

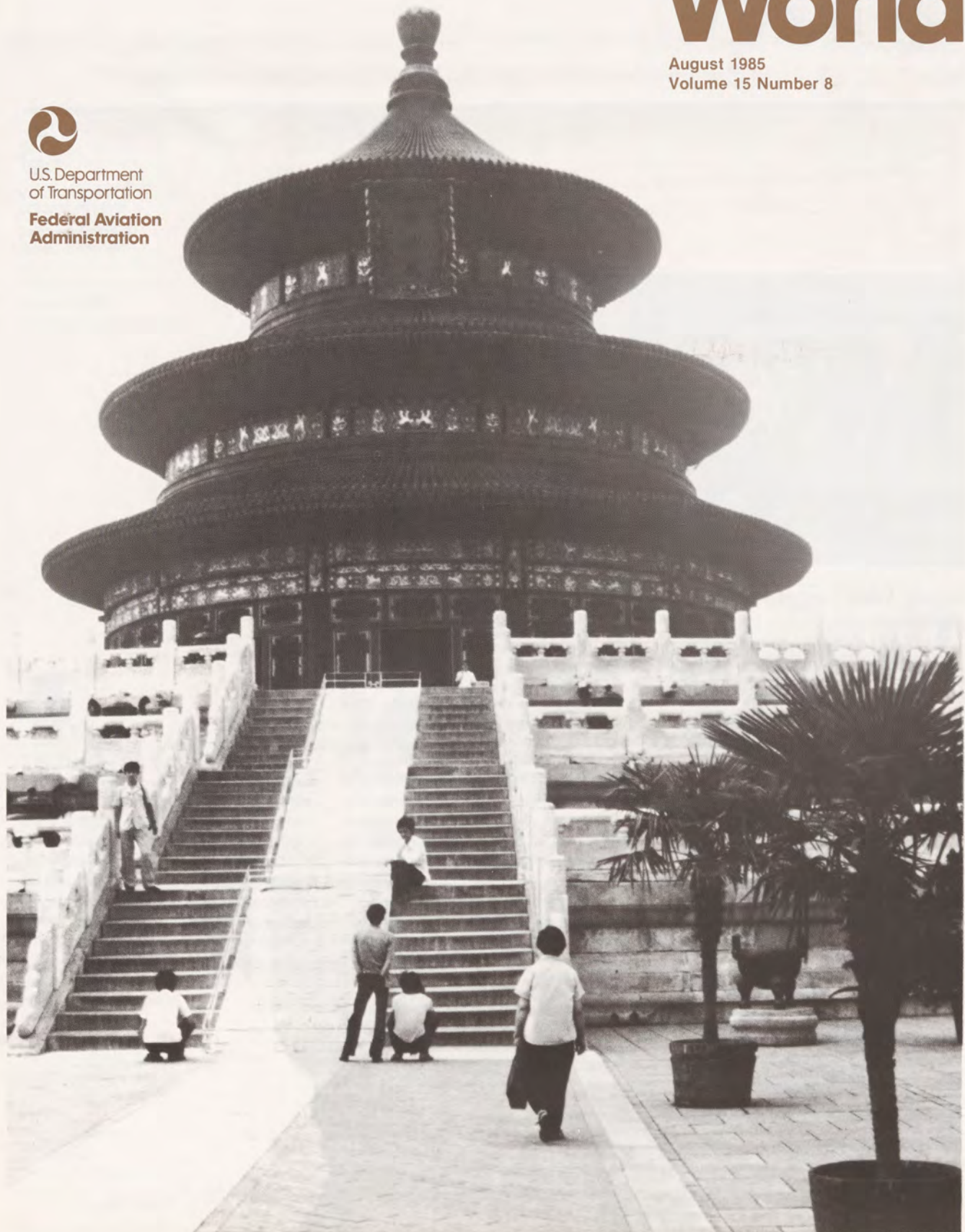
# World

August 1985  
Volume 15 Number 8



U.S. Department  
of Transportation

**Federal Aviation  
Administration**





## Security Award Goes to 100%ers

The Los Angeles Civil Aviation Security Field Office won the agency's version of a gold medal with the National Civil Aviation Security Award for 1984. It did so for its yeoman work with the Summer Olympics while handling its regular workload.

The Los Angeles security people were deeply involved in all aspects of security planning for the Olympic Games from January through August last year, including special inspections, coordination with federal and local law enforcement agencies and operation of the FAA Olympics Security Service, which performed successfully 24 hours a day, seven days a week, during the six-week period of the Games.

The cover: Beijing's Temple of Heaven symbolizes the traditional China, as the People's Republic seeks to improve its airspace system. Two teams of FAAers, including Administrator Engen, visited China this spring to spur bilateral cooperation. See story on page 4.

Photo by Jean Herz

In ceremonies at which he presented certificates of merit to each employee of the LAX CASFO, Western-Pacific Region Director Homer "Mac" McClure holds the national award with (from the left) Richard Boyle, Tim Linehan, Minoru Takimoto, Lynne Osmus, (McClure), Karl Edgerton, manager Milt Ferris, Yashico Hines, Eric LaFlore, Candace Ducharme, Rudy Clemente and CAS Division manager Jay Adsen.

Photo by Barbara Abels

According to field office manager Milton Ferris, "The Olympics consumed about 60 percent of our time and staff, but we were able to complete 100 percent of our other program requirements." ■

*People are our greatest resource. People are the most crucial element in the air traffic control system. I am very proud of the job that I have seen the air traffic controllers doing over the past several years and particularly during this past year.*

—Donald D. Engen



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## A New Role Model

Women continue to find more alien careers to their liking. FAA has its first woman maintenance inspector, who learned her craft in the U.S. Air Force.

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A team of FAA airports experts went to south China to provide technical counsel on the development of a major new airport.

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## The Stuff of Dreams

There aren't many American males who haven't visualized themselves playing alongside major league baseball players. Now, there's an outlet for those dreams, but at a price. Here's the story of an FAAer who fulfilled that dream.

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## The Dragon Invites the Eagle

This spring, the Administrator visited top-level aviation officials in the People's Republic of China to foster air-space cooperation and aid American business in sharing in the development of a growing aviation system.

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## The DC-3's First Half-Century

The aerial workhorse of the world marks its 50th anniversary of service in war and peace. FAA is preserving its last copy of the Gooney Bird for posterity.

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# The Dragon Invites the Eagle



Administrator Engen says farewell to Shen Tu (center), former director general of the CAAC, and Hu Yizhou, its current director general (right).

Following years of informal high-level conversations between FAA and Chinese aviation officials on China's aviation system, the time had come for the FAA to go to the People's Republic of China for direct top-level discussions.

China had recently launched a major program to improve and expand domestic and international airline service and its national airspace and airport system. It was also committed to expanding civil transport aircraft

production, including a joint program with McDonnell Douglas to assemble 25 DC-9 Super 80s (now called MD-82s) in Shanghai.

China could gain from America's experience and FAA's expertise, while the U.S. could encourage integrated Chinese air traffic and airport systems; assist in establishing an airworthiness certification system patterned along FAA lines; and en-

## Administrator's Trip to China Fosters U.S. Aviation Presence

By Donald D. Engen  
Administrator of the  
Federal Aviation  
Administration.



ments of State, Commerce, Transportation and the Office of the U.S. Trade Representative wanted to offer particular insights before the FAA team departed for the People's Republic of China.

