

# World

January-February 1986  
Volume 16 Number 1



U.S. Department  
of Transportation

Federal Aviation  
Administration



Far Flung  
Flight Inspection



**Youth Should Be Served**

The right exposure at the right time can make all the difference in a career choice. Lawrence Edward Perkins knows this from personal experience, which is why he's a big promoter of aviation education.

The manager of the David Wayne Hooks Airport Tower in Tomball, Texas, northwest of Houston, Perkins got his initiation as a college summer aide in 1970 at the Houston Flight Service Station while studying accounting at Prairie View A&M College. The next summer, he worked at Houston's Hobby Tower. After graduation, he joined the FAA for stints at Hobby and Houston Intercontinental towers.

Perkins says that his own experience in a co-op program "was a guiding force in pushing me into an FAA career. I knew nothing about aviation until then."

Now the busy facility manager teaches aviation education classes two evenings a week and coordinated the establishment of aviation education in eight area schools and with Prairie View A&M. He's been very active in recruiting applicants for controller positions and in recruiting students from seven area colleges to enter the co-op program.

He also has worked with the Southeast (Houston) Youth Football League and was a consultant for girl scout troops where he conducted aviation education courses and helped scouts earn aviation badges, among other volunteer efforts.

He's earned a number of awards that he doubtless deserved, including the Secretary of Transportation's Award for Excellence in 1984.

He's paid back his co-op opportunity manyfold. ■

*Above all . . . aviation is a human enterprise. Aviation is a means of bringing people together that allows them to achieve things that might not be accomplished in any other way. Aviation provides opportunities for people. As servants of the people, we all are part of aviation, and we all have a stake in its future. Let's think about that future as we act today.*

—Donald D. Engen



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of Transportation  
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. . . and that is to involve everybody who's concerned. FAA and airport cooperation plus controller input on cab design made for success.

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#### **Administrator, FAA**

Donald D. Engen

#### **Assistant Administrator—**

**Public Affairs**

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## It's a Long Way to Ultima Thule

A glacier on the west coast of Greenland on N-61's approach to Thule Air Base.

How far will FAA go to put a VOR back on the air and restore the safety of an airport's approach? Far. About 3,300 miles and three refueling stops; a total of four days on the road for two pilots and a technician.

The VOR was at Thule Air Base in Greenland—north of the Arctic Circle and 800 miles from the North Pole.

The job was done by a team from the Battle Creek, Mich., Flight Inspection Field Office (FIFO), which is responsible for flight checking navigational and landing aids throughout the Great Lakes Region, plus Iowa, Nebraska, Kentucky and the two U.S. Air Force bases in Greenland.

The world's largest island, Greenland is part of Denmark. Operation of the bases is a joint effort, with air traffic control by the U.S. Air Force and maintenance on

### FAA's Flight Inspection Team Restores Military Navaid in Arctic



All displaced Battle Creek denizens, the two Sabreliner crews wait in La Grande Riviere while mechanic Jim McNulty replaces a faulty generator/starter on the returning N-61. From the left are N-53 co-pilot Tom Casserly, N-61 pilot Jon Phelps, N-53 pilot Leo Blakely and N-61 technician Paul Chadderdon.

navigational and landing aids by Danish contractors.

The saga began in October at Battle Creek on a Thursday morning. A vital navigational aid is off the air and the Air Force wants it back in service as soon as possible. Pilot-in-command Jon Phelps, co-pilot David Mitzlaff and airborne electronics technician Paul Chadderdon take off from Kellogg Regional Airport at 0900 aboard Nan 61, one of the FIFO's Sabreliner jets.

By 1120, they make an ILS approach to runway one at Loring AFB near Bangor, Maine. Chadderdon has spot-checked four VORs en route, as well as monitored navigation and aircraft instruments from his seat at the rear of the plane.

Takeoff from Loring is at 1313 through Monckton and Gander FIRs (flight information regions, where Canadian controllers determine aircraft position from time and speed reports) to Goose Bay, Labrador. En route, Chadderdon checks a TACAN.

Phelps had noted a strong cross-wind and a wind sock standing straight out at Loring, although the wind reported from the tower was less than 10 mph. He reports the observations, and a controller says the wind instruments will be checked.

The FIFO Sabreliner is airborne from Goose Bay in a misty rain at 1547 and breaks out of the clouds at 10,000 feet. Communications has been switched at 100 miles out to Sondrestrom Air Base in southern Greenland.



In his "office" at the rear of the Sabreliner, flight technician Paul Chadderdon points out N-61's position as it crosses the Labrador Sea to Greenland.

**By Marjorie Kriz**  
The Great Lakes asst. public affairs officer and a former reporter, she has written for the *Chicago Tribune* and *Chicago History* magazine.



Technician Paul Chadderdon, co-pilot David Mitzlaff and pilot Jon Phelps (l-r) head into base operations at Sondrestrom Air Base in southwestern Greenland, en route to Thule Air Base.



Photos by Marjorie Kriz

mountain protrudes through the clouds.

On reaching 30,000 feet, the clouds clear and the rugged, forbidding coastline with rocky, snow-covered islets can be seen without difficulty. "It's awesome, isn't it," Phelps remarks.

Even at 35,000 feet, the air is so cold, clean and clear that icebergs can be seen in the sea below. Mountains rise steeply from the corrugated coastline, with glaciers forming relatively smooth rivers of ice between. Obviously, it is getting colder as ice can be seen forming along the coast and around the icebergs, which will be frozen in for the winter.

Two hours out of Thule, Mitzlaff radios their approach and asks that the Danish contract technicians be ready for the flight check.

In September, the FIFO crew had found one of the two VOR transmitters inaccurate. Then the Danish technicians did work on electrical connectors, causing the facility to go off the air entirely. This flight check was to put it back on.

On the approach to Thule's white runways, the sun drops behind a mountain, no longer visible from the ground until spring. Runways, ramps and taxiways are painted white with red markings to reflect the sun's heat and keep the permafrost beneath from melting and heaving, thus protecting the runways from heaving. In summer, it contrasts well with the surrounding rocks and sand, while in the winter, the pavement is covered with snow anyway.

In base operations, the crew is met by TSgt. Steve Guldseth, technical



On the return trip, co-pilot David Mitzlaff (right) gets a weather briefing from a bilingual Canadian specialist at Frobisher Bay on Baffin Island.

quality assurance evaluator of nav aids and weather equipment, and the two Danish technicians, all well insulated against the minus-4-degree cold.

After lunch, the Sabreliner takes off at 1348 for what should have been a routine flight check, using the inertial navigation system (INS) that had brought the plane to Thule. Mitzlaff begins a circular flight around the VOR from 20 miles out, avoiding a prohibited area where there are high-frequency radar signals that are part of the BMEWS—ballistic missile early warning system. TSgt Guldseth is in the base RAPCON, acting as liaison between Nan 61 and the Danish technicians.

But it doesn't work. A Danish engineer later explains that magnetic fields in the area absorb some radio waves and bend others because of the proximity to the Pole and because Thule is 65 degrees east of magnetic north.

When the INS Procedure proves unsatisfactory, Phelps selects known landmarks, signals Chadderderon via a

button in the cockpit as the aircraft passes over them and flies five radials to the VOR. With no distance-measuring equipment on the VOR, Chadderderon would say "at this landmark, alignment should be . . ." With three-quarters of the VOR area restricted, the BMEWS high-frequency waves and only one approach to the airport because of the surrounding mountains, the five radials are sufficient.

Chadderderon watches closely as 50 feet of dry silver paper rolls across his recorder at six inches a minute, revealing that one of the transmitters is off one degree and later that both transmitters are operating properly.

The next day, Saturday, Nan 61 takes off at 0948, climbing through the clouds to 35,000 feet toward a former U.S. and Canadian air base at Frobisher Bay on Baffin Island.

After landing at 1205, Mitzlaff walks across to the Canadian flight service station and weather bureau for information. The specialist chats over the radio to French-speaking pilots, ending his transmissions with



On the barren top of the world stands the control tower at Thule Air Base.

"okeydokey" instead of the standard "roger" or "good day."

