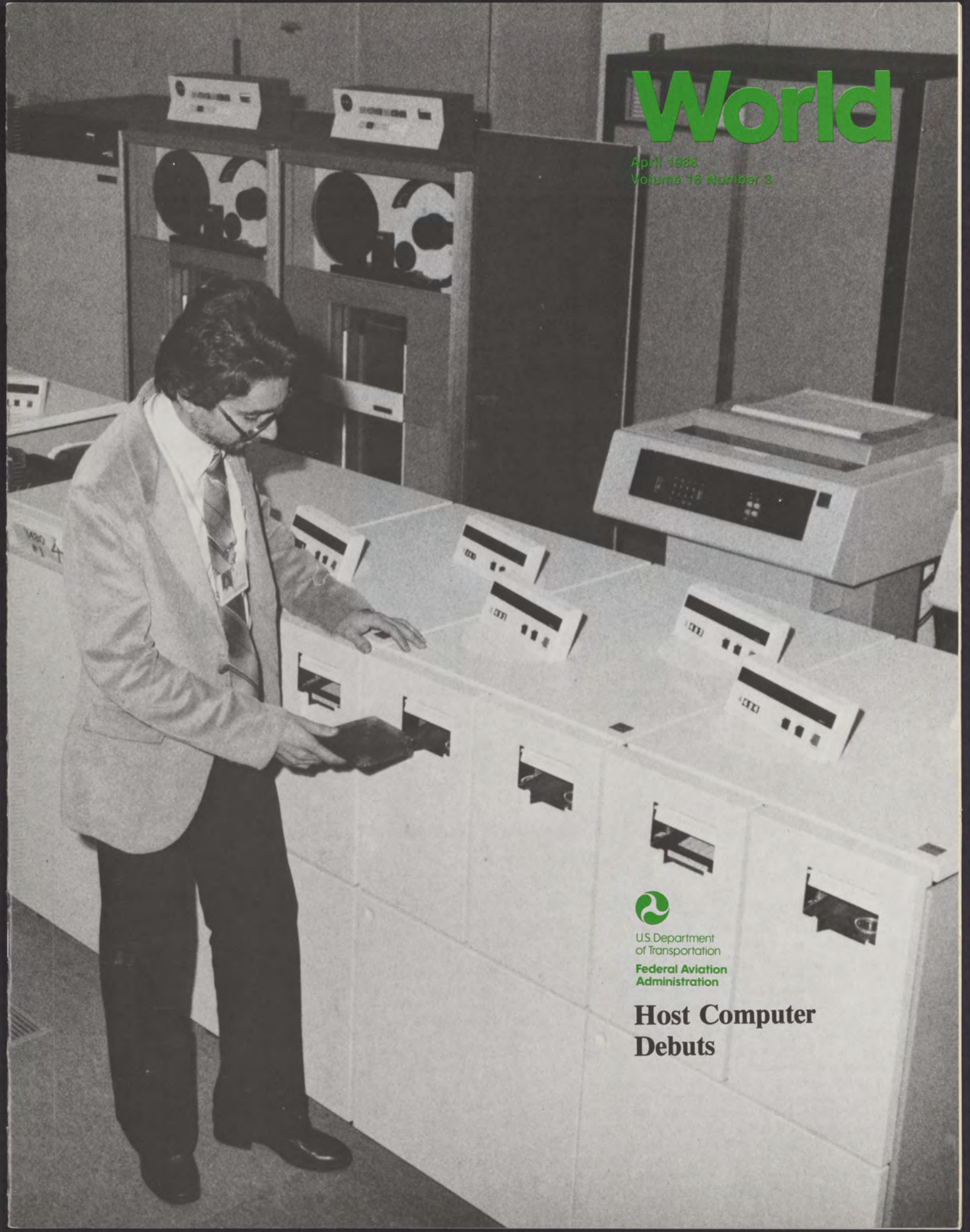


World

April 1988
Volume 16 Number 3




U.S. Department
of Transportation
**Federal Aviation
Administration**

Host Computer Debuts

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President Ronald Reagan presented the first model of a hypersonic aerospace plane now under development to teacher Judith M. Garcia, who was one of 10 finalists for the teacher-in-space berth that went to Christa McAuliffe. The President addressed students at the high-tech Thomas Jefferson High School in Annandale, Va., in early February.

White House photo by Terry Arthur

There are major changes of engineering, architecture and public policy that will confront the youth of today as they prepare for the aviation of tomorrow. We have a continuing part to play in nurturing the future of aviation. We need to convey our love of aviation adventure to the young people today. We need to make them aware of how aviation has enriched our lives and the lives of others in society, and enlarge their vision about the opportunities for aviation tomorrow.

—Donald D. Engen

The cover: *The future is here.* Russ Spadea, the Technical Center's technical program manager for the Host Computer, feeds a cartridge of magnetic tape into a compact tape drive in the shadow of older large-reel tape drives. See story on p. 4.

Photo by Mickey McCollough

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NAS Plan Begins To Bear Fruit

Deliveries of Host Computers to ARTCCs Start This Spring

A new era in air traffic control will begin late this spring with the first field deliveries of the new Host Computer.

The Seattle Air Route Traffic Control Center will be the first to get the new equipment in late May. It will be followed by the Houston Center in July and the Denver and Boston centers in September. Deliveries then will continue on a two-per-month basis until the final unit is unloaded at the Salt Lake City Center in June 1987. FAA expects to have the new computer systems operational at all 20 centers by the end of 1987.

The new Host Computers are being provided by IBM under an FAA procurement contract awarded in July 1985. The award followed an 18-month design competition between IBM and the Sperry Corp. They will replace IBM 9020A and D models used in the central computer complexes that have been in service for almost 20 years.

Replacement of the 9020 computers has been a top priority item in the National Airspace System Plan since that document was first published in January 1982. NAS planners underscored the urgency of the project by citing the 9020's lack of capacity and capability to keep pace with projected traffic growth, its high operating and maintenance costs and the increasing difficulty in obtaining adequate supplies of spare parts from the manufacturer.

Officially, the new equipment is designated the IBM 3083/Model BX1, but no one ever refers to it as

anything but the "Host." The name is both shorter and more descriptive, since it reflects the fact that the new computer will run the same basic software package now used in the 9020s.

