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Communicating some safety information to passengers has been a standard part of flight attendant briefings, but innovative techniques to convey procedures are needed, and handicapped passengers need special instruction according to their disability.

A System Approach to Cabin Safety

Five minutes before the airliner was to land at Nashville, Tenn., passengers noticed wisps of smoke coming from the floor of the cabin. A flight attendant notified the skeptical pilots, who thought that a malfunctioning auxiliary power unit on a previous flight had left electrical odors or fumes.

Fortunately, the aircraft landed safely before a fire in the cargo compartment—started by improperly shipped materials—flared into a deadly conflagration.

This incident, which occurred early in 1988, was cited at an international con-

ference on aircraft occupant safety as an example of matters needing attention to sustain air transportation's ever-improving safety record. In this case, the signs hung out were for better coordination between cabin and cockpit crews and better education for shippers.

The conference, held in Arlington, Va., in early November, was sponsored by the FAA and conducted by the internationally recognized Flight Safety Foundation (FSF). The four main subject areas were inflight occupant

By Charles Spence

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

protection and crew training, passenger education, crashworthiness and fire protection.

"These conferences are meant to be a focus time," said FAA Administrator Allan McArdor in his keynote address, "but this has to be something to think about all the time. We must look at cabin safety as a system."

The Administrator pointed out that in the agency as a whole, "We all look at our jobs as 'safety'." The difference now, he explained, is that "we have a whole group of associate administrators who are charged with doing things right;

(Continued on page 2)

'Influencing Our Work Culture'

By Robert P. Fishman

Everyone was skeptical as you might expect—anytime there's something new. Our facility was new and so was our trying out participative management.

Now, more than a year later, our Partnership Action Plan Participative Management Committee is still going strong. It's a vehicle through which all of us not only exchange our views and ideas on the management of our workplace but also see the resolution of our concerns and the implementation of our own facility policy making.

Committee members are from every level in our facility, represent the entire workforce and were elected to the panel.

In our collective careers, I have found, we had never been given the opportunity of influencing our work culture in as positive a manner as we now possess. "We each have an equal vote in resolving issues," says ATCS Jeff Peterson, who is also chairman of the Facility Air Traffic Technical Advisory Committee. "The result is obvious, and implementation is immediate."

What motivates everyone to participate is a commitment to open

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Mr. Fishman is the manager of the Grand Forks, N.D., Automated Flight Service Station.

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Cabin Safety

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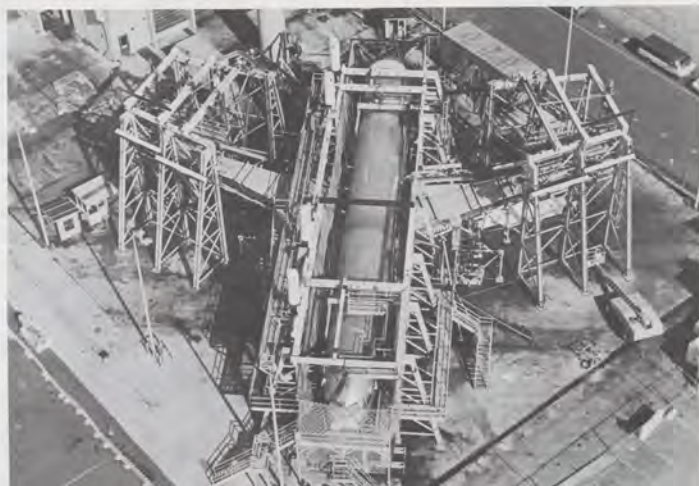
FAA World

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At a Boeing fatigue test facility in Seattle, Wash., a 757 undergoes a simulation of 40 years of commercial airline service—or about 100,000 flights—to look at aircraft aging well ahead of real time.

but we have an Office of Aviation Safety to focus on whether we are doing the right things."

Seeing the right things to do is getting more difficult and more demanding, said Thomas McSweeney, deputy director of the Aircraft Certification Service. "We have solved most of the technical problems that had caused accidents. It is my opinion that we aren't going to continue to make big strides in aviation safety unless we learn how to interact better to reach common safety goals—in short, better interpersonal skills" (see sidebar).

Noting that the number of fatal accidents and fatalities have continued to decline for decades, making new reductions more difficult, McSweeney cautioned, "We need to make sure that in solving the cause of one accident, we aren't designing the next one."

The involvement of the Flight Safety Foundation brought the conference and workshop wider participation and freer discussions than if directed by a government agency, believes Gale Braden, program analyst in the Office of Aviation Safety and FAA organizer of the conference. While the safety foundation promoted the gathering around the world, Braden invited participation not only from FAA headquarters but also from the regions and the Technical and Aeronautical centers.

In addition to Americans, there were participants from 19 other nations—247 representatives of governments, airlines, manufacturers, associations, unions, academia, medical and safety businesses



The Technical Center has been studying all aspects of increasing passenger safety in cabin fires, from safer seat and paneling materials to emergency lighting.

and flight and cabin crews.

Helping to stimulate more open dialog is the fact that in the conference's printed report, comments made within its workshops will not identify the speaker. This is designed to allay concerns about possible conflict with the speaker's company or agency policies, explained Ed Wood, FSF's conference organizer and project director. Transcripts of the entire proceedings are expected to be ready by March.

Keith Potts, Associate Administrator

for Aviation Safety, said that conference recommendations will be studied for those things that are do-able within the FAA, then referred to the appropriate office for "milestone reports" on actions taken. He indicated that plans call for "getting the airline safety people together and involved."

Potts echoed a plea by Administrator McArtor for more personal involvement in safety matters by individuals outside the FAA—"I want people to get informed and involved, preferably in



These are not passengers practicing on evacuation slides but Japan Air Lines cockpit and cabin crews learning the drill at its training center.

that order," McArtor had said.

Personal contact with individuals from other nations, Don Williams noted, gives a mix of ideas that is impossible to obtain merely by reading presentation papers. A supervisor in the Aviation Standards Branch of the FAA Academy in Oklahoma City, Williams said the presentations and discussions "will supplement what is done at the Academy and aid in updating the training courses."

Southwest Region engineer Steve Flanagan agrees. He admits that most of his contacts are with fellow engineers. "This conference provides an opportunity to talk with operational people and discover that some of our engineering decisions aren't always correct."

Even in a free-wheeling conference with technicians and operations people, what is and what is not correct is no easy matter to determine. James Major of Southwest Region's Aircraft Cer-

tification Division pointed out it is necessary to slice through "the interests of diverse groups and zero in on the real concerns and potential areas of action." He will place the most credence, he said, on what the report shows the consensus of each workshop to be.

Among the recommendations that will appear in the final report:

- In the occupant protection and crew training workshop, participants called for a task force to study and come up with recommendations for providing medical assistance to ill or injured persons aboard aircraft. This, they said, is important not only to passengers but to flight personnel as well, who do CPR or have other contact with a person who may have a communicable disease.

- Child- and infant-restraint systems, improved communication of safety information to blind or otherwise handicapped passengers and an interchange of training between flight attendants and the cockpit crew were other areas of this workshop.

- Participants in the passenger education workshop sought innovative ways to inform passengers of safety procedures and their own responsibilities.

- What can and cannot be carried on aircraft should be known long before the passenger reaches the airport, the report will say. Also, more information is needed to prepare flight attendants for handling dangerous items that may be brought aboard. An actual example is a radio-controlled model airplane and the flammable liquid that fuels its engine. "After the flight is in the air," one participant said, "It's difficult to get rid of the danger, and there should be training on how to handle it."

- In the crashworthiness area, there is concern over the aging aircraft fleet and what effect this may have on the structural integrity of airframes. Another with little data available is that of composite materials used in aircraft construction.

- Conference attendees in the workshop on fire protection indicated strong

support for FAA's evaluation of cargo compartment fire safety but also expressed a desire to be more quickly and thoroughly informed on what the agency is doing.

The number of recommendations and how many can be acted on remain to be seen. A similar conference four years ago resulted in 21 specific recommendations. Of these, 16 have been acted on with rules, notices of proposed rule making, advisory circulars or preparation of drafts of action.

While praising the contributions of the participants, Charles Huettner, Deputy Associate Administrator for Aviation Safety, promised that the agency "will be working with the Flight Safety Foundation to turn the symposium into some hard recommendations and action plans." He noted that its cooperative work is a clear indication of a change in philosophy that, for example, is now defining an evacuation system, not simply taking a look back at the 90-second rule.

Huettner promised that in FAA's commitment to occupant safety improvement, there would be less than four years between conferences "so that the work begun here in a very rapidly changing time of technology and government involvement can continue." ■

Communications Improvements Needed

Better interpersonal skills—that is, communicating ideas better—is what Tom McSweeney, deputy director of the Aircraft Certification Service, sees as the crux of today's passenger safety problem.

"We need to get better information to passengers on what actions they should take in the event of an emergency," McSweeney said. "We need to make sure that information is complete and easily understood."

He cited a preflight briefing in which floor-level lighting was described as leading to emergency exits, even though the lights have no directionality. The briefing has to be more detailed to be useful, he said.

McSweeney also alleged that cockpit and cabin crews are not being adequately prepared for "what if" situations.

"There is some research that should be completed on improving the safety of fuselage fuel tanks," he continued. "Work should be done on hardening certain aspects of wing fuel tanks. FAA has begun that effort and will aggressively pursue research

on reducing fuel spillage in survivable accidents. It would be a disservice," he emphasized, "if I left the impression that fuel bladders are a feasible containment method for transport category airplanes—the fuel mass is simply too great."

Turning to the human factors of evacuation, McSweeney asked: How do people react and what is the best method for crowd control? Is the fighting at the proper locations? Are the door handles properly designed for people when they may be panicking?

"We had a recent case in which a flight attendant pulled the girt disconnect handle instead of the alternate inflation handle on a slide. How much of that human failure is training related and how much is related to the human factors in design?"

"We need to be answering these questions and others. In the meantime, the human factors of evacuation and cabin emergencies will be a part of the FAA published human factors program," he concluded. ■

80 YEARS AGO

July 25, 1909: Louis Bleriot made the first airplane flight across the English Channel, from the French coast to Dover, 124 years after Blanchard had crossed the Channel in a balloon.

75 YEARS AGO

Jan. 1, 1914: The first scheduled air-passenger carrier employing airplanes, the St. Petersburg-Tampa Airboat Line, began operations.

70 YEARS AGO

May 31, 1919: Lt. Cdr. A.C. Read (USN) and a crew of five completed the first aerial crossing of the Atlantic Ocean, made in stages in a Curtiss NC-4 flying boat, between Trespassey Bay, Newfoundland, and Plymouth, England.

June 15, 1919: Capt. John Alcock and Lt. A.W. Brown of the Royal Air Force completed the first nonstop transatlantic flight, in a Vickers-Vimy, in 15 hours 57 minutes, between Newfoundland and Ireland.

60 YEARS AGO

Jan. 14, 1929: The Collier Trophy for 1928 was presented to the Aeronautics Branch of the Department of Commerce for its outstanding development of airways and air navigation facilities.

July 7, 1929: Coast-to-coast passenger transportation service in 48 hours, with air travel by day and rail travel by night, was inaugurated by Transcontinental Air Transport. Charles A. Lindbergh flew the first plane over the route.

Aug. 8-29, 1929: The Graf Zeppelin made the first round-the-world flight by a rigid airship, leaving from and returning to Lakehurst, N.J., in 21 days 7 hours 34 minutes.



The Graf Zeppelin after completing its 20-day round-the-world trip.

Sept. 1, 1929: The Aeronautics Branch ruled that all licensed U.S. aircraft operated in foreign air commerce must display on wings and rudder the international designation "N" followed by symbols prescribed by the U.S. Government.

Sept. 24, 1929: Lt. James H. Doolittle made the first recorded successful instrument landing, receiving guidance from a radio-range course aligned with the airport runway, radio markers, a sensitive altimeter and a directional gyro and artificial horizon.

Nov. 28-29, 1929: Richard E. Byrd and a crew of four, including pilot Bernt Balchen, became the first men to fly over the South Pole, nonstop from the U.S. base at Little America, and back in a Ford Trimotor.

50 YEARS AGO

Jan. 25, 1939: The Boeing 314, a four-engine flying boat designed for transoceanic travel, was type certificated by the Civil Aeronautics Authority. It soon became the largest production airplane in regular scheduled service anywhere in the world, with a gross empty weight of 50,286 pounds and a maximum carrying capacity of 74 passengers and 10 crew members.



The largest production aircraft in 1940—the Boeing 314 Clipper.

It Seems Like Only Yesterday

Aviation has a rich history, on both the flying and the regulatory side, both heroic and tragic, positive and negative. Still within the living memory of some, aviation's 85 years have ranged from a flight of 852 feet to around the earth nonstop, from 30 miles an hour to more than 2,000 miles an hour, from sticks and baling wire to synthetic materials. There is much to note in this still-young history. Here, we recall some of the significant anniversaries that occur this year.



Lt. Jimmy Doolittle in the hooded rear cockpit of his Consolidated NY 2 in which he made the first instrument landing.



Controllers John Knoll, Cleon Freeman, Charlie Cliff and Charlie Carmody (left to right) man the St. Louis center in 1939, the year it opened.

