Northwest Mountain Region
Jack Barker—Southern Region
Geraldine Cook—Southwest Region
Vacant—Technical Center
Barbara Abels—Western-Pacific Region



By Theodore Maher

The editor of *Intercom* and a frequent contributor to *FAA WORLD*, he is a former editor of *Our Navy* and associate editor of the *Navy Times*.



A Place of Our Own 20 Years Ago, the FAA Diaspora Ended

They came from the far-flung corners of the nation's capital—from standard "temporary" buildings in town and even from nearby Virginia—from 17 different locations to a single, new building of their own at 800 Independence Avenue in Washington's then-undeveloped southwest quadrant.

The ingathering of FAA headquarters employees to the colorlessly named Federal Office Building 10A—began the day President Kennedy was assassinated, on Nov. 22, 1963. It took about a month to complete, barely disrupted by the shooting, a snowstorm and the problems in this mass series of relocations.

When the FOB-10A task force members returned from their homes and churches and put the new

building's flags at half mast following the assassination, they decided that President Kennedy would have wanted them to get on with the job at hand, and the move went right on.

The move itself was both the beginning and the end of a long and sometimes tedious adventure.

When Elwood R. Quesada, the first FAA Administrator, came to the agency, he found he had taken over 10 different FAAs. The former general realized that to consolidate his command, he would have to move headquarters into a single building. After finding an appropriate building that was being constructed by the General Services Administration, he appointed a task force to work out the details—and there was a veritable mountain of details. At the time the task force was formed, the building was no more than a hole in the

ground, but the task force went right to work.

The members scoured the country for state-of-the-art interior designers. Quesada said he wanted to get away from the drab government look, and the task force fanned out to find the talent that could help do just that.

After several companies were considered, a New York firm—"Design for Business"—was selected. Their marching orders from Quesada were to work with the task force and redesign the "G.I." interior to fit around people and to reconfigure the space so that almost 4,000 employees would fit comfortably in the 10-story building.

Besides the design firm and the task force, Quesada formed the prestigious "Art and Aviation Committee," which gave final approval to design innovations. One

of the first and still very apparent design novelties approved by the committee was to make this a color-coded building.

Over the years, the color panels throughout the building have largely disappeared, but the color-coded elevator areas have survived many repaintings.

To accommodate all headquarters employees in the 10-story building, which also houses the St. Lawrence Seaway Development Corp. (another DOT modal agency) and the National Transportation Safety Board, the designers eliminated formal corridors except in the core, and individual offices were clustered near the core. This left the areas by the windows in open bays.

Over half of the FAAers moving into the new building found their working spaces graced with new wooden furniture, including desks with built-in bookshelves to save additional space. Those who did not get new desks found refinished like-new furniture. However, this arrangement didn't satisfy everyone. (What arrangement ever does?) Some independent FAA types wanted their comfortable old furniture from across town, and they did something about it. Everything, including the refinished furniture, was labeled with, of course, color-coded labels. So, these inventive employees simply switched the labels and created their own little cells of chaos. Some even got the furniture they wanted.

Then, Quesada's task force super-

vising the move found a not-so-subtle way to put pressure on the General Services Administration to turn on the water by erecting a temporary restroom in front of the building. The fancy new, color-coded restrooms were quickly put in operation.

The employees began to move in, starting with the top floors. To their surprise, everything was in readiness—for work and more. On each desk was an information packet which included a guide to the building. Among other things, this guide explained the color coding and told the new residents about the snack bars and restaurants on the second and fifth floors.

Most of the employees who went right to work on their typewriters didn't know they very nearly had blank spots on their desks.

Spud Murphy, a member of the task force, had saved the day. When he spotted a truckload of FAA typewriters going astray, he jumped into his car to give chase. With the police eventually joining in, he caught the thief and saved the cargo.

When members of the task force weren't chasing stolen goods, erecting portable toilets or managing the move, they were pressing their needs directly with GSA.

Quesada wanted an FAA flag to fly in front of the building alongside the American flag. GSA said, "no." There were no funds for a second flagpole. It wasn't necessary anyhow, they added, because the agency flag could fly only on very special days, such as special anniversaries.

Not to be denied, the task force



When the FAA building first rose, it had a GSA building to the south across the railroad tracks, the NASA building to the east and the Smithsonian "castle" to the north as neighbors, plus acres and acres of parking lots. The DOT building was to rise in the rectangle at the center bottom of the photograph.



Washington's southwest has grown. In the foreground is the DOT building. Across the street is the curved HUD building. At right is the FAA building with the Forrestal building (Dept. of Energy) to the west. In between is the GSA building and the Reporters Building, which houses some NASA offices.



Scattered housing for the then-new Federal Aviation Agency included (from the top) temporary buildings on The Mall, the old Emergency Hospital, the Mather Building and the Columbia Building.

Administrator Najeeb Halaby (right) chats with members of the FAA Design Advisory Committee and Commission of Fine Arts: (left to right) Gordon Bunshaft, Elinor Douglas, William Walton, Aline Saarinen, John Carl Warnecke, Burnham Kelly and Hideo Sasaki. Not shown are Mrs. George Wheeler, Andrew Ritchie, Henry Dreyfuss, Stanley Marcus (of Nieman-Marcus) and Eliot Noyes.



turned to the agency library. The librarians came up with a lengthy list of anniversary dates, including Leonardo Da Vinci's birthday, since he was an early aircraft inventor, the anniversary of instrument flight and others perhaps more remote.

