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## Which Way FAA?

By John G. Leyden

Administrator Allan McArtor was being only slightly facetious when he told a group of Washington headquarters employees earlier this year that "Everyone in this town over three feet tall is talking about restructuring FAA."

Since then, the discussions have intensified and produced some tangible products in the form of no less than three separate reports on the FAA organization. Let's take them chronologically:

■ On March 18, the President's Commission on Privatization concluded that FAA ought to remain in business for the "foreseeable future" but recommended that some elements of air traffic control (ATC) should be turned over incrementally to the private sector.

■ Exactly one month later, on April 18, the President's Commission on Aviation Safety said it supported the reestablishment of an independent FAA but rejected the idea of privatizing the ATC system, saying it was not prepared to "gamble" on such a critical safety function.

■ On April 28, Transportation Secretary Jim Burnley and Administrator McArtor held a joint news conference to announce implementation of some significant FAA organizational changes recommended by an in-house study group. These included direct reporting of division managers in the agency's nine regions to the appropriate Associate Administrator in Washington headquarters.

In addition, the future of FAA continues to be the subject of intense interest on Capitol Hill, where the big

decisions on privatization and independence will have to be made eventually. For example, similar bills have been introduced in both the Senate and House of Representatives that would return FAA to an independent status. Washington lobbyists also continue to push various other points of view, including a

proposal (sponsored by the Air Transport Association) to create a federal corporation to operate and maintain the ATC system.

Of the three study reports completed this spring, the one produced by the DOT-FAA task force will have the most  
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One of many changes in the agency's three-score-year history was in 1958 when the Civil Aeronautics Administration became the Federal Aviation Agency. Photo courtesy of AOPA Pilot

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

## Feeling Fit

### Exercise, But Don't Overdo It

You may not have initiated an exercise program for yourself, but it hasn't been for want of publicity and cajoling on the subject. If you have, however, a few words of caution are in order, particularly for those who are compulsive, type A, personalities.

There are some indications of overly intensive exercise that you should look for. Your exercise program is too intense if any of the following conditions occur during exercise:

- The skin around the lips or fingernails turns blue.
- The skin is pale or clammy.
- A muscle or group of muscles twitches involuntarily.
- A headache develops.
- There is a pain or tightness in the chest or down the arm.
- Nausea occurs.
- Profuse sweating occurs.

After exercise, the program was too

intense if any of these conditions occur:

- Normal breathing is not regained within 10 minutes.
- The heart rate does not return to a normal rate within 10 minutes.
- You do not feel comfortable after 30 minutes of rest.
- You are unduly tired after a good night's rest.

Although some of these are judgmental, all should make you reassess your pace and its appropriateness to your age. But some are warnings to consult a physician. ■

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## Which Way FAA?

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John Albertine

### FAA World

June 1988

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immediate impact. The reason is that both the Secretary and the Administrator have endorsed its recommendations and ordered their implementation. Moreover, these actions can be taken relatively quickly without a requirement for Congressional action.

The DOT-FAA task force was established by Burnley on March 9 and told to focus on personnel practices, procurement procedures, budgeting deficiencies and the regional structure during the 45-day study period. The Secretary expressed particular concern about the regional system, which he said "creates needless confusion and inefficiencies because the regions frequently interpret supposedly national, uniform standards inconsistently."

The most sweeping recommendation in the task force's report calls for a change in the reporting procedures for the regional operating divisions. As a result, the Air Traffic Division managers now will report directly to the Associate Administrator for Air Traffic, the Flight Standards Division managers to the Associate Administrator for Aviation Standards, and so on.

The report noted that this change "will result in more central control over resources and consistency in carrying out national program goals and responsibilities." Moreover, the move frees the regional directors from day-to-day operational responsibilities, allowing them to focus more closely on policy and program matters.

The task force also recommended numerous changes in the area of human resource management. These included broadening the current comprehensive study of controller pay to include all safety-related occupations, creating a management-intern pilot program for both new hires and mid-level FAA employees, developing new initiatives to recruit qualified women and minorities, accelerating the reactivation of the pre-development program and proceeding with early nationwide implementation of the Supervisory Identification and Development Program for ATC personnel.

Additionally, the task force focused on staffing problems in high-cost-of-living areas and recommended steps to provide geographically based pay incentives for controllers and systems maintenance technicians. DOT/FAA already is working with the Office of Personnel Management (OPM) to create a demonstration project that would provide cost-of-living bonuses for service in hard-to-staff facilities in major metropolitan areas.

to regulate the national airspace system," the commission stated.

However, it did recommend that portions of the system "can and should be considered for private operation or for contracting." Included in this category were elements of the ATC system, the entire flight service station operation and the systems maintenance function.

On the ATC system, the report said FAA should retain authority over the en route centers but "should move to a system of private airport traffic control towers." It said the move should be made incrementally, beginning with the smaller, non-radar facilities and "gradually privatizing larger, more sophisticated facilities as the work force of private sector controllers increases."

Other commission recommendations dealt with airport development and recommended that the Federal Government should reduce its direct role in this area by encouraging each airport to develop its own sources of funding from those benefiting from its services. Among the options listed were peak-hour takeoff and landing fees and passenger facility fees.

The Aviation Safety Commission report was in sharp contrast to that of the Privatization Commission on the subject of the ATC system. In an April 18 speech to the National Press Club, Chairman John Albertine said that Safety Commission members had considered various options for the ATC system but added, "... we are not inclined to gamble in sorting out conflicting assertions about whether these functions can be separated without endangering safety, nor can we endorse the proposition that air traffic control can be privatized."

Chartered by the Congress in the fall of 1986, the Safety Commission was told to examine (1) whether FAA has adequately used its resources to insure air safety, (2) whether the agency's dual role of promoting and regulating aviation conflict and (3) whether it would function more effectively as an independent agency.

In its final report, the commission found little evidence to support the popular view that safety has deteriorated since deregulation of the airlines in 1978. It noted that the carriers "have continued their remarkable safety record... despite experiencing rapid growth and turbulent change."

At the same time, it said the constantly changing nature of the airline industry has created new challenges that can be best met through a restructuring of FAA. It noted that the agency, as currently organized, "is not well equipped to ensure public safety in this new, dynamic environment."

Accordingly, the report recommended an independent FAA (to be called the Federal Aviation Authority) with an Administrator appointed by the President for a seven-year term. Regulatory oversight within the agency would be provided by a Director of Aviation Safety—a so-called "safety czar"—who also would be a Presidential appointee serving a fixed term.

The new FAA would be funded through user fees and would be free to tailor its personnel and procurement sys-

## [the Safety Commission] found little evidence to support the popular view that safety has deteriorated since deregulation...

tems to the unique needs of aviation safety. Overall guidance would be provided by a nine-member Board of Governors, which would include the Secretaries of Transportation and Defense, the FAA Administrator and the Director of Aviation Safety. The other five members would be Presidential appointees.

Other recommendations included: ■ Surprise inspections, including in-depth inspections, should be part of a nationwide inspection program for all size carriers. The number of FAA safety inspectors also should be greatly increased.

