



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

# FAA World

April 1987  
Volume 17 Number 4



Former FAA Administrators (from the left) J. Lynn Helms, Najeeb Halaby and Langhorne Bond gave their opinions on FAA reorganization at an Air Transport Assn. seminar.

Photo by Ben Kocivar

## FAA Under the Microscope



By John G. Leyden

In many ways, 1987 looms as a year of decision for FAA. Despite continuing gains in such areas as aviation safety and air traffic control modernization, the agency has come under increasing scrutiny in recent years, generating both Congressional and industry demands for a realignment or restructuring of FAA's responsibilities.

Among the various alternatives that have been proposed are:

- Creation of a Federal corporation to run the air traffic control system (by the Air Transport Association of America);
- Establishment of a Federal corporation to handle all FAA functions (National Academy of Public

Administration);

- Transfer of ATC functions to a private organization (Heritage Foundation and Reason Foundation);
- Reestablish FAA as an independent agency as it was prior to the creation to the Department of Transportation in 1967 (Aircraft Owners & Pilots Association, among others); and
- Remove the Aviation Trust Fund from the unified Federal budget process to allow direct funding of FAA programs (numerous Congressional and industry sources).

More is certain to be heard on these issues in the coming months as Congress debates proposed legislation from the Reagan Administration that would ex-

tend for two years the present Aviation Trust Fund mechanism for financing FAA programs. Passage of this "re-authorization" legislation—officially known as the Airport and Airway Enhancement Act of 1987—is considered critical to continued progress in the implementation of the National Airspace System (NAS) Plan and other key FAA programs. The current authority expires Sept. 30, with user taxes slated to lapse at the end of the calendar year.

Related to these discussions will be Congressional considerations of other bills that address the FAA operational

and organizational structure and essentially are at cross purposes with the Administration's proposal. For example, Rep. Norman Mineta (D-Calif.), chairman of the powerful House Public Works and Transportation Subcommittee on Aviation, is a co-sponsor of a legislative proposal to remove the Aviation Trust Fund from the unified budget process. Similar legislative efforts on behalf of the Air Transport Association federal air traffic control corporation also are anticipated this year.

At the same time these debates are underway, an Aviation Safety Commission will be running a separate study of FAA. This seven-member panel was created by Congress last fall "to make a complete

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

## Aero Center Cartoonist Evokes Smiles

The Aeronautical Center's Richard Fletcher looks at FAA differently than other agency employees.

A full-time aircraft mechanic and a part-time cartoonist, Fletcher has the ability to find humor in almost every situation and to translate his views into amusing sketches. His co-workers, for examples, are a source of continuing inspiration. He even thinks airplanes are funny.

"In 1979, I started drawing about funny things that happened on the job and the guys at work started collecting the pictures," he said. "Now they come to me everytime something happens

con't on p. 10



This Fletcher cartoon might be considered an employee suggestion ... of sort. He believes the agency can save money by downsizing aircraft, such as this pint-sized version of the DC-9, designated as N 2.9.

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## FAA World

April 1987

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FAA WORLD is published monthly for the employees of the Department of Transportation/Federal Aviation Administration and is the official FAA employee publication. It is prepared by the Public and Employee Communications Division, Office of Public Affairs, FAA, 800 Independence Ave., S.W., Washington, D.C. 20591. Articles and photos for FAA World should be submitted directly to regional FAA public affairs officers.

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The author configures traffic on a model of New York's LaGuardia Airport, taking his data from actual traffic.

# Airport Machine Models Real Airports

By Laurence J. Kiernan

The number of wide-body aircraft flights at LaGuardia Airport was increased by ten percent recently in an experiment aimed at expanding capacity.

Instead of increasing capacity and improving the quality of service, however, the schedule change had the opposite effect. Problems cropped up all over the airport. The wide-body aircraft were too large to use most of the gates at the main terminal, being restricted to a few of the outer-most gates at the ends of the terminal fingers. When a widebody was pushed back from one of those gates for departure, it blocked a major taxiway and shut off access to a dozen other gates for a full six minutes.

In addition, runway capacity fell off because it was necessary to build a large gap in the stream of aircraft arrivals on Runway 22. This was necessary to avoid wake turbulence whenever a wide-

body departed from the crossing Runway 31.

The new schedule was a nightmare, and delays soared to record levels. Observers concluded that additional gate positions and possibly operating procedures would be needed before the new schedule could be implemented on a permanent basis.

Yet, not one word of this fiasco appeared in print and there were no outraged howls from airline operators or the traveling public. The reason was that the entire exercise had been conducted in simulation, using a computer simulation model called the Airport Machine. The experiment was one more step in the rapid adoption of computer technology for airport planning and development.

Developed by Aviation Simulations, Inc., the Airport Machine uses two video screens for graphic presentations. One shows the airfield with runways, taxiways, gate positions, buildings and aircraft highlighted in color. The other displays flight strips, identifying the

flight or tail numbers of aircraft queued up for arrival and departure, together with their arrival/departure times.

The schedules are realistic, with aircraft operating much as they would in the "real world." The model treats aircraft movements as a controller or airline dispatcher would. It automatically assigns an optimum taxi route and appropriate gate position to each arriving aircraft. For instance, a Piedmont B-737 would only be assigned to a gate that is leased by Piedmont and configured for that size of aircraft.

The simulated graphics can be run at various speeds. At twenty times as fast as real time, aircraft dart about the taxiways and zip in and out of gates. When the model is run at a real-time rate, the aircraft move as they might on a futuristic radar presentation.

A 20-year FAA veteran, Mr. Kiernan is an airport planner in the National Planning Division of the Office of Airport Planning and Programming.

FAA's airport planners are enthusiastic about the Airport Machine for a number of reasons. One of the model's best features is its credibility. Air traffic controllers, airline executives, airport managers and engineers can gather around the video display and watch how traffic is handled, as was the case with the LaGuardia simulation. Inaccuracies that might affect results are easily identified and corrected.

The "debugging" process is much simpler than it was for earlier, non-graphic models, which required a full knowledge of computer programming. Even people unfamiliar with aviation can relate to the graphic display and understand what it means to be number ten in the departure queue.

more exposure than the earlier models that were run on large mainframe computers.

The Airport Machine is just what the name implies. It creates an airport model, useful for simulating those things that may happen on an airport. As it evolves, the model may be used to plan improvements to airports, such as new runways, taxiways and terminal buildings. For example, it has already been used to evaluate terminal plans at Dallas/Ft. Worth and Dulles International Airports.

The Airport Machine will also be useful for scheduling airport pavement repairs. The typical runway or taxiway pavement has a useful life of about 15 years, after which it must be rehabili-

ties build up rapidly when a major runway or other important piece of pavement is closed.

