U.S. Department of Transportation
Federal Aviation Administration

FAA World

February 1989
Volume 19 Number 2

He Reached the Other Side of the Mountain

By Jo Officer and Spann Watson

When Charles Alfred Anderson was growing up in the Blue Ridge Mountains of Virginia, he longed to see an airplane and imagined piloting one to the other side of the mountains and into Staunton.

It was 1915, and there weren't many airplanes around then. He was living with his grandparents in a rustic setting where his grandfather shot bear for the table. Their simple lifestyle had no room for his foolish obsession, and they sent him home to his parents in Bryn Mawr, Pa.

Nevertheless, the obsession became reality, for the now 82-year-old Anderson has flown over many mountains since then. He became a self-taught pilot and aviation pioneer and a stirring inspiration for generations of young blacks with the same yearnings.

Dubbed "Chief" by his students when he headed up the training program at Tuskegee Institute later on, Anderson first learned to fly in 1928 at the age of 21.

Bahamians help Chief Anderson and Dr. Forsythe pull the Monocoupe Booker T. Washington *along Bay Street, Nassau, to position it for takeoff. It was the first stop on their 1934 Pan-American Goodwill Flight.*

Photo courtesy of C.A. Anderson

Opportunities for blacks in general were very limited. He joined the Pennsylvania National Guard by passing for white but was released when they found out he was "colored." He then joined a training unit at Fort Belvoir, Va., until they found out. "They gave me a break," Anderson said, "—they put me in a black cavalry unit."

Opportunities for blacks to learn to fly were virtually nonexistent; no one would teach a black, and no one would let a black use an airplane. So, he had to buy his own airplane—a Monocoupe—and teach himself. He was borrowing money from people at the school where his father worked to raise the purchase price when the woman who owned the school heard about it. She was so impressed with his drive that she gave him $500 toward the purchase.

With no other money and no instruc-

(Continued on page 10)

Ms. Officer is a personnel management specialist in the Office of Personnel and is a member of the Black History Month Committee. Mr. Watson is a specialist in the Air Traffic Operations Service and a former student of Alfred Anderson.

Stand and Deliver

How to Write and Give a Good Speech

By Terry Eastland

Speechwriters are taught to break things down into threes. Accordingly, there are three things that make a good speech good no matter the age in which it's given, the subject matter, or whether the speaker is a candidate for President, a captain of industry, or a columnist for the *Washington Post*.

To be sure, some speeches present more dramatic opportunities than others and thus will call for rhetorical devices that wouldn't work on other occasions. Giving an inaugural address is different from addressing the Bonneville Knife and Fork Club. Even so, any good speech will have three essentials.

1) A good speech has something to say. It can't simply inform or entertain; a speech that is pure entertainment isn't a speech but a comic routine. A speech has to argue for something. It has to have a point of view. State of the Union

(Continued on page 2)

Mr. Eastland is a resident scholar at the National Legal Center for the Public Interest. Until May 1988, he was director of Public Affairs for the Justice Department.

Reprinted with permission from The Washingtonian *magazine, November 1988.*

In This Issue

FAA
World

February 1989

Secretary of Transportation
Samuel K. Skinner
FAA Administrator
T. Allan McArtor
Assistant Administrator—Public Affairs
Kathleen Harrington
Manager—Public & Employee Communications Div.
John G. Leydon
Editor
Leonard Samuels
Art Director
Eleanor M. Maginnis

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

John Clabes—Aeronautical Center
Paul Smucke, Sr.—Alaskan Region
Robert Raynesford—Central Region
Kathleen B. Borgen—Eastern Region
Morton Edelstein—Great Lakes Region
Mike Ciccarelli—New England Region
Richard Meyer—Northwest Mountain Region
Jack Barker—Southern Region
Geraldine Cook—Southwest Region
Holly Baker, acting—Technical Center
Barbara Alado—Western-Pacific Region

Stand and Deliver

continued from page 1

addresses have become exasperatingly deficient on this score; too often they are simply laundry lists.

A good speech will say only one thing. Trying to say more is a vice. Listeners can absorb only so much. "The theme must be clear throughout, from beginning to end," says Ray Calamero, a Washington lawyer who has written for Walter Mondale.

Lincoln's speeches when he debated Stephen Douglas were manifestly about something, the idea of equal rights for all. So was William Jennings Bryan's "Cross of Gold" speech to the 1896 Democratic convention, justly regarded as the greatest convention speech ever. FDR's 1937 radio address in behalf of his court-packing plan drove home a central point. Mario Cuomo's keynote speech at the Democratic convention in 1984 stood tall for a liberal vision of America. And President Reagan's speech at Moscow State University this year stood fast for the idea of liberty.

2) A good speech says what it says with conviction. A good speaker must believe in what he is saying. The idea of his speech may originate with a speechwriter or adviser, but as former Nixon speechwriter Ray Price says, it "has to be something he believes in and wants to say." And his belief must show. He must have passion, says Bernie Swain of the Washington Speakers Bureau.

On October 27, 1964, Reagan gave an impassioned, national television address in behalf of Barry Goldwater's candidacy. "Either we accept the responsibility for our own destiny, or we abandon the American Revolution and confess that an intellectual belief in a far-distant capital can plan our lives for us better than we can plan them ourselves," he said. The speech thrilled conservatives, and its message had consequences, redefining domestic political debate and shaping a political future in which Reagan became the dominant figure.

Reagan's speech was given in a losing cause. Speeches with undeniable conviction are often like that. One of the most compelling was Senator Eugene McCarthy's nominating speech for Adlai Stevenson at the 1960 Democratic convention: "Do not turn away from this man. Do not reject this man.... Do not leave this prophet without honor in his own party." That was a passionate speech.

But perhaps the most passionate speech of all was Martin Luther King's, delivered at the Lincoln Memorial 25 years ago. Who can forget that speech? ABC's Jeff Greenfield, who was there, can't. "The hair on the back of my neck was standing up," he recalls. "You knew you were listening to something that would never be forgotten." King spoke from a text he had written in the Willard Hotel. Toward the end of the speech, however, he abandoned his text, and out came the lines that still stand the hair up straight. "I have a dream," King intoned, raising the temperature with his call to "let freedom ring" and finishing with those jubilant phrases from the Negro spiritual: "Free at last! Free at last! Thank God Almighty, we are free at last!"

3) A good speech has to say what it says artfully and effectively. Book after book has been written about how to write good speeches. Speechwriters are hired to help speakers do better at the "how" of speechmaking. But Fred Martin, Al Gore's presidential campaign manager, is right when he says it's a mistake to concentrate on the "how" and neglect what it is you want to say and whether you can say it with conviction. But once you've settled on those things, crafting an interesting, persuasive speech becomes the urgency.

Toward this end, a speaker must connect with his audience. "Do something local," advises columnist William Safire. Tex Lezar, a Dallas attorney who wrote for Nixon (and later for Attorney General William French Smith), says that the former President liked to make reference to how the local baseball or football team was doing.

Connecting with an audience isn't as easy as it might seem, particularly when the audience disagrees with you. Reagan's Moscow State University speech began with a brilliant point of departure—a computer chip. That grabbed the science-oriented audience and Reagan then related the computer chip to progress, and progress to freedom, the theme of his speech.

A good way to pull down any barrier between speaker and audience is through self-deprecating humor. Reagan excels at this. Michael Deaver said in his White House memoir that the President has "a short attention span." Shortly after the book was published, Reagan defused the criticism by making sport of himself: "Michael Deaver says I have a short attention span," he told an audience. Pausing for just the right length of time he quipped: "What the hell ... let's move on to something else."

Early in his acceptance speech at the Republican convention, George Bush skillfully poked fun at himself by saying, "I'll try to hold my charisma in check."

Self-deprecating humor is the best kind there is, because it takes aim, says Safire, "at the safest target." Other forms of humor can also work, but they have to be handled with care.

