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General Aviation—Is It Growing or Going

By Charles Spence

Trying to figure out the status of general aviation today is like a trip through a carnival fun house: Every turn you take confronts you with a new, more confusing—and sometimes scary—discovery.

It's common knowledge that production and sales of new aircraft are at the lowest point in the history of the industry. But how they got that way, what other segments of the community are doing and where and what general aviation will be in the future are subjects that elicit opinions and excuses as varied as the colors of a desert sunset.

Last year, U.S. manufacturers delivered only 1,085 new aircraft. This was down 94 percent from 10 years earlier when 17,811 were manufactured. In dollars, however, the drop was not so drastic. Factory billing prices on last year's production were only 23 percent below 1978's billings of $1.781 billion. It's the turbojet and turboprop market that's bringing in the dollars on limited production of high-ticket aircraft.

"Although things are depressed, we're not out of business," says Edward W. Stimpson, president of the General Aviation Manufacturers Association (GAMA).

As bleak as the unit production figures appear, they are even more depressing, however, when it is realized that 41 percent of last year's meager production was exported.

The decline in aircraft sales is complemented by decreasing numbers of private pilots, according to the latest *FAA Aviation Forecasts for Fiscal Years 1988–1999*. Between 1980 and 1986, the number of private pilots declined from 343,300 to 305,700. Between 1980 and 1985, the number of student

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

Redefining the Inspector's Job

The national program management team for Project SAFE's human resource management issues met again in January and March to develop KSAs (knowledge, skills and abilities) for Flight Standards inspector positions and establish position-complexity factors that can become part of a revised FAA classification guide.

Project SAFE stands for Safety Activity Functional Evaluation. In addition to the HRM effort, there are teams working on a handbook covering Flight Standards regulations and procedures and on technical training issues.

The HRM team is composed of headquarters, regional office and field employees from Human Resource Management and Flight Standards divisions covering all specialty areas (see photo, page 3).

Projects completed by the team include the development of all Flight

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pilots declined each year from 210,200 to 146,652. In 1986, however, the number of student pilots increased to 150,273.

Prepared by FAA's Office of Aviation Policy and Plans, the *Forecasts* are no more encouraging with its look down the road. By practically every major indicator, the general aviation fleet and its activity are expected to remain static or show only modest gains between now and the turn of the century.

For example, the *Forecasts* indicate that the size of the general aviation fleet actually will decline over the next five years, going from 220,000 in FY 1987 to 217,000 in FY 1992. Then it will start slowly upward, reaching 220,900 in FY 1999.

These trends will affect every facet of FAA operations.

Between 1980 and 1987, general aviation aircraft handled by air traffic control dropped from 29 percent of the total to 22 percent. General aviation's itinerant operations at airports with control towers declined from 64 percent to 49 percent of the total. This represented in excess of five million fewer operations. General aviation's share of instrument operations at airports with FAA towers dropped from just over 50 percent of the total in 1980 to only 42 percent in 1987.

Local operations by general aviation showed an even bigger drop, going from 20.6 million in 1980 to only 16.1 million last year. This reflects a decline in student training.

At flight service stations, where general aviation dominates the activity, total contacts are down more than 27 percent from 1980 and are forecast to show little or no gain.

From all these negative figures, it's easy to see that the status of general aviation today is depressed and depressing. Right? Not at all, say many persons in the general aviation community.

The theories about the reasons for the decline in sales and pilots are diverse. Some cite high aircraft prices and the availability of low-cost alternatives like ultralights. Others hypothesize that high operating costs and interest rates have been responsible for depressing the industry. Still others allege that the changes in the tax laws and high product liability costs are responsible.

The *Aviation Forecasts* note that the general aviation industry is undergoing deep and broad structural changes. General aviation has, to date, failed to respond to the current economic recovery, one of the most robust of the postwar period. Historically, the economic cycle of the general aviation industry has closely paralleled that of the national economy.

To be sure, each of these factors has had some effect. Numerous studies that have been conducted by the Office of Aviation Policy and Plans, by universities and by the industry have shown that many of the economic factors cited above have outweighed the positive effects of a growing economy.

Jonathan Howe, president of the National Business Aircraft Association (NBAA), sees "a strong future for business flying," declaring companies are looking to new technology aircraft to replace the current business fleet in which the average plane is now 16 years old.

The former FAA regional counsel and later director of the Southern Region, Howe says that the used aircraft market remains strong as a result of scanty production in recent years. GAMA's Stimpson agrees. But therein lies more confusion. With a strong demand to purchase aircraft, some industry watchers wonder why the manufacturers are not producing them. Also, to have a buyer for used aircraft, there must be a seller, which indicates a shifting in the types of businesses that use personal air transportation.

"The industries that historically were prime markets for new aircraft are also depressed," Stimpson says, of which the petroleum industry is a prime example. Also, mergers and acquisitions forced the closing or consolidation of flight departments. These are some of the arguments Stimpson makes for low production figures.

Then, there are the uncertainties of investment tax credits and taxation of transportation provided at no cost for families, friends or employees in otherwise unused seats of business aircraft.

Another factor working against business flying was pointed out recently at the annual conference of the Transportation Research Board: Since the deregulation of airlines, fares between major cities have dropped substantially. Businesses can no longer justify using company aircraft in place of low commercial fares.

This may be a drawback, but Stimpson hastens to point out that hubbing by air-carriers significantly adds to the travel time for many trips, and service to many small and medium-size communities has been either cut back or cut out.

So, are the economic and social factors working for or against business flying? Paradoxically, the very reasons given for the depressed present and forecast status of general aviation apply primarily to the only segment of the

industry that is growing.

Last year, shipments of turboprop aircraft increased 5.2 percent over 1986, and turbojet shipments held even with the year before. Turbine aircraft accounted for 93 percent of GAMA members' dollar volume in 1987, up from 90 percent in 1986.

If contradictory events cloud the present and future status of the business-flying segment of general aviation, the personal transportation element is less confused but more depressed.

Although there are some ancillary problems, the main difficulty can be summed up in one word: cost.

In 1978, a single-engine Cessna Skylane cost $47,600. The 1985 price was $101,696. These are base prices, but include the avionics needed to get utility or even to get into certain airspace.

A study done for the Office of Aviation Policy and Plans dramatically shows the overall escalation of prices. In 1972, U.S. manufacturers produced 7,438 single-engine aircraft (not including those used for agricultural applications). Based on their reported net billings, the average cost was $18,688. By 1985, the average was $90,511.

"The manufacturers had a captive market and milked it for everything it was worth," commented a spokesman for one aviation organization.

Manufacturers naturally disagree. A number of events occurred to accelerate the upward thrust of cost and the downward spiral of sales, says GAMA's Stimpson.

He points to the oil crisis when fuel prices soared, to the recession of the early 1980s, and, most importantly, to liability insurance problems.

Fuel prices went up and never came back down. A 1986 survey by the Office of Aviation Policy and Plans showed the average retail price for 100/130 octane gasoline to be $1.82 a gallon.

