

# World

January 1984  
Volume 14 Number 1



U.S. Department  
of Transportation

**Federal Aviation  
Administration**





Photo by Carl J. Wittfeld

## Put Out To Pasture

Any Federal worker might consider 26 years long enough to head into retirement. This worker, or rather workhorse, in its over a quarter of a century, has put on more than three million miles in 19,225 hours of flying time.

It's a 27-ton Fairchild C-123 that has been in continuous service for FAA in Alaska since an agency crew took delivery at the manufacturer's Hagerstown, Md., plant in May 1957. N-98's last flight was September 30 when it delivered a load of supplies and equipment to Dillingham, King Salmon and Iliamna.

The aircraft regularly delivered personnel, groceries and other cargo to FAA communications outposts, hauled fully equipped medical clinics to remote communities and did yeoman service during emergencies. This included carrying food, equipment, medical supplies and personnel around the clock after the 1964 earthquake, evacuating sick and injured during other disasters and transporting electric generators to blacked-out communities.

The disposition of the plane has not been decided, but some FAA personnel would like to see N-98 protected in a museum.

*"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 Western Airlines DC-10 takes off from Seattle-Tacoma International Airport in Washington, the nation's eighth busiest.

Photo by James Rood



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### FAA's Military Connection

Those military uniforms running around headquarters, the R.O.s and the two centers are not those of visitors but of personnel working for or with FAA. Tapping their skills is according to the FAA charter.

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### The Best Weather Around

The television program *A.M. Weather* has been on the air six years, and it's still a hit with weather consumers from coast to coast.

### Secretary of Transportation

Elizabeth H. Dole

### FAA Administrator

J. Lynn Helms

### Assistant Administrator—

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### Manager—Public & Employee

Communications Div.

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Mark Weaver—Aeronautical Center  
Paul Sieucke, Sr.—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

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### Inspector's Hobby Boring But Fun

An FAA inspector flies a C-5A for the Air Force Reserve. Boring means safe, and that's the way he likes it.

**By Frank Clifford**  
A former writer for FAA  
and DOT Offices of  
Public Affairs, now  
retired, he has also been  
published in military  
aviation magazines.



# FAA's Military Connection

## The Agency Taps Outside Skills, Knowledge and Experience



Their numbers are small among the 48,000 people in the FAA, but they are outstanding both literally and figuratively.

They are the half a hundred military officers and a score of enlisted men and women who work in FAA around the country. Twenty-nine of the officers are at Washington headquarters, two at the Technical Center and one at the Aeronautical Center.

The regional offices normally are staffed with two officers and two enlisted persons.

Their uniforms, often ablaze with colorful campaign ribbons and decorations and bearing silver or gold aeronautical rating badges, set them apart physically. But their credentials also are impressive: All but two have college degrees; many have advanced degrees; some have completed senior officer professional schools; in the course of their military service, all have attended a dazzling array of technical schools; and most have hefty flight records.

Almost all of the officers have aeronautical ratings, ranging from single-engine land through multi-engine transport-category aircraft. There are several helicopter pilots, some of whom also have fixed-wing



ratings. At least one is seaplane-qualified, and two worked as flight-line mechanics before earning their wings. In addition, many are career air traffic controllers who have served as facility officers for air bases and aircraft carriers. One is even a fully qualified meteorologist.

But why are they in FAA? Why does the FAA need military personnel to assist it in performing its mission?

To begin with, the military presence in the FAA has its foundation in the Federal Aviation Act of 1958 and the Department of Transportation Act of 1966. The legislation provides for the participation of military personnel in carrying out the Administrator's functions "relating to

regulating and protection of air traffic . . . provision of air navigation facilities and research and development . . . and the allocation of airspace." It also provides for detailing of military personnel by the Secretary of the particular service to duty with the FAA.

A Department of Transportation/Department of Defense (DOT/DOD) memorandum of agreement spelled out the conditions under which such personnel would serve in the DOT. A DOT order provided for the use of DOT's own Coast Guard in FAA.

This brings to the FAA the highly

specialized expertise of officers and noncommissioned officers who have been involved in aviation in its many aspects—flight operations, often in high-performance aircraft; weather; aircraft systems; and search and rescue—knowledge and skills not available to FAA in civilian



A pilot of varied type aircraft, Coast Guard Cdr. Richard Mattingly checks the chart of a crash site in his role as an aviation safety investigator.



Assigned to the Office of International Aviation, Lt. Col. Andris Zalmanis checks a chart on the course of the ill-fated Korean flight 007 before delivering a briefing to the Administrator.

Photos by Dennis Hughes

Army Lt. Col. Wimpy Pybus still flies helicopters as he helps in the development of FAA's Rotorcraft Master Plan.

\*photo by Tina Mallory



tion on matters of mutual concern. "In some cases," however, reflects a distinction between two types of officers aboard the FAA. The letters of agreement cover 24 of the officers as *reimbursables* who are assigned to the FAA—that is, they actually work for FAA. All of them are in headquarters.

Under the reimbursable arrangement, the military services continue to pay their personnel the regular pay and allowances, and FAA reimburses them on a quarterly billing.

Officers in this category are, and at the same time are not, members of the military. They're still subject to the Uniform Code of Military Justice and the policies and directives of their own services in regard to military discipline, leave, flying requirements, etc. On the other hand, when these officers "sign on" with the FAA,

hire. In addition, the military personnel bring a different perspective on aviation and airspace matters that can be obtained in no other way. And they ensure that the national security interests of the country, provided for in the FAA Act, are protected.

The military, on the other side of the coin, in some cases gains from the relationship in ensuring that its interests are considered in FAA programs and that there is coordina-





Navy Cdr. William McClellan (left) works in the Program Engineering & Maintenance Service on Flight Service Automation, while Cdr. Daniel Bellay is a staff weather coordinator in the office of the Associate Administrator for Development and Logistics.

they come under the civilian direction of FAA supervisors.

