

World

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"People fly because they believe it is safe to fly. And they believe that because decades ago the airline industry and the government convinced them of that fact by the way they set tough safety standards. In effect, safety became the industry's 'strong heart.'

"Nothing has changed that philosophy—we simply are not going to permit a degradation of air safety. We have not in the past, and we won't today or tomorrow. "We—the government and the industry—must do what we have always done. We must stay alert to safety threats . . . we must search for the dangerous trends . . . and in doing so we will keep what we have now: the safest aviation system in the world."

—Donald D. Engen

The cover: *Controller S. Michael McKean at an ARTS III radar scope in the Dallas-Fort Worth, Tex., TRACON.*

Photo by S. Michael McKean and Warren Kneis

Honolulu's new air traffic control tower sits on land that used to be part of Hickam Air Force Base—1 1/4 miles by air from the old tower atop the airport's administration building.

The old tower, in use since 1962, did not provide a clear view of the entire reef runway, which projects into Keehi Lagoon.

The 75 FAAers who work in the new 160-foot tower are even more

distant by land. To get to work, tower personnel have to go to the main gate of Hickam, well over a mile from Honolulu International Airport. It's then a 5 1/2-mile drive through the base to the tower. Since it's miles from any cafeteria, brown-bag lunches are a way of life.

The \$6.7 million tower was planned to accommodate 20 years' growth, according to tower manager Ray Zazzetti. ■

By Anthony Willett
A public information specialist at the FAA Technical Center, he formerly was managing editor of *Atlantic City Magazine*.



Bringing the Mountain to Mohammed

Sperry, IBM Compete To Develop Host Computer at Tech Center



An IBM installer studies a manual for the interfacing switch to FAA's existing en route computer—the IBM 9020.



A Sperry representative pulls a cable feed for hooking up his company's host computer system.



A technician mounts a piece of equipment in a Sperry tape drive rack.

The FAA Technical Center's air traffic control computer laboratories cover two floors, each the size of a football field. Row after row of mainframe computers convince you that this facility is really well-equipped. But there are two doors here where the security card reader is programmed to ignore even a badge that bears an unlimited-access code. Director or janitor—it makes no difference; you can't get in.

These doors lead to the two rooms in which IBM and Sperry Univac are competing in demonstrating their versions of FAA's new host computers for the en route centers.

FAA's contracts call for new state-of-the-art computers to replace the ones now in use at the



Mike McVeigh, Sperry site engineer, demonstrates some of the enhanced capabilities of his company's host computer to (left to right) Lok Koo, Advanced Automation Systems Branch of the Tech Center, ACT-130; Preston Martin, Host Branch, System Development Div., Advanced Automation Program Office, AAP-210; Lee Pearson, ACT-130 test lead; Jack Buck, manager of AAP-210; and Russ Spadea, ACT-130 test manager.

the centers since the early 1970s. Able to run the existing high-level and machine software, the new equipment must be capable of handling the ever-increasing growth of the National Airspace System. The companies are separately engaged in the development and test of their respective computers, and secrecy is not something either takes lightly. For the time being, these rooms do not belong to FAA and are off-limits.

It's not that no FAA employee ever enters the rooms; some do. But if you want to get in, you've got to have a good reason and an escort.

Limited access to these rooms in the ATC labs is enforced because

IBM and Sperry are engaged in a good old American business competition, which will lead to a better product. Each is looking at a more-than-\$300 million production contract that sits on a not-too-distant horizon.

The contractor "compute-off" also will give Uncle Sam a more competitive price when each company makes its final proposal and the test results are examined early next year.

At the outset, FAA gathered experts from all over the agency to establish specifications for the host computer concept. Labeled the "CAT Team," short for computer acquisition team, the group developed its requirements over the course of four months and determined that the project for improving the en route centers' computers should retain the existing government software. Once it was approved, the newly formed Advanced Automation Program

Office translated the concept into a procurement package in less than 90 days.

There's no doubt that this is a major project in size and scope. Just ask Russ Spadea of the Tech Center's Advanced Automation Systems Branch. He's the guy with eyes that tell you perhaps sleep isn't the priority it should be.

As FAA's on-site test manager for the host computers, Spadea comes to work early and stays late—just what the computer ordered. He has more comp time than he cares to think about and a full account of annual leave. He's that busy.

He suggests thinking about the days when a personal calculator had just four functions, weighed a pound and a half and cost \$100. Today's version is matchbook-sized, handles scientific notation and retails for perhaps \$10.

The same holds true for NAS computers. Says Spadea, "The host basically is two central processing units—a mainframe and a back-up. What once took up much of an entire room, as you can see in the ATC labs, now will take up less than half of the space. Today's computers also are far superior in processing power and storage capacity to what you had when the current NAS computers were developed 20 years or so ago."

The 22 production host computers will serve the 20 en route centers in

the Lower 48 and the Technical and Aeronautical centers.

Because the national airspace system is used 24 hours a day, a simple upgrade was not possible. The challenge called for the same software with new and better hardware—without losing a single moment of operation. All of this means there is no room for error.

As a result, the mountain was brought to Mohammed. Each contractor was given the problem—the specifications for developing its own version of the host computer. Each contractor was capable of developing a system at its own facilities and, in fact, began development there.

However, Director Val Hunt and his staff at headquarters' Advanced Automation Program Office, which manages the effort, also required each contractor to install its host system at the Tech Center to increase the likelihood that the demonstrated systems would meet FAA requirements. Once at the center, each contractor could integrate its work with the agency's remaining radars and display channels in the en route system and test the host under nearly real conditions.