Takeoff for La Grand Riviere in far northern Quebec, the last scheduled fueling stop, is at 1254. Clouds cover most of the route. At 1430, Phelps notes low voltage in the generator for the number one engine. With their experience in this aircraft, the crew decides it must be the generator. The engine is pulling full

power on landing 15 minutes later, but after refueling, it will not start.

Phelps uses a pay phone to call Gerald Regts, the Battle Creek FIFO's chief of flight inspection, who promises help.

The following day, Nan 53, another Sabreliner, arrives with pilots Leo Blakely and Tom Casserly and mechanic Jim McNulty with a replacement generator/starter.

After McNulty finishes the installation, Nan 61 takes off at 1430, crossing the spectacular expanse of lower

Hudson Bay and heading for Battle Creek through the Toronto, Minneapolis and Chicago centers.

Nan 61 touches down at 1622 on Kellogg Field. Nan 53 arrives before the baggage can be unloaded. "We followed your contrail," says pilot Blakely.

Getting to Thule and back was well over half the battle, but the job got accomplished with a finesse born of knowledge and experience.

Says Jon Phelps, "I'd rather be doing this kind of flying. It's much more rewarding, knowing you're doing some good, than flying for an airline." ■

## Feeling Fit

### Inactivity Hastens Old Age

Aging may result more from the lack of exercise than from the number of years one can count on the calendar, concludes Dr. Walter Bortz.

"A great deal of what passes as change due to age is not really that at all, but rather the result of inactivity," says Bortz, president of the American Geriatrics Society and co-chairman of the American Medical Association's Committee on Aging.

Exercise is now listed as valuable for numerous medical conditions, including coronary artery disease, hypertension, obesity, diabetes, osteoporosis and depression.

"No single medical prescription bears such an impressive list of benefits as does exercise," Bortz writes. Until recently, a physician who prescribed exercise for a patient was labeled a kook. In the near future, a physician who doesn't under

certain circumstances will be guilty of malpractice."

Osteoporosis, a bone disease affecting older people, particularly women, is significantly retarded through exercise, he says. The condition is characterized by a reduction in bone density accompanied by increasing porosity and brittleness—the cause of many broken bones in older adults. Thought to result partly from a loss of calcium in the bones, osteoporosis is now often treated with exercise, which has been shown to diminish calcium waste.

Exercise also affects brain function by generating catecholamine and noradrenaline, chemicals that stimulate the nervous system, and dopamine, which affects a person's brain responses.

"Endurance exercises such as long-distance running increases these

neurostimulants, which, in turn, may improve a person's mood, attention span, memory and other basic brain functions," Bortz says. "The brain, no less than the rest of the body, is subject to the 'use it or lose it' law. As we allow ourselves to settle back into the brain-numbing existence found in many older life patterns, senility cannot be far behind."

The doctor cites studies showing that 40 years' worth of inactivity can be recovered through exercise, reconditioning the heart and lungs of a 70-year-old to those of a person in his or her thirties. His advice to those who would rather ride than walk: "If we really want to find a fountain of youth, it seems very clear that we have a much better chance of finding it if we search on foot—rapidly!"

From the American Running & Fitness Association

# A Good Way to Build a Tower

## FAA & Airport Cooperation, Controller Input Do the Job

It used to be called Arapahoe County Airport. One of the fastest growing and busiest general aviation airports in the country, this Denver area airport had spilled over into Douglas County. It was becoming obvious that a new name was needed, and it was renamed Centennial Airport. But the growth meant that something else was needed.

Over five years ago, both tower manager Noel Keane and airport manager Bill Fitzgerald were new to the airport, and both had their share of problems.

Keane relinquished control of the entire ramp area to Fitzgerald because "we can't control what we can't see." On the other hand, Fitzgerald was shepherding a country air field into the future with mushrooming corporate development and greatly increased air activity.

Clearly, a new tower was needed. Fitzgerald suggested that the FAA build it; however, he learned that the funding—if it was to be forthcoming at all—would be more than five years down the road. Rather than chance it or delay it, the airport authority enlisted the community to issue a bond, which raised \$13 million to undertake the project without the Federal Government. This accomplished, the FAA agreed to a lease-purchase agreement.

The innovation went on. It was decided, for example, that the tower should not be consigned to a remote part of the field but rather be a center of activity around which all



Controllers mocked up the cab console in an airport hangar to help develop ideas for improving its design.

other airport management offices would be built.

With this sort of thinking and because the project was conceived and is being executed at the grass-roots level, a whole concept of involvement and participation was developed. This concept was nurtured by people like Paul Haase, a Centennial controller, who built a life-size mock-up of the tower console so that the entire crew could contribute ideas on its design, many of which were incorporated into the final drawings.

The concept was further nourished in the Northwest Mountain regional office, most notably by Will Klaus, who worked with both the architect and controllers in reaching mutually satisfactory engineering decisions, and by Nancy Sadon, program analyst in

## Q&A

**What FAA locations are air traffic assistants assigned? I have inquired of numerous people, and no one seems to have a handle on all the locations.**

Air traffic assistants are currently assigned to all 20 centers in the conterminous United States, as well as the Anchorage, San Juan and Honolulu centers. The Chicago Flight Service Station has one air traffic assistant and 143 towers and TRACONS have such personnel assigned, a complete list of which there isn't space to publish here. However, ATR-720 in Washington Headquarters will provide a list on request.

**Assume that I'm working N00 FAA. As a controller, do I refer to that aircraft as N00 F.A.A. or as N00 Foxtrot-alpha-alpha? The manual says to use the alphabet letters, but in Air Traffic, I've been taught that the alphabet is alpha, bravo, charlie, etc., and not A, B, C.**

The aircraft would not be identified in either fashion indicated. Instead, "November two five" or "Douglas two five" would be used, depending

on what the pilot used in his initial callup. In any case, the term "FAA" is not used.

FAA Air Traffic Control Handbook 7110.65D, paragraph 2-87a, calls for the use of the prefix "November," followed by the number or letters of the aircraft registration, if the type, model or manufacturer is unknown. Except for the special cases in the procedures and examples in FAAH 7110.65D, paragraphs 2-87a through g, the individual letters may be spoken. The International Civil Aviation Organization alphabet equivalents are required to be used only as necessary to clarify, as set forth in paragraph 2-84.

**Flexitime is considered by the House Civil Service Subcommittee on Human Resources to be a "creative and responsible way to boost productivity and to meet people's needs." However, I have been denied the opportunity to use flexitime. I have been given no explanation; I am below GS-9 and not a supervisor. Where can I go for review? Both section and branch chiefs don't feel they can do anything about it.**

the Air Traffic Division, and Therese Cerne of Procurement, who went an extra mile in helping to choose furniture for the new building.

While not everyone got involved, each according to his or her interest was afforded the opportunity. To

that extent, the idea of participation worked well.

The tower has been given a special award by the Colorado Concrete Association and has been nominated by the regional office for a special design award.

As Region Director Charles R. Foster said, "This project is an example of what can be accomplished

You've tried the normal channels—your supervisor, the personnel management specialist, the regional office—and can't resolve a problem or understand the answers you've gotten. Then ask *FAA World's* Q&A column. We don't want your name unless you want to give it or it's needed for a personal problem, but we do need to know your region. All will be answered here and/or by mail if you provide a name and address, which will be kept confidential.

The FAA policy and procedures on the use of flexitime are in Order 3600.6, Workweeks and Hours of Duty, Jan. 6, 1984. Your region has implemented additional guidance on the subject in Order 3600.18A.

Basically, the latter states that an employee may be permitted to adjust his or her tour of duty to satisfy personal needs. However, this change in tour is permissible only "to the maximum extent possible consistent with law, FAA directives and the operational demands of the organizational unit." The authority to approve or disapprove flexible work schedules is delegated to staff officers in their respective offices: not lower than the branch level within a division; or the sector manager, sector field office manager or facility manager in a field facility. Redlegation of this authority is not permitted.

Once a flexitime schedule is approved, it may be rescinded because of abuse, operational or other justifiable reasons.

We suggest you again discuss this matter with your supervisor, who should supply an explanation as to why your request was not granted.

By George B. Fineberg  
The Deputy Director  
of FAA's Office  
of Accounting.