The new equipment already has established a fine record of performance in the private sector. Similar systems of varying sizes currently are in operation at the Insurance Company of North America, Conrail and the Hartford Insurance Group, among others.

The Host represents the latest state of the art in computers from IBM and offers many advantages over the present equipment in terms of speed, capacity and reliability. For example, it is seven times faster than the 9020D and can store four times the data. In practical terms, that means the Host will be able to handle more traffic and perform more functions than the 9020 and do it faster and better.

And Jim Cain, deputy director of the Advanced Automation Program Office (AAP), pointed out another difference between the new Host and the old 9020s: the color of the computer cabinets.

"Many people in the centers said they were tired of the standard IBM blue cabinets and wanted something different," Cain noted. "So we checked with IBM and found that they now offer a choice of seven colors at no extra cost, and we ended up

with something I would describe as white on white."

Each Host system includes two separate processors—a primary unit that will handle the normal air traffic control functions and a support unit that will provide a back-up capability in addition to performing a range of maintenance and support functions. In the event the primary processor fails, the support unit can be brought on line in just 10 seconds, or one-sixth the time it takes the IBM 9020 to switch to its back-up processor.

The first of the new Host Computer systems went to the FAA Technical Center in September 1985. This actually is a double system that includes four processors and will be used for "central support and software development."

The Tech Center also has temporary custody of another Host that is destined for later delivery to the Cleveland Center. It currently is being used for failure-mode testing and site-simulation testing.

When the Host systems are delivered to the en route centers, they will be installed in new control wings built especially for that purpose. These new control wings also will house the Initial Sector Suites and other elements of the Advanced Automation System when they are delivered.

Installation and checkout of the new computers at the en route centers will be accomplished in the dead of night when traffic is at low ebb to minimize the impact on the system.

According to Jack Buck, assistant manager of AAP's System Development Division, the implementation

schedule calls for FAA acceptance of the equipment six weeks after delivery, with initial operational capability (IOC) achieved at the three-month mark.

At that point, controllers would begin using the equipment on the midnight shift and gradually expand the hours of operation as they gained experience. The operational readiness demonstration (ORD) is scheduled for three months after the IOC and six months from the site-delivery date.

The IBM 9020, however, would remain as a second back-up system for at least six months after the ORD date.

Despite the many technical advantages of the Host, Cain said that controllers won't really notice any difference when they look at their plan view displays (PVDs).

"We tried to build a Host that was as transparent to the controllers as

possible," he added. "That means that when we switch over from the 9020 to the Host, they won't really be able to tell the difference, because they will be seeing the same basic information on their PVDs."

One area where controllers might notice a difference is during peak traffic loads, Cain noted. Because the Host is faster, it will provide quicker update of traffic information.

Once the Host is operational at all 20 domestic centers, FAA will begin adding new automated functions designed both to enhance flight safety and improve controller productivity.

These include conflict alert for so-called Mode C intruders—that is, aircraft operating under visual flight rules that have an altitude-reporting transponder. Also, the present conflict-alert package will be upgraded to provide conflict resolution advisories, and the en route metering program will be expanded. These enhancements will begin coming on line as early as the spring of 1987.

The Host also will function with the Initial Sector Suites when deliveries begin in 1990. The sector suites are the new controller work stations that will feature, among other things, multiple color displays and incorporate their own microcomputer capability.

The Host also will play an important transition role in the introduction of the Advanced Automation System now under development by IBM and Hughes Aircraft under competitive contracts. This 3½-year design competition is expected to lead to the award of a production contract in early 1988.

Since the AAS represents a "clean sheet" approach to air traffic control, Cain couldn't say what role, if any, the Host might play in the future system. However, he notes that both contractors have been given Host computers and told to make whatever use of them they thought feasible.

"We didn't try to define the role of the Host in the AAS," Cain added. "We just said, if it has a role in your system architecture, you figure out what it is. If it doesn't, that's up to you."

In any event, Cain noted that the first AAS installation won't be commissioned until the spring of 1992, and by that time, the Host will represent eight-year-old technology. He pointed out that industry normally depreciates and replaces its computers approximately every five to seven years.

But if the long-range prospects for the Host Computer system are still somewhat cloudy, its immediate role is well defined. In summary, the Host will serve as an interim system that will enable FAA to keep pace with the projected increases in air traffic into the 1990s.

Equally important, it will provide a bridge to the future envisioned in the National Airspace System Plan and pave the way for the introduction of significantly higher levels of automation in the air traffic control system. ■



Test Team Delivers on Time

Concept Brings Together Interested Parties To Debug Host

Tucked away in a corner of the Technical Center's vast computer laboratory building, among the test model of flight service station consoles, center weather processors, fiber optic communications equipment and ARTS systems, sits an IBM 3083 computer—actually one of four—quietly grinding out numbers for a team of men and women who have one of the most awesome responsibilities in agency history.

All these people have to do is assure that the system they are evaluating is everything the National Airspace System Plan expects it to be and that it is everything that IBM says it is.

This IBM mainframe, the heart of the Host Computer system, is, after all, the test unit of the machines that will replace the agency's aging IBM 9020 computers in the en route centers and that will smooth the transition to and pave the way for the Advanced Automation System—the cornerstone of FAA's plan for taking air traffic control into the 21st century.

This team, the Test and Evaluation



Two dozen FAAers in a variety of disciplines make up the Operational Software Testing Group, which is the largest of the three integrated test teams. Photo by Jeffrey Thal

Monitoring Group, monitors all formal testing and performs the necessary analyses to determine the acceptability of the completed hardware, software and test-related documentation—that is, acceptance testing. Its recommendations will have an impact on a great many FAAers over the next five to ten years.

Around the Technical Center and in the Advanced Automation Program (AAP) Office in Washington, the effort is known as the integrated test team concept, and the team is led by members of the Tech Center's Advanced Automation Systems

By Jeffrey Thal
A Tech Center public information specialist, he has taught organizational development and worked as a radio and TV journalist and producer.