Sperry and IBM set up shop at the Tech Center in late spring this year, Sperry coming in from Sunnyvale, Calif., and IBM from Gaithersburg, Md.

"Awarding two design contracts of this size was a major step for the FAA," comments Mike Perie, manager of Advanced Automation's System Development Division in Washington. "And bringing the contractors directly on-site was a terrific idea.

"IBM and Sperry will work with our System Support Facility at the center throughout the development process so there's no guesswork on what will work and what won't.



Sperry site manager John Stokes (right) discusses the host installation with visiting (left to right) Val Hunt, director of the Advanced Automation Program Office; Special Counsel to the Administrator Ted Ellett; and Administrator Donald Engen.

Moreover, they get to work closely with FAA people—those in the field and at the Tech Center—who use the NAS system every day. We're saving a significant amount of time, reducing the risk and getting a better product in a single step," Perie noted.

"We're right on schedule," adds Jack Buck, manager of headquarters' Host Branch under Perie. "The acquisition award will come in 1985, and we'll be operational in en route centers the very next year. The Seattle ARTCC will be our first operational site, and we expect it to be up and running by late 1986."

Bill Swansen, the Tech Center's host technical program manager in the Advanced Automation Systems Branch, is the kind who's worked with everyone; he's been around and he's seen it all, so his enthusiasm for the project carries some weight.

"Everything is going super smooth," Swansen says with a smile.



Reviewing test evaluations during the competition at the Technical Center are (from the left) Will Kemp, Chicago ARTCC; Jim Proctor, Advanced Automation Systems Branch of the Tech Center's Engineering Division; and Don Boughton, National Automation Engineering Field Support Sector, Maintenance Engineering Division.

"We've got two terrific groups in here, and we're right on schedule. I'm anxious, but I think it's going to go without a hitch."

What he's anxious about is the test demonstrations run-off that began in October and will continue until early next year. Spadea, Swansen, and



IBM technicians with their backs to the host computer attach cables to the 9020 interfacing switch.



Sperry personnel make notes while performing equipment verification during installation testing.

Phil Gill, manager of the center's Advanced Automation Systems Branch, will aid an independent analysis team in examining the results. "Data reduction," Swansen calls it, understating a task that will consume miles of computer tape.

But he and other people will tell you their confidence in the outcome of this competitive testing is founded on the innovative, well-thought-out process. The means validates the ends. ■



A pair of IBM engineers work at a maintenance processor terminal to evaluate data on the computer system just being installed.



During a nighttime installation session, IBM engineers in work clothes begin system diagnostics at terminals like those that will be used at supervisors' work stations in en route centers.

Remembrances of a Bygone GADO



The Civil Aeronautics Authority opened the Shreveport Safety Office in 1938 on the second floor of the terminal building, now Shreveport Downtown Airport. In front is a Chicago & Southern Airlines' DC-3, its crew and airport personnel in 1940-41.

Photo courtesy of Joe Messina



The GADO had its own building when it closed 45 years later. It served the facility for 13 years.

Photo courtesy of Annel Winham



Its first supervising aviation inspector was Lake Littlejohn, here shown in an early Curtiss bi-plane. Littlejohn learned to fly in World War I; then helped organize the Peruvian air force; worked in Mexico for Aerovia Centralis Airlines, a PanAm subsidiary; Rio Grande Oil Co., later to become Sinclair Oil; and then CAA.

Photo courtesy of Dr. Lake Littlejohn, Jr.

"You can't go home again," Thomas Wolfe wrote, for everything changes except in our memories. FAA is everchanging as well. In shedding a tear for the closed Shreveport, La., General Aviation District Office, its last denizens went "home" again in putting together a small photo history of the GADO, of which this is a part.



The second supervising inspector from 1942 to 1946 was James Coleman Dotson, here riding in FBO Newt Badgett's Ryan STA.

Photo courtesy of Jane Nickolson Maxwell Secretary, 1946-1947



The last GADO staff included (from the left) Benny Voss, principal operations inspector; LaVerne McGraw, aviation clerk; and Ansel M. (Winnie) Winham, manager.

Photo courtesy of Annel Winham



Ben F. Meyer (right) was GADO chief in 1959-1960. With him is Sam Ketcham, former co-owner of Southern Aviation.

Photo courtesy of Jane Nickolson Maxwell



Clerk-steno Mildred C. Carney boards a CAA Taylorcraft, NC197, in 1945. Help was so short that once she got her commercial certificate, she flew around administering written pilot exams and taking fingerprints for airmen cards.

Photo courtesy of Mildred Carney

Today's Renaissance Man

Tower Manager Accomplishes Much By Using Time Wisely

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



Lyle Ostrander could well be called a Renaissance man, for his interests are wide and his involvement in the community is extensive.

During the week and sometimes on weekends and holidays, he manages the LaCrosse, Wis., Municipal Airport control tower. After hours, he is a member of the Flyers Club, an organization in which he educates pilots on changes in air traffic rules.

He founded and raises funds for a scholarship for aiding high school graduates in continuing aviation studies. That not being enough, he was instrumental in establishing Aerospace Career Days in LaCrosse, and he's chairman of a school aerospace advisory committee for the Cooperative Educational Services Agencies.

But that's not the end. To list all of Ostrander's activities would embarrass him, for he is a modest and unassuming man. However, some must be mentioned to paint an adequate picture: school board member (president for two years); board member, Western Wisconsin Regional Arts; wood carver, carpenter and



stone mason (he built much of his home); licensed master falconer and nurturer of abandoned birds of prey; horse breeder; and recipient of the LaCrosse Good Citizen Award—presented jointly by the Greater LaCrosse Area Chamber of Commerce and the *LaCrosse Tribune*, which profiled him in an editorial. He's also a husband and father of two sons.