■ Difference in equipment standards and operating practices between commuters and large airline operators eventually should be eliminated. ■ All aircraft operating around large, medium and small hubs should be equipped with Mode C (altitude-reporting) transponders.

Both Burnley and McArtor commended the committees for helping to define key issues relating to the restructuring of FAA. For example, the Secretary noted that FAA could do a better job of providing ATC services if it "were freed of the funding, procure-

ment and personnel constraints that go with being a federal agency."

However, neither concurred with the Safety Commission's recommendation for a DOT-FAA divorce, citing the need for adequate levels of oversight and accountability in the implementation and enforcement of safety regulations. Following the release of the Safety Commission's report, McArtor issued a statement that said, "I firmly believe that safety oversight functions must vest in a government agency and that it should be the Department of Transportation that provides, as it does other transportation modes, the regulatory and safety umbrellas for air transportation."

The next step, then, is up to Congress. Senator Wendell Ford (R-Ky), chairman of the powerful Senate Commerce Aviation Subcommittee, introduced legislation in the last session (S. 1600) that would create an independent FAA with an administrator appointed for a seven-year term. Similar legislation has been introduced in the House.

Sen. Ford has been one of the most outspoken Congressional advocates of an independent FAA and already has held hearings on the subject. Moreover, he is expected to introduce a revised version of his bill in this session that would incorporate some of the recommendations of the Aviation Safety Commission.

Still, veteran Congress-watchers do not expect to see final legislation produced in the current session. The Congress is working against a tight deadline dictated by the fall elections, and its first priority has been the passage of authorization bills for the various departments and agencies to keep the government running in Fiscal Year 1989.

But, it's not a subject that's likely to go away, since no one—in government, industry or Congress—seems happy with the funding and civil service restrictions that now limit FAA's ability to function efficiently as an operational agency. As McArtor, himself, noted in his March 4 meeting with headquarters employees, "It may not happen this year because of a compressed legislative calendar, but it's on the horizon." ■

## Joint LMR Training Has Sweet Smell of Success

FAA and the National Air Traffic Controllers Association (NATCA) have agreed to be "partners in problem solving."

Those words are the title of a unique joint training program in labor manage-

ment relations designed to foster a cooperative relationship between the agency and NATCA.

The course, now underway across the country, is designed to increase both parties' understanding of their respective

roles, rights and responsibilities, as well as equip them with techniques for problem-solving and better communication.

At any one time through the month of August, three courses will be in progress. Thirty-five field workshops during the period are expected to involve about a thousand air traffic facility managers and union representatives. They are discussing subjects like "Recognizing and Dealing with Change Situations," "Formal Discussions and Investigatory Meetings," "Understanding Conflict Management Styles" and "Producing Fair Agreements."

The sessions have been considered highly successful by the participants, beginning with a prototype that was held in Arlington, Va., in March.

Administrator Allan McArtor termed it "a significant milestone" and said it "will contribute further to forging a positive working relationship between FAA and NATCA." ■

This was echoed by participating facility managers and union representatives. Said one manager, "I learned that regardless of who is right or wrong, the important factor is to identify and solve problems in a manner that is to mutual benefit." A NATCA representative reflected on his gaining understanding "that there are individual needs and group needs, and we have to be aware of the importance of listening to both of them."

John Thornton, NATCA national coordinator, expressed his pleasure at the results of the first session and his hopes for continuing success. He pointed out that "NATCA was founded on the belief that relations between the FAA and the controllers' union need not be confrontational or adversarial."

Both Administrator McArtor and Thornton see the course as "the centerpiece for a cooperative relationship between the two parties." ■



A quartet of air traffic facility managers attending a prototype labor-management relations training workshop listen to a panel composed of (from the left) Herbert McLure, Associate Administrator for Human Resource Management; Norbert Owens, Deputy Associate Administrator for Air Traffic; and John Thornton, national NATCA representative.

## It's Love at Center Court

By Roland Herwig

When Don Geoffron volunteered to officiate at a local junior tennis tournament some seven years ago, he didn't realize that it would put him on center court with John McEnroe and Boris Becker.

Geoffron is the manager of the Engineering Branch in the Aircraft Maintenance & Engineering Division, Aviation Standards National Field Office at the Mike Monroney Aeronautical Center in Oklahoma City and a graduate of the Air Transportation System Specialist and Executive Development programs.

A competitor himself—a state-ranked player in Oklahoma—Geoffron reflected on what set him on his way to being a big-time tennis official: "I just wanted to give a little something back to the game for benefits received."

"I knew one of the pros real well, who was in trouble with one of the local junior tournaments," he explained. "He needed officials and was having difficulties with some of the players. I enjoy the game myself and believe it develops fitness of body and character. I'm a firm believer that if these 8- to 16-year-olds are taught the proper tennis etiquette and learn to abide by the rules, they'll grow up a lot better off in both sports and life. I volunteered."



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.

From that point, his avocation began to grow. He moved to umpiring at college matches. In 18 months, he became line- and chair-qualified by the U.S. Tennis Association (USTA) and was involved with tennis tournaments in the USTA's six-state Missouri Valley Association.

But Geoffron hasn't forgotten his roots; Oklahoma tennis remains very much on his mind. A past president of the Oklahoma Tennis Association (USTA) and a member of the association's board of directors, he often is called to officiate when an event comes to the local or the Dallas/Fort Worth area.

In line with his philosophy of teaching youth to be good sports, Geoffron also is working to "encourage the development of tennis at all levels" by helping to form local tennis leagues.

His most recent event was the nine-day 1988 Virginia Slims of Oklahoma tournament in late February. Part of a world championship series spanning 19 countries and five continents, this event includes women players from all over the world. Geoffron didn't have to pack his bags for this one, however. It was only a 25-minute drive from the Aeronautical Center to the Summer Field Racquet Club. ■

## Charter 'Ghost Pilots' Recognized

In 1980, 27 physically handicapped persons were hired as "ghost pilots" to assist the Aeronautical Center's Air Traffic Branch in providing radar training for developmental controllers at the Radar Training Facility.

Although most of this work is now done with contract personnel, 11 of the original ghost pilots are still aboard. FAA Academy Superintendent Morris Filoux recently presented them with letters of appreciation for their eight years of service, which involved the training of about 8,000 developmental control-

lers, as well as more than 300 contract ghost pilots.

Under this program, these educational aides, working across the hall from the controllers with a keyboard and cathode-ray tube display, which are interactively linked to a computer, respond to the developmentals' instructions in proper terminology as real pilots would.

Instructors may tell the aides to declare an emergency to test the mettle of the aspiring controllers. ■



FAA Academy Superintendent Morris Filoux (back row with jacket) presented the remaining original ghost pilots with letters of appreciation for their work. From the left, back row, are: Strife Park, Gwendolyn Belmont, Charles Evans, Barbara Farmer and Daniel Rogers. Front row: Georgi Forehand, Linda K. Chisholm, Cynthia Cunningham and Marvin Swafford. Not shown are Allene Sisson and J. LeRoy Jim.