## An Important Piece of Plastic

Your Own Travel Charge Card Helps You and the National Debt

When Bill Southerland was traveling for the agency this past summer, he encountered hotels in Alaska and Texas that wouldn't give him an exemption from the room tax without something to connect his method of payment to the fact he was on government business.

When the manager of the Certification and Compliance Group, Safety and Compliance Division in the Office of Airport Standards, returned to headquarters, he immediately applied for a government Diners Club charge card.

He was seeking to participate in a two-year-old program of the General Services Administration to provide advance financing for federal employee travel. GSA had contracted with Citicorp to provide no-fee Diners Club charge cards to cover airline tickets, lodging, food and miscellaneous expenses associated with official travel.

Why should you bother with it? There are distinct advantages to both you and the government.

As Jim Mottley, manager of the National Planning Division in the Office of Airport Planning and Programming, says, "It identifies you as

being with the agency, and it provides for reduced rates. Car rental agencies demand some indication of government travel authorization to get the government rate, and I've pointed to the charge card, which says FAA right on it. They accepted that. The only disadvantage I find is that I have to carry another card."

There's also free travel insurance, including \$150,000 accident insurance, \$1,500 insurance to cover the cost of lost or stolen baggage and \$100 coverage to defray costs incurred as a result of baggage delays. The saving to the employee in premiums would probably exceed \$20.

Other significant advantages include the check-cashing services available to cardholders and the fact that the employees' personal lines of credit remain unimpaired, where previously they often used their personal charge cards. No interest charges are imposed for late payments, but to maintain your account, you are expected to file your voucher promptly so you can use your government reimbursement to pay the bills.

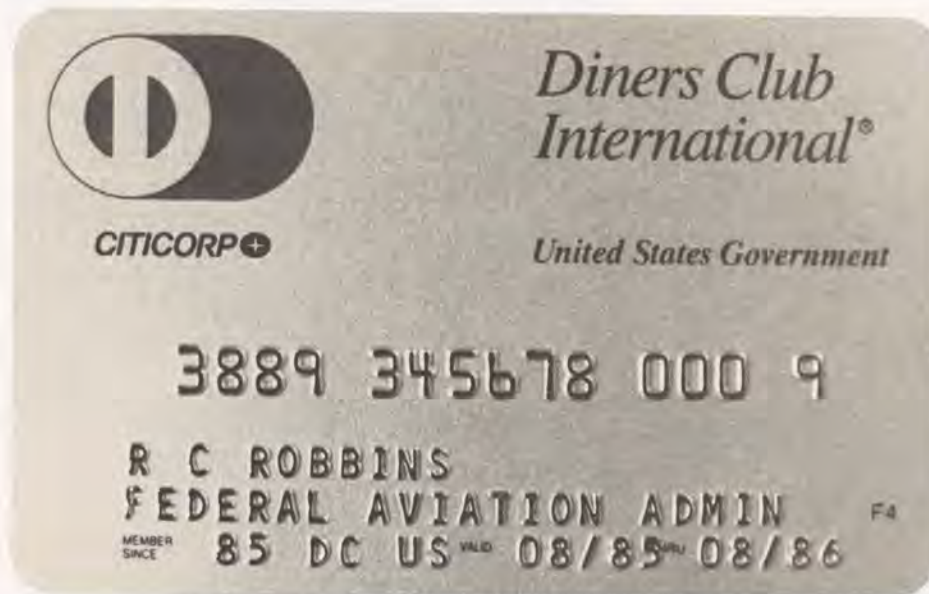
The advantages to the government and to you as a taxpayer are enormous. The outstanding advances to travelers at the end of September 1985 stood at \$17 million in FAA alone. Extrapolated governmentwide, that would be an outstanding advance fund of nearly \$830 million!

With a large share of your travel expenses capable of being charged, the amount of travel advance can be

reduced and along with it the interest payments the government makes to borrow the money. If we estimated that one-half of the \$17 million could be eliminated by the use of charge cards, the savings on the national debt would be about \$750,000 per year, or over \$36 million governmentwide!

On a less-grandiose scale, charging airline tickets cuts the cost of the time for a voucher examiner to match and reconcile airline billings with the ticket; all the examiner needs is to match the ticket stub and hotel or other bills with your voucher. With the charge card, transportation requests (TRs) are no longer needed, nor is the security for these negotiable instruments a concern. Vouchering is simpler. Advances against the traveler's per diem will soon be available in the form of travelers checks drawn with the Diners Club card.

To make this system work well, however, requires you to do your part. Of course, you have the usual responsibilities associated with having a charge card: paying the bills and contacting the company about errors or lost cards. Obviously, this is going to take a little of your time and some nominal expenses, like postage and checks, but they are tax-deductible. The Office of the Secretary of Transportation (OST) has been asked



to determine if these expenses can be claimed as reimbursable travel expenses.

As mentioned, the bill doesn't have to be paid in full until reimbursement is received, assuming that you have lived up to your responsibility to submit a correct claim for reimbursement (SF 1012) promptly—that is, so it reaches the travel-approving official within five working days of your return from traveling. If you have some of your advance left, make a

partial payment. If the timing is such that you receive a followup bill from Diners Club, you should write them about your delayed reimbursement or at least call them at the 800 number provided.

To expedite the reimbursements, approving officials should complete their actions within three working days and forward the claim to Accounting.

As you can see, there are good reasons for you to apply for a Diners Club card. All frequent travelers are eligible, which has been liberally defined as those taking two or more trips a year. Another encouragement to do so is that OST is planning to cut the amount of travel advance that

can be drawn against your per diem to hold down the national debt. Holding a Diners Club card would ease that burden and permit you to charge most of the advance in the form of Citicorp travelers checks.

So, why don't you join the other 4,000 FAA employees among the 180,000 governmentwide who already have their Diners Club cards. Visit or call your servicing accounting office and ask for the Diners Club coordinator for details. Do yourself and the taxpayers a favor. ■

By Peter Demchuk

A writer-editor in the Office of Public Affairs, he came to FAA from the Urban Mass Transportation Administration.



## A Long Trail at a Penny a Mile

### Controller Bikes Cross-Country to New Job for Charity

Wayne Waltrip's recent cross-country bicycle trip already is the stuff of legend. More than just a great effort and adventure, it doubled as a unique method of changing station and as a highly successful means of raising funds for the Multiple Sclerosis Society.

The funding drive began as a

modest, in-house effort at Waltrip's old post, the Oakland Bay TRACON, where he served as a controller. But the project quickly grew into an agency-wide effort, with employees across the country pledging various amounts on a per-mile basis.

The 3,300-mile journey from San Francisco Bay to Ocean City, Md.,

not only served to deliver the intrepid Waltrip to his new duty station as a flow control specialist in the Headquarters Central Flow Control Facility, but also raised for MS the impressive sum of \$15,000.

The fund-raising network put into place by FAA and the dollar result particularly impressed Beth Fried-



Wayne Waltrip prepares to depart his westernmost point near San Francisco's Golden Gate Bridge with retired controller Joe Wilgis (left) in a support van. Seeing him off is his former boss, Jack Ryan (right), manager of the Oakland TRACON.



Waltrip takes leave of co-workers at the Oakland TRACON. Facility manager Jack Ryan is at right; Oakland Tower manager Ben Kennedy (with beard) stands in the foreground of the well-wishers.



Wilgis and Waltrip pause as they leave the Wasatch Mountains to descend to Green River, Utah. Waltrip termed it, "very exciting downhill."



The Highest point on his trip was at Monarch Pass, west of Colorado Springs, Colo., but the worst pedaling was behind him.



Although he dipped his wheels in the ocean at Ocean City, Md., the official conclusion of his 3,300-mile journey was at FAA Headquarters, where DOT Secretary Elizabeth Dole presented him with a Certificate of Appreciation.

Photo by Lance Strozler



On the down side of the Continental Divide, he visited the Pueblo, Colo., Tower.

mann, the assistant executive director of the National Capital Chapter of the Multiple Sclerosis Society. "For an individual effort, this is the largest amount I've seen taken in," she said. "Most efforts initiated by an individual or by just a few people raise only a couple of thousand."

"You can tell FAA was really behind him because the checks came in from all over the country, not just California and Washington, D.C. Wayne and all the FAA employees behind him did a fabulous job."