The GSA forces surrendered, telling FAA that it could have its second flagpole and fly its flag whenever it wanted.

The building has worn well over its 20 years, although most of the color coding is gone and growth and internal moves have altered the continuous runs of open bays and office clusters. Dining was democratized when economy measures forced the closing of the executive dining room, but then the employees also lost one of their snack bars.

The marble building, though cast in stone, isn't immutable, and it has been adapted to meet the changing needs of the agency. ■



Committee and commission members survey the lobby of the new building from the second floor bridge, which connected the cafeteria with a snack bar, the executive dining room and the barber shop. Now, there's an airline ticket office (SATO).

The work bays by the windows don't run the length of the building any more. They are segmented by branch or division or interrupted by outside offices.



Branch chiefs' offices still look like this—without the color coordination.

By Jo Ann Sloane

A public information Specialist in the Office of Public Affairs, she is a former European correspondent and Washington reporter for United Press Intl.



Summer Camp Was Never Like This

FAAers Help Boy Find Himself With Flying Vacation



Early this year, Eastern Region Flight Standards manager Jim Haight sent out a memorandum that had an unexpected result.

Haight had learned about a flying camp for teenagers that made a habit of changing youngster's lives but was facing serious financial problems. In his memo, he asked his division to "adopt" the camp by thinking of ways "we can help as an organization and as individuals."

Joe Opperman, manager of the Pittsburgh, Pa., Air Carrier District

Ray Zindell and ACDO manager Joe Opperman (right) took their protege Danny Namath and his mother on a tour of general aviation at Beaver County Airport, northwest of Pittsburgh.



One of the first projects after the purchase of the sheep farm was the addition of a dining hall to the farmhouse, which served as camp headquarters.



The camaraderie of the youth is always in evidence. Everyone turns out for a first solo and gives five on its successful completion.



The pride of the Sky-Life youths is their skylighted ground-school building, which they constructed from the footings up. Here, Lee Barnes teaches a class in one of the two classrooms.



On the first floor of the ground school building is a donated GAT-1 simulator.

Office, found the idea intriguing but also thought it should be a more-personal matter. "I wanted to help the school but also to relate it to us in southwest Pennsylvania," Opperman said in referring to the upper New York State camp. "I thought it would be better to find a boy to send to the camp," rather than merely to collect money for it. With the help of Ray Zindell, an air carrier inspector at the ACDO, he began to look for a suitable candidate and to collect the \$750 needed to fund a two-week stay.

"Our objective," said Zindell, "was to find a kid who needed a

break, someone to give some kind of direction to." He felt that with the high unemployment in that part of the state, it was unlikely that any teenager interested in flying could afford the camp.

Their first step was to visit the Sky-Life Flying Camp for Boys (they don't have separate facilities for girls), which is located north of Edinburg, N.Y., in the foothills of the Adirondack Mountains. There, they talked with Lee Barnes, a former Navy pilot, music teacher and helicopter pilot for the now-defunct New York Airways, who founded the school in 1963 and has continued to

operate it on a non-profit shoestring.

Barnes operated in tents on a privately owned airport. His students did so well and were so highly thought of that they talked a bank into a mortgage without a down payment on a 60-acre sheep farm.

The boys then remodeled the farm house to provide a dining room, cleaned up and refurbished a barn as a bunkhouse, its pigeon-roost cupola as a control tower and a tool shed as a hobby shop. They later built a ground-school building and another bunkhouse from the foundation up. The ground school boasts skylighted classrooms, an aviation library, a theater and a donated GAT-1 flight simulator.

"All the work was done by kids

There are no hired hands. Household chores vary from doing the laundry, cooking and cleaning up to carpentry, interior decorating and snow-plowing the airport runway at the year-round camp.



Turning from base to final, this is how Plateau Sky Ranch Airport looked 20 years ago when the camping was in tents. Beyond the airport is Lake Sacandaga, where the boys sail and water-ski under supervision.



with an average age of 15," pointed out Zindell. "I had been remodeling my basement, and when I saw what a beautiful job they had done on that training facility, I wanted to go home and tear out what I had done."

The youths also do all the chores required to operate the camp—from snow-plowing the runway to cooking.

Opperman and Zindell were impressed enough with their visit to spend the next six months scouring local Beaver County for the right boy and the money to get him to the camp. Barnes had given them a profile: the younger the better and deeply interested in flying.

In late June, with the help of the Beaver County Youth Services Office, they selected 14-year-old Danny

Namath, who had gotten into trouble and was now on probation.

But they still didn't have enough money. Zindell had collected funds from his fellow inspectors at the ACDO, from tower and Airway Facilities employees and from others in the aviation community. They set up the Sky-Life Foundation Fund so that all contributions could be tax-deductible. The inspectors now had the boy, but they still were \$200 short, and class was to begin on July 3.

Zindell persevered. Whenever there was a grouping of kindred spirits, he was there. He raised the money in the nick of time.

Danny got his two weeks at Sky-Life, which turned into four when

Every student learns to do a meticulous preflight inspection, and when he tanks up, he makes sure it's full visually.



The bunkhouse barn also sports a control tower, cleaned up from the pigeons and sheep, fixed and painted.



Barnes, impressed with the boy's enthusiasm, offered to let him stay, earning his keep in the laundry.

