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Atlantic City Press photos by Vernon Ogradnek



An "intruding" aircraft approaches an FAA aircraft during a test of TCAS III.

## Airline TCAS Gets the Acid Test

By John G. Leyden

**I**t's final examination time for the airline version of the Traffic Alert and Collision Avoidance System, known as TCAS II.

Next month, installation of TCAS II will begin in jet aircraft operated by three airlines—United, Piedmont and Republic—for an FAA-sponsored evaluation program designed to resolve any outstanding questions that airline oper-

ators and flight crews may have about TCAS use in regularly scheduled service.

FAA has ordered a total of 14 TCAS II units from Allied Bendix and Sperry/Dalmo Victor for this "Limited Installation Program" (LIP), with each manufacturer providing seven commercial

quality units. TCAS II is the basic airline version of this equipment. It alerts pilots to potential traffic conflicts with other aircraft and recommends evasive action when necessary.

Allied has teamed with United Airlines for the program and Dalmo Victor will work with Piedmont and Republic. FAA also will get two units from each manufacturer following completion of the airline tests for further evaluation in

agency aircraft. In addition, the United Kingdom and Canada have shown interest in acquiring units for test.

Flight tests with the Bendix equipment are scheduled to get underway in May and run for about six months. The Sperry/Dalmo Victor units will be delivered this summer with flight tests continuing into 1988.

Piedmont Airlines also was scheduled to begin flying with a prototype TCAS II system in one of its Boeing 727 jets in January. Built by Dalmo Victor and previously tested in an FAA 727 at the agency's Technical Center, this equipment is less advanced than the commercial-quality units being used in the LIP but is expected to yield useful program data.

These proving efforts have achieved increased significance since FAA Administrator Donald Engen announced last September that the agency will take

*continued on page 6*

*A 25-year FAA veteran, Mr. Leyden is manager of the Public & Employee Communications Division, Office of Public Affairs.*

## Original Center Controller McFarlane Dies

Hugh M. McFarlane, one of the original 15 air traffic controllers who helped organize the Airway Traffic Control Centers 50 years ago, died at his home in Falls Church, Va., on January 6.

He was a dispatcher for United Airlines when the first centers were created by the airlines in 1935, subsequently joining the Bureau of Air Commerce when the Federal government took over the centers in June 1936. McFarlane

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Hugh McFarlane (left) poses with other original controllers about 1936-37 (from the left) C.T. Tolpo, Earl F. Ward, H.D. Copland and R.E. Sturtevant.

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February 1987

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As the "Back to Basics" Accident Prevention Program moves into its second year, national coordinator Gary Koch confidently expects it will take on a "new acceleration."

Although the program already has proved highly effective in spreading the gospel of aviation safety, Koch feels that this concept will continue to build on the achievements of its first year and gather momentum in the months ahead.

Final figures on pilot attendance at Back to Basics seminars in 1986 are not yet in, but Koch believes the number will exceed 400,000. He noted that more than 8,000 safety seminars were held during the first three quarters of the year alone.

Although Back to Basics began as a program for general aviation pilots, it has since been expanded to encompass all pilots and has gained support from additional industry groups, Koch said. Many of the subjects to be highlighted are just as relevant to airline or military pilots as to the general aviation participant, he added. "No one is immune to an accident, and factors like running out of gas, forgetting to put the landing gear down and pilot complacency occur to high-time pilots as well as to less-experienced pilots."

The program had its roots in a meeting

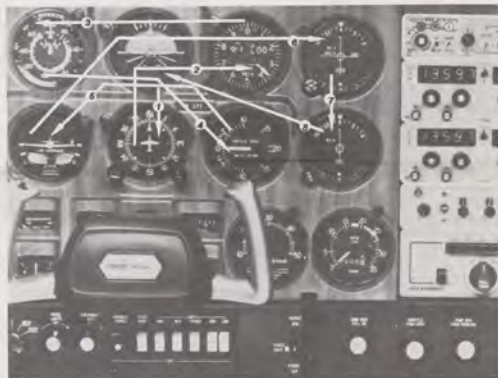


Fueling and fuel management are covered in the program. Here the emphasis is on using only the correct aviation fuel for the aircraft's engine.

# 'Back to Basics' Reaches 400,000 Pilots

By Charles Spence

between Administrator Donald Engen and various segments of the aviation community in June 1985. Engen expressed his concern about the large number of pilot-induced accidents and advocated a new, innovative safety program that would reaffirm the basic principles taught early in flight training.



These discussions set the stage for the three-year Back to Basics effort launched in January 1986 by the Office of Flight Standards.

Koch said the program team identified 12 areas of skill and knowledge that should be almost second nature to every pilot but frequently aren't. "It's easy to forget the basics or become complacent," he said. "So we're spotlighting a different safety subject in each of the 12 quarters of the three-year period."

In 1986, Back to Basics addressed takeoffs and landings, collision avoidance, weather and fuel management, in that order. This year, it leads off with

An aviation free-lance writer, Mr. Spence was senior vice-president for public relations at AOPA and served 15 years with Hearst newspapers.

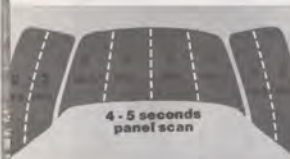
pilot decision-making and follows with aeromedical factors, emergency procedures and weather briefings. On the 1988 agenda are preflight, maintenance, stall/spin and communications.

But Back to Basics is more than just an FAA program. It enjoys wide support in the aviation community. For the initial

entation, "Take Two and SEE," to teach the proper methods for scanning the airspace for other aircraft. Some 200 copies already were in the field, and Flight Standards secured an additional 60 for use in the collision-avoidance phase of the program.

Availability of audio-visual aids for the Back to Basics subjects has helped to get the program off to a fast start. But not all of the topics in the three-year program will have ready-made audio-visuals available. "We expect to get a lot of help, however, from the various organizations working with us," Koch said.

The AOPA Air Safety Foundation has produced a new film on the subject of aviation weather and is updating one dealing with line servicing. It also is



Techniques of scanning the windshield for other aircraft are covered in an AOPA Air Safety Foundation slide show.

takeoff and landing phase of the program; the General Aviation Manufacturers Association prepared a three-part slide and sound presentation called "On Landings," which had its premiere at the Smithsonian Air and Space Museum theater in Washington, D.C., in November 1985. FAA purchased copies of the programs and made them available in each region through the agency's Accident Prevention Program.

Other aviation organizations also have contributed audio-visual presentations to support the safety seminars. These include AOPA's Air Safety Foundation, which earlier produced a slide film pres-



An obvious "basic" emphasis in the program is the walk-around preflight inspection.

Richard Collins told his readers: "Flying supports Back to Basics vigorously . . . and in the next year will run at least nine studies of various basic areas of flying in support of the FAA/industry effort."

The general news media has widely recognized the program and endorsed it. For example, the *Kansas City Star* said the FAA program "makes so much sense" and, "The FAA's new program will be good only if pilots use it. Every pilot should take advantage of this offer. The information may help save their lives one day."