Teaming up with Waltrip for the 30-day transcontinental odyssey was Joe Wilgis, a retired Ontario, Calif., tower controller, whose van always stayed within half an hour's drive of his two-wheeled companion.

The pair launched on the odyssey on August 28. For their coast-to-coast route, they chose Highway 50, which winds all across the nation. Primarily a trucking route, this road afforded the duo a wide-ranging view of

America, from the rugged grandeur of the Rockies to the blighted areas of several major industrial cities.

But Waltrip and Wilgis saw the adventure as more of a challenge than a sight-seeing opportunity. As Wilgis puts it, "We were very businesslike, concentrating on the logistics of the trip. But it was great fun, too. I was surprised at the size of this country."

All the planning paid off. The two encountered no real problems and were able to stick closely to their original itinerary. The cross-country trek ended with a victorious arrival at

the headquarters lobby September 27.

Waltrip, modestly tight-lipped in the best do-gooder tradition, says only that "I couldn't have done it without the help of all the people who got interested and volunteered their time and money." He wishes especially to thank Tom Daily and Robbie Robinson of the Oakland Bay TRACON; Ann Thornhill, a non-FAA friend of Daily's; and Lou Grilo, Susan Meyer, Karen Stewart, Gil Rhodes, Carl McKinney and Gary Meyer of the Headquarters Central Flow Control Facility. ■



Much of Waltrip's journey was along main highways, but here he traverses a two-lane, unmarked road in West Virginia.



The amount pledged for Waltrip's efforts was big, too. Holding a facsimile check of that which was presented to MS are (left to right) Jack Ryan, director of the Air Traffic Operations Service; Beth Friedmann of the National Multiple Sclerosis Society; Waltrip; and flow control specialist Lou Grilo.

Photo by Lance Strozler

# A Reborn DC-3 Struts

## Agency's Last Flight Inspection DC-3 Restored for New Duty



*It's old times again for former DC-3 pilots Walter Luffsey (left), Associate Administrator for Air Traffic, and Gary Lacina of the Examination Standards Branch, Aviation Standards National Field Office, reacquainting themselves with the Gooney Bird's cockpit.*



*In front of the newly painted N34 are high-time DC-3 pilots (counter-clockwise) Walt Luffsey; Larry Peterson, Oklahoma City Flight Inspection Field Office pilot; Bob Barrington, Plans and Programs Staff, Aviation Standards National Field Office; and Gary Lacina.*

Photos by Dennis Hughes

The aviation workhorse of the world—the DC-3, which celebrated its fiftieth anniversary in December—is still not ready to hang up its tires. Not only are some of the more than 13,000 copies made still in commercial service around the world, but one is still flying in the agency's registry.

At the direction of Administrator Engen, the last DC-3 in the FAA fleet—N34—was refurbished in the color scheme of the Civil Aeronautics Administration at the Aircraft Maintenance Base in Oklahoma City. The plane is expected to tour air shows around the country, carrying an exhibit that details the agency's past, present and future.

The CAA colors are appropriate for N34 because it began its career as a flight inspection aircraft in 1957, a year before the creation of the Federal Aviation Agency. This followed a

dozen years in the Navy. N34 was the last of the agency's DC-3s to be phased out, making its last inspection flight on September 9, 1982.

Last December, the newly resplendent aircraft was exhibited first at Hangar 6 at Washington National Airport for a few days and then at Washington Dulles International Airport for the Wright Brothers Memorial Awards Ceremony. It shared the spotlight with another pioneer vehicle, the Space Shuttle Enterprise, which was the prototype for the reusable spacecraft Columbia, Challenger, Discovery and Atlantis. ■

## People

### Aeronautical Center

- **Linda J. Bishop**, manager, Financial Management Branch, Administrative Systems Division, Aviation Standards National Field Office.
- **Cecil B. Carter**, manager, Uniform Accounting System Operations Branch, Accounting Division, promotion made permanent.
- **Delcenia C. Davis**, supervisor, General Ledger Section, General Accounting Branch, Accounting Div., promotion made permanent.
- **Elaine A. Downey**, unit supervisor, Inventory Control & Transportation Section, Storage and Transportation Branch, FAA Depot, promotion made permanent.
- **Dave M. Elliston**, manager, Supply Management Branch, FAA Depot.
- **Rita L. Haley**, manager, Accounts Payable and Appropriations Accounting Branch, Accounting Division.
- **Samuel C. Lindsay**, supervisor, Procedures Section, Frankfurt, Germany, Flight Inspection Field Office, ASNFO.

- **Stewart F. Meyer**, unit supervisor, Radar Section, Airway Facilities Branch, FAA Academy.
- **Robert R. Nelson**, group supervisor, Storage and Distribution Section, Storage and Transportation Branch, FAA Depot, promotion made permanent.
- **Billy J. Sanders**, supervisor, Quality Standards Section, Engineering and Manufacturing Branch, Regulatory Support Div., ASNFO.

- **Lavona F. Warmoth**, supervisor, Accounting and Analysis Section, Payroll Branch, Accounting Division.

### Alaskan Region

- **Naomi C. Christensen**, manager, Program Support Branch, Logistics Division, promotion made permanent.
- **Phillip G. Hatzfeld**, manager, Nome Airway

Facilities Sector Field Office, North Alaska AF Sector, from San Antonio, Texas, AF Sector.

- **Dennis J. Warth**, manager Anchorage ARTCC AF Sector, from Establishment Branch, Airway Facilities Division.

### Central Region

- **Curtis A. Alms**, manager, Columbus, Neb., Automated Flight Service Station.
- **Robert E. Besanceney**, area supervisor, Kansas City ARTCC.

- **Wilbert R. Brewton**, manager, Chesterfield, Mo., Airway Facilities Sector Field Office, St. Louis, Mo., AF Sector.

- **William W. Buck**, assistant manager, plans and procedures, Lambert Field Tower, St. Louis.

- **Duane A. Bush**, manager, Planning & Programming Branch, Airports Division.

- **David R. Chaffee**, assistant manager for automation, Columbia, Mo., Automated Flight Service Station, from St. Louis FSS.

- **Michael J. Faltermeier**, supervisor, Programming Section, Planning & Programming Branch, Airports Division.

- **William J. Green**, area supervisor, Wichita, Kan., FSS, from the FAA Academy.

- **Donald E. James**, support services supervisor, Real Estate & Utilities Branch, Logistics Division.

- **Gary M. Lewis**, assistant manager for training, Lambert Field Tower, St. Louis.

- **Charles R. Raymond**, area supervisor, Kansas City Tower, from DFW Tower.

- **Carl A. Reikow**, unit supervisor, Lincoln, Neb., Flight Standards District Office.

- **Earl H. Samuelson**, manager, Safety and Standards Branch, Airports Division.

- **Francis D. Stiles**, area supervisor, Columbia, Mo., AFSS, from San Antonio FSS.

- **Donald L. White**, unit supervisor, Cedar Rapids, Iowa, AF Sector Field Office, Des Moines, Iowa, AF Sector.

### Eastern Region

- **Lawrence L. Bicknell**, manager, Buffalo, N.Y., Tower, from Dulles Intl. Tower.

- **Stephen Boroski**, watch supervisor, New York ARTCC Airway Facilities Sector.

- **Raymond E. Cook**, area supervisor, Washington ARTCC.

- **Theodore E. Czerwinski**, area supervisor, Altoona, Pa., Automated Flight Service Station.

- **Anthony C. Darienzo**, area supervisor, New York ARTCC.

- **Roger G. Davis**, area supervisor, Washington ARTCC, promotion made permanent.

- **Frank W. Diehl**, area supervisor, Washington ARTCC, promotion made permanent.

- **Frank W. Feichtner**, manager, Elmira, N.Y., AF Sector Field Office, Harrisburg, Pa., AF Sector.

- **Charles W. Gauntlett**, manager, Rochester, N.Y., General Aviation District Office.

- **Alan L. Gershon**, watch supervisor, JFK International Airport AF Sector Field Office, Metro New York AF Sector.

- **Frederick L. Gibbs**, manager, Millville, N.J., Automated Flight Service Station.

- **Jane E. Henock**, manager, Management Analysis Branch, Management Systems Division.