A Michigander, Ostrander became intrigued with air traffic control during a high school field trip to Selfridge Air Force Base, where he watched controllers. After graduation, he became a U.S. Air Force controller to earn funds for college. He served four years in Greenland and the U.S.

Before finishing his B.A. in psychology and sociology at the University of Michigan, he had joined the FAA, working as a controller at Detroit Willow Run Airport. Succeeding posts were at Detroit City and Detroit Metropolitan Wayne

County airports. He transferred to LaCrosse as chief in 1971.

As for his interest in aviation education, Ostrander says, "The more we know about the total operation, the better it works." He compares his work with pilots to FAA familiarization flights for controllers, who then learn more about airline operations.

The founder and a board member

of a scholarship fund honoring the late Robert L. Stuckey, a flight instructor of "extraordinary competence," Ostrander has helped raise funds for five years. Recipients may choose their own aviation careers and attend schools of their choice.

All of this sounds like Ostrander has managed to manufacture 48-hour days. "You just do it," he said when asked how he finds the time for all of his activities. "There's a lot of time in a day. You waste it or you use it." ■

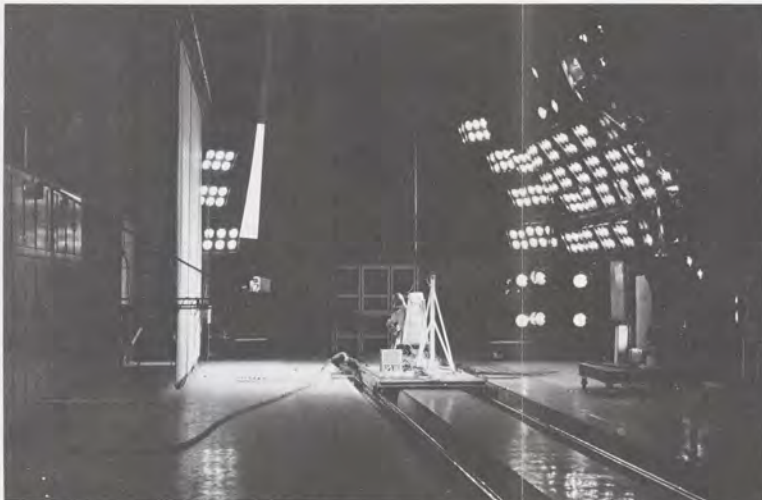
Seeking a Safer Seat

CAMI Technicians Minister to an Uncomplaining Pilot

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



Dick Chandler (left) confers with Dave Gee of Beech Aircraft about one of their donated seats prior to testing for energy absorption, the adequacy of seat restraints, the reliability of attachments and hardware and its overall construction.



Several cameras, including 500- and 1,000-frame-per-second models, catch all the action of the test sled on high-speed film. The 20- by 30-foot area is illuminated by 330,000 watts of light.



John LeGrange (left) and Dick Forsythe raise the pilot's seat to simulate a 10-degree deformity of the aircraft floor, supposedly bent on aircraft impact.



For a test run of two seconds, getting the anthropomorphic dummy test bed set up completely takes about four hours.

Attaching calibration cables to the sled is engineering technician Keith Pitts. The cables send up to 40 channels of information, such as G-forces and acceleration, to electronic recorders.



Dick Forsythe, engineering technician, installs a brake wire system, which stops the sled on which a test seat is mounted. The sled is pulled by a 5,500-pound weight.



Photographer Lee Forest checks the 1,000-frames per second HYCAM camera that records the sled's impact in slow motion.

The Protection and Survival Laboratory of the Civil Aeronautical Institute at the Aeronautical Center is conducting tests as part of a program started by the General Aviation Safety Panel to improve general aviation crashworthiness. The panel proposed the procedure for dynamic testing of general aviation seats and restraint systems.

According to Richard Chandler, manager of the laboratory and a member of the panel's working group, this is the first program to have the consensus of the general aviation community. ■



To insure that all connections are secure for accurate readings, Van Gowdy, supervisor of the Biodynamics Research Unit, makes a final check of the test dummy.

Photos by Dave Dyer and Lee Forest

'I Should Have Learned To Fly'

Woman Acknowledges Need as Controllers and Pilots Save Her

Her voice shook with tears and terror as she called the Miami, Fla., ARTCC: "30 Golf. We're having a big problem. I think my husband just had a stroke."

Elaine Yadwin had never flown a plane before, although it was apparent as time went on that she had been an observant passenger on previous flights with her husband. It was a trait that was to serve her well in the next 66 minutes until she was on the ground.

Nevertheless, though her fortitude and a team effort of controllers and pilots brought her down safely, Mrs. Yadwin said that every wife who flies with a pilot-husband should take flying lessons. "I should have learned to fly when he wanted me to," she added.

At first, she tried to help her stricken husband. Then, she took the microphone while a non-pilot friend, Mitzi Doris, in the rear seat held Richard Yadwin away from the controls.

Doris Wilson at the center took Yadwin's call and determined the circumstances and the fact that the Piper Cherokee Warrior was on autopilot.

The Cherokee was just south of Lake Okeechobee heading for Fort Lauderdale Executive Airport from St. Petersburg on September 4.

Steve Kalbaugh, a controller more experienced with flight assists came on, reassuring Yadwin and then clearing the radio frequency of other traffic.

Kalbaugh: 30 Golf. Are you able to read the gauges and tell us how much fuel you have on board?

Yadwin: We're on the left tank and that says zero. The right tank is almost 10.