Following the recession, sales of recreational vehicles and boats continued to build while those of single-engine aircraft plunged almost into oblivion.

Liability insurance is a central factor, Stimpson declares. Insurance has become so expensive that the major manufacturers are self-insuring up to astronomical amounts. Some suppliers of components no longer sell to aircraft makers.

"It's not just the aircraft we build today," Stimpson explains, "but that long trail of production over the years that makes up the current fleet."

Aircraft 20, 30 and 40 years old are still under the umbrella name of the maker. Claimants have sued all possible defendants, regardless of the extent of their liability, and claims often end up being paid by the "deep pockets" of the larger manufacturing companies.

Here, too, is an enigma. Whether it's manufacturers self-insuring or paying insurance premiums, which averaged $70,000 per airplane in 1985, it's an expense added to the purchase price. The high amount results from the low number of new aircraft produced over which to spread the expense.

Bills have been introduced in Congress to give manufacturers some relief from high claims on older aircraft and accidents that were not the responsibility of the product. "This would be the greatest thing the industry could get to achieve stability," declares Stimpson.

Cost alone is not the sole culprit, however.

Ed Pinto, senior vice president for communications at the Aircraft Owners and Pilots Association, says "Complexity of regulations is making it tough to fly." He also points to the need for a national program to develop airports. "We need a Presidential commitment," he states.

Despite the down sides, Pinto, who was the assistant administrator for public affairs at FAA, is optimistic. "In the early 80s, we lost a lot of pilots," he explains, "but those we have now are doing more serious flying and are more proficient."

What will help growth, Stimpson, Pinto and others in the industry agree, is a better climate of growth. This includes more satellite airports, less complexity in regulations and more stability in pricing.

New technology aircraft are in the wings, waiting to be produced, Stimpson notes. "Simplifying the certification process" can help move these along faster, he declares. He and others call for rules for safety but not rules just for the sake of rules.

Will general aviation find its way out of the maze? Stimpson sums up the position of most in the industry when he says "Our crystal ball is so broken we've given up trying." ■

Inspector's Job *continued from page 1*

Standards inspector position descriptions and performance standards incorporated in a transition plan for implementing the HRM portion of Project SAFE.

The HRM team will meet for the eighth time on May 16 to continue their work on other related position-management issues. ■

Project SAFE's HRM Program Management Team includes (left to right, front) Al Hodges, Headquarters Flight Standards; Frank Helander, Denver FSDO; Larry Wermager, Chicago FSDO; Bernie Lockert, Des Moines FSDO; Kathleen Ziemer, Great Lakes Flight Standards; (rear) Ann Horton, Southwest HRM; Jennifer Hojnacki, Great Lakes HRM; Dave Custis, Program and Regulations Management; Ken Giordon, Personnel and Technical Training; Ernest Wilson, Flight Standards, Rita Lutz, Flight Standards; Holly Evans, Flight Standards; Floyd Shaw, Mid-South FSDO; Jack Grogan, New York ACDO; Lou Ludwig, Southwest Flight Standards; Jim Spaulding, Flight Standards, acting Project SAFE manager; Paul Van Emmerik, Oakland FSDO; and Dick Merriman, Oakland FSDO. Not shown are Dick Goldfield, Personnel and Technical Training; and John Roseborough, Flight Standards.

Feeling Fit

Exercise Helps Reduce Stress

Exercise is one of the finest stress-reduction techniques you can employ. Ironically, according to the definition of stress as the physiological response of the body to any demand, exercise itself places the body under stress. When you are exercising, you are using a stressful activity to combat the ravages of stress.

Exercise, relaxation and good nutrition are not likely to help you do away with what is causing the stress, but they will help strengthen you so that you can deal with stressors more effectively. In some cases, they can also be seen as a temporary flight from the stressor, but never a permanent flight.

The temporary flight ultimately enables you to return to the stressful situation with more composure and strength so you can withstand the stressors or perhaps even attack them.

Of course, if you aren't careful, you could overdo it and cause the exercise to become more distressful or harmful. Yet, as long as you are not overdoing the strenuous activity, it can be quite beneficial.

The virtues of exercise are many and they have been extolled by many. Its benefits in combatting excessive stress are in developing cardio-vascular fitness and forcing you to relax when it's over.

For you sedentary types, the following may be useful for unwinding.

This program was developed by Denise Austin, an exercise consultant in Alexandria, Va., and is endorsed by the American College of Sports Medicine. Austin says that for the best results, these exercises should be done in conjunction with a regular aerobic exercise program that includes strength training, flexibility and sound nutrition.

Fingers. *With palms down, spread your fingers apart as far as you can. Hold for the count of five. Relax. Repeat.*

Knee Kiss. *Pull one leg to your chest, grasp with both hands and hold for a count of five. Repeat with other leg.*

Back Relaxer. *Sit on a chair. Bend down between your knees as far as you can. Return to upright position, straighten and relax.*

Quadriceps. *Bring your legs straight out in front of your body. Hold them in that position for five seconds. Make sure that you are sitting up straight. Relax. Repeat.*

Windmill. *Sit in a chair. Place your feet apart on the floor. Bend over and touch your right hand to your left foot with your left arm extended up. Alternate sides repeatedly.*

Pectoral Stretch. *Grasp your hands behind your neck and press your elbows back as far as you can. Return to the starting position, drop your arms and relax. Repeat.*

Shoulder Roll. *Slowly roll your shoulders forward five times in a circular motion using your full range of motion. Then roll your shoulders backward five times with the same circular motion.*

Neck. *Let your head drop slowly to the left, then to the right. Slowly drop your chin to your chest. Then raise your chin as high as you can. Turn your head to the left, return it to the normal position and then turn it to the right.*

Middle-Upper Back Stretch. *Raise your right arm and grasp it below the elbow with your left hand. Gently pull your right elbow toward your left shoulder as you feel the stretch. Hold for five seconds. Do the other side.*

Side Stretch. *Interlace your fingers and lift your arms over your head, keeping your elbows straight. Press your arms backward as far as you can. Then slowly lean to the left and then to the right until you can feel the stretching.*

Reprinted from *The Physician and Sportsmedicine*

Q & A

With regard to providing traffic advisories, Handbook 7110.65, paragraph 2–21 a.(1) states: "Provide this service as follows: a. To radar identified aircraft: (1) Azimuth from aircraft in terms of the 12-hour clock."

Can nonapproach control towers without BRITE provide traffic advisories in this same manner?

Can that tower assign a heading to an IFR or VFR aircraft when providing traffic advisories/separation services (7110.65, paragraph 3–9 a.(3)). If so, must we say "suggested heading"?

Can that same tower exchange traffic between VFR arrivals entering the airport traffic area (ATA) and IFR departures, applying the rules and phraseology of visual separation? If not, what is our responsibility in providing traffic advisories/separation between IFR departures needing to go over to approach control or ARTCC frequency and VFR inbounds on the tower's frequency, not radar identified? (Ref: 7110.65, paragraph 7–10 a.(1–3), (a–e) excluding (d)).