Under the agreements with the Department of Defense and the Coast Guard, the FAA supervisors prepare the reimbursable military officers' fitness reports in accordance with the regulations of the particular uniformed service.

The non-reimbursable officers work with, rather than for, the FAA. They are not under FAA control or direction and remain responsible to their respective services or commands.

Within this group are two special project officers who represent the Defense Department in specific areas. Air Force Maj. Michael Ball is the DOD representative at the National Airspace Review conferences, working in the Air Traffic Service, and Maj. Herbert Vollman is its liaison in the Program Engineering & Maintenance Service to represent the Air Force's interests in the microwave landing system.

The service liaison officers—those responsible for reporting back to their respective services on all matters concerning military activities in the National Airspace System—are Army Col. Luther L. France in the office of the Associate Administrator for Aviation Standards; and Navy Cdr. Kenneth Fields and Air Force Col. Charles V. Corder in Air Traffic.

Serving as command liaison—responsible to the Air Force Communications Command—are Air Force Col. Stephen C. Budesheim

and Capt. Earl W. Stafford, both in Air Traffic.

Representing the USAF Director of Operations, Colonel Corder is a 26-year veteran with over 4,000 hours of flying B-47, B-52, C-7 and C-131 aircraft. He holds a bachelor's degree in military science and a master's in public policy.

On the command side, Colonel Budesheim is a career air traffic control specialist with more than 20 years in facility operations and management. He holds a bachelor's in business administration and a master's degree in management and is a graduate of the Air War College and the Industrial College of the Armed Forces. He was the principal DOD coordinator for military assistance during the 1981 controllers' strike.

Of the 24 reimbursables, the Air Force has the largest representation. There are 15 in headquarters, plus Lt. Col. Lester R. Heavener at the Aviation Standards National Field Office at the Aeronautical Center and Capt. Richard J. Huber at the FAA Technical Center. The second officer at the Tech Center has retired and will be replaced.

The other headquarters officers include three Army, four Navy, two Coast Guard and one Marine.

A rundown on some of these "military connections" will show what they bring to the job and what they are working on for the agency.

Air Force Lt. Col. Andris Zalmanis, now ensconced in the Office of International Aviation, actually was in the FAA before there was an FAA. Before he began his 26 years of military service, he worked



summers as an engineer trainee in the Civil Aeronautics Administration while studying aeronautical engineering at Purdue University. He has since acquired two master's degrees in personnel management and more than 3,500 hours flying time.

Now, he provides counsel to the Administrator on international aviation in coordination with the State Department.

A graduate of the Naval Academy, Cdr. Daniel J. Bellay has put in 6,000 hours of flying time, mostly in P-3 Orions on antisubmarine patrols. In



his 25 years, he also qualified as a carrier pilot. His master's degree in meteorology fits in well with his FAA assignment as a staff weather coordination officer in the office of the Associate Administrator for Development and Logistics.

Coast Guard Cdr. Richard F.

Mattingly signed on 20 years ago as an enlisted man after attending college, serving as a radio operator and instructor. He was commissioned five years later, which led to flying C-130 Hercules for 4,300 hours. While on ice patrol in the arctic and antarctic, he flew helicopters. He's also a seaplane pilot, having flown the HU-16 Albatross. Now, as an aviation safety investigator for the Office of Flight Operations, he has to keep a packed bag and a passport ready.

The only Marine assigned to the FAA, Capt. Gary L. Bryan rose from private through master gunnery

sergeant to the commissioned ranks in his 26 years of service. Almost all of his professional background has been in air traffic control, and he's still at it, but from a different perspective. He's part of a traveling unit that visits towers and centers, and he checks out complaints from users of the system.

A bomber pilot with 400 combat missions in five Southeast Asian tours and more than 6,500 hours flying time, mostly in B-52s, Air Force Col. John S. Yaryan, Jr., is the principal military advisor to the Associate Administrator for Development and Logistics and the FAA liaison with

### Half-Dozen FAAers Are Counterpart Liaison

Liaison is a two-way street. In FAA, that means not only the flow of information but also in a modest way the flow of personnel.

FAA has six positions for liaison specialists in the field, although two are vacant at the moment. Each of the specialists serves on the staff of the general or admiral in charge of a major command. They complement the military liaisons who represent their respective services in the Department of Defense and the Air Force Communications Command.

There's no overlapping. Air Traffic specialist Richard Burt waves the FAA banner at the Strategic Air Command at Offutt Air Force Base, Bellevue, Neb. Robert Simmons is our man in Norfolk, Va., at the Naval Operations Base. Earl Shaum is FAA's representative to the E3A Command—the AWACS liaison officer—at Tinker Air Force Base, Oklahoma City, and John Mydlow

is the liaison officer to the Air Training Command at Randolph Air Force Base, San Antonio, Tex.

Unoccupied are slots at the Tactical Air Command, Langley Air Force Base, Hampton, Va., and at the Air Defense Command in Colorado Springs, Colo.

Essentially, these solitary figures field problems or requests from these military commands and carry them to the attention of the respective FAA regional offices or apprise the commands of FAA's needs. Their work involves coordinating all facets of the relationship, including military flight activities.

They are solitary in another way. They don't work for the regions. They work for Bill Abernathy, manager of the System Performance Branch of Washington headquarters' Air Traffic Operations Division, who sees them only periodically. That's known as a mixed blessing. ■

the DOD in the implementation of the NAS Plan. He has an M.A. degree in industrial psychology and is a graduate of the Army War College, Industrial College of the Armed Forces and the Air Command and Staff College.

Army Lt. Col. Wimpy D. Pybus in his 25 years of service rose from the enlisted ranks to warrant officer and a commission and has been a helicopter pilot for 18 years. He is involved in developing the agency's Rotorcraft Master Plan. He holds a master's in business administration.