Opperman and Zindell are so pleased with the results in Danny that they are now seeking funds to send not only Danny but another boy to the camp next year. So far, they've collected only \$117 of the \$1,500 needed. They've been down this street before and are convinced there'll be helping hands along the way. ■

For additional information on how this approach to aviation education can develop a new generation of pilots and help wayward youths, contact Joe Opperman, FAA ACDO 38, 420 Rouser Road, Coraopolis, Pa. 15108, or Lee Barnes, Sky-Life Flying Camp for boys, Edinburg Rural Station, Northville, N.Y. 12134.

Madame Pele Speaks

on the job

... and the Honolulu FSS Listens

The Honolulu Flight Service Station is the only flight service station in the state of Hawaii and, because the 50th state is composed of islands, most of its internal as well as external travel is by air.

Servicing aviation for its 6,450 square miles of land, stretching more than 1,500 miles across the Pacific Ocean, is everyday work for the station's 34 employees. Unusual is handling volcano-bound traffic, which was its lot earlier this year.

As the islanders term it, Madame Pele—the goddess of fire—once again was venting her fury at Kilauea Crater on the big island of Hawaii, spewing a river of molten rock that destroyed two homes four miles away and endangered 50 others.

When the first eruptions began at the beginning of the year, the National Park Service requested that aircraft temporarily be restricted from flying below 2,500 feet AGL because of helicopter traffic by scientists.

Later, civil defense officials restricted public access to the area and asked the Hilo ATCT to restrict sightseer helicopter traffic. The NOTAM that resulted imposed a restriction to 1,200 feet AGL and applied FAR Part 91.91, which required flight plans for aircraft entering the area to be filed with the FSS.

No sooner had the sun risen on the morning of the first expected spectacular display than the flights booked with tourists and residents began filing flight plans. The first two days produced that station's highest traffic counts of the year—1,481 and 1,615—and required additional briefers to handle the sightseers. ■



ATCSs Philip Perreira (left) and Douglas Ching of the Honolulu FSS, the latter briefing a pilot who was planning a flight to the volcano area on the island of Hawaii.



In the FSS's air/ground booth, area supervisor Janet Morris works at the supervisor's console.



Another pair of colorful Hawaiian-shirted specialists—Stanley Ginoza (left) and Eric Kira—man the inflight positions.



A current Hawaiian setting: a lava fountain on Kilauea Volcano's east rift.

U.S. Geological Survey photo by J. D. Griggs



Specialists Hiroto Chigawa, Melvin Hayashida and Morris Toyooka (left to right) work the facility's inflight positions.



Handling traffic over Kilauea at inflight position no. 4 is Joe Becera.



The flight service station manager's right hand, secretary Agnes Nakamoto.

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, which will be kept confidential.

In reference to Handbook 7110.65, para. 1121, if you have a departure that has been cleared for takeoff on an intersecting runway, must you withhold the landing clearance for an arrival if you can reasonably assure the separation will exist when the arrival crosses the landing threshold? One example would be that the departure is 500 feet from the intersection and the arrival is on a one-mile final.

You need not, in most cases, should you withhold the landing clearance in situations such as you describe. While 7110.65C, para. 1122 (Anticipating Separation) does not specifically address an arrival versus departure, its provisions are applicable. Anticipating separation and issuing a landing clearance is based on the controller's determination as to whether or not the prescribed separation will exist when the aircraft crosses the landing threshold.

I'm an air traffic controller. If I were involved in an accident that destroyed life and property, could I be sued personally? Would the U.S. Government defend me? Would the U.S. pay any or all judgments against me?

Since litigation following aircraft accidents or incidents has become commonplace, air traffic control specialists may find their actions connected with the event scrutinized, with many queries posed by both authorized and unauthorized persons.

Specialists are entitled to legal counsel throughout the process, and all queries should be referred to counsel.

Although there is no statutory protection from lawsuits for Federal employees, there are practical considerations that limit the risk of such suits. Under the Federal Tort Claims Act, an injured party may file suit against the government, the employee or both for a negligent or wrongful act or omission of an employee. Because of the sums of money involved in such litigation, plaintiffs normally sue the government only. They may sue both, but very rarely the employee only.

The employee so involved may request free legal representation from the Office of the General Counsel, who will refer appropriate requests to the Department of Justice. The requests are honored as long as the employee was acting within the scope of his or her employment at the time of the event.

Should a judgment be entered against an employee at the conclusion of a trial, the government would seek a bill through Congress for appropriate relief. However, the need for this action has never arisen in the 35 years that the Federal Tort Claims Act has been in effect.

"Practice ILS approach approved, maintain VFR, report (whatever the controller required)" was the phraseology used for a practice instrument approach at non-approach control facilities. It was used for VFR aircraft operating in VFR conditions.

A recent Alaskan Region Air Traffic Bulletin has changed this to

include the phrase "no IFR separation provided." The non-approach controllers at my facility believe there is no assumption being made, once a pilot is instructed to "maintain VFR." The addition serves no purpose, makes for a rather long spiel and causes some confusion with many instrument students. Para. 180 of Chapter 3, IFR Operations, is sufficiently short and to the point.

Has the Alaskan Region misapplied the provisions of para. 435(3)b? If not, is this action going to be taken nationally by all VFR terminal controllers? FAA Handbook 7110.3, para. 1234d and e seems clear on this subject. It states that Letters to Airmen should be out advising them of which airports shall have IFR separation. With that, additional phraseology by VFR terminal controllers seems rather redundant.

