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FAA's Tonic for Geriatric Aircraft

By Fred Farrar

For most people, the problems associated with the operation of older aircraft didn't become a matter of concern until April 28 of this year. That's when a Boeing 737 operated by Aloha Airlines lost 18 feet of its upper fuselage but made a spectacular emergency landing on the Hawaiian island of Maui.

The fact is, however, that the FAA and the aviation industry have been tracking the problem for more than a decade. So, it wasn't a panicky reaction to the Aloha incident that a three-day conference on aging aircraft was held in Washington in early June; it was just a

continuation of an ongoing effort.

In announcing the meeting, Administrator Allan McArdor said, "Although FAA and the aviation industry already have programs in place to provide for the continued airworthiness of older transport aircraft, we must constantly

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

update our knowledge to reflect the latest advances in technology and changes in the operational environment."

Awareness of the problem of aging jetliners was first thrust upon the industry in 1977, when a British Boeing 707 on a cargo flight crashed on approach to an airport in Zambia, Africa. One of its horizontal stabilizers had broken off.

The accident didn't get much attention at the time because it occurred in a remote place and the loss of life was low. But it started a chain of events that

led to a whole new way of looking at older aircraft.

That new approach was the Supplemental Structural Inspection Program, which recognizes that older aircraft need a special and different kind of inspection program if they are going to continue to fly safely.

Today, eight types of U.S.-made airline aircraft are getting those special inspections after they reach a specified

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The Age Factor Sparks an Unusual Emergency

The Aloha incident was a classic in many ways—in the extent of possible fatigue damage to the aircraft, in the skill demonstrated by the pilots and in the expertise and sensitivity of the air traffic controller.

When the emergency was declared, ATCS Robert Mikell was handling five aircraft, with one inbound to land on the same runway just ahead of Aloha Flight 243. Mikell moved it to another runway.

Said Robert Rabideau, manager of Maui Tower at Kahului Airport, "When the aircraft's first officer asked for assistance, and until we saw the plane



on the ground, there was no indication that the plane looked as it did with its top missing. There are degrees of emergencies, some of which are quite routine. But Mikell got a feeling it was something more. He did a superb job."

1:48:33 Aloha: Maui Tower, Aloha 243. We're inbound for landing.

Rescue personnel assist passengers of the damaged Aloha Airlines 737 at Kahului Airport on Maui, Hawaii.

Photo by Matthew Thayer

1:48:40 Aloha: We have rapid decompression. Ah, we are unpressurized, declaring an emergency.

1:48:55 Mikell: Okay, is that Aloha

244 on the emergency?

1:48:58 Aloha: Aloha 243.

1:49:00 Mikell: Aloha 246?

1:49:01 Aloha: Aloha 243.

1:49:03 Mikell: Aloha 243, say your position.

1:49:05 Aloha: We're just to the east

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FAA World

July 1988

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She's in the Right Seat

Barbara McConnell Barrett was sworn in on April 1 as the ninth Deputy Administrator of the Federal Aviation Administration and the first woman in that high an agency post.

Native to Pennsylvania and a long-time resident of Arizona, Barrett is no stranger to Washington. A worker for Sen. Barry Goldwater (R-Ariz) and the Reagan-Bush ticket in 1980, she was offered a post with the Civil Aeronautics Board in 1982, beginning as an executive assistant to the chairman, then becoming a member and finally the vice chairman until the board's demise in December 1984.

She had become a partner in a Phoenix, Ariz., law firm, a member of the Phoenix Municipal Aeronautics Advisory Board and a member of the President's Advisory Committee on Trade Negotiations, among other things, when Administrator Allan McArthur called her and offered her the FAA deputy's slot.

"Among other things" is definitely an understatement. In addition to a very long list of local activities, Barrett has been involved in these national activities: Intellectual Property Task Force for GATT Negotiations, International Trade Administration of the U.S. Department of Commerce, White House Working Group on Central America, Administrative Conference of the United States, United States delegation for aviation negotiations with 11 nations, White House briefings on many national and international issues and Congressional hearings on many aviation issues. She has also been an advisor to the U.S. for civil aviation negotiations with more than three-dozen nations and multilateral organizations and chaired numerous hearings on communities' requests for federally subsidized air



service in the Rocky Mountain and Pacific Northwest areas.

Barrett was not a Johnny-come-lately to aviation, although she's only now a student pilot. "I might say my interest was sparked when my father took my older brother and me—at the age of six—to a grass strip in New Alexandria, Pa., for a once-around-the-patch flight." As she grew up, she developed admiration for pilot-senator Goldwater. With Barrett subsequently having the opportunity to work with and near him, her appetite was "further fed by his affection for flying."

After graduation from college, she worked as an intern for the Arizona House and Senate Transportation Committees, during which time she worked on separating the highway and aeronautical divisions within the Transportation Department.

In the nine months remaining in the Reagan Administration following her arrival at FAA, she was not intent on reinventing the wheel. "What I can do" Barrett says, "is ask what are the high-priority items, then target and spotlight and assist."

Explaining, she adds, "Long before coming here, it was clear to me that deregulation was going to result in a lot more people traveling who could do so only if airside and groundside capacity exists. Through ATC modernization, advanced automation systems and other activities, we're going to have an increasing amount of airside capacity.

But airport capacity is the real bottleneck. The Administrator and I share an interest in this and other projects."

She says, "Airport capacity is something I have the background in, a particular interest in and a particular charge from the Administrator. In the long run, technology like the development of tilt-rotors may help resolve the problem. In the short run, however, the solution has to be enhanced facilities—some new runways, some improved runways, high-speed exits, implementing new landing systems and getting compatible aircraft using the same runways, instead of having the mix that now slows down traffic."

She adds, "I hope to help move those projects that will advance the airport capacity program and the National Airspace System Plan. In addition, I would like to see the FAA get more credit for its accomplishments, such as the Host Computer implementation. We need a public relations program to make the public recognize our progress."

It's only the importance of this job, she says, that could make her just a weekly commuter to Craig, her husband of three years, who is a corporation executive in Phoenix. ■

TRACON Staffing Standards Studied



The field study team working on air traffic staffing standards includes from the left (front row) John Carnes, Air Traffic Service; Jerald Ruitven, Northwest Mountain; Neil Schneidler, STI; Brian Snyder, Alaska; John Romaine, Office of Budget; Joe Tintera, Management Systems; and Michael Watson, STI; (middle row) Joseph Bellino, NATCA; Fran Melone, Sue Helzer and Bernella Alston of Management Systems; John Pallante, Eastern; and Horace Vial, Great Lakes; (back row) Larry Bishop, Southern; Perry Gibson, Southwest; Stanley Huff, Western-Pacific; Don Hehr, Central; and Glenn Dick, New England.