Air Force Lt. Col. Walter F. Clark was first an air raft engineer and designer before he signed up 19 years ago. He has about 3,000 hours in heavy aircraft and bombers, plus nearly 900 hours in 181 combat missions out of Cam Rahn Bay, Viet Nam, in a C-7A Caribou. Working in the Navigation & Landing Division in the Program Engineering & Maintenance Service, he is primarily concerned with the microwave landing system. He has a master's degree in systems management.

Other officers assigned to the FAA headquarters in a reimbursable status are Maj. Douglas A. Benzel, Maj. Frank W. Blum III, Maj. Alexander C. Bridewell, Lt. Col. John W. Cozart, Lt. Col. Wayne S. Dean, Lt. Brett Fernald, Maj. Neil L. Hawkins, Maj. Thomas N. Higdon, Maj. Don L. Hollenbeck, Cdr. William D. McClellan, Maj. Harold E. Moses, Lt. Cdr. Bob Parsons, Capt. William A. Smith, Coast Guard Capt. Bobby C. Wilkes and Lt. Col. James C. Williams, Jr. ■

**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.



## The Best Weather Around

### They Can't Promise Fair Weather, Only the Best Forecasts

**I**t doesn't have one-half the audience of any of the three network television morning news programs, but the fans of *A.M. Weather* are legion.

As they say in advertising, these viewers make up a prime target audience. They are hard-core, coffee-sipping early risers who are addicted to the 15-minute aviation weather program, which celebrated its sixth year on public television this past fall.

The mail to the program comes from all corners of the country and from every type of weather consumer, not only pilots, and all are hyperbolic in their praise.

Says a Maine farmer: "We find it nearly impossible to outguess the weather at planting, and more crucially, at harvest time. Thanks to your program, we find it 300 percent less impossible, actually verging on possible, to tell when to expect weather change. Don't go away, we need your priceless help."

Produced by the Maryland Center for Public Broadcasting in cooperation with the National Weather Service, the daily weekday program is the only one in the nation that uses honest-to-goodness U.S. Weather Service meteorologists.

Since the series went on the air in 1977, it has paved the way for some of the most innovative technical advances in televised weather information.

The program is beamed directly to the Westar IV satellite from the

Maryland Center in Owings Mills—6 miles northwest of Baltimore—instead of using the more-expensive land lines. This helps explain why more than 250 public television stations now broadcast *A.M. Weather*, which is free to them.

A few years ago, the installation of a satellite looper videodisc enabled the producers to show continuous motion of major weather systems. This eliminated the jumping associ-

Although the new technology gives the program the most up-to-date tools to outshine the commercial TV reports, the *A.M. Weather* team itself is probably the secret ingredient that makes the series so popular. Those selected for the team have the appropriate delivery skills and impeccable credentials as weathermen.

Wayne Winston has 16 years of experience in operational meteorology, having served with the Naval

Weather Service, as a forecaster for the Alaskan pipeline project and for corporate clients, which included pilot briefings. He gained broadcast experience in radio and television in Iowa.

A National Oceanic and Atmospheric Administration meteorologist like Winston, Carl Weiss has

been with *A.M. Weather* since 1979, before which he was with the Applications Division of the National Earth Satellite Service. He was coordinator of the satellite videotaping program and assisted in developing improved satellite weather displays for *A.M. Weather*.

At this writing, a new third member of the team is reporting aboard.

The day actually begins in the middle of the night for the *A.M. Weather* personnel. The meteorologists and three artists arrive at the Maryland Center at 3 a.m. Their chores begin with the gathering of the overnight weather data and the setting up of tape machines to record



## A.M. WEATHER

ated with the earlier method of videotaping satellite photographs produced on a Laserfax and showing them sequentially to create movement.

Most recently, the addition of the Kavouras dial-up color weather radar display made possible for viewers a near-instantaneous depiction of real-time precipitation. The unit uses differing colors to show differing contours of precipitation rates and accesses more than 150 national weather service radar sites.



In their first live telecast of the day at 6:45 a.m., meteorologists Jamie Hawkins (left), who serves as a backup, and Carl Weiss bring *A.M. Weather* to 246 cities across the country.

maps, charts and satellite photos used to show major weather systems.

As the artists prepare the maps and charts for current and 12-hour weather and winds aloft, the weathermen prepare the data for the 12-, 24- and 48-hour forecast maps. By the time the studio's technical crew arrives at 4:30, the first visuals are ready for the taped sequences.

At 6:15, a complete rehearsal is staged, differing from the live program only in the changing weather information.

The first live broadcast is at 6:45, followed by taped feeds at 7:15, 7:45 and 8:15 a.m. During the last taped production, a second rehearsal takes place for the live 8:45 a.m. program designed primarily for the western U.S. Tapes of this are run at 9:15 and 9:45, eastern time.

Viewer reaction to the series has been gratifying to the producers and the underwriters. Both general aviation and commercial pilots write in, complimenting both the unique content and the professional presentation. The underwriters include the FAA and the Aircraft



At 4:20 a.m., meteorologist Carl Weiss and the rest of the *A.M. Weather* team race the clock to prepare the show for the 6:45 a.m. live telecast.

Owners and Pilots Association (AOPA) and a number of other contributors.

In addition to the flying public, farmers, boaters, painters, ranchers, industrialists and other businessmen

are all great supporters, and school teachers use the series as a teaching tool.

This comment from a Nebraska rancher says it best: "I find yours the best weather forecast that is available to me, bar none!" ■

## They Turn Ideas Into Substance



Clifton Bailey (left) planes a joint on a countertop bullnose and Jack Berry works on a drawer for a desk unit for the Technical Center's scheduled airline ticket office.



Cabinet maker James D. Clayton, father of "Jr." above, checks a work request. Also a former boat builder, he's been with the Carpenter Shop longer than anyone else.



Master craftsman Andrew Laubert (left) and James Clayton, Jr., work on a Tech Center Weather Service Unit workstation. Both were boat builders before coming to work at the Technical Center's Carpenter Shop.