The Alaskan Region has not misapplied the provisions of 7110.65C, para. 435a(3)(b). Its bulletin is simply a reminder of existing requirements. The intent of this paragraph is to inform pilots making practice instrument approaches that separation services are not provided. In the case of multiple practice approaches, the advisory need only be issued on the first approach.

Your point on the letters is well taken, but you are assuming that all concerned pilots have received, read and remembered their contents, which may have been issued two years earlier. This is not always the case, and we should make the extra effort to keep pilots informed.

CBI Comes to Air Traffic

By Barbara Wright
She's an instructional technologist working on CBI programs in the Technical Training Branch Training Programs Div., Office of Personnel and Training.



Computer-based instruction (CBI), which has become one of the most cost-effective uses for a computer, will no longer be solely the province of Airway Facilities and Flight Standards, says John Buck, FAA's Computer-Based Training manager in the Office of Personnel and Training.

By the end of December, learning terminals will be in place at 25 towers and 23 en route centers.

In the first phase of the program, CBI training will be afforded full-performance-level controllers as proficiency training. Later on, lessons will be made available for developmental controllers. By 1985, 249 learning terminals will be in operation at air traffic control field sites and at the FAA Academy.

"The charm of CBI is that it provides individualized training with graphic simulation on an interactive basis," explained Ted Fagan, manager of the Training Programs Division—"that is, the computer communicates with the student and the student with the computer—whether for reviewing aircraft procedures for a landing approach, operational procedures for ARTS III or for maintaining control of aircraft."

He explained that it permits managers in the field to provide training based on the operational demands on each controller and select proficiency training appropriate to

each individual. To save valuable time, Fagan continued, each controller's current knowledge can be separately assessed via the CBI system's built-in testing and training-evaluation capability. CBI's ability to save time by delivering only the training that is currently needed has been documented throughout government and industry.

Students learn as much as they do in conventional classroom instruction and frequently more, since the instruction can be directed and paced to student needs. CBI is considered particularly well-suited to Air Traffic field training because highly structured field training programs have long been used there. Actually, Fagan noted, CBI will be used to expand training staff resources and permit the staff to use its time more efficiently.

Ray Barrett, manager of the Technical Training Branch, reports that Air Traffic's CBI differs from Airway Facilities' and Flight Standards' CBI in that it will be used primarily in an "off-line" mode, saving telecommunications costs. Off-line means the delivery of CBI without telephone lines connecting the learning terminal to a remote mainframe computer. Instead, 80 percent of the training will be generated from the student's own microcomputer terminal via floppy diskettes.

The remaining on-line time will eventually be used for student tests, for communication with the FAA Academy and program developers to validate lessons and for management of training information.

The use of the computer for infor-



An education specialist in the FAA Academy's CBI Systems Section, Karen Van Deventer is a member of the lesson design team. Here, she operates a new stand-alone CBI terminal equipped with a disc drive for off-line operation.

mation management will ultimately relieve some of the burden of local paperwork and recordkeeping.

Once the new CBI lessons are validated, they will be available for developmental training as well as for proficiency training.

In December 1982, the Kansas City International and Las Vegas towers and the Fort Worth, Cleveland and Washington ARTCCs were selected as field test sites to work with the Academy in the initial design and lesson validation. They'll remain test sites through 1984 to validate the national CBI lessons as they are developed and to test site-specific training. There will be about 100 lessons in each Air Traffic option. ■

By Steve Stainkamp

Until recently an editorial assistant with Aeronautical Center public affairs, he has worked as a free-lance journalist in Hawaii and Oklahoma.



An Exercise in Courage

Unconfined to a Wheelchair, This FAAer Is a Doer

It's not that unusual that Wayne Lynch drives the largest Harley Davidson road bike built today. It really isn't that unusual, either, that he operates his own 18½-foot "ski-rig" boat with a 150-h.p. outboard motor or that he owns and farms a 160-acre piece of land near Frederick, Okla. But, then again, he isn't your average guy.

For 23 years, Lynch, an operating accountant in the General Ledger Section of the Aeronautical Center's General Accounting Branch, has been disabled.

"Confined to a wheelchair" is not an expression that can be used to describe Lynch, however. Although he uses a wheelchair, he has proven that his life will not be confined. Besides, motorcycles, boats and even tractors are much more fun.

"I've done a lot of things these past years so that I could live my life like a normal person," he says. "Desire and determination keep you going. This chair gets me from one place to another, but I like to be out of it and on or in something to get away from the handicapped stigma," he explains. "Whenever they tell you that you can't do something, that's when I start thinking, well, I'm going to do it. Like when they told me I couldn't ride a motorcycle."

Lynch teamed up with a number of



Aeronautical Center passers-by stop to admire Wayne Lynch's huge Harley Davidson motorcycle with sidecar and trailer.

Photo by Ellis Young

friends and family members and formed "Heaven's Devils." They tour Oklahoma, participate in motorcycle shows, enjoy picnics, seeing the lakes and "just goofing off," as he says.

"It's been a long time since the trucking accident that left me disabled and took my wife," Lynch says. "Talking about it doesn't hurt like it once did." He had driven cross-country for 13½ years, hauling "most everything." He had been married just nine months when another truck forced them off the road into a load of highway construction materials, flipping his truck over into a ditch.

Lynch spent the next four years unemployed, but then he began getting back to living his life. "My wife and I used to operate on the 'we gotta do this and we gotta do that'

syndrome. We'd run all day and all night, working all the time. After the accident, I learned that life is too important, that you don't have to do anything," he said.