## Briefer Survey a Catalyst for Action

FAA is now concentrating on the interaction between managers and their fellow employees as much as the job at hand.

An abbreviated Employee Survey will be reaching the desks of senior FAA managers, division managers and facility managers this month. The rest of the agency will receive the almost two-thirds-shorter questionnaire in September.

The survey was changed based on listening to what employees were saying about the attitude surveys—what they liked and didn't like. The 1988 Employee Survey Feedback Action Program—its official name—will contain only 45 questions, including up to eight locally generated questions, compared to 132 in the initial 1986 survey.

The survey team is promising to compile and return the results much more quickly and to generate simpler and more readily understood reports. The report will be a one-page document without charts and lengthy prose.

The Office of Human Resource Planning and Evaluation had been using the job-satisfaction survey to ask people about their attitudes, which was difficult to interpret. "It was hard to get from attitudes to behavior—how do you make a change as a function of how people feel?" says Allyn Hertzbach, a senior

evaluation specialist. "It's like looking at a thermometer: You can tell if a person has a fever, but you don't know what the illness is."

He points out that FAA is now concentrating on the interaction between managers and their fellow employees as much as the job at hand. The questions are now oriented to what people do—what it is a supervisor does and how well he does it.

"[The survey] is geared more toward things we can change than just measuring how people feel," says Administrator Allan McArdor. "Some changes may take a while, but the beauty of this new survey is that it will lead to some

immediate and noticeable effects. However, if you're looking for instant gratification of every management problem, forget it, if you're looking for gradual change making a difference over time, the survey will do a world of good."

To effect these changes, the Administrator, evaluation specialists, union representatives and facility managers contemplating the survey all agree that it's important both for very high participation of employees in completing the survey and for supervisors to constructively improve their operations after receiving the survey reports.

To do this, accountability is being built into the action side of the process. All supervisors must let employees know what has been accomplished.

providing feedback on the survey and on the actions taken. Says Hertzbach, "The accountability is intended to be constructive. The first year, supervisors will use the survey results to make improvements in their own behavior toward employees as well as in the work-group environment." After the first year, he adds, survey action plans will be evaluated as part of each supervisor's performance appraisal standards.

The survey team is looking for 95 percent participation in filling out the questionnaire and attending feedback sessions. As one facility manager put it, "I try to tell employees that if you don't get in your two cents and let me know what you're thinking, your bitching licenses are revoked."

The Administrator also put it colorfully: "Let's say we're all ordering pizza and most of you hate anchovies, but the few of you that put in the order say anchovies are great. Then we all eat anchovies and suffer. The survey won't work with a limited participation." ■

## Pilot-Maker Hinckley Dies

Few FAAers who aren't history buffs remember Robert H. Hinckley, who died on April 30 at the age of 96 in Eden, Utah, but his impact on aviation was considerable.

A school teacher, car dealer and state legislator from Ogden, Utah, who had built an airfield and opened a fixed-base operation—Utah Pacific Airways—during the depression, Hinckley was appointed a member of the board of the Civil Aeronautics Authority in 1938. Subsequently became its chairman and then was selected as Assistant Secretary of Commerce for Air.

Hinckley's solution to the woefully depressed general aviation industry and what came to be seen as a solution to the inadequacy of America's military aviation as war approached in Europe was the creation of the Civilian Pilot Training Program (CPTP). He drafted the legislation, defended it at the hearings and saw it through to its signing. (See "Hinckley's Miracle," *FAA World*, May 1983.)

By June 1944 when the military's declining needs ended the program, the CPTP and its successor, the War Training Service, had trained about 435,000 pilots. It had made a major contribution to winning World War II, had opened the door to flight training for blacks, had taught more than 2,000 women to fly before the needs of war barred them from the program and had assured the future of general aviation by providing a cadre of pilots to sustain flight schools, fixed-base operators and small aircraft manufacturers.

Robert Hinckley had put wings on America. ■

## Safety Overview Reports Out

The Office of Aviation Safety recently published four reports compiled from the National Aviation Information Monitoring System which present descriptive statistics on the safety performance of the national aviation system. Together they present a comprehensive overview of system safety which will be of interest to FAA safety and quality assurance managers. Copies of the reports can be secured from Christy Holcombe at 8-267-8256. The four reports include:

**Selected Statistics Concerning Pilot Reported Near Midair Collisions (1983-1986)**, both presents NMAC historical trend data in terms of overall frequency of occurrence, relation to traffic activity, class of hazard, and categorizes these incidents by operator class of involvement, time of occurrence, location, ATC environment and pilot/equipment characteristics.

**Selected Statistics Concerning Pilot**

**Reported Near Midair Collisions (1984-1985)**, Supplement No. 1—*Locations Statistics*, presents an in-depth description of NMAC occurrences by types of airspace and operators, proximity to airports and airspace boundaries, and traffic density.

**Profile of Operational Errors in the National Airspace System, Calendar Year 1986**, depicts historical trends in the occurrence of operational errors and categorizes these incidents in terms of such factors as time of occurrence, controller experience level and time on duty, traffic volume and complexity, causal factors, type of facility and aircraft location/altitude configuration.

**Selected Statistics Concerning Reported Pilot Deviations (1985-1986)**, presents statistical data on pilot deviations by time and location of occurrence, operator class involved and deviation category.

Sixty years ago, on May 31, 1928, Charles E. Kingsford-Smith and Charles T. P. Ulm climbed into the cockpit of a Fokker F. VII, dubbed the *Southern Cross*, after Australia's spectacular constellation, cranked up their three engines and roared off into a curtain of mist hanging over the Golden Gate Bridge in San Francisco.

For Smith and Ulm, an old dream was about to be fulfilled. For 10 years they had nurtured an ambition to fly the Pacific from the United States to Australia—a feat no one had performed and few had even thought of performing.

Charles Kingsford-Smith was born in Brisbane, Australia, in 1897. He had joined the Royal Air Force during World War I and distinguished himself by shooting down eight enemy aircraft.

Ulm, also an Australian, had been rejected by the RAF and had been forced to fight his war on land, sustaining three wounds at Gallipoli. But on returning to his native Melbourne, his thoughts turned again to flying—flying across the Pacific.

Early in 1927, the two men, who had met briefly six years earlier, encountered each other in Sydney. They decided to join forces. Neither man's name was exactly a household word, and everywhere they turned for financial aid, they were met with uniform indifference. They concluded that they would never find a sponsor for a trans-Pacific flight until they drew public attention to themselves. They therefore hit on the idea of establishing a new flying record for circumnavigating the Australian Continent, an undertaking for which Ulm managed to secure funds.

Attention was now focused on these two seemingly intrepid aviators as they pushed their Bristol Tourer over a grueling 7,500-mile course in a record-setting ten and a half days. Thus, when they landed to a rousing welcome in Sydney, the premier of New South Wales announced that his government was

pledging \$16,800 towards a Smith-Ulm trans-Pacific flight. So, on July 14, 1927, Smith, Ulm, and Keith V. Anderson, who was recruited to join the expedition as a copilot, boarded the steamship *Tahiti* for San Francisco.