James Woerner adds photos of display controls to a controller's console mockup.



Painter Charles A. Smith wipes a project with a tack rag prior to painting.

The carpenters of the Technical Center have an impact beyond the confines of Atlantic City and they leave behind tangible evidence of their skills.

Out of a concept, of "bare-bones" ideas expressed in memos and crude sketches, the employees of the Carpenter Shop in the Supporting Services Branch create mockups, prototypes and finished cabinetry that can be found around the FAA from coast to coast.

Operational Air Traffic consoles and replicas of their prototypes are installed at the Denver, Colorado Springs and Burbank, Calif., TRACONS and the Dallas-Fort Worth tower cab. They also built the consoles for the crisis control complex at headquarters and for the central air dispatch at Hangar 6 at Washington National Airport.

Their own backyard has examples

of their work throughout—in the ATC labs, the airport operations office, the experimental cab atop the Tech Center and a security console for the building's atrium, to name only a few.

Since the carpenters' projects so often begin with insubstantial plans, once a prototype is completed to the requester's satisfaction, Don Juzwiak of the Management Services Division takes measurements and makes architectural drawings of the finished product so it can be reproduced.

Many of their jobs must be built in modular fashion or knocked down to pass through narrow facility accesses, and their designs are always human engineered rather than built to common standards.

Proud of their work and skills, the men of the Carpenter Shop also have been providing training to students from nearby vocational schools for half a dozen years. ■



Charles Kuck reworks the laminate on the built-up edge of a table top.



Joseph R. Smith uses a belt sander on a countertop to be laminated.

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.

## Aeronautical Center

- **Darrel R. Bow**, unit supervisor in the Electro-Mechanical Production Section, Engineering and Production Branch, FAA Depot.
- **Jerome P. Bushnell**, manager of the Operations Standardization Branch, Flight Programs Div., Aviation Standards National Field Office.
- **Elvin B. Jackson**, supervisor of the Flight Inspection Section of the Anchorage, Alaska, Flight Inspection Field Office, Aviation Standards National Field Office.
- **Tom S. Kamikido**, group supervisor in the Flight Inspection Section of the Honolulu, Hawaii, Flight Inspection Field Office.
- **Luther D. Marsden**, staff chief of the Financial Management Branch, Administrative Systems, Aviation Standards National Field Office.
- **Betty J. Poole**, manager of the Uniform Accounting System Branch, Accounting Division.
- **Hazel M. Robinson**, manager of the Management and Evaluation Branch, Administrative Systems, Aviation Standards National Field Office.

## Alaskan Region

- **Larry Gene Cribbs**, area supervisor at the Anchorage ARTCC.
- **Donald R. Czarnecki**, watch supervisor in the Anchorage ARTCC Airway Facilities Sector, promotion made permanent.
- **Joel Henkelman**, maintenance mechanic foreman in the Bethel Central Maintenance Facility of the King Salmon AF Sector, promotion made permanent.
- **John E. Lee**, construction & maintenance foreman on the Technical Support Staff of the Anchorage AF Sector.

- **Raymond P. Richel**, area manager at the Kenai Flight Service Station.
- **Joseph M. Wall**, area supervisor at the Anchorage ARTCC.
- **Jerry M. Wylie**, assistant manager of the Anchorage Tower.

## Central Region

- **Richard P. Burgess**, manager of the Evaluation & Automation Branch, Air Traffic Division.
- **Thomas R. Davidson**, programs officer at the St. Louis (Lambert Field) Tower, promotion made permanent.
- **Terry M. Ehrhart**, supervisor of the FDP Unit, Technical Support Staff, Kansas City ARTCC AF Sector.
- **James W. Hedgecock**, area supervisor at the Offutt Air Force Base RAPCON, Bellevue, Neb., promotion made permanent.
- **Gordon Lee Jones**, manager of the Garden City, Kan., AF Sector Field Office of the Wichita, Kan., AF Sector, promotion made permanent.
- **Samuel J. Nutt**, supervisor of the RDP Unit, Technical Support Staff, Kansas City ARTCC AF Sector.

- **Ralph E. Orr**, supervisor of the RADCOM Unit, Technical Support Staff, Kansas City ARTCC AF Sector.
- **Jay B. Salzer**, area supervisor at the Wichita FSS.
- **Loren E. Scrivner**, supervisor of the FSD Unit, Technical Support Staff, Kansas City ARTCC AF Sector.
- **Cecil R. Wall**, manager of the Plans and Programs Branch, Air Traffic Div.
- **Willie J. West**, manager of the Procurement Branch, Logistics Div.

## Eastern Region

- **Glenn A. Adams III**, assistant manager, of the Buffalo, N.Y., Tower.

- **Arnold Aquilano**, manager of the Metro N.Y. Airway Facilities Sector.
- **Ottoway N. Butler III**, area supervisor at the Andrews Air Force Base Tower, Camp Springs, Md.
- **Robert J. Cammaroto**, manager of the Special Projects Branch, Personnel Management Division.
- **John D. Canoles**, manager of the Newark, N.J., Tower.
- **Henry J. Cavaleri**, area supervisor at the Syracuse, N.Y., Tower, promotion made permanent.
- **David W. Degruchy**, unit supervisor at the Andrews AFB AF Sector Field Office, Capital AF Sector.

- **George A. Dodelin**, area manager at the Norfolk, Va., Tower.
- **Norbert Flatau**, assistant manager for program support in the Capital AF Sector.
- **Alan L. Gershon**, crew chief at the New York TRACON AF Sector Field Office, Capital AF Sector.

- **Mary Ellen Grant**, supervisor of the Programs Section, Operations Branch, Air Traffic Division.