### Monday, April 29

Pilot Don Brown [Headquarters Aircraft Management Staff, Aviation Standards National Field Office] and I shared cockpit responsibilities as we headed on the first leg of our journey, a trip to Las Vegas to address the convention of the National Air Transportation Association.

### Tuesday, April 30.

Following my speech to NATA, we headed west with Dick Sciolto [HQ Aircraft Management Staff] joining Don Brown as pilot of the FAA Jetstar. Craig Beard [Director of Airworthiness] met us in San Francisco. Ted Ellett [Chief Counsel] and Craig accompanied Don Cagle [general aviation operations inspector, Southern Region Flight Standards Division], my wife, Mary, and me as the FAA delegation on this journey, with Don Segner [Associate Administrator for Policy and International Aviation] joining us in Beijing.

Despite our extensive preparation for the trip, we could not overcome 105-knot headwinds en route to Honolulu with our available fuel. After two hours of flight, we had to turn back to the Oakland Airport, where we decided that the northern route, through Alaska, would afford the only means of reaching our



Having a look around the Beijing tower are (left to right) Associate Administrator for Policy and International Aviation Donald Segner; M. Craig Beard, director of the Office of Airworthiness; Chief Counsel E. Tazewell Ellett; Yang Tongxiang, deputy regional director for the Beijing region of CAAC; Administrator Engen; Li Keli of CAAC; a Beijing tower air traffic controller; and U.S. embassy representative James Brown.

courage the use of U.S. standards, U.S.-produced systems and U.S. design, development and installation services.

This spring, two FAA delegations went to China, Administrator Engen leading one to the capital in Beijing to set in motion long-term technical cooperation in civil aviation.

An ancient Chinese proverb says "A journey of a thousand miles begins with a single step." Whoever wrote that never dealt with a sequence of pre-trip briefings. It seemed that everyone and the Depart-

At their hotel, Administrator Engen and Donald Segner (left), Associate Administrator for Policy and International Aviation, pause with Zhang Guo Wei, senior manager of CAAC's Maintenance & Engineering Department.

Photos by E. Tazewell Ellett



Beijing Airport is not crowded by U.S. standards and there are no general aviation aircraft. At the terminal are a Pan Am Boeing 737 and a Russian Il-62.

destination on time.

When we landed, we discovered that the tachometer on the Jetstar needed to be replaced, so we headed for hotel rooms in Oakland rather than Honolulu. Even with a few jokes about "dinner in Oakland," the evening's atmosphere did not measure up to the tropical scene we had planned.

#### Wednesday, May 1.

The tachometer, which was supposed to arrive this morning, did not reach Oakland until 3:30 p.m. Once it was installed, we departed Oakland and spent the night in Anchorage. It's a good thing that we made this trip

during the spring, because I don't think that many of us planning an overnight stay in Honolulu had brought the clothing necessary for a rather wintry evening in Anchorage.

#### Thursday, May 2.

After a morning visit to the Anchorage control tower, we flew to Shemya in the Aleutian Islands, where the FAA operates a tracking station to monitor flights over parts of the Northern Pacific.

After a brief stop, we flew to Yokota Air Force Base in Japan, crossing the International Date Line and losing a day en route.

#### Sunday, May 5.

Following a day of rest that included a tour of Tokyo, we inspected the Tokyo Flight Inspection Field Office before departing for Beijing (formerly "Peking") around 10:15 a.m. We arrived at 1:30 p.m. exactly the time our Washington

schedule had planned.

We were greeted by Mr. Lui Ruling, Deputy Director for International Affairs, and Mr. Li Keli, both of the General Administration of Civil Aviation, and by a United States delegation headed by U.S. Air Force attache Col. John Reynolds and including Don Segner. The Chinese organization was formerly known as the Civil Aviation Administration of China and is still referred to as the CAAC.

After clearing customs and a brief arrival ceremony at the airport, we were driven to Beijing.

One of our Chinese hosts explained as we drove toward the city that because of the lack of tillable land in western China, every effort is made to cultivate as much land as possible in the relatively fertile eastern part. That was the reason, he said, that we saw many small roadside fields enroute planted with crops.

The streets were lined with trees, nearly all of them giving the appearance of careful cultivation rather than reflecting the diversity of natural growth.

We arrived at the Great Wall Hotel, which is operated by the Sheraton Corporation.

At the hotel, we were able to exchange our dollars for Chinese yuan. The yuan that we received, however, was special currency that is provided only to international visitors. Foreigners are not allowed to use the domestic Chinese currency. We headed on our first shopping trip right after the currency exchange.

The highlight of our first tour of Beijing was a visit to T'ien An Men Square, which our host described as the largest square in the world. Amid



The Administrator and Mrs. Engen are among many Western tourists visiting the Ming Tombs at Ding Ling near Beijing.

thousands of Chinese who flew kites and observed us, we got our first glimpse of the edge of the Forbidden City, which borders one side of the square. Other sides of the square feature the Great Hall of the People and a large science museum.

Mao-tse Tung's mausoleum and a memorial to the "People's Heroes" occupy the center of this square.

The sightseeing was an impressive beginning for a visit that would involve topics of great importance to both nations.

#### Monday, May 6.

We began the business portion of our China visit with a morning orientation with U.S. Ambassador Arthur W. Hummel, Jr., and his staff. That afternoon, our initial meeting with CAAC personnel was hosted by both the recently retired director general, Mr. Shen Tu, and the current director general, Mr. Hu Yizhou. Following the greetings, Mr. Hu provided a detailed description of the condition of civil aviation in the People's Republic.

The nation, despite its extensive history and its wide experience in

science, still faces a challenge in developing its civil aviation system. As I suggested to Mr. Hu, the Chinese have a tremendous opportunity to develop their civil aviation, because they have virtually a blank slate. They can benefit from the experiences of others and move more directly toward a fully developed, high-technology system.

The crucial element in any such development, of course, is careful planning. People developing new aviation systems must recognize that they are dealing with expensive capital equipment that must endure, probably for at least a generation. Even if the equipment installed in the next five years becomes surpassed technologically, the size of the investment needed to set it in motion almost dictates that it probably will not be replaced for quite some time, even if a better system comes along.

China, like the United States, is a relatively large nation. Also like the United States, China administers its civil aviation system through a series of regional offices. I almost felt like I was addressing a domestic audience

again as I spoke of the difficulties inherent in regional systems, especially if one region becomes known as "softer" than another when it comes to any of the critical elements of aviation safety, especially inspection and enforcement measures.

The first day's discussions continued late into the afternoon, with much of the focus on the logistics of how the Chinese plan to accomplish the civil aviation goals they are setting for themselves.

The day ended with a dinner in the State Guest House, hosted by Mr. Shen and Mr. Hu. In the tradition of Chinese state dinners, the several courses of exquisite food were laced with reciprocal toasts, with the beverage of choice being the Mao-Tai. At 120 proof, this beverage clears the head of all other thoughts quickly.

#### Tuesday, May 7.

Having gained the headquarters perspective on aviation in our first day of discussions, we toured the Beijing regional facilities on the second day. Our host for this visit was the Deputy Regional Director for the Beijing region of the CAAC, Mr. Yang Tongxiang.