Members of the Management Engineering Branch aren't spending much time in their sixth floor offices in FAA headquarters. That's not where the action is. They're out in the field finding out who does what and how many it takes to do it better.

Branch specialists travel all across the country validating workload information, studying staffing requirements and setting staffing standards. According to Michael Sherwin, director of the Office of Management Systems, the Management Engineering Branch tries to meet the needs of all program offices to develop systematic ways of determining just how much staffing is needed to meet the critical safety missions of the agency.

Staffing standards are in place or under development for air traffic controllers, maintenance technicians, aviation safety inspectors, aviation security agents and associated support staffing. "Because work methods and other factors that affect staffing requirements change, updates and revisions to staffing standards are continuously

required," says Fran Melone, Management Engineering Branch manager.

Although the specialists in the branch provide the needed skills in industrial engineering, operations research and management analysis, expertise on subject matter is also needed to develop accurate standards. This is provided by the program office of the function under study, often through a working group of specialists from the field.

"Working with these study teams gives me a good idea of how these people, as well as those in the facilities, do their jobs," notes Joseph Tintera, a branch analyst who's been working in the program for a year and a half.

A major effort underway this year is the development of new staffing standards for air traffic terminal facilities. Sue Helzer, also of the Management Engineering Branch, is the technical director of the project. Oversight and air traffic expertise are provided by a study team composed of terminal controllers from each region and a NATCA representative. This team is led by John Carnes from the Office of Air Traffic Evaluations and Analysis. Additional support is being provided by Standard Technology Incorporated (STI), an industrial engineering firm under contract for data collection and analysis.

In the first phase of the project beginning this month, branch personnel will visit 35 radar approach control facilities

across the country, representing a cross-section in size and complexity. Composed of regional air traffic representatives, Management Systems personnel and STI engineers, the study team will spend about three days at each site, making observations of controller workload and counting traffic activity during 15-minute observation periods.

According to Neal Schneidler, project director for STI, it is important to capture observations of controllers working during busy periods, because past studies have shown that the overall controller staffing requirement is determined primarily by coverage required for peak traffic periods.

A videotape will be sent to each facility in advance of the visit, explaining the procedures to be used and the results expected. Data collection at all 35 sites is scheduled to be completed by the end of November, with the analysis and draft TRACON staffing standards to be completed by April 1989.

Don't assume that the staffing standards team will be taking a break then and return to their desks, however. Notes Sue Helzer, "As soon as we finish the TRACON standards, we'll be taking on the tower cabs." ■

Top Honors to Southern Logistics



Mike Faran (right), manager of the Southern Region Logistics Division, accepts the national Acquisition and Materiel Service Award for 1987 from Fred Gilmore, director of the Acquisition and Materiel Service. Faran and his staff received the award for creating the prototype Logistics Support Services Contract and leading development of the FAA Field Logistics Program.

Geriatric Aircraft

continued from page 1

number of flight cycles, and such programs are in the works for two others.

Of course, the Aloha accident, in which a flight attendant was killed and many passengers were injured when the top of the fuselage of the jet blew off at 24,000 feet, made news. The fact that the aircraft had logged almost 90,000 flight cycles riveted public attention on the subject of aircraft aging and led to the International Conference on Aircraft Aging that was sponsored by the FAA on June 1-3 and attended by 400 representatives from 12 countries.

But back in 1977, the crash of the British 707 wasn't front-page news. Investigators from the British Civil Aviation Authority participated in the probe into the cause of the accident, and their reports, once they were analyzed back in London, had the British aviation authorities hastily on the phone to their counterparts in the United States.

What the CAA said to the FAA was, in effect:

The accident was caused by a fatigue fracture in a spar cap of the horizontal stabilizer, an area that the program of inspections for cracks existing at that time did not cover.

Since the inspection program is based on many years of experience with the 707 in normal service, [CAA] must conclude that once an aircraft accumulates more than a certain number of landings, it may start to crack in heretofore unsuspected areas.

The FAA agreed and quickly began taking steps to deal with the new problem. The result was the Supplementary Structural Inspection Document and the Supplementary Structural Inspection Program.

The agency's first move was to require the manufacturers of aircraft that were past or nearing the end of their designed lifetimes to develop special inspection programs to look for cracks and other signs of metal fatigue in areas that had never failed before but might as the aircraft got older.

The manufacturers, using computer analysis techniques, developed inspection plans for each of their aging aircraft types, beginning with the 707 and the older DC-8s. These were the first suc-

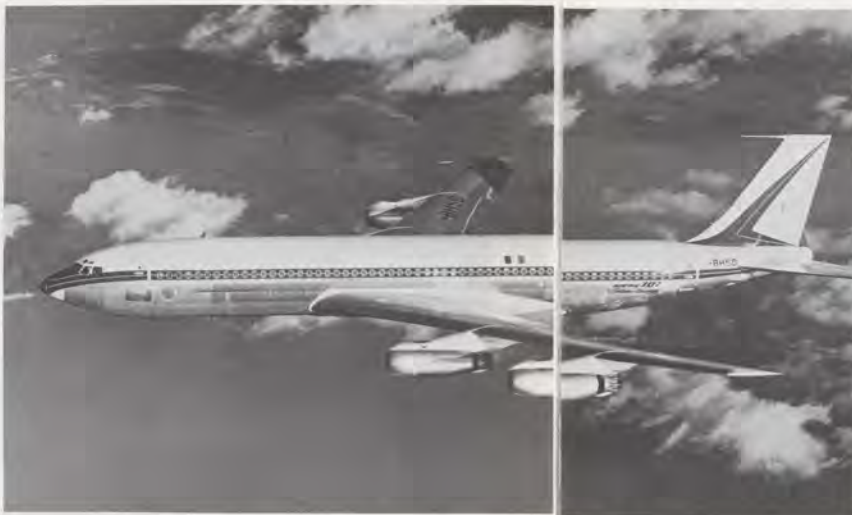
cessful jet passenger aircraft and at one time were the sleek, proud and powerful symbols of a new age in aviation.

But now they were getting old, and the airlines were replacing them with new, quieter and more fuel-efficient aircraft such as the 727 and the DC-9.

The 707 was the first aircraft to be the subject of such a plan, which was dubbed a Supplementary Structural Inspection Document, and in July 1985, it became part of its regular maintenance program.