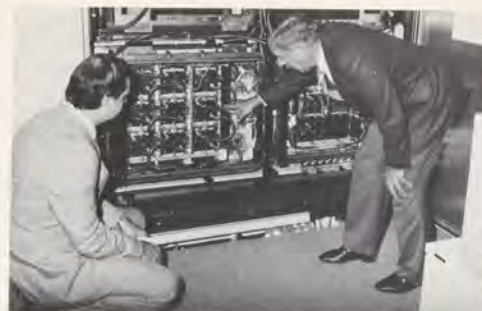


Branch. It consists of representatives from the ARTCCs, the National Automation Engineering Field Support Sector (Program Engineering and Maintenance Service), the National Program Development and National Automation Support branches (Air Traffic Plans and Requirements Service), the MITRE Corp., RMS Technologies Corp., RCA Corp. and Martin Marietta Corp.

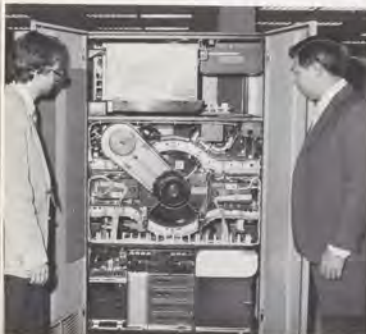
Under the leadership of Valerio Hunt, director of AAP, and Michael Perie, manager of AAP's System Development Division, the integrated test team concept has become a key element in the agency's Host development effort.

The leader of this team is an affable but businesslike young Tech Center engineer named Lok Yan Koo. He describes himself as part engineer and part salesman.

"Because the program office has insisted all along that the Host Computer development must be completed on schedule," Lok explained, "we had to convince all of the involved parties to designate representatives who had the authority to speak for



Team leader Jim Proctor (left) of the Software Monitor Group and Kansas City ARTCC systems engineer Ray Hardy inspect the Host Computer's compact central processing core. The hoses carry liquid coolant. This is one of just four cabinets that make up the Host.



All that makes up the Host Computer's internal memory storage unit—a fixed hard drive—is examined by technical program manager Russ Spadea (left) and Lok Koo, manager of the Test and Evaluation Monitoring Group.



Host technical program manager Russ Spadea (seated) demonstrates the computer's electronic data-entry system to (from the left) Brian Riehle (in the back), head of the Implementation Group; Dan Fisher, leader of the Hardware Monitor Group; Bill Purdy, Miami ARTCC automation specialist; Bill Peters, head of the System Evaluation Group; Ray Hardy; Jim Proctor; and Lok Koo.

their constituencies. This way, everyone was involved in the decision-making process right from the start.

"Without the luxury of time," he continued, "we had to make sure that everyone in the loop was going to be satisfied that the contract requirements had been met before the system was accepted from IBM. This was especially true for the support people at the ARTCCs, who will use the new system every day. This includes systems engineers, automation specialists and system performance specialists, for example.

To Bill Purdy, field representation was crucial to the success of the program. An automation specialist from the Miami, Fla., ARTCC, Purdy has

It's Not in the Cards

Data systems specialist Bill Purdy is a 30-year FAA veteran who saw the agency put in the IBM 9020 computers in the ARTCCs and is still around to help improve the system that will succeed the 9020s. The changes this time are just as dramatic as before, but what he doesn't see makes him happy.

There aren't any punchcards or readers. "You really don't realize how ingrained we are into a card-driven system," he says. "Everything you do from starting up NAS is gather up card decks. If

you want to run DARC, the first thing you do is gather up card decks. If you want to run diagnostics, gather up card decks.

"When I left Miami two years ago, I didn't dream that you could operate the system without a card reader. The last thing I was told before I left was to be sure we got two card readers with the new system. In fact, when the IBM equipment was installed at the Tech Center during the design competition, there were two card readers.

"But they aren't there now. With the Host, we're liberated; no card decks and no card readers!"



With System Evaluation Group's Bill Peters watching, Tony Clark of Air Traffic's En Route Field Support Section runs a routine on the Host's Processor Control Unit—a terminal for performing computer maintenance diagnostics.

been on a detail to the Tech Center for over two years.

"This change in our methods of operation from the NAS to the Host will be as dramatic as that from no

software in the pre-computer days to the programs of the 9020," Purdy said. "We can not only watch the Host development first hand but actually have an impact on what develops. With the integrated test plan, it is up to us to wave a flag if we spot any design problems. Once the acceptance testing is complete and we see the systems in the centers, problems will be very costly to fix."

Echoing that thinking is Ray Hardy, a systems engineer on a year's detail from the Kansas City ARTCC under

DOT's professional exchange program. "More than anything else, it demonstrates to me that AAP is sincere about getting the system right the first time."

Russ Spadea, the Tech Center's technical program manager for the Host Computer, says that the tight schedule was one of the primary

Photos by Mickey McCollough

reasons for devising the integrated test team. "Although it's the most desirable approach just from a product quality standpoint, it was also necessary because of the schedule," he said. "Right from the beginning, the program office would not accept any schedule slips. The installation schedule was expected to be met. By including all the players at the outset, we assured that every organization would have its input at the earliest possible time."

Certainly the progress has been remarkable. In a program that is over five years old, the schedule is still within a few weeks of the originally planned dates.

Says Philip Gill, manager of the Advanced Automation Systems Branch in the center's Engineering Division, "This has been one of the most highly scrutinized programs in FAA history. Congress, DOT, the General Accounting Office and the aviation-user community are watching to see how the FAA performs on this—the first major piece of the 'Brown Book' to be implemented.

"Relying on the integrated test team might have resulted in chaos, considering all the different points of view that had to be aired; but with strong leadership keeping everyone focused on the task, the entire agency pulled together to meet the goal." ■

Feeling Fit

by Dr. J. Robert Dille, CAMI

Foie Gras Is for the Birds

An unfulfilled ambition of mine is to fly in the Concorde and enjoy dining on *foie gras* canapes from its menu. It's a delicacy I haven't tried and, at \$12 an ounce in a restaurant, one that I'm sure I can live without. FAA wouldn't fund that flight anyway.

Foie gras means fat liver, usually from a goose. A luxury for centuries, it once was produced by farmers in France by force-feeding geese whose feet were nailed to a barn floor. Modern commercial production may be more humane, but millions of us are nearly as cruel to our own bodies by eating such delicacies.

An already sedentary lifestyle is often aggravated over the winter months as we gorge ourselves with rich foods and spirits and sit for days with eyes glued to televised sports and movies, changing channels by remote control. It's not surprising that many gain weight.