The tower and the TRACON at Beijing International Airport con-



tained equipment that serves many of the same functions as American tower equipment. Chinese air traffic control procedures, however, deal with a much less complex traffic situation than is typical in our en route centers. Instead, the tower from which a flight originates controls for the first half of the flight, and the tower that will receive the flight controls for the remainder.

When we moved from the tower and TRACON to the maintenance facility at Beijing Airport, we found a repair hangar capable of holding a Boeing 747. This facility did not have an FAA certificate. We informed the head of the maintenance facility of the need to file a written application to the FAA for such a certificate, and Craig Beard undertook to assist Mr. Gao Jun Yue with the relevant application procedures. Even though the facility did not have a certificate, the Chinese could show us replications of FAA forms, suitably translated, on which all maintenance was recorded.

Despite the predictions of our Department of State, the Chinese allowed us to take pictures nearly everywhere, including the tower and the layout of the runways at Beijing Airport. These photos inevitably included shots of the different American and Soviet civilian aircraft flown by the CAAC.

During our afternoon session, we met with Mr. Li Peng, one of four vice premiers of the People's Republic, in the Great Hall of the People. We convened in the Szechuan Room, which was decorated with tapestries,



Just plain tourists in Beijing's T'ien An Men Square are Administrator and Mrs. Engen with Li Kell of the CAAC.

paintings and other objets d'art from that province. Vice Premier Li thanked us for coming to China and related his nation's recent efforts to spur aviation development, including a reform of the organization of the Chinese aviation agencies.

I offered the United States' assistance in their civil aviation development and suggested that our mistakes are there to learn from; there is no need to repeat them. I stressed the importance of planning from a national, rather than regional, perspective, especially when it comes to factors such as the hardware and software that run computerized air traffic control equipment.

I also noted that the Chinese also need a balance of aircraft, comparable to our mix of general aviation and commuter aircraft that complement air carriers.

Following my comments, Vice Premier Li asked about our certification procedures. For example, he inquired about how we know when we have too many or too few airlines. Deregulation and free-market competition in commercial aviation appeared to be an unfamiliar concept to him. He also was concerned about the FAA

certification procedures that affected every aircraft and airman in the U.S. and the relationship between the FAA and our military services when it comes to the use of the nation's airspace.

After our discussions, Ambassador Hummel hosted a reception for the FAA delegation, providing us the opportunity to meet other Americans serving in China, as well as other officials of the CAAC and the Ministry of Aviation Industries (MAI).

#### Wednesday, May 8.

This morning, we visited the Great Wall, which is a two-hour drive from downtown Beijing. As we drove toward the wall, we noticed the unusual means of road traffic control adopted by the officials in Beijing. Much of the traffic is bicycle and carts, which converge with increasing numbers of automobiles and trucks at the major intersections. At the center of these intersections stands one traffic cop, unassisted by lights, and, from all appearances, without rules to guide him as he whistles and shouts instructions at the vehicles descending upon him. Despite his efforts, the traffic moves without appreciable impairment.

As we drove further away from Beijing, we saw relatively fewer autos and buses and more oxen and horse carts.

*continued on page 10*



Members of the Shenzhen team visit the new airport site at the mouth of the Pearl River: (from the left) Harry Smetana, airports planner; senior CAAC engineer Xu Chang Xian; Zhu Xue Lun, Shenzhen Feasibility Study Group; team leader Tom Messier; economist Harvey Safer (partly hidden); Zhu Min Guang, CAAC Economic Relations; Jim Murray, Great Lakes airspace procedures; Sam Austin, urban airport planner; and Jim Murphy, FAA Academy airports engineer.

### China Calls on U.S. Expertise To Develop Airport

A little more than a month before the Administrator's trip to the capital of the People's Republic of China, a team of FAAers headed into southern China to provide technical assistance on the development of a new major airport.

The trip was to lay the groundwork for a possible American feasibility study and subsequent design and construction contracts for the airport in Shenzhen, an economic free trade zone. Its success can be measured by the fact that a U.S. firm was subsequently chosen by the Chinese to do the feasibility study.

The result of discussions from earlier Chinese delegations visiting the U.S., the trip was funded by the Trade and Development Program of the Department of State, which is seeking to assist U.S. firms interested in competing abroad for the highly competitive airport design and con-

struction programs available.

The FAA team consisted of Tom Messier, Director of the Office of International Aviation; Harvey Safer, then Director of the Office of Policy and Plans, now manager of Air Traffic's Quality Assurance Staff, who provided economics expertise; Harry Smetana, airports planner in the Office of Airport Planning and Programming; Jim Murphy, an airports engineer from the FAA Academy's Airports and Logistics Branch; Jim Murray, air traffic/airspace procedures expert from Great Lakes' Plans and Programs Branch; and Sam Austin, manager of the Atlanta Airports District Office, an urban planner versed in airport development.

The FAA's mission was to share our vast experience in airport development with the Chinese, who intend to develop a major airport at Shenzhen—near the border of the Hong

Parked on the ramp at Guangzhou (Canton) Airport are an assortment of CAAC aircraft. In the foreground is a Boeing 737; to the right is a Chinese-built version of the Russian An-24, a turboprop; next to last is another 737; farthest away is a British Aircraft Corp. Trident.



Atlanta ADO manager Sam Austin takes his leisure in an oriental garden.

Kong Crown Colony, about halfway to Guangzhou (Canton). It is believed that this regional airport would ultimately become an international airport as a replacement for Kai Tak Airport in Hong Kong.

The team met over a period of eight days with representatives from the General Administration of Civil Aviation of China (known by its earlier designation as CAAC) and other officials from Beijing, technical people from Guangzhou Airport and local Shenzhen officials.

The team made a field trip to the site along the coast, a flat area consisting mostly of rice paddies. China plans parallel runways—one along the coast and the other on landfill in the shallow waters of the Pearl River delta basin.

Following the meetings, the group visited the regional air traffic control center and tower at Guangzhou Airport, which handles about 70 air carrier takeoffs and landings a day. The center was equipped with a single radar display of the automated terminal type with alphanumeric and used procedures comparable to those used by the FAA. The tower had a BRITE display remoted from the center below. General aviation aircraft were noticeably absent from the system. ■

By Sam Austin, manager, Atlanta, Ga., Airports District Office, and Jim Murray, manager, Plans and Programs Branch, Great Lakes Air Traffic Division.



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The Wall itself is incredibly steep and interspersed with watch towers that enabled the ancient Chinese to see those approaching from a great distance.

En route to Beijing from the Great Wall, we were able to see the Ming Dynasty tombs at Ding Ling. Each of the tombs in the vicinity of Ding Ling is marked by a large pagoda. The actual crypts, however, are underground, to prevent desecration by looters.

When we returned to Beijing that evening, the FAA delegation held a dinner for our hosts at the Szechuan Fandian restaurant. I began that evening's round of toasts, thanking our hosts for their hospitality and pledging continued cooperation toward the development of civil aviation in the People's Republic. CAAC Director General Hu responded by thanking us for coming and by reaffirming his nation's interest in cooperating with the U.S. on civil aviation matters.