The *Tahiti* docked at San Francisco on Aug. 5, 1927, to find the West Coast pulsating with excitement over the Dole air race. James B. Dole, the pineapple king, had put up \$35,000 in prizes to be shared by the first two competitors to make a nonstop flight from Oakland to Honolulu.

They soon found the airplane they wanted. George Hubert Wilkins was seeking to sell a Fokker F. VII he had wrecked and rebuilt in his abortive 1926 Arctic expedition. The aircraft could be had for \$15,000, minus engines.

Still without the funds pledged by New South Wales, Smith and Ulm did not have sufficient cash for the purchase and were forced to look for additional backers, a search made more difficult by the Dole race disasters.

It was such thoughts that ran through the head of Sidney Myer, an Australian

**“Our aim was to show  
the world that the Pacific could  
be spanned by air ...  
with a margin of safety.”**

To the Australians' discerning eyes, the majority of the Dole entries were ill-equipped to make the 2,400-mile ocean hop to Hawaii. The race, begun on August 16, ended in disaster. Of the original entries only two made it to Honolulu. Ten people, including one woman, perished in trial runs, during the race itself or in rescue attempts.

The Dole race made a particular impression on the two Australians. Unlike the majority of the Dole participants, they were not about to engage in a daredevil's game. “Our aim was to show the world that the Pacific could be spanned by air,” they observed, “not by any desperate struggling to land far from our fixed destination or any eleven-hour snatching from disaster, but with a substantial margin of safety.” For this they needed the best flying machine available, preferably a tri-motored transport, equipped with the latest radio and navigation aids—this, and meticulous planning.

businessman living in California, when Smith and Ulm asked him for the money to purchase Wilkins' Fokker. With misgivings, Myer made a gift of \$7,500 to the would-be trans-Pacific voyagers, telling them in the same breath to “put the money in your pocket, [but] do not risk your lives in this flight.”

The expedition was still short of cash. If Smith and Ulm paid Wilkins the entire \$15,000 for the Fokker, they would have no money for engines and the additional fuel tanks they required for the flight. Wilkins generously allowed the two men to take the plane for \$7,500 and pay the balance later.

Boeing fitted the aircraft with three Wright Whirlwind J5A engines and added the extra tanks. In addition to the main tank, which held 897 gallons, the



The Pacific-hopping Southern Cross carried wing tanks and a tank under the pilot's seat in addition to the main tank, for a total of 1,298 gallons of fuel.

## When the Southern Cross Glittered

By Nick Komons

Fokker now had four 96-gallon tanks in its wings and a 107-gallon tank under the pilot's seat, giving it a total fuel capacity of 1,298 gallons, which translated into a maximum range of 3,810 miles. The longest leg of their three-leg journey was the 3,144 miles from Hawaii to Suva, Fiji Islands.

Towards the end of 1927, Smith and Ulm received some very distressing news. A new government had taken power in Australia and refused to honor the old government's financial commitment to the trans-Pacific flight. Worse yet, the new government requested Smith and Ulm to sell their aircraft and catch the first steamer home.

While they were pondering this request, Wilkins asked for the \$7,500 owed him. The Fokker was mortgaged and Wilkins given his money. This left Smith and Ulm in need of some \$16,000 to pay off their creditors and finance the flight.

In the middle of March, they met one Capt. G. Allan Hancock, a wealthy American rancher and industrialist with a keen interest in navigation. Hancock offered to buy their machine and then loan it back to them for the flight; the price for the machine would be suffi-

cient to free them of their obligations and finance the flight. Thus, since they were now flying under Hancock's sponsorship, they felt they could ignore the request of their government to return home by steamer.

By this time, Keith Anderson had returned to Australia, so Smith and Ulm got busy recruiting two new crew members—a navigator and radioman. They found two Americans, Harry W. Lyon, Jr., and James W. Warner, who appeared particularly suited for the jobs.

Lyon, a lieutenant commander in the U.S. Navy Reserve, was a veteran marine navigator; Warner had just retired from the Navy as a chief radioman. Smith would serve as chief pilot during the flight; Ulm, who had expected to serve as navigator before Anderson's departure, would serve as relief pilot and second in command.

The flight from Oakland to Honolulu was uneventful; the *Southern Cross* flew the 2,400 miles in near-perfect weather without a hitch. Indeed, with the tremendous roar of the engines making conversation impossible, the crew's deadliest enemy during the 27 hours and 25 minutes it required to negotiate this leg was “that crushing monotony of calm sea and cloud beauty. . . .”

The Hawaii-Suva leg was another matter, giving the four-man crew and the Fokker all they could handle. Four hours out of Hawaii, the *Southern Cross* ran into a tropical rainstorm that lashed the aircraft unmercifully and filled the cockpit with water. After hours of pounding and usually futile attempts to skirt around menacing black clouds, Smith decided to climb; at 8,000 feet the Fokker finally beat the uprush of the menacing cloud banks. Looking down, they saw a world of tumbling vapor; above them, as they emerged from the murk, “glittered the Southern Cross, the constellation whose name we were proud to bear. . . .”

The next four hours were spent flying through a languorous tropical night, but the elements were not finished with them yet. At 5:00 a.m., fierce winds caused the Fokker to slide and rock “enough to rattle one's teeth.” The wind was followed by an electrical storm. Smith's efforts to dodge the dis-

turbances by flying either under the cloud cover or over it were unavailing. Navigating with any certainty proved impossible. And Smith's efforts to dodge the squalls were eating up fuel and causing everyone concern.

They had been 32 hours in the air before the weather finally cleared and Lyon could take a “shot” for their position. The ship had strayed off course only slightly. But they still worried about their fuel supply. As it happened, when they sighted the Fiji Islands a mere 70 miles from the Suva runway, the Fokker still had gasoline enough to carry them five more hours.

The 1,780-mile flight from Suva to Brisbane, though the shortest leg of their journey, brought them the worst experience of the entire flight. For hours on the night of June 8-9, savage winds and freezing, torrential rains pounded the *Southern Cross*, jolting and rocking the ship so violently that the crew had difficulty staying in their seats. Making matters worse, the ship's inductor compass, its most valuable navigation aid, went out, forcing Smith and Ulm to rely on their magnetic compasses, which did not perform well in the presence of metal objects in the cabin. It was not surprising, then, that the violent storm and the lack of a reliable compass combined to throw the *Southern Cross* off course; the surprise was that the craft had strayed only 110 miles—a deviation

casily corrected once the clear skies over the Australian coast were sighted.

On the morning of June 9, when Smith and Ulm arrived at Brisbane to a tumultuous welcome and a cable from Hancock gifting them with the *Southern Cross*, they had covered a distance of 7,347 miles in an actual flying time of 3 days, 11 hours and 11 minutes and had made the longest nonstop flight over water up to that time—the 3,144 miles between Hawaii and Suva. Given the relatively primitive nature of their instruments and the elements they faced, Smith and Ulm had performed a most remarkable navigational feat.