The answer to all three is "no." Paragraph 3–6 b. in the handbook describes the manner in which a nonapproach control tower (without a certified tower display) shall issue traffic information.

Paragraph 3–9 specifies that local control may use certified tower radar displays for traffic advisories/separation services. The only headings that can be assigned to an IFR aircraft by a nonapproach tower are those specified by the facility having approach control responsibility.

Paragraph 7–10 does not apply to nonapproach control towers without certified tower radar displays. The specific separation responsibility for these facilities, in regards to conflicting traffic, is the exchange of known traffic as described in paragraph 3–6 b. Any IFR responsibilities (including issuance of headings, clearances and separation) must be delegated to a nonapproach control tower by the facility having approach control responsibility via a Letter of Agreement.

An N-Number for Posterity

The registration number on Amelia Earhart's Lockeed L-10 Electra has been permanently withdrawn from circulation nearly 51 years after she disappeared with the plane over the Pacific Ocean.

At the request of Amelia's sister, Muriel Earhart Morrissey, Administrator Allan McArtor asked that the number—16020—be withdrawn by the Airman and Aircraft Registry at the Mike Monroney Aeronautical Center in Oklahoma City.

Earl Mahoney, manager of the registry, ordered the action after finding that the number was being held by Mrs. Morrissey. In her letter, the sister detailed a long search of the records, which indicated that the number had already been withdrawn once, put back into service twice and then given up again at her request.

The registry's records show that the number was originally assigned to the Lockheed Aircraft Corp. on July 19, 1936, and was cancelled in July 1938 following Earhart's crash.

In 1928, Earhart was the first woman to fly the Atlantic Ocean, but as a passenger, not as a pilot. In 1932, she was the first to do it as a pilot. In 1935, she was the first pilot ever to fly from Hawaii to the mainland.

In 1929, she founded the Ninety-Nines, the international organization of women pilots.

However, in attempting to be the first woman to fly around the world along an equatorial route in 1937, Amelia Earhart and her navigator, Fred Noonan, were lost in the Pacific Ocean near Howland Island.

The flight began in Oakland, Calif., on May 21, 1937, from which she flew on to Miami, Puerto Rico, several stops in South America and Africa, India, Thailand, Indonesia, Australia and finally to Lae, New Guinea. Her last departure was July 2, heading for Howland Island over 2,500 miles away, where a Coast Guard cutter waited for her and monitored her last radio transmissions.

No trace was ever found of the fliers or the twin-engine Electra. There was speculation that she had diverted to the British-held Gilbert Islands or the Japanese-held Marshalls, but the common consensus is that she ran out of fuel searching for Howland Island and crashed in the sea.

The N-number of the Electra remained unassigned for nearly a score of years, and, in fact, a note in the registry's file of August 1948 indicated that the number was not to be reassigned to any aircraft.

In June 1957, however, the author of that note changed his mind and gave the number to a Lockheed 12A, which crashed in May 1965.

Then, as Mrs. Morrissey wrote, "A misguided devotee of Amelia's succeeded in having her number assigned to his non-flying Ercoupe in 1970. The plane languished and was finally junked due to the lack of care." That plane was deregistered in April 1977.

The number was later reserved by United Technologies and then assigned to Continental Airlines, which wanted it because the last three digits matched the serial number of an airliner it had on order.

Finally, Continental "graciously relinquished" the reservation, and the number was transferred to Mrs. Morrissey to prevent what she called "its misuse ever again."

The notation on Registration 16020 now reads: "This number is never to be used by anyone ever again. Reserved for Amelia Earhart for infinity."

If we can do it for numbers on sports uniforms, it's the least we can do for an aviation star. ■

'You Have Got Him, Digger . . .'

Seventy years ago, the fall of a remarkable aviator brought a lift to the Allied cause in World War I.

By Edmund Preston

Dr. Preston is a member of the FAA history staff, Office of Public Affairs.

Baron Manfred von Richthofen (opposite)
Smithsonian Institution photo

Artwork courtesy of IBM Federal Systems and HDM Advertising

The bitter spring of 1918 witnessed the Central Powers' last great offensive in the most destructive conflict the world had then endured. Among the many casualties of that season was Manfred von Richthofen, a man who had achieved unparalleled acclaim as a kind of hero unknown at the war's beginning. The archetype of the daring fighter pilot, Germany's "Red Baron" still exerts a fascination not limited to military historians and connoisseurs of vintage aircraft.

Trained as a cadet from the age of eleven, Richthofen was commissioned a lieutenant less than two years before the war. He began combat service as a cavalryman but took to the air as the movement of the early campaigns yielded to trench warfare. Flying at first as an observer, gunner and bombardier, he completed his pilot training on Christmas 1915.

Taking the controls of a two-seater, Richthofen was unwilling to leave all the shooting to the observer sitting behind him. He added a second machine gun, mounted to fire forward at an upward angle so that the bullets would clear his own propeller. The Baron used the weapon to bring down a Nieuport bi-plane over the Allied lines near Verdun.

After an interlude of service in Russia, Richthofen returned to the Western front to join one of the new *Jastas*, fighter squadrons formed to cope with a British drive to control the air.

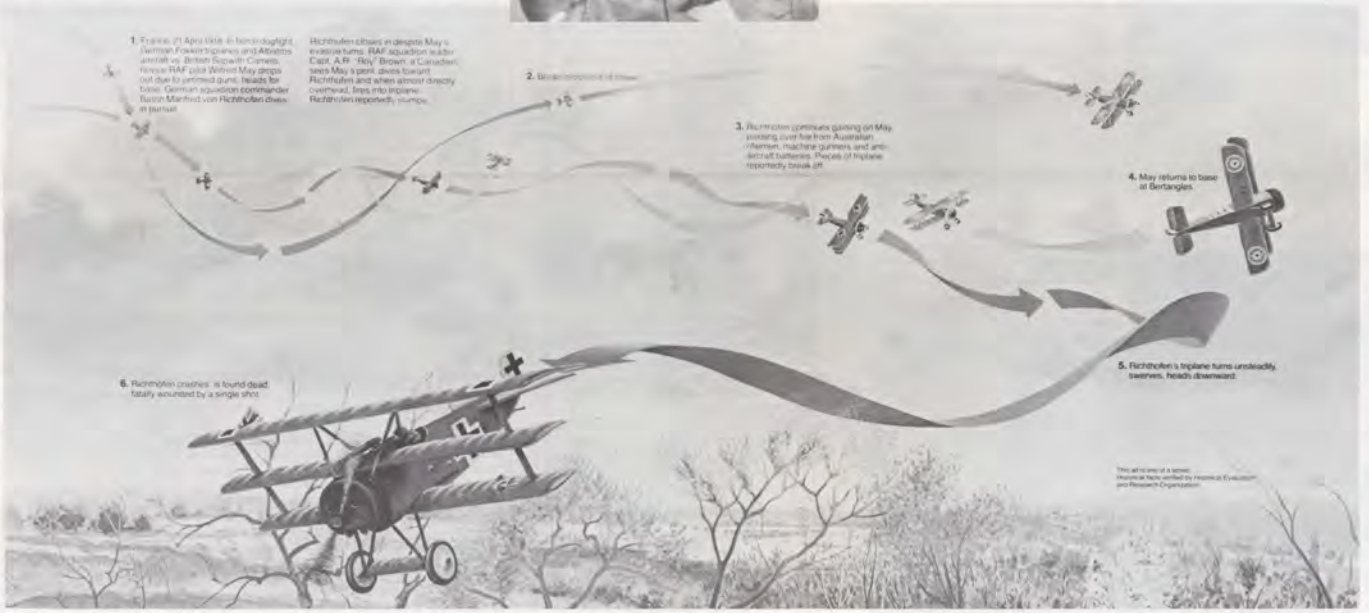
He shot down an enemy aircraft during his unit's initial combat flight in September 1916. Within 10 weeks, the Baron had claimed Britain's leading ace, Major Lanoe Hawker, as his ninth victim. By early 1917, he had 16 wins, the coveted "Blue Max" decoration and command of his own *Jasta*.