#### Thursday, May 9.

The morning's discussion with the CAAC began after we passed out gifts to our hosts. FAA provided program briefings for our hosts, with Craig Beard outlining FAA's airworthiness programs and Ted Ellett describing accident investigation procedures, both domestic and under the International Civil Aviation Organization (ICAO) in accidents involving more than one country.

We offered reciprocal access to investigations, so that the Chinese would be able to participate in a



The Great Wall

National Transportation Safety Board investigation if any of their aircraft has an accident in the U.S., if U.S. representatives were granted access to PRC investigations of accidents involving U.S. aircraft.

After our morning presentations, we showed the orientation film, "This Is the FAA," translated into Chinese, after which the CAAC and MAI staffs presented us with several questions, mostly on certification. They asked us to develop our answers over a lunch break.

Following our responses to the Chinese questions during the final afternoon session, Mr. Hu thanked us for visiting and suggested continued cooperation. Mr. Li Zai Tian, the director of quality control for MAI and the head of the MAI delegation, seconded those comments. I thanked our hosts, reaffirmed our interest in mutual cooperation, and indicated our hope that a Memorandum of Agreement formalizing our cooperative efforts could be signed by the end of summer.

We have a need to maintain technical exchanges with the Chinese that relate to our mutual interests in improved civil aviation. We have agreed in principle to explore the possibilities for establishing and developing civil aviation cooperation between our countries.

Many of the aircraft used in the

Chinese civil aviation system were manufactured in the United States. Both nations agree that the standards and efficiency of maintenance operations could be enhanced if some Chinese maintenance facilities at international airports in China were certificated to maintain these aircraft. The possibility of technical exchanges could extend into airworthiness standards for aviation products manufactured by both nations' industries.

Before returning to the United States, we also visited Hangzhou and Shanghai and met with officials of the regional directorates of CAAC.

During our China trip, the FAA delegation gained a much better understanding of the broad range of benefits that could accrue to both countries from our assistance in the development of a national aviation system in China. Moreover, the technical exchanges initiated during our visit could form the foundation for an aviation system serving billions of people during the next generation.

During the first 80 years of flight, United States technological leadership has promoted the spread of aviation throughout the developed world. By extending this leadership to economically developing nations, we have the ability to serve others who can benefit immensely from our experience. Such service may well form the foundation of continued U.S. leadership in aviation well into the next century. ■

## People

### Aeronautical Center

■ **James D. Brown**, manager, Payroll Branch, Accounting Division

■ **Robert L. Coleson, Jr.**, supervisor, Operations Information Center, Fleet Support Branch, Aircraft Maintenance & Engineering Div., Aviation Standards National Field Office.

■ **Bobby G. Engle**, manager, Contracting Branch, Procurement Division.

■ **George A. Heckert**, unit supervisor, Flight Service Section, Air Traffic Branch, FAA Academy, from Huron, S.D., FSS.

■ **J. B. Johnson**, supervisor, Aviation, Medicine & Training Management Section, Contract Management Branch, Procurement Div.

■ **Clifford J. Jones**, supervisor, Planning and Estimating Section, Control and Inspection Branch, Facility Support Division, promotion made permanent.

■ **John P. Lehto**, supervisor, Flight Inspection Section, Tokyo Flight Inspection Field Office, from the Atlanta FIFD.

■ **Marc E. Lewand**, manager, Flight Procedures Branch, Flight Programs Division, Aviation Standards National Field Office.

■ **Harry J. Ross**, manager, Oklahoma City FIFD.

■ **Catherine S. Routon**, supervisor, Electrical, Electronic & Realty Contract Section, Contracting Branch, Procurement Div.

### Alaskan Region

■ **Edgar W. Anderson**, foreman, Anchorage Airway Facilities Sector Field Office.

■ **David C. Behrens**, area supervisor, Anchorage ARTCC.

■ **Anthony W. Johnson**, area manager, Kotzebue FSS, from the Fairbanks FSS.

■ **Dale R. Steckel**, deputy supervisor, Operations Section, Maintenance Branch, AF Div.

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■ **Albert G. Brooks**, manager, Resource Control Branch, Resource Management Div.

■ **Raymond L. Crawford**, assistant manager, Establishment Engineering Branch, AF Div.

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■ **Timothy E. Halpin**, chief, Evaluation Staff, AT Div., from Detroit Metro Tower.

■ **Charles E. Higginbotham**, area supervisor, St. Louis International Airport Tower.

■ **Walter R. McQuillen**, manager, Kansas City, Mo., Flight Standards District Office.

■ **William S. Rising**, assistant manager, St. Louis FSS, from the Omaha, Neb., FSS.

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### Eastern Region

■ **John C. Attebury**, airman certification inspector, Washington FSDO.

■ **Curtis T. Clair**, area supervisor, Washington ARTCC.

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■ **Mary Ellen Grant**, administrative officer, Operations Branch, Air Traffic Division.

■ **Peter P. Imperatrice**, area supervisor, Long Island Tower, Islip, N.Y.

■ **Kenneth L. Johnson**, assistant manager, Washington FSS, from Philadelphia FSS.

■ **Robert L. Jones**, unit supervisor, Trenton, N.J., AF Sector Field Office, Tri-State AF Sector, promotion made permanent.

■ **Rudolph V. Meyer, Jr.**, area supervisor, Teterboro, N.J., FSS.

■ **Elwin D. Roberts**, manager, Roanoke, Va., FSS, from Nome, Alaska, FSS.

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.

■ **William V. Roeder**, area supervisor, Atlantic City, N.J., Tower.

■ **Royal F. Ruffles**, area supervisor, Westchester Tower, White Plains, N.Y., promotion made permanent.

■ **Paul F. Spanko**, manager, Clarksburg, W.Va., Tower, from Pittsburgh Tower.

■ **Gary N. Tigert**, area supervisor, Washington ARTCC, from HQ Systems Branch.

■ **Gary P. Wilson**, assistant manager, airspace and procedures, Washington FSS.

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■ **John J. Baldwin**, area supervisor, Chicago O'Hare Tower.

■ **William R. Becker, Jr.**, supervisor, Resource Management Section, Maintenance Operations Branch, AF Div., from Indiana.

■ **Henry L. Butler**, area supervisor, Indianapolis, Ind., ARTCC.

■ **Helen Church**, supervisory flight data communications specialist, Indianapolis ARTCC.

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■ **Frederick H. Gadd**, assistant manager for training, Dayton, Ohio, Automated FSS.

■ **Donald A. Gunderson**, area supervisor, Rochester Tower, from Milwaukee Mitchell.

■ **Arthur T. Hill III**, assistant manager, plans and programs, Chicago O'Hare Tower.

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■ **Ronald C. Janacek**, manager, Acquisition Management Branch, Logistics Division, promotion made permanent.

■ **Wallace F. Krumm**, manager, Sioux Falls, S.D., Tower, promotion made permanent.

■ **Lawrence D. Le Clair**, manager, Lansing,

Mich., FSS, from Indianapolis FSS.

■ **Donald R. Peterson**, area supervisor, Green Bay, Wis., Tower.

■ **Peter J. Quinn**, area supervisor, Hibbing, Minn., FSS, from Watertown, S.D., FSS.

