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FSS Automation On Line

Helping critique the developing manual were (l-r) Helen Nelson, New England; Faye Sanford, Southwest; Karroll Hayes, project coordinator; and Shirley Hoffpauir, Jean Grimm and Phyllis Scott of the Aeronautical Center.

In-House New Correspondence Manual

It was a year and a half in the making, but now the final product is off the press and in the hands of FAA's clerical personnel. We're talking about the new FAA Correspondence Manual produced by a group of dedicated secretaries at the Mike Monroney Aeronautical Center.

The group had originally formed to solve secretarial problems, including clarifying the DOT Correspondence Manual. When the Office of Management Systems sought to develop an FAA Correspondence Manual, then Aeronautical Center Director Benjamin Demps persuaded Management Systems that this group could do a better job than any contractor, and the secretaries began working on the project in February 1984.

Karroll Hayes of the Management Services Division in Oklahoma City was enlisted to oversee the project. Jean Grimm and Linda Marshall from the director's office were chosen as project leaders.

After guidelines were set, secretaries and managers throughout the FAA were then asked for comments and suggestions, which resulted in valuable contributions.

Gradually and painstakingly, a draft manual took shape, and other FAAers were invited to critique it. In March, the manual went to the regions for formal coordination. In September 1985, it rolled off the press.

The group had done a good job in good time, proving the value of using home-grown talent and teamwork in achieving agency goals.

—By Opal Koonce

As we plan for aviation in the coming century, we must also pay special attention to cultivating and sustaining the interest of the young. Young people must learn about more than just the impact that aviation has on their lives; they should be exposed to the ways in which aviation can contribute to their personal development, because, unless many young people develop the skills necessary for aviation careers, we will not cultivate the talent that we need to sustain aviation in the next century.

—Donald D. Engen

The cover: *E-Systems' George Krell watches Jean Neville of the Technical Center's administrative staff at the operational support terminal in the Cleveland ARTCC, which is used to perform diagnostics on the FSDPS.*

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Jack Barker—Southern Region
Geraldine Cook—Southwest Region
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Barbara Abels—Western Pacific Region

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

FSS Automation Coming On Line

First Model 1 System About To Be Commissioned

The long-sought, long-talked-about automation of FAA's flight service stations is now at hand. The hardware and software packages for the first field system, comprised of automated stations at Bridgeport, Conn., and Cleveland and Dayton, Ohio, and the central computer at the Cleveland ARTCC, is on its field shakedown prior to going operational in December.

FSS specialists and technicians working with counterparts at the Technical Center in Atlantic City, N.J., have completed the system shakedown there that began April 1 to foresee and forestall problems that might arise in the program and in a station's transition from an advanced manual operation to the Model 1 Flight Service Automation System (FSAS).

As you might expect, some problems with the program did appear, and the manufacturer, E-Systems, is making corrections. Further tests will be conducted on the program fixes before the upgraded software is delivered to field facilities.

Richard Young of the Systems Branch, System Plans and Programs Division, Air Traffic Plans and Requirements Service, said that, in general, the operation went well and is still on schedule.

In the complete Model 1 installation, there will be 13 families consisting of 37 automated stations, he said. Typically, each Flight Service Data Processing System (FSDPS), located at an ARTCC, will serve three AFSSs. All of these families are expected to be commissioned by early 1987.

As a follow on, we turned to Dennis DeGaetano, who is acting manager of the Flight Service Automation System Program Office in the Program Engineering and Maintenance Service. He explained that the Model 1 will be superseded by a Model 2 in 1988 that will offer the specialists weather graphics and weather radar on another display, as well as direct user access terminals (DUATs) for pilots. For now, an alternative direct access for pilots that is already operational is the interim voice response system (IVRS), which offers computerized weather information via tone telephone.

The Bridgeport AFSS's new building typifies the new automated station.

All specialists in the initial family have received classroom and hands-on training in both the Model 1 and the new integrated communications switching system (ICSS). The ICSS encompasses intra- and inter-facility and pilot air-ground communications. Previously, the specialists had to use different circuits and different instruments for each.

Paul Rosenwald of Air Traffic's Systems Branch says that specialists from the field both at the Tech Center's and facility shakedowns have generally been pleased by what they have seen of the Model 1 system and the thoroughness of the testing.

At the Cleveland ARTCC, George Krell, an E-Systems engineer providing contract support for FAA, operates the computer operator terminal console, which can monitor and interact with all the automated stations in the family.

Bridgeport AFSS assistant manager Richard Halderman familiarizes himself with the new Model 1 automated equipment. At the left is the old Service A equipment, still in place until Bridgeport's new system is commissioned in December.

They particularly like the route-oriented briefings, Rosenwald explained, with the availability of all the appropriate weather and NOTAM information for the requested route. Under the old system, the specialists had to check each segment of a flight, which, in the case of a long flight, could get very complicated and time-consuming.

Now, he said, "specialists have the necessary data at their fingertips—route weather and NOTAM information and flight plan data. The system will process all types of flight plans—general aviation, air carrier and military, both domestic and international. They're not sorry not having all the paper that used to be generated nor having to use a variety of systems to transmit information," he concluded.

One thing that some of the specialists have not been too delighted with has been the relocation.

Employees at the Bridgeport AFSS, for example, point out that more than a third of the experienced specialists from the Boston and Windsor Locks, Conn., stations did not make the move to the new facility, principally because of the higher real estate prices in this New York City exurb.

While the disruption for families and the moving are real problems, they can be mitigated by the relocation assistance program and the assignment exchange program.

Specialists who relocated early in

Pat Donato, an E-Systems engineer supporting FAA under contract, operates a supervisor's console at the Dayton AFSS.

This could be 1988: an E-Systems mockup shows what a Model 2 automated flight service station position might look like, showing the Model 1 alphanumerics display and ICSS below and a color weather graphics display mounted above.

the program and sold their houses at the time missed out on the relocation assistance program now available, which provides help in selling a home.