The users would prefer to have the work done in small stages at night, when there is little traffic, returning the runway to service every morning. This is much more expensive for the airport, because it involves overtime rates for labor, artificial lighting, more difficult quality control and a variety of other problems. An airport simulation model is the ideal tool for estimating the delay costs associated with different construction schedules and selecting the alternative that has the best balance between cost and benefits.

The objective of FAA's Airport's Office is to get the program into the regions as soon as possible. If all goes well, Washington expects to purchase IBM/AT computers, acquire the software for use by selected regions and provide training on the program in the current fiscal year. Preliminary discussions have been held with the FAA Academy in Oklahoma City and the FAA Technical Center to provide training for Airports

personnel once the program and the equipment are available.

One of the first regional applications will be the modeling of Chicago's O'Hare International Airport, the world's busiest airport. The theory here is that if O'Hare can be modeled, any airport can.

The O'Hare simulation will be a joint effort by the Great Lakes Region, Washington headquarters, the Technical Center and the developer of the model, Dr. Everett Joline of Aviation Simulations, Inc. It will demonstrate how much effort is involved in modeling a major airport and how much use it can be in the day-to-day business of FAA. The team expects to complete the simulation of the most frequently used runway configuration at O'Hare by mid-year. ■



The two parts of The Airport Machine are the graphics display, which shows a departure lineup on taxiways of LaGuardia Airport, and the data display, which shows the same flights' identifications and arrival and departure times.

Another attractive feature is the low cost and portability of the equipment. The model uses an IBM/AT desktop computer, with some off-the-shelf peripheral equipment, such as a color board and high-resolution monitor. Because the model can be set up in a board room or meeting hall, it is likely to get much

tated or replaced. The work is usually done in warm, dry weather and often coincides with the summer traffic peaks at major airports.

An airport manager has a choice when scheduling a paving operation. His least expensive option would be to close the entire runway or taxiway and perform the work on a standard 9 a.m. to 5 p.m. schedule. This is usually the worst choice from the viewpoint of airlines and their passengers, because air traffic

## Long May It Wave



When three employees at the Lubbock, TX, control tower all died within a short time of one another in 1985, their co-workers began looking for a way to honor their memory. The answer they came up with was a flagpole and granite memorial plaque in a small park-like area outside the tower. The plaque bears the names of controllers Gary Day and James Metz and A.F. technician Norman Downs. The dedication ceremony took place on Dec. 18 in conjunction with the facility's annual Christmas Open House.

# It Should Have Been Orville

By Nick Komons



Sixty years ago, on April 6, 1927, the Aeronautics Branch of the Department of Commerce issued Pilot License No. 1 to William P. MacCracken, Jr., the Assistant Secretary of Commerce for Aeronautics.

The license would have gone to Orville Wright had the inventor been more cooperative. It had been MacCracken, in fact, who proposed to his boss, Secretary of Commerce Herbert Hoover, that it was only fitting that the first license go to Wright, because he was the first man to fly an airplane.

Hoover demurred. It was more appropriate that it go to MacCracken, who had spent the better part of eight years lobbying for Federal legislation regulating aviation safety.

The Assistant Secretary, however, "being Scotch and a bit stubborn," got in touch with Mr. Wright and asked him to take the first license. The physical and written examinations and the flight test would be waived. All Wright had to do was fill out an application blank.

Wright declined. He no longer flew, he told MacCracken; besides, he did not think that he needed a Federal pilot's license to prove that he was the first man to fly.

Clarence Young, the head of the Aeronautics Branch, received Pilot License No. 2. Most of the other low number licenses went to Aeronautics Branch inspectors. C.S. ("Casey") Jones, of Curtiss Aeroplane and Motor, insisted on

and got No. 13, because he considered it a lucky number.

Phoebe Fairgrave Omlie was the first woman to be licensed, receiving No. 199, on June 30, 1927. Amelia Earhart was issued Transport License No. 5716.

Other famous (or soon-to-be famous) fliers were among the first to be licensed: Jimmy Doolittle (No. 18); Charles Lindbergh (No. 69); Ira Eaker (No. 126); Clyde Pangborn (No. 240); Ruth Nichols (No. 326); Howard Hughes (No. 374); Carl Ben Eielson (No. 529); Ruth Elder

The agency historian, Dr. Komons is author of the first volume on federal air regulation, Bonfires to Beacons, and other published works and is a frequent contributor to FAA World.

(No. 675); Igor Sikorsky (No. 846); Claire Chennault (No. 1470); Carl Spaatz (No. 1555); Albert F. Hegenberger (No. 1774); Wiley Post (No. 3259).

Forty years after it had been issued,



Assistant Secretary of Commerce for Aeronautics William P. MacCracken, Jr. (l), received pilot's license no. 1; Director of Aeronautics Clarence Young, license no. 2.



Pilot's Signature.



Phoebe Fairgrave Omlie, the first woman to earn a Federal pilot's license.

MacCracken still had his license, tucked away in a safe deposit box. "But I tell you frankly," he said, "it's been a little embarrassing all these years when people go around saying I have the first pilot's license issued by the Department of Commerce." He still believed it should have gone to Orville Wright. ■

Air traffic controllers at some major airports around the country may be due for a raise in the not-too-distant future.

No, unfortunately, not that kind of a raise. We're talking altitude here, not money.

When the design for the new standard major-activity-level airport traffic control tower is transported from paper to steel and concrete, some FAA controllers will

of their size and the complexity of their operations.

Actually, the new standard design features four height increments, ranging from 204 to 300 feet to the floor of the cab, depending on airport size and operational complexity. This compares with the present standard, which has five gradients, starting at 90 feet and going up to 195.

Equally important from the controllers

## Controllers To Rise to New Heights

find themselves 300 feet from the ground.

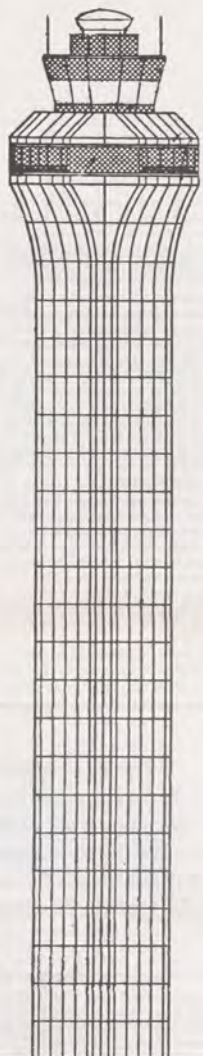
First application of the new design will be at Los Angeles International Airport at a date still to be set. Other major airports also are under consideration, but LAX presently is the one firm site.