An Airworthiness Directive (AD) required that the Supplemental Inspection would have to be made in addition to the regular inspections for structural fatigue during each major aircraft check.

A Supplemental Structural Inspection Document for the older DC-8s became



Boeing 707



Boeing 737-300

available shortly thereafter, and it, too, was mandated by an AD.

The same was done, in turn, for the 727, the 737, the 747 and the DC-9. Supplemental Structural Inspection Documents are now being prepared for the McDonnell Douglas DC-10 and the Lockheed L-1011.

As all this was going on, a variety of economic forces was encouraging the airlines to fly their aircraft beyond their design goal, which, generally speaking, is about 60,000 landings.

little incentive to buy more-fuel-efficient aircraft.

Another major factor was the competitive pressures of deregulation, which made it more attractive to continue to fly aircraft that were already bought and paid for rather than to invest in new ones that had only marginal performance increases.

Having been aware of this trend for years, just as it has been aware of the aging aircraft problem, FAA has taken aggressive action to combat it.

Meanwhile, although the exact reason for the fuselage failure on the Aloha Airlines 737 is still under investigation, the agency has taken steps to make sure it doesn't happen to other 737s. And it has been, and continues, to work hard to make sure aging doesn't become a safety problem in other types of aircraft. ■

In the past, airlines usually had replaced aircraft long before they reached their design goal with new aircraft with higher performance and greater fuel efficiency.

For one thing, fuel prices—which had soared during the Arab oil embargo of 1973—went down, and the airlines had

Age Factor

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of Makena Point, descending out of 11,000. Request clearance into Maui for landing. Request the [emergency] equipment.

1:49:16 Mikell: Okay, the equipment is on the field . . . is on the way.

1:49:45 Mikell: Just to verify again—you were breaking up. Your call sign is 244—is that correct—or 243?

1:49:55 Aloha: 243, Aloha 243.

1:49:57 Mikell: 243, the equipment is on the roll. Plan straight in, runway two, and I'll keep you advised on any wind change.

1:52:11 Mikell: Aloha 243, you still up?

1:52:17 Mikell: Aloha 243, Maui.

1:52:36 Mikell: Aloha 243, Aloha 243. If you hear, identify.

1:52:48 Mikell: Aloha 243, I got your

identification. Cleared to land.

1:53:42 Aloha: Ah, we're going to need assistance. We cannot communicate with the flight attendants. Will there be assistance for the passengers when we land?

1:53:51 Mikell: Okay. Understand you're going to need an ambulance.

1:54:39 Mikell: Aloha 243, can you give me your souls on board and your fuel on board?

1:54:46 Aloha: Ah, 85, 86 plus five crew members.

1:54:51 Mikell: Okay, and just to verify: you do need an ambulance, that is correct?

1:54:55 Aloha: Affirmative.

1:54:56 Mikell: Roger. How many do you think are injured?

1:54:58 Aloha: We have no idea. We cannot communicate with our flight attendants.

1:55:05 Aloha: Ah, we won't have a nose gear.

1:56:00 Mikell: Aloha 243. Equipment is in place.

1:56:06 Aloha: Okay. Be advised we have no nose gear. We are landing without the nose gear.

1:56:10 Mikell: Okay. If you need assistance, keep me advised.

1:56:14 Aloha: We'll need all the equipment you got.

1:58:11 Mikell: Aloha 243. Just for your information, the gear appears down; the gear appears down.

[Aloha 243 lands.]

1:58:45 Mikell: Aloha 243. Just shut it down where you are. Everything's fine with the gear. Fire trucks are on the way. ■

Feeling Fit

Bootstrapping Out of the Dumps

There's a world of difference between feeling depressed and being a victim of depression. The first is a mood, a temporary state of mind. The second refers to what is now recognized as a disease caused by a chemical imbalance in the brain, which is now treatable.

If the patterns of behavior described persist, a physician should be consulted. If you can honestly say that you just occasionally get into a blue funk—a period of sadness or grief—then this discussion is for you.

There is increasing awareness that our moods are caused by the way we think of ourselves. If we tend to think negatively about ourselves, we will become depressed and color the world around us in somber tones. If we are positive about ourselves, however, we become optimistic in general.

Some of the most common self-defeating patterns of thinking and how you may turn them around include:

■ **All or nothing thinking.** You see the world as black and white and not as a series of compromises. The straight A student who sees himself as a failure when he gets one or two Bs cannot be happy in the absence of perfection. If you discredit yourself for falling short of impossible or unrealistic goals, you will never measure up and will be unhappy. Life is not absolute success or absolute failure.

■ **Magnifications and minimizations.** This is an attitude that blows up or

shrinks things out of proportion. Focusing on your imperfections and discounting your strengths is backwards. We all have them, so dwell on your strengths.

■ **Not accepting mistakes.** Making mistakes in life is normal. You are not a failure because of them unless you fail to learn from them.

■ **A guilt complex.** If you tend to believe that whatever happens to you or to others you are relating to is your fault, you are on a guilt trip. People are responsible for their own actions. There are times you have to accept the fault for your actions, but not for others or "bad luck."

To maintain a positive attitude, focus on your strengths, skills and talents and simply count your blessings. You must believe that no matter what had happens you will survive. That self-belief that you can cope with any dire circumstance is very important. Each problem has a life span that is finite.

Do not base your opinion of yourself on your achievements, looks, fame or fortune. Neither can love or approval by others enhance your self-worth. Self-esteem can be viewed as your decision to treat yourself like a beloved friend.

If a visitor came to stay with you, would you insult him? Would you peck away at his weaknesses and imperfections? Of course not; you would do everything you could to make your guest feel comfortable. So, why not treat yourself like an honored guest? ■

Conference Develops New Procedures

As a result of suggestions and recommendations at the international conference on older aircraft sponsored by the Office of Airworthiness in Arlington, Va., June 1-3, FAA announced the implementation of an initial set of procedures to help evaluate and maintain safety margins for older aircraft. These include:

■ Flight Standards inspectors, with support from Aircraft Certification engineers, will conduct "hands on" heavy maintenance checks of high-time airline aircraft to ensure a better understanding of metal fatigue and corrosion.

■ Aircraft Certification engineers will make field visits to airline maintenance shops to gain more knowledge of the human factors involved in maintenance and inspection. This will help in the drafting of future airworthiness directives.

■ FAA will provide experts in nondestructive testing and inspection technologies and set up improved training programs for its manufacturing and maintenance inspectors in these technologies.

■ Aircraft Certification, Flight Standards and FAA research and development organizations will jointly develop specific programs to promote the safety of older aircraft and engines.