The assignment exchange program was designed specifically to identify flight service specialists who want to go to an AFSS other than the assigned one, to identify potential matchups and to allow exchanges.

Of course, depending on the station involved, some specialists will appreciate a move closer to a big city for its shopping and cultural activities, while others are only too happy to head the other way to small town life, varied recreational opportunities and nature with a capital "N."

Despite the relocation problems, most employees are delighted with their new physical facilities to work in and the modern systems that will help them cope with the growing need for flight services.

Says Rosenwald: "There's always going to be a need for the specialist, but when the new system is fully implemented, pilots will be getting as good a level of service as before and quite often better. If he wishes, he can get in and get out and get on his way without having to wait for a specialist.

"The specialist is assured he's going to have a job and working with the latest technology. In fact, there are some new career opportunities coming out of this on the automation side.

"That's the bottom line: It works for the pilot and it works for the specialist." ■

The Conroe, Texas, AFSS—part of the Houston "Family"—has already received its Model 1, but this earlier photo shows a combination of Service A equipment (at right), the new integrated circuit switching system and an element that won't formally be part of AFSSs until Model 2: a color weather graphics display (top), an interim replacement for closed-circuit TV that shows National Weather Service maps. Litton Amecom photo

For the Model 1, Bridgeport specialist Richard Kniat positions facsimile weather maps under closed-circuit TV cameras that feed TV monitors at the pre-flight, in-flight and NOTAM Positions.

By Morton Edelstein

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

A Hair-Raising Tale

FAAer's Quick Action Averts a Tragedy

Pete Salmon re-enacts how he saved Edward Bullock from drowning by pulling him to the surface by the hair.

Chicago Sun-Times photo by Jack Lenahan

An eight-year-old Chicago boy is alive today because of the quick action of Peter Salmon, manager of the Great Lakes Region's Air Traffic Operations Branch.

In late August, Salmon and three of his five children were walking along the rocks on a fishing pier that juts into Lake Michigan. They were wearing bathing suits and enjoying the sun, and Salmon was cautioning his children against swimming at unguarded beaches.

Suddenly, Mark Salmon, 10, said to his father: "Dad, there's a boy out there swimming!" Young Mark was pointing to an area where swimming was prohibited, and where the water depth is about 25 feet.

No sooner had Mark spoken, when another boy, about 11, ran up to Pete Salmon and breathlessly shouted: "Mister, my friend is drowning out there! He can't swim!" Salmon ordered the nervous boy to run to get lifeguards.

Pete immediately told his children—Mark, Luke, 6, and Anna Marie, 4—to sit down and "don't move from ths spot."

He then jumped into the lake, and though his body struck some unseen rocks, swam to the boy who had just gone under the water.

"I grabbed his hair and pulled him to the surface," Salmon recalled. "He was spitting water and choking, but, thank God, he was conscious."

Fearful the boy would pass out on him, Salmon put one arm around his neck and swam sidestroke the 30 feet to the middle of the pier, where Mark was able to grab the drowning boy's hands.

"I then grabbed the boy by the bottom of his trousers, and lifted him onto the pier, so Mark could hold him till I climbed up."

Pete continued: "The boy we pulled out of the water was fully clothed. He became hysterical, shouting that "I almost drowned! I almost drowned! My parents will kill me!"

After a few minutes calming the boy down, four Chicago Park District lifeguards from a nearby beach arrived on the scene with a medical kit. But it wasn't needed.

It was learned later that the eight-year-old had been fishing at the end of the pier when he fell into the water.

Region Director Paul Bohr has recommended Salmon for the Secretary's Award for Valor. ■

"Chicago's proud of you," said Jack McHugh (left), Chicago Park District president, as he handed a commendation to Pete Salmon for his rescue. Looking on approvingly is Sidney Marovitz, a park district commissioner.

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

A Remembrance of Stations Past

Lone Rock FSS Preserved at EAA Airfield Museum

As FAA begins to commission its automated flight service stations this year and pilots begin to talk to computers for briefings over the telephone, one of the earliest stations still standing was tapped for preservation for posterity.

The Lone Rock, Wis., Flight Service Station ended a career of more than half a century in 1984. While the facility is gone from Lone Rock, its name will live on at Pioneer Airport—the Experimental Aircraft Association's restoration of a late 1920s sod airfield next to Wittman Field in Oshkosh, Wis.

There, between two old hangars, are two Lone Rock out buildings that were vital to pilots flying on the airway between Chicago and the Twin Cities: one housed the old four-course, low-frequency radio range transmitter, which helped the airmail pilots and others with navigation; the other housed the engine generator that powered all communications equipment, including the airport beacon.

If the buildings look a little lonely sitting there, it's because the movers thought they were transporting the station itself, which is still sitting in Lone Rock. It's expected to make the journey, as well.

The age of the station is not known. It probably dates from the late 20s to the early 30s.

It is interesting to note that Rosemary Baker, the retired last chief of the facility, who had worked at Lone Rock for most of her government career—first under the Civil Aeronautics Administration and then the FAA, kept some mementos when she retired. One was a solid brass dustpan with the legend "U.S. Lighthouse" inscribed on it. The Lighthouse Service ceased to be a part of the Commerce Department's Aeronautics Branch in 1933.

"This was an intermediate airport, originally government property and known as Site 15," said Ben Silko, a long-time specialist at Lone Rock, now retired. "The 15 indicated it was 150 miles from Chicago. The airport beacon flashed a code five, which would indicate to pilots how far they had flown from the last beacon. If they didn't know where this particular five was, then they were really lost." The government eventually sold the airport.

Lone Rock was originally known as an INSAC, for interstate airway communications station. In those days, the specialists "knew all the pilots by their first names," said Walt Brown, Lone Rock's chief in 1971–72 and now manager of the Kankakee, Ill., Automated Flight Service Station.