■ **Robert M. Strong, Jr.**, manager, Indianapolis ARTCC AF Sector, from Covington, Ky.

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■ **Robert I. Wagner**, assistant manager, Dayton, Ohio, AFSS, from South Bend FSS.

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### New England Region

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■ **Hubert S. Cox**, assistant manager, Boston ARTCC AF Sector.

■ **Richard A. DiMartino**, area manager, Boston ARTCC.

■ **Harry B. Kane**, assistant manager for program support, Logan International Airport AF Sector, Boston.

■ **Joseph J.B. Mann, Jr.**, area supervisor, Boston Logan Tower.

■ **Matthew J. Sliwa**, assistant manager, Boston Logan AF Sector, from AF Division.

■ **Ronald A. Wright**, teletype supervisor, Boston ARTCC, promotion made permanent.

### Northwest Mountain Region

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■ **Larry D. Bishop**, assistant manager for technical support, Salt Lake City, Utah, ARTCC Airway Facilities Sector.

■ **Duane E. Cornell**, manager, McChord Air Force Base AF Sector Field Office, Seattle, Wash., AF Sector.

■ **William J. Fisher**, area supervisor, Great Falls, Mont., Tower, from Billings Tower.

■ **Daniel A. Flanigan**, supervisor, Environmental Support Unit, Seattle ARTCC AF Sector, from the Portland, Ore., AF Sector.

■ **William L. Gowers**, assistant manager, quality assurance, Seattle ARTCC.

■ **Robert W. Hofferber**, supervisor, Seattle AF Sector Field Office Unit.

■ **Gregg R. Irvine**, assistant manager, military operations/plans & programs, Salt Lake City ARTCC.

■ **James M. Kastner**, area supervisor, Salt Lake City ARTCC.

■ **James E. King**, assistant manager for automation, Denver, Colo., Tower, promotion made permanent.

■ **Richard F. Martin**, assistant manager, traffic management, Salt Lake City ARTCC.

■ **Jack G. McDonnell**, assistant manager, Salt Lake City Tower.

■ **Michael E. O'Neil**, supervisor, Airframe Branch, Los Angeles Aircraft Certification Office, promotion made permanent.

■ **George L. Orr**, assistant manager, Seattle-Tacoma, Wash., Tower, from AT Div.

■ **Stanley M. Pierce**, area supervisor, Portland, Ore., FSS, from Bellingham FSS.

■ **Richard L. Stout**, area manager, Salt Lake City ARTCC.

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■ **Gary L. Beckner**, area supervisor, Orlando, Fla., Tower.

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■ **Richard O. Cowan**, area supervisor, Atlanta, Ga., FSS.

■ **Winfred W. Crenshaw**, unit supervisor, Miami, Fla., ARTCC Airway Facilities Sector.

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■ **Julius W. Erichsen III**, crew chief, Miami ARTCC AF Sector.

■ **Calvin L. Feese**, area supervisor, Jackson, Miss., Tower, promotion made permanent.

■ **Herbert R. Fengl**, area supervisor, Florence, S.C., Tower, from W. Columbia, S.C.

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■ **Billy F. Jeffers**, manager, Birmingham, Ala., Tower, from Atlanta Tower.

■ **James A. Kosicki**, manager, Memphis ARTCC.

■ **Larry J. Little**, assistant manager for training, San Juan, P.R., Center/RAPCON.

■ **Norman W. Lucas**, assistant manager for program support, Miami ARTCC AF Sector, promotion made permanent.

■ **Warren M. McUmber**, area supervisor, Montgomery, Ala., Tower, promotion made permanent.

■ **Donald L. Musser**, area supervisor, Miami ARTCC.

■ **Cesar A. Padilla**, supervisor, Operations Section—Training Certification Unit, Program & Planning Branch, AF Division.

■ **James L. Tartt**, crew chief, Miami ARTCC AF Sector.

■ **Jimmie R. Watson**, crew chief, Memphis ARTCC AF Sector, promotion made permanent.

■ **Donald L. Woodward**, manager, Nashville, Tenn., AFSS, from Northwest Mountain ATD.

### Southwest Region

■ **Paul F. Bourg**, area supervisor, Moisant Tower, New Orleans, La.



*The Outstanding Handicapped Employee of the Year considers himself only physically challenged. This, aerospace engineer Frederick G. Jenkins proves in his job as an expert in aircraft emergency evacuation for the Northwest Mountain Region, which has brought him two Sustained Superior Performance Awards, three Quality Within Grade Increases and numerous Letters of Commendation.*

### Technical Center

■ **Alan K. Novakoff**, supervisor, Engineering & Modifications Section, Airborne & Ground Based Facilities Branch, Facilities Division, promotion made permanent.

### Washington Headquarters

■ **Jerry M. Burns**, manager, Control Systems Branch, Automation Software Div., Air Traffic Plans & Requirements Service.

■ **Gennaro Chirillo**, manager, Program Management Branch, Program Review & Analysis Staff, Office of Associate Administrator for Development and Logistics, promotion made permanent.

■ **Roger G. Hunter**, manager, R&D Program Control, Program Management Staff, Program Engineering & Maintenance Service.

■ **Thomas E. Stuckey**, manager, Project Development Branch, General Aviation & Commercial Div., Office of Flight Operations.

■ **Leo B. Thorbecke**, Operations Unit supervisor, Frankfurt, Germany, International Field Office, Europe, Africa & Middle East Office, promotion made permanent.

■ **Maureen V. Titsworth**, supervisor, Data System Design Section, National Flight Data Center.

■ **Roger A. Baker**, group supervisor, Los Angeles Flight Standards District Office.

■ **Edward L. Bell**, area supervisor, Prescott, Ariz., Automated FSS, from Anchorage.

■ **Armin Dreier**, systems engineer, Los Angeles ARTCC Airway Facilities Sector.

■ **Sidney D. Edwards**, assistant systems engineer, Oakland ARTCC AF Sector.

■ **Eric D. Griffiths**, unit supervisor, Los Angeles ARTCC AF Sector.

■ **Melvin D. Haworth**, manager, Bay AF Sector, Hayward, Calif., from San Francisco AFS.

■ **Howard Irwin**, area supervisor, Ontario, Calif., FSS.

■ **Lawrence L. Lefried**, assistant manager for technical support, Los Angeles ARTCC AF Sector.

■ **Leslie G. Levi**, unit supervisor, Oakland ARTCC AF Sector.

■ **John S. Markley**, systems engineer, Oakland ARTCC AF Sector.

■ **Donald A. Matthews**, systems engineer, Oakland ARTCC AF Sector.

■ **Roger D. Merkamp**, systems engineer, Oakland ARTCC AF Sector.

■ **Alfonso Meza**, assistant systems engineer, Oakland ARTCC AF Sector.

■ **Ettore P. Milani**, manager, San José, Calif., AF Sector Field Office, Bay AFS.

■ **Brian L. Moore**, area supervisor, Santa Monica, Calif., Tower, from Burbank Tower.

■ **Sheldon S. Olson**, manager, Metropolitan Tower, Sacramento, Calif., from Fresno.

■ **James Page, Jr.**, manager, Santa Monica Tower, from the Long Beach, Calif., Tower.

■ **Richard E. Parise**, area supervisor, Hayward, Calif., Tower, from Palm Springs.