Kalbaugh called on developmental controller Jim Zeiler, who was also a Warrior pilot, to provide fuel change-over instructions.

Zeiler: Okay 30 Golf. You see the red mixture control knob? The far right knob of the three protruding knobs out of the panel?

Yadwin: I put that up to rich?

Obviously, some things had rubbed off from previous flights.

Zeiler: Yes, ma'am. Put that to rich; that is correct. . . . Next, do you see a fuel pump switch on the instrument panel? Do not activate it, but just locate it.

But zero really was zero and the engine began to sputter.

Yadwin: Oh hurry up, the fuel . . .

Zeiler: Okay, now, switch the tank now. Switch the tank to the right tank now. Don't worry about the fuel pump. Switch the tank. The fuel lever is on the far left side of the cockpit, down around your lower left side of the cockpit. A white knob. You should have three—left, right and off. You want to put it on the right tank.

Yadwin: I'm on the right tank.

Zeiler: Okay. Is your engine running smoothly.

Yadwin: Yes, it's running smoothly now.

It had been a tense moment which didn't leave Zeiler's or Kalbaugh's brows very dry, but overall, Mrs. Yadwin's voice had steadied as the minutes ticked by and suggested some gain in confidence.

At this point, Kalbaugh returned to the microphone and told Yadwin that there already was an aircraft launched to assist her—a Coast Guard helicopter.

Yadwin responded with a nervous laugh, "I'd like him to come aboard."

Keifer J. Tucker, Jr., of Tampa, flying a Piper Navajo en route to Marathon, came on the air to offer assistance. He was vectored to the position of Yadwin's plane where he kept monitoring her as she went in and out of clouds.

Kalbaugh continued to reassure her while he had her determine which particular Cherokee she was flying. On his last transmission, he lied: "30 Golf. You don't have a problem concerning fuel now. You should have another three hours flying time at least, and we'll get you down before then."

Mrs. Yadwin again laughed with a catch in her voice: "Okay. I just hope I have that much time in me."

At this point, Wayne Roshaven, a controller and an instructor pilot who owns a Cherokee Warrior, took over the microphone and began to give her headings to be set on the autopilot's directional gyro. He turned her from Fort Lauderdale Executive toward the southwest.

"We pointed her west because the weather was clear in that direction," Roshaven said later. "And the airfield—Dade-Collier Training and Transition Airport—was in a remote area. We felt it wouldn't spook her if she saw there weren't any houses or businesses in the area."

Kalbaugh added that she was headed toward the ocean. "We didn't



Wayne Roshaven (middle) prepares to plug in, relieving Jim Zeiler (left), who helped the distressed pilot switch fuel tanks. Meanwhile Steve Kalbaugh continued to provide her with headings.

think that she would respond too well to seeing water."

Although Yadwin had difficulty in operating the gyro with precision, Roshaven managed to head her west and south to get clear of clouds.

Meanwhile, the Miami controllers had contacted the Yadwins' home base at Fort Lauderdale, where controllers recognized the registration number and contacted Ken Winters, a family friend and instructor who had taught Richard Yadwin to fly.

Winters and pilot Kent Spitzer took off in a Cherokee Archer to intercept Yadwin's plane. But as they approached from the side, it became apparent to Roshaven from the groundspeed readouts that the Warrior was outpacing the Archer.

Roshaven: Mrs. Yadwin, we're going to see if we can help you locate the rpm gauge to tell us how fast the engine is running. Next to the control column on the right-hand side. It's

down low on the instrument panel. I suspect it's reading about 25 or 26 right now. Can you find it for me and tell me?

Roshaven repeated and refined his instructions.

Yadwin: It's 25. It's almost up to the red mark.

Roshaven: Okay. That's going a little fast. Let's see if we can slow it down a little bit. Do you know where the throttle is? It's the big black knob on the console in the middle of the instrument panel.

Yadwin: I should pull it towards me?

Roshaven: Yes, but pull it very slowly and not very far . . . until the rpm gauge reads about 24.

Yadwin: How much longer will it be?

Roshaven: Not much longer. We've got Ken Winters coming up

behind you, and we'll get you joined up as soon as possible.

Yadwin: I have my mixture on rich. If I leaned it, would that save gas?

Roshaven: It would save a little bit. You see the word "mixture" on the indicator?

Yadwin: Yeah. That I know how to do.

Roshaven: Lean it back until the lever is about even with the letter "u" in the word "mixture."

Yadwin: Okay, but that indicator seems to be dropping so fast. It's down at the two, now.

Roshaven: Which indicator is that? Is that the rpm indicator?

Yadwin: No, the fuel indicator in the right tank.

Roshaven checked that she had leaned the mixture, asked her to cut the throttle back to 2200 rpm and had her trim out the airplane. When Winters and Spitzer were a mile



Controllers' Best Efforts Aren't Enough

Elaine Yadwin recognized that she should have learned to fly when she had the chance. An alternative short of that would have been a "pinch-hitter" course—designed for those who frequently find themselves in the right seat of a private aircraft.

Yadwin survived because of her great presence of mind and being a quick study. But despite the best efforts of controllers or flight service specialists, others may not be so fortunate.

A Texas doctor, an experienced, instrument-rated pilot, became incapacitated, apparently right after turning around because of deteriorating weather ahead. His wife radioed Love

Field for help, while he tried to help her report their position. Then his voice fell silent.

"My husband is dead," she cried. "Please help me. . . . I don't know what to do."

Love, Dallas-Fort Worth and Addison airports turned up their runway lights in an effort to guide her down, but visibility was only about 300 feet. Despite a Love Field controller's attempt to calm her and provide instruction, she became increasingly distraught about her husband and unresponsive.