- **Patrick N. Harten**, area supervisor at the New York TRACON, promotion made permanent.
- **James Edward Johnston**, chief of Operations Branch, Air Traffic Div.
- **Ralph E. Kearns**, area supervisor at the JFK Tower, New York.
- **Harry J. Miller**, unit supervisor in the Washington National AF Sector Field Office, Capital AF Sector.
- **Robert G. Moore**, manager of the JFK AF Sector Field Office, Metro N.Y. AF Sector.

- **Oscar F. Nuckols**, manager of the Norfolk AF Sector Field Office.
- **John Poidomani**, manager of the New York Civil Aviation Security Field Office.
- **Addison E. Reynolds**, manager of the New York ARTCC.
- **Ellis J. Saffery**, assistant manager of the Teterboro, N.J., FSS.
- **Herbert A. Stead**, assistant manager for program support at the Metro N.Y. AF Sector.

## Great Lakes Region

- **Paulette Barnes**, manager of the Lansing, Mich., Flight Service Station.
- **James B. Blain**, assistant manager for program support at the Dakota Airway Facilities Sector in Bismarck, N.D.

- **William H. Carpenter**, area supervisor at the Cleveland, Ohio, ARTCC.
- **Noah G. Clark**, manager of the Indianapolis AF Sector Field Office of the Indiana AF Sector.
- **Margaret S. Dailey**, area supervisor at the South Bend, Ind., FSS.
- **David F. Erickson**, assistant manager for quality assurance at the Chicago ARTCC.
- **John L. Gregor**, area supervisor at the Green Bay, Wis., Tower.
- **Clyde A. Hansen**, area supervisor at the Minneapolis, Minn., ARTCC.
- **William C. Holman, Jr.**, area supervisor at the Indianapolis FSS.
- **William M. Hreba**, area supervisor at the Eden Prairie Tower, Minneapolis, promotion made permanent.

- **Leon J. Jacobs**, area supervisor at the Muskegon, Mich., Tower.
- **William W. Kribble, Jr.**, manager of the Midway Tower, Chicago.
- **Ronald F. Leoni**, area supervisor at the Cleveland ARTCC.
- **Wanda F. Loncar**, area supervisor at the West Chicago FSS.
- **Garry L. Long**, area supervisor at the Pontiac, Mich., Tower.
- **Robert P. Mark**, area supervisor at the DuPage Tower, Chicago.
- **Ricky L. Murphy**, assistant manager for technical support at the Indiana AF Sector. *(Continued)*

With this issue, FAA WORLD will begin publishing the names and regions of new retirees for the preceding month, space permitting.

## Retirees

- |   |  |   |  |
|---|--|---|--|
| Byrd, Alyce L.—AC<br>Davis, Robert G.—AC<br>Gaddie, James—AC<br>Hough, Charles E.—AC<br>Jackson, Timothy—AC<br>Wakefield, Johnny G.—AC<br>Buckley, James E.—AL<br>Wilson, Robert G.—AL<br>Ivie, Wanda A.—CE<br>Lay, Leon L.—CE<br>Rodgers, John D.—CE<br>Stone, Jean M.—CE<br>Weiss, Henry L.—CE<br>White, William D.—CE<br>Aragona, Marie D.—CT<br>Buck, Alice E.—CT<br>Dardano, Richard V.—CT<br>Eastes, Donald E.—CT<br>Rackoski, Doris L.—CT<br>Burks, William E.—EA<br>Fey, Alfred—EA<br>Radler, William F.—EA<br>Stocker, Kenneth L.—EA<br>Stover, Robert G.—EA | Woffenden, Robert W.—EA<br>Wrathford, Charles W., Jr.—EA<br>Bridges, Gilbert M.—GL<br>Burke, John C.—GL<br>Devilbiss, Alfred V.—GL<br>Doyle, Richard F.—GL<br>Lahman, John D.—GL<br>Ragan, James H.—GL<br>Richards, David L.—GL<br>Schieber, Herman A.—GL<br>Ward, Melvin K.—GL<br>Buckmon, James C.—MA<br>Caniford, Robert G.—MA<br>Johnson, Roland L.—MA<br>Midyette, Elliot H.—MA<br>Wanzer, Roland R., Jr.—MA<br>DePaolo, Alfred G.—NE<br>Lane, Perry T.—NE<br>Macina, Edmund M.—NE<br>Maurer, Charles W.—NE<br>Minahan, James A.—NE<br>Robbins, Deane W.—NE<br>Stocker, Kenneth L.—EA<br>Stover, Robert G.—EA | Beazer, Boyd R.—NM<br>Gleave, Keith O.—NM<br>Harbison, Earl B.—NM<br>Prendergast, James H.—NM<br>Sands, Clifford L.—NM<br>Stolsig, Lester E.—NM<br>Story, Charles B.—NM<br>Sungail, Joseph P.—NM<br>Watson, Joseph T.—NM<br>Williams, John C.—NM<br>Wilson, Woodrow—NM<br>Altman, George G.—SO<br>Bennett, Glen D.—SO<br>Buck, John H.—SO<br>Claycomb, Glover L.—SO<br>Dean, Edwin B.—SO<br>Eaton, David C.—SO<br>Farley, Ray C.—SO<br>Gehlhausen, Louis C.—SO<br>Hying, Francis V.—SO<br>Looper, Alva P.—SO<br>Loy, Homer W.—SO<br>Neal, Leroy W.—SO | Sullivan, John P.—SO<br>Whitaker, Marie C.—SO<br>Aldrich, Vivian V.—SW<br>Bennett, Jimmie D.—SW<br>Douglas, Robert W.—SW<br>Gerald, Hugh J.—SW<br>Greiner, Robert L.—SW<br>Griffin, Henry A.—SW<br>Pierce, Billy J.—SW<br>Pospisil, Albert C.—SW<br>Turner, Benjamin S.—SW<br>Alexander, Frank L.—WP<br>Bennett, Neil F.—WP<br>Cline, Billy C.—WP<br>Dambly, Jeanne P.—WP<br>Elwell, John F., Jr.—WP<br>Flores, Oscar A.—WP<br>Hillary, Karl A.—WP<br>Kinney, Calvin L.—WP<br>Menezes, Stella A.—WP<br>Moorehouse, Naaman D.—WP<br>Nourse, Kermit F., Jr.—WP<br>Scholte, E. Marie—WP<br>Springer, Walter F.—WP |
|---|--|---|--|

■ **Leonard D. Parmley**, manager of the Muskegon Tower.