Lynch has been with the FAA for 17 years, and he's been riding motorcycles for about five years. "The 1982 Harley FLH Electro Glide Classic has a

1340-c.c. engine, a side car and a trailer," he describes his pride and joy. "It is the largest stock cycle ever built by Harley Davidson today and the only one of its kind in Oklahoma City. The machine has everything on it but the proverbial kitchen sink.

"The boat and the farm equipment all have specially designed lifts that allow me to board them."

The motorcycle trailer serves as a trunk for his collapsible wheelchair. Since he has no control of his legs, he had designed, with help from his friends, hand-operated brakes and gear-shifting devices for all his vehicles. When he doesn't have someone in the sidecar, he has to keep 150 pounds of ballast there for balance.

What's he going to do next? "I think for an encore, I'd like to learn to fly, if my health will allow it. I know there are aircraft with hand controls for disabled persons. After all, never say never. You know," Lynch smiled, "the sky's the limit." ■

People

Aeronautical Center

■ **James F. Coffey**, manager of the Frankfurt, Germany, Flight Inspection Field Office.

■ **Joseph C. Dunbar**, unit supervisor in the Electro-Mechanical Production Section, Engineering and Production Branch of the FAA Depot.

■ **Freida J. Fossett**, unit supervisor in the Inventory Control & Transportation Section, Storage and Transportation Branch, FAA Depot, promotion made permanent.

■ **Gerald W. Hill**, manager of the Battle Creek, Mich., Flight Inspection Field Office.

■ **Mark F. Lewis**, supervisor of the Standards and Analysis Section, Systems Support Branch, Data Services Division.

■ **Phillip H. Manwell II**, supervisor of the Flight Systems Section, Aviation Systems Branch, Data Services.

■ **Thomas J. Philumalee**, unit supervisor in the Automation Section, Airway Facilities Branch, FAA Academy.

■ **David E. Reid**, supervisor of the Electro-Mechanical Production Section, promotion made permanent.

■ **Michael G. Smith**, unit supervisor in the Inventory Control & Transportation Section.

■ **Francis J. Taylor**, assistant manager of the Aircraft Management Staff, Aviation Standards National Field Office.

Alaskan Region

■ **Leon F. Chesler**, supervisor of the Field Support Section, Maintenance Branch, Airway Facilities Division.

■ **Edward E. Jones**, construction & maintenance foreman, Environmental Section, Maintenance Branch.

■ **Richard P. Kauffman**, manager of the Ketchikan Flight Service Station.

■ **Dexter Palk**, supervisor of the Air Carrier Unit, Anchorage Flight Standards District Office.

■ **Eleanor J. Williams**, area supervisor at the Anchorage ARTCC.

■ **James Edwin Yakal**, manager of the Cold Bay FSS.

Central Region

■ **Theodore E. Farris, Jr.**, area supervisor at the Waterloo, Iowa, Tower.

■ **Ivan F. Hunt**, supervisor of the Operations Section of the Operations, Procedures & Airspace Branch, Air Traffic Division.

■ **Louise M. Lathrop**, supervisor of the Contracts and Payables Section, Accounting and Disbursing Branch, Accounting Division.

■ **William Leseberg, Jr.**, systems engineer at the Kansas City ARTCC Airway Facilities Sector.

■ **Donald H. Mashburn**, manager of the Field Operations Office, Civil Aviation Security Division.

■ **Alan R. Moore**, systems engineer at the Kansas City ARTCC AF Sector.

■ **William A. Peck**, section supervisor at the Kansas City, Kan., Flight Standards District Office.

■ **Lyle E. Shepard**, manager of the Epley Airfield Tower in Omaha, Neb.

■ **Hugh A. Simpson**, manager of the Offutt Air Force Base RAPCON, Bellevue, Neb.

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. Other changes cannot be accommodated because there are thousands each month.

■ **Jesse J. Statham**, manager of the Johnson County Airport Tower, Olathe, Kan.

■ **Roy W. Still**, unit supervisor in the Maintenance Engineering Branch, Airway Facilities Division.

■ **William P. Watson**, assistant manager of the St. Louis, Mo., AF Sector.

Eastern Region

■ **William J. Adair**, area supervisor at the Griffiss AFB RAPCON, Rome, N.Y., promotion made permanent.

■ **Roger W. Bender**, area supervisor at the New York TRACON, Garden City, N.Y., promotion made permanent.

■ **Roy A. Constantineau**, area supervisor at the Washington FSS, Leesburg, Va.

■ **Daniel L. Dunston**, area supervisor at the Teterboro, N.J., Tower.

■ **Martin N. Finkelstein**, supervisory accountant, Contracts & Payables Section of the Examination, Classification and Disbursement Branch, Accounting Div.

■ **Bess Goldman**, supervisor of the Staffing & Career Development Section, Employment Branch, Personnel Mgt. Div.

■ **John Graff**, area supervisor at the Baltimore, Md., Tower.

■ **Raymond J. Holland**, area supervisor at the Dulles International Airport Tower, Chantilly, Va.

■ **Gary M. Kavanagh**, area supervisor at the Rochester, N.Y., Tower.

■ **Joseph H. Kelley**, supervisor of the Procedures Section, Airspace & Procedures Branch, Air Traffic Div.

■ **Paul A. Laven**, supervisor of the Operations Section, Program and Planning Branch, Airway Facilities Div.