There's no point in telling a joke just to get a laugh, says White House communications director Mari Maseng. Humor has to be related to the speaker or the items in a speech or the audience (very risky). It can't just be dropped in from outer space.

Anecdotes improve a speech, especially if they are drawn from the speaker's own experience. Reagan is a master storyteller. So is former Education Secretary William Bennett, whose tenure-long tour of American schools has provided him with rich speaking material. One story concerns the schoolgirl who asked him whether he ate jelly beans like the President. Bennett said that, well, he'd had a few at the Cabinet table. To which the student responded, pointing to the Secretary's ample frame, "A few—you've had more than a few!" Bennett recounts the story in speeches to illustrate how freedom is so ingrained in Americans that even the very young have no reluctance about poking fun at the powerful.

That story fits Bennett, and a good speech always fits its speaker. A speaker shouldn't attempt to use words or references unfamiliar to him. "The classic mistake," says Greenfield, "is to try to make a speaker sound like Daniel Webster or John F. Kennedy, when he's obviously not." Greenfield recalls the time John Glenn prefaced a point with the words, "Socrates said it best, I think...." The audience broke up. John Glenn quoting Socrates just didn't work. He would have been better off quoting the Founding Fathers, whom any American politician can quote without blushing—or without having read them. Historical quotes and references, correctly fitted to the speaker, endow him with authority.

A good speech keeps the listener's attention through sentence variety and rhetorical devices. A good example of repetition, an important device, was Martin Luther King's repeated use of the phrase "I have a dream." A good example of alliteration, which almost every speaker uses (and many overuse), was Vice President Agnew's "nattering nabobs of negativism" (a Safire creation). Probably the best-known use of an underused device, antithesis, was President Kennedy's: "Ask not what your country can do for you—ask what you can do for your country."

Rhyme can be effective, but it's risky. Jesse Jackson uses it well but sometimes overdoes it, as in his "don't put dope in your veins, put hope in your brains." Former Health and Human Services Secretary Margaret Heckler once toasted television's Victoria Principal with: "You make age curious, men imperious and the rest of us furious." That was lousy rhyme, and it will make you more furious still to learn that five HHS department writers labored to produce it.

Metaphors make points fresh and vivid (of course, they shouldn't be mixed). Metaphor isn't Reagan's strong suit, but at a speech remembering John F. Kennedy, he used a good one: "[Kennedy] seemed to grasp from the beginning that life is one fast-moving train, and you have to jump aboard and hold on to your hat and relish the sweep of the wind as it rushes by." Probably the greatest use of metaphor was at Gettysburg by the speaker given second billing (after Everett Gay, who spoke for two hours). Lincoln's 266-word speech was a poem using the metaphor central to Christianity of birth, death and rebirth.

Apostrophe can be effective, but it would be hard to imagine it in a speech by someone on the lecture circuit—especially by someone who wouldn't know one apostrophe from the other. Apostrophe as a rhetorical device is the addressing of a usually absent person. Reagan used it in 1987 at Berlin's Brandenburg Gate:

"General Secretary Gorbachev, if you seek peace, if you seek prosperity for the Soviet Union and Eastern Europe, if you seek liberalization: Come here, to this gate.

"Mr. Gorbachev, open this gate.

"Mr. Gorbachev, tear down this wall."

Apostrophe sounds better than it reads.

A good speech will have a phrase or

sentence by which it is known and remembered. Lincoln's famous "House Divided" speech was known for its allusion to Mark 3:25: "A house divided against itself cannot stand." ("I believe this government cannot endure permanently half slave and half free," Lincoln explained.) The phrase "rugged individualism" was the creation of President Herbert Hoover in a 1928 political speech. "Nothing to fear but fear itself" came from FDR's first inaugural. Roosevelt also spoke the phrase "rendezvous with destiny" in his speech accepting renomination in 1936.

Reagan's "Evil Empire," from a 1983 speech on the Soviet Union, may be one of his legacies to political dictionaries. So may be former Attorney General Edwin Meese's "a jurisprudence of original intention," an arcane formulation uttered in a 1985 speech to the American Bar Association, but one that precipitated continuing debate on constitutional interpretation.

In his acceptance speech in Atlanta, Michael Dukakis talked about "the next American frontier," a phrase that comes from a book by one of his advisers, Harvard economist Robert Reich. George Bush spoke in his acceptance speech of his desire to help bring about "a kinder, gentler nation."

Often a phrase or sentence serves as an applause line. The one bright spot in Ann Richard's keynote speech to the Democratic convention was the applause line that began, "Poor George." Senator Ted Kennedy and others offered an effective variation, "Where was George?"

At the 1984 GOP convention, Jeane Kirkpatrick spoke a memorable line when she said that what Democrats do is "Blame America first." This year Republican keynote speaker Thomas Kean had several applause lines—too many and only one truly original, the one decrying the "pastel patriotism" of Democrats. President Reagan got a reaction when he said, "In the 2,765 days of our administration, not one inch of ground has fallen to the Communists.

Political speechmakers love applause lines, and too many political speeches are simply a series of applause lines. On the other hand, too few political speeches have good perorations, the inspirational conclusions that provide a speech its highest moment. King's "I have a dream" sequence gave dramatic lift to an already inspired speech.

You can test speeches by one more criterion: length. "Speeches measured by the hour die with the hour," said Jefferson. In our time, that should be adjusted to, "Speeches measured by the half-hour die with the half-hour." A speech should finish before the audience does, something Arkansas Governor Bill Clinton evidently did not keep in mind when he nominated Michael Dukakis at the Democratic convention. At least he had a good applause line when he spoke the words, "In closing:...."

Adlai Stevenson understood this point very well. Once, beginning a commencement speech, he said: "We have two jobs here today. Mine is to speak, and yours is to listen, and I hope we finish at the same time." ■

'Head Coach' McArtor Gets Award

Administrator McArtor (center), with his wife, Gracie, accepts the International Council of Air Shows "Sword of Excellence" from ICAS Pres. Gary McMahon. Presented "for his leadership in the exhaustive review and modification of procedures in the air show industry," the award is the industry's highest individual honor. McArtor told the group at its December convention, "The FAA is a better coach than a cop."

Inside A VOR

By Jeff Rowe

Mr. Rowe is an associate editor of Private Pilot *magazine.*

Reprinted courtesy of Private Pilot *magazine.*

High overhead, a Boeing 747 begins a slow turn to the west, the signal from the ground below precisely marking its position in the sky as it approaches Los Angeles International Airport.

A minute later, a Cessna 152 heading east crosses directly above, and the viewer on the ground may imagine the pilot nodding approvingly as the to-from needle swings on his VOR indicator.

VOR—very-high-frequency omnidirectional-range radio—is the central element in the nation's air navigation system, yet few pilots have seen one close up on the ground. Most nonpilots are as bewildered as Dick Muckle was when he came upon a VOR station while clearing brush as a youth in West Texas. "I thought it was an abandoned Dairy Queen," says Muckle, now manager of the Airway Facilities Sector in Los Angeles.

On this particular morning, a crew of

The Fillmore, Calif., VORTAC shows the cone-shaped VOR antenna housing on the ground, surmounted by the cylindrical TACAN antenna, the entire counterpoise ringed by ground-check detectors. The equipment shack is elsewhere.

FAA technicians was making their monthly maintenance check of the Fillmore, Calif., VORTAC, a combination VOR station and TACAN—an acronym for "tactical air navigation," used by the military for providing bearing and distance information.

Because of its location near the giant Los Angeles basin, Fillmore is a particularly vital station for general aviation, commercial and military fliers. On any given day, thousands of aircraft use the Fillmore VOR for navigation. Stations like this one are so important and so widely used that FAA shuts down the VOR only at 2 a.m. to perform maintenance, when just about the only traffic is very late commercial flights, classified military activity and private pilots with insomnia.

"This station is critical; it's the gateway to LAX [Los Angeles International Airport]," said Rick Marquez, electronics technician responsible for Fillmore and several other VORs north of Los Angeles.