The crossing bore testimony not only to the skills of the four men manning the *Southern Cross* but also to the advantages of careful planning and the use of the best available equipment. Nearly a decade later, when Pan American Airways followed the trail blazed by Kingsford-Smith, advance planning was the prelude to its success.

Both Smith and Ulm ultimately came to untimely ends. Ulm disappeared in 1934 while attempting another trans-Pacific flight; a year later, the aircraft in which Smith was flying vanished off the coast of Malaya. In 1958, on the 30th anniversary of the flight of the *Southern Cross*, Lyon and Warner observed the occasion by taking a commercial flight to Australia. ■



Standing before their Fokker Tri-motor in 1928 is the crew of the Southern Cross: (left to right) pilot Charles Kingsford-Smith, co-pilot Charles Ulm, radioman James Warner and navigator Harry Lyon, Jr., after their landing in Brisbane, Australia.

Photos courtesy of Smithsonian Institution

# People

## Aeronautical Center

- **Gwenetta M. W. Bennett**, supervisor, Support Section, Aircraft Registration Branch, Airmen and Aircraft Registry.
- **Lawrence P. Musser**, assistant manager, Regulatory Support Division, Aviation Standards National Field Office (ASNFO).
- **Joe R. Newton**, unit supervisor, Airworthiness Section, Examination Standards Branch, Regulatory Support Division, ASNFO.
- **C. Fran Woodall**, supervisor, Records and Processing Section, Human Resource Utilization Branch, Human Resource Management Division.

## Alaskan Region

- **Jimmie L. Bell**, maintenance mechanic foreman, North Alaska Airway Facilities Sector, Fairbanks, from Phoenix, Ariz.
- **Robert W. Rigg**, manager, Medical Division, promotion made permanent.

## Central Region

- **Daniel M. Battliner**, area manager, Kansas City ARTCC, from Air Traffic Div.
- **Donald T. Buckley**, manager, Atlanta, Ga., Aircraft Certification Office, promotion made permanent.
- **Mark A. Einhellig**, supervisor, Radar/Navigation Environmental Engineering Section, Facilities Establishment Branch, Airway Facilities Division, promotion made permanent.
- **Wilma G. Eyster**, area supervisor, St. Louis, Mo., Automated Flight Service Station, promotion made permanent.
- **Gordon B. Gruber**, area supervisor, Kansas City ARTCC, promotion made permanent.
- **Harry C. Hunt**, aviation safety inspector, Kansas City Flight Standards District Office.
- **Randy G. Langford**, manager, Fort Dodge, Iowa, AF Sector Field Office, Des Moines, Iowa, AF Sector.
- **Lyle D. LeMaster**, manager, Columbia, Mo., Tower, from the Wichita, Kan., Tower.
- **Michael V. Myers**, unit supervisor, Kansas City ARTCC, promotion made permanent.
- **Ralph Proccaini**, area supervisor, Kansas City ARTCC, promotion made permanent.
- **Bradley K. Rosenthal**, area supervisor, Eppley Airfield Tower, Omaha, Neb., from the St. Louis Tower.
- **James E. Ruf**, unit supervisor, St. Louis AF Sector, promotion made permanent.
- **Max L. Sharp**, area supervisor, Columbus, Neb., Automated FSS, from the Russell, Kan., FSS.

- **Fredie S. Thompkins**, manager, National Communications Center, promotion made permanent.

## Eastern Region

- **Lawrence W. Adams**, supervisor, Travel & Transportation Section, Examination, Classification and Disbursement Branch, Accounting Division.
- **William R. Becker, Jr.**, manager, Capital Airway Facilities Sector, Suitland, Md., from the Great Lakes AF Division.
- **Lester Bragin**, manager, Maintenance Branch, Flight Standards Division, promotion made permanent.
- **Donald P. Bringmann**, area supervisor, Teterboro, N.J., Tower, from the LaGuardia Tower, New York.
- **John M. Collins**, area supervisor, Allentown, Pa., Tower, from the Dallas-Fort Worth, Texas, Tower.
- **Willie T. Copeland**, area supervisor, Philadelphia Flight Service Station, promotion made permanent.
- **Walter Dredick**, principal maintenance inspector, New York Air Carrier District Office, promotion made permanent.
- **Carmine W. Gallo**, area supervisor, New York TRACON, Garden City, N.Y., from the Farmingdale, N.Y., Tower.
- **Frederick L. Gibbs**, manager, Systems Planning Branch, Air Traffic Division.
- **Joseph J. Gylmoty**, manager, Materiel Services Management Branch, Logistics Div.
- **Steve T. Klidonas**, unit supervisor, Allentown General Aviation District Office.
- **Keith McDonald**, area supervisor, Albany, N.Y., Tower, from New York TRACON.
- **Donald L. Rausch**, assistant manager, New York TRACON AF Sector Field Office (AFSFO), Metro New York AF Sector.
- **James W. Ryan**, unit supervisor, Allentown GADO.
- **Frank E. Salvino**, manager, LaGuardia AFSFO, Metro New York AF Sector.
- **Steven E. Saul**, area supervisor, Long Island Tower, Elip, N.Y., from the New York TRACON.
- **Dwight E. Schwartz**, area supervisor, Atlantic City, N.J., Tower, from the Philadelphia Tower.
- **Daniel Z. Smith**, manager, Morgantown, W. Va., Tower, from Huntington, W. Va. Tower.
- **Eugene T. Ulger**, assistant manager, LaGuardia Tower, from Air Traffic Div.

- **Olaf Vinje**, supervisor, Navada's Weather Unit, Electronics Installation Section, Electronics Engineering Branch, AF Division, promotion made permanent.
- **Robert J. Zoldos**, assistant manager, Washington Dulles Intl. Airport Tower.

## Great Lakes Region

- **James K. Alderice, Jr.**, area supervisor, Lansing, Mich., Tower, from the Mousant Tower, New Orleans, La.
- **Roger W. Becker**, area supervisor, Chicago ARTCC, promotion made permanent.
- **Gary F. Blaha**, assistant manager—operations, Cleveland (Ohio) Hopkins Tower.
- **Charles W. Crist**, area supervisor, Indianapolis, Ind., ARTCC.
- **Scott E. Daniel**, area supervisor, Chicago ARTCC, promotion made permanent.
- **Marion B. Dittman**, manager, Operations Branch, Flight Standards Division, from Western-Pacific's Flight Standards Div.
- **Gelaine G. Gallucci**, area supervisor, Chicago ARTCC, promotion made permanent.
- **Russell O. Hansen**, assistant manager—operations, Indianapolis Tower, from the Bloomington, Ind., Tower.
- **Harold O. Hooker**, area supervisor, Champaign, Ill., Tower, from the Dayton Vanlala, Ohio, Tower.
- **Eugene S. James**, manager, Chicago Palwaukee Tower, from Chicago O'Hare Tower.
- **Cathy W. Jones**, manager, Rapid City, S.D., General Aviation District Office, promotion made permanent.
- **Carl C. Kavalle**, area supervisor, Chicago ARTCC, promotion made permanent.
- **Roger A. Mandeville**, area supervisor, Chicago ARTCC, promotion made permanent.
- **Anthony S. Serino**, manager, Lawrence Tower, from the Boston Logan Tower.
- **William L. McDowell**, assistant manager for training, Indianapolis ARTCC.
- **Gregory M. McLaughlin**, security specialist, Chicago Civil Aviation Security Field Office, promotion made permanent.
- **Robert M. Means**, area supervisor, Indianapolis ARTCC.
- **Edward A. Nirengarten**, area supervisor, Indianapolis ARTCC.
- **Steven M. North**, environmental support engineering technician in Milwaukee, Wisconsin Airway Facilities Sector, Green Bay.
- **Frank R. Procopis**, area manager, Indianapolis ARTCC, from the Air Traffic Div.
- **Morris A. Ross II**, area supervisor, Detroit (Mich.) Metro Tower.
- **David M. Sapadin**, area supervisor, Chicago ARTCC, promotion made permanent.