Richthofen proved an effective leader whose bright red aircraft was soon famous on both sides of the lines. During "Bloody April" of 1917, his unit played a prominent role in smashing another offensive by numerically superior British aircraft. The Germans followed up this success by creating larger fighter groups that contained four *Jastas* each.

Although he received command of one of these "flying circuses," Richthofen continued his achievements both as a flight leader and individual pilot. He was eventually credited with shooting down eighty enemy machines, more than any other pilot on either side. Although not all these victories could be verified when records were compared after the war, the Baron was clearly a fighter of extraordinary effectiveness.

One underlying reason for this success was German recognition of the need to concentrate air power rather than disperse it in supporting local missions. Aircraft design was also a factor, for Richthofen's opponents often flew markedly inferior machines. A case in point is Major Hawker, whose Vickers push-prop had been outdistanced in the furious technological race by the time he faced the Baron's Albatross.

Nevertheless, the Richthofen phenomenon can be only partly explained by achievements in organization and engineering, for these had counterparts on the Allied side. According to historian Richard Hallion, for example, the Fokker Dr I triplane that the Baron flew during the final phase of his career was no match for Britain's Sopwith Camel. The Fokker was inferior in speed, the very quality Richthofen considered paramount in an aircraft. Yet he destroyed eight Camels in less than six weeks.



The secret of Richthofen's personal skill does not seem to lie in any special dexterity in maneuvering his aircraft, for few considered him a "born pilot." Scorning aerobatics, he concentrated on drawing close to his victim and dispatching him with well-aimed fire. He possessed an unexcelled ability to direct bullets against a moving target, a talent honed by a lifetime's devotion to hunting. Even during the war, Richthofen often spent whole nights in the woods watching for game. He relished the opportunity to shoot bison on a royal estate, an honor he valued all the more because the species was on the brink of extinction.

This passion for the hunt seems to have colored Richthofen's whole attitude toward the war. He compared his feelings on facing the bison with the emotions he felt on the approach of an enemy pilot. Though not without compassion for his adversaries, he felt unabashed joy in his triumphs over them. The Baron picked over downed aircraft for souvenirs that he nailed to his walls like sporting trophies. Until Germany's silver supply ran low, he ordered a special cup made for each of his conquests.

Richthofen's claim to be simply a soldier who paid no attention to his "score" is a false note in his brief autobiography. In general, however, the work seems a genuine and frank account. Despite his occasionally sardonic humor, the 25-year-old Baron prized the honors accorded to him by the Reich and seems to have regarded the war with unreserved enthusiasm. It is possible, however, that his view darkened during the period after he finished the book in the spring of 1917.

During that summer, Richthofen closed with a British aircraft whose gunner began firing at long range. One of the bullets grazed the Baron's skull and sent him plummeting toward the earth. Recovering his senses at low altitude, he was able to land and struggle weakly from the cockpit. The wound put him, out of combat for seven weeks.

A Fokker Dreidecker I, this is the type of aircraft in which von Richthofen was shot down on April 21, 1918.
Smithsonian Institution photo

One biographer believed that Richthofen was "never the same" after this experience, but over 20 victories lay ahead. He claimed the last of these on April 20, 1918.

On the following morning, Richthofen led an attack against two reconnaissance aircraft. His formation was attacked in turn by eight Camels under the command of Captain Roy Brown. Among the British pilots was Second Lieutenant W. R. May, a novice whose machine guns soon jammed.

As May dropped out of the fight, Brown noticed that the lieutenant was being followed by a red triplane. The captain reported that he fired a long burst before losing sight of the German machine.

Realizing that he was being pursued, May dived close to the ground and attempted to dodge away from his attacker. The chase brought the two aircraft over ground held by Australian infantry, who opened fire on the Fokker. Just as May "felt sure this was the end" he saw his enemy "do a spin and a half" before crashing.

"You have got him, digger," said a comrade to Alfred Franklyn, one of several machine gunners who believed his shots had downed the triplane. Recovering the aircraft, the Australians found that Richthofen had died from a single bullet through the chest.

The fallen enemy was buried with full honors, but his red Fokker was virtually dismantled by Allied troops as zealous for souvenirs as the Baron himself. This was unfortunate, because examination of the plane might have helped to resolve an emerging controversy over who killed its pilot.

Many preferred to believe that Richthofen was vanquished by Brown, another "knight of the air," rather than unromantic groundlings. Nevertheless, the balance of evidence seems to favor the Australians. Autopsy findings suggest that the fatal bullet was fired from the side and at a slightly upward angle, while Brown reportedly shot from above and behind. In addition, it seems unlikely that the Baron could have kept up his skillful pursuit of May's Camel after receiving such a wound.

"My son lives as your example," wrote Manfred von Richthofen's father to the Red Baron's fighter group. Much was to be made of that example. The hero was reinterred in Berlin in 1925, and 12 years later, an impressive monument was unveiled at the grave. The ceremony was attended by many of the German power elite, for whom the memory of the unequalled ace fit well with a passionate belief in national superiority.

The resurgent Reich was drawing the wrong conclusions from Richthofen's brief life. ■

A Plane for All Ages

By Roland Herwig

For the people who fly the FAA's lone remaining DC–3, it is like traveling the country in a rare, vintage automobile. Wherever N–34 goes, it draws stares, comments and, from the old-timers, nostalgic remembrances of the era of slower speeds and of pistons and propellers.

It is proving to be the ideal vehicle for FAA's Aviation Education and Back to Basics programs. On airport flight lines or stacked tightly for display at air shows, the CAA "Gooney Bird" turns more heads than the sleek, new state-of-the-art aircraft alongside.