"They knew the area so well," he continued. "They knew all the landmarks from Madison [Wis.] to the Iowa border, so that if a pilot said he could see a bridge, one of them might ask if there was a water tower to the left. If the answer was 'yes', he could identify the area in which the plane was flying."

Speaking of the brass dustpan, Baker recalled that all the light switches and doorknobs were brass, too, and had to be polished regularly.

"That was part of the job on the midwatch," she said. "And I mean polished. They shone. We also had to scrub and wax the floors and wash the windows and clean the johns."

When she arrived at Lone Rock during World War II, the typewriter was a 1920s model, and the weather teletypewriter gushed ticker tape, which the specialists looped and hung on a nail. There were no regular weather broadcasts during the war, so military and commercial pilots received weather information in code after identifying themselves in code.

According to Baker, a local farmer was hired to put up lanterns to light the runway and others to block the north-south runway after it snowed. He then used his tractor to flatten the snow on the east-west runway, since a sod runway was impossible to plow. Hard-surface runways were built in the 1960s by the three counties that then operated the airport.

"There was no insulation in the building when I first started working at Lone Rock," Baker recalled. "There was an old kerosene heater: If you stood next to it, you were cold on one side and hot on the other. I burned my coat a couple of times. The basic furniture all had been built by specialists before my time.

"There was a bunk room in the early days, which became the chief's office," she continued. "There also was a kitchen, which came to be used for breaks. But as I understand it, specialists originally worked several days straight through, like lighthouse keepers, then had a week off."

The modern flight service station is far removed from this in style, work and workload. Although there's not likely a specialist who would shed a tear for a return to the "good old days," it's good to know how far they've come—what their roots are.

Now, the Lone Rock INSAC/FSS will be a reminder of that at Pioneer Airport. ■

Retirees

Dominguez, Georgia N.—AC
Gallimore, Robert W.—AC
Kirkpatrick, Wilma M.—AC
Maine, Darrell R.—AC
Reece, Earnest, Jr.—AC
Warnica, Billy M.—AC

Clark, William C.—AL
Edwards, Alfred C.—AL

Hale, Frank R.—CE
Hendricks, Karl P.—CE
King, Samuel A., Jr.—CE
Massey, William M.—CE
O'Connor, Thomas M.—CE
Olson, William L.—CE
Spencer, Ross R.—CE
Zwelling, Ronald E.—CE

Archibald, Wilda J.—CT
Fowler, Doreen T.—CT
Hakes, Lewis—CT
Ontiveros, Robert J.—CT

Anthony, Jack C.—EA
Fitzgerald, Joseph F., Jr.—EA
Neely, Howard C., Jr.—EA
Shaner, Kenneth A.—EA
Thompson, Richard C.—EA
Woodle, Morris R.—EA

Bachman, Robert C.—GL
Bowman, Charles E.—GL
Campbell, James L.—GL
Clark, Alan W.—GL
Coleman, Glen G.—GL
Deyo, Norman E.—GL
Graham, Hugh W.—GL
Green, Lawrence N.—GL
Hunt, William D.—GL
Terranova, John F.—GL
Wells, Miles C.—GL

Benarick, Michael D.—MA
Call, Roscoe H.—MA

Cormier, Normand R.—NE
Hein, Edward R., Jr.—NE
Pigott, William W.—NE
Studer, Paul E.—NE

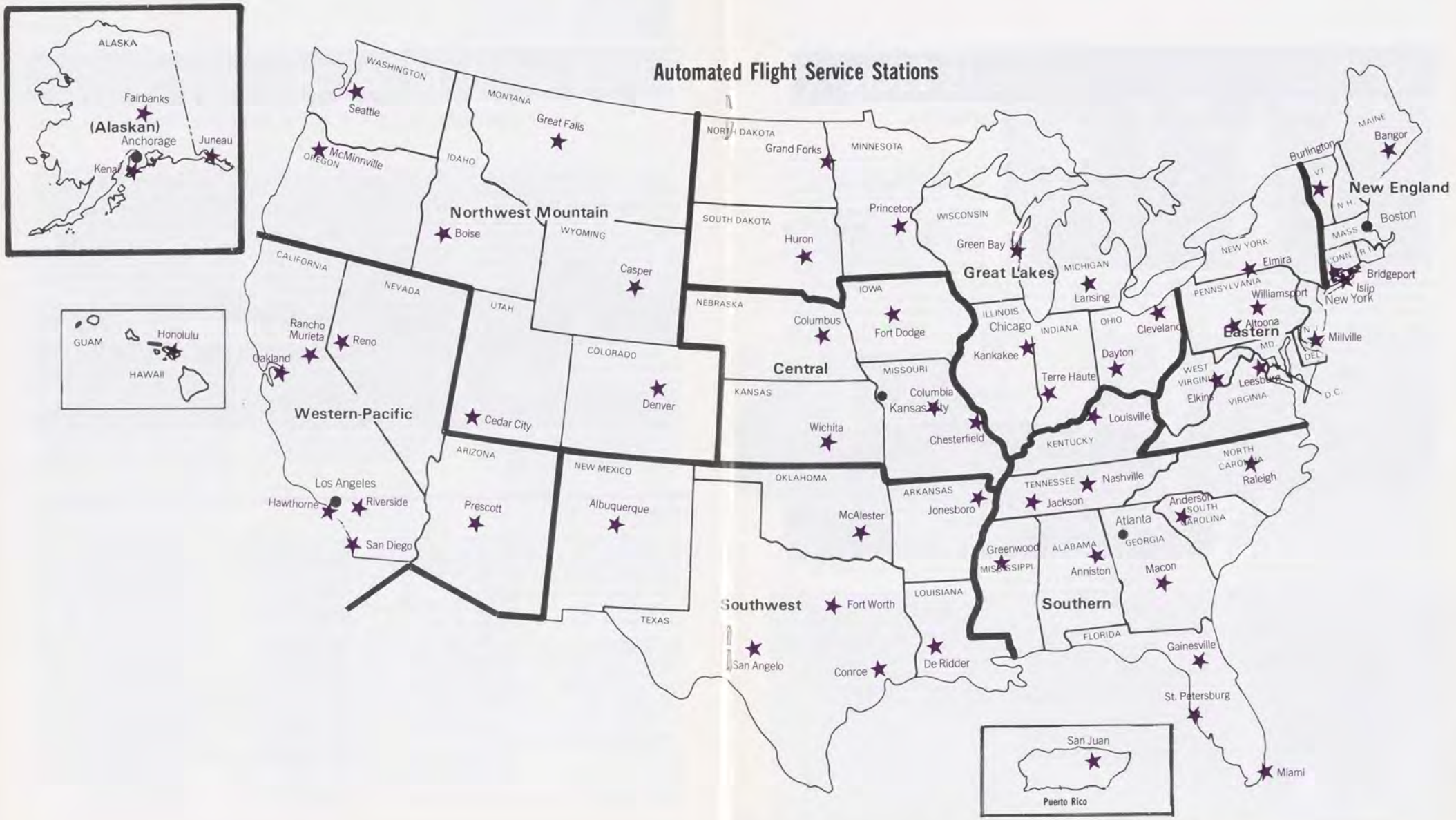
Grant, Lyle L., Jr.—NM
Hayter, Donald K.—NM
Johnson, Charles E.—NM
Magnuson, Gailen L.—NM
Oliver, Terry K.—NM
Schwab, George J.—NM
Shrader, George P., Jr.—NM
Unruh, Carol P.—NM
Wiseman, Leonard A.—NM