■ Flight Standards will develop a "lessons learned" document on engine maintenance and will summarize the important maintenance shortfalls found during the evaluation of 22 engine repair stations.

■ Aircraft Certification will promote and work with industry to develop supplemental structural inspection documents for aircraft used in commuter service.

What You'll See at the CMD

Photos by Bruce Petro
Industrial Evaluation Branch
Acquisition and Materiel Service



Setting the
Early 1980s



In keeping with the concept of a sound mind in a sound body, the CMD provides a gym with exercise equipment (above) and loaner bicycles for use on bike trails in the surrounding community of Palm Coast (below).

Now that the Center for Management Development—FAA's new supervisory training school in Palm Coast, Fla.—is well under way, here is a better look at what facilities await you there.

The CMD is a well-equipped, high-technology school in beautiful surroundings conducive to a relaxed study experience. It has drawn rave reviews from former students.



The reception area at the Center for Management Development is much like a lobby in a modern hotel. In the back-ground are students Janis DiFabio (left) from the Technical Center and Jan Childree (in black dress), Fort Worth, Texas, ARTCC. In the foreground, Donald Spivey, Daytona Beach, Fla., Tower, places a call.



This modern classroom being used for computer training features an electronic blackboard (right, rear), which can make letter-size copies of the screen at the touch of a button, and a color projector mounted on the ceiling, which projects videotapes or movies.



The CMD library is a multi-media resource center, which stocks books, magazines, microfilm of publications (above) and computer programs (below).



It's late afternoon when Tom Humphries (left), Fort Worth Automated Flight Service Station, and Anthony Durso, Technical Center, enter the cafeteria, which includes vending machines, microwave oven, self-service soft ice cream machines and a hot food service line during meal hours.



The comfortable, private dormitory room provides an easy chair and a desk to facilitate studying and a clock-radio alarm to ensure arising for classes, but there's no TV or radio. Separate rooms are available for smokers and nonsmokers.



Small "breakout" rooms for separate class projects are equipped with video tape cameras, recorders and monitors.



Although the students' rooms foster study by not having TV, each dormitory wing has a lounge with easy chairs, a large-screen TV, a video tape player and a convertible bumper pool/card table.



Setting New Standards for Early Birds

By Marjorie Kriz

It's been just over 60 years since the FAA and its predecessor agencies began certifying aircraft as airworthy based on design specifications. Until now, however, non-rigid airships, or blimps, haven't even had design specifications.

Instead, civil approval for type certificates was based on the U.S. Navy's approval of airship design. Two type certificates for airships—in 1935 and 1948—were issued by a predecessor agency, but these were based on Navy designs.

The Navy's experience with airships dates back to World War I, and its last airship was decommissioned in the early 1960s. There does not appear to be any resurgence in Navy airship production, except for a contract with Westinghouse to build one for trials.

But civil blimps are still being built—bigger and better—and new civilian uses of blimps are being proposed. As a result, FAA is taking a hand in the matter. An advisory circular describing criteria for type certification has been issued, and a 119-page volume of design criteria has been developed by

Greg Michalik, a project engineer in FAA's Chicago Aircraft Certification Office, working in conjunction with the headquarters Office of Airworthiness.

Last August, the Chicago Aircraft Certification Office issued an experimental certificate for a new Goodyear blimp, but it couldn't be type certified under the old Navy specifications. It is bigger, with different, more powerful engines, and a new type of empennage (tail assembly). It just didn't fit Navy design criteria.

This new blimp, "The Spirit of Akron," was rolled out from the same Wingfoot Lake facility near Akron where some of Goodyear's earlier airships had been built. In fact, the Great Lakes area is sort of a cradle of airships and airworthiness. Some of the first successful U.S. blimps were designed and manufactured by Roy Knabenshue of Toledo, Ohio, and Thomas Baldwin of Quincy, Ill., and the first aircraft certified by the U.S., the Buhl Airster, was made in Detroit.

Now, however, Airship International, Ltd., is planning to build an airship manufacturing facility in Kissimmee, Florida, and turn out its first blimp in



"The Spirit of Akron" blimp looks small in the cavernous Goodyear Wingfoot hangar.

1989. There's also Memphis Airships, Inc., which is looking to sell advertising space on a half-size blimp that it's built.

"The Spirit of Akron" is an advanced model, GZ-22 (for Goodyear Zeppelin model 22), which is bigger, heavier, faster, more maneuverable, with more passenger room, and, for an airship, with new types of propulsion and empennage.

The Allison 420-hp turboprop engines are vectorable and are fitted with shrouded, 70-inch Hartzell propellers. In being rotated, the engines can add to the lift of helium inside the envelope and make the airship more maneuverable. The tail assembly features an X-configuration with ruddervators, which combine the functions of rudders and elevators.

FAA has been working to develop type certificate specifications since 1979, but the program was given a low priority after the sole applicant for a certificate abandoned the project and no other applications were anticipated. In 1983, another application was received and the project was again moved to the front burner.

NASA experience in studies of airship technology and British Civil Air Requirements were reviewed by the Office of Airworthiness for possible incorporation into FAA airship design criteria, which is based primarily on U.S. Navy detail design specifications



Project and airframe engineer Greg Michalik (center) shows the plans for the new Goodyear blimp, "The Spirit of Akron," to Ken Payauys, Airframe Branch manager (right), and Walt Horn, manager of the Chicago Aircraft Certification Office (ACO).

plus additional criteria useful for current airship designs.

The result was an amendment to FAR section 21.17 by adding a paragraph (b). This section also includes gliders and other aircraft for which there are no separate airworthiness standards established.

FAAers will remember the 1937 explosion and fire that destroyed the German "Hindenberg," which was filled with flammable hydrogen. This ended the use of rigid airships as air carriers. Since then, helium, an inert gas, has been the lifting agent in the U.S., although hydrogen is still widely used in Europe. In preparation for the airworthiness tests of "The Spirit of Akron," aircraft

Engines may be type certificated as an integral part of an airship and may be used only on the certificated airship unless certificated separately. A separate propeller type certificate also is not issued for those certificated as an integral part of the airship.

The FAR specifies that "Hydrogen is not an acceptable lifting gas for use in airships." Older

certification test pilots Gary Louser and Pat Moe flew earlier Goodyear airships. Both are experienced with airplanes and helicopters and hold air transport pilot certificates, so that 50 hours of blimp flying, including some at night, would bring them new certificates. Without their many fixed wing flight hours, 200 hours piloting an airship would have been the requirement for a certificate. So far, Louser has 16 hours aloft in a blimp and Moe 10 hours.