But convincing pilots to attend the safety programs is the most challenging task facing the Back to Basics team. "We have no authority to order pilots to attend a safety seminar," Koch said, "so we look at it as a marketing challenge, selling the idea just as any product or service would be sold."

The ideal combination sought by meeting sponsors is to attract pilots by offering door prizes provided by industry or local aviation organizations, presenting a well-known speaker and creating a well-structured and informative program to keep participants interested.

Celebrity pilots assist in some locations, according to Koch, who cites singer John Denver and Academy Award-winning actor George Kennedy as examples. "There is a fine line between pilot education and show business, but a qualified personality who has a message is a strong attraction."

One of the most-aggressive organiza-



Pilots are reminded by the program that visual acuity and distance vision decline as their glances through the windshield become more peripheral, or off-center.



Back to Basics coordinators that launched the successful safety campaign meet with Administrator Engen. From the left are Paul S. Donohoe, Alaska; Charles W. Nolan, Great Lakes; Donald J. Maceroll, Southwest; Donald Bennett, Northwest Mountain; John S. Kern, director of the Office of Flight Standards; Administrator Engen; Carol Rayburn, manager of the General Aviation and Commercial Div.; Jeff Roy, New England; Gary D. Koch, Sr., national coordinator, Accident Prevention Program; Earl F. Mahoney, manager of the Airman and Aircraft Registry in Oklahoma City; and Bill Lutgen, Eastern. Not shown are Kenneth W. Davis, Central; Jack Norris, Western-Pacific; and Keith Lutz of the Southern Region.

completing production on a film dealing with fuel management. All films are scheduled to be available when these subjects are highlighted in the Back to Basics project.

Safety coordinators of the Air Line Pilots Association are expected to assist the FAA on pilot-controller communication and crew coordination. Koch said, "ALPA is experienced in the human factors and performance side of flying, and we look forward to getting their help along with that of the Air Transport

Association on subjects like 'pilot decision-making'."

Other expertise is anticipated from the Flight Safety Foundation, Experimental Aircraft Association, National Air Transportation Association and the Helicopter Association International.

"Back to Basics" campaign also is receiving enthusiastic support from the aviation media. The January 1986 issue of *Flying* magazine carried a supporting editorial commending FAA and calling on all pilots to participate. Editor

# Federal Notebook

## ON THE DRAWING BOARD

A variety of bills of interest to federal employees has been introduced in the 100th Congress, many of which were resurrected from the last session. How many will survive economic and political pressures to become law is anyone's guess, but here's the array of them to think about:

**HR 20 & 21**—To amend Hatch Act restrictions so as to permit voluntary partisan political activity by federal employees but still prohibit coercion.

**HR 24 & 38B and S 69 & 99**—To amend the Tax Reform Act so as to restore the three-year-basis recovery rule for annuities retroactive to July 1, 1996.

**HR 25**—To strengthen employee protections against prohibited personnel practices and permit whistleblowers to bypass the Office of the Special Counsel and appeal retaliations to the Merit Systems Protection Board or directly to the federal courts.

**HR 182**—To exclude the civil service retirement and disability fund from the budget of the U.S. Government.

**HR 342**—To require each department and agency to implement the recommendations of the Grace Commission.

**HR 378**—To provide for the rehiring of former striking air traffic controllers (see separate story).

**HR 382**—To require federal health insurance plans to guarantee access to non-physician health-care providers.

**HR 384**—To set up a demonstration program for long-term care under the federal health benefits program.

**HR 386**—To test alternative systems of federal employee compensation, to increase special-rate pay and to improve federal pay comparability with the private sector.

**HR 387**—To study pay discrepancies in government based on gender.

**HJ Res. 53 and SJ Res. 9**—To designate the week of March 1, 1997, as "Federal Employees Recognition Week."

**S 42**—To establish an optional early retirement program (see separate story).

## STRIKERS STILL KICKING

Although legislation is being introduced once again to require the rehiring of controllers who struck the government in 1981, a survey by the General Accounting Office finds that 60 percent of the current air traffic controllers oppose their rehiring. On the other hand, the GAO found that most of the controllers at the busiest FAA facilities do favor rehiring.

## PAY COMPARABILITY AN ISSUE

Not only is there legislation in the House seeking improved pay comparability but there is a case being appealed to the Supreme Court that seeks to restore past comparability raises. The National Treasury Employees Union and the American Federation of Government Employees contend that comparability was kept down illegally in 1980, 1981, 1983 and 1985 because the Supreme Court has ruled that the one-house veto mechanism in the 1970 Pay Comparability Act was unconstitutional.

## EARLY-OUT STILL A DARK HORSE

An early-retirement bill is again in the Senatorial hopper and again is not given a good chance of passage. Sen. William Roth (R-De1) believes his bill has a better chance this year because many personnel cuts are in the offing if Congress meets its Gramm-Rudman-Hollings goals and because he's reduced the freeze on rehiring from five to three years. Opponents want a higher level of rehiring and see the bill as an attempt to cut the size of the government and reduce services, as well as to cut union membership.

**IRA OUT, THRIFT IN**  
Although the Individual Retirement Account still produces tax-deferred interest, the Tax Reform Act will prevent many federal employees from deferring

ring taxes on their \$2,000 contribution from salary. A better choice would seem to be the government's new tax-deferred thrift investment plan. Pre-1984 employees who do not choose to join the new Federal Employee Retirement System (FERS) can contribute to the thrift plan up to five percent of their salaries tax-deferred (7.5 percent from April through September 1997). Employees under FERS will be allowed to contribute up to 10 percent, but no more than \$7,000 (15 percent from April through September), with the government matching up to five percent. With a projected 7.5 percent return on the investment (IRAs are paying less), the thrift plan seems to be better for both FERS and non-FERS employees.

## THEY GOT YOU COVERED

The General Accounting Office has decided that travel agencies under contract to the government may offer federal employees free life insurance coverage when traveling on official business. A GAO contract offers its employees \$100,000 coverage.

## BUDGET BLUES

The 1998 budget proposal includes further economies being sought in federal employment:

- \* The pay increase for next January would be limited to two percent, while three percent raises are projected through 1993. Senior officials would receive from 3 to 15 percent, considerably lower than the amount recommended by a commission on salaries.

- \* Within-grade, or step, increases are to be pinned more closely to performance, rather than being nearly automatic.

- \* The government's share of health insurance premiums would be cut by having them on the average premiums of all federal health plans instead of the largest six, as is done now.

- \* Cost-of-living increases for civil service annuities would be limited to one percentage point below the inflation rate.

## McFarlane *continued from page 1*

moved to the Washington area from Seattle in 1950. In his years with the CAA and then the FAA, he was involved in all facets of air traffic control and frequently represented the agency at meetings of the International Civil Aviation Organization on technical matters. He retired in 1971.

Prior to his work for United, McFarlane served in the Coast Guard, following graduation from Washington State University.

As so many of his generation are, McFarlane was a member of the Society of Airway Pioneers and the Society of Wireless Pioneers.