Despite its unpopularity, periodical-meeting some weight standard is a blessing, since obesity can be a killer disease—it shortens lifespans more than cancer. In the past, warnings about the increased risk of high blood pressure, diabetes, some cancers, arthritis and gallstones have been directed at about 11 million Americans who exceed their desirable

weights by 40 percent or more.

More recently, however, experts have included in the at-risk group another 23 million who are 20-39 percent overweight.

But how do you lose weight and keep it off? Let's forget hospitalization, wiring jaws shut, stomach stapling, a balloon in the stomach and intestinal bypass surgery for essentially healthy people like most of you. Fasting and stimulant drugs also are not advisable.

Fad diets don't rate much higher with me. The liquid protein diet of 10 years ago was associated with dozens of deaths. In some diets, the amount of recommended medical supervision and the stated precautions vary too widely. In general, beware of diets that call for pills, drinks, powders or one food item. Even if they are safe, effective and inexpensive, they are probably going to be boring and soon abandoned, with the weight returning. I am also not optimistic about clips on ears, foot massage, body wrapping or exercise without diet modification.

Although most dieters do it alone, what often works best is modification through prolonged participation in a support group, since adults may require three years to change their eating habits.

Do select a group that attempts to modify eating habits; offers realistic quantity, variety and flavor; offers periodic group or professional support; and is reasonably priced.

Some of my favorite tips from such programs follow, but any one alone is not likely to give lasting success.

Eat less fat. Fat has more than twice as many calories per unit weight as protein or carbohydrates and may

be bad for your heart and arteries.

Eliminate deep-fried foods and drastically cut your consumption of red meat, luncheon meats, bacon, sausage, butter, ice cream, pies, gravy and regular creamy salad dressings.

Tasty substitutes include broiled and baked skinless chicken, turkey and white fish, beans, low-fat cheese, turkey bologna, turkey hot dogs, etc.

Drink skim milk and eat low-fat cottage cheese and yogurt for calcium.

Eat lots of vegetables. Snack on raw carrots, celery, etc. Avoid candy and chips.

Reduce refined sugar consumption. Use artificial sweeteners in your beverages.

Avoid bedtime snacks.

Drink several glasses of water each day.

Eat more slowly. If you do, your brain could signal that you are full while you still have food on your plate. Take smaller servings and don't take seconds.

Don't go to a party hungry.

Get more exercise. Use stairs, walk, swim. Don't kill for a close-in parking space. Park across the lot and walk the extra block.

If you are obese, it's not a laughing matter. The fat man is not a jolly person. Being overweight can cause more misery than perhaps any other medical condition, and it could shorten your life several years.

Dieting will take lots of will power; despite the high stakes, it won't be easy. But don't be a goose. Start now. Have a carrot. Take a walk.

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.



He Followed a Star

The Story Behind the Preservation of FAA's Last DC-3

Don Quixote, that woeful knight of impossible dreams and hopeless quests has a kindred spirit in Jerry Searcy, supervisory aircraft maintenance specialist at the Aeronautical Center. His quest was to preserve an FAA DC-3 as a symbol of the agency's mission.

The refurbished N34 in Civil Aeronautics Administration colors now touring the country is a tribute to Searcy's persistence against unbeatable odds.

Thinking of Quixote, Searcy said with a smile, "I like to take on windmills."

The inspiration for his decade-long "impossible dream" came when the agency started getting rid of its fleet of DC-3s in favor of jet flight inspection aircraft in 1975 and 1976. "This aircraft had been our mainstay for years, and I thought they should save one to be used as a monument to FAA," he said. He submitted an employee suggestion in January 1976, but it was like tilting at a windmill, for he was turned down in March.

An article in the December 1982 issue of *FAA World*, which cited the last flight inspection mission in the last DC-3 (N34), renewed his quest to save FAA's last "Gooney Bird" from the GSA sale block.

"I was talking with some co-workers, saying, 'Somebody ought to do something about this.' They said back to me, 'Well, why don't you do something about it?'"

That was all the prompting Searcy needed. He contacted the Aviation Standards Human Relations Committee and the Aeronautical Center's Employees Association for help. As he followed



The CAA's restored N34 visits FAA's Washington National Airport in December 1985. Photo by Dennis Hughes



The vintage front office of N34.

through, he discovered that Dave Vanette in the Air Traffic Branch had also made the suggestion and been denied in 1980. Both suggestions had been for a static display at the Aeronautical Center.

"My ultimate dream was a flying display," Searcy said, "but I thought

that was definitely an impossible dream." This was especially so because, even though he had support from higher levels in FAA, the cost estimates of 1980 led to detours and obstacles underlain by budget constraints.

"What kept me going," he explained, "was that the FAA Act states that our mission is to assure aviation safety and to promote aviation. I felt, why shouldn't we wave our own flag to promote aviation?"

Searcy spoke to people at Tinker Air Force Base and in the Coast Guard who had put up static displays. He found that an FAA display

of the DC-3 could be put up and maintained at a much lower cost than originally estimated.

In the midst of his quest—in June 1983—he heard that Aviation Standards was going to dispose of N34 the next month. Searcy persisted, contacting the FAA Depot, seeking a way to requisition N34 back, and Robert Goodrich, director of the Aviation Standards National Field Office, who approached Washington Headquarters on the idea.

The reprieve for N34 came in September 1983 when the Administrator agreed to make it a flying display to promote the FAA and aviation education.

Jerry Searcy had reached his "unreachable star."

As an epilogue, Searcy became one of 36 FAAers under project manager Bob Barrigan to help refurbish N34 for its new life in old colors. ■



The flight inspection work station and avionics equipment racks looking aft.



The flight inspection technician checks navigation aids parameters at his console and on the recorder to his left.



The flight inspection avionics for testing the ground nav aids.

Correction



In the photo of former DC-3 pilots shown with N34 in the January-February issue of *FAA World*, the name of Bob Barrigan (right front) was misspelled. He is in the Plans and Programs Staff of the Aviation Standards National Field Office.



Jerry Searcy boards his impossible dream—the restored DC-3.

Photo by Jean Hunter

Aeronautical Center

■ **Frances H. Babb**, supervisor, Electrical & Electronics Management Section, Contract Management Branch, Procurement Division.