Both would like to add blimp pilot certificates to their credits, but Akron is too far away to make qualification practical. Such a certificate isn't required for

them to certify the airship as airworthy.

During one of his flights in a Goodyear blimp, Moe found himself 100 miles from home in Dixon, Ill., after a six-hour flight. He attempted to remain overnight, but there weren't enough rooms available for the entire crew. He had to call his wife, who drove the 100 miles to pick him up.

Now, with the issuance of Advisory Circular AC 21.17-2, "Type Certification—Airships," and FAA P 8110-2, "Airship Design Criteria," FAA is set for a new airships era. ■



On hand for the rollout of "The City of Akron" Goodyear blimp were FAAers (from the left) Ken Scott, manufacturing inspector, Cleveland Manufacturing District Office (MIDO); Ty Krolnick, propulsion engineer, Chicago ACO; Greg Michalik, project engineer, Chicago ACO; Mike Dahl, systems and equipment engineer, Chicago ACO; Walt Horn, manager, Chicago ACO; and John Curtice, manager, Cleveland MIDO.

Getting Set for New Training Procedures



Facility and regional air traffic representatives from all across the country met late in May at a Xerox training facility in Leesburg, Va., to learn and plan for implementation of new on-the-job training procedures. The procedures emphasize facility training rather than merely evaluation; objective, time-based evaluation by a training examiner; and the use of positive training forms that are performance-based and provide instructors with a tool to note observed activities.

Photos by Dennis Hughes

The 30 Greatest Aviation Lies

■ **M**e? I've never busted minimums.
 ■ We'll be on time, maybe even early.
 ■ I have no interest in flying for the airlines.
 ■ I fixed it right the first time. It must have failed for other reasons.
 ■ All that turbulence spoiled my landing.

■ I need glasses only for reading.
 ■ I broke out right at minimums.
 ■ The weather is gonna be all right; it's clearing to VFR.
 ■ I can get around those thunderstorms.
 ■ Don't worry about weight and balance—it'll fly.
 ■ If we get a little lower, I think we'll see the lights.
 ■ I'm 22, got 6,000 hours, a four-year degree and 3,000 hours in a Lear.
 ■ We shipped the part yesterday.
 ■ All you have to do is follow the book.

■ The plane outperforms the book by 20 percent.
 ■ Your plane will be ready by 2 o'clock.
 ■ We fly every day; we don't need recurrent training.
 ■ Oh, sure, no problem; I've got over 2,000 hours in that aircraft.
 ■ I have 5,000 hours total time; 3,200 are actual instrument.
 ■ No need to look that up; I've got it all memorized.
 ■ Sure I can fly it—it has wings, doesn't it?

■ We'll be home by lunchtime.
 ■ Your plane will be ready by 2 o'clock.
 ■ We fly every day; we don't need recurrent training.
 ■ It just came out of annual; how could anything be wrong?
 ■ I thought you took care of that.
 ■ I've got the field in sight.
 ■ I've got the traffic in sight.
 ■ Of course I know where we are.
 ■ I know the gear was down.
 ■ I'm always glad to see the FAA. ■

People

Aeronautical Center

■ **Nelda M. Conway**, supervisor, Cataloging Section, Cataloging Branch, FAA Depot.

■ **George M. Faulk, Jr.**, unit supervisor, General Operations & Airspace Systems Section, Aviation Standards Branch, FAA Academy, from the Oklahoma City Flight Standards District Office.

Alaskan Region

■ **Derril D. Bergt**, assistant manager, programs, Anchorage Tower.

■ **Richard A. Ericson**, assistant manager for training, Anchorage Flight Service Station, from the Air Traffic Division.

■ **John L. Hancock, Jr.**, unit supervisor in Nome, North Alaska Airway Facilities Sector, Fairbanks.

■ **William D. Toppa**, area supervisor, Kenai AFSS.

Central Region

■ **Kenneth E. Birlingmair**, unit supervisor, Des Moines, Iowa, Airway Facilities Sector, promotion made permanent.

■ **Claudia M. Brumbaugh**, manager, Lincoln, Neb., Tower, from the St. Paul, Minn., Tower.

■ **Jerry A. Cosner**, assistant manager for technical support, Kansas City ARTCC AF Sector.

■ **Mark A. Einhellig**, supervisor, Radar/Navigation Environmental Engineering Section, Facilities Establishment Branch, AF Division.

■ **Thomas A. Elliott**, unit supervisor, Wichita, Kan., Flight Standards District Office (FSDO).

■ **Douglas O. Fast**, area supervisor, Wichita Tower.

■ **Joseph M. Jirschele**, manager, Johnson County Airport Tower, Olathe, Kan., from the Kansas City International Airport Tower.

■ **Gary M. Lewis**, manager, Springfield, Mo., Tower, from the St. Louis, Mo., Tower.

■ **Cary D. Rulofson**, manager, St. Joseph, Mo., Tower, from the Kansas City International Airport Tower.

■ **Larry W. Shields**, manager, North Platte, Neb., AF Sector Field Office, Grand Island, Neb., AF Sector.

■ **Nick H. Spasie**, unit supervisor, Des Moines FSDO, promotion made permanent.

Eastern Region

■ **Boyd V. Archer, Jr.**, area manager, Patrick Henry Airport Tower, Norfolk, Va.

■ **Donnie R. Barnhill**, area supervisor, Leesburgh, Va., Automated Flight Service Station, promotion made permanent.

■ **John E. Bentley, Sr.**, area supervisor, Washington ARTCC, promotion made permanent.

■ **Harrison Boller**, area supervisor, Atlantic City, N.J., Tower, promotion made permanent.

■ **Ralph A. Cole**, area supervisor, Allentown, Pa., Tower, from the Air Traffic Division.

■ **Susan F. Commisso**, technical program manager, Air/Ground Operations Branch, Civil Aviation Security Division.

■ **Harold G. Crawley**, unit supervisor, Wilkes Barre, Pa., Airway Facilities Sector Field Office, Harrisburg, Pa., AF Sector, from the Benton, Pa., AF Sector Field Office.

■ **William J. Doran, Jr.**, assistant manager, traffic management, New York ARTCC.

■ **John R. Grogan**, unit supervisor, New York Air Carrier District Office.

■ **Robert H. Holford**, principal maintenance inspector, Teterboro, N.J., Flight Standards District Office.

■ **Roy M. Johnson**, principal maintenance inspector, Albany, N.Y., General Aviation District Office (GADO).

■ **Richard A. Maddan**, manager, Charleston, W. Va., GADO, from the Flight Standards Division.