- **Paul J. Sheridan**, area supervisor, Chicago O'Hare Tower, promotion made permanent.
- **James E. Sovel**, area supervisor, Lansing Automated Flight Service Station, promotion made permanent.
- **Clark C. Trudo**, area supervisor, Chicago ARTCC, promotion made permanent.
- **Vincent G. Volpe**, assistant manager, traffic management, Chicago ARTCC, promotion made permanent.
- **John H. Whitehurst**, area supervisor, Decatur, Ill., FSS, from the La Crosse, Wis., FSS.
- **Ardyth Martiny Williams**, area supervisor, Indianapolis ARTCC.
- **Frank R. Willman**, area supervisor, Muskegon, Mich., Tower, from the Mansfield, Ohio, Tower.

## New England Region

- **Leslie A. Bufferd**, manager, New Haven, Conn., Tower, from Windsor Locks, Conn.
- **Robert W. Gonyea**, area supervisor, Lawrence, Mass., Tower, from the New York TRACON.
- **Kenneth R. Goodsell**, assistant manager, Flight Standards Division, from the Los Angeles Flight Standards District Office.
- **Mark A. Hodgkins**, area supervisor, Manchester, N.H., Tower, from Boston ARTCC.
- **Ronald E. Johnston**, manager, Brainard Airport Tower, Hartford, Conn., from the Westfield, Mass., Tower.
- **Vito A. Pulera**, manager, Systems and Equipment Branch, New York Aircraft Certification Office, promotion made permanent.
- **Thomas L. Roberts**, area supervisor, Manchester Tower, from the Boston ARTCC.
- **Anthony S. Serino**, manager, Lawrence Tower, from the Boston Logan Tower.
- **Richard E. Barbieri**, principal operations inspector, South Florida Flight Standards District Office, Miami, promotion made permanent.
- **Gene M. Barnett**, assistant manager for training, Miami International Airport Tower, from the AT Operations Service.
- **Bobby S. Bridges**, manager, Crossville, Tenn., Flight Service Station (FSS).
- **David B. Brooks**, area supervisor, Nashville, Tenn., Tower, from the Lexington, Ky. Tower.
- **Drummond J. Brown**, manager, Greer, S.C., Airway Facilities Sector Field Office (AFSFO), Charlotte, N.C., AF Sector, from Columbia, S.C., AF Sector.
- **Robert Andrews**, evaluation specialist, Evaluation Branch, Air Traffic Division.
- **Patrick K. Berry**, area supervisor, Colorado Springs, Colo., Tower, promotion made permanent.
- **Richard A. Bosik**, area manager, Seattle-Tacoma Tower.
- **Stanley M. Pierce**, assistant manager, McMinnville, Ore., AFS.
- **Jimmy R. Shaw**, assistant manager, programs, Salt Lake City Tower, promotion made permanent.
- **John D. Newsome**, manager, Klamath Falls, Ore., Tower, from the Pueblo, Colo., Tower.
- **Stanley M. Pierce**, assistant manager, McMinnville, Ore., AFS.
- **Jimmy R. Shaw**, assistant manager, programs, Salt Lake City Tower, promotion made permanent.

## Northwest Mountain Region

- **Charles C. Abnel**, assistant manager, programs, Seattle-Tacoma, Wash., Tower.
- **Phillip T. Ackerman**, area supervisor, Portland, Ore., Tower.
- **Robert Andrews**, evaluation specialist, Evaluation Branch, Air Traffic Division.
- **Patrick K. Berry**, area supervisor, Colorado Springs, Colo., Tower, promotion made permanent.
- **Richard A. Bosik**, area manager, Seattle-Tacoma Tower.
- **Stanley M. Pierce**, assistant manager, McMinnville, Ore., AFS.
- **Jimmy R. Shaw**, assistant manager, programs, Salt Lake City Tower, promotion made permanent.
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- **Stanley M. Pierce**, assistant manager, McMinnville, Ore., AFS.
- **Jimmy R. Shaw**, assistant manager, programs, Salt Lake City Tower, promotion made permanent.

- **Larry E. Case**, area supervisor, Spokane, Wash., International Airport Tower, from Moses Lake, Wash., Tower.
- **Rejean Chartier**, section supervisor, Western Aircraft Certification Office, Hawthorne, Calif., promotion made permanent.
- **Tommy W. Corder**, area supervisor, Boeing Field Tower, Seattle, from the Air Traffic Division.
- **David B. Isehour**, assistant manager, Cedar City, Utah, Automated Flight Service Station (AFSS).
- **Kenneth L. Larson**, area supervisor, Spokane International Airport Tower, from the Walla Walla, Wash., Tower.
- **Robert C. McClain**, area supervisor, Denver, Colo., Tower, from the Houston, Texas, Intercontinental Airport Tower.
- **Karl J. McGuire**, unit supervisor, Seattle Flight Standards District Office, promotion made permanent.
- **Jack E. Meade**, manager, Salt Lake City, Utah, ARTCC, from Los Angeles ARTCC.
- **Daniel Molinar**, evaluation specialist, Evaluation Branch, Air Traffic Division, from the Seattle AFS.
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- **Carl B. Peoples**, manager, Haleyville, Ala.; AFSFO, Memphis, Tenn., AF Sector, promotion made permanent.
- **Floyd E. Shaw**, unit supervisor, Mid-South FSDO, Atlanta.
- **Sam O. Thurmond, Jr.**, unit supervisor, Chattanooga, Tenn., AFSFO, Atlanta Hub AF Sector, from Jackson, Miss., AF Sector.
- **Walter E. Turner, Jr.**, unit supervisor, Chattanooga AFSFO, from the Columbia AF Sector.
- **Gerald L. Vowell**, unit supervisor, Memphis Hub AF Sector, promotion made permanent.
- **Benjamin R. Williams, Jr.**, area supervisor, Orlando, Fla., Tower, from the Daytona Beach Tower.