Baker, Lee W.—SO
Colston, John D.—SO
Fail, Elsie D.—SO
Garmon, Jack M.—SO
Harris, Jefferson L.—SO
Massey, James G.—SO
McAnnally, Samuel W.—SO
Mikell, William A.—SO
Ricardo, Adolph, Jr.—SO
Rivera, Eladio—SO
Rivera, Jose A.—SO
Sambdman, Wilhelm M., Jr.—SO
Shepherd, Guyton W.—SO

Cascio, Dennis J.—SW
Cowling, John A.—SW
Curry, Bobby E.—SW
Curtiss, Freeman E.—SW
Graham, Dennis D.—SW
Hartman, C.A.,III—SW
Knight, Wilbur E.—SW
McLaughlin, Robert K.—SW
Rosenburg, Donald L.—SW
Spake, James B.—SW
Sparks, Joseph M., Jr.—SW

Allison, Charles H.—WA
Fowler, Ray H.—WA
Haug, Robert E.—WA
O'Leary, Irene P.—WA
Olson, Harlan N.—WA
Pendleton, Samuel W.—WA
Wells, Dorothy A.—WA

Bell, Harry L.—WP
Bransford, William C.—WP
Clarke, Benjamin B., Jr.—WP
Guthrie, Harold R., Jr.—WP
Hampton, Betty E.—WP
Harman, Charles A.—WP
Katz, Victor—WP
Mau, Fred F. L.—WP
Muskat, Paul H.—WP


Automated Flight Service Stations
ALASKA
Fairbanks
(Alaskan)
Anchorage
Juneau
Kenai
GUAM
Honolulu
HAWAII
WASHINGTON
Seattle
OREGON
McMinnville
IDAHO
MONTANA
Great Falls
Northwest Mountain
Boise
WYOMING
Casper
NORTH DAKOTA
Grand Forks
SOUTH DAKOTA
Huron
MINNESOTA
Princeton
WISCONSIN
Green Bay
Great Lakes
MICHIGAN
Lansing
CALIFORNIA
NEVADA
Rancho Murieta
Reno
Oakland
Western-Pacific
UTAH
COLORADO
Denver
Cedar City
NEBRASKA
Columbus
Central
IOWA
Fort Dodge
ILLINOIS
Chicago
INDIANA
Kankakee
Terre Haute
OHIO
Cleveland
Dayton
Louisville
KENTUCKY
MISSOURI
Columbia
Kansas City
Chesterfield
KANSAS
Wichita
ARIZONA
Prescott
NEW MEXICO
Albuquerque
OKLAHOMA
McAlester
ARKANSAS
Jonesboro
Los Angeles
Hawthorne
Riverside
San Diego
Southwest
TEXAS
Fort Worth
San Angelo
Conroe
LOUISIANA
De Ridder
TENNESSEE
Nashville
Jackson
Greenwood
MISSISSIPPI
ALABAMA
Anniston
Atlanta
GEORGIA
Macon
Southern
FLORIDA
Gainesville
St. Petersburg
Miami
NORTH CAROLINA
Raleigh
Anderson
SOUTH CAROLINA
NEW YORK
Elmira
Burlington
VT
N.H.
MAINE
Bangor
New England
Boston
MASS
CONN.
R.I.
Bridgeport
Islip
New York
PENNSYLVANIA
Williamsport
Altoona
Eastern
N.J.
Millville
MD.
DEL.
D.C.
WEST VIRGINIA
Elkins
Leesburg
VIRGINIA
San Juan
Puerto Rico

Air Navigation's Future is Here

Most Solid-State VORs on Line With RMM Capability

A major milestone in the modernization of the nation's air navigation system was reached in September when the 800th and last contractor-installed solid-state VORTAC was dedicated.

Developed by Wilcox Electric of the Northrop Corp. and ITT Corp.'s Avionics Division, the new facilities provide pilots with directional information through the VOR and distance to the facility through the TACAN and at substantially lower cost. Through reductions in maintenance and energy requirements, the total system of 950 units is expected to save $750 million over the next 20 years.