■ **Donald P. Mayo**, unit supervisor, Newark, N.J., AF Sector Field Office, Tri-State AF Sector, from the Morristown, N.J., AF Sector Field Office.

■ **Felix Saez, Jr.**, assistant manager for training, Baltimore (Md.) Washington International Airport Tower, from the Office of Air Traffic Evaluations & Analysis.

■ **Lawrence M. Sandes**, area supervisor, Elmira, N.Y., Tower, promotion made permanent.

■ **Raymond J. Tabony**, assistant manager, traffic management, New York ARTCC.

■ **Kevin T. Watson**, area supervisor, Farmingdale, N.Y., Tower, from the New York TRACON.

Great Lakes Region

■ **Michael C. Baldrige**, assistant manager, Chicago O'Hare International Airport Tower.

■ **Roland D. Beavers**, area supervisor, Cleveland, Ohio, Automated Flight Service Station (AFSS), promotion made permanent.

■ **Glem O. Chance**, area supervisor, East St. Louis, Ill., Tower, from the St. Louis, Mo., Tower.

■ **David W. Christy**, manager, Mibot, N.D., FSS, from the Green Bay, Wis., AFSS.

■ **Jay C. Elliott**, manager, Management Analysis Branch, Management Systems Div.

■ **Kenneth E. Jackson**, manager, Indianapolis Tower, from Chicago O'Hare.

■ **Kenneth J. McGarty**, unit supervisor, Minneapolis/St. Paul, Minn., Air Carrier District Office, promotion made permanent.

■ **Edward A. Nirrengarten**, area supervisor, Indianapolis ARTCC.

■ **Ronald M. Pochman**, assistant manager, Princeton, Minn., AFSS, from the Marquette, Mich., FSS.

■ **Leroy A. Royhal**, watch supervisor, Minnesota AF Sector, Minneapolis, promotion made permanent.

■ **Sally M. Weed**, area supervisor, Indianapolis ARTCC, from headquarters' Air Traffic Operations Sector.

■ **Ronald T. Wenstrom**, manager, Kankakee, Ill., AFSS, from the Air Traffic Division.

■ **William J. Doran, Jr.**, assistant manager, traffic management, New York ARTCC.

■ **John R. Grogan**, unit supervisor, New York Air Carrier District Office.

■ **Robert H. Holford**, principal maintenance inspector, Teterboro, N.J., Flight Standards District Office.

■ **Roy M. Johnson**, principal maintenance inspector, Albany, N.Y., General Aviation District Office (GADO).

■ **Richard A. Maddan**, manager, Charleston, W. Va., GADO, from the Flight Standards Division.

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■ **William J. Doran, Jr.**, assistant manager, traffic management, New York ARTCC.

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■ **Lawrence M. Sandes**, area supervisor, Elmira, N.Y., Tower, promotion made permanent.

■ **Raymond J. Tabony**, assistant manager, traffic management, New York ARTCC.

■ **Timothy W. Trossell**, area supervisor, Seattle-Tacoma Tower.

■ **John T. Vick**, area supervisor, Seattle ARTCC, promotion made permanent.

■ **Blake S. Williams**, area supervisor, Portland Tower.

Southern Region

■ **Estes R. Carey**, supervisor, Environmental Support Unit, Miami, Fla., Hub Airway Facilities Sector, promotion made permanent.

■ **Raymond Lane Chandler**, principal operations inspector, Mid-South Flight Standards District Office (FSDO), Atlanta, Ga., promotion made permanent.

■ **Paul H. Erickson II**, manager, Maintenance Branch, Flight Standards Division.

■ **Roger V. Gordon, Jr.**, unit supervisor, South Florida FSDO, Miami, from the Flight Standards Division.

■ **Robert P. Greene**, area supervisor, Macon, Ga., Tower, from the West Palm Beach, Fla., Tower.

■ **Garry M. Greer**, area supervisor, Meridian, Miss., Tower, promotion made permanent.

■ **Ruby L. Guinn**, unit supervisor, Mid-South FSDO, from the Flight Standards Division.

■ **Theodore E. McDaniel**, area manager, Orlando, Fla., Tower, from Atlanta International Airport Tower.

■ **James E. Tremblay**, area supervisor, Bradley Field Tower, from the Braintree Airport Tower, Hartford, Conn.

■ **Leon W. Zukoski**, area manager, Bradley Field Tower, from the Bridgeport Tower.

Northwest Mountain Region

■ **Willie A. Eigner**, unit supervisor, Vancouver, Wash., Field Maintenance Party, promotion made permanent.

■ **David A. Field**, manager, Seattle, Wash., Airports District Office, promotion made permanent.

■ **Richard S. Lund**, unit supervisor, Salt Lake City, Utah, Flight Standards District Office (FSDO).

■ **Donald L. Magnuson**, unit supervisor, Salt Lake City FSDO.

■ **Morris A. McCool**, unit supervisor, Establishment Branch, Airway Facilities Div.

■ **Stewart R. Miller**, section supervisor, Seattle Aircrew Certification Office.

■ **Joe A. Redwine**, section supervisor, Portland, Ore., FSDO.

■ **Thomas R. Sear**, manager, Moses Lake, Wash., AF Sector Field Office, Seattle AF Sector, promotion made permanent.

■ **John R. Sheetz**, area supervisor, Seattle ARTCC, promotion made permanent.

■ **Ralph O. Spencer**, assistant manager, quality assurance, Salt Lake City ARTCC, promotion made permanent.

■ **Raymond Lane Chandler**, principal operations inspector, Mid-South Flight Standards District Office (FSDO), Atlanta, Ga., promotion made permanent.

■ **Paul H. Erickson II**, manager, Maintenance Branch, Flight Standards Division.

■ **Roger V. Gordon, Jr.**, unit supervisor, South Florida FSDO, Miami, from the Flight Standards Division.

■ **Robert P. Greene**, area supervisor, Macon, Ga., Tower, from the West Palm Beach, Fla., Tower.

■ **Garry M. Greer**, area supervisor, Meridian, Miss., Tower, promotion made permanent.

■ **Ruby L. Guinn**, unit supervisor, Mid-South FSDO, from the Flight Standards Division.

■ **Theodore E. McDaniel**, area manager, Orlando, Fla., Tower, from Atlanta International Airport Tower.

■ **James E. Tremblay**, area supervisor, Bradley Field Tower, from the Braintree Airport Tower, Hartford, Conn.

■ **Leon W. Zukoski**, area manager, Bradley Field Tower, from the Bridgeport Tower.