Jim Pearsall, manager of the Oklahoma City Flight Inspection Field Office, an airways inspection pilot and a former air traffic controller, is a rated DC–3 pilot. "I like the airplane; I'm partial to the airplane," he says, "but what truly amazes me is the response it draws from the public."

Jim Duea, another DC–3 pilot with 1,200 hours in it, is sure the program is being perceived by the general public as doing something positive for aviation.

With two years of air shows behind it, the veteran Navy R4D–7 and former Civil Aeronautics Administration and FAA flight inspection aircraft is a much sought after static display.

Aviation education specialist Michael Wayda, Office of Public Affairs, hands out leaflets to members of his target audience at an air show display of N–34.

The first DC–3 made its maiden flight on Dec. 17, 1935; N–34 was launched in 1945 and became a world traveler under Navy colors. It joined FAA in 1963 and served the agency for 23 years. After rescue from being declared surplus, Administrator Donald Engen ordered the DC–3's restoration in CAA colors in 1985.

Flying N–34 out of its home base at the Mike Monroney Aeronautical Center in Oklahoma City to meet a show commitment requires a crew of two to three pilots and a display coordinator. Aviation education specialists from Washington Headquarters meet with the DC–3 at air show locations.

For the volunteer air crew, flights can be a two-day odyssey, requiring several refueling stops. Slow, unpressurized and altitude-restricted, N–34's progress is dependent on the weather, mountain barriers and the distances between sites.

Once at the show site, there are 12-hour days of setting up, cleaning and wiping down the aircraft and showing off the plane and its exhibits and flight inspection console.

Helping man the displays on special occasions is aviation education specialist Mike Wayda from Washington Headquarters. On one side of the exhibit, a seven-diskette aviation science computer program is run to fascinate the sixth through eighth grade students who are the target audience, along with adults and especially teachers. FAA has been offering free copies to those providing a set of floppy disks.

On the other side, video vignettes are shown to support the Back to Basics program, which is targeted to pilots.

"That's the first kind of airplane I ever flew on," is the reaction of many visitors. To those of that generation, the DC–3 is an old friend, remembered from commercial flights taken in the 1930s and 1940s, from military service flying into China or blockaded Berlin or occasionally from CAA and FAA duty for airway inspection.

N–34 is a bit of history, a bit of romance and more than a bit of good salesmanship. ■

The Peripatetic DC–3

FAA's N–34 will range the entire country this year, as usual flown and staffed for its exhibits by volunteers. You can look for N–34 at:

- Experimental Aircraft Association's Sun 'n Fun Fly-In in Lakeland, Fla., April 10–16.
- Alabama Airshow in Dothan, April 23–24.
- Air/Space America Airshow & Exposition, San Diego, Calif., May 13–22.
- Aerospace America 1988 Airshow, Oklahoma City, June 18–19.
- Yakima (Wash.) Air Fair, June 25–26.
- Richards-Gebaur Air Force Base Airshow in Kansas City, Mo., July 16–17.
- Family Fly-In and Safety Seminar, West Yellowstone, Mont., July 23–24.
- Experimental Aircraft Association's Airshow & Fly-In, Oshkosh, Wis., July 29–Aug. 5.
- Reading (Pa.) Airshow, Aug. 13–14.
- Sussex (N.J.) Airshow, Aug. 26–28.
- Canadian International Airshow, Toronto, Sept. 2–4.
- NAS Oceana Airshow, Virginia Beach, Va., Sept. 17–18.
- New Bedford (Mass.) Air Fair '88, Oct. 1–2.
- Fort Worth (Texas) International Airfest, Oct. 15–16.
- Harrisburg (Pa.) Airshow, Oct. 22–23.

The Message Is the Medium

He Uses High-Tech
To Spread High Tech

When it's time for the FAA Technical Center's 140 engineers, system analysts and electronics technicians in the Engineering Division to communicate new developments to others, they turn to the center's *News 100* newsletter and editor-writer Jeffrey Thal.

For a high-technology place like the Tech Center, it's appropriate that Thal, who works in the Engineering Division, should use technology in communicating their ideas. It's the kind of practical application of computer technology that interested *Personal Computing* magazine, which featured a brief profile of Thal in its January issue.

Thal uses an XT computer, a graphics plotter and a laser printer, supplied with presentation-graphics, drawing and word-processing software.

Thal uses his system to maintain a timely link via newsletters and videotapes with technical personnel across the country.

"The agency is in the sixth year of a 20-year modernization program;" he explains. "We need to be able to keep in touch with the people in the field—those out at lonely radar sites, for example, who are interested in the latest technology and how it will affect their jobs. My job is to keep the information flowing from the engineers here to let them know what's going on."

Knowing his way around computers and desktop publishing is just one of Thal's many interests. Communicating, however, has been his career.

He worked in radio as a producer on the Larry King show and in Florida radio, including a stint with the Miami Dolphins broadcasts, as well as with the Oakland Raiders. He also taught management techniques for the McDonald Corp.

Thal joined the FAA in 1982, first working in the Tech Center's Public Affairs office, then in headquarters' Office of Public Affairs and back again, before becoming a technical editor-writer in the Engineering Division. ■

Volunteers on hand at an air show at Stead Field, Reno, Nev., include (from the left) pilots Jim Duea and Jim Pearsall, Louise Holliday, pilot Larry Musser, aviation education specialist Mike Wayda and display coordinator Jerry Holliday. Mrs. Holliday flew to Reno at her own expense to help her husband with a week-long show schedule.

Volunteers by the Dozen

Mike Ahern, co-pilot
Eric Baird, display specialist
Chuck Barbour, display specialist
Bob Barrigan, display specialist
Jackie Brown, display specialist
Bob Cantrell, mechanic
Robert Cobb, co-pilot
Jim Duea, pilot
John Fritz, display specialist
Don Geoffrion, display specialist
David Graves, display specialist
Will Harris, mechanic
Jerry Holliday, display specialist
Don Krause, display specialist
Gary Lacina, pilot
Paul LeBlanc, mechanic
Jack Milavik, pilot
Terry Parnel, co-pilot
Larry Patterson, pilot
John Pearsall, pilot
Mike Richardson, mechanic
Winston Rose, display specialist
Pam Rosen, co-pilot
Chris Ruhl, co-pilot
Dolly Salisbury, co-pilot
Lucinda Schultz, co-pilot
Alma Yancey, display specialist

A member of the Public Affairs staff at the Mike Monroney Aeronautical Center, Mr. Herwig is a former public affairs officer with the U.S. Air Force.

People

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 to branch manager in offices are published. Other changes usually cannot be accommodated because there are thousands each month.

Aeronautical Center

■ **Lester D. Cagle,** supervisor, Operations Section, Facility Maintenance & Operations Branch, Facility Support Division.

■ **James T. Dills,** supervisor, Aviation Medicine & Training Management Section, Contract Management Branch, Procurement Division.