■ **Dale E. Gerten**, manager, NavAids/Communications Systems Engineering Branch, National Airway Engineering Field Support Sector, Maintenance Engineering Division, promotion made permanent.

■ **Buster G. Jones**, supervisor, Inventory and Cost Accounting Section, General Accounting Branch, Accounting Division.

■ **Jack W. Kilgore**, supervisor, Engine Accessory Shops Section, Aircraft & Aviation Maintenance Branch, Aircraft Maintenance & Engineering Division, Aviation Standards National Field Office.

■ **Martin J. Lilly**, supervisor, Nonradar Section, Air Traffic Branch, FAA Academy, from the New York TRACON.

■ **Warren G. Norris**, supervisor, Technical Support Section, Fleet Support Branch, Aircraft Maintenance & Engineering Division, ASNFO.

■ **Leroy Powell**, supervisor, Engineering Section, Engineering and Production Branch, FAA Depot.

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■ **Carol A. Young**, supervisor, Eastern

and New England Region Payroll Section, Payroll Branch, Accounting Division.

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■ **William E. Preat**, assistant manager, Columbus, Neb., Automated Flight Service Station, from the Omaha, Neb., FSS.

■ **David F. Stutler**, area supervisor, Kansas City ARTCC, from the FAA Academy.

■ **Daniel S. Washburn**, unit supervisor, Special Projects Section—Staging Area, Establishment Engineering Branch, Airway Facilities Division, promotion made permanent.

Eastern Region

■ **Paul A. Alexander**, assistant manager for technical support, Tri-State Airway Facilities Sector in Trenton, N.J., from the Atlantic City, N.J., AFSFO.

■ **Ronald E. Coffey**, assistant manager, Harrisburg, Pa., AF Sector, from the Covington, Ky., AF Sector.

■ **Edward J. Dietz, Jr.**, manager, Leesburg, Va., Automated Flight Service Station, from the Albany, N.Y., FSS.

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

■ **Robert B. Goss**, assistant manager for training, Washington National Airport Tower.

■ **Sheldon Gross**, manager, Electronic Engineering Branch, AF Division.

■ **Thomas E. Jones**, manager, Lancaster, Pa., Tower, from the Syracuse, N.Y., Tower.

■ **Raymond Perez**, unit supervisor, JFK International Airport AFSFO, Metro New York AF Sector.

■ **Harold H. Purowitz**, manager, Islip, N.Y., Automated Flight Service Station, from the New York FSS/IFSS.

■ **Edward D. Sabol**, manager, Albany, N.Y., AF Sector Field Office, Empire AF Sector, from the Elmira, N.Y., AFSFO.

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■ **Donald W. Schultz**, manager, Binghamton, N.Y., Tower, from the Albany, N.Y., Tower.

■ **Michele Spadafino**, unit supervisor, LaGuardia Airport AF Sector Field Office, Metro New York AF Sector.

■ **David R. Sprague**, supervisor, South Section, Operations Branch, Air Traffic Division.

■ **Frank Tortorello**, unit supervisor, LaGuardia Airport AFSFO.

■ **Carol E. Tringali**, unit supervisor, Procurement Branch, Logistics Division.

■ **David R. Venti**, assistant manager, Washington Dulles International Airport Tower, from Washington National Tower.

■ **Dale K. Young**, area supervisor, Washington National Airport Tower.

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■ **Thomas E. Cummings**, manager, Dayton, Ohio, Automated Flight Service Station, from the Air Traffic Operations Branch.

■ **Herman W. Hullum**, manager, Detroit, Mich., Airway Facilities Sector Field Office, Michigan AF Sector.

■ **Wesley R. Johnson**, area supervisor, Minneapolis, Minn., Flight Service Station, from the Minot, N.D., FSS.

■ **Donald R. Luxon**, area supervisor, Cincinnati (Ohio) Lunken Tower.

■ **Robert D. Mitchell**, unit supervisor, Illinois AF Sector, Springfield, Ill., from the AF Division.

■ **Harold J. O'Hare**, unit supervisor, Ohio AF Sector, Cleveland, Ohio.

■ **Curtis L. Wixon**, manager, Finley,

N.D., AF Sector Field Office, Dakota AF Sector, from the Illinois AF Sector.

Metro Washington Airports

■ **Donny M. Cherry**, deputy fire chief, Aircraft Rescue and Firefighting Branch, Public Safety Division, Washington National Airport.

New England Region

■ **Victor Beauregard**, unit supervisor, Boston ARTCC Airway Facilities Sector.

■ **Carl P. Dean**, assistant manager, Boston, ARTCC, from the Air Traffic Staff, Europe, Africa & Middle East Office.

■ **Dean V. Falcicchio**, supervisor, Operations Program Support Section, Facilities Operations Branch, Airway Facilities Division, from the Michigan AF Sector.

■ **David J. Hurley**, manager, Plans and Programs Branch, Air Traffic Division.

■ **William F. Mann**, assistant manager for technical support, Boston ARTCC AF Sector.

■ **Donald W. McKeen**, unit supervisor, Boston ARTCC AF Sector.

■ **Kenneth J. Melotte**, manager, Boston, Mass., AF Sector, from the Michigan AF Sector.

■ **Edward E. Pinelle**, unit supervisor, Boston ARTCC AF Sector.

■ **Carl H. Roebuck**, assistant systems engineer, Boston ARTCC AF Sector.

■ **John A. Sirvydas**, unit supervisor, Boston ARTCC AF Sector.

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■ **Daniel A. Boyle**, assistant manager, Portland, Ore., Tower, from the Phoenix, Ariz., TRACON.

■ **James C. Bristow**, area supervisor, Denver, Colo., Tower.

■ **Michael J. Douglas**, area supervisor, Seattle, Wash., Flight Service Station, from the Air Traffic Division.

■ **Robert W. Dyk**, manager, Spokane, Wash., Airway Facilities Sector Field Office, Seattle AF Sector.

■ **William C. Fitch**, area manager, Denver Tower.

■ **Carl E. Fullner**, area supervisor, Seattle ARTCC.