Although Fillmore has been sending out signals faithfully for 30 years, it and other VOR stations recently underwent conversion from tube-type hardware to much more compact and reliable solid-state equipment. When computer links are completed to FAA offices, the need to visit the station will be reduced from monthly to quarterly.

But on this day, Marquez and Jim Tarrant check to see that the system is operating normally, to test the engine that provides backup power when there's an electrical failure and to inspect a recently installed 500-gallon propane tank that fuels the engine. A depression in the ground marks where a gasoline tank was removed to comply with environmental concerns about leaking underground tanks.

It cost about $20,000 to refit the VOR portion of the Fillmore station with computerized equipment and about $200,000 to computerize the TACAN component of the station. Another $6,000 was spent linking the station and the security sensors around the perimeter to computers at the Airway Facilities Sector Field Office (AFSFO) in Oxnard, about 25 miles away.

Depending on the terrain, some VOR antenna cones, or counterpoises, are placed on the roof of the small building containing the transmitting equipment, backup engine and batteries. Fillmore's cone is on a small mesa above the building housing the controls. With the new, compact solidstate equipment, much of the space inside the buildings that once housed big tube assemblies is vacant now.

Electronics technicians Rick Marquez (left) and Jimmy Tarrant service the propane-fueled engine generator that provides backup power for the VORTAC.

Environmental Support Unit manager Max Higa at the Burbank, Calif., AFSFO, checks over monitoring equipment at the VORTAC.

By 1950, there were 271 operational VOR stations in the United States, and that same year, the first VOR airway opened. Today, there are 1,046 VOR stations around the nation—671 of them combined with TACANs like Fillmore—and hundreds of thousands of miles of airways are connected by VOR stations. Seventy-five VOR stations are privately owned.

A VOR station typically consists of a 125-watt transmitter, which broadcasts on a set frequency. It is coupled to a device called a goniometer, which rotates these radio signals to four antennas, which are covered by the distinctive white cone that marks the VOR. The VOR signal is checked continuously by 16 mailbox-shaped detectors positioned around the cone.

The signal reaches the aircraft's VOR receiver, which senses the direction from which the signals are emanating.

VOR stations periodically identify themselves by Morse code, and some also have a voice identifier that can be used by air traffic control or nearby flight service stations for transmitting instructions. Thus, when pilots call the Santa Barbara FSS, for example, their conversations are routed through the Fillmore VOR.

TACANs—identifiable by a cylinder-shaped projection at the top of the VOR cone—broadcast an ultra-high-frequency signal that provides a continuous indication of bearing and distance from the station.

Civilian pilots use their distance measuring equipment (DME) to get distance information from the TACAN in much the same manner as military pilots—that is, the aircraft sends a signal to the TACAN, which sends a separate signal back. By measuring the time the signal took to return, the aircraft's DME can calculate the distance from the station to the aircraft and display it.

An antenna about 200 feet from the TACAN continuously checks its accuracy, feeding reports to the FSS in Santa Barbara. The signal also can be checked through the AFSFO in Oxnard.

An FAA Gulfstream jet also periodically checks the VOR's signals to be sure the airways are aligned, which must be accurate within ± 1 degree.

In addition to maintaining all of the VOR and VORTAC stations in their area, Marquez and Tarrant also maintain airport approach equipment, such as instrument landing systems. Both men have undergone years of training, some of it at the FAA Academy in Oklahoma City.

A typical day's work may take them to several VORs, and someone is on call 24 hours a day, every day, should there be a problem with any of the equipment in their area.

Sometimes the problem is alive. Tarrant was startled one day at Fillmore to discover that a rattlesnake had found its way inside. Another time, Tarrant drove up to the station to find out what had been knocking it off the air recently. He found that a deer had jumped the perimeter barbed-wire fence and was wandering around the cone. Anything that enters the circle formed by the 16 monitors will disturb the signal, taking the station off the air and alerting FAA personnel in Santa Barbara, while forcing pilots to find another routing.

The resourceful Tarrant rigged a bell that would ring when anything got too close to the cone; the device apparently has been successful.

At the VORTAC near Santa Barbara, Tarrant says he occasionally has to chase off sunbathers seeking a complete tan.

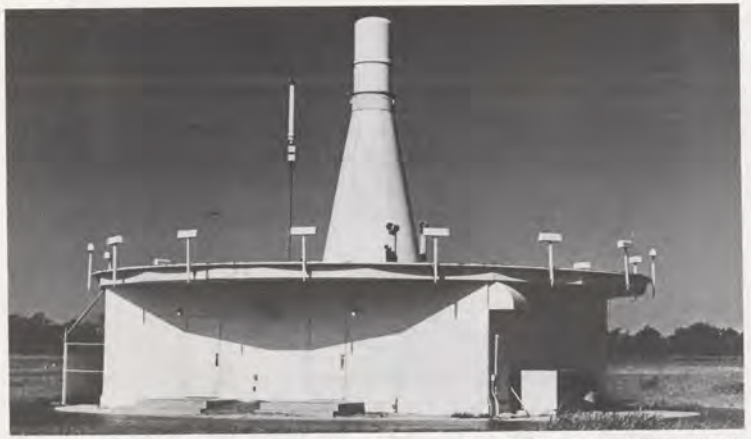
Most of the VOR maintenance calls are more mundane but nonetheless vital to the continuous operation of the station. "When you sign off the equipment, it's a big responsibility," said Marquez.

Soon, thanks to the increasing ability to check the system by remote computer, the technicians' visits to this and other VOR sites will be reduced.

The end of the VOR era may already be in sight, however. Loran navigation is becoming increasingly widespread, and navigation by satellite signals will have a role in aviation. At least seven satellites already can provide signals that aircraft can use to navigate, and the Defense Department is committed to purchasing 22,000 satellite navigation receivers for use on military aircraft. Eventually, the United States is expected to have 24 navigation satellites as a supplement to the existing VOR system.

But the eventual replacement of the VOR system seems inevitable. "It's a lot cheaper to maintain 24 satellites than a thousand VOR stations," an FAA official said.

For now, the deer, rabbits, coyotes, snakes, cows and horses that wander the mountain peak near the Fillmore VOR simply will see less of Marquez and Tarrant. ■



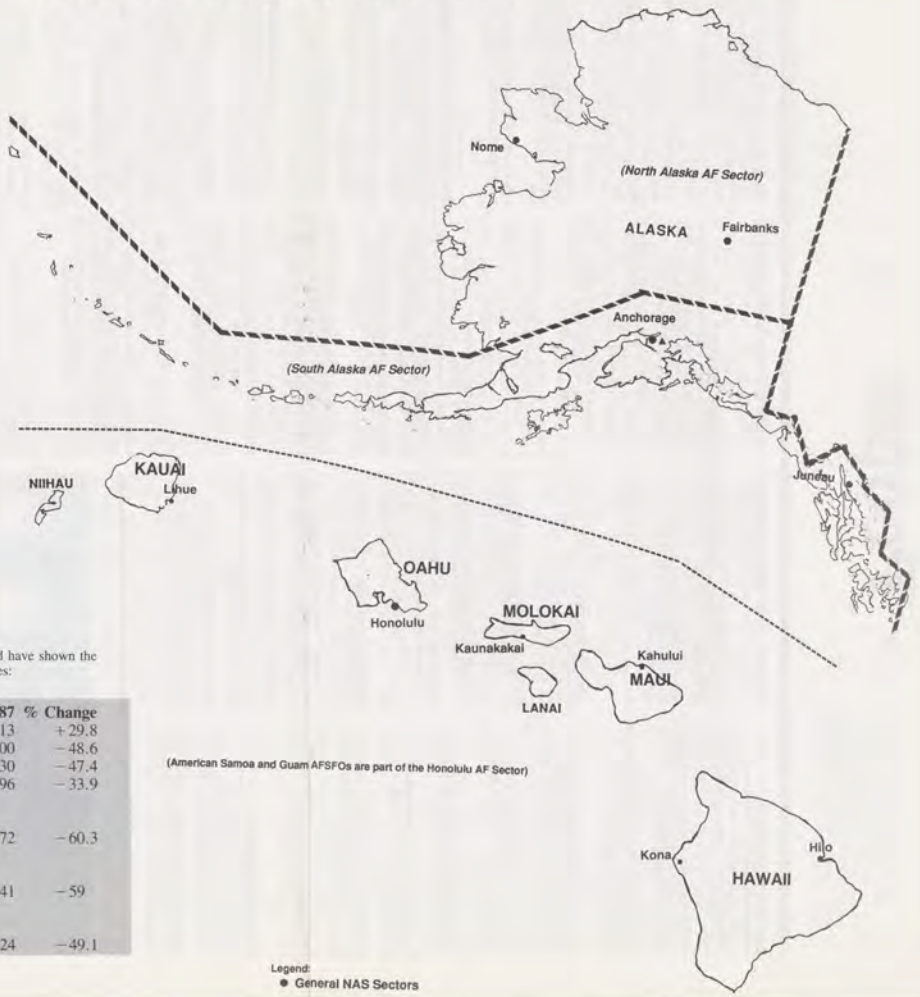
A VORTAC at the Aeronautical Center shows a roof-mounted antenna counterpoise and ground-check detectors around the edge of the roof. The spindly antenna next to the cone monitors the TACAN's accuracy. Photo by Paul Southerland