Administrator Helms presented the Flight Standards Field Office of the Year Award for 1982 to manager John Hull and the staff of the San Diego General Aviation District Office for its significant improvements in safety and productivity. Western-Pacific Region Director Homer McClure (left) also presented the GADO with a Certificate of Merit.

- Patrick Lettieri, supervisory operating accountant, Control Section of the Control, Reports and Analysis Branch, Accounting Division, promotion made permanent.
- William J. Mayton, area supervisor at the Washington FSS.
- Rudolph V. Meyer, Jr., area supervisor at the Teterboro FSS.
- Keith S. Morris, area supervisor at the New York TRACON.
- William N. Newell, manager of the Teterboro Flight Standards District Office.
- Arnold J. Palumbo, area supervisor at the New York TRACON.
- Thomas J. Randall, area supervisor at the Washington FSS.
- Robert P. Roscoe, area manager at the New York TRACON.
- Richard Schmidt, manager of the Teterboro FSS, promotion made permanent.
- Vincent J. Torcivia, supervisory cost accountant, Reports and Analysis Section of the Control, Reports and Analysis Branch, Accounting Division, promotion made permanent.
- Warner W. Turner, unit supervisor in the Washington National Airport AF Sector at Camp Springs, Md.

- Alfred H. Zingg, Jr., unit supervisor in the Charleston, W. Va., AF Sector at Clarksburg, W. Va.

Great Lakes Region

- Robert B. Benjaminson, assistant manager for training at the Chicago ARTCC.
- Thomas A. Benkert, maintenance mechanic foreman at the Vandalia, Ohio, AF Sector Field Office.
- Raymond J. Broderick, manager of the Redwood Falls, Minn., Flight Service Station.
- Theodore R. Brown, manager of the Mansfield, Ohio, Tower.
- Dean A. Christy, assistant manager for technical support in the Springfield, Ill., AF Sector.
- Duane M. Ditch, assistant manager for technical support, Minneapolis, Minn., Airway Facilities Sector.
- Robert L. Elliott, area supervisor at the Cleveland, Ohio, FSS.
- Robert G. Fiorucci, manager of the Cleveland AF Sector.
- Charles R. Foster, area supervisor at the Youngstown, Ohio, Tower.
- Roger V. Gordon, Jr., unit supervisor at the Detroit, Mich., Flight Standards District Office.
- Hugh W. Graham, unit supervisor at the Detroit FSDO.
- Timothy E. Halpin, assistant manager of the Detroit Metro Airport Tower.
- Douglas Harrison, maintenance mechanic foreman at the Chicago AF Sector.

- Harold T. Hutchcraft, assistant manager for technical support in the Green Bay, Wis., AF Sector.
- Kenneth E. Jackson, planning & procedures officer at the Chicago-O'Hare Tower.
- Marydale Jacobsen, area supervisor at the Decatur, Ill., Tower.
- Merle V. King, assistant manager of the Minneapolis AF Sector.
- Billy G. Kingston, unit supervisor in the Grand Rapids, Mich., AF Sector.
- Daniel E. Koch, area supervisor at the Carbondale, Ill., Tower, promotion made permanent.

- David A. Lantzy, assistant manager for technical support at the Cleveland AF Sector.
- Wanda F. Loncar, area supervisor at the Fort Wayne, Ind., FSS.
- Lee R. O'Berry, manager of the Detroit FSDO.
- Dennis R. Ragle, assistant manager of the Cleveland ARTCC.
- Chester E. Retz, area supervisor at the West Lafayette, Ind., Tower.
- Kenneth L. Stone, maintenance mechanic foreman in the Milwaukee, Wis., AF Sector.
- Jimmie H. Walker, assistant manager at the Cleveland ARTCC.
- Maureen Woods, area supervisor at the Champaign, Ill., Tower.

Metro Washington Airports

- Lynwood K. Elkins, administrative officer in the Public Safety Division.

New England Region

- George Dileo, area supervisor at the Boston ARTCC.
- Frank J. Marley, manager of the Logan International Airport AF Sector.
- Charles J. Peahl, assistant manager for training at the Boston ARTCC.
- Anthony S. Serino, manager of the Lawrence, Mass., Tower.

Northwest Mountain Region

- Anthony M. Bonanno, manager of the Mechanical & Environmental Control System Section, Systems and Equipment Branch, Los Angeles Aircraft Certification Office.
- Marshall O. Burquest, manager of the Airframe Section, Western Aircraft Field Office, Aircraft Certification Div.
- Francis J. Johns, manager of the Denver, Colo., Tower.
- George H. Hienard, area supervisor at the Seattle, Wash., Flight Service Station.
- Walter Lober, assistant manager for training at the Billings, Mont., Airway Facilities Sector.
- Wayne K. Tobey, assistant manager for traffic management at the Salt Lake City, Utah, ARTCC.
- Merry Van Deren, section supervisor in the Employment Branch, Personnel Management Division.