■ **Richard L. Porter**, manager of the Milwaukee, Wis., Flight Standards District Office, promotion made permanent.

■ **Douglas F. Powers**, supervisor of the Terminal Section, Air Traffic Operations Branch, Air Traffic Division, promotion made permanent.

■ **Robert N. Stevens**, assistant manager for automation at the Indianapolis ARTCC.

■ **John M. Walker**, area supervisor at the Detroit, Mich., FSS.

### Metro Washington Airports

■ **Thomas W. Holderness**, supervisory police officer, Dulles Airport Police Branch.

■ **William B. Morse**, supervisory police officer, Dulles Airport Police Branch.

■ **Herbert C. Nunley**, supervisory police officer, Washington National Airport Police Branch.

■ **Robert J. Warner**, supervisor of the Civil Engineering Unit, Engineering & Construction Section, Plant Operations & Maintenance Branch, Facilities Div., promotion made permanent.

### New England Region

■ **Johnny J. Boyce**, assistant manager of the Logan Tower, Boston, Mass.

■ **Frederick E. Crowley**, area supervisor at the Portland, Maine, Tower.

■ **Daniel A. Dowling**, manager of the Westfield, Mass., Tower.

■ **Stanley E. Matthews**, manager of the Bradley Field Tower, Windsor Locks, Conn.

■ **George N. McDonald**, area manager at the Bradley Field Tower.

■ **Walter J. Moor**, manager of the Westfield, Mass., General Aviation District Office.

■ **Gerald J. Nash**, manager of the Aircraft Maintenance Branch, Flight Standards Division.

■ **William D. Reno, Jr.**, assistant manager of the Windsor Locks Airway Facilities Sector.

■ **Mathew J. Sliwa**, supervisor of the Operations Program Support Section, Facilities Operations Branch, Airway Facilities Division.

### Northwest Mountain Region

■ **James E. Adams**, area supervisor at the Great Falls, Mont., Tower, promotion made permanent.

■ **Dale J. Draper**, manager of the Lusk, Wyo., AF Sector Field Office, Billings, Mont., AF Sector.

■ **Ralph L. Hushbeck**, assistant manager of the Billings AF Sector.

■ **Richard L. Jensen**, area supervisor at the Boeing Field Tower, Seattle, Wash.

■ **Joseph B. Klaumann**, manager of the Akron, Colo., Flight Service Station.

■ **Julian W. Morrison**, unit supervisor in the Seattle AF Sector.

■ **Rolf D. Odenbach**, area supervisor at the Seattle FSS.

■ **Louis W. Rosgen**, manager of the Grand Junction, Colo., Tower.

■ **Armond T. Snelson**, manager of the Seattle ARTCC.

■ **Donald H. Vernon**, area supervisor at the Salt Lake City, Utah, Tower.

■ **Thomas C. Wimber**, manager of the Hoquiam, Wash., FSS.

### Southern Region

■ **Rubye P. Davis**, supervisor of the Property

Management Section, Materiel Management Branch, Logistics Division.

■ **Hoyt L. Dunn**, manager of the Huntsville, Ala., Airway Facilities Sector Field Office, Memphis, Tenn., Hub AF Sector.

■ **Julius W. Erichsen III**, unit supervisor at the Miami, Fla., ARTCC Airway Facilities Sector.

■ **William G. Finch**, unit supervisor at the Memphis, Tenn., ARTCC AF Sector.

■ **Elsie L. Foster, Jr.**, area supervisor at the San Juan, Puerto Rico, Center/RAPCON.

■ **Raymond E. Jackson**, assistant manager for program support at the Jacksonville, Fla., ARTCC AF Sector.

■ **Billy J. Langley**, section supervisor at the Orlando, Fla., Airports District Office.

■ **Robert W. Lee**, assistant manager of the Atlanta, Ga., Flight Service Station.

■ **Dallas G. Meacham**, manager of the Greenville, S.C., Downtown Tower.

■ **Carmen N. Mena-Moreno**, manager of the San Juan International Flight Service Station.

■ **Joseph E. Schneider**, area supervisor at the Macon, Ga., FSS.

■ **Gary J. Taylor**, area supervisor at the Greensboro, N.C., Tower, promotion made permanent.

■ **John F. Tubbs**, assistant manager for airspace and procedures at the Tampa, Fla., Tower.

■ **Joseph C. Urevick**, assistant manager for airspace and procedures at the Orlando, Fla., Tower.

■ **Dale P. Whitfield**, unit supervisor at the Memphis ARTCC AF Sector.

### Southwest Region

■ **Penelope E. Benz**, manager of the Albuquerque, N.M., FSS.

■ **Jackie E. Denham**, area supervisor at the Tulsa, Okla., Tower, promotion made permanent.



*The presentation to FAA of a silver trophy "in recognition and appreciation for 25 years of dedicated and professional service . . ." by the Air Traffic Control Association brought together (left to right)*

*Administrator J. Lynn Helms, former Acting Administrator David Thomas and former administrators Langhorne Bond, John Shaffer and Najeab Halaby at the association's 1983 annual meeting.*

■ **Eugene G. Devlin**, manager of the New Orleans, La., FSS.

■ **Darward A. George**, area supervisor at the New Orleans Moisant Tower.

■ **David Gonzalez**, assistant manager of the Houston, Tex., Intercontinental Airport Tower.

■ **Rodney F. Kirkpatrick**, unit supervisor at the Albuquerque General Aviation District Office.