Los Angeles sector technicians discuss some modifications that were needed on the new above-ground propane fuel tank that feeds the backup power generator.

With just a DME antenna atop the cone, this navigation aid at Washington National Airport is a Doppler VOR, which is used where there are siting problems. Photo by Dennis Hughes

Airway Facilities Sectors

Pacific Area Airway Facilities Sectors



Correction

In the story "Deregulation Retrospect: Safety Uncompromised," *FAA World*, December 1988, the accompanying chart should have shown the following figures:

	1968-77	1978-87	% Change
aircraft-hours flown	56,742,827	73,656,713	+29.8
total accidents	389	200	−48.6
fatal accidents	57	30	−47.4
fatalities	1,810	1,196	−33.9
accident rate per 100,000 aircraft-hours flown	0.686	0.272	−60.3
fatal accident rate per 100,000 aircraft-hours flown	0.100	0.041	−59
fatalities per 100,000 aircraft-hours flown	3.190	1.624	−49.1

People

Aeronautical Center

■ **J.W. Byrd,** manager, Management and Evaluation Branch, Management Programs Staff.

■ **William E. Davis,** manager, Aeromedical Clinical Branch, Civil Aeromedical Institute, from the Los Angeles ARTCC.

■ **Donald J. Devlin,** aircraft mechanic foreman, Anchorage, Alaska, Flight Inspection Field Office, Aviation Standards National Field Office (ASNFO).

■ **David F. Grogan,** materials expediter general foreman, Storage and Distribution Section, Storage and Transportation Branch, FAA Depot.

■ **Patricia A. Hair,** warehouse worker foreman, Storage and Transportation Branch, FAA Depot.

■ **Carol S. Hobson,** unit supervisor, Airway Facilities Branch, FAA Academy, promotion made permanent.

■ **Geoffrey W. McLellan,** manager, Program Analysis Branch, Management Programs Staff.

■ **Charles A. Spaulding,** unit supervisor, Airway Facilities Branch, FAA Academy, promotion made permanent.

■ **Jeffie A. Standridge,** supervisor, Item Identification & Entry Control Section, Cataloging Branch, FAA Depot.

Alaskan Region

■ **Jimmy D. Boyd,** utilities system repr-opr foreman, Anchorage ARTCC Airway Facilities Sector, from North Alaska Sector.

■ **Robert M. Clark,** manager, Fairbanks AF Sector Field Office (AFSFO), North Alaska AF Sector.

■ **Ronald L. Cowles,** manager, Anchorage ARTCC AF Sector, from the AF Division.

■ **Joel Henkelman,** manager, Nome AFSFO, North Alaska AF Sector, from the AF Division.

■ **Paul E. Proue,** assistant manager, quality assurance, Anchorage ARTCC, from the Miami, Fla., ARTCC.

■ **George Reynolds,** unit supervisor, Juneau AFSFO, South Alaska AF Sector.

Central Region

■ **Donald G. Anderson,** area supervisor, Des Moines, Iowa, Tower.

■ **Gary Randall Downing,** systems engineer, Kansas City ARTCC Airway Facilities Sector, promotion made permanent.

■ **Robert N. Goldston,** area supervisor, Lambert Field Tower, St. Louis, Mo.

■ **Douglas K. Lott,** area manager, Lambert Field Tower, St. Louis.

■ **Carey D. Rolofson,** manager, St. Joseph, Mo., Tower, from Kansas City International.

■ **Jefferson B. Rutledge,** area supervisor, Lambert Field Tower, St. Louis, from Ft. Lauderdale, Fla., Executive Airport Tower.

■ **John E. Tique,** manager, Atlanta, Ga., Aircraft Certification Office, from the New England Region.

■ **Patricia A. Vann,** chief, Operations Staff, National Communications Center, Kansas City, Mo., from Wichita, Kan., Automated Flight Service Station (AFSS).

■ **Diane M. Wiedmeier,** area supervisor, Columbia, Mo., AFSS, from the FAA Academy.

■ **Daniel E. Williams,** assistant manager for training, Lambert Field Tower, St. Louis.

Eastern Region

■ **Edward E. Adcock,** area supervisor, New York Automated Flight Service Station (AFSS), promotion made permanent.

■ **Vito J. Borrello,** manager, MacArthur Airport Tower, Ronkonkoma, N.Y., from the New York TRACON.

■ **Richard Catania,** manager, Albany, N.Y., Airway Facilities Sector Field Office (AFSFO), Empire AF Sector.

■ **Robert L. Davis,** manager, Elmira, N.Y., FSS, promotion made permanent.

■ **Lewis L. Manning,** assistant manager for automation, Washington ARTCC.

■ **Edward Singer,** manager, Allegheny AFSFO, W. Mifflin, Pa., Pittsburgh, Pa., AF Sector, promotion made permanent.

■ **Quentin J. Smith, Jr.,** manager, Washington Flight Standards District Office.

■ **Carl Zimmerman,** manager, Westchester Airport Tower, White Plains, N.Y., from the Charlottesville, Va., Tower.

Great Lakes Region

■ **Raymond H. Andrews,** watch supervisor, Ohio Airway Facilities (AF) Sector, Cleveland, Ohio.

■ **Robert F. Ashauer,** manager, Wisconsin AF Sector, Green Bay, from Raleigh, N.C.

■ **William L. Brewner,** assistant manager, plans and procedures, Chicago O'Hare Tower.

■ **Frank J. Carey,** area manager, Chicago ARTCC.

■ **Raymond E. Cook,** assistant manager, quality assurance, Minneapolis, Minn., ARTCC, from the Air Traffic Division.

■ **Richard J. Decramer,** area supervisor, Minneapolis ARTCC, promotion made permanent.

■ **Robert C. Hayes,** unit supervisor, Minneapolis ARTCC AF Sector, promotion made permanent.

■ **Roger R. Miller,** area manager, Chicago ARTCC.

■ **Dennis G. Nash,** area supervisor, Rockford, Ill., Tower, from the Fargo, N.D., Tower.

■ **Lee R. O'Berry,** manager, Cleveland Flight Standards District Office (FSDO), from the Detroit, Mich., FSDO.

■ **Ronald M. Pochman,** assistant manager, Princeton, Minn., Automated Flight Service Station, from the Marquette, Mich., FSS.

■ **Willie L. Wells,** supervisor, Spectrum Management Section (Frequency), Program and Planning Branch, AF Div.

New England Region

■ **David H. Bell,** manager, Manchester, N.H., Airway Facilities Sector Field Office (AFSFO), Windsor Locks, Conn., AF Sector.