■ **Wallace L. Emory,** manager, Fleet Management Branch, Aircraft and Fiscal Programs Division, Aviation Standards National Field Office (ASNFO).

■ **Kenneth E. Holmes,** supervisor, Reliability/Standards Section, Quality Assurance Branch, Aircraft Maintenance & Engineering Division, ASNFO.

■ **Gary J. Hull,** chief, Systems Development and Analysis Staff, FAA Depot.

■ **Eugene R. Imes,** manager, Aircraft and Fiscal Programs Division, ASNFO.

■ **Wayne C. Jacox, Jr.,** manager, Aircraft Maintenance & Engineering Division, ASNFO.

■ **Leslie E. McCraw,** unit supervisor, Receipt and Packing Section, Storage and Transportation Branch, FAA Depot, promotion made permanent.

■ **Edwin D. Mitchell,** manager, Cataloging Branch, FAA Depot.

■ **Richard L. Peterson,** supervisor, Line Maintenance Section, Battle Creek, Mich., Flight Inspection Field Office, ASNFO.

■ **Bennie W. Ridgeway,** manager of administrative systems, office of the director.

■ **Floyd L. Simpson, Jr.,** manager, Storage and Transportation Branch, FAA Depot, promotion made permanent.

■ **Herbert Whitener,** supervisor, Aircraft Inspection Section in Atlantic City, N.J., Aircraft Services Branch, Aircraft Maintenance & Engineering Division, ASNFO.

■ **Jimmie E. Williams,** unit supervisor, Inventory Control & Transportation Section, Storage and Transportation Branch, FAA Depot, promotion made permanent.

Alaskan Region

■ **Mary F. Barnett,** manager, Operations, Procedures & Airspace Branch, Air Traffic Division, from Washington Headquarters.

■ **Harry J. Brown,** area supervisor, Anchorage ARTCC.

■ **Douglas W. Cook,** area supervisor, Anchorage ARTCC.

■ **Ronald B. Glonek,** manager, Dillingham Flight Service Station, from the Northway FSS.

■ **Nancy A. Lathey,** manager, Kenai Automated Flight Service Station.

Central Region

■ **Raymond L. Crawford,** assistant manager for Environmental Engineering, Establishment Engineering Branch, Airway Facilities Division.

■ **Johnnie M. Flemming,** manager, Management Systems, Planning & Evaluation Branch, Resource Management Division, promotion made permanent.

■ **Raymond L. Fox,** assistant manager for Electronics Engineering, Establishment Engineering Branch, Airway Facilities Division.

■ **Johnny R. Higgins,** unit supervisor, Kansas City ARTCC AF Sector, promotion made permanent.

■ **Leon Hogan,** assistant manager, Olathe AF Sector.

■ **Leonard U. Hopkins,** area supervisor, Columbia, Mo., Automated Flight Service Station, from Millville, N.J., AFSS.

■ **Earl J. Hupka,** area supervisor, Kansas City ARTCC.

■ **James C. Juhl,** assistant manager for training, Kansas City International Airport Tower.

■ **Jon E. Preston,** area supervisor, Columbus, Neb., AFSS, from FAA Academy.

Eastern Region

■ **Gordon L. Biggio,** assistant manager, traffic management, New York ARTCC.

■ **Frank Costello,** unit supervisor, Atlantic City, N.J., Airway Facilities Sector Field Office, Tri-State AF Sector, promotion made permanent.

■ **Ronald A. Fischer,** area supervisor, Buffalo, N.Y., Tower, from the New York TRACON.

■ **Carmine W. Gallo,** area supervisor, New York TRACON, from the Farmingdale, N.Y., Tower.

■ **Thomas Lafen,** manager, Ithaca, N.Y., Tower, from the Rochester, N.Y., Tower.

■ **Robert G. Moore,** assistant manager for technical support, Metropolitan New York AF Sector, from the LaGuardia Airport AF Sector Field Office.

■ **John L. Pacper,** area manager, New York ARTCC.

■ **William J. Reed,** manager, New York Air Carrier District Office, from the Rochester General Aviation District Office.

■ **James R. Repucci,** principal maintenance inspector, Pittsburgh, Pa., ACDO.

■ **Joseph D. Sacchieri,** area manager, New York ARTCC.

■ **Donald W. Schultz,** manager, Griffiss Air Force Base RAPCON, Rome, N.Y., from the Binghamton, N.Y., Tower.

■ **James F. Stewart,** manager, Philadelphia, Pa., Flight Service Station, from the Altoona, Pa., Automated FSS.

■ **Philip A. Urso,** unit supervisor, Valley Stream, N.Y., AF Sector Field Office, Metropolitan New York AF Sector.

■ **Alvin H. Zito,** aviation safety inspector, Pittsburgh ACDO.

Great Lakes Region

■ **George E. Bloomingbird,** unit supervisor, Aurora, Ill., Airway Facilities Sector, promotion made permanent.

■ **Martin G. Duffy,** manager, Chicago AF Sector Field Office, Chicago AF Sector, from the Illinois AF Sector in Springfield.

■ **Jesse T. Lee, Jr.,** environmental support engineering technician, Michigan AF Sector in Belleville.

■ **Donald L. Marlette,** maintenance mechanic foreman in Huron, S.D., Dakota AF Sector, promotion made permanent.

■ **Martin T. Mendel,** assistant manager, programs, Indianapolis, Ind., Tower.

■ **Thomas G. Miller,** supervisor, Contracting Section, Acquisition Management Branch, Logistics Division, promotion made permanent.

■ **Glenn K. Pancoast,** manager, Redwood Falls, Minn., Flight Service Station, from the FAA Academy.

■ **Edward M. Selega,** area supervisor, Grand Rapids, Mich., Tower, from the Dayton-Vandalia, Ohio, Tower.

■ **Kenneth A. Wingenbach,** area supervisor, Bismarck, N.D., Tower, promotion made permanent.

New England Region

■ **Steven L. Anderson,** area supervisor, Hyannis, Mass., Tower, from the Boston Logan Tower.

■ **Dean V. Falcicchio,** manager, Boston Airway Facilities Sector, from AF Div.

■ **Gordon W. Heritage, Jr.,** manager, Boston ARTCC, from the Kansas City ARTCC.

■ **Joseph A. Wozniak,** assistant systems engineer, Boston ARTCC AF Sector.

Northwest Mountain Region

■ **Sherman W. Amador,** manager, Burley, Idaho, Flight Service Station, from the Baker, Ore., FSS.

■ **Daniel E. Austin,** supervisor, System Management Section, Airspace and System Management Branch, Air Traffic Division.

■ **Rodney J. Barnes,** unit supervisor, Denver ARTCC Airway Facilities Sector.

■ **Jerry M. Cheatham,** area manager, Seattle-Tacoma, Wash., Tower, from the San Juan, P.R., CERAP.

■ **Robert A. Jackson,** area supervisor, Seattle Automated FSS, from the Idaho Falls, Idaho, FSS.