Mar. 1, 1939: The Fort Worth air route traffic control center was commissioned.

Apr. 1, 1939: The Salt Lake City air route traffic control center was commissioned.

May 1, 1939: The St. Louis air route traffic control center was commissioned.

June 27, 1939: The Civilian Pilot Training Act of 1939 was signed into law by President Roosevelt, which authorized the Civil Aeronautics Authority to conduct a program for the training of civilian pilots through educational institutions.

June 28, 1939: The first regularly scheduled transatlantic passenger and airmail service by airplane was inaugurated by Pan American Airways. The flight, from New York to England, was made by a Boeing 314 flying boat.

Aug. 27, 1939: The first air-breathing jet flight of an aircraft occurred. A German achievement, it was accomplished by a Heinkel He 178 with a jet engine designed by Hans von Ohain.

Nov. 30, 1939: President Eisenhower was the first President to hold a private pilot's license, which was issued on this date.

40 YEARS AGO

Feb. 26-Mar. 2, 1949: A USAF Boeing B-50 piloted by Capt. James Gallagher made the first nonstop round-the-world flight, covering 23,452 miles in 94 hours 1 minute. The aircraft was refueled in flight four times.

Nov. 1, 1949: The worst U.S. civil air disaster to date occurred when an Eastern Airlines Douglas DC-4 and a Lockheed P-38, flown by a Bolivian pilot, collided over Washington, D.C., killing all 55 people aboard the air carrier.

Dec. 12, 1949: The second fatal airline accident in two months occurred at Washington National Airport when a Capital Airlines DC-3 with 20 passengers and a crew of three stalled during approach and crashed into the Potomac River, killing four passengers, the pilot and copilot. More than three decades were to pass, however, before Washington National experienced another fatal accident.

30 YEARS AGO

Jan. 25, 1959: Transcontinental jet airliner service began as American Airlines inaugurated Boeing 707 flights between New York and Los Angeles.



This was the New York Common IFR Room when it opened in 1969. It's now called the New York TRACON and is located in Westbury on Long Island.

Feb. 25, 1959: The International Civil Aviation Organization (ICAO) approved distance-measuring equipment (DME) to complement the very-high-frequency omnidirectional radio range (VOR). It remains the world standard for airline navigation.

June 8, 1959: The North American X-15 rocket research aircraft first flew, piloted by Scott Crossfield. It later set the altitude record for an aircraft launched from a carrier airplane of 314,750 feet.

July 1, 1959: The FAA Academy was established as a separate entity to administer the agency's standardized technical training programs.

Oct. 10, 1959: Pan American inaugurated round-the-world jet service using intercontinental versions of the Boeing 707.

Oct. 31, 1959: FAA announced plans to establish a Civil Aeronautical Research Center (later named the Civil Aeronautical Institute) at the Aeronautical Center, Oklahoma City, to carry out research in aviation medicine.

25 YEARS AGO

Apr. 17, 1964: The first solo flight around the world by a woman

'was completed by Geraldine ("Jerrie") Mock. Landing at Port Columbus Airport, Ohio, Mrs. Mock made the 23,103-mile flight in 29 days 11 hours 59 minutes.

July 1, 1964: The St. Louis center was decommissioned and its air traffic control functions were transferred to the Kansas City ARTCC.

July 5, 1964: The Detroit center was decommissioned and its air traffic control functions were transferred to the Cleveland ARTCC.

Aug. 6, 1964: The closing and locking of crew compartment doors of scheduled air carriers and other large commercial aircraft in flight was required by FAA to deter or prevent passengers from entering the flight deck either intentionally or inadvertently.

Aug. 20, 1964: The Phoenix center was decommissioned and its air traffic control functions were transferred to the Albuquerque ARTCC.

Sept. 2, 1964: A rule effective this date required cockpit voice recorders to be installed by Mar. 1, 1967, in all civil aircraft powered by turbine or four-piston type engines.

Oct. 6, 1964: The Sikorsky S-61L and S-61N became the first civil helicopters in the free world to be certificated for IFR operations.

20 YEARS AGO

Mar. 2, 1969: The Anglo-French supersonic transport, the Concorde, made its first flight. The takeoff and landing were made at the Toulouse-Magnac Airport, France.

Mar. 27, 1969: An Equal Opportunity Staff was created at the FAA Headquarters, which was later redesignated the Office of Civil Rights.

June 1, 1969: The high-density rule limiting the number and type of instrument flight rules (IFR) operations (takeoffs and landings) between the hours of six in the morning and midnight at JFK, Chicago O'Hare, LaGuardia, Newark (N.J.) and Washington National airports went into effect.



This modern structure was built half a dozen years after the creation of the FAA Academy in Oklahoma City in 1959.

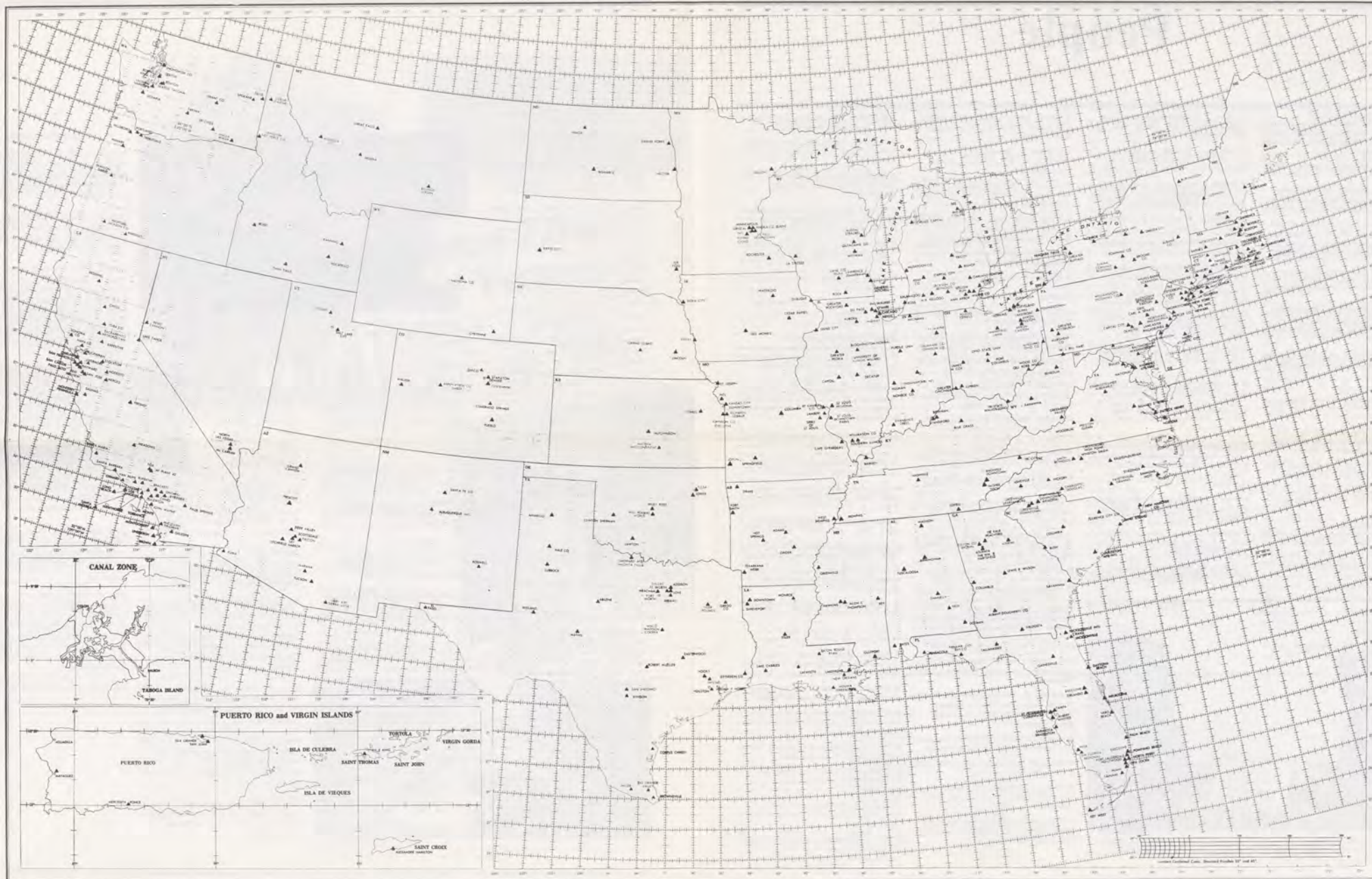
June 18-20, 1969: A three-day "sick-out" was conducted by 477 air traffic controllers belonging to the Professional Air Traffic Controllers Organization (PATCO).

July 15, 1969: A study of near midair collisions (NMACs) issued by FAA found that most of the reported NMACs of 1968 that were judged hazardous had occurred in congested airspace near large airports with air traffic control service, and resulted from mixing IFR and VFR traffic.

On July 31, the National Transportation Safety Board released the results.

(Continued on page 11)

AIR TRAFFIC CONTROL TOWERS



Legend:
▲ Air Traffic Control Towers

People

Aeronautical Center

- **Thomas E. Burgett**, supervisor, Visuals Section, Audio-Visuals Branch, Management Services Division.
- **Lionie R. Haraway**, manager, Audio-Visuals Branch.
- **Samuel C. Lindsay**, unit supervisor, Oklahoma City Flight Inspection Field Office (FIPO), from the Frankfurt, F.R.G., FIFO.
- **Linda J. Nero**, supervisor, Cashier and Scheduling Section, General Accounting Branch, Accounting Division, promotion made permanent.
- **Lucien W. Owsley**, unit supervisor, Air Traffic Branch, FAA Academy, promotion made permanent.
- **Bernard V. San Filippo**, section supervisor, Aircraft & Avionics Maintenance Office, Battle Creek, Mich., FIFO, from the Frankfurt FIFO.
- **Craig K. Wilhelm**, supervisor, Television and Photographic Section, Audio-Visuals Branch.

Alaskan Region

- **Melissa A. Berry**, unit supervisor, South Alaska Airway Facilities Sector, Anchorage.
- **Larry T. Fields**, unit supervisor, Fairbanks Airway Facilities Sector Field Office (AFSFO), North Alaska AF Sector.
- **Arnold N. Kopp**, unit supervisor, Fairbanks AFSFO, North Alaska AF Sector.
- **Orlando E. Sanchez**, area manager, Anchorage ARTCC, from Albuquerque, N.M.

Central Region

- **Harold D. Filer**, area supervisor, Kansas City ARTCC.
- **Gregory E. Golden**, area supervisor, Kansas City International Airport Tower, from the Wichita, Kan., Tower.

Another Home for Airway Science



New England Region Administrator Arlene Feldman recently presented FAA approval of its airway science curriculum to Bridgewater State College president Dr. Adrain Rindfleisch, making Bridgewater one of only 30 such colleges in the United States.

- **Rayce D. Gottsleben**, area supervisor, Eppley Airfield Tower, Omaha, Neb., from the Lincoln, Neb., Tower.
- **Timothy J. Griffith**, unit supervisor, Des Moines, Iowa, Flight Standards District Office (FSDO), promotion made permanent.
- **Robert J. Olms**, area supervisor, Kansas City (Mo.) Downtown Flight Tower, from Kansas City International Airport Tower.
- **Richard D. Paton**, area supervisor, Kansas City ARTCC.
- **Royace H. Prather**, manager, Chicago Aircraft Certification Office.
- **Dawn J. Smith**, area supervisor, Lambert Field Tower, St. Louis, Mo.
- **Cynthia A. Townend**, manager, Budget Branch, Resource Management Division.
- **Carolynn L. Tucker**, area supervisor, Wichita Automated Flight Service Station, from the Grand Island, Neb., FSS.
- **Valri L. Warren**, area supervisor, Spirit of St. Louis Airport Tower, from Lambert Field Tower.
- **Jimmy R. Watkins**, area supervisor, Kansas City ARTCC.
- **Thomas M. Wood**, aviation safety inspector, Des Moines FSDO, promotion made permanent.

Eastern Region

- **Philip A. Adams**, area supervisor, Elmira, N.Y., Tower, promotion made permanent.
- **Boyd V. Archer, Jr.**, assistant manager, programs, New York TRACON, from the Norfolk, Va., Tower.
- **Kenneth L. Baker**, manager, Morris-town, N.J., Tower, from Caldwell-Wright Tower, Fairfield, N.J.
- **William M. Bumpus**, group supervisor, New York Flight Standards District Office (FSDO).