All the systems have been delivered; however, the remaining 150 VORTACs are being installed by the FAA itself as the sites are readied, instead of having the contractor wait for each one. For example, 42 units are destined for Doppler VOR sites but must wait for modifications that permit them to function with Doppler equipment. More than 60 systems have been installed by FAA technicians, including all in Alaska.

The magnitude of this improvement program, according to M. Floyd Switzer, Navigation Program manager in the Navigation and Landing Division, Program Engineering and Maintenance Service, "can be compared to modernizing the entire interstate highway system, 25 locations a month, without causing traffic delays."

The cutovers for these aerial highway intersections were announced a month in advance via Notices to Airmen, which provided alternate routes, obviating the use of these VORTACs.

The Lincoln, Neb., VORTAC was the 800th and last contractor-installed solid-state facility under the program. FAA is installing 150 others.

The solid-state electronics in the new system is considered more reliable and energy efficient than the previous tube-type equipment, some of which dates back to 1947, thus reducing the need for air conditioning and heating.

The new navaids are the first agency systems to have remote maintenance monitoring (RMM). Because the VORTACs have maintenance computers with built-in modems, technicians are able to perform a ground check on the facility from any tone telephone in less than five minutes, or it can be done from the terminal in a flight service station or in the future from a remote work station, aided by a hard-copy printout or a video monitor. The remote maintenance control system (RMCS) in an FSS can talk to eight VORs.

As a result, technicians need trek up to a remote site only about every three months, mainly for environmental maintenance, instead of the minimum weekly visit with the tube systems.

The savings mentioned come from these reduced personnel and transportation costs, higher reliability and lowered power consumption.

Switzer says the success of the VORTAC program has supported the FAA's plan to make remote maintenance monitoring a standard requirement in all air navigation procurements. ■

Trained and ready were the sector field office personnel (from the left): Florian Hrdlicka and Mary Friede, nav/com technicians; Robert Long, SFO manager; Jean Hawkins, nav/com technician; and Lumir Vajgrt, site technician.

Jaime Oaxaca (left), president of Wilcox Electric, presents a plaque as a memento of the occasion to Frank Frisbie, Deputy Associate Administrator for Development and Logistics.

Billy Waters, supervisor of the F&E Electronic Engineering Section, Central Region's Establishment Engineering Branch, flips a VORTAC switch.

People

Aeronautical Center

■ **Robert Bogan,** unit supervisor, Operations Section, Supply Management Branch, FAA Depot.

■ **Gordon D. Briscoe,** supervisor, Flight Inspection Section, Anchorage Flight Inspection Field Office.

■ **Marjorie A. Espolt,** supervisor, Medical Review Section, Aeromedical Certification Branch, Civil Aeromedical Institute, promotion made permanent.

■ **Steven W. McKee,** supervisor, Records and Processing Section, Human Resource Utilization Branch, Human Resource Management Div., promotion made permanent.

■ **Michael G. Smith,** supervisor, Receipt and Packing Section, Storage and Transportation Branch, FAA Depot.

Alaskan Region

■ **Derril D. Bergt,** manager, Fairbanks Tower, from the Anchorage Tower.

■ **Ronald C. Hoffman,** maintenance mechanic foreman, Nome Airway Facilities Sector Field Office, North Alaska AF Sector.

■ **Cecil C. Osborne,** unit supervisor, Electronics Section, Establishment Branch, Airway Facilities Division.

■ **John W. Williford,** supervisor, Program Support Section, Program Support Branch, AF Division.

Central Region

■ **Warren E. Barlow II,** area supervisor, Kansas City ARTCC.

■ **Norbert J. Bauer,** supervisor, Maintenance Engineering Environmental Section, Maintenance Engineering Branch, Airway Facilities Division.

■ **Roger "N" Clark,** area supervisor, Fort Dodge, Iowa, Automated Flight Service Station.

■ **Richard L. Duneman,** area supervisor, Fort Dodge AFSS.

■ **Bonnie W. Ellington,** manager, Human Relations Branch, Human Resource Management Div., promotion made permanent.

■ **Jerry L. Fisk,** area supervisor, Columbia, Mo., AFSS.

■ **Archie C. Palmer,** systems engineer, Kansas City ARTCC AF Sector, promotion made permanent.

■ **Elbert G. Parks,** assistant manager, Fort Dodge AFSS.

■ **Ronald J. Pozin,** area supervisor, Kansas City International Airport Tower.

■ **Jay B. Salzer,** manager, Scottsbluff, Neb., FSS, from Wichita, Kan., FSS.

■ **William C. White,** area supervisor, Kansas City ARTCC.

■ **Larry W. Wilson,** assistant manager for training, Fort Dodge AFSS.

Eastern Region

■ **Barry M. Boshnack,** supervisor, Communications/Interfacility Section, Electronics Engineering Branch, AF Div.

■ **Benjamin B. Cliffe,** unit supervisor, New York ARTCC AF Sector Field Office, promotion made permanent.

■ **Daniel J. Harris,** unit supervisor, Clarksburg, W. Va., AF Sector Field Office, Charleston, W. Va., AF Sector.

■ **Arnold G. Hay, Jr.,** manager, Allegheny County Tower, Pittsburgh, Pa.

■ **William D. Kelly,** area supervisor, Leesburg, Va., Automated Flight Service Station, promotion made permanent.

■ **Michael G. Neary,** manager, Data Processing Branch, Management Systems Division, promotion made permanent.

■ **John L. Paeper,** airspace & procedures specialist, New York ARTCC.

■ **Frank E. Salviolo,** watch supervisor, JFK International Airport AF Sector Field Office, Metro New York AF Sector.

■ **James T. Thornton,** area supervisor, Greater Pittsburgh Tower.

■ **John J. Tobin,** assistant manager, traffic management, New York TRACON.

■ **Frank Tortorello,** watch supervisor, LaGuardia AFSFO, Metro New York AF Sector.