■ **Kenneth R. Pirl**, assistant manager, Bay AF Sector, from San Francisco AF Sector.

■ **Merrill V. Scott**, assistant manager for technical support, Bay AF Sector, from SF.

■ **Robert J. Sinz**, unit supervisor, Oakland ARTCC AF Sector.

■ **Kenneth J. Smith**, systems engineer, Oakland ARTCC AF Sector.

■ **Harold C. Stull, Jr.**, area supervisor, Los Angeles ARTCC, from Oakland ARTCC.

■ **Martin B. Sweeney**, area supervisor, Chino, Calif., Tower, from Ontario TRACON.

■ **Jerry W. Thames**, manager, Pago Pago Tower, American Samoa, from Maui, Hawaii.

By Fred Farrar  
A public information specialist in the Office of Public Affairs, he is a former Washington correspondent for the *Chicago Tribune*.



## The DC-3's First Half-Century

FAA Preserves a Model of the World's Aerial Workhorse



The DC-3, the airplane that launched the airline industry as we know it today by proving that it was possible to make money by carrying passengers only, is about to mark its 50th anniversary. And the FAA is planning a traveling exhibit, right down to the original colors, to honor the lumbering and unlovely pioneer for its service to the nation and to the agency.

The anniversary will come on December 17, half a century after the

DC-3—also and variously known as the C-47 to the Air Force, as the Gooney Bird to the Air Force pilots who flew it, as the R4D to the Navy and as the Dakota to the British—made its first flight from Clover Field in Santa Monica, Calif., the home field of the Douglas Aircraft Company.

It went on to become the standard of the airline industry in the late 30s and early 40s and, in more than 10,000 copies, the aerial beast of burden of our armed forces in World War II.

DC-3s also had a long and distinguished career in the FAA, mostly as flight inspection aircraft but also as haulers of cargo to remote agency installations. At one time, the agency



Passengers on an early United Air Lines DC-3 had breakfast in bed. Other meals were served on linen and fine china, with bouquets of flowers at each table. Such luxury on the "big" DC-3 really launched the passenger air travel industry. UAL Photo



The legendary DC-2½ of the China National Aviation Corp. was a DC-3 fitted with a DC-2 wing after a Japanese bomb blew off its wing. It took a 12-degree setting of left wing trim to keep it level on its 900-mile ferry flight.

had 39 of the slow but stable and reliable DC-3s. Now it is down to one, which it was on the verge of losing until saved by a suggestion submitted by an employee of the Aviation Standards National Field Office in Oklahoma City.

That is N34, which was built for the Navy in the Douglas plant in Oklahoma City in late 1945. It saw a large part of the world in the Navy—Rome, Naples, Paris, Algiers, Frankfurt, Brussels, Oslo, Stockholm, Dublin, Cairo, Kuwait, Baghdad, and more—before it was turned over to the FAA.

It began its CAA career in May 1957, when it was flown to Oklahoma City and painted in the orange and white colors of FAA's predecessor agency, the Civil Aeronautics Administration. Like most of the other agency DC-3s, it was used for flight inspection work—checking the accuracy and reliability of the agency's electronic navigation aids and landing aids. It moved around, having been based in Los Angeles, Oakland, Seattle and Allentown, Pa., but returning

periodically to Oklahoma City for maintenance.

Then age, high-tech and economics caught up with it and the other agency DC-3s and, beginning in the mid-70s, they were phased out in favor of faster, more-efficient Sabreliners and other jets which could put in many more miles of checking in a day at less cost.

N34 was the last of the agency's DC-3s to be phased out, making its last flight on September 9, 1982, after having logged 23,228 hours and almost 4,000 landings in the agency's service.

Like those that went before it, N34 was destined for yet another career. (Many of the others, for instance, are now flying for the Agriculture Department in that agency's battle to eliminate the screw worm.) N34 had been scheduled to be turned over to the University of Oregon, but it got a last-minute reprieve when Jimmy

King, the head of the Human Relations Committee at the Aviation Standards National Field Office, received a suggestion from Jerry Searcy, an aircraft maintenance supervisor there. He proposed that N34 be refurbished and put on static display at the Oklahoma City installation as a monument to the DC-3 and what it had done for aviation and the agency.

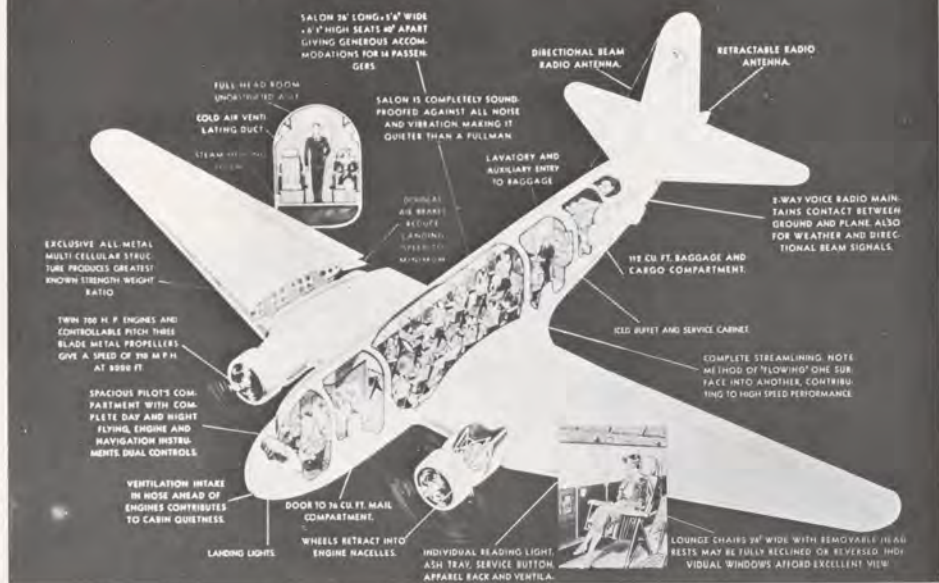
The suggestion was passed up the chain of command, finally reaching the Administrator. The Administrator liked the idea but decided to go one better. He felt that it should be a flying display. In a letter to Anthony Broderick, Associate Administrator for Aviation Standards, last March 29, he said:

"Please begin right away a program to refurbish it and restore it to the old colors it sported when it was a CAA airplane. . . . Once this refurbishment has been completed, I want the airplane to be made available as a static display at various airshows around the country to tell the history of the CAA/FAA and to inform the public about the FAA's contribution to both domestic and international aviation." He set a deadline of April 1, 1986, for completion of the project. The program manager for the restoration is Bob Barrigan, a 45-year veteran of DC-3s in the Navy and the FAA.

Meanwhile, the DC-3 is still in service throughout the world. In addition to the 10,123 that Douglas made for the military during World War II, it also made 803 of the civilian version.

It is still in use by some cargo and commuter airlines in this country and

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by many other operators in many foreign countries. The Administrator, for instance, saw an operational one at an airfield in China during his visit there earlier this year.

If this in itself is not moving testimony to the ruggedness and durability of the DC-3, keep in mind that the last DC-3 was built in 1946. Thus, even the newest of those still out there is at least 39 years old.