■ **James M. Kastner,** assistant manager, Salt Lake City, Utah, Tower.

■ **Keith A. Kirkman,** area supervisor, McMinnville, Ore., AFSS, from the Denver AFSS.

■ **Jimmy F. Mancuso,** assistant manager for training, Salt Lake City ARTCC, promotion made permanent.

■ **Ramon R. Schuety,** unit supervisor, Great Falls, Mont., AF Sector Field Office, Billings, Mont., AF Sector.

■ **Jerry E. Woodhouse,** assistant manager for technical support, Portland, Ore., AF Sector, promotion made permanent.

■ **Jarrold A. Woodward,** systems engineer, Salt Lake City ARTCC AF Sector.

■ **James Ziemba,** manager, Procurement Branch, Logistics Division.

Southern Region

■ **James E. Ansley,** assistant manager for technical support, Jacksonville, Fla., ARTCC Airway Facilities Sector.

■ **David J. Cognata,** area supervisor, San Juan, P.R., CERAP, from the Cleveland, Ohio, ARTCC.

■ **Richard W. Fankhauser,** area supervisor, Southwest Regional Airport Tower, Fort Myers, Fla., from the Jacksonville ARTCC.

■ **Joel A. Forrest,** area supervisor, Hebron, Ky., Tower, from the Tampa, Fla., Tower.

■ **Levon Carden,** assistant manager for program support, Tampa Airway Facilities Sector, from the Jacksonville Hub AF Sector.

■ **Alfred Gerbs,** area manager, San Juan CERAP.

■ **Robert C. Horne,** area supervisor, Tallahassee, Fla., Tower, from the Melbourne, Fla., Tower.

■ **William D. Kenna,** assistant manager, plans and procedures, Orlando, Fla., Tower.

■ **Roger A. LaHaise,** area manager, San Juan CERAP, from the West Columbia, S.C., Tower.

■ **Ronald J. Liszt,** manager, Memphis, Tenn., Tower, from the Air Traffic Div.

■ **James T. Madden,** assistant manager for program support, Miami, Fla., ARTCC.

■ **Stephen McDuffee,** assistant manager, plans and programs, Anniston, Ala., Automated Flight Service Station, from the Dothan, Ala., FSS.

■ **Joseph F. Medovitch, Jr.,** area manager, Charlotte, N.C., Tower, from the Miami International Airport Tower.

■ **Lynn J. Montgomery,** manager, Birmingham, Ala., FSS.

■ **Johnny J. Posey, Jr.,** manager, Jacksonville Tower, promotion made permanent.

■ **Perry G. Sale, Jr.,** area supervisor, Jackson, Tenn., AFSS, from the Atlanta, Ga., FSS.

■ **Arthur C. Schrock,** manager, St. Croix, V.I., AF Sector Field Office, San Juan AF Sector.

■ **Charles B. Sicckoff, Jr.,** unit supervisor, South Florida Flight Standards District Office, Miami.

■ **William D. Sweeten,** assistant manager, plans and procedures, Hebron Tower.

■ **McClellan Tribble, Jr.,** area supervisor, Hebron Tower, from the Chicago O'Hare Tower.

■ **James M. Valentine,** manager, Downtown Tower, Greenville, S.C., from the Meridian, Miss., RATCF.

■ **Billy G. Willard,** unit supervisor, Memphis AF Sector Field Office, Memphis AF Sector, promotion made permanent.

Southwest Region

■ **John A. Baum,** assistant manager, plans and procedures, Austin, Texas, Tower.

■ **Charles A. Easton,** assistant manager, Albuquerque, N.M., Automated Flight Service Station.

■ **Arthur D. Faram,** supervisor, Programs Section, Plans & Programs Branch, Air Traffic Division, from the Fort Worth, Texas, ARTCC.

■ **Weslie L. Goheen,** assistant manager for automation, Austin Tower.

■ **William H. Haynes,** manager, Albuquerque AFSS, from the Conroe, Texas, AFSS.

■ **Roy E. Huddleston,** assistant manager, Dallas-Fort Worth Regional Airport Airway Facilities Sector, from the AF Division.

■ **James T. Humphries,** assistant manager for training, Fort Worth AFSS, from the Air Traffic Division.

■ **Winfred D. Mason,** manager, McAllen, Texas, Tower, from the Shreveport, La., Tower.

■ **Sanford S. Minchew,** manager, Lubbock, Texas, AF Sector Field Office, El Paso, Texas, AF Sector.

■ **Steward M. Nethery,** area supervisor, Fort Smith, Ark., Tower, from the Meacham Field Tower, Fort Worth.

■ **James E. Williams,** area supervisor, Fort Worth ARTCC.

Technical Center

■ **Satish K. Agrawal,** technical program manager, Airport Technology Branch, Aviation Safety Division.

■ **Rudolph Barbiero,** supervisor, Systems Support Section, Hardware Engineering Branch, Technical Facilities Division.

■ **Stephen M. Coulombe,** supervisor, New York TRACON Section, National Terminal Field Support/Maintenance Branch, Automation Software Division.

■ **John B. Garry,** technical program manager, Surveillance Systems Branch, Engineering Division.

■ **Gary W. Morfitt,** technical program manager, Airborne Collision Avoidance & Data Systems Branch, Engineering Division.

■ **Robert G. Oliver,** technical program manager, Surveillance Systems Branch, Engineering Division.

Washington Headquarters

■ **Robert Allen,** group supervisor, Continued Airworthiness Staff, Aircraft Engineering Division, Office of Airworthiness.

■ **George Barboza,** manager, Air/Ground Communications Program, Communications & Weather Facilities Division, Program Engineering Service.

■ **Michael Leo Evans,** manager, Management Studies Branch, Management Analysis Division, Office of Management Systems.

■ **Garrome P. Franklin,** staff officer, Resource Management Staff, Office of the Associate Administrator for Development and Logistics.

■ **William Trexler Hohe,** manager, Communications/Navaids Branch, Contracts Division, Acquisition and Materiel Service.

■ **William L. Hyland, Jr.,** manager, Regional Transportation Planning & Facility Implementation Program, Facilities Integration Division, Program Engineering Service.

■ **Billy O. Riffe,** manager, F&E Program Management Branch, Resource Management Staff, Office of the Associate Administrator for Development and Logistics.

■ **Marvin F. Switzer,** group supervisor, Radio Switching & Control Program, Communications & Weather Facilities Division, Program Engineering Service.

■ **Robert M. Valone,** assistant manager, Communications & Weather Facilities Division, Program Engineering Service.

■ **John M. Williams,** manager, Navigation Program, Navigation & Landing Division, Program Engineering Service.

■ **Robert L. Yoakum,** supervisor, Oklahoma City Field Industrial Section, Quality Assurance Branch, Industrial Division, Acquisition and Materiel Service.

Western-Pacific Region

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

■ **Stanley E. Albright,** assistant manager, airspace and procedures, Oakland, Calif., ARTCC.