■ **Edward R. Trudeau,** manager, JFK Airport Tower, from the New York TRACON.

■ **Robert E. Ulanch,** assistant manager for automation, Washington ARTCC.

■ **Gary P. Wilson,** assistant manager, programs, Leesburg AFSS.

■ **Carl Zimmerman,** area supervisor, Buffalo, N.Y., Tower.

Great Lakes Region

■ **Frank Babiak, Jr.,** manager, Wisconsin Airway Facilities Sector, Green Bay, from the Anchorage, Alaska, AF Sector.

■ **Robert B. Benjaminson,** area manager, Chicago ARTCC.

■ **Gudmund M. Broin,** manager, Pipestone County, Minn., AF Sector Field Office, Dakota AF Sector, from Wisconsin AF Sector.

■ **Barbara A. Gardner-Martin,** manager, Detroit City, Mich., Tower, promotion made permanent.

■ **Dennis R. Gramentz,** assistant manager for technical support, Minneapolis, Minn., ARTCC AF Sector.

■ **John L. Gurley,** area supervisor, Chicago ARTCC.

■ **John J. Gregory,** area supervisor, Pontiac, Mich., Tower, promotion made permanent.

■ **Thomas A. Hamann,** area supervisor, Chicago ARTCC.

■ **Gary L. Henry,** assistant manager for training, Cleveland, Ohio, Automated Flight Service Station.

■ **Richard Huff,** area manager, Chicago ARTCC.

■ **Edward M. Hynes,** area supervisor, Green Bay, Wis., AFSS.

■ **Reinhold O. Illig,** manager, Terre Haute, Ind., AFSFO, Indiana AFS.

■ **Bruce M. Jeckel,** area manager, Cleveland-Hopkins Tower.

■ **Billie Johnson,** assistant manager, traffic management, Chicago ARTCC.

■ **David A. Kenney,** area supervisor, Indianapolis, Ind., ARTCC.

■ **William J. Klein,** manager, Investigations & Internal Security Branch, Civil Aviation Security Division, promotion made permanent.

■ **William J. Kolacek, Jr.,** assistant manager for training, Chicago ARTCC.

■ **Stuart D. Lewis,** area supervisor, Green Bay AFSS, from the Milwaukee FSS.

■ **Clifford C. Miller,** unit supervisor, Grand Rapids, Mich., General Aviation District Office.

■ **Lynn H. Mlincek,** area supervisor, Cleveland ARTCC.

■ **Steven M. North,** maintenance mechanic foreman, Wisconsin AF Sector.

■ **Richard K. Petersen,** assistant manager for automation, Minneapolis International Airport Tower.

■ **Ronald J. Popper,** manager, Lansing, Mich., Tower.

■ **Richard P. Schaming,** area supervisor, Cleveland ARTCC.

■ **Richard D. Stark,** manager, Redwood Falls, Minn., FSS, from Minneapolis FSS.

■ **James A. Tucciarone,** assistant manager for automation, Cleveland-Hopkins Tower.

■ **John S. Warzecha, Jr.,** quality assurance specialist, Cleveland AFSS.

■ **Joseph F. Woodford,** assistant manager, airspace and procedures, Minneapolis ARTCC.

■ **Harry E. Yoders, Jr.,** unit supervisor, Ohio AF Sector, Columbus, Ohio.

■ **Francis J. Zawacki,** unit supervisor, Illinois AF Sector, Springfield.

Metro Washington Airports

■ **George E. Armitage, Jr.,** group chief, Dulles International Airport, Washington National Airport Police Branch.

■ **Richard F. Hockman,** supervisory firefighter, Aircraft Rescue and Firefighting Branch, Public Safety Division.

■ **William B. Morse,** group chief, Washington National Airport Police Branch.

■ **Charles E. Shupienus, Jr.,** fire chief, Aircraft Rescue and Firefighting Branch.

■ **Arthur Taplett,** group chief, Dulles Airport, Washington National Airport Police Branch.

■ **Robert C. Tyng,** group chief, Washington National Airport Police Branch.

New England Region

■ **Judge R. Coles,** area manager, Boston ARTCC.

■ **Richard A. Fontes,** manager, Boston Civil Aviation Security Field Office.

■ **Wayne A. Kenney,** manager, Concord, N.H., Flight Service Station.

■ **Dennis T. Koehler,** area manager, Boston ARTCC.

■ **Stanley E. Matthews,** manager, Operations, Procedures & Airspace Branch, Air Traffic Division.

■ **Miles R. Miller,** area manager, Boston ARTCC.

■ **Anthony S. Serino,** manager, Lawrence, Mass., Tower, from Air Traffic Division.

■ **Charles S. Shuler,** assistant manager, Boston Logan Tower.

■ **Mary J. Young,** manager, Groton, Conn., Tower, from the Lawrence Tower.

Northwest Mountain Region

■ **Vernon L. Drake,** assistant manager for training, Denver ARTCC.

■ **Robert W. Dyk,** sector area manager, Seattle, Wash., Airway Facilities Sector.

■ **Dennis L. Ferguson,** assistant manager for training, Seattle ARTCC.

■ **Stuart B. Riley,** area manager, Salt Lake City, Utah, ARTCC.

Southern Region

■ **Edward S. Bayne,** area supervisor, Knoxville, Tenn., Tower.

■ **Donald G. Bonds,** assistant manager for program support, Montgomery, Ala., Airway Facilities Sector, promotion made permanent.

■ **Alan D. Buttery,** manager, Downtown Airport Tower, Greenville, S.C., from the Greer, S.C., Tower.

■ **James H. Jackson,** manager, Greenwood, Miss., AF Sector Field Office, Jackson, Miss., AF Sector.

■ **Roger R. Jones,** unit supervisor, Mississippi Valley Flight Standards District Office, Memphis, Tenn.

■ **Robert G. Leedom,** area supervisor, Miami International Airport Tower.