- **Bernard J. Holland**, area supervisor, Rochester Tower, from Philadelphia Tower.

■ **Raymond C. Kopka**, watch supervisor, New York ARTCC AF Sector.

■ **Christine M. Maffei**, supervisor, Training Section, Human Resources Development Branch, Human Resources Division.

■ **Francis G. Marsh**, watch supervisor, New York ARTCC AF Sector.

■ **George J. Mayoros**, unit supervisor, Rochester AF Sector Field Office, Empire AF Sector, from the Elmira AFSFO.

■ **Pierce H. Murphy**, area supervisor, New York ARTCC.

■ **Peter A. Nelson**, staff officer, Public Affairs and Planning Staff, from JFK Tower.

■ **Dorothy M. Nimal**, manager, Human Resources Development Branch, HR Division.

■ **John C. Ohey**, area supervisor, Washington ARTCC, promotion made permanent.

■ **William W. Pearman, Jr.**, area supervisor, Washington ARTCC.

■ **Carmine A. Pellecchia**, watch supervisor, New York ARTCC AF Sector.

■ **Salvatore Perricone**, staff chief, Emergency Operations & Regional Operations Center.

■ **Martin E. Rosenberg**, area supervisor, New York ARTCC, from LaGuardia Tower.

■ **Ronald X. Ruggeri**, manager, Morgantown, W.Va., Tower, from Farmingdale, N.Y., Tower.

■ **Samuel R. Sittman**, manager, Williamsport, Pa., AFSS, from the Harrisburg FSS.

■ **Joseph Stuppello**, unit supervisor, Albany, N.Y., AF Sector Field Office, Empire AF Sector, promotion made permanent.

■ **John D. Tabler**, unit supervisor, Facility Operations Office, Norfolk, Va., AF Sector.

■ **Leroy Thomas**, watch supervisor, New York ARTCC AF Sector.

■ **Kenneth R. Vanauken**, area supervisor, New York ARTCC, from Jacksonville, Fla., ARTCC.

### Great Lakes Region

■ **David K. Alred**, assistant manager, Minneapolis, Minn., Flight Service Station.

■ **Lawrence S. Barnes**, manager, Detroit (Mich.) Metro Tower.

■ **Bernadette T. Bauer**, manager, Springfield, Ill., General Aviation District Office.

■ **Stephen S. Berkeley**, area supervisor, Chicago ARTCC.

■ **Walter O. Brown**, manager, Kankakee, Ill., Automated Flight Service Station.

■ **Wayne P. Carns**, supervisor, Terminal Section, Air Traffic Operations Branch, Air Traffic Division.

■ **Ronald D. Crabill**, manager, Oshkosh, Wis., Tower, from the FAA Academy.

■ **Dennis E. Craig**, area supervisor, Chicago ARTCC.

■ **Stephen L. Diedrich**, assistant manager for technical support, Michigan Airway Facilities Sector.

■ **Lloyd M. Duncan**, assistant manager, quality assurance, Minneapolis ARTCC.

■ **John F. Ferrati**, manager, Decatur, Ill., Tower, from the Air Traffic Division.

■ **Robert M. Germana**, area supervisor, Cleveland, Ohio, AFSS, promotion made permanent.

■ **Daniel J. Hoke**, area supervisor, Bismarck, N.D., Tower, from Mitchell Tower, Milwaukee.

■ **Frode C. Jespersen**, unit supervisor, Minneapolis-St. Paul, Minn., Air Carrier District Office, promotion made permanent.

■ **Schuyler G. Johnson**, area supervisor, Cleveland ARTCC.

■ **James A. Kobe**, area supervisor, Minneapolis ARTCC.

■ **Lewis L. Langley, Jr.**, area supervisor, Indianapolis, Ind., FSS, promotion made permanent.

■ **John M. Loftus**, area supervisor, Terre Haute, Ind., Tower, from Muncie, Ind.

■ **Patrick E. Mack**, area supervisor, Cleveland Hopkins (Ohio) Tower, promotion made permanent.

■ **William D. Maddox**, area supervisor, South Bend, Ind., FSS, from Indianapolis FSS.

■ **David R. Malueg**, manager, Decatur FSS, from the Wausau, Wis., FSS.

■ **Melody C. McGovern**, group supervisor, Purchasing Section, Acquisition Management Branch, Logistics Division.

■ **Thomas A. Olsen**, manager, Labor Relations Branch, Human Resource Management Division.

■ **Richard N. Ouellette**, manager, Appleton, Wis., Tower, from Detroit Ypsilanti Tower.

■ **Harriet J. Perrello**, area supervisor, Cincinnati, Ohio, FSS, from South Bend FSS.

■ **George A. Scheinkoenig**, assistant manager for training, Green Bay, Wis., AFSS.

■ **Salvatore P. Serio**, area manager, Chicago O'Hare Tower.

■ **Richard J. Shaffic**, assistant manager for training, Chicago O'Hare Tower.

■ **Gerald S. Skorski**, area supervisor, Traverse City, Mich., FSS, promotion made permanent.

■ **George C. Smith**, area supervisor, Minneapolis ARTCC.

■ **Mark S. Smith**, area supervisor, West Lafayette, Ind., Tower, from Indianapolis.

■ **Richard A. Stark**, area supervisor, Cleveland AFSS, promotion made permanent.

■ **Thomas H. Story**, area supervisor, Minneapolis ARTCC.

■ **Jack L. Taulbee**, manager, South Bend FSS, from Saginaw, Mich., FSS.

■ **Gerald A. Vavruska**, assistant systems engineer, Cleveland ARTCC AF Sector.

■ **Donald E. Webber**, assistant manager for program support, Chicago AF Sector.

■ **Norman Willis**, area supervisor, Cleveland AFSS, from the Detroit FSS.

### Metro Washington Airports

■ **Wilbur L. Costello**, heavy mobile equipment mechanic general foreman, Equipment Maintenance Branch, Engineering and Maintenance Div.

■ **Larry K. Peck**, procurement officer, Procurement Branch, Business Operations Div.

### New England Region

■ **Walter L. Brown**, area manager, Boston (Mass.) Logan Airport Tower.

■ **Denis C. Cornell**, area supervisor, Boston Tower, from Cleveland Hopkins Tower.

■ **Richard F. Fischer**, manager, Program Management Branch, Human Resource Management Division.

■ **Anne Harlan**, manager, Organizational Effectiveness Branch, Human Resource Management Division.

■ **Joseph F. Maasser**, area manager, Boston Tower.

■ **Donald E. Seavey**, manager, Lebanon, N.H., Flight Service Station.

■ **John D. Varoll**, manager, Brussels, Belgium, Aircraft Certification Office, Aircraft Certification Division.

■ **John D. Varoll**, manager, Brussels, Belgium, Aircraft Certification Office, Aircraft Certification Division.

### Northwest Mountain Region

■ **Larry G. Berry**, area supervisor, Salt Lake City, Utah, Tower.

■ **Martin E. Binger**, manager, Resource Management Branch, Air Traffic Division.

■ **Kermit M. Borden**, manager, Eugene, Ore., Tower, from the Pasco, Wash., Tower.

■ **Patrick G. Claxton**, assistant manager, airspace and procedures, Seattle, Wash., ARTCC.

■ **John M. Coppinger**, manager, Portland, Ore., Tower, from the Seattle Boeing Tower.

■ **Trent S. Cummings**, manager, Cedar City, Utah, Automated Flight Service Station.

■ **Alan W. De Bracy**, area supervisor, Portland Tower.

■ **Richard A. Dillman**, area supervisor, Boise, Idaho, Tower, from Atlanta, Ga., Tower.

■ **Edward M. Gass**, area supervisor, Henry Jackson Airport Tower (Sea-Tac).

■ **Ralph L. Heape**, unit supervisor, Portland Airway Facilities Sector.

■ **Michael L. Hopkins**, manager, Troutdale, Ore., Tower, from Sea-Tac Tower.

■ **Harold A. John**, supervisor, Management and Resource Section, Resource Management Branch, Air Traffic Division.

■ **Luther P. Koehler**, manager, Medford, Ore., Tower, from Olympia, Wash., Tower.

■ **Larry L. Long**, assistant manager for training, Denver, Colo., ARTCC.