He is survived by his wife, Marie; a daughter, Rena, of Anchorage; a son, Randal, of Falls Church; and a grandchild. ■

## No Time for Panic



From the time that USAF Capt. Vince Amato (right, left photo) announced that the engine of his F-16C jet was losing oil pressure and quit until O'Hare TRACON area supervisor Jeff McCoy had provided manual sievers to this \$30 million glider to a touchdown at the Glenview Naval Air Station was just four minutes—not enough time for panic or reassurances. The resulting engine fire had completely cut power to all

electronic systems and instruments. McCoy's instructions saved not only the jet and pilot but also averted a possible crash into a densely populated area. For his actions, controller McCoy was presented with the Administrator's Award for Superior Achievement by Monte Belger (right), deputy director of the Great Lakes Region at regional office ceremonies in December.



# An Energetic Advocate for FAA

## Basics *continued from page 3*

tions working with FAA is the Ninety-Nines, an international organization of women pilots founded by Amelia Earhart. "The Ninety-Nines, who are very well organized, had really been the front runners in sponsoring safety meetings during the early months of the program," Koch said.

Although industry and pilot groups—including local flying clubs—are deeply involved, the ultimate responsibilities fall on the FAA team. Koch credits all divisions of the FAA for the early encouraging results of the program. "It's a team effort. It's involving everybody, Air Traffic, Flight Standards, Airport, Medical, Security and Public Affairs—all joining in to make this project successful.

Continued cooperation within FAA and from the industry and pilot organizations is considered essential in the long term for the safety effort. Accident prevention specialists recognize that after the initial months, it's increasingly difficult to sustain a high level of interest among pilots, unless each program gives the participants something worthwhile enough to compete with others demands on their time.

This Back to Basics effort comes at a time when general aviation has put together two outstanding safety years back to back. Total accidents in 1985 dropped to 2,742 from 3,011 a year earlier, and fatal accidents fell 10 percent, from 545 in 1984 to 490 in 1985. These declines came in the face of increased aviation activity, but resulted in an improved safety rate as well.

The promoters of Back to Basics want this downward movement to become a trend.

Administrator Engen has not asked for a miracle or even a dramatic drop in the accident rate—"just a steady chipping away at the totals," Koch noted. "It's a reasonable request. I don't see why we can't accommodate him." ■



Personnel officer Lindy Ritz chats with FAA DC-9 pilot George Buddy.

Barbara Lynn Ritz is making a name for herself at the FAA Aeronautical Center in Oklahoma City, and chances are she's just getting started.

Ritz is the center's first woman personnel officer. As manager of the Human Resource Management Division, she is one of two women at the center who have attained the GM-15 level and serves on the director's top management team. The next step up doesn't have a number on it; it is simply known as "senior executive service."

"The FAA is short of females in management," Ritz says. "It's not that they haven't tried; they just haven't had them in the pipeline. Men may have nothing against you personally. It's the way they are programmed. They ask questions like, 'Why do you work? Your husband has a good job?'"

At the University of Oklahoma, she did "all the traditional things—sorority, yearbook, Homecoming Queen." She also thought she would work for a while; then stay home to raise children.

She graduated from Oklahoma with a degree in fashion merchandising and

*Adapted with permission from a story in the Sunday Oklahoman by Karen Browne.*



hopes of becoming a department store buyer. But after family moves to New Orleans and then Corpus Christi, Texas, she ended up in clerical positions with the Forestry Service and the Navy. Her first real challenge came with entry into the Navy's Personnel Management Intern Program, which rotated her working every area of personnel. "Working with people and the management aspect clicked for me," she says.

When her husband took a job in Norman, Okla., Ritz once again went job hunting and found the FAA receptive. Seven years later, she is an enthusiastic advocate for the FAA and its management philosophy, which she describes as "bottom up, top down and inside out."

"The FAA is an energetic innovative

agency," she says. "I used to call this the graduate school of personnel because of the caliber of people you are dealing with. They are very sharp and expect management to be responsive."

Ritz notes that personnel management at FAA has evolved into human resource management, largely as a result of the air traffic controllers' strike in 1981. The emphasis has changed, she says. "Strategic planning is what makes the difference. Human-resource management tackles questions such as what to do as a work force gets older and how to teach them to handle new equipment. It is more than classifying jobs and filling them with people."

The change in management philosophy, Ritz said, has been hard on some people who came up the "old-school, kick-tail" way that meant get the job done at all cost. "There are many people with long tenure in the agency who have been commended for getting things done this way throughout their careers and now are being told they don't know how to deal with their people. It's a difficult transition."

A current function of her division is to conduct follow-up reviews. "to take the pulse of the employees and find out whether they think we are making the changes they told us to make."

Human Resource Management was first brought out like a brass band, she adds. "It was presented in a way that was like a big present, and people expected wonderful things to jump out of it. I worry that if we have too many false starts, we'll never get anything done. The soft sell is more appropriate, but it can't be done overnight."

Outside the FAA, Ritz is active in volunteer organizations, plays tennis and an occasional round of golf and follows the Oklahoma Sooners. Her petroleum-engineer husband has been very supportive of her career, she notes; still, she thinks about what it means to be a "Woman of the 80s."

"Many women who have succeeded felt they had to come on extremely tough. I decided a long time ago that I had to be me. If there isn't room for a feminine manager where I am, then I have to rethink where I am. What pleases me is that here, I can be me." ■

TCAS *continued from page 1*

FAA chief test pilot Al Bazer adjusts the TCAS control panel aboard his Boeing 727 preparatory to flying a collision-avoidance test above the FAA Technical Center.

regulatory action to require airline jets to carry TCAS II.

The announcement marked a major departure from the agency's previous position on TCAS implementation. When former FAA Administrator J. Lynn Helms officially initiated the TCAS program in June 1981, he expressed the hope that the airlines and other operators would act voluntarily on implementation once the equipment became available.

However, at a September 1986 news conference, Engen voiced his disappointment with the lack of industry initiative. Emphasizing that the TCAS technology already is available, he said rulemaking was necessary to get the industry moving. A notice of proposed rulemaking currently is in coordination and will be issued later this year.

TCAS was conceived as a family of systems that would meet the needs of all airspace users, ranging from general aviation to air carriers. The general aviation version (TCAS I) provides traffic advisories only, whereas the more-sophisticated airline versions (TCAS II & III) also recommend evasive ma-

neuvers when necessary to avoid other aircraft.

TCAS will provide traffic alerts for any "intruder" aircraft equipped with a basic Mode A radar beacon transponder. At present, approximately 175,000 aircraft carry the Mode A transponder, with more than 100,000 of these having the additional Mode C, or altitude-reporting, capability needed for full collision-avoidance protection. TCAS II and TCAS III, for example, can provide traffic advisories on all transponder-equipped aircraft but can only generate resolution advisories on replies from the Mode C (or the new Mode S) transponders, since it needs to know the altitude of the "intruder."

Both TCAS II and III utilize the new advanced Mode S radar beacon transponder, with the "S" in this case standing for selective address. Mode S is the equipment of the future, and FAA

already has proposed rulemaking that would require all transponders installed after Jan. 1, 1992, to meet the Mode S standards. The agency also has awarded a contract for 137 Mode S ground stations, with first delivery scheduled for 1989.