- **Ray E. Byers**, area supervisor, Capital City Tower, Harrisburg, Pa., promotion made permanent.
- **Anthony R. Capaldi**, area supervisor, Poughkeepsie, N.Y., Tower, promotion made permanent.
- **Patrick T. Corkery**, manager, Trenton, N.J., Airway Facilities Sector Field Office (AFSFO), Tri-State AF Sector.
- **Linda A. Giordano**, supervisor, Staffing Section B, Employment & Staffing Branch, Human Resource Management Division.
- **Pericles C. Hanis**, unit supervisor, Farmingdale, N.Y., FSDO.
- **Gregory T. Hewes**, area supervisor, Charleston, W. Va., Tower, from the FAA Academy.
- **Richard A. Johns**, manager, Philadelphia AFSFO, Tri-State AF Sector.
- **Aaron Rappaport**, supervisor, Staffing Section A, Employment & Staffing Branch.
- **James R. Repucci**, principal operations inspector, Pittsburgh, Pa., FSDO.
- **Kenneth P. Riley**, manager, Employee Benefits & Classification Branch, Human Resource Management Division.
- **John T. Rountree, Jr.**, assistant manager, airspace and procedures, Norfolk Tower, from the Lynchburg, Va., Tower.
- **Lawrence M. Sandes**, manager, Ithaca, N.Y., Tower, from the Elmira Tower.
- **Gerald Shipman**, manager, Employment & Staffing Branch.
- **Charles S. Shuler**, manager, Airspace & Procedures Branch, Air Traffic Division, from the Toledo, Ohio, Tower.
- **Peter J. Strumara**, assistant manager for program support, Tri-State AF Sector, Trenton, N.J., from AF Division.
- **Jeffrey W. Taylor**, area supervisor, Greater Pittsburgh Tower, from Bradley Tower, Windsor Locks, Conn.

- **Walter L. Whiting**, area supervisor, Indianapolis ARTCC.
- **Maureen Woods**, assistant manager, Dayton Vandavia Tower, Ohio, from the Air Traffic Operations Service.
- **Walter L. Whiting**, area supervisor, Indianapolis ARTCC.
- **Robert A. Dayoan**, unit supervisor, Maxwell Air Force Base Airway Facilities Sector Field Office (AFSFO), Montgomery, Ala., Montgomery AF Sector, from the Fayetteville, N.C., AFSFO.
- **Albert E. Ensel, Jr.**, manager, Orlando Executive Airport Tower, from the Craig Field Tower, Jacksonville.
- **Phillip D. Fleury**, area supervisor, San Juan, Puerto Rico, International FSS, from the Orlando FSS.
- **Jeffrey L. Griffith**, manager, Tampa, Fla., Tower, from Atlanta, Ga.
- **Raymond J. Hofmann**, systems engineer, Miami, Fla., ARTCC AF Sector, promotion made permanent.
- **George E. Jones**, unit supervisor, Jacksonville, Miss., AF Sector.
- **Anthony F. Kijek**, assistant manager, Miami Flight Standards District Office (FSDO).
- **Gordon A. Burnett**, manager, Boeing Field Tower, Seattle, Wash., from Everett, Wash.
- **Mary J. Carter**, manager, Wenatchee, Wash., FSS.
- **Scott A. Dutton**, manager, Walla Walla, Wash., Tower, promotion made permanent.
- **Jon D. Ellsworth**, area manager, McMinnville, Ore., AFSS, from the Billings, Mont., FSS.
- **Walter E. Emmons**, manager, Billings FSS.
- **Gary F. Fay**, manager, Aspen, Colo., Tower, from the Denver, Colo., Tower.
- **Ralph L. Heape**, manager, Portland, Ore., Airway Facilities Sector Field Office (AFSFO), Portland AF Sector.
- **Robert G. Hernandez**, assistant manager for program support, Denver AF Sector.
- **Julian W. Morrison**, manager, Eugene, Ore., AFSFO, Portland AF Sector, from the Seattle AF Sector.
- **Mikio J. Ogami**, area supervisor, Seattle AFSS, from the Wenatchee FSS.
- **William C. Perkins**, area supervisor, Denver ARTCC, promotion made permanent.
- **Thomas J. Philumalee**, assistant manager, Portland AF Sector, from the FAA Academy.
- **Neil D. Schalekamp**, manager, Transport Standards Staff, Aircraft Certification Division, promotion made permanent.

Great Lakes Region

- **Robert H. Abblett**, unit supervisor, Wisconsin Airway Facilities Sector (AFS), Green Bay, Wis., from the Illinois AFS.
- **R. Douglas Bedwell**, area supervisor, Indianapolis, Ind., ARTCC, promotion made permanent.
- **Dorothy G. Bowden**, supervisor, Staffing Section, Employment Branch, Human Resource Management Div., promotion made permanent.
- **Wayne P. Carns**, manager, Champaign, Ill., Tower, from the Air Traffic Division.
- **David M. Johnson**, area supervisor, Indianapolis ARTCC.
- **Kevin L. Markwell**, area supervisor, Chicago-O'Hare Tower, promotion made permanent.
- **Erwin D. Monhemius**, area supervisor, Cleveland Hopkins Tower, Ohio, from the Chicago-O'Hare Tower.

- **Ronald E. Noe**, manager, Grand Forks, N.D., Tower, from Sioux Falls, S.D.
- **David C. Pascoe**, area supervisor, Minneapolis, Minn., ARTCC, promotion made permanent.
- **James L. Pluntz**, area supervisor, Minneapolis ARTCC, promotion made permanent.
- **Peter J. Quinn**, area supervisor, Princeton, Minn., Automated Flight Service Station, from the Alexandria, Minn., FSS.
- **Alan L. Reilly**, area supervisor, Midway Airport Tower, Chicago, from the Chicago ARTCC.
- **Walter L. Whiting**, area supervisor, Indianapolis ARTCC.
- **Maureen Woods**, assistant manager, Dayton Vandavia Tower, Ohio, from the Air Traffic Operations Service.
- **Donna A. Barte**, manager, Brainard Airport Tower, Hartford, Conn., from the Providence, R.I., Tower.
- **Todd W. Pearson**, manager, Program Management & Employment Branch, Human Resource Management Div., from the Western Region.

- **Michael L. Andrews**, manager, Cutbank Mont., Flight Service Station (FSS), from the Columbia, Mo., Automated FSS.
- **Gordon A. Burnett**, manager, Boeing Field Tower, Seattle, Wash., from Everett, Wash.
- **Mary J. Carter**, manager, Wenatchee, Wash., FSS.
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- **Erwin D. Monhemius**, area supervisor, Cleveland Hopkins Tower, Ohio, from the Chicago-O'Hare Tower.

- **Rex E. Stucker**, manager, Boise, Idaho, AFSFO, Portland AF Sector.
- **James L. Ulm**, unit supervisor, Portland AF Sector, from the Seattle AF Sector.
- **Alfred L. Stanford**, manager, Dothan, Ala., Tower, from the FAA Academy.
- **Vincent E. Visaya, Jr.**, assistant manager for training, Seattle ARTCC, promotion made permanent.
- **Alfred L. Stanford**, manager, Dothan, Ala., Tower, from the FAA Academy.
- **Billy J. Watson**, area supervisor, Jackson, Miss., FSS, from Meridian, Miss.
- **Preston L. Williams**, area supervisor, Raleigh, N.C., Tower, promotion made permanent.

- **Earl F. Bryan**, area supervisor, Orlando, Fla., Flight Service Station (FSS) from the Jacksonville, Fla., FSS.
- **Robert A. Dayoan**, unit supervisor, Maxwell Air Force Base Airway Facilities Sector Field Office (AFSFO), Montgomery, Ala., Montgomery AF Sector, from the Fayetteville, N.C., AFSFO.
- **Albert E. Ensel, Jr.**, manager, Orlando Executive Airport Tower, from the Craig Field Tower, Jacksonville.
- **Phillip D. Fleury**, area supervisor, San Juan, Puerto Rico, International FSS, from the Orlando FSS.
- **Jeffrey L. Griffith**, manager, Tampa, Fla., Tower, from Atlanta, Ga.
- **Raymond J. Hofmann**, systems engineer, Miami, Fla., ARTCC AF Sector, promotion made permanent.
- **George E. Jones**, unit supervisor, Jacksonville, Miss., AF Sector.
- **Anthony F. Kijek**, assistant manager, Miami Flight Standards District Office (FSDO).
- **Gordon A. Burnett**, manager, Boeing Field Tower, Seattle, Wash., from Everett, Wash.
- **Mary J. Carter**, manager, Wenatchee, Wash., FSS.
- **Scott A. Dutton**, manager, Walla Walla, Wash., Tower, promotion made permanent.
- **Jon D. Ellsworth**, area manager, McMinnville, Ore., AFSS, from the Billings, Mont., FSS.
- **Walter E. Emmons**, manager, Billings FSS.
- **Gary F. Fay**, manager, Aspen, Colo., Tower, from the Denver, Colo., Tower.
- **Ralph L. Heape**, manager, Portland, Ore., Airway Facilities Sector Field Office (AFSFO), Portland AF Sector.
- **Robert G. Hernandez**, assistant manager for program support, Denver AF Sector.
- **Julian W. Morrison**, manager, Eugene, Ore., AFSFO, Portland AF Sector, from the Seattle AF Sector.
- **Mikio J. Ogami**, area supervisor, Seattle AFSS, from the Wenatchee FSS.
- **William C. Perkins**, area supervisor, Denver ARTCC, promotion made permanent.
- **Thomas J. Philumalee**, assistant manager, Portland AF Sector, from the FAA Academy.
- **Neil D. Schalekamp**, manager, Transport Standards Staff, Aircraft Certification Division, promotion made permanent.

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- **Dickey W. Sampson**, assistant manager for program support, Memphis, Tenn., Hub AF Sector, from Nashville AFSFO.
- **Alfred L. Stanford**, manager, Dothan, Ala., Tower, from the FAA Academy.
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- **Sandra T. Hershey**, manager, Automation Branch, Flight Programs Division, Flight Standards Service.
- **Stephen W. Hopkins**, manager, Statistical Analysis Branch, Management Standards & Statistics Division, Office of Management Systems.
- **Raymond E. Morris**, manager, General Accounting Branch, Accounting Operations Division, Office of Accounting.
- **David A. Smith**, manager, Dangerous Goods/EDD Branch, Management Standards & Statistics Division, Office of Civil Aviation Security.
- **Steven D. Smith**, unit supervisor, Internal Security Branch, Investigations & Security Division, Office of Civil Aviation Security.
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- **Charles W. Smith**, manager, Dallas-Fort Worth International Airport AF Sector Field Office, DFW AF Sector.
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- **Steven D. Smith**, unit supervisor, Internal Security Branch, Investigations & Security Division, Office of Civil Aviation Security.
- **Jesse R. Stevenson**, manager, Air Carrier Branch, Aircraft Maintenance Division, Flight Standards Service.

- **Grant A. Eccles**, assistant manager, plans and programs, Prescott, Ariz., Automated FSS, from the Reno AFSF.
- **Edward Hannonides**, aviation safety inspector, Fresno, Calif., Flight Standards District Office (FSDO).
- **Lucius W. Hope, Jr.**, area supervisor, Palm Springs, Calif., Tower, from the Edwards Air Force Base, Calif., RAPCON.
- **Robert D. Junge**, area supervisor, Edwards AFB RAPCON.
- **James R. Mannon, Jr.**, assistant manager, Ontario, Calif., TRACON.
- **Willard J. Mattingly**, unit supervisor, Long Beach, Calif., FSDO, from the Los Angeles FSDO.
- **Frank H. McPherson**, area supervisor, El Toro Marine Corps Air Station TRACON, Santa Ana, Calif., from the Miramar Naval Air Station TRACON, San Diego, Calif.
- **Ruben R. Meza**, supervisor, Environmental Support Unit, Long Beach AFSFO, San Diego AF Sector, promotion made permanent.
- **Wilson S. Moses**, assistant manager, Sacramento, Calif., FSS.
- **Gary P. Munnell**, manager, San Carlos, Calif., Tower, from the San Francisco Tower.
- **Paul J. Pagel**, manager, Salinas, Calif., FSS, position made permanent.
- **Bruce F. Peterson**, assistant manager, traffic management, Oakland, Calif., ARTCC.
- **Leslie J. Ross, Jr.**, assistant manager, programs, Edwards AFB RAPCON, promotion made permanent.
- **Stephan M. Shackelford**, area supervisor, Hawthorne AFSF, from the Fresno FSS.
- **Gary W. Smith**, unit supervisor, Sacramento AF Sector, promotion made permanent.
- **Ronald A. Summers**, area supervisor, San Diego AFSF.
- **John A. Wojcik**, area supervisor, Oakland ARTCC, promotion made permanent.

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Retirees

- | | | | | | |
|--|--|--|---|---|--|
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PACIFIC AREA AIR TRAFFIC CONTROL TOWERS

Feeling
Fit

Turn Over a New Leaf

The holiday season is past; once again, it's time to reflect on what we have done to ourselves in making merry at the table.

You may have promised yourself last year that you were going to change your eating lifestyle—enjoying, but not overdoing it. It's January and the opportunity for promising again—for resolutions that could save your wardrobe and even your life.

Next to cigarette smoking, doctors rank excess weight as the greatest danger to your health. Eating has become our primary leisure-time activity. With more calories taken in, less exercise and thus less muscle development (fat burns no calories, muscle fibers do, even at

rest), fewer calories are burned and we gain weight. This continues at an average of nearly one pound a year through age 55. Even teenagers get less physical exercise here than in other countries and less than they used to.

Don't starve yourself in over-reaction to over-indulgence the last two months; you'll likely gain back the weight you lose because you will not have changed your eating habits.