■ **Richard P. Madri**, manager, Bellingham, Wash., Flight Service Station, from Phila.

■ **Edward W. Owens**, area supervisor, Denver Tower.

■ **Larry A. Roberts**, enroute automation supervisor, Seattle ARTCC.

■ **Herbert H. Schoech**, section supervisor, Flight Test Branch, Los Angeles Aircraft Certification Office, Aircraft Certification Div.

■ **Ronald D. Schwartz**, manager, Lewiston, Idaho, Tower, from Moses Lake, Wash.

■ **Donald E. Tebedo**, manager, Cheyenne, Wyo., Tower, from Colorado Springs, Colo.

■ **Duane I. Vanhoosen**, manager, Olympia, Wash., Tower, from Seattle Boeing Tower.

■ **Martin R. Walker**, area supervisor, Denver Tower, from Centennial Tower, Denver.

■ **Clarence R. Wilson**, area supervisor, Portland Tower.

### Southern Region

■ **James E. Ansley**, unit supervisor, Jacksonville, Fla., ARTCC Airway Facilities Sector.

■ **Drexley C. Barksdale**, assistant manager, airspace and procedures, Atlanta, Ga., ARTCC.

■ **Joseph D. Brown**, manager, Savannah, Ga., Flight Service Station, from Mobile, Ala.

■ **Victor C. Byrd**, assistant manager, Atlanta FSS, from the Air Traffic Division.

■ **Carlo J. Calcasola**, area supervisor, Opa Locka, Fla., Tower, from St. Croix Tower.

■ **Daniel M. Chapman**, unit supervisor, Communications Section, Electronic Establishment Engineering Branch, Airway Facilities Division, promotion made permanent.

■ **William S. Clark**, manager, Savannah Tower, from the Montgomery, Ala., Tower.

■ **Corwin E. Denny**, assistant manager, San Juan, P.R., International FSS.

■ **Graydon C. DePriest**, assistant manager, Nashville, Tenn., Automated Flight Service Station, from Crossville, Tenn., FSS.

■ **Jerry D. Dredon**, area supervisor, Atlanta International Airport Tower.

■ **William R. Elliott**, area supervisor, Bowman Field Tower, Louisville, Ky.

■ **Cecil L. Hall**, area supervisor, Greer, S.C., Tower, from Daytona Beach, Fla., Tower.

■ **Thomas E. Hardy**, manager, Fort Lauderdale, Fla., Executive Airport Tower.

■ **Vernon R. Holder**, manager, Bowling Green, Ky., FSS.

■ **Henry N. Kallio**, assistant manager for program support, Memphis, Tenn., ARTCC AF Sector, from Jacksonville Hub AF Sector.

■ **James E. Kellett**, area supervisor, Macon, Ga., AFSS, from Dothan, Ala., FSS.

■ **Paul A. Lasley**, area supervisor, Hebron, Ky., Tower, promotion made permanent.

■ **Robert J. Maxson, Jr.**, area manager, San Juan Center-RAPCON, from Dayton Vandalia.

■ **Robert D. McElroy**, area manager, Atlanta ARTCC.

■ **John B. McMullen**, assistant manager for automation, Atlanta FSS.

■ **William H. Myers**, area supervisor, Miami, Fla., Tower, from Air Traffic Ops. Service.

■ **Willie B. Nelson**, unit supervisor, North Florida Flight Standards District Office, St. Petersburg, Fla., Office.

■ **Billie M. Riley**, assistant manager, St. Petersburg AFSS, from Jacksonville FSS.

■ **August T. Rnark**, manager, Greenwood, Miss., FSS, from San Juan IFSS.

■ **Louis Ruiz, Jr.**, area manager, Miami Automated FSS.

■ **Joe F. Stephens**, area manager, Memphis ARTCC, from Air Traffic Operations Service.

■ **Charles W. Tait**, assistant manager for training, Miami AFSS.

■ **Billy J. Watson**, area supervisor, Macon AFSS, from the Jackson, Miss., FSS.

## Southwest Region

■ **Jesus J. Aguilera**, area supervisor, Abilene, Texas, Flight Service Station.

■ **Linda M. Brown**, assistant manager, Moisant Tower, New Orleans, La.

■ **Kenneth C. Buikema**, Airway Facilities sector field office manager, Houston, Texas, Airway Facilities Sector.

■ **Thomas R. Davidson**, manager, Abilene Tower, from Lambert Field Tower, St. Louis, Mo.

■ **George T. Derby**, assistant manager, programs, San Antonio, Texas, Tower.

■ **Michael L. Donnelly**, area manager, Albuquerque, N.M., ARTCC, from Minneapolis ARTCC.

■ **Raymond J. Dornak**, assistant manager, De Ridder, La., Automated Flight Service Station.

■ **Leonard S. Hobbs**, area supervisor, Dallas-Fort Worth, Texas, Tower.

■ **Robert G. Jarrett**, assistant manager for training, Houston, Texas, Intercontinental Airport Tower.

■ **Terry A. Klagmann**, assistant manager, programs, Lubbock, Texas, Tower, from Hobby.

■ **Robert C. Leader**, unit supervisor, Dallas-Fort Worth Tower AF Sector.

■ **Robert J. McCormick**, assistant manager, Tulsa, Okla., Tower, from McAllen, Texas.

■ **Bernard Mullins**, team supervisor, San Antonio Flight Standards District Office.

■ **Frank Peecere, Jr.**, area supervisor, Fort Worth ARTCC.

■ **Willie Price**, area supervisor, Monroe, La., Tower, from New Orleans' Moisant Tower.

■ **Narciso J. Rocha, Jr.**, unit supervisor, Houston Airports District Office.

■ **Nicholas J. Xidis**, manager, El Paso, Texas, AF Sector, from Washington Headquarters.

## Technical Center

■ **William J. Barkoff**, supervisor, Technical Program Support Section, Plant Maintenance & Operations Branch, Plant Engineering & Services Division.

■ **Frances L. Hampton**, section supervisor, Accounting Branch, Financial Management Division, promotion made permanent.

■ **Robert M. Johns**, technical program manager, Advanced Automation Systems Branch, Engineering Division.

■ **Murray R. Karlin**, manager, Systems Requirements Branch, ATC Systems Technology Division.

■ **C. Keith Law**, technical advisor, Office of the Director.

■ **Hugh D. Milligan**, manager, ATC Facilities Operations Branch, Technical Facilities Div.

■ **Richard D. Newton**, section supervisor, Engineering and Construction Branch, Plant Engineering & Services Division.

■ **Richard Piech**, manager, Software Engineering Branch, Technical Facilities Division.

■ **Lawrence L. Stroud**, supervisor, En Route Support Systems Section, National Automation Field Support Branch, Automation Software Division, Air Traffic Plans & Requirements Service, promotion made permanent.

## Washington Headquarters

■ **James V. Case, Jr.**, team leader, Evaluation Program, Evaluation Staff, Associate Administrator for Development and Logistics.

■ **Betty J. Jones**, team leader, Evaluation Program, Evaluation Staff.

■ **Gary D. Koch**, manager, Accident Prevention Program Branch, General Aviation & Commercial Division, Office of Flight Standards.

■ **Willis C. Nelson**, supervisor, Notices to Airmen Section, National Flight Data Center.

■ **Rial F. Sloan**, technical program manager, Current Landing Systems Program, Navigation & Landing Division, Program Engineering and Maintenance Service.

■ **Robert M. Valone**, chief, NAS Program Management Staff, Office of Associate Administrator for Development and Logistics.

■ **John W. Ward**, unit supervisor, Planning & Fiscal Management Program, Maintenance Engineering Div., Program Engineering and Maintenance Service, promotion made permanent.

## Western-Pacific Region

■ **Charles B. Aafls**, manager, Traffic Management Branch, Air Traffic Division.

■ **Thomas R. Anthony**, area supervisor, Fresno, Calif., Flight Service Station, from Red Bluff.

■ **Phil L. Baker**, area supervisor, Mesa, Ariz., Tower, from Phoenix, Ariz., Tower.

■ **Norman W. Ballard**, area supervisor, Santa Barbara, Calif., Tower, from Phoenix Tower.