The Mode S transponder performs the same basic functions as the Mode C version—that is, it automatically transmits aircraft position, identity and altitude information when triggered from the ground or air. But the selective address feature means the equipment can be interrogated on an individual basis and respond in the same manner, thus providing a "private line" for automatic data transmission. By contrast, Mode C transponders reply to "all call" signals in much the same manner that everyone on a telephone party line picks up on the same ring.

This data-link capability will allow TCAS-equipped aircraft to communicate with each other and coordinate evasive maneuvers when required. For example, if both aircraft in a potential traffic conflict are equipped with TCAS II, one pilot might be advised to climb and the other to descend.

FAA's primary emphasis to date has been on the development and testing of TCAS equipment for airline use.



An FAA Convair 580 flies within 300 feet or less of the Boeing 727 to trigger alerts via warning lights, a radar display and lighted arrows and "eyebrow" lights on the vertical speed indicator.



The panel radar display shows range and bearing of an intruding aircraft. The pilot's own aircraft is in the center of the display.

However, the TCAS I technology also is well along, and the Radio Technical Commission of America (RTCA) is expected to publish the final Minimum Operational Performance Standards (MOPS) for this equipment this year. This would allow any manufacturers to go ahead with production of the equipment.

Essentially, this TCAS I version would be a short-range (five-miles) aid to "see-and-avoid" flying. It would have the capability to interrogate transponders in other aircraft and provide information on range and relative bearing, as well as relative altitude for Mode C and Mode S responses.

Still, the Aircraft Owners and Pilots Association foresees only a limited market for the equipment, which it estimates could cost as much as \$15,000 per unit. "The majority of the general aviation community does not perceive a need for



FAA's test Boeing 727 and its TCAS equipment in the forward cabin. Atop the racks is a display of TCAS III for an airborne technician to monitor. The spot in the center is the 727. An intruder is about three miles away at one o'clock. On the rack below is an engineering model of the TCAS III computer.



a TCAS device as the risk of collision with another general aviation aircraft is so slight," an AOPA official said recently.

FAA TCAS Project Manager Joe Fee agrees that the cost, size and weight of TCAS I might restrict its general aviation sales. However, he does see a market on the "high end of the spectrum" among air taxis, other commercial operators and corporate aircraft.

TCAS II is the farthest along in the development cycle of all the TCAS family, and the Limited Installation Program

that is scheduled to begin in May will be, in effect, the final operational evaluation of this equipment.

Fee calls the Limited Installation Program a "necessary step" to full implementation of the equipment. "There are certain things you are never going to understand unless you fly the equipment on a regular basis in the actual airspace," he added. "We need that feedback from the line pilots."

One of Fee's staffers, Jack Wojciech, said pilots of TCAS II-equipped aircraft will receive a 40-second advance warning of potential conflict from a synthesized voice and will be able to see the "intruder" on a CRT display. If the conflict is not resolved in the next 15-20 seconds, the voice will call out a resolution advisory, and information on rate of climb or descent, if required, will be displayed on specially modified

Instantaneous Vertical Speed Indicators (IVSIs).

Although the Air Transport Association, which represents the major air carriers in the United States, has embraced Administrator Engen's decision to proceed with TCAS II rulemaking, the Air Line Pilots Association has been less than enthusiastic. It applauds the agency's decision to require TCAS equipment instead of relying on voluntary compliance, but ALPA President Henry Duffy said his organization believes FAA is "considering the wrong equipment."

Duffy noted that ALPA's principal objection is the fact that TCAS II can provide only vertical escape maneuvers. "In the real world," he added, "when pilots are confronted with a conflict they cannot see, they frequently choose to turn rather than climb or descend because they know the normal separation standards are much greater in the horizontal plane than in the vertical plane."

Accordingly, Duffy said ALPA could not support TCAS II rulemaking but rather favored the continued development of TCAS III, which provides both vertical and horizontal resolution advisories. He expressed the fear that if the airlines were required to equip their fleets with TCAS II at a cost in excess of \$50,000 per copy, they would not be inclined later to reinvest in the more sophisticated TCAS III.

Fee notes that FAA has successfully tested TCAS III engineering models, including a flight evaluation program in the busy Los Angeles basin, but says the equipment is at least four or five years behind TCAS II. Therefore, like Administrator Engen, he believes FAA should move as quickly as possible to require TCAS II-level protection.

FAA's Flight Standards chief, John Kern, agrees. In testimony before a Congressional subcommittee, he said, "We are confident of the benefits of our TCAS program and are optimistic about the additional safety that can be achieved within our National Airspace System through the introduction and use of such equipment." ■

# People

## Aeronautical Center

■ **Eddy R. Bass**, unit supervisor, General Operations & Airspace Systems Section, Aviation Standards Branch, FAA Academy, promotion made permanent.

■ **Ruberta E. Danties**, supervisor, Aviation Section, Procurement and Systems Branch, Procurement Division, promotion made permanent.

■ **Lamon Grler, Jr.**, unit supervisor, Automation Section, Airway Facilities Branch, FAA Academy.

■ **Carolya L. Hudson**, supervisor, Electronic Section, Procurement and Systems Branch, Procurement Division, promotion made permanent.

■ **Sig A. Hling**, supervisor, Special Services Section, Air Traffic Branch, FAA Academy.

■ **Gene E. Johnson**, supervisor, NAS Exchange and Repair Section, Supply Management Branch, FAA Depot.

■ **William J. Kane**, unit supervisor, Nonradar Section, Air Traffic Branch, FAA Academy.

■ **Lawrence P. Masser**, manager, National Safety Data Branch, Regulatory Support Division, Aviation Standards National Field Office.

■ **Onie L. Spreser**, supervisor, Quality Assurance Section, Air Traffic Branch, FAA Academy.

■ **Anthony J. Vicari**, unit supervisor, Line Maintenance Section, Sacramento, Calif., Flight Inspection Field Office.

■ **Larry D. Vorhies**, unit supervisor, Airworthiness Section, Aviation Standards Branch, FAA Academy, promotion made permanent.

■ **Gerald W. Williams**, unit supervisor, Flight Service Section, Air Traffic Branch, FAA Academy.

## Alaskan Region

■ **Richard V. Freeman**, assistant manager, North Alaska Airway Facilities Sector, Fairbanks, from the Seattle ARTCC.

■ **Robert C. Mackey**, area supervisor, Fairbanks Tower.

■ **Christine M. Novosad**, manager, Budget Branch, promotion made permanent.

■ **Jerry M. Wylie**, manager, Anchorage Tower, promotion made permanent.

## Central Region

■ **Roger C. Boddie**, assistant manager for training, Columbus, Neb., Automated Flight Service Station.

■ **Larry D. Buss**, area supervisor, St. Louis, Mo., AFSS.

■ **Ronald M. Calder**, manager, Dubuque, Iowa, Tower, from Sioux City Tower.

■ **Gerald L. Davis**, assistant manager, Wichita, Kan., AFSS, from Dodge City.

■ **Don A. Peterson**, supervisor, Facility Administration Section, Resource Management Branch, Air Traffic Division, promotion made permanent.

■ **Robert T. Raineyford**, public affairs officer, from Great Lakes Region.

■ **Samuel J. Smith**, assistant manager, Lambert Field Tower, from Memphis, Tenn.