■ **William F. Rodgers, Jr.**, systems engineer, Memphis, Tenn., ARTCC AF Sector.

■ **Howard W. Rowland**, manager, Fort Lauderdale, Fla., AF Sector Field Office, Miami Hub AF Sector, promotion made permanent.

■ **Judith G. Smith**, manager, Crestview, Fla., Flight Service Station, from the St. Petersburg, Fla., Automated Flight Service Station.

■ **Charles A. Spillner**, section supervisor, North Florida FSDO, Orlando, promotion made permanent.

■ **Oswie Stanley, Jr.**, crew chief, Jacksonville ARTCC AF Sector, promotion made permanent.

■ **John J. Watson**, manager, Newport, Miss., AF Sector Field Office, Jackson, Miss., AF Sector, promotion made permanent.

■ **Steven C. Watson**, manager, Procurement Branch, Logistics Division.

■ **Franklin D. Webb**, manager, Key West, Fla., Naval Air Station Tower, from Shaw Air Force Base, S.C.

■ **Dale P. Whitfield**, systems engineer, Memphis ARTCC AF Sector.

■ **Thomas W. Windsor**, manager, Albert Whitted Tower, St. Petersburg, from the Tampa, Fla., Tower.

Southwest Region

■ **Diane C. Boyd**, area supervisor, Houston, Texas, ARTCC.

■ **Kathryn E. Carpenter**, manager, McAllen, Texas, Flight Service Station, from the McAlester, Okla., Automated Flight Service Station (AFSS).

■ **Jerry L. Cearley**, assistant manager, air-space and procedures, Houston ARTCC, from the Kansas City ARTCC.

■ **Richard L. Clancy**, area supervisor, Albuquerque, N.M., FSS, from the Conroe, Texas, AFSS.

■ **Alan K. Gabbert**, assistant manager for program support, New Orleans, La., Airway Facilities Sector, from the Oklahoma City AF Sector.

■ **Daniel E. Hedenberg, Jr.**, area supervisor, Shevport, La., Tower, from the Love Field Tower, Dallas, Texas.

■ **Charles L. Hudlow**, area supervisor, Dallas/Fort Worth, Texas, Regional Airport Tower, from the Love Field Tower.

■ **Phillip A. Isire**, area supervisor, East March ARTCC.

■ **James L. La Fayette**, area supervisor, Little Rock, Ark., FSS, from the Tulsa, Okla., FSS.

■ **Talmage E. Loveless**, assistant manager for automation, Lubbock, Texas, Tower.

■ **Joel D. McCoy**, area supervisor, Albuquerque ARTCC.

■ **Patricia A. Petosky**, assistant manager, plans and procedures, Lubbock Tower.

■ **J.T. Stubbs**, area supervisor, Love Field Tower, from the Juneau, Alaska, Tower.

■ **Roger M. Trevino**, assistant manager for training, San Angelo, Texas, AFSS, from the McAllen FSS.

■ **Ronald L. Vick**, area supervisor, Fort Worth ARTCC.

■ **Gordon L. Woodahl**, area supervisor, Fort Worth ARTCC.

Technical Center

■ **Andre L. Gullmet**, supervisor, ARTS IIA Section, National Terminal Field Support/Maintenance Branch, Automation Software Division.

■ **Albert J. Rehmann**, technical program manager, Airborne Collision Avoidance & Data Systems Branch, Engineering Division, promotion made permanent.

Washington Headquarters

■ **Richard W. Barker**, manager, Requirement Branch, System Plans & Programs Division, Air Traffic Plans & Requirements Service.

■ **Judith B. Branting**, manager, Management Analysis Program, Program Management Staff, Program Engineering Service, from the Office of Organizational Effectiveness.

■ **Brian Poole**, manager, Policy & Recommendation Branch, Accident Investigations Division, Office of Aviation Safety.

■ **Gilbert B. Rhodes**, manager, Military Operations Branch, Operations Division, Air Traffic Operations Service.

Western-Pacific Region

■ **William J. Alcalá**, manager, Long Beach, Calif., Radar/Communications Airway Facilities Sector Field Office, from the AF Div.

■ **Ray Anderson**, unit supervisor, Technical Analysis Section, Maintenance Operations Branch, AF Division.

■ **Phil L. Baker**, manager, North Las Vegas Airport Tower, Las Vegas, Nev., from the Mesa, Ariz., Tower.

■ **Theodore A. Blaine**, area supervisor, Los Angeles ARTCC, promotion made permanent.

■ **William E. Carter, Jr.**, manager, Inyokern, Calif., AF Sector Field Office, Los Angeles AF Sector, from the AF Div.

■ **Joseph P. Davies**, area supervisor, John Wayne Airport Tower, Santa Ana, Calif., from the El Toro Marine Corps Air Station TRACON.

■ **Robert W. Dean**, assistant manager, plans and programs, Riverside, Calif., Automated Flight Service Station (AFSS), from the Lancaster, Calif., FSS.

■ **Craig F. DePaauw**, area supervisor, Ontario, Calif., TRACON, from the Chino, Calif., Tower.

■ **Edward Hammonds**, manager, Fresno, Calif., Flight Standards District Office (FSDO), from the Los Angeles FSDO.

■ **Michael Lammes**, area manager, Hawthorne, Calif., AFSS, from the Bakersfield, Calif., FSS.

■ **Robert K. Lister**, area supervisor, Prescott, Ariz., AFSS, from the Cedar Rapids, Iowa, FSS.

■ **Gerald D. Marta**, unit supervisor, Finegan, Guam, Radar AF Sector Field Office, Honolulu, Hawaii, AF Sector, promotion made permanent.

■ **Gregory C. Massoud**, unit supervisor, F&E Program Section, Program and Planning Branch, AF Division.

■ **Danny R. McGehee**, unit supervisor, Sacramento, Calif., FSDO, promotion made permanent.

■ **Marie L. Meyer**, crew chief, ATC Automation & Flight Information Program Section, Establishment Engineering Branch, AF Division.

■ **Albert H.K. Nam**, assistant manager for training, Honolulu Tower.

■ **John F. O'Leary III**, manager, Lindbergh International Airport Tower, San Diego, Calif., from the Los Angeles TRACON.

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.

■ **Richard T. Polk**, area supervisor, Phoenix, Ariz., TRACON, from the Phoenix Tower.

■ **Thomas A. Rea**, manager, John Wayne Airport Tower, from the Honolulu ARTCC.

■ **John L. Roach**, operations inspector, Los Angeles FSDO, from the Flight Standards Division.