■ **Alan Brilliant,** assistant manager, Boston, Mass., AF Sector, from the AF Div.

■ **Barbara Jo Cogliandro,** assistant manager, traffic management, Boston ARTCC, from Traffic Flow Management, Washington Headquarters.

■ **Roland R. Metivier,** area supervisor, Burlington, Vt., Automated Flight Service Station (AFSS), from the Lebanon, N.H., FSS.

■ **Jeffrey D. Whitaker,** area supervisor, Burlington Airport Tower, from the Denver, Colo., Tower.

Northwest Mountain Region

■ **James B. Brownfield II,** area supervisor, Portland, Ore., Airport Tower, from the Colorado Springs, Colo., Tower.

■ **Carolyn R. Carlson,** section supervisor, Seattle, Wash., Civil Aviation Security Field Office (CASFO).

■ **Joanne T. Culpepper,** section supervisor, Denver CASFO, promotion made permanent.

■ **James W. Freeman,** manager, Billings, Mont., Airway Facilities Sector Field Office II, Billings AF Sector, from the Denver AF Sector.

■ **Edward M. Gass,** area supervisor, Seattle-Tacoma, Wash., Tower.

■ **Irene F. Gross,** manager, Billings Flight Service Station (FSS), from the King Salmon, Alaska, FSS.

■ **Harold N. Handke,** supervisor, Safety and Standards Section, Airports Division, promotion made permanent.

■ **Daniel A. Piper,** manager, Pocatello, Idaho, Tower, from the Salt Lake City, Utah, Tower.

■ **Garth B. Wake,** manager, Aviation Security Branch, Civil Aviation Security Division.

Southern Region

■ **Donald Anderson, Sr.,** area supervisor, Nashville, Tenn., Tower, from the St. Thomas, Virgin Islands, Tower.

■ **Charles C. Blankenship,** manager, Knoxville, Tenn., Flight Service Station (FFSS), from the Tallahassee, Fla., FSS.

■ **Wade D. Bright,** systems engineer, Atlanta, Ga., ARTCC Airway Facilities (AF) Sector.

■ **George W. Cole,** area manager, Hebron, Ky., Tower.

■ **Steven R. Conklin,** unit supervisor, Miami, Fla., Hub AF Sector.

■ **Charles L. Cummins,** group supervisor, Electronic Establishment Engineering Branch, AF Division, promotion made permanent.

■ **Joel A. Forrest,** area manager, Hebron Tower.

■ **Truman L. Glisson,** manager, Greenwood, Miss., FSS, from the Jacksonville, Fla., FSS.

■ **Isaac O. Grant,** manager, Meridian, Miss., FSS, from the Jackson, Miss., FSS.

■ **Mark A. Heurter,** group supervisor, Electronic Establishment Engineering Branch, promotion made permanent.

■ **William Kimber,** unit supervisor, Technical Inspection Field Office, Evaluation Staff, Airway Facilities Division.

■ **Walter Lucas, Jr.,** unit supervisor, Emergency Operations & Communications, Operations Center.

■ **Richard A. Notestine,** assistant manager, plans and procedures, Jacksonville Tower.

■ **Michael D. Paul,** area supervisor, Jacksonville Tower, promotion made permanent.

■ **Bolivar T. Perez,** area manager, San Juan, Puerto Rico, Center/RAPCON.

■ **Kleve M. Record,** manager, Gainesville, Fla., Tower, from the Orlando, Fla., Tower.

■ **Charles A. Sears,** manager, Memphis, Tenn., ARTCC, from Miami Tower.

Southwest Region

■ **David F. Bitonti,** group supervisor, Houston, Texas, Flight Standards District Office (FSDO).

■ **Linda K. Brown,** area supervisor, Albuquerque, N.M., ARTCC, from the Seattle, Wash., ARTCC.

■ **George K. Collins, Jr.,** manager, Lake Charles, La., Tower, from the Shreveport, La., Tower.

■ **William G. Ellis,** team supervisor, Houston FSDO.

■ **Mack A. Freestone,** team supervisor, Houston FSDO.

■ **Richard O. Gordon,** unit supervisor, Houston FSDO.

■ **William D. Inglis, Jr.,** manager, Oklahoma City AF Sector Field Office, Oklahoma City AF Sector.

■ **Jerry A. Johnson,** manager, Albuquerque Tower, from the Boston, Mass., ARTCC.

■ **John W. Ousley,** team supervisor, Houston FSDO.

■ **Gary W. Ray,** unit supervisor, Construction Management Section, Environmental Engineering Branch, AF Division, from the Fort Worth, Texas, ARTCC AF Sector.

■ **Marion E. Tilton,** unit supervisor, Albuquerque FSDO, from the Seattle, Wash., FSDO.

■ **Thomas G. Walenta,** unit supervisor, Houston FSDO.

Technical Center

■ **Martin E. Brenner, Sr.,** staff officer, Civil Aviation Security Staff.

■ **Loni Czekalski,** assistant manager, Operational Test & Evaluation Division.

Washington Headquarters

■ **James C. Adler,** deputy director, Office of Personnel.

■ **Harold S. Alexander,** unit supervisor, Career Systems Division, Office of Human Resource Development.

■ **David L. Bennett,** manager, Airspace and Air Traffic Law Branch, Regulations and Enforcement Division, Office of the Chief Counsel.

■ **Richard C. Berg,** manager, Current Operations Branch, Field Programs Division, Flight Standards Service.

■ **Rodman D. Bourne,** manager, Automation Software Division, Air Traffic Plans & Requirements Service.

■ **Richard E. Cullen,** manager, Program Support Division, Office of Training & Higher Education.

■ **Frank S. Del Gandio,** assistant manager, Recommendation & Quality Assurance Division, Office of Accident Investigation.

■ **Steven R. Fewell,** manager, Classification Branch, Human Resource Management Division, Associate Administrator for Human Resource Management.

■ **Michael Gariazzo,** manager, Telecommunication Management & Operations Division, Systems Maintenance Service.

■ **John R. Garrett,** deputy director, Office of Training & Higher Education.

■ **Billy G. Hill,** manager, Regional Aviation Safety Staff, Office of Aviation Safety Oversight.

■ **Quinten Theodore Johnson,** manager, Civil Aviation Security Division, Office of Civil Aviation Security.

■ **Ronald E. Morgan,** manager, System Plans & Programs Division, Air Traffic Plans & Requirements Service.

■ **James W. Rogers,** manager, R&D Management & Control Division, Management Control Service.

■ **Helen Mae Wall,** manager, Headquarters Evaluation Branch, Investigations & Evaluations Division, Office of Air Traffic Evaluations & Analysis, from the New York ARTCC.

■ **Michael D. Zywokarte,** manager, NAS Program Analysis & Control Division, Management Control Service.

Western-Pacific Region

■ **June T. Anderson,** supervisor, Employee Relations Section, Employee/Labor Relations Branch, Human Resource Management Div.

■ **Thomas C. Bonacki,** area supervisor, Honolulu, Hawaii, Tower, from Dallas-Fort Worth, Texas, Tower.

■ **William A. Buresh, Jr.,** area supervisor, Honolulu Tower, from the Colorado Springs, Colo., Tower.

■ **Reece Cameron, Jr.,** assistant manager for training, San Diego, Calif., Automated Flight Service Station (AFSS).

■ **John G. Clancy,** assistant manager, Edwards Air Force Base RAPCON.

■ **Darrell L. Colwell,** area supervisor, Reno, Nev., AFSS, from the Ukiah, Calif., FSS.

■ **Rozella E. Cusic,** manager, Concord, Calif., Tower, from the Palo Alto, Calif., Tower.

■ **Don D. Early,** manager, Honolulu ARTCC, from the Los Angeles ARTCC.

■ **Alan L. Hanson,** assistant manager, Oakland, Calif., ARTCC Airway Facilities (AF) Sector, from the AF Division.