Studies have shown that most Americans are getting 40 percent of their calories from fat. The recommendation is that not more than 30 percent of your caloric intake come from fat—any kind of fat, saturated or unsaturated. A high-

fat diet increases the risk of heart disease, stroke and breast, prostate and colon cancer.

You need to cut down on the amount of beef and pork you consume, especially fast-food hamburgers, which are high not only in fat but also sodium, which increases the risk of high blood pressure. Use more chicken (without the skin) and fish, and broil, boil or bake the foods, rather than fry. Thus, also cut way down on french fries. Avoid processed deli meats, which are high in fat and sodium.

Reduce your use of both butter and margarine and other full-fat dairy products. Use skim milk, ice milk or sherbet instead of ice cream (a cup has the fat equivalent of 3½ pats of butter) and lower-fat cheeses (make your own pizza

with part skim milk mozzarella) and salad dressings.

Cut away down on nuts and prepared baked goods, including croissants and muffins—heavily laced with butter and oils.

You still want a balanced diet, rather heavy on the fiber found in fruit, vegetables and whole grains, like the newly popular oat bran. You want to trim back your caloric intake mainly by cutting fats, substituting fruits for snacks, eating moderately at all meals and adding in aerobic exercise.

It's a style you can get used to and live with. ■



A U.S. marshal watches a passenger enter an early magnetometer in attempts to stem airline hijackings.

Only Yesterday

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of its own study of 1968 incidents. In contrast to FAA's findings on NMACs, the Board found that the majority of the 38 actual collisions that had occurred had taken place in uncongested airspace at or near airports without air traffic control service.

July 20, 1969: Apollo II Astronauts Neil A. Armstrong and Edwin E. Aldrin, Jr., landed on the Moon. Later in the day, Armstrong became the first human to walk on the lunar surface.

Aug. 8, 1969: The Air Traffic Controller Career Committee (Corson

Committee) was established by the Department of Transportation to inquire into the air traffic controller career field. It covered, but was not limited to, employment practices, employee compensation, work environment, training and employee-management relations.

Oct. 15, 1969: An FAA-developed system for detecting potential hijackers and concealed weapons was employed by Eastern Air Lines at several key airports, FAA announced. The system combined a passenger screening method employing a hijacker "profile" and a magnetometer capable of detecting concealed weapons.

Nov. 15, 1969: Air taxi operators of large aircraft became subject to the stricter operational requirements applying to supplemental air carriers.

Nov. 26, 1969: The Beech Aircraft Corporation delivered its last Model 18, a type claimed to have been in continuous production longer than any other aircraft. The original Model 18 first flew on Jan. 15, 1937, and was type certificated on Mar. 4, 1937.

Dec. 18, 1969: The first all-plastic aircraft, the Windecker AC-7, was certificated by FAA. The four-place craft was made of molded fiberglass and epoxy resins.

Dec. 30, 1969: The Boeing 747, a large four-engine jet airliner with a basic capacity of 362 passengers and a maximum capacity of 490, was certificated



The Beech Model 18 was the longest manufactured aircraft in history.

by FAA. The plane had first flown on Feb. 9, 1969, and went into regular passenger service on Jan. 22, 1970.

10 YEARS AGO

Jan. 8, 1979: In formal ceremonies at Panama City, FAA Administrator Bond signed an agreement for the phased turnover of the FAA's air traffic facilities and related responsibilities in Panama to the Republic of Panama.

May 25, 1979: An American Airlines DC-10 crashed into an open field near Chicago O'Hare International Airport after its left engine and pylon assembly separated from the aircraft at or immediately after liftoff. The ensuing crash and fire killed all 272 persons aboard the flight and two people on the ground, making it the worst U.S. air disaster up to that time.

June 7, 1979: FAA Administrator Bond suspended the type certificate of the DC-10 indefinitely, but the airplane was restored to service 37 days later, when

troubling questions about cracks in the transport's pylon assembly were satisfactorily answered.

June 12, 1979: The first human-powered flight across the English Channel was made by Bryan Allen, a Californian, who two years earlier had accomplished the first sustained human-powered flight in history. The Channel flight took just under three hours and encompassed 22 miles. Allen pedaled the Gossamer Albatross, a 55-lb. polyester-bodied craft designed by Paul MacCready. ■



The Gossamer Albatross was pedaled across the English Channel in 1979.

Work Culture

continued from page 1

communication and to education. The Grand Forks AFSS has maintained an aggressive community outreach agenda since its commissioning. We have addressed more than one-third of the pilots in the state.

We are convinced of the value of our efforts and committed to their continuation, for we have seen gains on both sides. For us it has been constructive suggestions, ideas and comments from the aviation community, whose implementation has allowed us to exceed the "equal" in our goal of "equal or better service."

Through our enviable access to aviation education in the University of North Dakota, we became actively involved in a cooperative education program.

We now serve as the air traffic training facility for students from the university and are responsible for providing classroom instruction and on-the-job familiarization for the flight service portion of their training. We also provide the academic section of their terminal training and see to the students' administrative needs. This career preparation and overview of the FAA serves to develop knowledgeable, well-motivated air traffic specialists of the future.

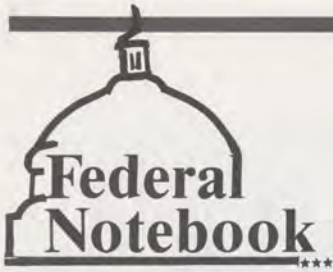
As you can tell, we are convinced that true partnerships can work. I could have set down a lengthy list of our successes; instead, suffice it to say, we wrote this article like we do everything else here: together! ■

New Flight Standards Handbook



Robert L. Goodrich, acting director of the Flight Standards Service, recently signed off on a new task-oriented handbook for general aviation operations inspectors, Order 8700.1, that consolidates several handbooks into one. The initial book covers Part 125; chapters on Parts 137 and 141 are expected early this year. Looking on are Carol S. Rayburn (left), manager of the General Aviation and Commercial Div.; Barret I. Lutz, handbook project manager; and Phyllis A. Duncan, handbook managing editor.

JAN 89



WHO ARE WE?

The typical federal employee is 49.1 years old and has 13.1 years of government service, according to the Office of Personnel Management. About 57 percent of us are male, 26.9 percent are minorities (16.8 percent black, 5.2 percent Hispanic, 3.2 percent Asian/Pacific Islander and 1.7 percent Native American) and seven percent have handicapped status. About 33 percent have college bachelor's degrees or higher. Finally, the average annual base salary in 1988 was \$28,617, but the average grade was GS-8.3.

ALL EYES ON PAY THIS YEAR

Under recommendations from the Quadrennial Commission, top general schedule pay ought to rise to \$115,000 from \$75,500 and Senior Executive Service (SES) pay ought to range from \$102,000 to \$120,000. The Volcker commission report is expected to deal with the "crisis in federal compensation" and the erosion of real compensation for top federal executives, SES members and general schedule employees, as well as the difficulty in recruiting and retaining quality employees. It also recognizes that a selling job is needed both with the government and the public.

The General Accounting Office (GAO) ranks the

"broken down" pay system second only to the federal deficit in needing to be addressed by the new administration. GAO also says it's impractical for all solutions to be "budget neutral" and for agencies to continually absorb pay and benefit increases. The GAO said that "After years of fed-bashing, the new President needs to change course."

At the same time that the Office of Personnel Management is investigating setting some general schedule pay by geographic location--favored by President Bush--Rep. Gary Ackerman (NY) is expected to introduce legislation on pay reform, which is likely to include locality pay and collective bargaining. Although conventional wisdom suggests that "rural" areas would get cuts in pay because of the budget deficit and the desire to make federal salaries "market sensitive," personnel shortages in "urban" areas suggest the opposite. The FBI has already approved higher salaries in New York, and FAA and the Defense Logistics Agency have been authorized premium pay demonstrations for hard-to-fill jobs.

Layered on all this is President Bush's "flexible freeze" budget proposal designed to retire the deficit by 1993 via budget increases limited to the rate of inflation. A House Budget Committee study, however, says with exemptions such as for defense, with fast-inflating programs like Medicare and with other acute needs, such as that of FAA for new equipment and more controllers, spending cuts of 10 percent or more across all other programs and agencies would be needed.

UNSCRAMBLING PENSION TAXES

Ever since Congress eliminated the three-year-recovery rule for federal annuities, computing the tax-free

portion of the annuity or the lump-sum payout virtually required the services of an accountant. In fact, if you couldn't do it yourself, the Internal Revenue Service (IRS) would do it for you for a \$50 fee.

Now, IRS has issued the "Safe Harbors" ruling that simplifies the computation and may actually result in paying taxes on a smaller portion of the annuity. You'll need IRS publication 721 with an addendum that reflects the changes; a revised 721 will not be released until April.

You start with knowing your total contributions to the retirement system. If you retire at age 55 or earlier, IRS tables say that your contributions have to be split 300 ways--that is, it figures you will live to collect annuity checks for 25 years. At age 56 to 60, 260 payments; 61-65, 240 payments; 66-70, 170 payments; and 71 or older, 120 payments.

A full explanation of Safe Harbors appears in the January issue of Retirement Life magazine from the National Association of Retired Federal Employees.

WHO'S THE BENEFICIARY?

If a deceased federal employee did not designate a beneficiary, the Comptroller General has ruled that a common-law spouse, not the children of a former marriage, has a valid claim to the deceased's remaining pay.

IT'S YOUR RESPONSIBILITY

Your bi-weekly pay statement says, "Verify all pay, deduction and leave information..." and it means it. In a case in which the government erroneously stopped deducting life insurance premiums from a federal employee's pay, the Comptroller General denied a request for a waiver of back premiums, holding the employee at least partially at fault for not carefully examining his earnings statements.

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**Federal Aviation
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FAA World

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Communicating some safety information to passengers has been a standard part of flight attendant briefings, but innovative techniques to convey procedures are needed, and handicapped passengers need special instruction according to their disability.

A System Approach to Cabin Safety

Five minutes before the airliner was to land at Nashville, Tenn., passengers noticed wisps of smoke coming from the floor of the cabin. A flight attendant notified the skeptical pilots, who thought that a malfunctioning auxiliary power unit on a previous flight had left electrical odors or fumes.

Fortunately, the aircraft landed safely before a fire in the cargo compartment—started by improperly shipped materials—flared into a deadly conflagration.

This incident, which occurred early in 1988, was cited at an international con-

ference on aircraft occupant safety as an example of matters needing attention to sustain air transportation's ever-improving safety record. In this case, the signs hung out were for better coordination between cabin and cockpit crews and better education for shippers.

The conference, held in Arlington, Va., in early November, was sponsored by the FAA and conducted by the internationally recognized Flight Safety Foundation (FSF). The four main subject areas were inflight occupant

By Charles Spence

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

protection and crew training, passenger education, crashworthiness and fire protection.

"These conferences are meant to be a focus time," said FAA Administrator Allan McArtor in his keynote address, "but this has to be something to think about all the time. We must look at cabin safety as a system."

The Administrator pointed out that in the agency as a whole, "We all look at our jobs as 'safety'." The difference now, he explained, is that "we have a whole group of associate administrators who are charged with doing things right;

(Continued on page 2)

'Influencing Our Work Culture'

By Robert P. Fishman

Everyone was skeptical as you might expect—anytime there's something new. Our facility was new and so was our trying out participative management.

Now, more than a year later, our Partnership Action Plan Participative Management Committee is still going strong. It's a vehicle through which all of us not only exchange our views and ideas on the management of our workplace but also see the resolution of our concerns and the implementation of our own facility policy making.

Committee members are from every level in our facility, represent the entire workforce and were elected to the panel.

In our collective careers, I have found, we had never been given the opportunity of influencing our work culture in as positive a manner as we now possess. "We each have an equal vote in resolving issues," says ATCS Jeff Peterson, who is also chairman of the Facility Air Traffic Technical Advisory Committee. "The result is obvious, and implementation is immediate."

What motivates everyone to participate is a commitment to open

(Continued on page 11)

Mr. Fishman is the manager of the Grand Forks, N.D., Automated Flight Service Station.

In This Issue

- 1 Approach to Cabin Safety
- 1 Influencing Work Culture
- 3 Communications Improvements
- 4 Only Yesterday
- 6 Terminal Map

- 8 People
- 9 Retirees
- 10 Feeling Fit
- 12 Federal Notebook

Cabin Safety

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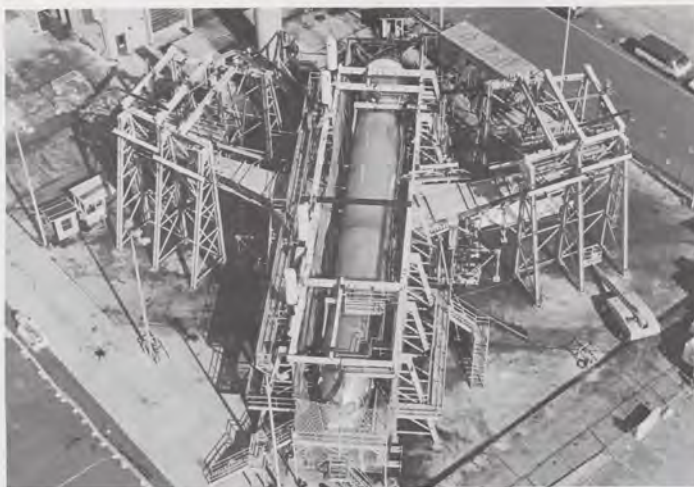
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January 1989

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At a Boeing fatigue test facility in Seattle, Wash., a 757 undergoes a simulation of 40 years of commercial airline service—or about 100,000 flights—to look at aircraft aging well ahead of real time.

but we have an Office of Aviation Safety to focus on whether we are doing the right things."