■ **John E. Lentis,** manager, St. Petersburg, Fla., AF Sector Field Office, Tampa, Fla., AF Sector.

■ **Douglas B. Moore,** manager, Operations Branch, Flight Standards Division.

■ **Carl W. Morris,** manager, Atlanta AF Sector Field Office, Atlanta Hub AF Sector, from the Montgomery, Ala., AFS.

■ **Kenneth J. Nielson,** enroute automation supervisor, Miami ARTCC.

■ **Merle L. Olmsted,** assistant manager for program support, Covington, Ky., AF Sector, from San Juan, P.R., AF Sector.

■ **Charles G. Rohr,** area supervisor, Fort Myers, Fla., Flight Service Station, from the Greer, S.C., FSS.

■ **Benny Rosser,** manager, Employment Branch, Human Resource Management Division, promotion made permanent.

■ **Carl J. Rubino,** assistant manager for technical support, Miami Hub AFS.

Southwest Region

■ **John D. Anderson, Jr.,** supervisor, Airport Plans & Environmental Section, Airport Plans & Programs Branch, Airports Div., promotion made permanent.

■ **Robert N. Bowen,** area supervisor, El Paso, Texas, Flight Service Station.

■ **Reginald C. Brunson,** airman certification inspector, Dallas-Fort Worth, Texas, Air Carrier District Office.

■ **Luther L. Carney,** area supervisor, Conroe, Texas, Automated Flight Service Station, from the Houston, Texas, FSS.

■ **Kathryn E. Carpenter,** area supervisor, McAlester, Okla., AFSS.

■ **John W. Clark, Jr.,** manager, Dallas-Fort Worth Regional Airport Airway Facilities Sector, from the El Paso AFS.

■ **Ronald E. Dalton,** supervisor, Certification Section 1, Special Programs Branch, Aircraft Certification Division, promotion made permanent.

■ **Kathryn E. Fournier,** unit supervisor, Accounting Operations Section, Accounting Branch, Resource Management Division, promotion made permanent.

■ **Dannie O. Garner,** area supervisor, Hobby Field Tower, Houston, Texas.

■ **James H. Gilbert,** assistant manager, Lubbock Tower.

■ **John F. Hanna,** unit supervisor, Austin, Texas, AF Sector, San Angelo, Texas.

■ **Michael C. Hartz,** manager, Silver City, N.M., AF Sector Field Office, El Paso AF Sector, promotion made permanent.

■ **Ronald C. Hathcock,** manager, Addison, Texas, Tower.

■ **John L. Jeffries,** area supervisor, Longview, Texas, Tower.

■ **Patrick J. Long,** supervisor, Certification Section 2, Special Programs Branch, Aircraft Certification Division, promotion made permanent.

■ **Albert R. May,** assistant manager, McAlester, Okla., AFSS.

■ **Jesse M. Menchaca,** manager, Santa Fe, N.M., Tower.

■ **Clark E. Nowe,** unit supervisor, Oklahoma City FSDO.

■ **Steve R. Palacios, Jr.,** area supervisor, Conroe AFSS, from Houston FSS.

■ **Edward F. Rancourt,** manager, Management Systems & Appraisal Branch, Resource Management Division.

■ **Richard L. Stallcup,** manager, Monroe, La., AF Sector Field Office, Little Rock, Ark., AF Sector, from DFW AFS.

■ **Alan K. Stowe,** unit supervisor, Albuquerque, N.M., AF Sector.

■ **Guillermo Tafoya,** area supervisor, McAlester AFSS, from OKC FSS.

■ **Evelyn J. Washington,** manager, Roswell, N.M., FSS, from Conroe AFSS.

Technical Center

■ **Eugene S. Leper,** supervisor, Support Software Systems Section, National Program Development Branch, Automation Software Division.

Washington Headquarters

■ **Stephen M. Alvania,** technical program manager, Advanced Concepts Program, Systems Studies/Advanced Concepts Div., Systems Engineering Service.

■ **Chris A. Christie,** programs officer, Officer of the Director of Airworthiness, from Brussels, Belgium, Aircraft Certification Office.

■ **James J. Crowling, Jr.,** supervisor, Flight Procedures/Airspace Section, National Flight Data Center.

■ **William L. Umbaugh,** technical program manager, FSS Program, Flight Information Division, Program Engineering & Maintenance Service.

■ **Thomas M. Walsh,** manager, FAA Ames Development & Logistics Field Office, Technical Liaison Staff, Associate Administrator for Development & Logistics.

■ **Richard E. Wilson,** supervisor, Maintenance Section, Data Systems Branch, Operations Division, Air Traffic Operations Service, from Technical Center.

Western-Pacific Region

■ **Charles B. Aalfs,** chief, Evaluation Staff, Air Traffic Division.

■ **Alfred M. Adams,** unit supervisor, Phoenix Flight Standards District Office, Scottsdale, Ariz., from FS Division.

■ **Serafin N. Arrivas, Jr.,** systems engineer, Oakland, Calif., ARTCC Airway Facilities Sector.

■ **Thomas C. Brown,** assistant manager for automation, Los Angeles ARTCC.

■ **James M. Busbee,** assistant manager, quality assurance, Los Angeles ARTCC.

■ **Wayne D. Checkwood,** area supervisor, Los Angeles ARTCC, promotion made permanent.

■ **Merle D. Clure,** assistant manager for training, Plans and Program Branch, AT Div., from the Honolulu ARTCC.

■ **Fred B. Dalton,** systems engineer, Los Angeles ARTCC AF Sector, promotion made permanent.

■ **Henry S. Decasas,** area manager, Los Angeles ARTCC.

■ **William T. Doyal,** area supervisor, San Francisco International Airport Tower.

■ **Robert D. Durben,** systems engineer, Los Angeles ARTCC AF Sector.