The new design standard will help insure operational safety at airports that have undergone expansion in the airfield or terminal areas.

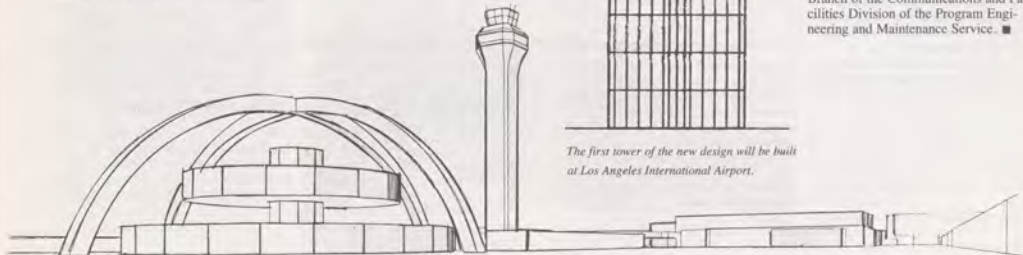
Control towers must be high enough to provide line-of-sight vision over other structures to aircraft on airport movement areas controlled by air traffic controllers and to provide the aerial view needed for controllers to make judgments on sequencing and positioning ground traffic. Accordingly, major airports generally require the tallest towers because

standpoint is that the eight-sided cab will be almost 20 percent larger than present cabs to accommodate new equipment and multiple positions for operations required at major airports. Total floor space will increase from 525 square feet to 625.

The need for an increase in cab size was determined by an evaluation of a full-size mock-up cab with simulated consoles and existing and proposed new equipment. The mock-up was constructed by the ATC Systems Branch at the FAA Technical Center under the direction of Fred Merrick. Operational and technical input was provided by Wesley Rowland, Systems Branch, Air



The first tower of the new design will be built at Los Angeles International Airport.



By David L. Henderson

A general engineer in the Structures Program Branch, Communications and Facilities Division, Program Engineering and Maintenance Service, Mr. Henderson is the technical officer on the \$5 million tower and TRACON design contract.

Traffic Plans & Requirements Service; the Air Traffic planning branches of the Southwest and Western-Pacific regions; Western-Pacific's Airway Facilities Division; and tower personnel from Houston International and Los Angeles.

Immediately below the cab will be two floors containing the break room with a kitchenette, as well as the watch supervisor's office, toilets, electrical and mechanical equipment rooms and microwave antenna balconies.

The shaft will be constructed of precast concrete and steel and will be capable of supporting an AirPort Surface Detection Equipment (ASDE-3) antenna.

The tower is being designed by the Leo A. Daly Company of Omaha, Neb., as part of a national contract under the direction of the Structures Program Branch of the Communications and Facilities Division of the Program Engineering and Maintenance Service. ■

study of the organization and function of the Federal Aviation Administration and the means by which the Administration may most efficiently and effectively perform the responsibilities assigned to it by law and increase aviation safety." Panel members were expected to be appointed by the President in early Spring and complete their work in 18 months.

Not surprisingly, DOT and FAA officials take a dim view of the various proposals to break up FAA. Addressing the subject in a recent speech to the Oklahoma City Chamber of Commerce, FAA Administrator Donald D. Engen said:

"Some critics propose cutting the FAA off from the Department of Transportation, making it an independent agency again. Others are content to leave it within the Department but want to separate its primary source of revenue—the Airport and Airways (Aviation) Trust Fund—from the annual budget process. Still others want to set up a new institutional arrangement—a so-called 'Government Corporation'—to provide air traffic control services."

Engen noted that former Oklahoma Senator A.S. "Mike" Monroney had been a driving force behind passage of the Federal Aviation Act of 1958 which pulled the aviation function out of the Department of Commerce and vested it in a newly created independent Federal Aviation Agency. However, he cautioned that the present situation is quite different, and "it would be a mistake to isolate today's FAA from the Department of Transportation."

"The differences between 1958 and 1987 are important," he said. "In 1958, the CAA had inadequate technology for the growing volume of air traffic. It had no plans to adapt to the civil jet airplanes that were starting to roll off the assembly lines. Today, the FAA is in the middle of major technical programs to improve the nation's airports and airways. These programs gain political support from a Department coordinating the nation's diverse transportation needs."

"In 1958," he continued, "the nation needed a spark to get programs and policies moving to meet new requirements.

Today, the FAA's program to develop the future system is underway, and those developments could very well be slowed—to the detriment of aviation in the United States—by an ill-considered change of the institutional structure."

Probably the most discussed reorganization proposal comes from the Air Transport Association (ATA), which represents the nation's major airlines. It would create a Federally chartered "National Aviation Authority" to operate the ATC system and assume related responsibilities such as maintenance, training, procurement, administration and R&D. Some 37,000 FAA employees would be affected by the transfer. Funding would come from user fees that now go into the Aviation Trust Fund.

ATA President William Bolger argues that the "present FAA structure, with its time-consuming budget, personnel and procurement procedures, makes it all but impossible to run the air traffic control system in a rational, businesslike way." "Taking the ATC function out of FAA," he says, "would free the agency to focus exclusively on safety and regulatory functions."

However, industry opinion is split on the proposal and Engen has said he finds little support in Congress for the mea-

**"The FAA's program to develop the future system is underway, and those developments could very well be slowed to the detriment of aviation in the United States by an ill-considered change of the institutional structure"**

sure. Among those lining up with ATA is the Regional Airline Association, which echoes Bolger's view that a Federal corporation would provide an "orderly, businesslike approach to funding and continuity of planning."

On the other side of the issue are most of the general aviation organizations. In the words of *Business and Commercial Aviation* Editor Jack Olcott, general aviation fears "their interests would not be served by a Federal corporation that



President Richard Nixon beams at Sen. Warren Magnuson (D-Wash.) as he prepares to sign the Airport and Airway Development Act on May 21, 1970. Looking on are DOT Secretary John Volpe (third from right, front), and FAA Administrator John Shaffer (light suit behind Volpe).

focused on the desires of users with the greatest financial clout."

These differences of opinion were evident during a recent all-day seminar on the ATA's proposal, sponsored by the Air Traffic Control Association. Among those voicing opposition to the ATA proposal were three former FAA Administrators—Najeeb Halaby, Langhorne Bond and J. Lynn Helms.

users and minimizing costs. Rather than creating a new organization, he said that a more direct solution would be independent funding for FAA, with the agency controlling its own funding from the Trust Fund with the assistance of an Advisory Board.

Rep. Norman Mineta said he had "serious problems" with the ATA's proposal as well as with those to totally "privatize" the ATC system. He also pointed out that an independent FAA would lose its cabinet-level access to the president.