After about 10 minutes, the plane crashed. ■

behind her, Roshaven turned her over to Winters.

Winters: Okay, Elaine. This is Ken. How you doing?

Yadwin: (her voice dropping) Not too well. It looks very bad.

Winters reassured her, pointed to the airport now below her and brought his plane alongside hers as he instructed her on turning and descending. Bit by bit, he coached her on steering by the directional gyro and losing altitude via the yoke and trim wheel. Through it all, despite her voice showing the tension, Yadwin responded to the directions like a professional.

For the final seconds of her descent and landing, radio transmissions to the ARTCC some 60 miles away were lost. However, Tucker in the Navajo continued to orbit above the airport and relay communications between the two aircraft and the controllers.

Yadwin settled down "right on the numbers" but at high speed to ensure that she didn't stall. When she flared, the plane started to fly again. The plane then landed hard, collapsing the nose wheel and skidded off into the grass, the fuel nearly exhausted. The two women emerged unhurt and all were flown to a hospital aboard the Coast Guard helicopter where Richard Yadwin was pronounced dead of a massive heart attack.

Elaine Yadwin came in for a lot of praise for her handling of the situation. "For not being a pilot, she did a pretty good job," said a helicopter pilot who had witnessed the landing. Said Wayne Roshaven, "It's the most courageous thing I've ever experienced. . . . What a tremendous, gutsy lady she is."

In a later visit to the Miami Center, Elaine Yadwin acknowledged her debt: "I have to say that the FAA and Ken Winters did a heck of a job. They knew I had never flown before, but they calmed me down, showed me the way and brought me in." She said that everyone helping her repeated the phrase "no problem" so many times that she really believed it. The real problem she acknowledged was that she had never learned to fly. ■

By Jo Ann Sloane
A public information specialist in the Office of Public Affairs, she is a former UPI European correspondent and Washington reporter.



Two Score Years a Controller FAAer Spent 30 Years in a Happy Tower

Willie Boyce may very well have the all-time record for service in air traffic control. If he hasn't set it for longevity, he certainly has for staying power at the same facility.

Boyce has spent 30 of his 39 years with FAA at the Newark, N.J., Tower, and he loves it.

"I never tried to bid out," he says. "I have been very happy here. The fellows I work with are tops, and no one has a better boss. This is a very popular tower, and many controllers try to get in here," he added.

Boyce, who has 41 years of federal service, has seen many changes since he began his FAA career at Washington National Airport in 1945. In those days, everything moved much more slowly, he noted. "The props couldn't just take off the way the jets do today; they had to rev up their engines for several minutes.

"And, for example," he continued, "if we had a DC-7 going coast to



coast, before it could depart, we had to call the center and get a routing, which could take five to six minutes. Now, the flight plan goes from the center directly to the coast. Everything is automatic. I would say that my job is 90 to 95 percent easier now."

Another big change for Boyce since his arrival at Newark in 1954 is the unprecedented growth in traffic. This airport, which used to be called the "sleepy hollow" of the New York area, now runs a close third behind JFK International and LaGuardia airports in operations. One day this fall, in fact, the tower handled an all-time high of 1,278 operations. In the past two years, Newark has had a 40 percent increase in traffic.

The 61-year-old controller has finally decided that 41 years of government service is enough and will be leaving the end of December.

"Willie's prime objective in life has always been to help others, whether it's his fellow workers or pilots in the system," says tower manager Dave Canoles. "His desire to accommodate requests by users was always creative, and his method of operating was often unexpected but entirely legal. Users always got anything they

wanted, no matter how off the wall."

Boyce's many years of dedicated service have been appreciated. In tribute, Canoles says of the venerable controller: "Bill Boyce well represents that one single quality that makes the FAA as good as it is today—its people. He's come to work each day treating those around him with respect and dignity and putting service to users above all his individual concerns. He's always tried his best, and in the process has made the FAA a little better than what it was when he arrived." ■

Aeronautical Center

■ **Maurice C. Anders**, supervisor of the Standards and Criteria Section, Standards Development Branch, Flight Programs Division, Aviation Standards National Field Office.

■ **James K. Greene**, supervisor of the Procedures Section, Sacramento, Calif., Flight Inspection Field Office.

■ **Richard J. Levendoski**, manager of the Operations Branch, Headquarters Aircraft Management Staff, Aviation Standards National Field Office.

■ **Norman L. Payne**, group supervisor, Engine Accessory Shops Section, Aircraft & Aviation Maintenance Branch, Aircraft Maintenance & Engineering Division, Aviation Standards National Field Office, promotion made permanent.

Alaskan Region

■ **Ray A. Ballantyne**, manager of the Bethel Tower, from the Fairbanks TRACON.

■ **Michael A. Hessler, Jr.**, assistant manager for training at the Anchorage ARTCC.

■ **John P. Scrivner**, supervisor of the Fairbanks Central Maintenance Facility—Nav/Comm Unit 1, Fairbanks Airway Facilities Sector.

Central Region

■ **John M. Edleman**, manager of the Dubuque, Iowa Tower, from the Rockford, Ill., Tower.

■ **Larry C. Kaiser**, supervisor of the Systems and Programing Section, Automated Information Resource Branch, Resource Management Division, promotion made permanent.

■ **Bernard P. Lockert**, manager of the Des Moines, Iowa, Flight Standards District Office, from the Lincoln, Neb., FSDO.

■ **Daniel C. McPheron**, manager of the Grand Island, Neb., Airway Facilities Sector Field Office, promotion made permanent.

■ **Ronald J. Pozin**, area supervisor at the Spirit of St. Louis (Mo.) Airport Tower, from Lambert Field, St. Louis.