■ **Albert E. Boisvert**, manager, Phoenix Airway Facilities Sector Field Office (ARSR) in Carefree, Ariz., Phoenix AF Sector.

■ **Duane L. Christensen**, section supervisor, Flight Standards Branch, Flight Standards Div.

■ **John G. Clancy**, area supervisor, Edwards Air Force Base, Calif., RAPCON.

■ **Merle D. Clure**, manager, Automation Branch, Air Traffic Division.

■ **Darrell I. Colwell**, manager, Ukiah, Calif., FSS, from Honolulu, Hawaii, FSS.

■ **Richard A. Cox**, manager, Los Angeles TRACON, from the Air Traffic Division.

■ **Oscar A. Culp**, unit supervisor, Phoenix Flight Standards District Office in Scottsdale.

■ **Ralph A. Dunham**, systems engineer, Los Angeles ARTCC AF Sector.

■ **Donald D. Early**, area manager, Los Angeles ARTCC, from the Kansas City ARTCC.

■ **Milton J. Ferris**, chief, Air Security Branch, Civil Aviation Security Division.

■ **Jack L. Fidler**, manager, Yuma, Ariz., AF Sector Field Office, San Diego AF Sector.

■ **Joseph C. Foster**, manager, Airspace Branch, Air Traffic Division.

■ **Roy Y. Furubayashi**, assistant manager for training, Honolulu ARTCC.

■ **Paul L. Gallup**, assistant systems engineer, Los Angeles ARTCC AF Sector, promotion made permanent.

■ **Richard P. Harrington**, systems engineer, Los Angeles ARTCC AF Sector.

■ **Stuart A. Hayter**, manager, Planning & Requirements Branch, Air Traffic Division.

■ **Ralph A. Hiller**, area supervisor, Palm Springs, Calif., Tower, from Ontario TRACON.

■ **Samuel S. Inouye**, unit supervisor, Honolulu FSDO, from Northwest Mountain Region.

■ **Russell W. Kelsey**, manager, Procedures Branch, Air Traffic Division.

■ **Robert A. Kivitt**, unit supervisor, F&E Program Section, Program and Planning Branch, Airway Facilities Division.

■ **John K. Krohn**, manager, Resources Management Branch, Air Traffic Division.

■ **Terry T. Lankford**, area supervisor, Oakland, Calif., FSS.

■ **Shirley R. Lehr**, administrative officer, Sacramento, Calif., FSDO, from Reno FSDO.

■ **Jerry D. Luce**, manager, Honolulu Tower, from Air Traffic Division.

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.

■ **Kenneth R. Mahorney**, area supervisor, Fresno FSS, from Arcata, Calif., FSS.

■ **Jack G. McMillen**, manager, Quality Assurance Staff, Air Traffic Division.

■ **Cecil T. McReynolds**, manager, Van Nuys, Calif., AF Sector Field Office, Los Angeles AF Sector.

■ **Billie R. McWhirter**, manager, Marysville, Calif., AF Sector Field Office, Sacramento AF Sector.

■ **Terrence M. Ralph**, unit supervisor, F&E Program Section, Program and Planning Branch, Airway Facilities Division.

■ **Terry L. Rhodes**, area supervisor, Tucson, Ariz., TRACON, from Oakland TRACON.

■ **Antonio Rivas**, area supervisor, Fullerton, Calif., Tower, from El Toro MCAS.

■ **Walter S. Smith**, area supervisor, Monterey, Calif., Tower, from the Oakland TRACON.

■ **Charles E. Stewart**, Ontario, Calif., FSS, from the Daggett, Calif., FSS.

■ **Gordon P. Sutterfield**, area supervisor, Long Beach, Calif., Tower, from El Toro.

■ **Lowell E. Thomas**, assistant manager—operation, Los Angeles FSS, promotion made permanent.

■ **Otis M. Tindell**, manager, Inyokern, Calif., AF Sector Field Office, Lancaster, Calif., AF Sector.

■ **William W. Turner**, manager, Red Bluff, Calif., AF Sector Field Office.

■ **Albert L. Viselli, Jr.**, area supervisor, Orange County Airport Tower, Santa Ana, Calif.

■ **Richard N. Wiening**, area supervisor, Los Angeles TRACON, from Honolulu Tower.

■ **Raymond Zazzetti**, area manager, Phoenix TRACON, from the Honolulu Tower.

**By Gloria Moody**  
A public affairs specialist in the Alaskan Region, she has a BFA degree in journalism from the University of Alaska.



## Center Finds a Way

### Employees Design Their Own Flight Data Processing System

When the Anchorage Air Route Traffic Control Center was told in 1982 that the flight-data processing equipment it had been using since 1969 was obsolete and on its way out, but there was nothing available to replace it, a team of center employees rose to the occasion by designing its own.

A two-year effort between June 1982 and June 1984, the replacement project was guided by a unique partnership between the Air Traffic and Airway Facilities staffs at the center. Their design is a modular, expandable, real-time system called the Offshore Computer System (OCS). It is so named because Anchorage is one of three centers—the others being Honolulu and San Juan—described as “off-shore” since the vast majority of its traffic consists of over-water flights.

The system is providing Alaskan facilities with faster, more-accurate and cheaper flight-data processing than the old equipment.

OCS is capable of processing and



*ATC operations specialist Elaine Morrow was one of 25 Alaskan Region employees presented with a Special Achievement Award by Administrator Donald Engen for their work on the Anchorage Center's new Offshore Computer System.*

automatically amending flight plans filed from Alaskan flight service stations, air carriers and military bases and printing the proper flight strips at the controllers work stations, all with no manual intervention.

Because the flight data is computer-generated from beginning to end, the possibility of human error is greatly reduced. OCS also has virtually eliminated processor downtime at the Anchorage Center through a fully redundant back-up system. OCS is comprised of two Hewlett-Packard 1000 computers, various terminals and printers located at each control sector. There is also a separate smaller, off-line processor for developing new software for the system.

In replacing the old equipment—

the Compact Flight Data Processing System (CFDPS)—with the OCS, the Anchorage team eliminated one of the last vestiges of manual air traffic control. In the “old days” of CFDPS, pilots filed their flight plans through their company's operations personnel or with a flight service station specialist, who in turn forwarded the data to the center via teletype or telephone.

In a procedure known as “batch processing,” flight data specialists at the center gathered available flight information, then each midnight generated a day's worth of flight strips for filed routes using the CFDPS computers and printers. The specialists hand-carried the flight strips to the individual controllers at their sectors.

Each controller would issue a clearance to a departing aircraft and then contact the next sector via interphone with the time, altitude and other pertinent updates. Any corrections or



*Controllers Ron Boyle (left) and Harvey Kolberg handle flight data position at the Anchorage Center, now with an automated updating and handoff system.*



*Computer programmer Teresa Demarco works at developing new software for Anchorage Center's homebuilt OCS.*

amendments to the flight strips were entered by hand and hand-carried to the next controller.

But with OCS, once a properly formatted flight plan is received through the teletype circuit, the computers turn the plan into an appropriate departure strip and send it to a printer at the controller's work station. Following the departure of the aircraft, the controller enters a message that “activates” the flight plan, sending the correct data and flight strips with any changes to the next sector's work station before the aircraft enters its airspace.

The current OCS includes in its network the Anchorage, Fairbanks and Elmendorf Air Force Base towers and the Anchorage Flight Service Station. With the projected expansion of OCS hardware and programs, plan-

opment were the insights gained by the Air Traffic and Airway Facilities staffs.

Elaine Morrow, formerly a regional automation specialist at the Anchorage Center and now an operations specialist in the Southern Region's Air Traffic Division, said that close cooperation made the team exceed its own expectations: “We felt a real sense of urgency on both sides, and working together, we made quite a team. Our basic charge was merely to replace the old system, but we went way beyond that.”

Adds Dennis Simantel, assistant manager for technical support and one of the prime movers for OCS on the Airway Facilities side, “The OCS experience made our people more aware of the special problems and needs of Air Traffic employees, and the combined effort really strengthened our day-to-day working relationship.”