The legislation that created the Aviation Safety Commission was sponsored by Senate Majority Leader Robert Byrd of West Virginia. In arguing for passage of the legislation last year, he said, "I believe it is time for an intensive, probing, objective reexamination of the FAA, the nation's aviation safety policy and the impact of airline deregulation on aviation safety."

Among the issues the Commission will examine are (1) whether FAA has adequately used its resources to ensure air safety, (2) whether its dual roles of promoting aviation and ensuring air safety conflict and (3) whether it would function more efficiently as an independent organization. It also will examine the agency's management-employee relations.

Administrator Engen has promised that FAA will work closely with the Commission once the members are appointed by the President, although he has expressed reservations about the need for

Helms was the most outspoken of the group. He said the objectives that needed to be addressed by government and industry are maximizing safety, increasing capacity, providing equal access to all continuing roads.

**Feeling Fit**

**Have a Safe Walk**

Walkers and joggers who ply public roads are always at risk. It's reminiscent of the macabre joke about the exasperated parent who says to a bratty child, "Why don't you go play in traffic?"

This is what these adult exercisers are doing, and each year, 8,000 pedestrians are killed by cars.

The ultimate solution is not to mix people and cars on the streets and roads—keep them separated. Although we can work on our legislators for this in any new road building, such ideas often don't get a high priority for spending scarce funds and don't help with existing roads.

So, we caution "be careful." Much of the cautioning is common sense, but just as in aviation we have to turn to a "Back to Basics" program to remind pilots of the ground rules, the rest of us can use a refresher, as well.

yet another study of the agency. He told the Senate Commerce Subcommittee on Aviation last year, "... it's time for us to get on with the needed improvements that we have already discerned, rather than taking additional time to cover ground we have already explored. I frankly believe that there is little that would be gained from another look at the FAA."

Until the Commission completes its work, Congress is unlikely to authorize any major changes in the FAA organization. Still, it must act this year on the proposed Airport and Airway Enhancement Act to assure the continued availability of Trust Fund monies for critical FAA programs.

The two-year "reauthorization" bill, was sent to the Congress on Feb. 22 by Transportation Secretary Elizabeth Dole, who said the legislation responds to challenges of airline deregulation and "provides additional room to grow." Essentially, the bill provides for a substantial increase in facilities and equipment spending in the FY 1988-89 period—up to a total of \$2.85 billion—with airport grants continuing at the current \$1 billion-a-year level. No changes are pro-

Even if drivers want to avoid hitting pedestrians, they can't if they don't see them in time. So, the first rule is "Be conspicuous," as advised by this ditty:

At night  
Wear white  
Or bright  
Or carry a light.  
If you want to live  
To see daylight!

And, as your mother always told you, walk or jog facing the traffic.

Another side to safety afoot is to be alert for criminal attacks. Avoid high-crime areas if possible; carry a loud whistle-like alarm device to draw attention to your plight if attacked; carry a stout walking stick with which to defend yourself (joggers might find it a satisfactory substitute for hand weights); exercise with companions or at least where there are other pedestrians; leave your purse or wallet at home, but do carry identification and minimal money for an emergency phone call or emergency transportation; and simply stay alert.

posed in the current aviation user fee structure.

Debate on the reauthorization bill could serve as a preview of coming attractions when Congress takes up the report of the Aviation Safety Commission, perhaps as early as next year. DOT Deputy Secretary Jim Burnley concedes that some changes may be in order.

"Given the rapid change aviation is experiencing, a two-year authorization bill will provide an earlier opportunity to reassess and alter course as necessary," he told a House subcommittee on Feb. 24. "The final Byrd Commission report should be a major basis for that reassessment."

For his part, Engen has expressed confidence that the basic FAA operational structure will survive these tests and remain essentially intact. In his Oklahoma City speech he said, "We view this (two-year reauthorization) proposal as the first part of what can be a seven-year package that will continue the long-term planning essential to major capital projects." ■

Those aren't the only dangers. About 12,000 people die each year from falls. When out walking or jogging, wear shoes with skid-resistant soles, watch for stones and uneven paving, particularly at night—don't go where you can't see; keep your hands out of your pockets if you're walking so they can absorb some of the shock if you go down; if a surface might be slippery, take small, shuffling steps; and work with your neighbors and community to have walkways and streets cleared of snow and ice.

Exercise is healthy and fun as long as it leaves you in condition to do it another day.

*This material was supplied by Robert B. Sleight, Ph.D., executive director of the Walking Association, P.O. Box 37228, Tucson, AZ 85740.*

**Q & A**

I interpret the SVR section of Handbook 7110.65D to mean that, with few exceptions, a VFR aircraft must have an SVFR clearance to fly into, out of or through a control zone if the weather is reported to be below basic VFR.

Others at our tower advise VFR aircraft to "maintain a position (direction) of the airport in VFR conditions." When the controller sees the aircraft, he gives him an SVFR descent clearance and applies visual separation with other SVFR or IFR aircraft. This is done in all types of weather but usually when visibility is the only restriction.

I contend this is contrary to the handbook, and it appears unsafe. If the reported weather in the control zone is below basic VFR, doesn't an aircraft need a clearance to be in the control zone, regardless of its flight conditions? The handbook seems to be very clear about who needs a clearance in the control zone when the weather is below VFR minimums. In my 10 years as a controller, I have never seen SVFR rules applied so permissively. Am I wrong?

From the wording of your query, you would appear to be correct. FAR Part 91.105 establishes VFR conditions as ceiling 1,000 feet and visibility three miles. The cited handbook, paragraph 7-40, authorizes special VFR (SVFR) operations in weather conditions less than basic VFR minima on the basis of weather conditions reported at the airport of intended landing.

The rule simply stated is: (1) For a landing aircraft, if the control zone's weather is reported as less than basic VFR, an SVFR clearance is required for an aircraft to enter the control zone. (2) If weather conditions are not reported, the pilot must have a flight visibility of at least three miles or must obtain an SVFR clearance prior to entering the control zone. (3) If a control zone is IFR because of a surface-based phenomenon, such as ground fog, the pilot could maintain VFR and transit the control zone above the fog layer without an SVFR clearance.

Please note that SVFR is not authorized for fixed-wing aircraft when visibility is less than one mile. Helicopters have no visibility restrictions.