■ **Larry M. Wahl**, area supervisor, Columbia, Mo., AFSS, from Vichy, Mo.

■ **William P. Watson**, manager, Program and Planning Branch, Airway Facilities Division, promotion made permanent.

■ **Gerald F. Cherry**, assistant manager for technical support, Capital Airway Facilities Sector, Suitland, Md.

■ **James R. Dwyer**, assistant manager for training, Washington ARTCC.

■ **Harry E. Hale**, assistant manager, Norfolk, Va., AF Sector, from Covington, Ky.

■ **Donald H. Holford**, aviation safety inspector, Teterboro, N.J., Flight Standards District Office, promotion made permanent.

■ **James E. McCafferty**, area supervisor, Washington ARTCC.

■ **William J. McGovern, Jr.**, area supervisor, Leesburg, Va., Automated Flight Service Station, from Ulica, N.Y., FSS.

■ **Abigail C. Moserowski**, supervisor, Administrative Staff, AF Division.

■ **Robert Napurano**, area supervisor, Newark, N.J., Tower, from New York TRACON.

■ **Louis S. Natale**, manager, Westchester Tower, White Plains, N.Y., from JFK.

■ **Dwayne J. Orner**, assistant manager, JFK Tower, New York.

■ **Robert R. Repucci**, air crew program manager, Pittsburgh, Pa., Air Carrier District Office, promotion made permanent.

■ **Robert P. Roscoe**, assistant manager, Baltimore, Md., Tower, from NY TRACON.

■ **John A. Shagen**, area supervisor, Philadelphia FSS, promotion made permanent.

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

■ **Eugene D. Starr**, unit supervisor, New York ARTCC AF Sector, promotion made permanent.

■ **Gary D. Taber**, manager, Buffalo, N.Y., AF Sector Field Office, Empire AF Sector.

■ **Ruamey L. Viles**, unit supervisor, Baltimore AFSSO, Capital AF Sector, promotion made permanent.

■ **Robert L. Welch, Jr.**, assistant manager, Philadelphia Tower, from Mobile, Ala.

■ **Harold G. Wheeler**, area supervisor, Leesburg, Va., AFSS.

■ **Charles R. Saxton**, manager, Saginaw, Mich., FSS, from the Detroit FSS.

■ **David D. Shattler**, manager, Lansing, Mich., AFSS.

■ **Robert A. Sipak**, supervisor, Materiel Management Section, Logistics Services Branch, Logistics Division, promotion made permanent.

■ **Frank C. Vitaj**, principal operations inspector, Belleville, Mich., Flight Standards District Office, promotion made permanent.

■ **Andrew S. Webb**, manager, Duluth, Minn., Tower, from the Alton, Ill., Tower.

■ **James W. Comerford**, environmental support technician, Cleveland ARTCC Airway Facilities Sector, promotion made permanent.

■ **Richard F. Corn**, manager, Establishment Engineering Branch, AF Division.

■ **Richard L. Cross**, watch supervisor, Ohio AF Sector, Cleveland.

■ **Donald R. Engel**, facility coordination officer, Minneapolis ARTCC AF Sector.

■ **Gordon C. Fries**, manager, Wausau, Wis., FSS, from the Minneapolis FSS.

■ **George R. Garrety**, manager, Timmerman Airport Tower, Milwaukee, Wis.

■ **Lewis L. Langley, Jr.**, area supervisor, Dayton, Ohio, AFSS, from Indianapolis.

■ **Phillip K. Lester**, supervisor, Management Staff, Acquisition Management Branch, Logistics Div., promotion made permanent.

■ **Douglas K. Loft**, area supervisor, Detroit (Mich.) Metro Airport Tower.

■ **Robert C. May**, manager, Traverse City, Mich., Tower, from Detroit Metro Tower.

■ **Michael C. Foley**, area supervisor, Boston ARTCC, promotion made permanent.

■ **Mario A. Gonzalez**, area supervisor, Logan Airport Tower, Boston.

■ **Walter M. Knof**, manager, Groton, Conn., Tower, from the Quonset, R.I., TRACON.

■ **Richard K. Petersen**, assistant manager, plans and procedures, Minneapolis-St. Paul International Airport Tower.

■ **Dennis P. Randolph**, assistant manager, Minneapolis ARTCC.

■ **Charles R. Saxton**, manager, Saginaw, Mich., FSS, from the Detroit FSS.

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■ **Walter M. Knof**, manager, Groton, Conn., Tower, from the Quonset, R.I., TRACON.

■ **Richard K. Petersen**, assistant manager, plans and procedures, Minneapolis-St. Paul International Airport Tower.

## Great Lakes Region

■ **Timothy L. Bailey**, area supervisor, Lansing, Mich., Automated Flight Service Station, from the Saginaw, Mich., FSS.

■ **Dennis C. Burke**, assistant manager, Chicago ARTCC, from O'Hare Tower.

■ **James W. Comerford**, environmental support technician, Cleveland ARTCC Airway Facilities Sector, promotion made permanent.

■ **Richard F. Corn**, manager, Establishment Engineering Branch, AF Division.

■ **Richard L. Cross**, watch supervisor, Ohio AF Sector, Cleveland.

■ **Donald R. Engel**, facility coordination officer, Minneapolis ARTCC AF Sector.

■ **Gordon C. Fries**, manager, Wausau, Wis., FSS, from the Minneapolis FSS.

■ **George R. Garrety**, manager, Timmerman Airport Tower, Milwaukee, Wis.

■ **Lewis L. Langley, Jr.**, area supervisor, Dayton, Ohio, AFSS, from Indianapolis.

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■ **Dennis P. Randolph**, assistant manager, Minneapolis ARTCC.

■ **Charles R. Saxton**, manager, Saginaw, Mich., FSS, from the Detroit FSS.

■ **David D. Shattler**, manager, Lansing, Mich., AFSS.

## Metro Washington Airports

■ **Richard F. Heckman**, assistant fire chief, Aircraft Rescue and Firefighting Branch, Public Safety Division.

■ **David A. Jones**, manager, Design Branch, Engineering Division.

■ **Patrick J. Kennedy**, maintenance mechanic foreman, Structures & Grounds Branch, Engineering and Maintenance Division, promotion made permanent.

■ **Lynn J. Nielsen**, assistant manager for automation, Salt Lake City ARTCC.

■ **Ned S. Reese III**, area manager, Denver ARTCC.

■ **Robert A. Ries**, area supervisor, Salt Lake City ARTCC.

■ **Stuart B. Riley**, assistant manager, quality assurance, Salt Lake City ARTCC.

■ **Charles R. Schulte**, manager, Feltz Field Tower, Spokane, Wash.

■ **John P. Ward**, area supervisor, Salt Lake City ARTCC, promotion made permanent.

■ **Robert A. Winterford**, unit supervisor, Denver Flight Standards District Office.