FAA Administrator Donald Engen and Hu Yizhou, director general of the Civil Aviation Administration of the Peoples Republic of China, signed a technical cooperation agreement at FAA headquarters in March, the first such between the two countries. Standing from the left are Peter Keefe, International Aviation; Mr. Zhang, PRC International Affairs Dept.; a PRC interpreter; Mr. Lu, deputy director, PRC Aeronautical Engineering Dept.; PRC Ambassador Han, U.S. interpreter Frank Lee; Chief Counsel Tazewell Ellett; Craig Beard, director of the Office of Airworthiness; and Donald Segner, Associate Administrator for Policy and International Aviation.

Photos by Robert Laughlin

- **Samuel J. Gill, Jr.**, manager, Moses Lake, Wash., Tower, from the Air Traffic Division.
- **Peter G. Hooper**, area supervisor, Denver ARTCC, promotion made permanent.
- **Donald W. Kent**, area supervisor, Spokane International Airport Tower, promotion made permanent.
- **David J. Kohn**, manager, Seattle Automated Flight Service Station, from the Seattle FSS.
- **Leo E. Peirce**, manager, McMinville, Ore., Automated Flight Service Station, from the Portland FSS.
- **James W. Schooler**, assistant manager for technical support, Seattle Airway Facilities Sector, from AF Division.

Southern Region

- **Joy J. Boyden**, supervisor, Systems Management Section, Data Processing Branch, Management Systems Division.
- **Marvin R. Cobb**, manager, Greer, S.C., Airway Facilities Sector Field Office, Charlotte, N.C., AF Sector, from the Airway Facilities Division.

- **Phillip D. Duda**, supervisor, Systems Management Section, Data Processing Branch, Management Systems Division.
- **Tommy L. Guillebeau**, manager, Lincoln, Ga., AF Sector Field Office, Columbia, S.C., AF Sector.
- **William D. Helm**, assistant manager, Columbia AF Sector, from the Charlotte AF Sector.
- **Charles M. Henderson**, assistant manager, Atlanta, Ga., Hub AF Sector, from the Airway Facilities Division.
- **William H. Jordan**, area manager, Tampa, Fla., Tower, from the St. Petersburg, Fla., Tower.
- **Harry I. McIntyre**, manager, Atlanta International Airport Tower, from the Air Traffic Plans & Requirements Service.
- **Colleen F. Morrow**, assistant manager, quality assurance, Memphis, Tenn., ARTCC.
- **Nelson V. Pritchett**, manager, Gainesville, Fla., Flight Service Station, from the McComb, Miss., FSS.

- **Roy E. Rowell**, unit supervisor, Mobile, Ala., AF Sector Field Office, Jackson, Miss., AF Sector.
 - **Mortimer J. Sams**, assistant manager for automation, Macon, Ga., Automated Flight Service Station, from the Atlanta FSS.
 - **David R. Thornton**, area supervisor, Miami, Fla., International Flight Service Station.
- ### Southwest Region
- **James D. Brannon**, assistant systems engineer, Albuquerque, N.M., ARTCC Airway Facilities Sector.
 - **John B. Fautleroy**, manager, Manufacturing Inspection Branch, Aircraft Certification Division, Fort Worth, Texas, from the San Antonio, Texas, Manufacturing Inspection District Office.
 - **Richard Y. Flores**, systems engineer, Albuquerque ARTCC AF Sector.
 - **Gail E. Goodin**, area supervisor, Amarillo, Texas, Tower.
 - **Patrick C. Serda**, systems engineer, Albuquerque ARTCC AF Sector.

Retirees

- Brewer, Albert L.—AC
- Gooch, Thomas R.—AC
- Isaac, Pearl A.—AC
- Vrska, Richard W.—AC
- Judd, Floyd L.—AL
- Younkins, Hugh C.—AL
- Lally, Robert J.—CE
- Lee, Virginia B.—CE
- Madsen, Helen K.—CE
- Welton, George C.—CE
- Ewing, Doris V.—CT
- Levitz, Leonard L.—CT
- Long, George E.—CT
- Morey, Versa V.—CT
- Koch, Robert D.—EA
- Michaels, George P.—EA

- Pomparelli, Vincent—EA
- Thornton, Thomas E.—EA
- Ware, Bruce E.—EA
- Willard, John W.—EA
- Fitzmaurice, George W.—GL
- Jankowski, James J.—GL
- Kennedy, James E.—GL
- Lang, Luther R.—GL
- Marshall, Frank H.—GL
- Matusiewicz, Daniel—GL
- Rank, Harold E.—GL
- Roberts, Richard R.—GL
- Roediger, Eugene C.—GL
- Stewart, Anthony J.—GL
- Frazier, Arlie J.—MA

- Jacobson, Carl H.—NM
- Jerominski, Paul E.—NM
- Jones, Ray D.—NM
- Stowe, William G.—NM
- Viselli, Angelo E.—NM
- Bryant, Wesley W.—SO
- Clark, Orbin G., Jr.—SO
- Clinton, Willie P.—SO
- Dagnan, John H.—SO
- Gavio, Anthony P.—SO
- Herron, Kenneth E.—SO
- Hindmon, Anna B.—SO
- Hurst, Dixie B.—SO
- Lentz, Lillian L.—SO
- Long, Carl F.—SO
- Metrolis, George E.—SO
- Nelson, Carl C.—SO
- Pierce, Glen W.—SO

- Ramirez-Rodriguez, Abelard—SO
- Spivey, Herman D.—SO
- Vest, Thomas L.—SO
- Cook, Richard L.—SW
- Dent, Clay N.—SW
- Grzegorek, George E.—SW
- McKissack, Henson R.—SW
- Shrum, Walter E.—SW
- Whitfield, Francis E.—SW
- Whittington, Harlan G.—SW
- Cookson, Jesse D.—WP
- Hobbs, James M.—WP
- Murray, Edward J.—WP
- Nakahara, Allan Y.—WP
- Taa, Ann W.—WP



The first educational institution in Massachusetts to receive FAA accreditation for airway science programs is Suffolk University of Boston. Presenting a certificate of the agency's approval for programs in Airway Computer Science and Airway Electronic Systems is New England Region Director Robert E. Whittington (center). Others (from the left) are Michael R. Ronayne, dean of liberal arts and sciences; Daniel H. Perlman, university president; Prof. John L. Sullivan, coordinator of the programs; and George D. White, manager of the New England Region's Human Resources Management Div.