The first DC-3 was built as a flying Pullman car for American Air Lines. It had seven rows of two seats each on one side and seven upper and seven lower berths on the other. (It also had a private compartment up front; the predecessor of today's first class section.)

It didn't take American long to realize that the berths could be replaced by another row of seven revenue-producing seats.

This raised to 21 the number of seats that could be filled by paying

passengers. This was 50 per cent more than could be carried by the DC-2, its predecessor, and the Boeing 247, its closest competitor. The airlines' passenger-carrying era took off from there.

When it was first rolled out, pilots took one look at it—with its wingspan of 96 feet and its length of 64 feet, five inches—and said it was too big to fly. Yet today it is dwarfed by even the smallest passenger-carrying jet.

In all of its many manifestations—including a bootleg model made by the Russians in World War II—it went on to become one of the best-known and most durable, adaptable, used and abused airplanes ever made.

It dropped paratroopers into Normandy, flew "The Hump" into China with war materiel, plucked troops and crash survivors out of the

*TWA—then Transcontinental & Western Airlines—advertisement hypes design and comfort features of the new aircraft.*

jungles of Burma, airlifted coal to a blockaded Berlin, dropped supplies to surrounded Marines in Korea, carried sheep in Australia, spread fertilizer in New Zealand, flew emergency supplies into the Congo and played a variety of roles in the war in Southeast Asia.

And as if just being the DC-3 wasn't enough, it once was the DC-2½. This happened in China during World War II. Japanese bombs had torn a wing off one, and a replacement wing wasn't available. So, the owners, China National Aviation Corp., took a five-foot-shorter wing from a DC-2, bolted it in place and flew the fractional aircraft 900 miles to safety where it could be made whole again.

You just can't keep a good plane down. ■

## A New Role Model

First Woman Maintenance Inspector Learned in Air Force

Any place an airliner touches down, there's a chance an FAA inspector will peer into baggage compartments and cockpits and around landing gear looking for leaks, mechanical problems or safety hazards.

In all cases but one, the inspector has been a man. Lori LaQuaglia is thought to be the first woman to become an air carrier safety maintenance inspector for the FAA.

Hired in September 1984 by the Oakland, Calif., Flight Standards District Office, LaQuaglia performs surveillance at airliner maintenance points throughout northwestern California. Her duties may involve accident investigation one day, airline certification or safety compliance the next.

Jerry Pyram, a training supervisor at the FAA Academy, explains why there are so few women in this type of job in the FAA. "From my observations, we have sought qualified

women for a long time. We don't hire people off the street and teach them to become inspectors. We have stringent requirements. It has to be someone who has the background."

On her eighteenth birthday, LaQuaglia got married to a man in the Air Force.

"Rather than sit around," she said, "I decided I would join the Air Force myself so we'd have more income." She chose to become an airframe and power plant mechanic and made it through basic training "by learning how they play the game."

Following the birth of a son and a divorce, she was discharged after three years as an aircraft maintenance specialist working on F-4E aircraft in a tactical fighter squadron.

LaQuaglia got a job with World Airways as an A&P mechanic, working first on the overhaul crew, then on the flight control crew and finally on the flight line. She then moved to

the World facility in Los Angeles where, to save money, she roller-skated to work every day.

Meanwhile, she met an FAA inspector who encouraged her to try for an FAA position.

"I called and called, sometimes every day. I wanted them to know who I was and to get them to give me the job," she said.

The persistence paid off. In November 1983, the FAA hired her as a temporary safety inspector in Oakland, during which time she took classes to earn a bachelor's degree in professional aeronautics from Embry Riddle Aeronautical University. She also worked toward a pilot's license.

The following year, her application for a permanent position was accepted. ■

*This story by Linda Davis was adapted from the San Leandro, Calif., edition of The Enterprise.*

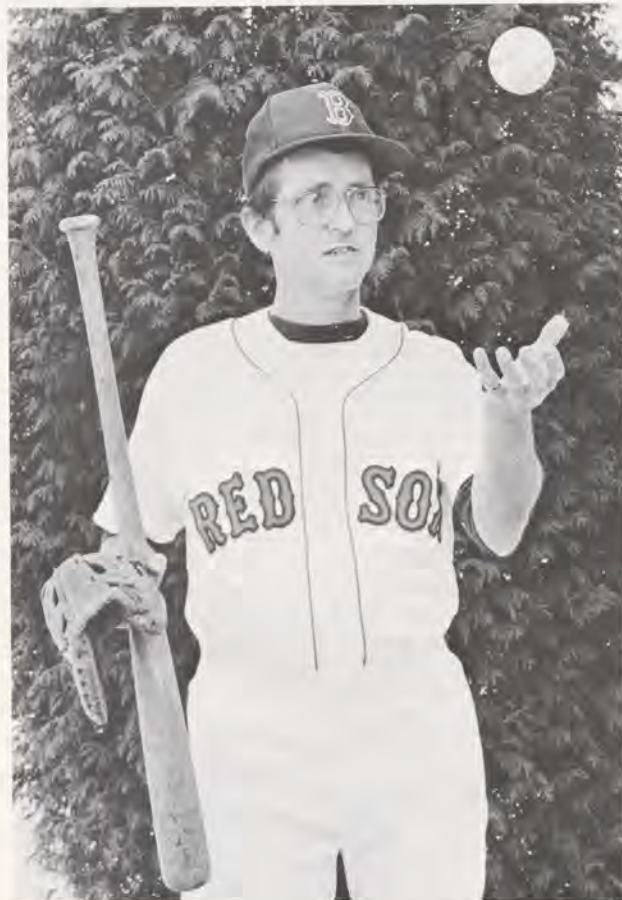


Photo by Nick Lammers



# The Stuff of Dreams

\$3,000 Admission to Playing Ball With His Heroes Was Worth It



Ken Gordon living the dream

Photo by Bob Richey

**K**en Gordon figured he owed it to himself. After a lifetime of rooting for the Boston Red Sox, he finally jumped at the chance to join them.

It cost the 52-year old Eastern Region employee \$3,000, but it was worth every cent. "How can you put a price on it?" Gordon asked after returning from Winter Haven, Fla., earlier this year. He stepped out of his life for a week and became part of the team that dreams are made of.

It was the 1967 Red Sox, the 100-to-1 shot that won the American League pennant after finishing ninth the season before.

Some of the players from that team came back to relive the past. There were 50 openings for anybody who wanted to join them, providing they had the cash, of course.

"Sure, it was expensive," said Gordon, an FAA radar communications specialist at the Albany County Airport in New York, "but I'm not sorry I spent it."

Gordon, you see, is just one of many fans across the country shelling out big bucks to attend fantasy camps run by major league teams. This was only the second one conducted by the Red Sox, and what could be a better theme than the Miracle of '67?

"When I saw Jim Lonborg, George Scott and Mike Andrews on the brochure, I knew I would be going," said Gordon, who grew up in a family of New York Yankee lovers. "I was always competitive with my

brothers. So, when they rooted for the Yanks, I naturally picked another team." That was more than 40 years ago. "In all that time, the Red Sox have been my team," said Gordon, who has spent his last 24 years with FAA.

When he arrived at Winter Haven, Fla., on January 27, he became one of them. "Dick Radatz was there. So was Luis Tiant," said Gordon, who was told to bring just his glove and cleats.