The joint Offshore Computer System development team was recognized by the agency for its initiative and cooperative effort with a Special Achievement Award of \$10,000. Among those sharing the honors in addition to Morrow and Simantel were the regional project manager in Air Traffic, Helen Wall; systems analyst Joe Boswell, Airway Facilities; and programmers Rice Hall and Dan Foger from Airway Facilities; and Tom Konklin and Ken Delp from Air Traffic.

It was a first-rate example of the primary approach to furthering the “one FAA” concept: teamwork. ■

ners at the center hope to include automated flight service stations, as yet unbuilt in Alaska, and other towers and military bases in the state.

Besides saving on the number of hours spent by its employees in flight-data processing, the Anchorage Center is saving a considerable sum of money by owning OCS rather than leasing it, as it did the old CFDPS. The initial OCS equipment cost \$276,000. The CFDPS was being leased for about \$144,000 a year. With hardware expansion and software development, the total OCS cost will be approximately \$750,000.

Another achievement of OCS is in improving the communications link with the Air Force's Regional Operations Command Center computer at Elmendorf AFB for its Aircraft Movement and Information Services. This network provides flight-plan data which is updated by computerized progress reports, again eliminating interphone calls and manual copying.

According to military sources, false air defense scramble alerts have been greatly reduced since the inception of OCS. These false alerts were triggered in the past by occasional inadequate manual coordination. Air Force officials say that it costs the government some \$40,000 per aircraft launched in air defense scrambles, and usually two F-15s are sent up in a scramble.

Finally, a less-tangible but still-important benefit of the OCS devel-

# The Stewards of Aviation

It was an historic first last November when all eight previous administrators of the Federal Aviation Agency/Administration met with Administrator Engen in Washington Headquarters for a briefing on the "State of the FAA." Their collective tenure spanned the 27 years of the existence of this agency, save for interregnums of acting administrators.

Just as we observe the fiftieth anniversary of federal air traffic control this year, the history of federal aviation regulation cannot be dated with the passage of the Federal Aviation Act. Rather, our beginnings must be measured from the passage of the Air Commerce Act in 1926.

Here, we present a portfolio of the 25 administrators who guided and nurtured American aviation. ■



FAA Administrators (from left) Donald D. Engen, since 1984; J. Lynn Helms, 1981-1984; Alexander P. Butterfield, 1973-1975; John L. McLucas, 1973-1977; Elwood R. Quesada, Federal Aviation Agency, 1958-1961; John H. Shaffer, 1969-1973; Langhorne Bond, 1977-1981; Najeeb E. Halaby, Federal Aviation Agency, 1961-1965; and (seated) William F. McKee, from both FAAs, 1965-1968.

Photo by Lance Strozler

## Bureau of Air Commerce Department of Commerce



Eugene L. Vidal  
Director of Aeronautics  
1933-1934



Fred D. Fagg, Jr.  
Director of Air Commerce  
1937-1938



Denis Mulligan  
Director of Air Commerce  
1938

## Civil Aeronautics Authority



Clinton M. Hester  
Administrator

## Aeronautics Branch Department of Commerce



The first and second Assistant Secretaries of Commerce for Aeronautics were William P. MacCracken, Jr. (left), 1926-1929; and Clarence M. Young, 1929-1933. In this photograph, he is MacCracken's deputy, standing by the agency's DeHavilland DH4B.



Eugene L. Vidal  
Director of Air Commerce  
1934-1937

## Civil Aeronautics Administration Department of Commerce



Donald H. Connolly  
Administrator of  
Civil Aeronautics  
1940-1942



Charles I. Stanton  
Administrator of  
Civil Aeronautics  
1942-1944



Theodore P. Wright  
Administrator of  
Civil Aeronautics  
1944-1948



Delos W. Rentzel  
Administrator of  
Civil Aeronautics  
1948-1950



Donald W. Nyrop  
Administrator of  
Civil Aeronautics  
1950-1951



Charles F. Horne  
Administrator of  
Civil Aeronautics  
1951-1953



Frederick B. Lee  
Administrator of  
Civil Aeronautics  
1953-1955



Charles J. Lowen, Jr.  
Administrator of  
Civil Aeronautics  
1955-1956



James T. Pyle  
Administrator of  
Civil Aeronautics  
1956-1958

## Retirees

Karnowski, Malcolm D.—AC  
Lane, Paul J.—AC  
Luster, Alfred M.—AC  
Murphy, John R.—AC  
Pfenning, Irven—AC

Bowman, Howard N.—AL  
McGuire, Fred L.—AL

Delaney, Larry R.—CE  
Lemaster, James A.—CE  
McGuire, John C.—CE  
Schmitt, Paul J.—CE

Anderson, Roy E.—CT  
Burns, Patricia H.—CT  
Merel, Vincent G.—CT  
Moore, Robert A.—CT  
Woodson, Floyd B.—CT

Cooper, Robert—EA  
DeBoves, Joseph J.—EA  
Herold, Frank D.—EA  
Hess, Gloria L.—EA  
Hoban, William J.—EA  
Holet, Aleck—EA  
Hyatt, Thurman E.—EA  
Marciano, Gene J.—EA  
Pfof, Leonard—EA  
Podolsky, Alvin—EA

Reed, Raymond A.—EA  
Sammon, Joseph M.—EA  
Snow, Stephen H.—EA  
Stafford, Charles E.—EA  
Striano, Peter J.—EA  
Thawley, Paul S.—EA  
Trembley, Henry J.—EA  
Weidler, Rudolph C.—EA

DeDauw, Albert H.—GL  
Gregory, Dale S.—GL  
Guinn, Robert W.—GL  
Levy, Bradford E.—GL  
Meuwissen, James A.—GL  
Nauman, John D.—GL  
Neese, Don B.—GL  
Schroeder, Edwin P.—GL

Dodge, Malcolm R.—NE  
Girard, Joseph E.—NE  
Grant, William E.—NE  
Seals, Leon M.—NE

Crunk, William J.—NM  
Gabica, Vincent—NM  
Leatherman, Donald—NM  
Lovett, William O.—NM  
Mavis, Willis F.—NM  
Murphy, Cecil O., Jr.—NM  
Nielsen, Albert W.—NM  
Pakiz, John—NM

Ziegler, Marcia M.—NM  
Boling, Norman C.—SO  
Brown, William G.—SO  
Burnett, Roy J., Jr.—SO  
Crabtree, Uail S., Jr.—SO  
Douglass, William T., Jr.—SO  
Henderson, Larry E.—SO  
Luciano, Ivan—SO  
McDonald, Walter H.—SO  
Miller, Charles, Jr.—SO  
Schmidt, Edward P.—SO  
Segrest, Betty B.—SO  
Smith, Ernest E.—SO  
Vige, Hans G., Jr.—SO

Addie, Robert E.—SW  
Anderson, Don L.—SW  
Cody, Andrew H.—SW  
Gerard, James F.—SW  
Hooks, Robert G., Jr.—SW  
Johnson, Clarence A., Jr.—SW  
Johnson, Mary F.—SW  
Kirkwood, Lawrence G.—SW  
Leslie, Henry W.—SW

Richins, Gary L.—SW  
Sandersen, Alfred E.—SW  
Taliaferro, Ann S.—SW

Livingston, Richard E., Jr.—WA  
Lovell, Bobby Earl—WA  
Mathews, David G., Jr.—WA  
Shaklee, Donald C.—WA

Bailey, Roy—WP  
Bryan, Pauline K.—WP  
Bullock, Willie S.—WP  
Carp, Norman H.—WP  
Cooper, Dean R.—WP  
Dunklin, James W.—WP  
Effken, Theodore F.—WP  
Foster, John F.—WP  
Grindstaff, Harold E.—WP  
Horlacher, Charles E.—WP  
Humfeld, Phillip H.—WP  
Owens, Morris—WP  
Peden, Johnny W.—WP  
Rachman, Alfred A.—WP  
Reese, Carsten B.—WP  
Richards, Roy E.—WP  
Rowe, Henry A.—WP  
Sexton, John M.—WP  
Shippee, R. Keith—WP  
Shourds, Jerald D.—WP  
Suizu, James Y.—WP  
Upton, Robert W.—WP  
Ward, John J.—WP

U.S. Department  
of Transportation

**Federal Aviation  
Administration**

800 Independence Avenue, S.W.  
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