"Seeing the right things to do is getting more difficult and more demanding," said Thomas McSweeney, deputy director of the Aircraft Certification Service. "We have solved most of the technical problems that had caused accidents. It is my opinion that we aren't going to continue to make big strides in aviation safety unless we learn how to interact better to reach common safety goals—in short, better interpersonal skills" (see sidebar).

Noting that the number of fatal accidents and fatalities have continued to decline for decades, making new reductions more difficult, McSweeney cautioned, "We need to make sure that in solving the cause of one accident, we aren't designing the next one."

The involvement of the Flight Safety Foundation brought the conference and workshop wider participation and freer discussions than if directed by a government agency, believes Gale Braden, program analyst in the Office of Aviation Safety and FAA organizer of the conference. While the safety foundation promoted the gathering around the world, Braden invited participation not only from FAA headquarters but also from the regions and the Technical and Aeronautical centers.

In addition to Americans, there were participants from 19 other nations—247 representatives of governments, airlines, manufacturers, associations, unions, academia, medical and safety businesses



The Technical Center has been studying all aspects of increasing passenger safety in cabin fires, from safer seat and paneling materials to emergency lighting.

and flight and cabin crews.

Helping to stimulate more open dialog is the fact that in the conference's printed report, comments made within its workshops will not identify the speaker. This is designed to allay concerns about possible conflict with the speaker's company or agency policies, explained Ed Wood, FSP's conference organizer and project director. Transcripts of the entire proceedings are expected to be ready by March.

Keith Potts, Associate Administrator

of Aviation Safety, said that conference recommendations will be studied for those things that are do-able within the FAA, then referred to the appropriate office for "milestone reports" on actions taken. He indicated that plans call for "getting the airline safety people together and involved."

Potts echoed a plea by Administrator McArto for more personal involvement in safety matters by individuals outside the FAA—"I want people to get involved and involved, preferably in



These are not passengers practicing on evacuation slides but Japan Air Lines cockpit and cabin crews learning the drill at its training center.

that order," McArto had said.

Personal contact with individuals from other nations, Don Williams noted, gives a mix of ideas that is impossible to obtain merely by reading presentation papers. A supervisor in the Aviation Standards Branch of the FAA Academy in Oklahoma City, Williams said the presentations and discussions "will supplement what is done at the Academy and aid in updating the training courses."

Southwest Region engineer Steve Flanagan agrees. He admits that most of his contacts are with fellow engineers. "This conference provides an opportunity to talk with operational people and discover that some of our engineering decisions aren't always correct."

Even in a free-wheeling conference with technicians and operations people, what is and what is not correct is no easy matter to determine. James Major of Southwest Region's Aircraft Cer-

Child- and infant-restraint systems, improved communication of safety information to blind or otherwise handicapped passengers and an interchange of training between flight attendants and the cockpit crew were other areas of this workshop.

Participants in the passenger education workshop sought innovative ways to inform passengers of safety procedures and their own responsibilities.

What can and cannot be carried on aircraft should be known long before the passenger reaches the airport, the report will say. Also, more information is needed to prepare flight attendants for handling dangerous items that may be brought aboard. An actual example is a radio-controlled model airplane and the flammable liquid that fuels its engine. "After the flight is in the air," one participant said, "It's difficult to get rid of the danger, and there should be training on how to handle it."

In the crashworthiness area, there is concern over the aging aircraft fleet and what effect this may have on the structural integrity of airframes. Another with little data available is that of composite materials used in aircraft construction.

Conference attendees in the workshop on fire protection indicated strong

support for FAA's evaluation of cargo compartment fire safety but also expressed a desire to be more quickly and thoroughly informed on what the agency is doing.

The number of recommendations and how many can be acted on remain to be seen. A similar conference four years ago resulted in 21 specific recommendations. Of these, 16 have been acted on with rules, notices of proposed rule making, advisory circulars or preparation of drafts of action.

While praising the contributions of the participants, Charles Huettner, Deputy Associate Administrator for Aviation Safety, promised that the agency "will be working with the Flight Safety Foundation to turn the symposium into some hard recommendations and action plans." He noted that its cooperative work is a clear indication of a change in philosophy that, for example, is now defining an evacuation system, not simply practicing a look back at the 90-second rule.

Huettner promised that in FAA's commitment to occupant safety improvement, there would be less than four years between conferences "so that the work begun here in a very rapidly changing time of technology and government involvement can continue." ■

Communications Improvements Needed

Better interpersonal skills—that is, communicating ideas better—is what Tom McSweeney, deputy director of the Aircraft Certification Service, sees as the crux of today's passenger safety problem.

"We need to get better information to passengers on what actions they should take in the event of an emergency," McSweeney said. "We need to make sure that information is complete and easily understood."

He cited a preflight briefing in which floor-level lighting was described as leading to emergency exits, even though the lights have no directionality. The briefing has to be more detailed to be useful, he said.

McSweeney also alleged that cockpit and cabin crews are not being adequately prepared for "what if" situations.

"There is some research that should be completed on improving the safety of fuselage fuel tanks," he continued. "Work should be done on hardening certain aspects of wing fuel tanks. FAA has begun that effort and will aggressively pursue research

on reducing fuel spillage in survivable accidents. It would be a disservice," he emphasized. "If I left the impression that fuel bladders are a feasible containment method for transport category airplanes—the fuel mass is simply too great."

Turning to the human factors of evacuation, McSweeney asked: How do people react and what is the best method for crowd control? Is the lighting at the proper locations? Are the door handles properly designed for people when they may be panicking?

"We had a recent case in which a flight attendant pulled the girth disconnect handle instead of the alternate inflation handle on a slide. How much of that human failure is training related and how much is related to the human factors in design?"

"We need to be answering these questions and others. In the meantime, the human factors of evacuation and cabin emergencies will be a part of the FAA published human factors program," he concluded. ■

80 YEARS AGO

July 25, 1909: Louis Bleriot made the first airplane flight across the English Channel, from the French coast to Dover, 124 years after Blanchard had crossed the Channel in a balloon.

75 YEARS AGO

Jan. 1, 1914: The first scheduled air-passenger carrier employing airplanes, the St. Petersburg-Tampa Airboat Line, began operations.

70 YEARS AGO

May 31, 1919: Lt. Cdr. A.C. Read (USN) and a crew of five completed the first aerial crossing of the Atlantic Ocean, made in stages in a Curtiss NC-4 flying boat, between Trespassey Bay, Newfoundland, and Plymouth, England.

June 15, 1919: Capt. John Alcock and Lt. A.W. Brown of the Royal Air Force completed the first nonstop transatlantic flight, in a Vickers-Vimy, in 15 hours 57 minutes, between Newfoundland and Ireland.

60 YEARS AGO

Jan. 14, 1929: The Collier Trophy for 1928 was presented to the Aeronautics Branch of the Department of Commerce for its outstanding development of airways and air navigation facilities.

July 7, 1929: Coast-to-coast passenger transportation service in 48 hours, with air travel by day and rail travel by night, was inaugurated by Transcontinental Air Transport, Charles A. Lindbergh flew the first plane over the route.

Aug. 8-29, 1929: The Graf Zeppelin made the first round-the-world flight by a rigid airship, leaving from and returning to Lakehurst, N.J., in 21 days 7 hours 34 minutes.



The Graf Zeppelin after completing its 20-day round-the-world trip.



The largest production aircraft in 1940—the Boeing 314 Clipper.

It Seems Like Only Yesterday

Aviation has a rich history, on both the flying and the regulatory side, both heroic and tragic, positive and negative. Still within the living memory of some, aviation's 85 years have ranged from a flight of 852 feet to around the earth nonstop, from 30 miles an hour to more than 2,000 miles an hour, from sticks and baling wire to synthetic materials. There is much to note in this still-young history. Here, we recall some of the significant anniversaries that occur this year.



Lt. Jimmy Doolittle in the hooded rear cockpit of his Consolidated NY 2 in which he made the first instrument landing.



Controllers John Knoell, Cleon Freeman, Charlie Cliff and Charlie Carmody (left to right) man the St. Louis center in 1939, the year it opened.

Sep. 1, 1929: The Aeronautics Branch ruled that all licensed U.S. aircraft operated in foreign air commerce must display on wings and rudder the international designation "N" followed by symbols prescribed by the U.S. Government.

Sep. 24, 1929: Lt. James H. Doolittle made the first recorded successful instrument landing, receiving guidance from a radio-range course aligned with the airport runway, radio markers, a sensitive altimeter and a directional gyro and artificial horizon.

Nov. 28-29, 1929: Richard E. Byrd and a crew of four, including pilot Bernt Balchen, became the first men to fly over the South Pole, nonstop from the U.S. base at Little America, and back in a Ford Trimotor.

50 YEARS AGO

Jan. 25, 1939: The Boeing 314, a four-engine flying boat designed for transoceanic travel, was type certificated by the Civil Aeronautics Authority. It soon became the largest production airplane in regular scheduled service anywhere in the world, with a gross empty weight of 50,286 pounds and a maximum carrying capacity of 74 passengers and 10 crew members.

Mar. 1, 1939: The Fort Worth air route traffic control center was commissioned.

Apr. 1, 1939: The Salt Lake City air route traffic control center was commissioned.

May 1, 1939: The St. Louis air route traffic control center was commissioned.

June 27, 1939: The Civilian Pilot Training Act of 1939 was signed into law by President Roosevelt, which authorized the Civil Aeronautics Authority to conduct a program for the training of civilian pilots through educational institutions.

June 28, 1939: The first regularly scheduled transatlantic passenger and airmail service by airplane was inaugurated by Pan American Airways. The flight, from New York to England, was made by a Boeing 314 flying boat.

Aug. 27, 1939: The first air-breathing jet flight of an aircraft occurred. A German achievement, it was accomplished by a Heinkel He 178 with a jet engine designed by Hans von Ohain.

Nov. 30, 1939: President Eisenhower was the first President to hold a private pilot's license, which was issued on this date.

40 YEARS AGO

Feb. 26-Mar. 2, 1949: A USAF Boeing B-50 piloted by Capt. James Gallagher made the first nonstop round-the-world flight, covering 23,452 miles in 94 hours 1 minute. The aircraft was refueled in flight four times.

Nov. 1, 1949: The worst U.S. civil air disaster to date occurred when an Eastern Airlines Douglas DC-4 and a Lockheed P-38, flown by a Bolivian pilot, collided over Washington, D.C., killing all 55 people aboard the air carrier.

Dec. 12, 1949: The second fatal airline accident in two months occurred at Washington National Airport when a Capital Airlines DC-3 with 20 passengers and a crew of three stalled during approach and crashed into the Potomac River, killing four passengers, the pilot and copilot. More than three decades were to pass, however, before Washington National experienced another fatal accident.

30 YEARS AGO

Jan. 25, 1959: Transcontinental jet airliner service began as American Airlines inaugurated Boeing 707 flights between New York and Los Angeles.

25 YEARS AGO

Apr. 17, 1964: The first solo flight around the world by a woman



This was the New York Common IFR Room when it opened in 1959. It's now called the New York TRACON and is located in Westbury on Long Island.

Feb. 25, 1959: The International Civil Aviation Organization (ICAO) approved distance-measuring equipment (DME) to complement the very-high-frequency omnidirectional radio range (VOR). It remains the world standard for airline navigation.

June 8, 1959: The North American X-15 rocket research aircraft first flew, piloted by Scott Crossfield. It later set the altitude record for an aircraft launched from a carrier airplane of 314,750 feet.

July 1, 1959: The FAA Academy was established as a separate entity to administer the agency's standardized technical training programs.

Oct. 10, 1959: Pan American inaugurated round-the-world jet service using intercontinental versions of the Boeing 707.

Oct. 31, 1959: FAA announced plans to establish a Civil Aeromedical Research Center (later named the Civil Aeromedical Institute) at the Aeronautical Center, Oklahoma City, to carry out research in aviation medicine.

was completed by Geraldine ("Jerrie") Mock. Landing at Port Columbus Airport, Ohio, Mrs. Mock made the 23,103-mile flight in 29 days 11 hours 59 minutes.

July 1, 1964: The St. Louis center was decommissioned and its air traffic control functions were transferred to the Kansas City ARTCC.

July 5, 1964: The Detroit center was decommissioned and its air traffic control functions were transferred to the Cleveland ARTCC.

Aug. 6, 1964: The closing and locking of crew compartment doors of scheduled air carriers and other large commercial aircraft in flight was required by FAA to deter or prevent passengers from entering the flight deck either intentionally or inadvertently.

Aug. 20, 1964: The Phoenix center was decommissioned and its air traffic control functions were transferred to the Albuquerque ARTCC.