■ **Antonio C. Sebastian**, staff engineer, CSIE Program Section, Establishment Engineering Branch, AF Division, promotion made permanent.

■ **Archie O. Snowden**, manager, Lihue Tower, Kauai, Hawaii, from the Oakland, Calif., TRACON.

■ **Stanley K. Stoll**, assistant manager, plans and programs, Reno, Nev., AFSS.

■ **Jerold L. Stone**, area supervisor, Los Angeles ARTCC, promotion made permanent.

■ **Edmund M. Strong**, area supervisor, Oakland Tower.

■ **Richard J. Sullivan**, area supervisor, Honolulu International Airport Tower, promotion made permanent.

■ **Richard G. Teixeira**, maintenance inspector, Honolulu FSDO.

■ **Jeffrey H. Thorstenson**, manager, Airspace and Procedures Branch, AF Traffic Division.

■ **G. Michael Unverferth**, area manager, Los Angeles ARTCC.

■ **Richard T. Varner**, manager, Mesa Navigation/Communications AF Sector Field Office.

■ **Robert G. Welch**, area supervisor, Los Angeles ARTCC, promotion made permanent.

Retirees

AERONAUTICAL CENTER

Bernard M. Batchelder
Fred L. Coleman
Mehern A. Dae
Arthur E. Foster
Gordon R. Goudy
Stephen J. Mulzer
John G. Nicholson
Thomas B. Smith
Arthur S. Washburn, Jr.

EASTERN REGION

Mildred M. Clifton
George J. Gokos
John A. Conrad
Oscar D. DeWitt
Edward C. Edman, Jr.
Kenneth M. Gordon
Rosalie A. Helriegel
Robert J. Morrison
Bruce Stalaker
James A. Stephenson

ALASKAN REGION

Ray Stihl

CENTRAL REGION

Elmer L. Aamibough
Dwaine A. Bush
Joseph R. Cow
Billy L. Daniels
Charles W. Essip
Elisabeth R. Garrison

WESTERN-PACIFIC CENTER

Wesley D. Gibson
Arnold E. Heuler
William M. Hughes
James W. Huth
Raymond M. Meyer
Delmar L. Rinehart
Marjorie L. Rosebeck
Edgar K. Wilson

GREAT LAKES REGION

Louis G. Bacci
George W. Barta
Walter O. Brown
Arnold O. Christensen
John J. Cielinski
Nicholas Guglielmi
Frank A. Landstener
Elba C. Miller
Ronald G. Molen
Lloyd S. Rich
John C. Skaryst
Evans Spencer
Harry D. Zimmerman

NEW ENGLAND REGION

Victor Reingard
Raymond J. Botoski
John L. Dufour
Henry A. Jackson

NORTHWEST MOUNTAIN REGION

Duncan A. Barwell
Richard J. Blaessis
Emogene Blake
Derril D. Loney
Doe W. Reaple
Elizabeth E. Roth
Jack E. Sanders
Wallace H. Stinson

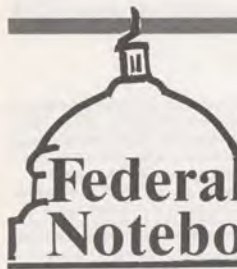
SOUTHERN REGION

William S. Beck
Ray A. Benschel
Edward A. Davidson
Vivian R. Elders
Richard L. Ellenburg

WASHINGTON HEADQUARTERS

Regina M. Larramee
Jimmy L. Murphree
David H. Park
Wesley H. Barr, Jr.
Bernice B. Westinger
Zelma W. Whitaker

SOUTHWEST REGION



Federal Notebook

THRIFT FUND OPEN SEASON

Through the end of July, federal employees may join, change or end participation in the Thrift Savings Plan. The next open season is in November.

Only members of the Federal Employees Retirement System (FERS) may elect to change their participation from the government securities fund (G) to a fixed-income fund (F) or a common stock fund (C).

BOOST FOR SENIOR EMPLOYEES

HR-2882, a bill for "excellence in government management" introduced by Rep. Patricia Schroeder (D-Colo.), is on the verge of being reported out by the House Post Office and Civil Service Committee.

The legislation would limit to 900 the number of political appointments that could be made at GS-13 and above, require supervisors and managers to receive training for their jobs, require non-career appointees to receive training on government operations and ethics, place a 120-day ban on transfers of career Senior Executive Service

employees by incoming political leaders and require the President to consult a non-partisan panel before appointing a director or deputy director of the Office of Personnel Management.

HEALTH INSURANCE FOR THE UNEMPLOYED

Rep. Constance Morella (R-Md) has introduced a bill to permit employees who leave the government to continue their federal health insurance at their own expense for up to three years. Private sector employees already have that right guaranteed by law.

HEALTH PLAN CHANGES NEEDED

Federal Employee Health Benefit Program (FEHBP) plans are costing \$750 million a year too much while benefits decline. Rather than stimulating competition and reducing costs, the program is doing the opposite, according to a consultant hired by the Office of Personnel Management.

The firm recommended that the government should reduce the number of FEHB plans (which number more than 430), restrict participation in employee organization plans to regular members (associate member dues cost \$20-25 million a year for non-member employees) and provide separate plans designed for Medicare-eligible retirees.

Another idea gathering support, including that of Rep. Gary Ackerman (D-NY), chairman of the Compensation and Employee Benefits Subcommittee, is for the government to self-insure a single basic health plan through insurance companies. It is suggested that

such a program would stabilize premiums, cut down the confusion in selecting a plan and cost the government no more than now.

While hearings on reform of the program get underway, officials of the Office of Personnel and Management (OPM) see health insurance premium increases next year again in the double digits.

CATASTROPHIC PLAN FRIENDLY AGAIN

The catastrophic Medicare law does include equity for federal employees: A credit, indexed for inflation, balances out the taxability of federal annuities vis a vis Social Security pensions. To avoid duplication of health benefits, the government must develop a supplemental Medicare plan under the federal health insurance plan and, until it does, must coordinate premiums with the increased Medicare benefits.

A SMALL PLUS FOR IRA'S

The Internal Revenue Service had previously ruled that when IRA holders reach age 70-1/2, they must begin taking minimum distributions from each IRA account, not just from one. This could mean liquidating a particular IRA when its value was depressed or when it was getting a higher rate of interest than another one.

IRS has now agreed to permit the individual to choose the account or combination of accounts from which to take the required minimum distribution. For details, see Notice 88-38, Internal Revenue Bulletin 1988-15, April 11.

U.S. Department
of Transportation

**Federal Aviation
Administration**

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Washington, D.C. 20591

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