# People

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- **Ronald T. Wojnar**, manager, Kansas City Manufacturing Inspection Office, Aircraft Certification Division, from Chicago Aircraft Certification Office

## Eastern Region

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- **Larry G. Giles**, traffic management coordinator, New York ARTCC
- **Louis J. Gunther**, manager, Harrisburg, Pa., AF Sector
- **Lyle C. Hartman**, area manager, Washington Dulles International Airport Tower
- **Albert C. Horvath**, manager, Williamsport AFSS
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- **Robert M. Kitson**, supervisor, Maintenance Engineering Section, Maintenance Operations Branch, AF Division
- **Walter Lober**, manager, Empire AF Sector, Syracuse, N.Y., from Bilings, Mont., AF Sector
- **John L. Paepker**, area supervisor, New York ARTCC
- **John Perry**, unit supervisor, Terminal En Route Section, Construction Engineering Branch, AF Division, promotion made permanent
- **Philip J. Russo**, assistant manager, Millville, N.J., AFSS
- **Herbert S. Sellers**, area manager, Washington ARTCC, from the Amarillo, Tex., Tower
- **Kernal N. Smith**, area supervisor, Teterboro, N.J., FSS, from the Millville AFSS
- **Michael L. Walker**, area supervisor, Williamsport AFSS, from the Tompoh, Nev., FSS
- **Gregory Wicker**, area supervisor, Millville AFSS, from the Erie, Pa., FSS
- **Richard C. Worrell**, systems engineer, New York ARTCC AF Sector
- **Harrison K. Worthington**, assistant manager, programs, Williamsport AFSS, from Harrisburg FSS

## Great Lakes Region

- **Sharon L. Bishop**, manager, Management Analysis Branch, Management Systems Division

- **David Cherry**, area supervisor, Cleveland, Ohio, ARTCC, from the Cleveland-Hopkins Tower

- **James H. Cooper**, area supervisor, Minneapolis, Minn., ARTCC

- **Jon P. Fieweger**, assistant manager, plans and programs, Chicago-O'Hare Tower

- **Robert P. Fishman**, manager, Grand Forks, N.D., Automated Flight Service Station, from the Albany, N.Y., FSS

- **David Harvey, Jr.**, watch supervisor, Michigan Airway Facilities Sector, Belleville, Mich., from the Ohio AF Sector

- **Ward E. Huston III**, assistant manager, quality assurance, Chicago ARTCC

- **Wanda F. Loncar**, assistant manager for training, Kankakee, Ill., AFSS, from the Fort Wayne, Ind., FSS

- **Robert L. Miller**, assistant manager, plans and programs, Chicago ARTCC

- **Theodore F. Moran**, assistant manager, Grand Rapids, Mich., Tower, from the Mitchell Field Tower, Milwaukee, Wis.

- **A. Vanita Mountain**, area supervisor, Detroit FSS, from the Indianapolis, Ind., FSS

- **Jack P. Smith, Jr.**, manager, Madison, Wis., Tower, from the Air Traffic Division

- **Collins L. Tocke**, area supervisor, Kankakee AFSS, from the South Bend, Ind., FSS

- **Steven H. Woolthear**, manager, Milwaukee AF Sector Field Office, Wisconsin AF Sector, Green Bay, Wis.

## Metro Washington Airports

- **Alan R. Pellerin**, police sergeant, Washington National Police Branch, Public Safety Division

## New England Region

- **Henry E. Benson**, unit supervisor, Windsor Locks, Conn., Airway Facilities Sector Field Office, promotion made permanent
- **Charles W. Crowe**, manager, Worcester, Mass., Tower, from the Boston Logan Tower
- **Ronald L. Edlis**, manager, Augusta, Me., Flight Service Station, from AT Division
- **Richard Huff**, manager, Boston ARTCC, from the Washington ARTCC
- **Kenneth A. Jeffery**, unit supervisor, Windsor Locks AF Sector, promotion made permanent
- **Valter J. Macomber**, supervisor, Systems Performance & Standards Section, Facilities Operations Branch, AF Division

## Northwest Mountain Region

- **Malcolm L. Bell**, unit supervisor, Salt Lake City, Utah, Airway Facilities Sector Field Office

- **Patricia A. Cates**, manager, Great Falls, Mont., Flight Service Station

- **Joseph G. Conner**, assistant manager for training, Seattle, ARTCC, promotion made permanent

- **Alan W. De Bracy**, area manager, Portland, Ore., Tower

- **Richard A. Dillman**, manager, Klamath Falls, Ore., Tower, from the Boise, Idaho, Tower

- **Joyce C. Fiechlin**, supervisor, Seattle Resource Management Staff, Program and Evaluation Staff, Flight Standards Division

- **Robert E. Greene**, area manager, Denver, Colo., Tower, promotion made permanent

- **David A. Ipson**, assistant manager, plans and programs, Seattle Automated FSS, promotion made permanent

- **Vard D. Jensen**, assistant manager, Salt Lake City ARTCC AF Sector, from NADIN AFSFO

- **James M. Kastner**, area supervisor, Salt Lake City Tower, from Salt Lake City ARTCC

- **Richard T. Pelkowski**, area manager, Denver Tower, from the Southern Region AT Division

- **John M. Perrizo**, manager, Miles City, Mont., FSS, from the Isparta, Wash., FSS

- **Rex K. Pugmire**, area supervisor, Salt Lake City Tower, from the Pocatello, Idaho, Tower

- **Arthur L. Vail, Jr.**, area supervisor, Seattle-Tacoma Tower

- **George A. Wallis**, supervisor, Radar/Automation Installation Engineering Section, Establishment Branch, AF Division

- **Donald C. Legge**, manager, San Juan CERAP

- **Robert E. Maxey**, area supervisor, Atlanta International Airport Tower

- **Henry P. Merrick**, assistant manager, plans and procedures, Hebron, Ky., Tower

- **Cesar A. Padilla**, manager, San Juan AF Sector Field Office, from AF Division

- **Paul J. Pascel**, area manager, Jacksonville ARTCC, from the Miami, Fla., ARTCC

- **Peter W. Peterson**, team supervisor, Employment Branch, Human Resource Management Division

- **George L. Priest**, unit supervisor, Miami Hub AF Sector

- **James E. Sanford**, manager, Miami ARTCC AF Sector, from the Memphis Hub AF Sector

At Bradley International Airport, Windsor Locks, Conn., Acting New England Region Director Clyde DeHart, Jr. (left), presents an FAA plaque to Connecticut Transportation Commissioner J. William Burns for his "extraordinary leadership, creativity and initiative in fostering minority business enterprise and equal employment opportunity programs" at state-owned airports.

## Southern Region

- **Juan Aguilar**, area supervisor, Isla Verde Tower, San Juan, Puerto Rico, from Sarasota, Fla.