Sept. 2, 1964: A rule effective this date required cockpit voice recorders to be installed by Mar. 1, 1967, in all civil aircraft powered by turbine or four-piston type engines.

Oct. 6, 1964: The Sikorsky S-61L and S-61N became the first civil helicopters in the free world to be certificated for IFR operations.

20 YEARS AGO

Mar. 2, 1969: The Anglo-French super-sonic transport, the Concorde, made its first flight. The takeoff and landing were made at the Toulouse-Bagnac Airport, France.

Mar. 27, 1969: An Equal Opportunity Staff was created at the FAA Headquarters, which was later redesignated the Office of Civil Rights.

June 1, 1969: The high-density rule limiting the number and type of instrument flight rules (IFR) operations (takeoffs and landings) between the hours of six in the morning and midnight at JFK, Chicago O'Hare, LaGuardia, Newark (N.J.) and Washington National airports went into effect.



This modern structure was built half a dozen years after the creation of the FAA Academy in Oklahoma City in 1959.

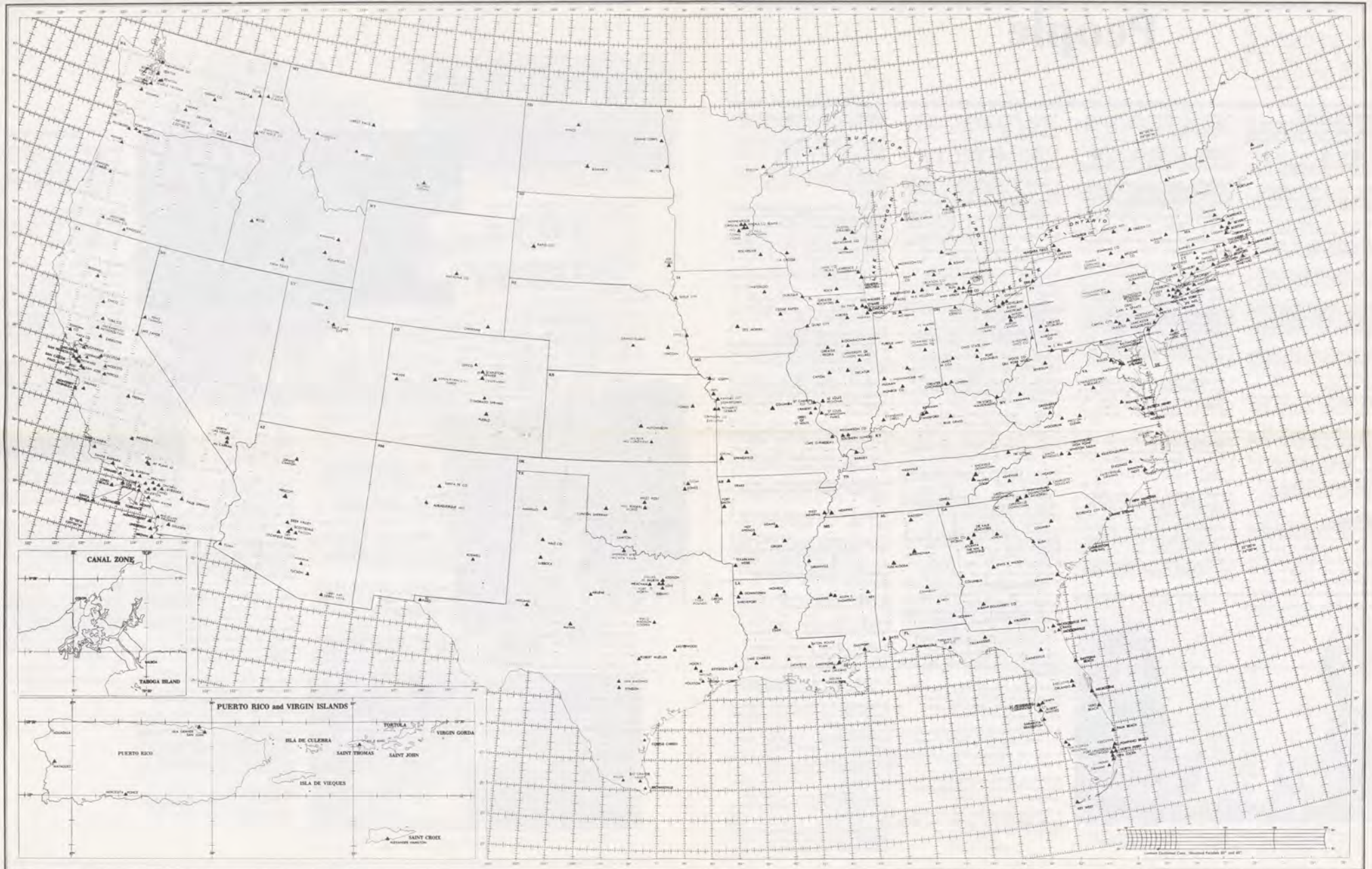
June 18-20, 1969: A three-day "sick-out" was conducted by 477 air traffic controllers belonging to the Professional Air Traffic Controllers Organization (PATCO).

July 15, 1969: A study of near midair collisions (NMACs) issued by FAA found that most of the reported NMACs of 1968 that were judged hazardous had occurred in congested airspace near large airports with air traffic control service, and resulted from mixing IFR and VFR traffic.

On July 31, the National Transportation Safety Board released the results

(Continued on page 11)

AIR TRAFFIC CONTROL TOWERS



Legend:
▲ Air Traffic Control Towers

People

Aeronautical Center

- **Thomas E. Berggett**, supervisor, Visuals Section, Audio-Visuals Branch, Management Services Division.
- **Lennie R. Haraway**, manager, Audio-Visuals Branch.
- **Samuel C. Lindsay**, unit supervisor, Oklahoma City Flight Inspection Field Office (FIFO), from the Frankfurt, P.R.G., FIFO.
- **Linda J. Nero**, supervisor, Cashier and Scheduling Section, General Accounting Branch, Accounting Division, promotion made permanent.
- **Lucien W. Owsley**, unit supervisor, Air Traffic Branch, FAA Academy, promotion made permanent.
- **Bernard V. San Filippo**, section supervisor, Aircraft & Avionics Maintenance Office, Battle Creek, Mich., FIFO, from the Frankfurt FIFO.
- **Craig K. Wilhelm**, supervisor, Television and Photographic Section, Audio-Visuals Branch.

Alaskan Region

- **Melissa A. Berry**, unit supervisor, South Alaska Airway Facilities Sector, Anchorage.
- **Larry T. Fields**, unit supervisor, Fairbanks Airway Facilities Sector Field Office (AFSFO), North Alaska AF Sector.
- **Arnold N. Kopp**, unit supervisor, Fairbanks AFSFO, North Alaska AF Sector.
- **Orlando E. Sanchez**, area manager, Anchorage ARTCC, from Albuquerque, N.M.

Central Region

- **Harold D. Filer**, area supervisor, Kansas City ARTCC.
- **Gregory E. Golden**, area supervisor, Kansas City International Airport Tower, from the Wichita, Kan., Tower.

Another Home for Airway Science



New England Region Administrator Arlene Feldman recently presented FAA approval of its airway science curriculum to Bridgewater State College president Dr. Adrain Rondileau, making Bridgewater one of only 30 such colleges in the United States.

- **Bruce D. Gottsleben**, area supervisor, Eppley Airfield Tower, Omaha, Neb., from the Lincoln, Neb., Tower.
- **Timothy J. Griffith**, unit supervisor, Des Moines, Iowa, Flight Standards District Office (FSDO), promotion made permanent.
- **Robert J. Olms**, area supervisor, Kansas City (Mo.) Downtown Airport Tower, from Kansas City International Airport Tower.
- **Richard D. Paton**, area supervisor, Kansas City ARTCC.
- **Royace H. Prather**, manager, Chicago Aircraft Certification Office.
- **Dawna J. Smith**, area supervisor, Lambert Field Tower, St. Louis, Mo.
- **Cynthia A. Townsend**, manager, Budget Branch, Resource Management Division.
- **Carolynn L. Tucker**, area supervisor, Wichita Automated Flight Service Station, from the Grand Island, Neb., FSS.
- **Valri L. Warren**, area supervisor, Spirit of St. Louis Airport Tower, from Lambert Field Tower.
- **Jimmy R. Watkins**, area supervisor, Kansas City ARTCC.
- **Thomas M. Wood**, aviation safety inspector, Des Moines FSDO, promotion made permanent.

- **Richard A. John**, manager, Philadelphia AFSFO, Tri-State AF Sector.
- **Aaron Rappaport**, supervisor, Staffing Section A, Employment & Staffing Branch.
- **James R. Repucci**, principal operations inspector, Pittsburgh, Pa., FSDO.
- **Kenneth P. Riley**, manager, Employee Benefits & Classification Branch, Human Resource Management Division.
- **John T. Rountree, Jr.**, assistant manager, airspace and procedures, Norfolk Tower, from the Lynchburg, Va., Tower.
- **Lawrence M. Sandes**, manager, Iliaca, N.Y., Tower, from the Elmira Tower.
- **Gerald Shipman**, manager, Employment & Staffing Branch.
- **Charles S. Shuler**, manager, Airspace & Procedures Branch, Air Traffic Division, from the Toledo, Ohio, Tower.
- **Peter J. Stramara**, assistant manager for program support, Tri-State AF Sector, Trenton, N.J., from AF Division.
- **Jeffrey W. Taylor**, area supervisor, Greater Pittsburgh Tower, from Bradley Tower, Windsor Locks, Conn.

Eastern Region

- **Philip A. Adams**, area supervisor, Elmira, N.Y., Tower, promotion made permanent.
- **Boyd V. Archer, Jr.**, assistant manager, programs, New York TRACON, from the Norfolk, Va., Tower.
- **Kenneth L. Baker**, manager, Morris-town, N.J., Tower, from Caldwell-Wright Tower, Fairfield, N.J.
- **William M. Bumpus**, group supervisor, New York Flight Standards District Office (FSDO).

- **Ray E. Byers**, area supervisor, Capital City Tower, Harrisburg, Pa., promotion made permanent.
- **Anthony R. Capaldi**, area supervisor, Poughkeepsie, N.Y., Tower, promotion made permanent.
- **Patrick T. Corkery**, manager, Trenton, N.J., Airway Facilities Sector Field Office (AFSFO), Tri-State AF Sector.
- **Linda A. Ciorand**, supervisor, Staffing Section B, Employment & Staffing Branch, Human Resource Management Division.
- **Pericles C. Hantz**, unit supervisor, Farmingdale, N.Y., FSDO.
- **Gregory T. Hewes**, area supervisor, Charleston, W. Va., Tower, from the FAA Academy.
- **Richard A. John**, manager, Philadelphia AFSFO, Tri-State AF Sector.
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Eastern Region

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- **Kenneth L. Baker**, manager, Morris-town, N.J., Tower, from Caldwell-Wright Tower, Fairfield, N.J.
- **William M. Bumpus**, group supervisor, New York Flight Standards District Office (FSDO).

Great Lakes Region

- **Robert H. Abblett**, unit supervisor, Wisconsin Airway Facilities Sector (AFS), Green Bay, Wis., from the Illinois AFS.
- **R. Douglas Bedwell**, area supervisor, Indianapolis, Ind., ARTCC, promotion made permanent.
- **Dorothy G. Bowden**, supervisor, Staffing Section, Employment Branch, Human Resource Management Div., promotion made permanent.
- **Wayne P. Carus**, manager, Champaign, Ill., Tower, from the Air Traffic Division.
- **David M. Johnson**, area supervisor, Indianapolis ARTCC.
- **Kevin L. Markwell**, area supervisor, Chicago-O'Hare Tower, promotion made permanent.
- **Erwin D. Monheimus**, area supervisor, Cleveland Hopkins Tower, Ohio, from the Chicago-O'Hare Tower.

- **Ronald E. Noe**, manager, Grand Forks, N.D., Tower, from Sioux Falls, S.D.
- **David C. Pascoe**, area supervisor, Minneapolis, Minn., ARTCC, promotion made permanent.
- **James L. Plunz**, area supervisor, Minneapolis ARTCC, promotion made permanent.
- **Peter J. Quinn**, area supervisor, Princeton, Minn., Automated Flight Service Station, from the Alexandria, Minn., FSS.
- **Alan L. Reilly**, area supervisor, Midway Airport Tower, Chicago, from the Chicago ARTCC.
- **Walter L. Whiting**, area supervisor, Indianapolis ARTCC.
- **Maureen Woods**, assistant manager, Dayton Vandalia Tower, Ohio, from the Air Traffic Operations Service.