- **Michael R. Thompson**, manager, Shreveport, La., Tower, from the Air Traffic Division.
- **Jeffrey A. Wilson**, area supervisor, Fort Smith, Ark., Tower, from the Moisant Tower, New Orleans, La.

Technical Center

- **Joe C. Cox**, supervisor, Visuals and Publications Section, Technical and Security Services Branch, Plant Engineering & Services Division.
- **Constantine P. Sarkos**, manager, Fire Safety Branch, Aircraft & Airport Systems Technology Division.

Washington Headquarters

- **Kenneth V. Byram**, manager, Second

- dary Radar/Data Link Program, Communications/Surveillance Division, Program Engineering & Maintenance Service.

Western-Pacific Region

- **Nina Adams**, manager, Operations Branch, Human Resource Management Division, promotion made permanent.
- **James C. Brantley**, area supervisor, Los Angeles International Airport Tower, from the Orange County Airport Tower, Santa Ana, Calif.
- **Joseph J. Budro**, manager, Situation Monitor Staff, Flight Standards Division, from the Los Angeles Flight Standards District Office.
- **Thomas E. Carman**, area supervisor,

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.

- San Francisco International Airport Tower, from the Hayward, Calif., Tower.
- **Michael C. Ficocello**, area manager, Los Angeles ARTCC, from the Air Traffic Operations Service.
- **Jean K. Ganiko**, unit supervisor, Honolulu, Hawaii, Flight Standards District Office.
- **Clifford D. Gibbons**, aviation safety inspector, Fresno, Calif., FSDO, from the Oakland, Calif., FSDO.
- **George T. Glanville**, chief, Telecommunications Staff, Airway Facilities Division, promotion made permanent.
- **Edward Hammonds**, manager, Fresno FSDO, from the Office of Flight Operations.
- **Norman N. Hopkins**, manager, Riverside, Calif., Automated Flight Service Station, from the Air Traffic Division.
- **Michael Jingo, Jr.**, area manager, Oakland ARTCC, from the Oakland TRACON.
- **Anthony J. Longo**, area supervisor, Oakland ARTCC.
- **William D. Marino**, assistant manager, Las Vegas, Nev., TRACON, from the Great Lakes Air Traffic Division.
- **Richard A. Muckle**, manager, Los Angeles Airway Facilities Sector, from the Airway Facilities Division.
- **Francis F. Murphy**, unit supervisor, Long Beach, Calif., FSDO, from the Los Angeles FSDO.
- **Elmer R. Nelson**, manager, Palomar Tower, Carlsbad, Calif., from the Brackett Field Tower, La Verne, Calif.
- **Mateo M. Palenzuela**, manager, Brackett Field Tower, from the Air Traffic Div.
- **Jack L. Woods**, assistant manager for training, Ontario, Calif., FSS.

By Bert A. Clayton
The manager of the
Harrison, Ark.,
Flight Service Station.



He's a Character . . . Actor, That Is

Drafted for a Part, FSS Specialist Got the Bug



He took his daughter to audition for a role in a 1979 film, "Printer of the Territory," the story of William Woodruff, the pioneer newsman who started the *Arkansas Gazette*, and came away an actor himself.

The casting director had asked Carlos Verver, "Would you like to be in the movie?"

"I'm not an actor," the Little Rock, Ark., flight Service station specialist replied.

Looking at his handsome features behind a trim beard, the director said, "We'll teach you."

That's how Verver caught the acting bug and came to be regularly cast as a character actor. He got the role in the "Printer" film, as did his daughter, April, as a young lady at a dress ball.

Roles in the Arkansas-filmed "Crisis at Central High," starring Joanne Woodward, and "High Pursuit" followed. Verver became a charter member of the Arkansas Motion Picture Association and joined the Arkansas Stunt Syndicate, whose members perform the type of stunts seen in action movies—such as fast draws and falling off buildings and stagecoaches.

It was during the filming of "High Pursuit" that Verver was hurt and began rethinking the range of his

Little Rock, Ark., flight service station specialist Carlos Verver is also an actor. He's the one kneeling in the front row with a saddle bag over his shoulder and being throttled (above facing).

talents. The movie was deemed a little short on action, so several stunts were woven into the scenario. Verver had been involved in several already and was working on the final stunt: He was in a hayloft, was "shot" and fell from the loft.

"It was 12 feet to the ground," he recalls. "I fell onto the primary safety mat that breaks the fall and sets



you up for further cushioning. The secondary mat broke loose and I hit the ground—hard. My neck and shoulders got the worst of it, and I was in pretty bad shape for a while."

Verver decided then and there that stunts were for much younger men, but he had no intention of giving up acting. He was involved in several filming projects for movies and television.

One of his recent efforts was in a starring role in one of 30 one-minute

film spots celebrating the Arkansas Sesquicentennial that are being broadcast on television throughout 1986. His role might be considered type-casting: Hernando DeSoto.

Verver admits there's not much money in playing character roles in the types of movies he's been in, but it is personally satisfying.

So, if you're watching a made-for-TV movie one night about some terrorist hijackers, look for the bearded one among the mourners at a funeral. It's FSS Specialist Carlos Verver in his alter ego. ■



Aviation is in Evan Darby, Jr.'s blood. The Miami ARTCC controller trainee (above) is the grandson of Newark Tower controller Bill Darby (right), whose 1936 photo appeared in the October 1985 issue of FAA World. The blood is thicker than that: his mother is an FAA aviation security inspector and his father is a T3 flight director for the National Oceanic and Atmospheric Administration.

All in the Family



By Barbara Abels
Public affairs officer
of the Western-Pacific
Region, she also is
editor of *Bear Facts*,
the magazine of the
California Wing of the
Civil Air Patrol.



The Younger the Better

FSS Seizes Upon Pre-School Market To Sell Aviation

If you think pre-schoolers are little more than babies nowadays, think again.

The Santa Barbara County, Calif., schools held their fifth annual Pre-School Science Fair, and FAA was there to ensure that the agency could reach closer to the cradle with its aviation education program.

Hank Verbais of the Santa Barbara Flight Service Station led the agency's participation with the assistance of Todd Smith, also of the FSS, and Stuart McKenzie of the Santa Barbara Airway Facilities Sector Field Office.

To promote the children's interest in aviation and aerospace, the trio built a simple mock-up of a space shuttle, just the right size for these youngsters. It was built primarily of cardboard boxes. Inside were four astronaut control positions, each equipped with an instrument panel, control column and headphone.