- **Charles T. Bannan**, unit supervisor, Atlanta, Ga., Hub Airway Facilities Sector Field Office, Fulton County Airport

- **Wade D. Bright**, systems engineer, Atlanta ARTCC AF Sector

- **Bobby L. Butler**, area supervisor, Orlando, Fla., Tower, from the Tampa, Fla., Tower

- **Fred Carroll**, area manager, Jacksonville, Fla., ARTCC

- **Darrell D. Dunn**, manager, Savannah, Ga., AF Sector Field Office, Columbia, S.C., AF Sector, from the Memphis, Tenn., Hub AF Sector

- **Maurice E. Earnest, Jr.**, area supervisor, Augusta, Ga., Tower, from Montgomery, Ala.

- **Vicky R. Gallaway**, area supervisor, Pensacola, Fla., Tower, from Montgomery, Ala.

- **Robert F. Good**, supervisor, Training/Certification Unit, Operations Section, Program & Planning Branch, AF Division

- **John T. Griner**, systems engineer, Atlanta ARTCC AF Sector

- **Robert L. Hankins**, manager, Mississippi Valley Flight Standards District Office, Memphis, Tenn.

- **Lane E. Jensen**, area supervisor, San Juan CERAP, from the Oklahoma City Tower

- **Hayes D. Kennedy**, unit supervisor, New Bern, N.C., AF Sector Field Office, Raleigh, N.C., AF Sector

- **Billy J. Langley**, section supervisory, Orlando Airports District Office

- **Donald C. Legge**, manager, San Juan CERAP

- **Robert E. Maxey**, area supervisor, Atlanta International Airport Tower

- **Henry P. Merrick**, assistant manager, plans and procedures, Hebron, Ky., Tower

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- **George L. Priest**, unit supervisor, Miami Hub AF Sector

- **James E. Sanford**, manager, Miami ARTCC AF Sector, from the Memphis Hub AF Sector

- **Cyril H. Schulze**, manager, Tampa AF Sector, from the Des Moines, Iowa, AF Sector

- **Roy Connor Sheppard**, assistant manager for training, Jacksonville ARTCC

- **Levis G. Thompson, Jr.**, supervisor, Rocky Mount, N.C., AF Sector Field Office Unit, New Bern AFSFO, Raleigh AF Sector

- **James R. Tucker**, area supervisor, Atlanta ARTCC, from the Miami ARTCC

- **James M. Valentine**, area supervisor, Meridian, Miss., Tower, promotion made permanent

- **David G.C. Whately, Jr.**, assistant manager, St. Petersburg, Fla., Automated Flight Service Station, from the Paducah, Ky., FSS

- **Daniel R. Wilmer**, area supervisor, Jacksonville ARTCC

- **Engene W. Wyzgal**, area manager, Jacksonville ARTCC

## Southwest Region

- **Earl H. Bean**, area supervisor, Amarillo, Tex., Tower, from the Beaumont, Tex., Tower

- **Richard P. Burgess**, manager, Field Evaluation Branch, Investigations and Evaluations Division, Office of Air Traffic Evaluations and Analysis

- **Lindell V. Cain**, unit supervisor, San Antonio, Tex., Airway Facilities Sector, from the El Paso, Tex., AF Sector

- **Frank L. Clausen**, area manager, Houston, Tex., ARTCC

- **Dennis D. Choyd**, area manager, Albuquerque, N.M., ARTCC

- **Walter M. Ernest, Jr.**, manager, Operations Branch, Flight Standards Division, from the San Antonio Flight Standards District Office

- **Larry E. Gelvin, Jr.**, area supervisor, Tulsa, Okla., Tower, from the Oklahoma City Tower

- **Lee R. Holmes**, manager, Dallas, Tex., Flight Service Station

- **William J. Levisay**, manager, Austin, Tex., Tower

- **Dennis D. Livesay**, area supervisor, San Antonio FSS, from the Amarillo FSS

- **Winford D. Mason**, area supervisor, Shepopton, La., Tower, from the Moutant Tower, New Orleans, La.

- **Joyce G. Moody**, chief, Air Security Branch, Civil Aviation Security Division

- **Michael Alan Musgrove**, area supervisor, Abilene, Tex., Tower, from Lubbock, Tex.

- **Edward E. Norton**, assistant manager for technical support, Dallas-Fort Worth Regional Airport AF Sector, from the AF Division

- **Frederick C. Seeger**, supervisor, Field Program & Services Section, Maintenance Operations Branch, Airway Facilities Division, from the Houston AF Sector

- **Richard L. Stallings**, unit supervisor, El Paso AF Sector, from the Little Rock, Ark., AF Sector

- **Thomas E. Stuckey**, manager, Baton Rouge, La., FSDO, from the Office of Flight Operations

- **Albert D. Taylor**, unit supervisor, Austin AF Sector, from the Airway Facilities Division

- **Roy J. Taylor**, manager, Program & Planning Branch, AF Div., from the Aeronautical Center,

## An Occasion Fit for a King



Wayne Barlow, director of the Northwest Mountain Region, congratulates His Majesty Juan Carlos I, King of Spain, following the presentation of a Type Certificate for the CASA Model CN235, a 39-passenger turboprop commuter, in Madrid. The ceremony concluded a five-year effort. Also in attendance were (from the left) U.S. Ambassador to Spain Reginald Bartholomew; Ilmo Sr. Don Manuel Mederos Cruz, Director General of Civil Aviation, Spain; Benjamin Demps, Jr., Director, European Office Headquarters; and Thomas Messier, Director, Office of International Aviation.

- **Charles L. Turner**, unit supervisor, Dallas AF Sector Field Office, Dallas-Fort Worth Airport AF Sector, from the New Orleans AF Sector

- **William R. Underwood**, manager, Roswell, N.M., FSS, from the Wichita Falls, Tex., FSS

- **James H. Wright**, manager, Albuquerque AF Sector Field Office, from the El Paso AF Sector

## Technical Center

- **James F. Jarrett**, technical program manager, Technical Facilities Division

- **Ellis R. Peopples, Jr.**, manager, Information Resources Branch, Management Systems Division

- **Hugo B. Rossbach**, manager, Flight Information Systems Branch, Engineering Division

- **Russell J. Spalea, Jr.**, manager, ATC Systems Branch, Engineering Division

## Washington Headquarters

- **Richard E. Case**, manager, Brown Field Tower, San Diego, Calif., from the Miramar Naval Air Station TRACON, San Diego

- **Duane L. Christensen**, manager, Long Beach, Calif., Flight Standards District Office, from the Flight Standards Division

- **Frank P. Harris**, area manager, Civil Aviation Security Staff, Europe, Africa & Middle East Office, from Eastern Region's Civil Aviation Security Division

- **Clayton William Deaton, Jr.**, manager, Prop-

- erty and Services Branch, Materiel Management Division, Acquisition and Materiel Service