He was assigned a locker and handed uniform No. 13. For the next seven days, his buddies would be the likes of Dalton Jones, George Thomas and Gary Bell, all Red Sox veterans.

"There were about 50 of us campers in all," said Gordon. "Although most of them came from New England, there were some from as far away as Illinois." They included two doctors, a realtor, restaurant owner, optometrist, tennis club manager, industrial engineer, printer, accountant, policeman, jeweler and two women.

"The rules said you have to be over 30," said Gordon. "One guy was in his 70s, but he was in great shape and played the outfield."

The camp was set up similar to any major league camp. Practice was staged in the morning and afternoon with occasional scrimmages.

"Everybody was there to play ball," said Gordon. "For guys like me, we wanted to show some of the Red Sox we could play the game, too."

Gordon played first base, his favorite position. It didn't take long

before he started to become good friends with some of his heroes. "It was hard not to," he said. "Even when we were off the field, we all hung around together. In fact, that was the most fun, listening to everybody swap stories in the hotel."

Tiant and Scott were especially entertaining to Gordon. "They never stopped needling each other," said Gordon, "and they took a genuine interest in all of us campers."

Tiant, who now scouts for the Yankees in Mexico, invited Gordon to visit him there this summer. "I might go," Gordon said. "Especially since George Scott, who will be playing in Vera Cruz, also invited me down."

Gordon formed strong friendships with several of the other Red Sox as well. "Dalton [Jones] was my favorite," Gordon said. "What a sweet guy he is. And Radatz couldn't have made me feel more welcome."

All during the week, the aim was to prepare for the climactic game to conclude the camp. It would be played at Chain O' Lakes Stadium before paying customers. "Of course, everybody came to see the real Red Sox, but all us campers were introduced before the game as the opposition," said Gordon.

One team was composed of "real" Red Sox, while the other was made up of campers. In order to make it even, the campers got five outs to an inning and the Red Sox veterans got

only two. They also got only two strikes. "Even so, it didn't look very encouraging for us," said Gordon. "How could it?" At one time during the week, our whole side was struck out by the pitching machine. That was pretty embarrassing."

The day of the big game, the stands were filled with fans. Lonborg, who is now a dentist, was on the mound. Radatz, now weighing well over 300 pounds, was in the bullpen.

"It was kind of intimidating," said Gordon. "The veterans weren't out to embarrass us, but at the same time, they didn't want to embarrass themselves, either."

In the doubleheader that afternoon, the Red Sox vets swept, winning the first game 9-0 and the nightcap, 12-4. Scott slammed three mammoth home runs and Radatz terrorized the campers with his legendary fastball.

Gordon got to the plate once, "I grounded out. I was happy," he said. "I just didn't want to strike out. I was on deck to face Radatz when the game ended. I don't know if I'm glad I didn't get to face him or not."

However, there's no doubt he's glad he went. He got to keep his uniform, like everyone else, and one day a guy came around and offered to make up baseball cards with each camper's own photo and stats. "We all lied like crazy on the information," said Gordon. "We all made ourselves heroes."

That's redundant. They did that already by just showing up. ■

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# Retirees

Cavnar, Sherrill G.—AC  
Collins, Wallace H., Jr.—AC  
Frame, Inez O.—AC  
Goodson, Howard R.—AC  
Rohwer, Paul W.—AC  
Rounds, Charles H., Jr.—AC  
Sherman, Edward I.—AC

Davis, Robert T.—AL  
Garvin, Francis J.—AL  
Groat, Delores E.—AL  
Maciariello, Edward P.—AL  
Porter, Douglas L.—AL  
Thompson, Warren R.—AL

Jackson, Thomas E.—CE  
Rosler, Henry J.—CE  
Schneider, Robert B.—CE  
Sertterh, John M.—CE  
Shanes, L. Irene—CE  
Smith, Murray E.—CE  
Work, Ervin W.—CE

Glanding, Theodore J., Jr.—CT  
Grace, Robert H.—CT  
Nieves, Irene J.—CT  
Thomas, Ella M.—CT

Brooks, Richard E.—EA  
Cogliati, George C.—EA

Craft, William J.—EA  
Herb, Philip T.—EA  
Kearney, Michael P.—EA  
LaRocca, Robert—EA  
Manoogian, Edward—EA  
Mark, Irving—EA  
McArthur, Robert E.—EA  
Medbury, Vincent T.—EA  
Nantz, William H.—EA  
Stedman, George A.—EA

Andruskevitch, George J.—GL  
Cikalo, James—GL  
Glover, Edward T.—GL  
Grote, George P.—GL  
Harriel, David L.—GL  
Kitchen, Warren C.—GL  
Linder, Floyd O.—GL  
Perrin, Gerald D.—GL  
Shirley, Norma J.—GL  
Sorenson, William J.—GL  
Taylor, James M.—GL  
Tector, Thomas, Sr.—GL  
VonBehren, Earl A.—GL  
Waters, Alvah L., Jr.—GL  
Wozniak, Leo L.—GL

Cockrell, Selma L.—MA  
Johnson, Howard E.—MA

Berube, Robert H.—NE  
Bugden, William H., Jr.—NE

Emerson, Ralph E.—NE  
Saunders, Donald E.—NE  
Tyros, Evangelos—NE  
Woodard, Alfred W.—NE

Caldwell, Frank—NM  
Chaffin, Lonzo R.—NM  
Hathaway, John W.—NM  
Hayes, James R.—NM  
Hayes, Roger G.—NM  
Hunt, Preston—NM  
Kiss, Ralph P.—NM  
Mitchell, Richard M.—NM  
Wigode, Gerald A.—NM  
Womeldorff, Robert E.—NM

Boyle, John F., Jr.—SO  
Cantrell, Thomas B.—SO  
Davidson, Mary L.—SO  
Diggs, Margaret C.—SO  
Edmonds, William C.—SO  
Fuchs, Calvin W.—SO  
Healy, Betty M.—SO  
Hobcroft, Joseph E.—SO  
Johnson, Charles H.—SO  
Jones, Mack—SO  
Leister, Joseph W.—SO  
Lucas, John A.—SO  
O'Neal, Ralph K.—SO  
Parker, William W.—SO

Powers, Susan Y.—SO  
Rodriguez, Ruben—SO  
Stegall, Andrew T., Jr.—SO  
Swafford, Grace L.—SO  
Warner, Carolyn S.—SO  
Wymbs, James J.—SO

Bode, Gilbert A.—SW  
Boyles, Brandon G.—SW  
Conley, Jackson B.—SW  
Ellis, John E.—SW  
Harkcom, Clifford W.—SW  
Hughes, Gilmer E.—SW  
McKenna, Ruth F.—SW  
Roberts, Richard M.—SW

Felton, Walter W.—WA  
Hoppe, Mary Louise—WA  
Martinez, Irene V.—WA  
McGee, John J.—WA

Arakaki, Yutaka—WP  
Davis, John G.—WP  
Downing, Robert L.—WP  
Fisher, William H.—WP  
Labar, Evelyn—WP  
Manthey, George W.—WP  
Philipps, Richard H.—WP  
Slaton, William E.—WP  
Tucker, Bobby Y.—WP  
Williams, Leonard—WP

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