## A Doer Commended



*A Bronze Congressional Award Medal and Certificate of Achievement was presented by Rep. Dante Fascell (D-Fla) (right) to Matthew R. Walton, son of Douglas F. Walton, a systems engineer at the Miami ARTCC Airway Facilities Sector, for his community volunteerism and personal development. Matthew is active in half a dozen organizations and in one year invested over 1,700 hours in public service self-development.*

## Northwest Mountain Region

■ **Daniel E. Austin**, manager, Plans and Automation Branch, Air Traffic Div.

■ **Linda K. Brown**, area supervisor, Seattle, Wash., ARTCC, promotion made permanent.

## Retirees

Charles R. Diggins—AC  
Robert T. Grigg—AC  
Jerry D. Hines—AC  
Alvin R. Jamison—AC  
Thomas F. Smith—AC  
Frederick E. Khrush—AL

Lynn M. Darden—CE  
Edward L. Higgins—CE  
Donald D. Hopton—CE  
Joseph H. Nardel—CE  
George R. Perry—CE  
Lynn N. Stewart—CE  
Jude W. Zachary—CF

John J. Figgart—CT  
Melvin G. Balbo—EA  
Eugene Balbo—EA  
Lester M. Bergman—EA  
Gary F. Buggs—EA  
Joseph D. Crowe—EA  
Neil Gamm—EA  
Neil W. Hoffman—EA  
Robert E. Hook—EA  
Mike L. Indick—EA  
William A. McCarty—EA  
Ray W. Miller—EA

James R. Riley—EA  
Donald Robinson—EA  
Thomas J. Roche—EA  
Lester W. Western—EA  
Donald E. Wilton—EA  
David J. Wolman—EA  
James A. Allen—GL  
Eugene C. Anderson—GL  
Bryan S. Bailey—GL  
Robert Canaday—GL  
Gordon C. Hartman—GL  
Steven M. Miska—GL  
Curt H. Miskin—GL  
James W. Padgett—GL  
Donald B. Powell—GL  
Vernon J. Spitzer—GL

Lyle E. Adams—MA  
Edward L. Meyer—MA  
John Anselmino, Jr.—PI  
James E. Crowder—PI  
Frank Fries, Jr.—ME  
Richard H. Luffman—ME  
Salvatore E. Liggett—ME

Albert J. O'Donnell—NE  
James T. Siskin—NE  
James H. Wallis—NE  
Jay Roscoe—NM  
George A. Roscoe—NM  
Robert L. Bentley, Jr.—NM  
Douglas P. Mahoney—NM  
James T. Perkins—NM  
Wayne E. Peterson—NM  
Walter W. Smith—NM  
Dennis C. Cook—NM

John H. Allen—ND  
Ray F. Craft, Jr.—SD  
William C. Decker—SD  
William A. Dringway—SD  
David J. Fulkner—SD  
Clement J. Gardner—SD  
Douglas D. Gluck—SD  
James J. Grant—SD  
Shirley G. Green—SD  
Hugh M. Hagan—SD  
Martha S. Hamer—SD  
George C. Jackson, Jr.—SD  
Ralph Y. Jones—SD  
Irry C. Lupton—SD

John R. Albrecht—SW  
James L. Bailey—SW  
Robert J. Batten—SW  
Clark M. Biley, Jr.—SW  
Lester E. Carter—SW  
Waymond D. Clark—SW  
Clarence H. Craig—SW  
James B. Higgins—SW  
Harry H. Johnson—SW  
John A. Kenyon—SW  
Laurie W. Malen—SW  
John K. Peterson—SW  
William C. Skane—SW  
Irene M. Walker—SW

William G. Allen—WA  
Richard C. Cough—WA  
Walter G. Conkley, Jr.—WA  
Raymond E. Danahy—WA  
John W. Florida—WA  
Lawrence Langford—WA  
Van Der Veer Smith—WA

■ **James R. Brandon**, manager, London, Ky., FSS, from the Fort Myers, Fla., FSS.

■ **Lewis A. Butler**, assistant manager, Tampa, Fla., Tower, from W. Palm Beach.

■ **Gene H. Campbell**, assistant manager for training, Memphis, Tenn., ARTCC.

■ **Billie B. Cox**, assistant manager for automation, Atlanta (Ga.) International Airport Tower, from the Anchorage Tower.

■ **William P. Dornley**, manager, Jackson, Tenn., Automated Flight Service Station.

■ **John F. Gilmore, Jr.**, manager, Dyersburg, Tenn., FSS, from the San Juan FSS.

■ **Rene Gonzalez**, unit supervisor, Caribbean Flight Standards District Office, San Juan, Puerto Rico, promotion made permanent.

■ **Hoy B. Hoff, Jr.**, manager, New Bern, N.C., AFSSO, Raleigh, N.C., AF Sector.

■ **Ashley P. Hays**, area supervisor, Jacksonville, Fla., ARTCC.

■ **John W. Jackson**, manager, Greenwood, Miss., AFSSO, Jackson, Miss., AF Sector.

■ **Raymond E. Johnson**, area supervisor, Knoxville, Tenn., Tower.

■ **Stephen McDuffee**, manager, Duhon, Ala., FSS, from the Montgomery, Ala., FSS.

■ **Samuel J. McKay**, manager, Employee Development Branch, Human Resource Management Division.

■ **Jimmy C. Mills**, staff officer, Evaluations Staff, Air Traffic Division.

■ **Richard A. Nuttall**, area supervisor, Jacksonville Tower, promotion made permanent.

■ **Richard A. Perez**, supervisor, Engineering Services Section, Electronic Establishment Engineering Branch, AF Division.

■ **Edwin R. Perry**, manager, Tamiami Airport Tower, Miami, Fla., from Orlando.

■ **Winford A. Beloe**, manager, Mobile, Ala., Airway Facilities Sector Field Office, Jackson, Miss., AF Sector.

■ **James H. Binley**, area supervisor, Albuquerque ARTCC AF Sector, from AF Division.

■ **Jose M. Menchaca**, area supervisor, San Antonio Tower, from the Reno, Nev., AFSS.

■ **Jon K. Miller**, assistant manager, San Antonio AF Sector, from Charlotte, N.C.

■ **Bobby K. Riley**, radar specialist, Albuquerque AF Sector.

## Southwest Region

■ **Coylo C. Bennett**, assistant manager for program support, San Antonio, Texas, Airway Facilities Sector, from New Orleans.

■ **Robert N. Bowen**, area supervisor, Albuquerque, N.M., Flight Service Division.

■ **Arlen J. Byrd**, area supervisor, De Ridder, La., Automated Flight Service Station, from the Lake Charles, La., FSS.

■ **John R. Chitwood**, manager, Shreveport, La., Tower.

■ **Richard J. Cibak**, manager, Airspace and Procedures Branch, Air Traffic Division.

■ **Ralph E. Diddie**, unit supervisor, Andrews, Texas, AF Sector Field Office, El Paso, Texas, AF Sector, from Austin.

■ **William G. Ellis**, operation inspector, Houston, Texas, Flight Standards District Office, promotion made permanent.

■ **Darward A. Forge**, manager, Lawton, Okla., Tower, from Dallas-Fort Worth.

■ **William C. Gliese**, manager, Shreveport AFSSO, Little Rock, Ark., AF Sector.

■ **Robert N. Goldston**, area supervisor, Oklahoma City Tower, from DFW Tower.