- **Richard A. Kirisch**, supervisor, Systems and Flight Section, Technical Analysis Branch, Aircraft Engineering Division, Office of Airworthiness

- **Peter N. Kovalick**, manager, Human Systems Requirements Branch, System Plans & Programs Div., Air Traffic Plans & Requirements Service

- **Shirley Y. Purnell-Rice**, team leader, Employment Branch, Human Resource Management Division, Office of the Associate Administrator for Human Resource Management

## Western-Pacific

- **Charles H. Aalfe**, manager, Field Management Branch, Air Traffic Division

- **William F. Brissette**, area supervisor, Honolulu, Hawaii, ARTCC

- **Douglas J. Cahill**, manager, Honolulu Airway Facilities Sector Field Office (NavComm), promotion made permanent

- **Richard E. Case**, manager, Brown Field Tower, San Diego, Calif., from the Miramar Naval Air Station TRACON, San Diego

- **Duane L. Christensen**, manager, Long Beach, Calif., Flight Standards District Office, from the Flight Standards Division

- **Frank P. Harris**, area manager, Civil Aviation Security Staff, Europe, Africa & Middle East Office, from Eastern Region's Civil Aviation Security Division

- **Clayton William Deaton, Jr.**, manager, Prop-

- erty and Services Branch, Materiel Management Division, Acquisition and Materiel Service

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- **Duane L. Christensen**, manager, Long Beach, Calif., Flight Standards District Office, from the Flight Standards Division

- **Frank P. Harris**, area manager, Civil Aviation Security Staff, Europe, Africa & Middle East Office, from Eastern Region's Civil Aviation Security Division

## Cartoonist

(cont'd from p. 1)

so I'm usually the first to hear about anything unusual. I am even getting calls from people I don't know wanting me to draw something funny about what happened in their area."

No one at the Aeronautical Center is safe from a Fletcher caricature, including supervisors. For example, his boss' off-hand remark that a monkey could do his job was turned into a cartoon that portrayed him as "Bonzo the Chimp." Fortunately, Fletcher adds, "My boss took it real well."

Creating a cartoon is an almost effortless exercise for him. When an idea hits, he whips out a sketch pad and within a



Here's Richard Fletcher. The AVN mechanic who caricatures worklife at the Aeronautical Center.

matter of minutes has a finished product for "the guys" to add to his collection in Hangar 9 at the Aero Center.

Still, he has never thought of becoming a professional artist. "I feel like if I started taking pay for my art, it might stop being fun. I really enjoy my job here and the people are great."



Mechanics have a way for saving the day.



One unexpected passenger on N-52.

## People

continued from page 9

■ **George T. Fekck II**, area supervisor, Las Vegas, Nev., Tower, from the Santa Rosa, Calif., Tower.

■ **Ronald D. Franson**, manager, San Carlos, Calif., Tower, from the Reid-Hillview Airport Tower, San Jose, Calif.

■ **Ronald D. Gerber**, area supervisor, Van Nuys, Calif., Tower, from the Burbank, Calif., Tower.

■ **Charles H. Hall**, assistant manager, traffic management, Oakland, Calif., ARTCC.

■ **Jon D. Hancock**, assistant manager for automation, Oakland ARTCC.

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

■ **Harvey R. Riebel**, assistant manager, Los Angeles Tower, from the Air Traffic Div.

■ **Richard W. Seiwald**, area manager, Oakland ARTCC.

■ **Albert E. Serrano**, unit supervisor, Honolulu AF Sector.

■ **Charles A. Stinnett**, assistant manager for technical support, Los Angeles AF Sector, from the Airway Facilities Division.

■ **Peter P. Tarasiewicz**, unit supervisor, Radar Automation Section, Maintenance Operations Branch, AF Div., from the Miramar NAS AFSSO.

■ **Jeffrey H. Thorsteinson**, assistant manager—operations, Ontario TRACON, from the Los Angeles TRACON.

■ **Malcolm F. Tindall**, manager, Santa Rosa Tower.

■ **Elva J. Waterman**, support services supervisor, Los Angeles FSDO.

## Retirees

Brimm, I. Lorraine—AC  
Decker, Verma L.—AC

Hunter, Clifton E.—AC  
Hurst, Ralph W.—AC

Kifer, Francis L.—AC  
St. John, Burton, Jr.—AC

Curtin, Francis D.—AL  
Briga, Virginia R.—CE

Bakovacky, Jacob A.—EA  
Hoke, Franklin R.—EA

Lynch, John V.—EA  
Ramage, Robert D.—EA

Cullin, Glenn A.—GL  
Drenkow, Elizabeth A.—GL

Gilbrath, Ronald C.—GL  
Hickenbottom, Ernest E.—GL

Lawhorn, William E.—GL  
Palmbay, Robert J.—GL

Sewart, James R.—GL  
Walker, Glenn L.—GL

Walworth, Robert D.—GL

White, David M.—GL  
Wiegand, Frederick—GL

Jenkins, Charles E.—MA  
McGinnis, Bernard J.—MA

Champion, Roger L.—NE  
Tilley, Bryan D.—NE

Torney, Thomas D.—NE  
Bairbly, Richard H.—NM

Coleman, Arthur P.—NM  
Hawkes, William H.—NM

Tebedo, Donald E.—NM  
Weston, Howard H., Jr.—NM

Wilson, Howard L.—NM  
Mendez, Hilton—SO

Palmer, Jack F., Jr.—SO  
Ralston, Scott J.—SO

Roberts, Bernard R.—SO  
Smith, James L.—SO

Tilley, Patrick A.—SO  
Vickey, Laura M.—SO

Zeichner, Stanford—SO

Harmon, Roy E.—SW  
Norman, Jack A.—SW

Given, James J.—WA  
Sellers, William D.—WA

Smith, Donald L.—WA  
Wilson, W. Wayne—WA

Brown, Delye E.—WP  
Flinders, Jennie E.—WP

Harris, Richard L.—WP  
Holtzlaw, James A.—WP

Marshall, Elizabeth T.—WP  
Ogden, Donald A.—WP

Rains, James—WP  
Aaron, Howard T.—SO

Acosta, Catherine C.—SO  
Bell, J. Luther—SO

Darby, June A.—SO  
Farrs, William L.—SO

Harris, Robert E.—SO  
Lewis, Robert D.—SO



# The Death of the Dirigible

By John G. Leyden

**F**ifty years ago, the age of the airship came to an abrupt and dramatic conclusion with the explosion of the German dirigible *Hindenburg* at Lakehurst, N.J., on May 6, 1937.

The first indication of trouble was a muffled detonation, like the sound a kitchen gas range makes when the flame is lit. Only a few heard it, but by then it was too late to do anything anyway.