■ **Charles L. Horner,** manager, South Lake Tahoe, Calif., Tower, from the Burbank, Calif., Tower.

■ **Stephen W. Lakin,** area supervisor, Reno Tower, from Scottsdale, Ariz.

■ **Gwendolyn Marshall,** section supervisor, Team III—AF Div., Operations Branch, Human Resource Management Div.

■ **Thomas E. Moody,** manager, Santa Barbara, Calif., FSS, from Elko, Nev.

■ **Paul J. Pagel,** manager, Salinas, Calif., FSS.

■ **Steven A. Pansky,** area manager, Burbank Tower.

■ **Gerald W. Pennington,** assistant manager, programs, Phoenix, Ariz., TRACON.

■ **Gerald W. Ryser,** area supervisor, Las Vegas, Nev., Tower, promotion made permanent.

■ **August M. Schuette,** manager, Las Vegas Tower, from Washington Headquarters.

■ **George D. Williams,** manager, Los Angeles ARTCC, from the Chicago ARTCC.

■ **William J. York,** area supervisor, Phoenix TRACON, from the McClellan Air Force Base TRACON.

Sentimental Journey

In her first visit since the Aeronautical Center was dedicated to her husband in 1978, Mrs. A.S. "Mike" Monroney, widow of the late U.S. Senator from Oklahoma, is escorted by Center Director H.C. "Mac" McClure during a November return she described as a "moving experience." Senator Monroney, who authored the Federal Aviation Act of 1958, was instrumental in establishing the center in Oklahoma City.

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.

Retirees

AERONAUTICAL CENTER
Barry E. Cheatham
E. Pauline Clement
Paul L. Guinaugh
Donald R. Miers
Norman M. O'Brien
William R. Swafford

ALASKAN REGION
Robert A. Salzman

CENTRAL REGION
Richard A. Lindley
Edward A. Montgomery
Stanley W. Potter
Kenneth N. Scott

EASTERN REGION
Severus S. DeLeo
Merle E. Frick
Nancy T. Herrmann
Robert W. Hickman
Josephine Ivone
John J. LaVeglia
Robert C. Medvetsky
William G. Mulligan
Louis W. Vengilis

GREAT LAKES REGION
Donald P. Arnold
Charles H. Bruce
Robert L. Collette
Ralph E. Gunner
Louis L. Irvin
Clifford P. Ketterer
Lawrence F. Ludwig
Bennie A. Rhodes
Robert J. Scholar
Charles E. Shields

NORTHWEST MOUNTAIN REGION
Robert J. Burley
Larry G. Cofield
Richard R. Crane
Francis E. Davis
John S. Eluni
James D. Gillmore
Paul Herschel
James L. Irwin
Ivan E. Majors
Alvin C. Mathews
Robert P. Nowak
William E. O'Neill, Jr.
Helen S. Rees
Byron G. Smith, Jr.
Stanley E. Welch

SOUTHERN REGION
Stanley R. Bell
William E. Best
Galen R. Burge
Diana L. Burton
Alan D. Buttery
Edward B. Cash
Lawrence E. Conaway
William D. Davis
James M. Forbes
Richard L. Harrison
Billy E. Hawks, Jr.
James R. Hubbard, Jr.
Barry E. Keeffe
Donald C. Leggie
William D. Manning
Robert D. McAllister
Esther S. Pritchett

SOUTHWEST REGION
Gerald A. Dickson
Karen I. Dodd
William C. Head
Elvera E. Lee
Damon F. McDaniel
Donald W. Mideke
Arthur E. Mohr
Richard R. Murphy
William T. Poston, Jr.
Charles L. Price
Robert W. Rowe
Alfred S. Sacheli
Howard T. Raiford
Glenn S. Smith
Olan E. Swaffar
Elba I. Terron

TECHNICAL CENTER
Joseph Franklin
Robert J. Riachan

WASHINGTON HEADQUARTERS
Bobbie J. Braxton
Robert A. Christopher
Bonnie J. Embry
Lyle E. Erickson
Ronald J. Kroeger

WESTERN-PACIFIC REGION
Donald W. Chambers
Mas D. Dainscomb
Jerome R. Egan
Edwin T. Kaneko
Patricia M. Orcutt
John D. Pfund
John G. Smickle

The Other Side of the Mountain

continued from page 1

Chief Anderson shows off his Brewer Trophy presented by Chuck Yeager for the Smithsonian Institution to Spann Watson (right) of the Air Traffic Operations Service, one of his students and a World War II fighter pilot with the 99th Fighter Squadron. Photo by Walter Scott

tor, as Anderson described it, he "bumped around and bumped around" on the ground—taxiing—until he bumped himself airborne. He got his private license in 1929.

"In those days, I'd do anything to get a dollar to support my airplane," Anderson recalls. "A black dentist in New Hope, Pa., asked me to come up to his farm, and he'd help. I should have known better. When taking off there, I didn't gain enough altitude and hit a tree."

The dentist pulled Anderson from the wreckage by putting his foot through the windshield and pulling him out. "Oh, it's broken up bad enough, Doc—don't make it worse," Anderson squawked. The plane, which was unrepairable, wasn't the only casualty. Anderson was literally scalped. A spar hit him on the head, and the scalp tore loose and peeled all the way back. He patted it in place and held it until he got medical help. To this day, a scar curls around his head.

Undaunted, Anderson eventually bought another plane to pursue an air transport rating. This license required him to spin the aircraft and recover. The airport manager where he was practicing told him to wear a parachute and use it if the aircraft didn't recover after three turns. Anderson had a little trouble getting out of the spin but did so successfully, much to the amazement of all watching. What Anderson didn't realize was that the aircraft was placarded not to be spun.

The Chief had befriended an immigrant World War I German pilot named Ernst Buehl, who loaned him his aircraft and helped train him for his air transport examination. He also came to Anderson's aid when the Department of Commerce examiner balked at administering the exam to a black, arguing with and then threatening the examiner. Anderson's exam was longer and harder than that given to whites, according to Buehl. But the Chief made it, getting his air transport license in 1932—the first black ever to do so.

Anderson barnstormed and taught flying and, it being the depression, dug ditches for one of the federal work projects, until Dr. Albert E. Forsythe rescued him. In 1933, Forsythe organized a National Negro Aeronautic Society, which used aviation accomplishments to break down prejudices and promote goodwill among nations. The group hoped to gain recognition for blacks as positive contributors to economic and scientific development in air transportation.

With his own not-unlimited financial backing and support from the Atlantic City, N.J., Chamber of Commerce and its mayor, Forsythe joined with Anderson for a transcontinental flight to Los Angeles and back in a Fairchild 24 cabin monoplane. For want of resources, they flew without landing lights, instruments for blind flying or even a radio. Until it blew out of the cockpit, they used a Rand McNally road map. Still, they arrived 2-½ days later on July 19, 1933, heading back to Atlantic City on July 21.

They were the first blacks to follow the sun across the U.S. and the first to round-trip. The year before, James Herman Banning and Thomas C. Allen had flown west to east across the country. It soon appeared that the flight had the desired effect, as a number of flying schools opened their doors to blacks.

The following year, Anderson and Forsythe teamed up again for a Pan-American Goodwill Flight in a Lambert Monocoupe named "Spirit of Booker T. Washington"—the first trans-Caribbean flight ever in a land plane. It took them from Miami to Nassau in the Bahamas, to Havana (Cuba), to Jamaica, Haiti, the Dominican Republic, Puerto Rico, the Virgin Islands, Grenada and to Trinidad, where the tour ended in a crash upon takeoff.

During a visit to Tuskegee in 1941, First Lady Eleanor Roosevelt agreed to an impromptu flight with Chief Anderson in a Piper Cub, surprising people across the country (although she had secretly taken flying lessons from Amelia Earhart). Her flight with Anderson was said to have helped end the exclusion of blacks from the Army Air Corps. Photo courtesy of Walter Scott

They braved storms so heavy they had to fly close to the water for visibility so that the wheels seemed almost to touch the waves, and "the rain peeled the paint right off the struts."