- **William T. Fish**, manager, Tri-City FSS, Bristol, from the Atlanta, Ga., FSS.
- **Roger T. Hamit**, supervisor, North Operations Section, Operations Branch, Air Traffic Division.
- **Ronald L. Hubbard**, area supervisor, Amstion, Ala., Automated FSS, from the Melbourne, Fla., FSS.
- **David A. Jennings**, area supervisor, Fulton County Airport Tower, Atlanta, from the Peachtree-Dekalb Airport Tower.
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- **Cesar Ramirez**, manager, Longview, Texas, Tower, from the Clinton (Okla.) Sherman Airport Tower.
- **Michael R. Thompson, Jr.**, area supervisor, Corpus Christi, Texas, Tower.
- **Marcus L. Williams**, supervisor, Real Property Services Section B, Real Estate Branch, Logistics Division.
- **Jeffrey A. Wilson**, area supervisor, Austin, Texas, Tower, from the Fort Smith, Ark., Tower.
- **James R. Young**, supervisor, Communications & Surveillance Section, Maintenance Operations Branch, AF Division, from Headquarters Automation Service.
- **Joan C. Zubarik**, supervisor, Real Property Services Section A, Real Estate Branch, Logistics Division.

- **Cesar Ramirez**, manager, Longview, Texas, Tower, from the Clinton (Okla.) Sherman Airport Tower.
- **Michael R. Thompson, Jr.**, area supervisor, Corpus Christi, Texas, Tower.
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- **Cesar Ramirez**, manager, Longview, Texas, Tower, from the Clinton (Okla.) Sherman Airport Tower.
-

# The Right Stuff To Be a Controller?

Have you thought about becoming a controller? Do you have what it takes? Further, do you know what it takes? Do you know others who would be good air traffic control candidates? In fact, studies have shown that a high percentage of current FAA employees do make successful recruiters for FAA.

A candidate has to bring to the profession a state of mind, a self-discipline, a concentration and an ability with mathematics and abstract visualization. The first three have to be assessed face to face; the latter can be tested for in the air traffic controller examination. For encouragement (or discouragement), we offer a sample of that exam.

The air traffic controller examination consists of three separate subtests. The first test is intended to assess air traffic controller aptitudes. The second test is intended to assess the ability to perceive spatial relationships. The third test is intended to assess knowledge related to air traffic control work. (This knowledge is not required to take the examination nor to be selected into an air traffic controller position.)

The tests are scored by machine, and, therefore, you will receive a separate answer sheet (i.e., separate from the test booklet that contains the questions). On this answer sheet, you should carefully mark your answers by darkening the bar which represents the correct alternative to each question. Here, however, just circle your answers.

### Test 1

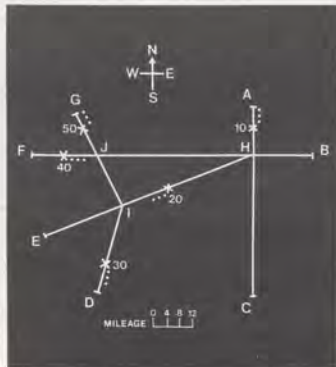
This test consists of drawings that simulate a radar scope which depicts characteristic patterns of air traffic. Each problem contains a drawing of particular flight paths and aircraft flying on those paths. A table containing infor-

mation about the altitude, speed and route of each aircraft accompanies each drawing.

Your task will be to answer questions that make use of this flight information. The questions ask for identification of potential midair collisions, differences in the routes of aircraft, distances between aircraft and changes in routes. Some preliminary instructions necessary to read correctly the information provided in the problems will be given to you at the test site before you actually start taking the test.

A typical example of the kind of information provided in the test problems is given below. The drawing shows a simulated radar scope image with the particular flight paths that aircraft must follow. Changes in routes can occur only at the intersection between two routes. Each x depicted on the routes represents an aircraft traveling in a particular direction indicated by the trailing dots.

A table containing critical flight information about each aircraft is provided. The number next to each x on the drawing allows the matching of the flight information to the correct aircraft. The



flight information lists the altitude, speed in miles per hour and route that each aircraft is flying.

### Flight Information

Aircraft	Altitude	Speed	Route
10	5000	300	AHC
20	5500	300	EIHB
30	5000	450	DIJF
40	6000	450	BHJF
50	6000	300	GJHB

### Test 2

In this test, the questions deal with relationships among sets of figures and with relationships among sets of letters.

The sample questions shown below illustrate the types of relationships which you will be asked to discover.

1.

2.

3.

4.

The correct answers are given at the end of this article.

### Sample Questions

Each of the first four questions has two boxes at the left. The symbols in the second box are different from the symbols in the first box. There is a relationship among the symbols within the first box and a relationship in the second box is similar but not identical to the relationship in the first box. Using these similarities and differences, choose from the five lettered alternatives (A, B, C, D, or E) the symbol that can best be substituted for the question mark in the second box. The correct answer is never based upon the series or progression of the symbols.

In question 1, all the symbols in the first box are curved while the symbols in the second box are straight. Of the

lettered symbols in the third box, only B is straight, so B has been circled. (Note that although one symbol in the second box is made of dashes, the other is not, and so a dashed type of line is not the difference between the two boxes.) Now do questions 2 through 4.

In each of the next five questions, there are at the left a series of seven capital letters that follow some definite order. At the right are five sets of two capital letters each. Look at the letters in the series and determine what the order is. Then, from the suggested answers at the right, select the set that gives the next two letters in the series. Circle the set you have chosen.

### 5. XCXD EX A)FX B)FG C)XF D)JF E)XG

A has been circled for question 5 because the series consists of Xs alternating with letters in alphabetical order. Now do sample questions 6 through 9.

- 6. AVAWAXA AJZA BJYZ C)YA DJAZ EJAY
- 7. ATTBSSC A)RR B)RD C)CR D)DD EJCC
- 8. ABDEGHJ A)KL B)LN C)JM D)LM E)KM
- 9. ARCSETG A)HI B)HU C)UJ D)UI E)JV

### Test 3

In this test (not given here), you will be asked to answer questions that entail knowledge related to air traffic control work. The test is intended to serve as an indicator of the possession of this knowledge. However, possession of this knowledge is not required to take the air traffic controller examination, nor to be selected for training in an air

traffic controller position. The questions in this test deal with air traffic rules, air traffic procedures, inflight traffic control procedures, communications operating procedures, flight assistance service procedures, aviation weather, air navigation and aids to navigation. ■

This sample examination was taken from the new Air Traffic Control Specialist Announcement No. FAA/ATC-008.

Answers to sample questions: 1-B, 2-B, 3-E, 4-D, 5-A, 6-C, 7-A, 8-E, 9-D.