■ **Merle D. Clure,** assistant manager, Air Traffic Division.

■ **Craig F. Depauw,** manager, Chino, Calif., Tower.

■ **Richard A. Dillman,** area supervisor, Phoenix, Ariz., Tower, from the Klamath Falls, Ore., Tower.

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

■ **Peter A. Harada,** assistant manager for technical support, Honolulu, Hawaii, Airway Facilities Sector.

■ **Norman D. Harris,** manager, McClellan Air Force Base TRACON, Sacramento, Calif., from Washington Headquarters.

■ **Elaine C. Harrison,** area supervisor, Reno, Nev., Automated Flight Service Station, from the Hawthorne, Calif., AFSS.

■ **Michael L. Hopkins,** area supervisor, McClellan AFB TRACON, from the Portland Ore., Tower.

■ **Richard P. Madri,** area supervisor, Oakland FSS, from Bellingham, Wash., FSS.

■ **Ronald E. Morgan,** manager, Planning, Requirements and Automation Branch, Air Traffic Division.

■ **Kenichi Nomura,** assistant manager for training, Honolulu ARTCC.

■ **Joseph A. Palumbo,** manager, Oakland FSS, from the San Francisco Tower.

■ **Robert J. Reed,** sector area manager, Los Angeles AF Sector.

■ **George J. Slade, Jr.,** assistant manager, programs, Burbank, Calif., Tower.

■ **James S. Snavely,** manager, Fox Field Tower, Lancaster, Calif., from the Edwards Air Force Base RAPCON.

■ **Richard K Suzuki,** project manager, NAS Coordination Section, Program and Planning Branch, AF Division, from the Honolulu AF Sector.

■ **Jack G. VanZandt,** assistant manager for automation, Los Angeles ARTCC.

■ **Leon C. Warner,** manager, Oakland ARTCC, from the Air Traffic Division.

■ **Samuel Y. Yokomichi,** area manager, Honolulu ARTCC.

Retirees

AERONAUTICAL CENTER
Charles R. Crane, Jr.
Patsy R. Fowler
Billy R. Harbison
Lewis W. Haynes
Harreld K. Howell
Wilfred A. McCabe
Barbara R. O'Neal
Preston C. Rainwater

ALASKAN REGION
James R. Carew
Louis V. Kuster
Dwight D. Meeks

CENTRAL REGION
Robert M. James
Keith W. Neuse

EASTERN REGION
Donald J. Ducey
David W. Lynch

GREAT LAKES REGION
Harvel G. Blair
Orville E. Barkestad
Herman R. Horwath
Billie Johnson
Arthur J. La Beau, Jr.
Arthur R. Lappin
Alice R. Marquardt
Dwight V. Orman
Richard C. Pfeiffer

NEW ENGLAND REGION
James W. Bennett
Anthony P. Torchia

NORTHWEST MOUNTAIN REGION
Elizabeth M. Fretwell
Lary J. Gilden
Ivo Lile Lynn
Willis E. Pullen

SOUTHERN REGION
William J. Ayton
Milton O. Boogren
William R. Ellison
Edgar W. Hood, Jr.
Ronald C. Shimeld
Eugene B. Workman

SOUTHWEST REGION
Lloyd N. Best
Ronald R. Burleson
Ruel W. Caraway
Bert A. Clayton
A. Christine Newberry
George E. Thompson
Robert T. Wiese

WASHINGTON HEADQUARTERS
Robert J. Drake
Theodore B. Fagan
Manuel Gonzalez
Charley Jones
Wilbert A. Larson
Arnold E. Price
Leon S. Troyer

WESTERN-PACIFIC REGION
J. R. Armistead
Donald Balbo
Frank D. Bateman, Jr.
Randall S. Gray
Sidney Y. Kim
Patricia E. Long
Keith W. Ludwig
Gilbert J. Marquez
Truman Middleton
Donald A. NeErger
Thomas B. Payne
Lawrence G. Taylor
Robert J. Waters

Federal Notebook

A LOOK AHEAD

The President's Fiscal 1989 budget proposal is not a painful one for federal employees, except for a pay raise next year of only two percent, which is less than half the inflation rate and less than half the raise proposed for the military.

Longevity step increases have not been dumped in favor of strictly merit increments; instead, the proposal calls for an amalgam of both approaches.

No longer is there a plan to cut the government's share of health insurance premiums, although Congress is beginning to look at flexible benefit plans called "cafeteria plans" with which employees would tailor their benefits to their own needs. The President stated his support for the long-term catastrophic health care bill being considered by the Senate.

There were no significant changes proposed for retirement programs, leaving retiree cost-of-living adjustments intact for next year. The President also did not ask for any further changes in the annuity lump-sum withdrawal benefit nor for an extension of the 60/40 percent split past September 30 next year.

ANOTHER SHOT AT FERS?

Rep. Stan Parris (R-Va) has introduced a bill that would offer another open season for employees under the Civil Service Retirement System (CSRS) to switch to the Federal Employees Retirement System (FERS). The bill would provide a six-month window, but the chairman of the House Post Office and Civil Service Committee had indicated he preferred one month.

Although the Office of Personnel and Management had estimated that 40 percent of CSRS members would benefit from the switch, only two percent actually did it.

EXECS DESERVE MORE

A presidential pay commission has recommended up to 15 percent increases in Senior Executive Service salaries, saying that SES pay lags behind the private sector by 65 percent. The removal of the pay cap would permit SES salaries to reach almost to that of members of Congress and cabinet secretaries.

The commission also recommended a large increase in the performance bonus pool and in the presidential rank awards and permitting the SES executives to cash in some unused annual leave each year.

THRIFT CONTRIBUTIONS BOOSTED

The limit on the amount that may be invested in the Thrift Savings Plan has been increased from $7,000 to $7,313 as an adjustment for inflation. The percentage of pay has not changed, so the new ceiling will only affect high-pay executives.

LUMP-SUM PENALTY REMAINS

Of particular interest to early retiring air traffic controllers, firefighters and law-enforcement officers, is the flat 10 percent penalty imposed by the Internal Revenue Service on lump-sum annuity payments to those who are under 55 years of age. It would impact others if "early-out" legislation is passed permitting retirement at any age with 25 years of service. A proposal to lower the penalty age to below 50 that was part of the budget reconciliation bill was stripped away to help deficit reduction. It is expected to be reintroduced as part of a technical corrections bill to the Tax Reform Act in the Senate, but its cost and House opposition promise to stalemate it.

UNIONS HAVE RIGHT TO ADDRESSES

The U.S. Circuit Court of Appeals for the Eighth Circuit has upheld the right of unions to obtain the names and home addresses of bargaining unit employees in cases involving three agencies and two unions. The court also required that the agencies make provisions for employees who don't want the information disclosed, something opposed by both the Federal Labor Relations Authority and one of the unions, which plan to ask for a rehearing on it.

U.S. Department
of Transportation

**Federal Aviation
Administration**

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