■ **Jimmie H. Ware**, area manager at Lambert Field Tower, from the Air Traffic Division.

Eastern Region

■ **Willis E. Anderson**, deputy manager of the Aviation Medical Division, from the Washington ARTCC.

■ **Herbert R. Brown**, unit supervisor in the Washington ARTCC Airway Facilities Sector.

■ **Robert J. Cammaroto**, chief of the Special Projects Staff, Human Resources Div., promotion made permanent.

■ **Thomas M. Cassidy**, area supervisor at the Washington ARTCC, from the FAA Academy.

■ **Thomas S. Clawson**, assistant manager, airspace and procedures, at the Baltimore-Washington International Tower, from the Air Traffic Division.

■ **Clyde A. Evelyn**, computer aide supervisor in the Data Processing Branch, Management Systems Division.

■ **George F. Freed, Jr.**, assistant manager, airspace and procedures, at the Washington National Airport Tower.

■ **Lorentz J. Graber, Jr.**, manager of the Poughkeepsie, N.Y., Tower, from the Westchester, N.Y., Tower.

■ **Chester M. Hayden**, assistant manager for program support in the Pittsburgh, Pa., AF Sector.

■ **Edward J. Lynch**, area supervisor at the Wilkes-Barre, Pa., Tower, promotion made permanent.

■ **Richard D. Mackey**, unit supervisor in the Pittsburgh AF Sector Field Office.

■ **John C. Mahoney**, maintenance mechanic foreman in the JFK International Airport AF Sector Field Office, Metro New York AF Sector, promotion made permanent.

■ **Alfred J. Reale**, manager of the Erie, Pa., Tower, from the Air Traffic Div.

■ **Robert C. Rothdeutsch**, area manager at the Greater Pittsburgh Tower.

■ **John M. Tallo**, area supervisor at the Wilkes-Barre Tower, promotion made permanent.

Great Lakes Region

■ **Walfred M. Anderson**, area supervisor at the Minneapolis (Minn.) Wold Chamberlain Airport Tower.

■ **Donald W. Bates**, area supervisor at the Madison, Wis., Tower, from the Indianapolis, Ind., Tower.

■ **Dorman M. Bell**, manager of the Fargo, N.D., Airway Facilities Sector Field Office, Dakota AF Sector.

■ **James D. Fossey**, area supervisor at the Rockford, Ill., Tower, promotion made permanent.

■ **William F. Jones**, supervisory aviation safety inspector (operations) at the Springfield, Ill., General Aviation District Office.

■ **Richard N. Koch**, area supervisor at the Dayton, Ohio, Flight Service Station, from the Aberdeen, S.D., FSS.

■ **Louis J. Martin**, unit supervisor in the Minneapolis/St. Paul, Minn., Air Carrier District Office.

■ **Bonnie F. Merz**, manager of the Grand Rapids, Mich., GADO, from the Flight Standards Division.

■ **Gordon E. Musser**, unit supervisor in the Indiana AF Sector, St. Joseph County, Ind.

■ **Richard K. Petersen**, assistant manager for Automation at the Minneapolis Wold Chamberlain Airport Tower.

■ **Donald E. Powell**, facility coordination officer in the Aurora, Ill., AF Sector.

■ **Martin J. Rielage**, manager of the Flight Inspection and Procedures Staff, Flight Standards Division., from the West Chicago, Ill., GADO.

■ **Gene W. Wischmann**, assistant manager, traffic management, at the Minneapolis ARTCC.

■ **Bernard E. Zientarski**, assistant manager for program support in the Ohio AF Sector, Cleveland, Ohio.

Metro Washington Airports

■ **Robert C. Tyng**, supervisory police officer at Washington Dulles International Airport, from Washington National Airport.



Associate Administrator for Airports William F. Shea was presented a Certificate of Recognition for his contributions to Virginia aviation in a ceremony at Davison Army Airfield, Ft. Belvoir, Va. From the left are Kenneth A. Rowe, director of the Department of Aviation, Commonwealth of Virginia; William Whittle, Washington Airport District Office manager; William Shea; and Judge William E. Spain, chairman of the Virginia Aeronautical Historical Society.

New England Region

■ **Joseph E. Gagnon**, area manager at the Bridgeport, Conn., Flight Service Station, from the Poughkeepsie, N.Y., FSS.

■ **John J. Gaynor**, unit supervisor in the Bedford, Mass., Airway Facilities Sector Field Office, Boston AF Sector.

■ **Joseph P. Hogan**, area supervisor at the Bradley Field Tower, Windsor Locks, Conn., promotion made permanent.

■ **Ervin E. Lenentine**, area supervisor at the Bradley Field Tower.

■ **Bertrand G. Marien**, area supervisor at the Bradley Field Tower.

Northwest Mountain Region

■ **Steven C. Benekas**, engineering equipment operator foreman in the Denver,

Colo., Field Maintenance Party, from the Vancouver, Wash., Field Maintenance Party.

■ **James C. Bristow**, area supervisor at the Arapahoe County (Colo.) Airport Tower, from the Denver Tower.

■ **Thomas M. Doyle**, assistant manager of the Salt Lake City, Utah, Tower, from the Denver Tower.

■ **Lindell E. Gillam**, manager of the Sheridan, Wyo., Flight Service Station, from the Air Traffic Division.

■ **Robert A. Hill**, manager of the Helena, Mont., Flight Standards District Office, from the Spokane, Wash., FSDO.

■ **Richard J. Joswick**, area supervisor at the Boise, Idaho, Tower, from the Denver Tower.