Southern Region

- Joseph D. Belden, manager of the Pico Del Este, Puerto Rico, AF Sector Field Office.
- Winford A. Blue, manager of the San Juan, Puerto Rico, AF Sector Field Office.
- John W. Blackwell, assistant manager for plans and procedures at the Memphis, Tenn., Tower.
- Melvin Brock, manager of the Tri-City Flight Service Station in Bristol, Tenn.
- Vello Hansen, staff engineer for the Environmental Engineering Section, Maintenance Program Branch, AF Div.
- Landon A. Harris, unit supervisor in the Raleigh, N.C., AF Sector, promotion made permanent.
- Richard D. Holland, supervisor of the Field Services Section, Maintenance Program Branch.
- David W. Hope, area supervisor at the Meridian, Miss., Tower.
- Hoy B. Huff, Jr., unit supervisor in the New Bern, N.C., AF Sector Field Office of the Raleigh AF Sector.
- Wilbur W. Jarmon, Jr., supervisor of the ARTCC/FSS Section, Environmental Establishment Engineering Branch, AF Division.
- John R. Kitchens, manager of the Memphis Flight Standards District Office.
- Leslie M. Loller, area supervisor at the Memphis FSS.
- Thomas G. Malone, supervisor of the Tower Unit, Radar/Tower Section, Environmental Establishment Engineering Branch.
- Charles E. Miller, area supervisor at the St. Croix, Virgin Islands, Tower.
- Marvin L. Montgomery, supervisor of the Radar Unit, Radar/Tower Section, Environmental Establishment Engineering Branch.
- Douglas B. Moore, manager of the Atlanta, Ga., Air Carrier District Office.
- Bobby E. Mullikin, area supervisor at the Memphis ARTCC.
- Bobby D. Price, assistant manager for plans and procedures at the West Palm Beach, Fla., Tower.
- Wesley J. Robinson, manager of the New Bern, N.C., AF Sector Field Office of the Raleigh AF Sector.
- Geron J. Ryden, manager of the Wilmington, N.C., AF Sector Field Office of the Raleigh AF Sector.
- Robert H. Sauersteig, Jr., supervisor of the ARTCC Unit, ARTCC/FSS Section, Environmental Establishment Engineering Branch.
- Robert K. Seagle, manager of the St. Petersburg-Clearwater, Fla., FSS.
- Donald M. Shreve, unit supervisor in the Winston-Salem, N.C., FSDO.
- Jack C. Slaughter, manager of the Meridian, Miss., AF Sector Field Office, Jackson, Miss., AF Sector.
- Obed R. Smith, area supervisor at the Greensboro, N.C., Tower, promotion made permanent.
- Charles L. Sulfrin, area supervisor at the North Perry Airport Tower, Hollywood, Fla.

Carol Cline and Bob Jefferson can shop-talk at home. The Anchorage Tower controllers were married this past summer, after meeting the previous year at the FAA Academy's Radar Training Facility.



- Charlie F. Weaver, supervisor of the Communications Section, Electronic Establishment Engineering Branch.
- Eugene B. Workman, unit supervisor in the Pensacola, Fla., AF Sector Field Office, Montgomery, Ala., AF Sector.

Southwest Region

- Joe P. Carrigan, programs officer at the San Antonio, Tex., Tower.
- Albert J. Durante, maintenance mechanic foreman in the Albuquerque, N.M., Airway Facilities sector.
- Victor Frier, Jr., unit supervisor in the Lubbock, Tex., General Aviation District Office.
- Thomas Gassert, assistant manager of the Dallas-Fort Worth (Tex.) Regional Airport AF Sector.
- Willie S. Harris, assistant manager of the Albuquerque AF Sector.
- John E. Hemmert, manager of the Little Rock, Ark., GADO, promotion made permanent.
- Marilyn W. Johnson, team supervisor at the Dallas-Fort Worth Air Carrier District Office.
- Terry A. Klagmann, area supervisor at the Hobby Field Tower, Houston, Tex.
- Cleo R. McGovern, unit supervisor at the Oklahoma City GADO.
- Charles A. McMillen, manager of the Oklahoma City GADO.
- Dale M. Peterson, manager of the College Station, Tex., Tower.
- Charles W. Smith, assistant manager

for technical support in the El Paso, Tex., AF Sector.

■ **Marvin D. Spiller**, assistant manager of the Fort Worth ARTCC.

■ **Thomas G. Walenta**, manager of the Albuquerque GADO, promotion made permanent.

■ **Craig J. Woodriddle**, assistant manager of the Corpus Christi, Tex., Tower.

Technical Center

■ **Loni Czekalski**, technical program manager in the Flight Safety Research Branch, Aircraft & Airport Systems Technical Division.

■ **Ronnie H. Easterday**, supervisor of the AFSS/RMM Engineering Section, National Automated Engineering Field Support Sector, Maintenance Engineering Division.

■ **Robert C. Geist**, traffic manager in the Materiel Section, Acquisition & Materiel Services Branch, Administrative Systems Division.

■ **Betty J. Grossberg**, supervisory technical publications editor, Production Section, ATC Facilities Operations Branch, Facilities Division.

■ **Charles O. Kuzis**, assistant manager for administration, National Program Maintenance Branch, ATC Automation Division.

■ **Hugh D. Milligan**, technical program manager, ATC Systems Branch, Engineering Division.

■ **William H. Stack**, airport manager, Plant Operations & Maintenance Branch, Facilities Division.

Washington Headquarters

■ **Steven R. Fewell**, supervisory personnel management specialist, Labor Relations & Career Development Branch, Personnel Management Operations Div.

■ **Orrie C. Grainger**, supervisory transportation & property officer, Procurement Management & Services Branch, Contracts Division, Acquisition and Materiel Service.

■ **Dennis H. Powell**, technical program manager, System Implementation Program, ATC Automation Div., Program Engineering & Maintenance Service.

Western-Pacific Region

■ **Robert H. Arce**, area supervisor at the Palmdale, Calif., Tower.

■ **Allan B. Ashbury**, unit supervisor in the Los Angeles Flight Standards District Office.