Anderson discovered that the unvarying tradewinds limited his choice of directions in which to land on the many islands without airfields. In Nassau, after scattering the crowd that had gathered on Bay Street at night, and many cars lined up to light the dirt street, he landed, only discovering later that he barely missed a pair of trees. In Jamaica, he landed on a cricket field.

In the ensuing years, he made another trip to Haiti and teamed up with pilot Noel Butler in running a flying school with borrowed Piper Cubs and a Waco at Bailey's Crossroads, Va., now a congested suburban mall area. Some neighbors objected to the operation and filed suit, but "two white guys I had taught to fly went with me to Richmond to present the case," the Chief explained, "and with the state entering the case on my side, we won.

When the lease expired, we put a Piper on floats and moved the flying school to Buzzard's Point in Washington." This is across from the Navy Yard and where the Coast Guard now has its headquarters building. Both locations were really prime real estate, "but we couldn't raise the $20,000 to buy the Bailey's Crossroads spot," Anderson wistfully recalls.

In 1939, the advent of the Civilian Pilot Training Program (CPTP) rescued a floundering general aviation industry by creating a cadre of trained pilots, and it opened the field of aviation to blacks. Anderson's background made him a prime candidate as an instructor, and he joined the program, first teaching flying at Howard University in Washington. In 1940, he became the chief civilian flight instructor for advanced training at the Tuskegee Institute in Alabama, moving over to the new Moton Field the next year.

Prejudice and unpleasantness taught him as much as pleasant encounters, he notes without rancor. Understanding that attitude and seeing his unflagging determination, how hard he had worked to overcome adversity and teach himself flying stimulated the admiration of his students, who still hail his achievements (see separate story).

But Anderson's achievements are not just in the past. Bill Childs, a former Anderson student who was an aviation mechanic and still flies at Moton Field, believes that the greatest job in the world is in the front office of an airplane. He says that whatever means are necessary should be used to motivate youngsters to fly, and that's what the Chief continues to do. "Nobody has taken the leadership role that Chief Anderson has," Childs says.

Anderson has given a flying start to countless black pilots. He encourages young people to consider a career in aviation, but finds the older generation often holds them back out of fear, although cost is certainly a factor.

Even now, when most his age have retired from all activities, he works with the Negro Airmen International organization teaching aviation to youngsters. Each year, he has a group of 20–25 youngsters at Tuskegee for six weeks of instruction, which includes 50 hours of ground school and 10 hours of flying.

Eugene Carter, another former student, and Anderson have been part of an Air Force briefing team that has traveled within the United States and abroad to promote careers in aviation, particularly to minority youth. Carter wishes there were a thousand Chiefs.

Chief Anderson has accomplished much as a pilot and an aviation educator, but he still can't fly over the Blue Ridge Mountains into Staunton, Va. They never put a landing strip there. ■

At age 82, Chief Anderson still flies a Cessna RG, with which he's planning to retrace his flight to Trinidad of 55 years ago. Photo by Walter Scott

A Kid at Heart Remembers

Home to Chief Anderson was home to Bill Broadwater. Broadwater remembers that in the mid-1930s, Anderson would announce his return from flying trips by circling the Bryn Mawr Hospital smoke stack, the tallest structure in town at 220 feet, so everyone could see him.

"If he rocked his wings and gunned the engine," Broadwater recalled, "we knew it was a signal that he was going to land at the baseball field about a mile or so out of town. All the kids, and many grown-ups, too, would high-tail it to the baseball field to see our hometown hero.

"One such Sunday morning when we arrived at the field, Chief's little five-cylinder Monocoupe was bogged down in mud, so he asked us kids to lift the tail and push when he gunned the engine. When the plane surged forward, I fell down in a spray of mud from the propwash and thoroughly messed up a new white outfit I had just worn to Sunday school.

"I recall fearing the punishment I would get for the mess, but I became both resigned and oblivious to my fate when the Chief, seeing my predicament, offered me a ride. He knew me because he and my father worked in the same place. Unfortunately, the ride consisted only of taxiing across the field to look for firm enough ground from which to take off. He explained that he was afraid to risk the extra weight taking off from a muddy field."

That was inspiration enough for a 10-year-old who was destined to become the manager of FAA's Airspace and Air Traffic Rules Division, from which he retired in 1980. While in high school, he went on to take a correspondence course in aviation mathematics, which prepared him to pass the Army Air Corps flying tests. He then headed for Tuskegee, where the Chief was in charge of training.

"During primary training," Broadwater continued, "he gave me my 30-hour and final 60-hour check rides. The 30-hour was routine, with me doing most of the flying, but the 60-hour check consisted of the Chief putting on an air show for me. We did some maneuvers I had not seen before and included buzzing a train and touching the wheels down in a field during a practice forced landing. When he finished, he told me to take it home, explaining that I passed because he knew I could fly from my instructor's say-so and the 30-hour check ride.

"Chief is still my favorite pilot and still inspires fledglings like I was. He's celebrating his 82nd birthday this month and is planning to fly to Trinidad in his Cessna RG soon to commemorate his flight with Dr. Forsythe 55 years ago.

"I want to be just like him when I grow up!" ■

Chief Anderson (front seat) instructs a CPTP student in a Waco at Tuskegee's Moton Field.

Federal Notebook

NEW CONGRESS, NEW BILLS FOR OLD GOALS

Reps. Patricia Schroeder (D-Colo) and Frank Horton (R-NY) have reintroduced HR 25—vetoed at the end of the last session—to provide whistleblower protections. HR 9 launched by Rep. Barney Frank (D-Mass) is a new version of the government-lobbying bill also vetoed late last fall.

Rep. Mary Rose Oakar (D-Ohio) has introduced HR-210, to set up test projects for better coverage of drug and alcohol abuse under the Federal Employees Health Benefit Plan (FEHBP); HR 211, to encourage the use of licensed, non-physician health-care providers; HR 212, to establish a test of long-term health care, and HR 214, to restore the three-year-recovery rule for federal annuities.

Rep. Bill Clay (D-Mo) has brought back Hatch Act reform with HR-20, as have Sens. John Glenn (D-Ohio), Dennis DeConcini (D-Ariz) and Ted Stevens (R-Alaska) on the Senate side. Once again, House passage seems assured, but this time there may be a good chance in the Senate, too. Supporters include Senate Majority Leader George Mitchell (D-Maine) and Sen. Thomas Daschle (D-SD), chairman of the Steering and Policy Committee.

Finally, the downer: a perennial bill by Rep. Andrew Jacobs (D-Ind) to establish a means test for federal annuities like that of Social Security benefits, although not until the year 2000. On the other hand, Rep. Gerald Solomon (R-NY) put a bill in the hopper to repeal the Social Security earnings test.

PAY REFORM DRAWS SUPPORT

The International Personnel Management Association, which includes federal agency personnel directors, has recommended the institution of a geographic pay system for federal white collar salaries. Support for that approach was also shown by agency, congressional and union officials at a recent conference of the Classification and Compensation Society, although federal unions have indicated that collective bargaining must be included in any such system.

Rep. Bill Green (D-NY) has introduced a bill to link federal pay increases to cost-of-living indexes in high-cost areas, thereby providing the high-end anchor for locality pay.

THE RETIREMENT SCENE

Long-term care. The Office of Personnel Management's associate director for retirement and insurance believes that Congress will give renewed attention to and the new administration will support legislation this year that would permit federal employees to trade in some of their life insurance toward home health or custodial nursing-home insurance.

Medicare premiums rocketing. Because federal annuitants who have Medicare coverage have benefits under the Federal Employees Health Benefit Plan that are duplicated under the Medicare catastrophic law, they are entitled to a rebate of premium, but that's only $3.10 per month. Meanwhile the Medicare Parts A and B premiums have risen to $31.90 a month, and the new catastrophic coverage kicks in with a 15 percent income tax surcharge on 1989 returns that peaks at $800 for an individual and $1,600 for a couple. The amount goes up year by year.