■ **John W. Keller**, manager of the Yakima, Wash., Tower, from the Klamath Falls, Ore., Tower.

■ **Gerald A. Seguin**, supervisor of the

Electronics Engineering Section, Establishment Engineering Branch, Airway Facilities Division.

■ **Dalton F. Sessions**, manager of the Billings, Mont., Tower, from the Denver Tower.

■ **Robert R. Svec**, systems engineer at the Salt Lake City, Utah, ARTCC Airway Facilities Sector.

■ **Charles R. Taylor**, unit supervisor in the Helena FSDO.

■ **Helen Mae Wall**, area manager at the Denver ARTCC, from the Alaskan Region Air Traffic Division.

■ **Arthur L. Wells, Jr.**, unit supervisor in the Seattle, Wash., FSDO, from the Flight Standards Division.

■ **Robert A. Westhoff**, airman certification specialist in the Denver FSDO, from the Denver Air Carrier District Office.

■ **J. C. Wilson, Jr.**, area manager at the Denver ARTCC, from the Air Traffic Division.

Southern Region

■ **Jessie F. Addison, Jr.**, unit supervisor in the Fayetteville, N.C., Airway Facilities Sector Field Office, Raleigh, N.C., AF Sector, from the Columbia, S.C., AF Sector.

■ **James E. Baggett**, assistant manager of the Raleigh Tower, from the Peachtree-Dekalb Airport Tower, Atlanta, Ga.

■ **Larry P. Connor**, manager of the St. Thomas, Virgin Islands, Tower, from the Jacksonville, Fla., Tower.

■ **Leonard A. Crouch**, manager of the Electronic Establishment Engineering Branch, AF Division.

■ **Verne M. Denmark, Jr.**, manager of the Hawkins Tower, Jackson, Miss., from the Mobile, Ala., Tower.

■ **Ronnie O. Farmer**, manager of the Maintenance Program Branch, AF Division, from the Charlotte, N.C., AF Sector.

■ **Lewis R. Greer**, crew chief in the Jacksonville, Fla., ARTCC AF Sector.

■ **William L. Johnson, Jr.**, area supervisor at the Hebron, Ky., Tower, from the Bowman Field Tower, Louisville, Ky.

■ **Donald A. Kelsey**, manager of the Operations Branch, Civil Aviation Security Division.

■ **Willis C. McCook**, manager of the Montgomery, Ala., Flight Service Station, from the Fort Myers, Fla., FSS.

■ **Samuel W. B. McLurkin, Jr.**, manager of the Myrtle Beach, S.C., Flight Service Station, from the Birmingham, Ala., FSS.

■ **Henry R. Parker, Jr.**, manager of the New Bern, N.C., FSS, from the Rocky Mount, N.C., FSS.

■ **Charles R. Pinkerton**, staff engineer, Program & Planning Branch, AF Division, from the Charlotte, N.C., AF Sector.

■ **Michael J. Pontrelli**, manager of the Page Field Tower, Ft. Myers, Fla., from the Opa Locka, Fla., Tower.

■ **William E. Roberts**, area supervisor at the Memphis, Tenn., FSS, from the Montgomery FSS.

■ **John T. Rowberry**, unit supervisor in the Memphis ARTCC AF Sector, promotion made permanent.

■ **Ronald C. Shimeld**, manager of the Crestview, Fla., FSS.

■ **David G. Short**, assistant manager of the Standiford Field Tower, Louisville, Ky., from Patrick AFB, Fla.

■ **Harold C. Smith**, staff engineer in the Field Services Section, Maintenance Program Branch, AF Division.

■ **Robert C. Walker**, area supervisor at the Standiford Field Tower, Louisville, from the Miami, Fla., International Airport Tower.

■ **Robert L. Welch, Jr.**, manager of the Mobile, Ala., Tower.

■ **Daniel R. Wester**, assistant manager of the Rocky Mount FSS, from the New Bern FSS.

Southwest Region

■ **Thomas L. Beck**, area supervisor at the Waco, Tex., Tower, from the FAA Academy.

■ **Reymundo T. Cabrera**, area supervisor at the San Antonio, Tex., Flight Service Station, promotion made permanent.

■ **Dean L. Gensamer**, manager of the Albuquerque, N.M., ARTCC.

■ **Richard Y. Flores**, assistant manager for program support in the Albuquerque ARTCC Airway Facilities Sector.

■ **James D. Howden**, manager of the Fort Worth, Tex., ARTCC, from the Albuquerque ARTCC.

■ **Larry R. James**, area supervisor at the Hobby Field Tower, Houston, Tex., from the Houston Intercontinental Tower.

■ **Robert C. McClain**, area supervisor at the Hobby Field Tower, from the Houston Intercontinental Tower.

■ **Thomas W. McGee**, area manager at the Houston, Tex., ARTCC, from the Washington ARTCC.

■ **David P. Medina**, area supervisor at the Love Field Tower, Dallas, Tex.

■ **Walter A. Metzger**, assistant manager of the Fort Worth ARTCC, from the Air Traffic Division.

■ **Archie A. Newby**, unit supervisor in the Lubbock, Tex., General Aviation District Office, from the Baton Rouge, La., GADO.

■ **Robert W. Otto**, assistant manager for program support in the New Orleans, La., AF Sector.

■ **Louis A. Pare**, manager of the Midland, Tex., AF Sector Field Office, Austin, Tex., AF Sector, from the Houston AF Sector.

■ **Charles E. Saunders**, area supervisor at the Albuquerque ARTCC, from the FAA Academy.

■ **Clarence W. Speers**, manager of the Rogers, Tex., AF Sector Field Office, Austin AF Sector.