■ **Evans F. Bell**, area supervisor at the Guam Center/RAPCON.

■ **Henry E. Bertuleit, Jr.**, supervisory program analyst in the Sacramento, Calif., Airway Facilities Sector.

■ **James C. Brantley**, area supervisor at the Orange County Airport Tower, Santa Ana, Calif.

■ **Barry S. Brayer**, supervisor of the Operations Section, AF Division.

■ **Peter V. Carey**, area supervisor at the Los Angeles Tower.

■ **Ellsworth L. Chan**, supervisory compliance/certification officer, Safety Section, Safety and Standards Branch, Airports Division.

■ **Lawrence G. Downs**, area supervisor at the Honolulu, Hawaii, ARTCC.

■ **Donald E. Fowler**, manager of the Ontario, Calif., Tower.

■ **Jimmie L. Haralson**, manager of the Los Angeles Flight Service Station.

■ **Henry A. Harris**, assistant manager, San Diego, Calif., AF Sector.

■ **George C. Hioco**, manager of the Fresno, Calif., FSS.

■ **James A. Holtsclaw**, manager of the Los Angeles Tower.

■ **Gearold W. Martin**, manager of the Stockton, Calif., Tower.

■ **Hobart Martin**, assistant manager for technical support in the Lancaster, Calif., AF Sector, promotion made permanent.

■ **John J. Medina**, assistant manager of the Phoenix, Ariz., Tower.

■ **Vincent J. Mellone**, manager of the Oakland, Calif., ARTCC.

■ **James S. Messer**, area supervisor at the Oakland ARTCC, promotion made permanent.

■ **John F. O'Leary III**, programs officer, Los Angeles Tower.

■ **Ward D. Orsted**, area supervisor at the Kahului Tower, Maui, Hawaii, promotion made permanent.

■ **Duane C. Rakotz**, area supervisor at the Los Angeles ARTCC.

■ **Roy E. Richards**, manager of the Coast TRACON at the El Toro MCAS, Santa Ana, Calif.

■ **Wayne S. Rodrigues**, area supervisor at the Oakland FSS.

■ **Ronald V. Rudolph**, manager of the Mt. Laguna, Calif., AF Sector Field Office.

■ **Earl J. Ryan**, manager of the Oakland Tower.

■ **Betty L. Sears**, administrative officer for typing at the Los Angeles FSDO.

■ **Wilburn D. Spring**, manager of the Arcata, Calif., FSS.

■ **William E. Stone**, area supervisor at the Chino, Calif., Tower.

■ **Juan O. Taisague**, supervisor of the Radar Unit of the Guam AF Sector.

■ **Gary D. Taylor**, area supervisor at the Oakland ARTCC, promotion made permanent.

■ **Jeffrey H. Thorntenson**, programs officer at the Ontario Tower.

■ **Harry H. Toyomura**, supervisor of the Environmental Support Unit of the Honolulu ARTCC AF Sector.

■ **David L. Tyson**, area supervisor at the Los Angeles Tower.

■ **Darrell L. Young**, area manager at the Phoenix Tower.

EAA Opens New Air Museum



On the main floor of the museum, a replica of the Wright Flyer and the brothers at the moment of takeoff is front and center. The Wittman concourse permits viewing the floor displays from above and "flying" aircraft at eye level.



A flight service station specialist at the EAA fly-in at Oshkosh calls up the weather on a computer terminal remoted from the Green Bay, Wis., FSS.

The Experimental Aircraft Association opened its Aviation Center *cum* Air Museum this past summer, and FAA was there.

Administrator Helms was the principal speaker at the museum's dedication next door to the EAA annual fly-in at Wittman Field in Oshkosh, Wis. Also attending was Great Lakes Region Director Paul Bohr and pioneer aircraft designer

By Marjorie Kriz
A Great Lakes information specialist and former reporter, she has been published in the *Chicago Tribune* and *Chicago History* magazine.



The newest and the smallest—an ultralight and the Sky Baby—are among the exhibits at the EAA Air Museum.

and builder Steve Wittman, for whom the airport was named.

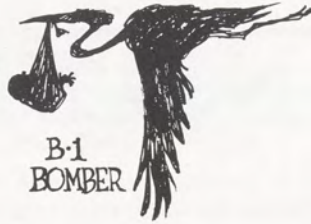
Long known for its refurbishing and replicating old aircraft, EAA has 65 aircraft on display in the museum proper, as well as others in a mini-museum near Wittman Field control tower and in the Kermit Weeks Flight Research Center hangar, the site of EAA's unleaded auto gas tests.

The Antique/Classic Theatre was the number one exhibit and featured a film, "Aeronautical Oddities," supplied by the Great Lakes Region public affairs office. Another popular exhibit was "Aviation: Then and Now." The "Then" portion was part of public affairs' collection of old black and white aviation photos, and the "Now" was an array of color prints of FAA facilities, employees and airport activities. ■

OFFICIAL SOVIET ENEMY AIRCRAFT SILHOUETTE CHART



U-2 SPYPLANE



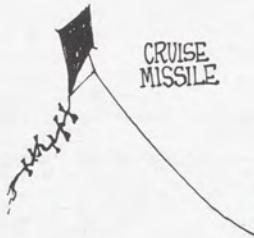
B-1
BOMBER



U.S. NAVY
F-14



STEALTH
BOMBER



CRUISE
MISSILE



82ND
AIRBORNE



F-4 PHANTOM

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