■ **Billy C. Lacy**, assistant manager, quality assurance, Albuquerque ARTCC.

■ **William J. Levisay**, assistant manager, Austin, Texas, Tower, from AT Division.

■ **Roger W. Lindlow**, manager, Albuquerque ARTCC AF Sector, from AF Division.

■ **Jose M. Menchaca**, area supervisor, San Antonio Tower, from the Reno, Nev., AFSS.

■ **Jon K. Miller**, assistant manager, San Antonio AF Sector, from Charlotte, N.C.

■ **Bobby K. Riley**, radar specialist, Albuquerque AF Sector.

■ **Grandville W. Sprayberry**, assistant manager for program support, Houston ARTCC AF Sector, from the El Paso AF Sector.

■ **Evelyn J. Washington**, area supervisor, Tulsa, Okla., FSS, from Roswell, N.M., FSS.

■ **Daniel E. Wood**, field office manager, Oklahoma City AF Sector, from DFW.

■ **Stanley E. Ware**, manager, National Automation Engineering Field Support Sector, Maintenance Engineering Division.

■ **James A. Caudle**, manager, Control Systems Branch, Automation Software Division, Air Traffic Plans & Requirements Service.

■ **Michael Lee Evans**, manager, A-76 Program Branch, Management Analysis Division, Office of Management Systems.

■ **Curtis R. Maloy**, supervisor, Planning Section, Plans & Budget Branch, Program Management Division, Office of Program & Regulation Management.

■ **John D. Varoli**, staff officer, Brussels (Belgium) Aerial Certification Staff, Office of Airworthiness.

■ **Roger D. Arnold**—WP  
Hugh R. Cain—WP  
Arthur G. Chaney—WP  
Darl G. Corson—WP  
Richard L. Crockett—WP  
Mary E. Dossaint—WP  
John W. Elliot—WP  
Gary E. Hines—WP  
Marvin E. Holman—WP  
Albert E. Joz—WP  
James T. Karamich—WP  
William E. Knight—WP  
Gerald D. Murphy—WP  
Arthur E. Powell—WP  
Franklin P. Price—WP  
Donald E. Roman—WP  
James L. Stoberg—WP  
Robert E. Swanson—WP  
James W. Walsh, Jr.—WP  
Norman Wald—WP

■ **James A. Caudle**, manager, Control Systems Branch, Automation Software Division, Air Traffic Plans & Requirements Service.

■ **Michael Lee Evans**, manager, A-76 Program Branch, Management Analysis Division, Office of Management Systems.

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Darl G. Corson—WP  
Richard L. Crockett—WP  
Mary E. Dossaint—WP  
John W. Elliot—WP  
Gary E. Hines—

Among the first crew of controllers when CAA took over O'Hare tower from the Air Force was Jay Van Derveen (left), Robert Helmuth and tower chief George Niles.

George Niles Collection



It was 1947 and a time of change in Des Plaines. The Civil Aeronautics Administration had taken over operations at O'Hare Airport the year before from the U.S. Air Force, and I arrived on the scene.

George Niles was the first CAA tower chief in what was a cab atop an Air Force hangar at the north end of the field. He was assisted by Ed Hayes, Bob Helmuth, Bob Schwank, Jay Van Derveen and one other controller whom I can't recall.

In addition, Airway Facilities sent one maintenance technician from the Midway sector to take care of the equipment. His name was Nelson Locke. This was in August 1947.

I was given full responsibility for maintenance of the tower communications, left over from the Air Force—an instrument landing system, including a localizer glide path, middle and outer marker, the Franklin Park fan marker, and the Glenview Naval Air Base loop range and weather bureau Teletype station.

My instructions from Jean Montpas, MTIC (maintenance technician in charge, much like a sector chief) at Midway, included being "on call" 24 hours a day, seven days a week, and "reading the meters" at the tower seven days a week. When I asked him about the seven-day assignment, he replied, "Just take off early on Wednesday afternoon."

Money was tight in 1947. I was assigned a 1938 Chevrolet truck which broke down in one week. Then a World War II surplus Navy Plymouth station wagon—the rear end fell off at two weeks. They had no other vehicles, so I was allowed four cents a mile to drive my personal Ford coupe. I had to log and justify every mile claimed.

For working equipment, I was provided with a tube checker and a Simpson 260 multimeter from Midway

and told to use my personal hand tools. If I needed anything else, I was supposed to borrow it from Midway.

I was friendly with the Air Force technicians at the 434th Troop Carrier Wing base radio shop. Later on, as an Air Force reserve communications officer, I was put in charge of the shop while on two weeks' active duty.

As winter approached, there was a coal shortage at the base power plant. The heating cut-back resulted in little heat in the tower or the base radio shop. We rigged an electric heater for the tower, using old streetcar components the city supplied, but the night-shift controller wore a winter flying suit on duty because the circuits could not support the heater at night when more electricity was in use. When I got cold at the unheated sites, I went to the Air Force shop where they had electric hot plates and small heaters rigged for some warmth.

As a one-man team, I had problems making audio runs to the various ILS facilities from the ATCT monitor in the cab. The cab was a five-story walk up.

Now retired, Nelson Locke was previously chief of the Airway Facilities sectors at the Indianapolis ARTCC and Chicago's Midway Airport.

The controllers helped as much as possible, but I estimated I lost 35 pounds going up and down the tower stairs. I weighed almost 220 pounds when I started and about 185 when I left.

Access to the tower was from an Air Force entrance gate, through an aircraft parking ramp to the ATCT, about 1,000 feet away. I needed to get to the tower base with equipment, but the Air Force police would not let my personal Ford through the gate.



The first O'Hare tower was perched atop an Air Force hangar during World War II and after, not far from the Douglas Aircraft bomber plant.

George Niles Collection

## When O'Hare and I Were Young Electronics Technician Recalls 40 Years Ago

By Nelson A. Locke



Bob Schwank with secretary Mary Sanahan during the days of the second O'Hare tower. Schwank was one of the original O'Hare controllers in 1946.

So, I entered the field at the northwest corner via the city gate and waited on the edge of the east-west runway for a green light from the tower cab. George's controllers knew my car and gave me prompt runway clearance to the base of the ATCT, using the light gun.

The Air Force then objected to my Ford being parked at the base of the tower. They said that if I showed up there again I would be arrested.

As a former Air Force engineering officer, I was not to be intimidated. I showed up anyway. The Air Force police climbed the five stories to arrest me.

However, I told them that, as I was responsible for the operation of the equipment, I would have to pull the power switch if I were to go to jail. While they conferred with the base commander, a general, I called the regional Airway Facilities Division chief, Les Marriner, and told him my troubles. He said to stay in the cab and not to pull the switch until he called back.

Les consulted with the general and they agreed I needed my Ford to keep the tower on the air. From then on, I

used the Air Force gate and was saluted by the guards as I drove through without delay.

In December, the region decided to make a two-man field sector out of my facilities. I was outbid for the supervisory position by Ed Lipecki, whose service computation date in the CAA was two months before I joined the signal Corps in 1942. That's the way they figured it in those days.

I returned to Midway Airport as a technician while Ed Lipecki and Vern Plettau took over the new O'Hare sector.