### Retirees

AERONAUTICAL CENTER  
Zelda B. Cook  
James R. DeAngelo  
Louis C. Foree  
Jack M. Joyce  
Mildred M. Montgomery  
Albert W. Parker  
Anselmo F. Perez  
Ben M. Slater

CENTRAL REGION  
Robert D. Glascock  
Edward J. Hamman  
John J. Lyness  
Laura S. May  
Jean G. Metcalf  
Alden O. Norem  
Rodger H. Schumacher  
Layton Ray Turnbull  
Vernon D. Ullodah

EASTERN REGION  
James M. Bliss  
Clada A. Cataluffi  
Lloyd W. Coburn, Jr.  
Paul H. Demange, Jr.  
Roderick W. Foste  
Michael G. Lavitt  
Marilyn A. Niewinski  
Hannah E. Ross  
Richard H. Stullbrink

GREAT LAKES REGION  
Joseph A. Anderson  
Mark D. Barnhill  
John P. Bledsoe  
Marvin E. Brewsitt  
Guy R. Brown  
Clifford J. Essemacher

Thomas W. Feldman  
Terry L. Hartley  
Glenn L. Hiatt  
Gordon B. Jividen  
Carl W. Johnson  
Marjorie M. Kriz  
Dianne M. Pruss  
Joan K. Regelbrugge  
Glenn W. Rogers  
Allen F. Sabin  
Neil E. Wright

NEW ENGLAND REGION  
Thomas F. Ewing  
Martin M. Small  
Ronald A. Wright

NORTHWEST MOUNTAIN REGION  
John B. Barbour, Jr.  
Darwin M. Browning  
Francis G. Cullen  
William S. Doughty  
Glenn E. Perkins  
Thosille G. Smith, Jr.  
Leon Whalton

SOUTHERN REGION  
Delmar J. Carney, Jr.  
William M. Chambliss  
Lloyd D. Dillinger  
Keith A. Fauve  
Allen Frederick Free  
Mary L. Holland

James W. Johnson  
Donald E. Mills  
David H. Stamps

SOUTHWEST REGION  
Samuel E. Aukins  
Raymond Jason Chavez  
Loretta J. Deyah  
Donald R. Eiland  
Richard T. Hamilton  
Joseph D. Parker  
Tommy B. Russell  
Florence D. Talk  
Michael A. Vaughan

TECHNICAL CENTER  
Harry C. White

WASHINGTON HEADQUARTERS  
Julia C. Carroll  
Louis L. Olsen  
Norman H. Plummer  
Ethel A. Wilson

WESTERN-PACIFIC REGION  
John J. Bayardorfer  
James M. Busbee  
Leslie E. Drummond  
Robert J. Hunter  
Yoichi Kanet  
John F. Lavery  
James C. Ledford  
Richard E. Parise  
Jack B. Pippel  
Marion M. Stevenson  
James F. Weems

## Tech Center Takes Accounting Office Honors

“Bigger is not necessarily better,” commented Technical Center Accounting Branch Manager Pat Heidenthal about his office’s selection as the FAA Accounting Office of the Year for 1987. “It is a tribute to our teamwork and efficiency that we were recognized, because most of the other accounting offices are larger than we are.” He added that he believed the honor reflected on the Tech Center as well, saying, “Because the center is a small facility, it is easy for us to be overlooked.”

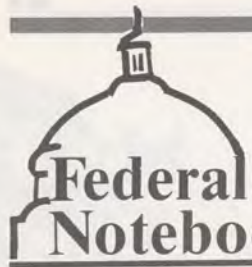
The Office of Accounting selected the winner based on accomplishments in

cash management, travel and evaluation over other accounting offices in the FAA. Office of Accounting Director Ernest Keeling presented a plaque to Heidenthal in ceremonies at the center.

Also included in the honors were Thomas Bolland, retired; Lawrence Barts, a former co-op student; and Doris Hemling, Walter Holmes and Albert Mancini, who are now in other offices. ■



Proud of their Office of the Year award are members of the Technical Center’s Accounting Branch, posing with Ernest Keeling (left), director of Washington Headquarters’ Office of Accounting, and Technical Center Director E.T. Harris (right). Alphabetically, the members are Shirley Brizell, Beverley Coll, Deborah Dickerson, Rosario Dobryzski, Jon Fine, Mary Gollini, Frances Hampton, Patricia Jefferson, Joseph Liposki, Pamela Morrow, Janet Polizzano, Joan Rizzo, James Scavazzo, Vainie Sellen, Alexander Storoz, Paul Tarver, Donna Turner, Elsie Wagner and Frances Woodside.



# Federal Notebook

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## WHAT'S PAY EQUITY?

At this writing, House-Senate conferees on the fiscal 1989 budget resolution are deadlocked on next year's pay raise, a touchy matter in an election year. The Senate resolution awards a two percent increase to civilian employees and a 4.3 percent raise to military personnel, while the House wants to give three percent across the board.

Those are the figures, despite the fact that the General Accounting Office (GAO) reported last September that civilian pay averages 27 percent below the military--60 percent counting retirement and health benefits, and the Federal Managers Association says managers' pay lags 29 percent.

From another quarter comes the word of former Federal Reserve Board Chairman Paul Volcker, now chairman of the National Commission on Public Service, that better pay for civil servants is one way to make the federal service more competitive with the private sector.

## WHAT'S PENSION EQUITY?

The horror stories are legion about how long it takes an annuitant to re-

ceive his or her first full check, sometimes six months and up to a year. The Office of Personnel Management (OPM) has come under fire for these delays but says that half the time it's the employee's agency that is delaying.

Last Month we reported on New Jersey Rep. James Saxton's bill to require OPM to disburse annuity checks within 30 days, which is seen as too tight by many. Now, Rep. Richard Ray (D-Ga) has introduced HR 4361, which would require OPM to pay interest on annuities not paid within 90 days of retirement.

## CATASTROPHIC HEALTH BILLS PERKING

The amendments to the bill to increase catastrophic health coverage under Medicare that would prevent federal retirees from paying a high, income-tax-based premium for coverage they already have has been approved by the conference committee. At this writing, there is a push to resolve problems on financing and drug prescriptions and obtain final approval.

Meanwhile, the Pepper-Roybal bill (HR 3436) to provide long-term home and nursing home health care for the elderly, disabled and chronically ill children has been approved by committee and is now listed on the House calendar.

## CAN YOU BE BOUGHT WITH A LUNCH?

Under a new Office of Government Ethics regulation, federal employees may accept free food and drink at receptions and other widely attended social functions. However, the FAA must first obtain an approved exception to the Presidential order prohibiting

employees from accepting anything of value from companies or individuals doing business with the government. Such favors in one-on-one situations are still barred.

## EMPLOYEE LEGAL ARMOR SOUGHT

Following a Supreme Court decision in January that said federal employees were immune to lawsuits only when they are exercising decision-making discretion, Rep. Barney Frank (D-Mass) introduced a bill to amend the Federal Tort Claims Act to make the government the sole defendant in suits against employees performing their duties. Until HR 4358 becomes law, rank-and-file employees are not immune to lawsuits for negligence. The House Judiciary Committee has already approved the bill.

## LIFE INSURANCE PREMIUMS TOO HIGH

It's bad enough that federal employees retiring after 1989 will have to continue paying the two-thirds share of the premiums for their life insurance under a 1980 law, but now it turns out that Congress neglected to require the government to pay its one-third share of the premiums. The GAO is asking for the oversight to be corrected.

Life insurance premiums are now four percent higher than they need be, according to a Congressional committee and the GAO. The government has been paying an unwarranted risk charge, or "reinsurance" surcharge, of \$850,000 a year for the last 30 years, when it's the government that assumes all risks and the insurance program has hefty cash reserves.

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