■ **Louis D. Ludwig**, manager of the Operations Branch, Flight Standards Division.

■ **Richard V. Mashburn**, unit supervisor at the Albuquerque ARTCC Airway Facilities Sector.

■ **James C. Morton**, manager of the Roswell, N.M., Tower.

■ **Felipe Villarreal**, manager of the Laredo, Tex., AF Sector Field Office of the San Antonio, Tex., AF Sector.

### Technical Center

■ **William M. Mayer**, supervisory contractor compliance coordinator, Supporting Services Section, Plant Operation & Maintenance Branch, Facilities Division.

■ **William A. Wall**, manager of the Aviation Security Branch, Aircraft & Airport Systems Technical Division.

■ **Stanley E. Ware**, supervisor of the Systems Engineering Section, National Automation Engineer Field Support Sector, Maintenance Engineering Div.

### Washington Headquarters

■ **Charlotte M. Harrison**, supervisor of the Reports & Analysis Section, General Accounting Branch, Accounting Operations Division.

■ **Pamela G. Kruzic**, manager of the Data Management Program, Configuration Management Division, Systems Engineering Service.

### Western-Pacific Region

■ **Frederick J. Bland**, area supervisor at the Palo Alto, Calif., Tower.

■ **Leroy Blum**, unit supervisor in the Riverside, Calif., General Aviation District Office.

■ **Frank E. Boyer**, assistant manager for plans and programs at the Honolulu, Hawaii, ARTCC.

■ **Paul J. Collander**, assistant manager of the Honolulu ARTCC AF Sector.

■ **William T. Doyal**, area supervisor at the Santa Barbara, Calif., Tower.

■ **Eugene M. Enstad**, area supervisor at the Los Angeles ARTCC.

■ **Willoughby E. Henshaw**, manager of the Rancho Palos Verdes, Calif., AF Sector Field Office of the San Diego, Calif., AF Sector.

■ **Charles H. Hollie**, central computer complex supervisor at the Oakland, Calif., ARTCC AF Sector, promotion made permanent.

■ **Dene P. Jones**, area supervisor at the Los Angeles ARTCC.

■ **Eddie E. Lewis**, manager of the San Francisco Tower.

■ **Lewis L. Manning**, assistant manager for automation at the Los Angeles ARTCC.

■ **Jack C. McMillen**, section supervisor in the Airspace and Procedures Branch, Air Traffic Division.

■ **George A. Nakano, Jr.**, manager of the Kailua Kona, Hawaii, AF Sector Field Office.

■ **Bradley D. Pearson**, manager of the Sacramento, Calif., General Aviation District Office.

■ **Everett J. Simon, Jr.**, manager of the Phoenix, Ariz., Tower.

■ **Archie O. Snowden**, area supervisor at the Oakland TRACON.

■ **George L. Spahn**, assistant manager for automation at the Oakland ARTCC.

■ **Lowell E. Thomas**, manager of the Thermal, Calif., FSS.

■ **Gordon M. Unverferth**, area supervisor at the Los Angeles ARTCC.

By Morton  
Edelstein

The Great Lakes public affairs officer, he has been a reporter, foreign correspondent, editor, producer on Chicago newspapers, network TV.



## A Fellow Named Fenello

“Say, he’s a nice guy. What’s he do?”

This comment from an FAA employee in the Minneapolis General Aviation District Office came after a short, stockily built, gray-haired, soft-spoken man had just shaken his hand and, like a neighborhood pal, talked to him about his job.

As the gray-haired man moved away to talk with other employees, a Great Lakes regional official told the first employee, “The man who shook your hand and to whom you spoke about your job is Mike Fenello. His job is deputy administrator of FAA—the number two man in the agency.”

Now grinning sheepishly, the employee said, “Well, he’s still a nice guy.”

Anyone who meets Fenello feels that way.

Accompanied by Regional Director Paul Bohr, Air Traffic Division manager Kenneth Patterson and Fred Bell, the Airway Facilities Maintenance Operations Branch manager, Fenello on this trip toured facilities in Appleton, Green Bay and Oshkosh, Wis., and in Farmington and Minneapolis, Minn.

“To know what’s going on at this or any other agency, you have to go out into the field where the work is being done and meet the people who are doing the work,” says Fenello. “We have the greatest organization and people in the world,” the deputy administrator continued, “and it’s a privilege for me to meet with our people and discuss anything they wish to discuss.”



Deputy Administrator Mike Fenello (left) greets Dick Curry, a rehired annuitant flow controller at the Minneapolis Center during a tour of the region.

At Fenello’s first stop, he was warmly greeted by Appleton tower manager Leonard Parmley. After their chat, Parmley commented, “Mike is easy to talk to, and he’s a good listener.”

Who is this guy who carries such a low profile but who creates good vibes in so many people?

Like many a kid growing up in Rochester, N.Y., Mike Fenello wanted to be a major league baseball pitcher—only, he did get to play semi-pro and minor league baseball

Accompanying Fenello were Great Lakes Air Traffic Division manager Ken Patterson (second from left) and center manager Mike Ciancanelli.

and was a fair-to-middlin’ pitcher, to hear him tell it. But there was more to life than just baseball, and Fenello became a 1938 graduate of Buffalo State Teachers College.

The lure of sports still clung, so he spent some time teaching baseball, basketball and football in junior high schools in Bedford Hills and White Plains, N.Y. He also taught mathematics and mechanical drawing.

Fenello later earned an M.A. in administration and supervision from New York University.

He served as a U.S. Navy pilot in World War II from 1943 to 1946. He holds an air transport pilot’s certificate, with single- and multi-engine ratings. He has logged more than 12,000 hours of flight time as a pilot of aircraft ranging from small private planes to military aircraft and commercial jets.