A split second later, the small band of newsmen and spectators who were gathered in the rain at the Lakehurst Naval Air Station saw a bright column of red, orange and yellow fire spout from the *Hindenburg* just forward of the upper vertical fin. The 803-foot hull of the airship, shuddering with each new explosion of hydrogen gas, cracked near the stern and fell slowly from the sky like a wounded bird.

Herb Morrison, an enterprising young radio announcer from Station WLS in Chicago, was one of those who stood in the gathering darkness of the New Jersey pine woods on May 6, 1937, and looked on in stunned disbelief as the scene of

unparalleled horror and tragedy unfolded before him. His calm description of the *Hindenburg's* arrival, which was being transcribed for later rebroadcast, degenerated swiftly into a hysterical and unforgettable jumble of words:

"... It's burst into flames... Get this, Charlie. Get this, Charlie (WLS sound engineer Charles Nehlsen)... Get out of the way, please. Oh my, this is terrible. Oh my. Get out of the way, please. It is burning, bursting into flames and is falling on the mooring mast and all the folks... This is one of the worst catastrophes in the world. Oh, it's four or five hundred feet in the sky. It's a terrific sight... Oh, the humanity and all the passengers..."

A soft rain was falling at Frankfurt-am-Main Airport when the *Hindenburg* began its final voyage at 8:15 on the evening of May 3, with 46-year-old Captain Max Pruss, a veteran of World War I Zeppelin raids against London, in com-

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

weather delay was encountered when the airship reached Lakehurst at four o'clock on the afternoon of May 6, after passing over Boston, Providence and New York City.

A severe electrical storm was in progress in the area, and the *Hindenburg* flew slowly down the New Jersey coast awaiting a break in the weather. At 6:12 p.m., the commander of the Naval Air Station recalled the airship by radio, and it arrived back over the field shortly after seven o'clock.

A light rain was still falling, but the sky showed signs of clearing from the west, as the *Hindenburg* made its final approach to the 200-foot-high mooring mast. At 7:21 p.m., the forward handling lines were dropped to the waiting ground crew.

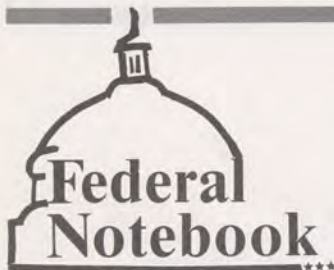
The first flames were sighted four minutes later at 7:25 p.m., some 50 feet forward of the upper vertical fin, over hydrogen gas cells number four and five. From this point, the fire spread rapidly in all directions, moving forward at high velocity with a succession of muffled explosions as additional gas cells were ignited. Thirty-two seconds after the fire began, the blazing aluminum skeleton of the *Hindenburg* collapsed to the ground—a crumbling maze of twisted and blackened wreckage.

Both the German and United States governments investigated the disaster and concluded the probable cause was the ignition of free hydrogen escaping from the after gas cells. Both accident reports mentioned "brush discharge" due to atmospheric electrical disturbances as a possible source of ignition. The possibility of sabotage was mentioned, and this possibility has been developed by various authors, including Admiral Charles E. Rosendahl, a technical advisor to the U.S. inquiry board.

On board the *Hindenburg* at the time of the accident were 36 passengers, about half the airship's capacity. Twenty-three managed to leap to safety, many while the dirigible was still in the air, but 13 perished in the flames. A ground handler and 22 of the 61 crewmembers also died in the fire.

The death of the *Hindenburg* was one of the more spectacular disasters in the history of aviation and finished the rigid airship as a passenger-carrying vehicle. An era was over almost before it had begun. ■

Now in its first North Atlantic crossing of the 1937 season, the *Hindenburg* was battling strong headwinds, which would postpone its arrival in the United States by eight hours. An additional



# Federal Notebook

## INCREASED INSURANCE PROPOSED

Legislation has been introduced in the House that would increase dental and mental health benefits in health insurance plans.

The bill, The Federal Employees Health Benefits Act of 1987, would require coverage of medical treatment for nervous, mental and emotional disorders, including alcoholism and drug addiction, as well as comprehensive dental benefits.

Under the current system, participating companies are required to provide only the most basic benefits -- hospitalization, surgical, ambulatory and obstetrical care. Some high option plans do provide benefits similar to those in the bill, but the legislation would dramatically change the coverage offered by most insurers.

In addition to expanded coverage, the bill also contains a provision that would increase the percentage of the monthly premium paid by the government from 60 to 75 percent of the total cost.

A similar bill, introduced last year, went nowhere because of the high price tag it carried.

## DRUG TESTING BAN APPROVED

An amendment to a supplemental appropriations bill that would bar the

use of federal funds for governmentwide urinalysis drug testing of federal employees has been approved by a House Appropriations Subcommittee. It would still permit the selective testing now going on but would not allow widespread testing.

## PAY RAISE POSSIBILITIES

There are several pay raise proposals under consideration, but we probably won't know which one will be adopted until this fall. The President's budget contains a two percent increase in January 1988; the Senate Budget Committee has proposed a two percent raise in each of the next four years; and the House Budget Committee has tentatively agreed to a three percent raise next January. Union leaders are asking for a six to seven percent increase next year.

## FOUR CONTROLLERS REINSTATED

The Court of Appeals for the Federal Circuit has ruled in favor of four controllers who had appealed their firing during the 1981 strike. The four contended that because they were members of the PATCO bargaining unit and were in Washington negotiating a contract when the strike began, they were entitled to official time for the negotiations.

The case was appealed to the Supreme Court which declined to hear the case, allowing the circuit court ruling to stand.

## LEAVE DONATIONS POSSIBLE

President Reagan has issued an executive order that allows the Office of Personnel Management to start an experimental program allowing federal employees to donate sick or annual leave to colleagues who have medical emergencies.

The pilot program is limited to three specific employees at this time, but could be extended governmentwide.

Under recently published regulations, OPM will consider written requests for leave-sharing that can come either from the employee that needs the leave, a co-worker or a federal agency on behalf of an employee.

## MOVE REIMBURSEMENT TAX MAY BE AVAILABLE

Employees who were reimbursed for a permanent change of station move in 1986 may be able to recover income taxes paid as a result of the move. However, the General Services Administration has advised FAA's Office of Accounts that payment of these claims will be delayed because changes in the tax rates have necessitated development of a new computer program to compute the claims. The office advises, however, that employees should file as soon as possible.

## COMMENTS REQUESTED ON TELEPHONE GUIDELINES

FAAers have until May 26 to submit comments on GSA's proposed new telephone guidelines to allow limited personal long distance calls. Written comments should be submitted to the General Services Administration (KMPR) Attn: Project 87-14A, Washington, D.C. 20405

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