Two months later (February 1948), I was the only bidder on the sector chief vacancy at Midway Airport and I was selected. At that time, Midway was the busiest airport in the U.S. and the Airway Facilities sector the largest, with 17 technicians and a stenographer. ■

### People *continued from page 9*

#### Western-Pacific Region

- Virginia L. Agilar, unit supervisor, San Diego, Calif., Airway Facilities Sector.
- Gerald A. Baumgart, area supervisor, Burbank, Calif., Tower.
- Harry K. Boyle, manager, Prescott, Ariz., Tower, from the Las Vegas, Nev., Tower.
- Gordon W. Brewer, manager, Napa, Calif., Tower, from the Chico, Calif., Tower.
- Lawrence R. Cuesta, Jr., manager, Salinas, Calif., Tower, from Los Angeles.
- Paul O. Dustman, assistant systems engineer, Oakland, Calif., ARTCC AF Sector.
- James W. Faucett, manager, Modesto, Calif., Tower, from Sacramento.
- Matthew J. Fletcher, manager, Palmdale, Calif., Tower, from Edwards AFB TRACON.
- Harold R. Gelfman, manager, Edwards Air Force Base AFSFO—Radar/Communications, South, promotion made permanent.
- Franklin Gin, area supervisor, Oakland TRACON.
- Thurman Gupta, area supervisor, Oakland Tower, from Hayward, Calif., Tower.
- Martin J. Hardy, area supervisor, Phoenix, Ariz., TRACON, from Burbank Tower.
- Vicki J. Hendrickson, unit supervisor, Phoenix AF Sector.
- Charles S. Kaskig, manager, Honolulu Flight Service Station, from Reno FSS.
- Richard A. Lund, area supervisor, Oakland ARTCC.
- Anita M. Mahler, unit supervisor, Golden Gate AF Sector, Hayward, Calif.
- James E. McClenahan, area supervisor, Oakland TRACON.
- Ronald R. McGaw, unit supervisor, Las Vegas, Nev., AF Sector.
- John J. Medina, assistant manager, programs, Phoenix TRACON.
- William M. Millen, manager, Santa Barbara, Calif., FSS, from Bakersfield.
- James R. Miller, area supervisor, Marine Corps Air Station TRACON, El Toro, Calif., from the Santa Barbara Tower.
- Gregory I. Mueller, area supervisor, Oakland ARTCC, from the Oakland TRACON.
- Frederick F. Nakamitsu, unit supervisor, Finegayan, Guam, AFSFO, from Hawaii.
- Donald R. Oliveira, unit supervisor, Phoenix AFSFO, from the Oakland ARTCC.
- John M. Rivers, manager, Budget and Systems Staff, Financial & Management Resources Division.
- Thomas A. Smith, staff engineer, CSIF Program Section, Establishment Engineering Branch, AF Division.
- Michelle J. Solk, unit supervisor, Sacramento, Calif., AF Sector.
- John A. Svoboda, assistant manager for technical support, San Diego AF Sector.
- Leland J. Wingard, area supervisor, Sacramento Metropolitan Airport Tower.

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.

### They Remember It Well



FAA retirees who had worked at Chicago Municipal Airport (now Midway) joined Great Lakes Region Director Paul Bohr in re-dedicating a bronze plaque there that commemorated the first commercial flight at the airport in 1927. From the left are Bernard McGoorty, who began as a city air traffic controller; Bohr; George Niles, tower chief and later O'Hare tower chief; Nick Molsen, tower chief; and Joe Ritter, technician there and at the Chicago Center.

Feb 87

# Heroes Are Made, Not Born

By Fred Farrar

**F**AAer Jack Wheeler tried to talk the gunman out of it, arguing that so far he hadn't killed or wounded anyone and that if he gave himself up now, it would go easier on him.

But his abductor wasn't buying. His hand tightened on the grip of the .357 Magnum revolver, and his eyes hardened as he said he was either going to get away free and clear or die shooting it out with the police.

At that point, Wheeler knew that sooner or later he would have to make a move or, quite possibly, be killed himself in the crossfire.

It was not the kind of situation in which an FAA employee normally expects to find himself.

The date was Nov. 3, 1986, and for Wheeler, the ordeal had begun a few hours earlier after he had opened the Vichy Flight Service Station at the Rolla, Mo., airport at 6:30 a.m.

Wheeler, a specialist at the Vichy

*The assistant manager of the Public & Employee Communications Division, Mr. Farrar is a former Washington correspondent for the Chicago Tribune.*

FSS since 1958, was alone in the station when the door opened and a man in disheveled clothing with cuts on his face, pointed a pistol at him and said, "I want to go to Florida."

"He made it very clear," Wheeler said, "that he intended for me to take him there and in my car."

"I looked at him, the gun and the hollow point bullets in it and didn't give him any arguments."

So they started south, with Wheeler driving under strict instructions to go slow and carefully and do nothing to attract attention.

As they drove through the rolling, wooded countryside, the gunman told Wheeler that he had tried to hold up a gas station the night before, gotten into a gunfight with police and suffered a flesh wound in his right leg.

In trying to complete his escape, he had wrecked his car and suffered the cuts on his hands and face in the process.

"It was then," Wheeler continued, "that he saw me opening the station and picked me as his chauffeur."

They had gone about 65 miles and were passing through the small town of Houston, Mo., when Wheeler told the gunman that they were getting low on gasoline and that he needed to go to the bathroom.

He said, "Okay, me too. Let's stop." So we picked out a combination gas station and coffee shop and pulled in.

"We went into the men's room, with him following with his hand still on the gun. Then he said, 'Let's get a cup of coffee.'"

"We sat down at a table—with him sitting opposite so he could keep an eye on me—and a waitress brought us coffee. It was then that I made my pitch that he give himself up. But his icy reaction made me give up on that in a hurry."

Then Wheeler, whose six-foot height gave him a two-inch advantage on the gunman, got his chance.

"The gunman had a cigarette in his left hand, and he took his right hand off the gun to pick up his cup."

"That was when I told myself, 'I'm going to have to do it sooner or later, and I don't think I'm going to get a better chance than this.'"

"So, I grabbed my side of the table, flipped it over on him and dove for the gun. At the same time, I hollered, 'He's got a gun!'"

"We both got hold of it, but I put two fingers in the trigger guard, one in front of the trigger and one behind it, so it couldn't be fired. And I hit him a couple of times in the face and opened up one of his cuts."

"It was then—and it was a toss-up who was more surprised, him or me—that the police came in, and it was all over."

"What I didn't know was that as we were heading for the men's room, the brother of the woman who ran the coffee shop saw the gun, suspected a possible hold-up and ran to the sheriff's office for help."

It took Wheeler about two more hours to wrap things up, giving a statement to the police, putting some gas in his car and calling his boss to tell him where he was and why.

Then he went home, changed clothes—he had gotten some of the gunman's blood on him during the scuffle—and went back to work. He figured he still had a lot of explaining to do.

Wheeler retired at the end of the year, but it wasn't the stress of this event that did it. The Vichy FSS was closed as part of the FSS modernization and consolidation program. ■

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