After the "astronauts" were seated and the hatch secured, they listened



Nicole Baldenegro was thrilled with what she heard from "ground control" over her pilot's earphones.

through the headphones to a recording of the countdown and liftoff sequence and the re-entry burn and landing sequence. The shuttle was surrounded by black panels on which were painted stars, planets and other

Photos by Sylvia Baldenegro

spacecraft. Judging by the enthusiasm of the children and their parents, the overall effect was very realistic.

FAA coordinator and FSS manager Mickey Long felt it was an outstanding effort to enhance aviation education in the local community. "The shuttle project was really a community affair," he said. "A local packaging company donated the cardboard boxes, a fixed-base operator the instruments for the control panel, a commuter airline the seats and a building materials company miscellaneous hardware.

"While Todd Smith and Hank Verbais managed the construction, Stuart McKenzie built the operating instrument-panel lights with light-emitting diodes. It was a good team effort."

After the science fair, the shuttle was put on long-term display at the Santa Barbara Science Discovery Center, a hands-on museum emphasizing science and technology. ■



FSS specialist Hank Verbais greets an "astronaut" emerging from the shuttle.

When Air Travel Was Young

Englishman Snapped Pictures a Lifetime Ago



The Federal Government's first airport—Washington National—opened for business 45 years ago, but it wasn't the national capital's first air carrier airport. That honor went to Hoover Field. It debuted in Arlington, Va., in 1926 near the present site of the Pentagon, followed the next year by Washington Airport right next to it. The two merged in 1930.

Just before this ill-conceived complex was renamed Washington-Hoover Airport (it was surrounded by power lines, a high smokestack and a dump and was bisected by a road), T. W. Snailum of Bath, England, visited Washington and photographed the airport.

Fifty-five years later, Snailum sent his snapshots to Dexter Davis, manager of Washington Dulles International Airport. Metropolitan Washington Airports Deputy Director

Hugh Riddle, Jr., returned enlargements of his pictures to Snailum along with a recent photograph of Washington National to show how times have changed.

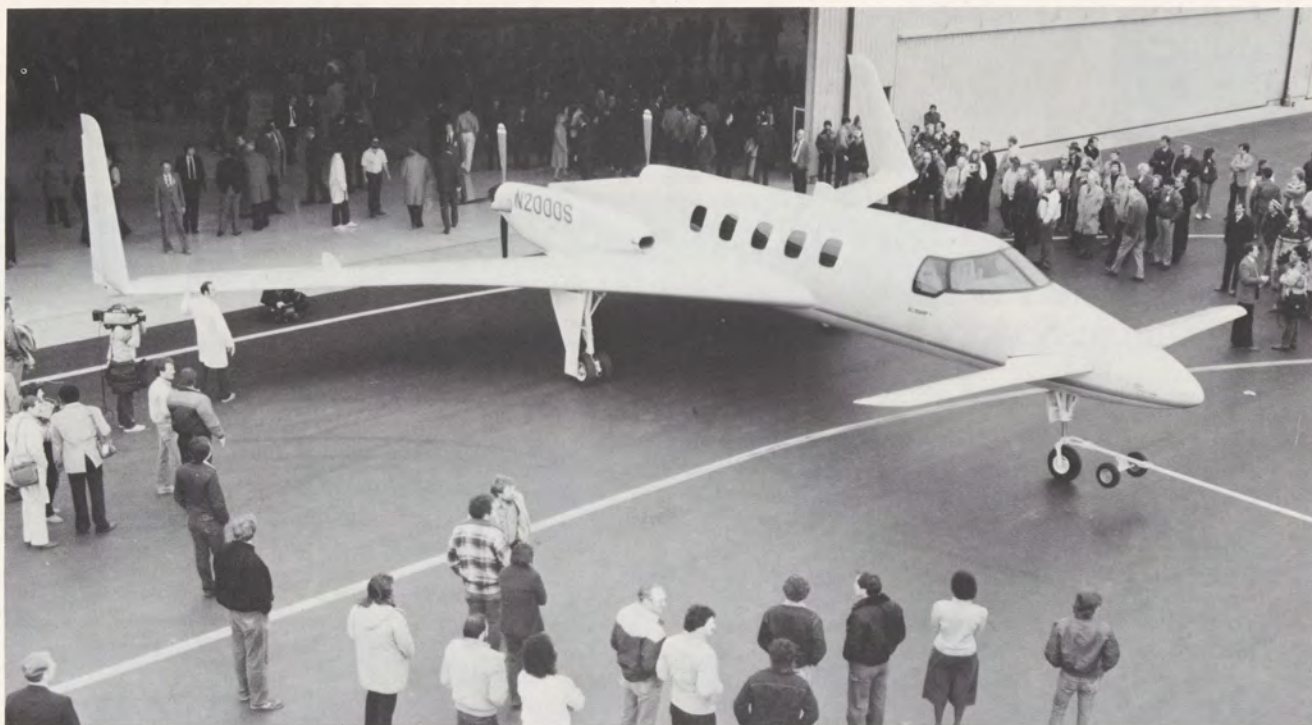
Riddle pointed out, "... The terminal is much larger, but the change in ground transportation is especially striking—from horse and buggy to an elevated rail system."

In expressing his appreciation and his pleasure in knowing that his snapshots had been a welcome addition to the airport's history files, Snailum reminisced, "The recent picture of

Washington National was a staggering contrast. I think I am right in saying that the only commercial trans-Atlantic flight 55 years ago was by the Graf Zeppelin, which I saw flying eastward over New York City illuminated by searchlights. I have many happy memories of my stay in your country so many years ago." ■



Passengers board a Ford Tri-Motor at Washington Airport's unpaved ramp in 1930. Note, the engines were running.



The Beechcraft Starship 1 corporate turboprop was rolled out of the Wichita, Kan., plant in January. Constructed primarily of graphite/epoxy and other composite materials and featuring rear-mounted engines, main wing tipsails and a variable geometry

canard wing that is swept forward for takeoff, the Starship 1 was entirely computer-designed. Beech is looking toward a late-1986 FAA certification and 1987 deliveries by dividing test responsibilities among three Starships.

U.S. Department
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**Federal Aviation
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