■ **George W. Harvey,** manager, Honolulu ARTCC, from Honolulu Area Office.

■ **Lewis O. Hawkins,** assistant systems engineer, Oakland ARTCC AF Sector.

■ **Charles H. Hollie,** assistant systems engineer, Oakland ARTCC AF Sector.

■ **Frank F. McCutcheon,** unit supervisor, Sacramento, Calif., FSDO.

■ **Richard M. McFadden,** area supervisor, Brackett Field Tower, La Verne, Calif.

■ **Linwood W. Moore,** support services supervisor, Los Angeles FSDO, promotion made permanent.

■ **Rolland E. Moran,** manager, Molokai, Hawaii, AF Sector Field Office, Honolulu AF Sector.

■ **Gerald L. Pennington,** manager, Las Vegas, Nev., FSDO, from San Jose FSDO.

■ **Angelo Rivera,** supervisor, Environmental Support Unit, Los Angeles ARTCC AF Sector.

■ **Jerry D. Rowland,** area supervisor, Ontario, Calif., FSS.

■ **Jimmy W. Rowlette,** manager, Kauai, Hawaii, AF Sector Field Office, Honolulu AF Sector.

■ **Kenneth S. Sander,** unit supervisor, ATC Automation & Flight Information Program Section, Establishment Engineering Branch, AF Division.

■ **Richard G. Teixeira,** unit supervisor, Honolulu FSDO, from Washington.

■ **Gerald C. Walton,** manager, Burbank Tower, from the Los Angeles ARTCC.

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.

FAA Pilots Train for Survival

CAMI Offers Better Odds Just in Case . . .

In the CAMI pool, pilots can smile aboard the rafts they deployed after abandoning their "ditched" aircraft—a Saberliner fuselage. It's an exercise designed to keep them smiling in case they are ever faced with the real thing.

Cindy Schultz of the Oklahoma City Flight Inspection Field Office gets a simulated helicopter rescue from the same crane that "ditched" the aircraft.

In 1976, an FAA Saberliner crashed off the coast of Brazil with the loss of one of the crew. As a result of this tragedy, a Global Survival Training Program was created for FAA pilots at the Civil Aeromedical Institute (CAMI) covering water, arctic and desert survival. There is both an initial three-day course and a recurrent two-day course, which all FAA pilots must take every three years.

This past May, the course resumed after a one-year hiatus necessitated by the remodeling of the CAMI water survival tank. Ten FAA pilots took the training under the watchful eyes of FAA officials and local media.

The training phase that drew the most attention was water survival, which involved the use of a Saberliner evacuation simulator. Four pilots at a time rode the simulator, which was lowered by cable into the 18-foot-deep tank. The goal was to deploy rafts and get out of the aircraft as quickly as possible. This was followed by a simulated helicopter rescue using the same cable that lowered the simulator into the pool.

In the arctic-survival phase of the course, the pilots entered a special climatic chamber where the wind chill factor was minus 25 degrees. Here the survival equipment was stowed in the mock-up of a small airplane cabin and the crew had to move quickly to don special quilted suits designed to protect them from the elements.

Then, waddling out of the mock-up, looking like visitors from another planet, they entered an inflated raft sitting on the floor of the chamber, zipped up the cover and disappeared.

Although the raft did not look like it afforded much additional protection, Jim Harris noted that appearances in this case were deceiving.

Harris, who is manager of the Aeromedical Education Branch, said, "There is a lot of protection sitting in an enclosed raft. Body heat can build up and, after a while, it can be quite comfortable."

Another cold chamber exercise performed outside the raft involved melting ice cubes over a miniature Sterno stove to obtain drinking water. Harris noted that starting a fire in arctic conditions is a difficult process, often being too cold to light a match.

Dressed in insulated suits in the frigid arctic test chamber, pilots board a covered raft used as a tent.

With the temperature at 25 degrees below zero and falling in a CAMI ice box cum wind tunnel, an FAA pilot seeks his survival gear inside a simulator.

Photos by Ellis Young

"That's why we urge the crew to use their flashlights as little as possible and conserve the batteries," he explained. "They can arc the batteries using a piece of steel wool and generate a spark to start a fire. That can come in real handy."

The desert survival portion of the course is performed largely out of doors, and anyone who has been in Oklahoma City during the summer knows that conditions there can be quite realistic. One of the exercises in this phase is creating a "solar still" by digging a hole and covering it with a sheet of plastic. It is a proven and effective way of acquiring scarce drinking water by condensation.

Although the Global Survival Course is intended to help FAA pilots survive in a post-accident environment, the lessons learned in the program have almost universal application, according to Dr. Malcolm Parker, Northwest Mountain Region Flight Surgeon, who participated in the training.

"One never knows when emergencies are going to occur, personally or professionally, and these survival techniques can mean the difference between life and death. ■

Part of the training on how to survive in the arctic involves learning how to melt ice for drinking water.

By Carol Young
An editorial assistant at the Aeronautical Center, she is a freelancer who has been published in the *Daily Oklahoman* and some 40 western magazines.

New Pittsburgh Tower

With the runways to the left, a controller looks out at the site of a proposed new mid-field terminal, a mile from the old terminal and tower.

Controllers at the new Greater Pittsburgh International Airport Tower have moved up and out.

Earthbound for 35 years atop the airport terminal building, they now work in the tallest FAA-owned tower at 227 feet. It's also been moved a mile from the terminal, an isolation it won't long "enjoy." The airport hopes to build a new 59-gate midfield terminal close to the tower.

The $12 million air traffic control facility has a tower cab three times the floor space of the old one and a TRACON that is five times larger, which permits it to control approaches to 16 smaller airports in the vicinity. The new facility also permits simultaneous operation from parallel runways. ■

The Greater Pittsburgh Tower is a typical Welton-Beckett high-activity design.

Pittsburgh *Post-Gazette* photos by Joyce Mendelsohn

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