- **Robert A. Dayoan**, unit supervisor, Maxwell Air Force Base Airway Facilities Sector Field Office (AFSFO), Montgomery, Ala., Montgomery AF Sector, from the Fayetteville, N.C., AFSFO.
- **Albert E. Essell, Jr.**, manager, Orlando Executive Airport Tower, from the Craig Field Tower, Jacksonville.
- **Phillipe D. Fleury**, area supervisor, San Juan, Puerto Rico, International FSS, from the Orlando FSS.
- **Jeffrey L. Griffith**, manager, Tampa, Fla., Tower, from Atlanta, Ga.
- **Raymond J. Hofmann**, systems engineer, Miami, Fla., ARTCC AF Sector, promotion made permanent.
- **George L. Jones**, unit supervisor, Jackson, Miss., AF Sector.
- **Anthony F. Kijak**, assistant manager, Miami Flight Standards District Office (FSDO).
- **William R. Neely**, manager, South Carolina FSDO, W. Columbia, S.C.
- **Richard D. Parrottino**, manager, Mississippi FSDO, Jackson, Miss.
- **James B. Phillips**, unit supervisor, Savannah, Ga., AFSFO, Columbia, S.C., AF Sector, promotion made permanent.
- **Nelson E. Queen**, manager, Panama City, Fla., Tower, from Nashville, Tenn.
- **Rory J. Reed**, area supervisor, Miami International Airport Tower, from the Pompano Beach, Fla., Tower.

New England Region

- **Donna A. Barie**, manager, Braintree Airport Tower, Hartford, Conn., from the Providence, R.I., Tower.
- **Todd W. Pearson**, manager, Program Management & Employment Branch, Human Resource Management Div., from the Western Region.

Northwest Mountain Region

- **Michael L. Andrews**, manager, Cutbank, Mont., Flight Service Station (FSS), from the Columbia, Mo., Automated FSS.
- **Gordon A. Burnett**, manager, Boeing Field Tower, Seattle, Wash., from Everett, Wash., FSS.
- **Mary J. Carter**, manager, Wenatchee, Wash., FSS.
- **Scott A. Dutton**, manager, Walla Walla, Wash., Tower, promotion made permanent.
- **Jon D. Ellsworth**, area manager, McMin-nville, Ore., AFSS, from the Billings, Mont., FSS.
- **Walter E. Emmons**, manager, Billings FSS.
- **Gary F. Fay**, manager, Aspen, Colo., Tower, from the Denver, Colo., Tower.
- **Ralph L. Heape**, manager, Portland, Ore., Airway Facilities Sector Field Office (AFSFO), Portland AF Sector.
- **Robert G. Hernandez**, assistant manager for program support, Denver AF Sector.
- **Julian W. Morrison**, manager, Eugene, Ore., AFSFO, Portland AF Sector, from the Seattle AF Sector.
- **Mikio J. Ogami**, area supervisor, Seattle AFSS, from the Wenatchee FSS.
- **William C. Perkins**, area supervisor, Denver ARTCC, promotion made permanent.
- **Thomas J. Philumalee**, assistant manager, Portland AF Sector, from the FAA Academy.
- **Neil D. Schalekamp**, manager, Transport Standards Staff, Aircraft Certification Division, promotion made permanent.

- **Rex E. Stucker**, manager, Boise, Idaho, AFSFO, Portland AF Sector.
- **James L. Ulin**, unit supervisor, Portland AF Sector, from the Seattle AF Sector.
- **Alfred L. Stanford**, manager, Dothan, Ala., Tower, from the FAA Academy.
- **Billy J. Watson**, area supervisor, Jackson, Miss., FSS, from Meridian, Miss.
- **Preston L. Williams**, area supervisor, Raleigh, N.C., Tower, promotion made permanent.

- **Earl F. Bryan**, area supervisor, Orlando, Fla., Flight Service Station (FSS) from the Jacksonville, Fla., FSS.
- **Robert A. Dayoan**, unit supervisor, Maxwell Air Force Base Airway Facilities Sector Field Office (AFSFO), Montgomery, Ala., Montgomery AF Sector, from the Fayetteville, N.C., AFSFO.
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- **William R. Neely**, manager, South Carolina FSDO, W. Columbia, S.C.
- **Richard D. Parrottino**, manager, Mississippi FSDO, Jackson, Miss.
- **James B. Phillips**, unit supervisor, Savannah, Ga., AFSFO, Columbia, S.C., AF Sector, promotion made permanent.
- **Nelson E. Queen**, manager, Panama City, Fla., Tower, from Nashville, Tenn.
- **Rory J. Reed**, area supervisor, Miami International Airport Tower, from the Pompano Beach, Fla., Tower.

Southern Region

- **Earl F. Bryan**, area supervisor, Orlando, Fla., Flight Service Station (FSS) from the Jacksonville, Fla., FSS.
- **Robert A. Dayoan**, unit supervisor, Maxwell Air Force Base Airway Facilities Sector Field Office (AFSFO), Montgomery, Ala., Montgomery AF Sector, from the Fayetteville, N.C., AFSFO.
- **Albert E. Essell, Jr.**, manager, Orlando Executive Airport Tower, from the Craig Field Tower, Jacksonville.
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- **William R. Neely**, manager, South Carolina FSDO, W. Columbia, S.C.
- **Richard D. Parrottino**, manager, Mississippi FSDO, Jackson, Miss.
- **James B. Phillips**, unit supervisor, Savannah, Ga., AFSFO, Columbia, S.C., AF Sector, promotion made permanent.
- **Nelson E. Queen**, manager, Panama City, Fla., Tower, from Nashville, Tenn.
- **Rory J. Reed**, area supervisor, Miami International Airport Tower, from the Pompano Beach, Fla., Tower.

Southwest Region

- **Larry E. Barklage**, principal operations inspector, Baton Rouge, La., Flight Standards District Office (FSDO).
- **Isaac Cooper**, assistant manager for program support, Dallas-Fort Worth International Airport Airway Facilities Sector (AFS), from El Paso, Texas, AF Sector.
- **Janet M. Groden**, area supervisor, McAlester, Okla., Automated Flight Service Station (AFSS), from Bridgeport, Conn.
- **Gary M. LePlatt**, assistant manager, Houston, Texas, ARTCC AF Sector.
- **John D. Oneal**, group supervisor, Inter-facility & Navigation Engineering/Installation Section, Electronics Engineering/ Branch, AF Division, from the Little Rock, Ark., AF Sector.
- **Charles W. Smith**, manager, Dallas-Fort Worth International Airport AF Sector Field Office, DFW AF Sector.
- **James C. Wilson**, unit supervisor, DFW Airport AF Sector.
- **Daniel E. Wood**, assistant manager for program support, El Paso, Texas, AF Sector, from the Oklahoma City AF Sector.
- **Craig J. Woodbridge**, assistant manager, plans and procedures, Houston Intercontinental Airport Tower, from the Corpus Christi, Texas, Tower.

- **Edna H. French**, manager, Regulations Branch, General Aviation & Commercial Division, Flight Standards Service.
- **Sandra T. Hershey**, manager, Automation Branch, Flight Programs Division, Flight Standards Service.
- **Stephen W. Hopkins**, manager, Statistical Analysis Branch, Management Standards & Statistics Division, Office of Management Systems.
- **Raymond E. Morris**, manager, General Accounting Branch, Accounting Operations Division, Office of Accounting.
- **David A. Smith**, manager, Dangerous Goods/EOD Branch, Domestic Civil Aviation Security Division, Office of Civil Aviation Security.
- **Jesse R. Stevenson**, manager, Air Carrier Branch, Aircraft Maintenance Division, Flight Standards Service.

- **John D. Oneal**, group supervisor, Inter-facility & Navigation Engineering/Installation Section, Electronics Engineering/ Branch, AF Division, from the Little Rock, Ark., AF Sector.
- **Charles W. Smith**, manager, Dallas-Fort Worth International Airport AF Sector Field Office, DFW AF Sector.
- **James C. Wilson**, unit supervisor, DFW Airport AF Sector.
- **Daniel E. Wood**, assistant manager for program support, El Paso, Texas, AF Sector, from the Oklahoma City AF Sector.
- **Craig J. Woodbridge**, assistant manager, plans and procedures, Houston Intercontinental Airport Tower, from the Corpus Christi, Texas, Tower.

Western-Pacific Region

- **Henry R. Barbuchano**, manager, Palo Alto, Calif., Tower, from the San Francisco Tower.
- **Kenneth C. Barnum**, supervisor, Environmental Support Unit, Phoenix, Ariz., Airway Facilities Sector Field Office (AFSFO), Phoenix AF Sector.
- **Jeri K. Carson**, area supervisor, Reno, Nev., Tower.
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- **Wayne N. Dixon**, manager, Regulations Branch, Aircraft Maintenance Division, Flight Standards Service.

- **Edna H. French**, manager, Regulations Branch, General Aviation & Commercial Division, Flight Standards Service.
- **Sandra T. Hershey**, manager, Automation Branch, Flight Programs Division, Flight Standards Service.
- **Stephen W. Hopkins**, manager, Statistical Analysis Branch, Management Standards & Statistics Division, Office of Management Systems.
- **Raymond E. Morris**, manager, General Accounting Branch, Accounting Operations Division, Office of Accounting.
- **David A. Smith**, manager, Dangerous Goods/EOD Branch, Domestic Civil Aviation Security Division, Office of Civil Aviation Security.
- **Jesse R. Stevenson**, manager, Air Carrier Branch, Aircraft Maintenance Division, Flight Standards Service.

- **John D. Oneal**, group supervisor, Inter-facility & Navigation Engineering/Installation Section, Electronics Engineering/ Branch, AF Division, from the Little Rock, Ark., AF Sector.
- **Charles W. Smith**, manager, Dallas-Fort Worth International Airport AF Sector Field Office, DFW AF Sector.
- **James C. Wilson**, unit supervisor, DFW Airport AF Sector.
- **Daniel E. Wood**, assistant manager for program support, El Paso, Texas, AF Sector, from the Oklahoma City AF Sector.
- **Craig J. Woodbridge**, assistant manager, plans and procedures, Houston Intercontinental Airport Tower, from the Corpus Christi, Texas, Tower.

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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.

- **Grant A. Eccles**, assistant manager, plans and programs, Prescott, Ariz., Automated FSS, from the Reno AFSS.
- **Edward Hammonds**, aviation safety inspector, Fresno, Calif., Flight Standards District Office (FSDO).
- **Lacluis W. Hope, Jr.**, area supervisor, Palm Springs, Calif., Tower, from the Edwards Air Force Base, Calif., RAPCON.
- **Robert D. Junge**, area supervisor, Edwards AFB RAPCON.
- **James B. Manson, Jr.**, assistant manager, Ontario, Calif., TRACON.
- **Willard J. Mattingly**, unit supervisor, Long Beach, Calif., FSDO, from the Los Angeles FSDO.
- **Frank H. McPherson**, area supervisor, El Toro Marine Corps Air Station TRACON, Santa Ana, Calif., from the Miramar Naval Air Station TRACON, San Diego, Calif.
- **Ruben R. Meza**, supervisor, Environmental Support Unit, Long Beach AFSFO, San Diego AF Sector, promotion made permanent.
- **Wilson S. Moses**, assistant manager, Sacramento, Calif., FSS.
- **Gary P. Munnell**, manager, San Carlos, Calif., Tower, from the San Francisco Tower.
- **Paul J. Pagel**, manager, Salinas, Calif., FSS, position made permanent.
- **Bruce F. Peterson**, assistant manager, traffic management, Oakland, Calif., ARTCC.
- **Leslie J. Ross, Jr.**, assistant manager, programs, Edwards AFB RAPCON, promotion made permanent.
- **Stephan M. Shackelford**, area supervisor, Hawthorne AFSS, from the Fresno FSS.
- **Gary W. Smith**, unit supervisor, Sacramento AF Sector, promotion made permanent.
- **Ronald A. Summers**, area supervisor, San Diego AFSS.
- **John A. Wojcik**, area supervisor, Oakland ARTCC, promotion made permanent.