Technical Center

■ **William E. Greene**, manager of the Communications Resource Staff, promotion made permanent.

■ **Frederick E. Merrick**, technical program manager, ATC Systems Branch, Engineering Division, from the Bradley Field Tower, Windsor Locks, Conn.

■ **Dan Warburton**, supervisor of the Software Support Unit, NAS Simulation Support Facility.

Washington Headquarters

■ **Joaquin Archilla**, deputy manager of the International Assistance Division, Office of International Aviation.

■ **John H. Corr**, supervisor of the

Airports-Facilities/Communications Section, National Flight Data Center.

■ **James J. Crowling, Jr.**, supervisor of the Notice to Airmen Section, National Flight Data Center.

■ **Norman T. Fujisaki**, Helicopter Program development engineer, Aircraft Safety & Airport Technology Div., Program Engineering & Maintenance Service, promotion made permanent.

■ **Terrence M. Greenwood**, assistant manager of the Industrial Division, Acquisition and Material Service, promotion made permanent.

Western-Pacific Region

■ **Robert H. Baldwin**, manager of the Tahoe Valley, Calif., Tower, from the Concord, Calif., Tower.

■ **Edward R. Brady**, manager of the Hilo, Hawaii, Airway Facilities Sector Field Office, Honolulu AF Sector.

■ **Jeffrey K. Chin**, area supervisor at the
(Continued on back cover)

Retirees

Belliveau, Mark J.—AC
Elliott, Evelyn G.—AC
Higa, Theodore T.—AC
Jordan, Virgil D.—AC
Mills, Robert G.—AC
Poole, Betty J.—AC
Woodard, William B.—AC
Dietz, Betty L.—CE
Pereira, Jorge E.—CE
Ross, Norman Jack—CE
Carlson, Howard F.—CT
Levy, Mildred—CT
DiPierro, Daniel—EA
Doering, Herman R.—EA

Grey, Christina A.—EA
Jackson, Clarence D.—EA
Smith, John A.—EA
Spencer, George C.—EA
Wheeling, James E.—EA
Craib, George—GL
Dodd, Edward L.—GL
Fosell, Ronald G.—GL
Hewitt, Charles L.—GL
Jarrett, Frederick S.—GL
Lange, Richard L.—GL
Loverde, John E.—GL
Lucas, Michael E.—GL
Odell, Stephen N.—GL
Stemaly, Donald E.—GL

Grieb, James B.—MA
Hahn, Franklin F.—MA

Harlow, Walsey H.—MA
Clark, William T.—NE
Potts, Royce H., Jr.—NE
Doty, Robert E.—NM
Hynes, Walter T.—NM
Renaud, Leo P.—NM

Blackshear, Eugene—SO
Currier, Hilda M.—SO
Givens, Donald G.—SO
Lanz, Roy H.—SO
Meadows, Harold M.—SO
Stutz, Ronald E.—SO
Dabney, Deloyd—SW

Davis, Donald E.—SW
Deluca, Angeline B.—SW
Derrick, Kenneth H.—SW
Jenkins, Charles H.—SW
Jones, Bobby A.—SW
Lapsley, Tiner A.—SW
Turner, Jesse C.—SW
Woolver, John E., Jr.—SW

Bancroft, Beauford A.—WA
Reighard, Homer L.—WA
Wainwright, Robert C.—WA

Jess, Marilyn J.—WP
Marshall, Robert A.—WP
McMullen, Joseph J.—WP
Morley, Julia K.—WP
O'Neil, Robert A.—WP
Sendelbach, George A.—WP

People *continued from page 19*

Maui, Hawaii, Tower.

■ **Clayton Y. Chong**, supervisor of the Cost & Property Systems Section, Accounting Operations & Analysis Branch, Accounting Division.

■ **John H. Covey, Jr.**, manager of the Santa Maria, Calif., Tower, from the Honolulu ARTCC.

■ **George T. Feick II**, manager of the Santa Rosa, Calif., Tower, from the Tahoe Valley Tower.

■ **Wanda G. Mabe**, area supervisor at the Van Nuys, Calif., Tower, from the Los Angeles Tower.

■ **Mauro M. Martinez**, nav aids communications specialist at the Van Nuys, Calif., AF Sector Field Office.

■ **James R. Miller**, area supervisor at the Santa Barbara, Calif., Tower, from the Los Angeles TRACON.

■ **Jon R. Musser**, manager of the North Las Vegas, Nev., Tower, from the Los Angeles Tower.

■ **Dennis J. Myers**, area supervisor at the Deer Valley Tower, Phoenix, Ariz., from the FAA Academy.

■ **James H. Nyhus**, area supervisor at the Orange County Airport Tower, Santa Ana, Calif., from the Coast TRACON at the MCAS El Toro, Santa Ana, Calif.

■ **Lewis Perry, Jr.**, assistant manager for training at the Los Angeles TRACON.

■ **Robert M. Reeder**, area supervisor at the San Diego Flight Service Station, from the Santa Barbara, Calif., FSS.

■ **Merrill V. Scott**, assistant manager for technical support in the San Francisco AF Sector, from the AF Division.

■ **James S. Snively**, area supervisor at the Bakersfield, Calif., Tower, from the Los Angeles ARTCC.

■ **Julius R. Stahl**, manager of the Paso Robles, Calif., Flight Service Station, from the Oakland, Calif., FSS.

■ **Anthony L. Stas**, area supervisor at the Livermore, Calif., Tower, from the San Francisco Tower.

■ **Charles J. Zenith**, manager of the Honolulu Flight Standards District Office, from the Las Vegas FSDO.

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