That not-inconsiderable record was mainly compiled in 38 years with Eastern Airlines, where he rose to captain. Later, he served as a flight instructor and supervisor of flying before being promoted in 1963 to

assistant operations manager in New York. The following year, he was named director of administration for flight operations in Miami. From 1968 to 1972, he was Eastern’s assistant to the vice president, operations group, and from 1972 to 1976, he served as vice president, operational control.

As Fenello circulated through the Minneapolis ARTCC, he noticed an African violet plant hanging near a secretary’s desk. “You know, that’s called a money plant in Africa and should bring you good fortune,”

Fenello told her. She smiled politely and responded, “Maybe so, but I’ve been here 10 years and no gold has appeared in or near the plant.” Everybody laughed.

At the Minneapolis tower, one controller commented as the deputy administrator left, “They may not have known who Mike Fenello was when he came here, but they certainly do now. And they know he’s not a B.S. type, but a guy who speaks straight and has a great deal of pride in us and the agency.” ■



The activity around the Concord, Calif., tower typifies the traffic at Buchanan Field, northeast of Oakland. The airport serves a growing corporate aviation community, is a popular practice field for student and private pilots and is home for more than 600 private aircraft. Its popularity has made the airport hover around the 50th busiest in the U.S.

Photo by Orrin Shackelford

At the beginning of October 1981, a new general performance appraisal system was implemented in FAA with Order 3400.13. The Performance Evaluation Record, Form 3430.1, was replaced by the General Performance Appraisal Document, Form 3400-11. Yet, almost two years later, the Promotion Plan Announcements require that a current Form 3430.1 be submitted with the bid. A current Form 3400-11 will not be accepted. This requires the supervisor to fill out an obsolete form for each employee who wishes to bid on a vacancy.

Why, if it was so imperative that the PER be replaced, cannot the GPAD be used for bidding?

At approximately the same time that the agency changed from the old performance appraisal document, DOT Form 3430-1, as required by the Civil Service Reform Act, to the new appraisal documents—FAA Forms 3400-10 and 3400-11—we were under an obligation from the Office of Personnel Management to change our merit promotion program (MPP) so that we would be appraising an individual's potential rather than past performance. To make such a change required numerous other adjustments to the MPP, which now are being circulated throughout the regions and centers for comment.

Since the new appraisal documents do not rate all applicants against similar standards, we chose to continue using part IV of the old form until the MPP is officially changed. In this way, all applicants are evaluated against common standards as they had been in the past.

**Full-performance-level controllers who occupy staff positions and who are required to remain current and work control positions are not receiving such staff time credit toward their controller retirement. In my opinion, the national policy should be changed so that controllers are credited with this time.**

Public Law 92-297 provides early retirement benefits to career air traffic controllers who are actively engaged in the separation and control of air traffic or who are the immediate supervisors of employees actively engaged in the separation and control of air traffic.

In support of that law, the agency developed and implemented the Second Career Program Order (3410.11A). Section 5, paragraph c, of the order precludes the crediting of controller work performance for early retirement purposes when such work is "primarily for the purpose of maintaining proficiency in order to aid in the performance of their other regularly assigned duties," as is the case with staff controller positions (for example, evaluation, proficiency and development specialists) "or primarily for research, development or evaluation purposes." Section 6, paragraph i, states that creditable service time for early retirement purposes is "... based upon the positions to which an employee is officially assigned and occupies by SF-50 action."

Individuals occupying staff control-

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.

ler positions, such as EPDSs, were excluded from coverage because, in 1972 when the legislation was enacted, it was the Congress' intent to recognize the nature of the day-to-day work activities associated with controlling and separating air traffic and the impact of such critical work activities on the individual over the span of an active controller career. Although air traffic specialists in the FAA's centers, towers and flight service stations are all classified in the air traffic control series, those employees do not necessarily perform the same work or possess the same skills, knowledge and abilities. Consequently, it is not envisioned that nonactive air traffic controllers—those in staff positions—will be included under the provisions of the law.

#### Update Your Mailing Address

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

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

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

## Inspector's Hobby Boring But Fun



**G**ary Clarke is just the kind of guy you'd feel comfortable having as pilot if you were flying in the largest plane in the world.

Matter of fact, he does fly that kind of aircraft—the C-5A, which approximates the size of a football field in length. But he does it only for a hobby on weekends. Weekdays, he's an air carrier inspector at the Norwood, Mass., Flight Standards



*This story is excerpted from the Lawrence, Mass., Eagle-Tribune with permission and was written by Karen Feldscher.*

District Office, checking pilots and somewhat smaller planes for safety, licensing new pilots and conducting accident investigations.

In his 20 years of flying all sorts of planes, he's never had any accidents or close calls. The tall, solidly built 41-year-old has a comforting motto for his job and particularly for the C-5A: "You try to keep things very normal and very boring."

About four days a month, he goes on missions for the U.S. Air Force Reserve, flying household goods for servicemen abroad, military hardware, presidential helicopters, tanks and communications equipment. The 28-wheel aircraft weighs up to 769,500 pounds when full, compared to a commercial heavy—a Boeing 727 grosses out at about 170,000 pounds.

With his years of experience in the cockpit, he says he finds piloting the C-5A fairly easy. "It's like a Cadillac—very, very nice, very roomy, with very modern equipment. Wherever I go it draws a crowd."

He joined the Air Force after graduating from the University of Connecticut. From 1966 to 1973, he flew B-52s in Viet Nam. After the war, he joined the C-5A squadron at Dover, Del.

Although his missions take him all over the world, the constant traveling doesn't faze him too much. "I'm good at it," he says. Although he long since fulfilled his reserve commitment, he keeps on flying—just for the love of it. ■



*The latest aircraft in the certification process is Boeing's stretch 737-300, which is scheduled for rollout this month.*

*Capable of carrying 20 more passengers than the current version, the 737-300 shares the advanced technology of the 757*

*and 767 airliners, such as computerized flight management, fuel-efficient engines and use of composites.*

—Boeing photo

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