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Retirees

- AERONAUTICAL CENTER**
Delbert K. Coffman
S. Eleanor Coombs
James E. Edwards
Arvel W. Hopkins
Hazel J. Lambert
Ramon S. Moore
William R. Stuart
Waldo W. Warren
George E. Williamson
Betsy J. Wilson
- ALASKAN REGION**
Norma J. Cincy
Phillip G. Hatfield
Bernie L. Hutson
- CENTRAL REGION**
Billy G. Hower

- NEW ENGLAND REGION**
John M. Watko
- GREAT LAKES REGION**
Donald R. Gorman
Nancy A. Gorman
Paul G. Heald
Theodore A. Kretz
Arnold E. Lindemann
Joseph A. Naimo
James R. Norcott
Clotilde Porfirio
Arden L. Prell
- SOUTHWEST REGION**
James E. Allison
Levi D. Bobly
Robert L. Kelling

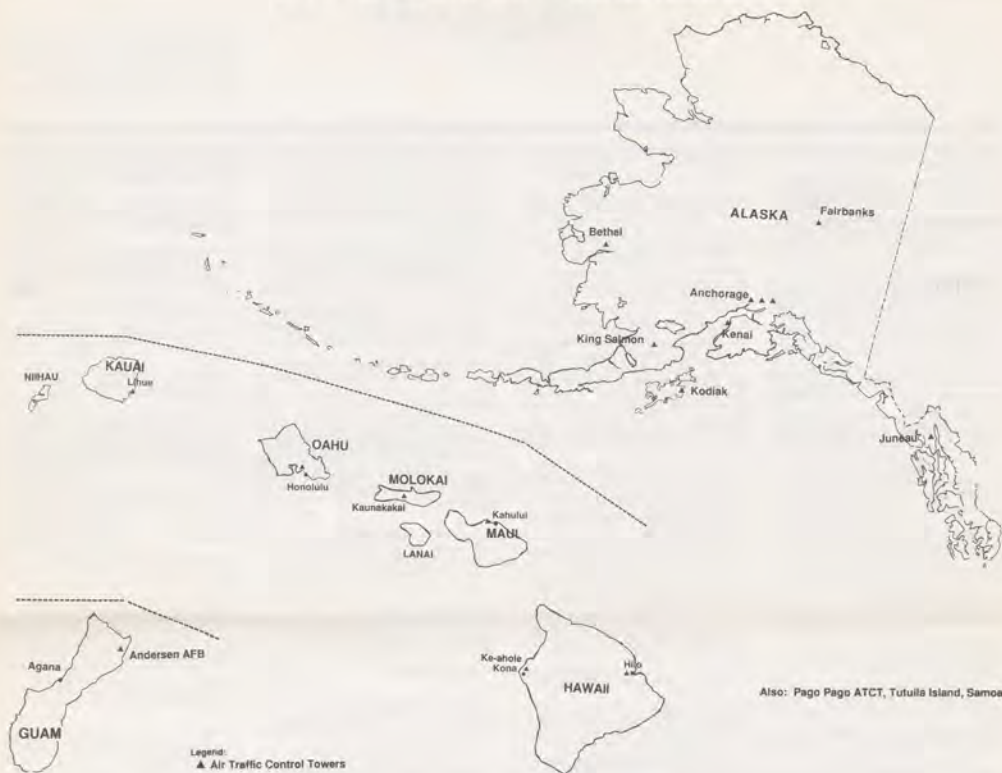
- SOUTHERN REGION**
Eddie L. Allen
Darryl D. Bailey
Charles M. Bixler
Kathryn M. Clay
Walter P. Dukes
Wilber T. Howell
James A. Kinsicki
- WESTERN-PACIFIC REGION**
William M. Fiskerton, Jr.
John M. D. Thorson

- WASHINGTON HEADQUARTERS**
Lucian A. Benjamin
Sandy De Luca
James R. Egan
Lawrence C. Martin
Anthony C. Spida
Shelomo Wugalter
- WESTERN-PACIFIC REGION**
Wayne A. Hawkins
Bobby G. Lewis
Joe R. Meiffelle
Lewie Parry, Jr.
Walter E. Phillips

- SOUTHWEST REGION**
Edward J. Gaston, Jr.
Richard B. Larrigan
John L. Mizell
Glover C. Murray
Harvey A. Packard

- WESTERN-PACIFIC REGION**
Wayne A. Hawkins
Bobby G. Lewis
Joe R. Meiffelle
Lewie Parry, Jr.
Walter E. Phillips

PACIFIC AREA AIR TRAFFIC CONTROL TOWERS



Feeling Fit

Turn Over a New Leaf

The holiday season is past; once again, it's time to reflect on what we have done to ourselves in making merry at the table.

You may have promised yourself last year that you were going to change your eating lifestyle—enjoying, but not overdoing it. It's January and the opportunity for promising again—for resolutions that could save your wardrobe and even your life.

Next to cigarette smoking, doctors rank excess weight as the greatest danger to your health. Eating has become our primary leisure-time activity. With more calories taken in, less exercise and thus less muscle development (fat burns no calories, muscle fibers do, even at

rest), fewer calories are burned and we gain weight. This continues at an average of nearly one pound a year through age 55. Even teenagers get less physical exercise here than in other countries and less than they used to.

Don't starve yourself in over-reaction to over-indulgence the last two months; you'll likely gain back the weight you lose because you will not have changed your eating habits.

Studies have shown that most Americans are getting 40 percent of their calories from fat. The recommendation is that not more than 30 percent of your caloric intake come from fat—any kind of fat, saturated or unsaturated. A high-

fat diet increases the risk of heart disease, stroke and breast, prostate and colon cancer.

You need to cut down on the amount of beef and pork you consume, especially fast-food hamburgers, which are high not only in fat but also sodium, which increases the risk of high blood pressure. Use more chicken (without the skin) and fish, and broil, boil or bake the foods, rather than fry. Thus, also cut way down on french fries. Avoid processed deli meats, which are high in fat and sodium.

Reduce your use of both butter and margarine and other full-fat dairy products. Use skim milk, ice milk or sherbet instead of ice cream (a cup has the fat equivalent of 3½ pats of butter) and lower-fat cheeses (make your own pizza

with part skim milk mozzarella) and salad dressings.

Cut away down on nuts and prepared baked goods, including croissants and muffins—heavily laced with butter and oils.

You still want a balanced diet, rather heavy on the fiber found in fruit, vegetables and whole grains, like the newly popular oat bran. You want to trim back your caloric intake mainly by cutting fats, substituting fruits for snacks, eating moderately at all meals and adding in aerobic exercise.

It's a style you can get used to and live with. ■



A U.S. marshal watches a passenger enter an early magnetometer in attempts to stem airline hijackings.

Only Yesterday

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of its own study of 1968 incidents. In contrast to FAA's findings on NMACs, the Board found that the majority of the 38 actual collisions that had occurred had taken place in uncongested airspace at or near airports without air traffic control service.

July 20, 1969: Apollo II Astronauts Neil A. Armstrong and Edwin E. Aldrin, Jr., landed on the Moon. Later in the day, Armstrong became the first human to walk on the lunar surface.

Aug. 8, 1969: The Air Traffic Controller Career Committee (Corson

Committee) was established by the Department of Transportation to inquire into the air traffic controller career field. It covered, but was not limited to, employment practices, employee compensation, work environment, training and employee-management relations.

Oct. 15, 1969: An FAA-developed system for detecting potential hijackers and concealed weapons was employed by Eastern Air Lines at several key airports, FAA announced. The system combined a passenger screening method employing a hijacker "profile" and a magnetometer capable of detecting concealed weapons.

Nov. 15, 1969: Air taxi operators of large aircraft became subject to the stricter operational requirements applying to supplemental air carriers.

Nov. 26, 1969: The Beech Aircraft Corporation delivered its last Model 18, a type claimed to have been in continuous production longer than any other aircraft. The original Model 18 first flew on Jan. 15, 1937, and was type certificated on Mar. 4, 1937.

Dec. 18, 1969: The first all-plastic aircraft, the Windecker AC-7, was certificated by FAA. The four-place craft was made of molded fiberglass and epoxy resins.

Dec. 30, 1969: The Boeing 747, a large four-engine jet airliner with a basic capacity of 362 passengers and a maximum capacity of 490, was certificated



The Beech Model 18 was the longest manufactured aircraft in history.

by FAA. The plane had first flown on Feb. 9, 1969, and went into regular passenger service on Jan. 22, 1970.

10 YEARS AGO

Jan. 8, 1979: In formal ceremonies at Panama City, FAA Administrator Bond signed an agreement for the phased turnover of the FAA's air traffic facilities and related responsibilities in Panama to the Republic of Panama.

May 25, 1979: An American Airlines DC-10 crashed into an open field near Chicago O'Hare International Airport after its left engine and pylon assembly separated from the aircraft at or immediately after liftoff. The ensuing crash and fire killed all 272 persons aboard the flight and two people on the ground, making it the worst U.S. air disaster up to that time.

June 7, 1979: FAA Administrator Bond suspended the type certificate of the DC-10 indefinitely, but the airplane was restored to service 37 days later, when

troubling questions about cracks in the transport's pylon assembly were satisfactorily answered.

June 12, 1979: The first human-powered flight across the English Channel was made by Bryan Allen, a Californian, who two years earlier had accomplished the first sustained human-powered flight in history. The Channel flight took just under three hours and encompassed 22 miles. Allen pedaled the Gossamer Albatross, a 55-lb. polyester-bodied craft designed by Paul MacCready. ■



The Gossamer Albatross was pedaled across the English Channel in 1979.

Work Culture

continued from page 1

communication and to education. The Grand Forks AFSS has maintained an aggressive community outreach agenda since its commissioning. We have addressed more than one-third of the pilots in the state.

We are convinced of the value of our efforts and committed to their continuation, for we have seen gains on both sides. For us it has been constructive suggestions, ideas and comments from the aviation community, whose implementation has allowed us to exceed the "equal" in our goal of "equal or better service."

Through our enviable access to aviation education in the University of North Dakota, we became actively involved in a cooperative education program.

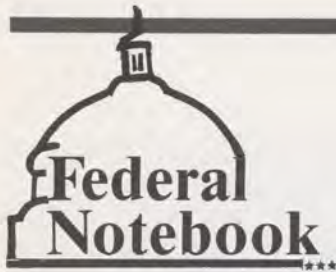
We now serve as the air traffic training facility for students from the university and are responsible for providing classroom instruction and on-the-job familiarization for the flight service portion of their training. We also provide the academic section of their terminal training and see to the students' administrative needs. This career preparation and overview of the FAA serves to develop knowledgeable, well-motivated air traffic specialists of the future.

As you can tell, we are convinced that true partnerships can work. I could have set down a lengthy list of our successes; instead, suffice it to say, we wrote this article like we do everything else here: together! ■

New Flight Standards Handbook



Robert L. Goodrich, acting director of the Flight Standards Service, recently signed off on a new task-oriented handbook for general aviation operations inspectors, Order 8700.1. The handbook consolidates several handbooks into one. The initial book covers Part 23's chapters on Parts 137 and 141, are expected early this year. Looking on are Carol S. Rayburn (left), manager of the General Aviation and Commercial Div.; Barret L. Lutz, handbook project manager; and Phyllis A. Duncan, handbook managing editor.



Federal Notebook

WHO ARE WE?

The typical federal employee is 49.1 years old and has 13.1 years of government service, according to the Office of Personnel Management. About 57 percent of us are male, 26.9 percent are minorities (16.8 percent black, 5.2 percent Hispanic, 3.2 percent Asian/Pacific Islander and 1.7 percent Native American) and seven percent have handicapped status. About 33 percent have college bachelor's degrees or higher. Finally, the average annual base salary in 1988 was \$28,617, but the average grade was GS-8.3.

ALL EYES ON PAY THIS YEAR

Under recommendations from the Quadrennial Commission, top general schedule pay ought to rise to \$115,000 from \$75,500 and Senior Executive Service (SES) pay ought to range from \$102,000 to \$120,000.

The Volcker commission report is expected to deal with the "crisis in federal compensation" and the erosion of real compensation for top federal executives, SES members and general schedule employees, as well as the difficulty in recruiting and retaining quality employees. It also recognizes that a selling job is needed both with the government and the public.

The General Accounting Office (GAO) ranks the

"broken down" pay system second only to the federal deficit in needing to be addressed by the new administration. GAO also says it's impractical for all solutions to be "budget neutral" and for agencies to continually absorb pay and benefit increases. The GAO said that "After years of fed-bashing, the new President needs to change course."

At the same time that the Office of Personnel Management is investigating setting some general schedule pay by geographic location—favored by President Bush—Rep. Gary Ackerman (NY) is expected to introduce legislation on pay reform, which is likely to include locality pay and collective bargaining. Although conventional wisdom suggests that "rural" areas would get cuts in pay because of the budget deficit and the desire to make federal salaries "market sensitive," personnel shortages in "urban" areas suggest the opposite. The FBI has already approved higher salaries in New York, and FAA and the Defense Logistics Agency have been authorized premium pay demonstrations for hard-to-fill jobs.

Layered on all this is President Bush's "flexible freeze" budget proposal designed to retire the deficit by 1993 via budget increases limited to the rate of inflation. A House Budget Committee study, however, says with exemptions such as for defense, with fast-inflating programs like Medicare and with other acute needs, such as that of FAA for new equipment and more controllers, spending cuts of 10 percent or more across all other programs and agencies would be needed.

UNSCRAMBLING PENSION TAXES

Ever since Congress eliminated the three-year-recovery rule for federal annuities, computing the tax-free

portion of the annuity or the lump-sum payout virtually required the services of an accountant. In fact, if you couldn't do it yourself, the Internal Revenue Service (IRS) would do it for you for a \$50 fee.

Now, IRS has issued the "Safe Harbors" ruling that simplifies the computation and may actually result in paying taxes on a smaller portion of the annuity. You'll need IRS publication 721 with an addendum that reflects the changes; a revised 721 will not be released until April.

You start with knowing your total contributions to the retirement system. If you retire at age 55 or earlier, IRS tables say that your contributions have to be split 300 ways—that is, it figures you will live to collect annuity checks for 25 years. At age 56 to 60, 260 payments; 61-65, 240 payments; 66-70, 170 payments; and 71 or older, 120 payments.

A full explanation of Safe Harbors appears in the January issue of Retirement Life magazine from the National Association of Retired Federal Employees.

WHO'S THE BENEFICIARY?

If a deceased federal employee did not designate a beneficiary, the Comptroller General has ruled that a common-law spouse, not the children of a former marriage, has a valid claim to the deceased's remaining pay.

IT'S YOUR RESPONSIBILITY

Your bi-weekly pay statement says, "Verify all pay, deduction and leave information..." and it means it. In a case in which the government erroneously stopped deducting life insurance premiums from a federal employee's pay, the Comptroller General denied a request for a waiver of back premiums, holding the employee at least partially at fault for not carefully examining his earnings statements.

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