Disability benefits up. A cost-of-living adjustment (COLA) for those getting disability benefits under the Federal Employees Compensation Act (FECA) is being computed this month. Effective March 1, the COLA may be up to five percent.

Avoiding state taxes. The Supreme Court has agreed to rule on a suit filed by a federal retiree challenging a Michigan law that exempts from state taxes Michigan state and local government annuities and, on a reciprocal basis, those from other states, but not federal retired pay. Other states having such provisions include Arizona, Arkanasas, Georgia, New York and Virginia. The question is whether the state laws are discriminatory under a 1939 federal statute.

INJURY CLAIMS HAVE NEW CLOCK

Time limits on challenges to workers' compensation claim decisions by the government may be waived under a U.S. Claims Court ruling if the employee discovers new information on the case. The employee must act, however, before the expiration of a new six-year statute of limitations, which starts with the employee's time of discovery.

INVESTMENT HUMMING ALONG

The G-fund—government securities—of the Thrift Savings Plan, in which all federal employees are able to invest, was paying 9-1/4 percent interest in January, up from December.

US Department
of Transportation

Federal Aviation Administration

800 Independence Ave., S.W.
Washington, D.C. 20591

RETURN POSTAGE GUARANTEED

Official Business
Penalty for Private Use $300

BULK MAIL
POSTAGE & FEES PAID
FEDERAL AVIATION
ADMINISTRATION
PERMIT NO. G-44

68 9?+

U.S. Department of Transportation
Federal Aviation Administration

FAA World

February 1989
Volume 19 Number 2

He Reached the Other Side of the Mountain

By Jo Officer and Spann Watson

When Charles Alfred Anderson was growing up in the Blue Ridge Mountains of Virginia, he longed to see an airplane and imagined piloting one to the other side of the mountains and into Staunton.

It was 1915, and there weren't many airplanes around then. He was living with his grandparents in a rustic setting where his grandfather shot bear for the table. Their simple lifestyle had no room for his foolish obsession, and they sent him home to his parents in Bryn Mawr, Pa.

Nevertheless, the obsession became reality, for the now 82-year-old Anderson has flown over many mountains since then. He became a self-taught pilot and aviation pioneer and a stirring inspiration for generations of young blacks with the same yearnings.

Dubbed "Chief" by his students when he headed up the training program at Tuskegee Institute later on, Anderson first learned to fly in 1928 at the age of 21.

Bahamians help Chief Anderson and Dr. Forsythe pull the Monocoupe Booker T. Washington *along Bay Street, Nassau, to position it for takeoff. It was the first stop on their 1934 Pan-American Goodwill Flight.*

Photo courtesy of C.A. Anderson

Opportunities for blacks in general were very limited. He joined the Pennsylvania National Guard by passing for white but was released when they found out he was "colored." He then joined a training unit at Fort Belvoir, Va., until they found out. "They gave me a break," Anderson said, "—they put me in a black cavalry unit."

Opportunities for blacks to learn to fly were virtually nonexistent; no one would teach a black, and no one would let a black use an airplane. So, he had to buy his own airplane—a Monocoupe—and teach himself. He was borrowing money from people at the school where his father worked to raise the purchase price when the woman who owned the school heard about it. She was so impressed with his drive that she gave him $500 toward the purchase.

With no other money and no instruc-

(Continued on page 10)

Ms. Officer is a personnel management specialist in the Office of Personnel and is a member of the Black History Month Committee. Mr. Watson is a specialist in the Air Traffic Operations Service and a former student of Alfred Anderson.

Stand and Deliver

How to Write and Give a Good Speech

By Terry Eastland

Speechwriters are taught to break things down into threes. Accordingly, there are three things that make a good speech good no matter the age in which it's given, the subject matter, or whether the speaker is a candidate for President, a captain of industry, or a columnist for the *Washington Post*.

To be sure, some speeches present more dramatic opportunities than others and thus will call for rhetorical devices that wouldn't work on other occasions. Giving an inaugural address is different from addressing the Bonneville Knife and Fork Club. Even so, any good speech will have three essentials.

1) A good speech has something to say. It can't simply inform or entertain; a speech that is pure entertainment isn't a speech but a comic routine. A speech has to argue for something. It has to have a point of view. State of the Union

(Continued on page 2)

Mr. Eastland is a resident scholar at the National Legal Center for the Public Interest. Until May 1988, he was director of Public Affairs for the Justice Department.

Reprinted with permission from The Washingtonian *magazine, November 1988.*

In This Issue

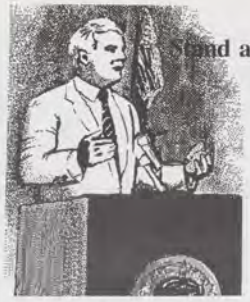
FAA World

February 1989

Secretary of Transportation
Samuel K. Skinner
FAA Administrator
T. Allan McArtor
Assistant Administrator—Public Affairs
Kathleen Harrington
Manager—Public & Employee Communications Div.
John G. Tryden
Editor
Leonard Santoro
Art Director
Eleanor M. Magnano

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

John Clabes—Aeronautical Center
Paul Stoecke, Sr.—Alaskan Region
Robert Raynesford—Central Region
Kathleen B. Bergen—Eastern Region
Morton Edelstein—Great Lakes Region
Mike Ciccarello—New England Region
Richard Meyer—Northwest Mountain Region
Jack Barker—Southern Region
Geraldine Cook—Southwest Region
Holly Baker, acting—Technical Center
Barbara Ahuja—Western-Pacific Region



Stand and Deliver

continued from page 1

addresses have become exasperatingly deficient on this score; too often they are simply laundry lists.

A good speech will say only one thing. Trying to say more is a vice. Listeners can absorb only so much. "The theme must be clear throughout, from beginning to end," says Ray Calamero, a Washington lawyer who has written for Walter Mondale.

Lincoln's speeches when he debated Stephen Douglas were manifestly about something, the idea of equal rights for all. So was William Jennings Bryan's "Cross of Gold" speech to the 1896 Democratic convention, justly regarded as the greatest convention speech ever. FDR's 1937 radio address in behalf of his court-packing plan drove home a central point. Mario Cuomo's keynote speech at the Democratic convention in 1984 stood tall for a liberal vision of America. And President Reagan's speech at Moscow State University this year stood fast for the idea of liberty.

2) A good speech says what it says with conviction. A good speaker must believe in what he is saying. The idea of his speech may originate with a speechwriter or adviser, but as former Nixon speechwriter Ray Price says, it "has to be something he believes in and wants to say." And his belief must show. He must have passion, says Bernie Swain of the Washington Speakers Bureau.

On October 27, 1964, Reagan gave an impassioned, national television address in behalf of Barry Goldwater's candidacy. "Either we accept the responsibility for our own destiny, or we abandon the American Revolution and confess that an intellectual belief in a far-distant capital can plan our lives for us better than we can plan them ourselves," he said. The speech thrilled conservatives, and its message had consequences, redefining domestic political debate and shaping a political future in which Reagan became the dominant figure.

Reagan's speech was given in a losing cause. Speeches with undeniable conviction are often like that. One of the most compelling was Senator Eugene McCarthy's nominating speech for Adlai Stevenson at the 1960 Democratic convention: "Do not turn away from this man. Do not reject this man. . . Do not leave this prophet without honor in his own party." That was a passionate speech.

But perhaps the most passionate speech of all was Martin Luther King's, delivered at the Lincoln Memorial 25 years ago. Who can forget that speech? ABC's Jeff Greenfield, who was there, can't. "The hair on the back of my neck was standing up," he recalls. "You knew you were listening to something that would never be forgotten." King spoke from a text he had written in the Willard Hotel. Toward the end of the speech, however, he abandoned his text, and out came the lines that still stand the hair up straight. "I have a dream," King intoned, raising the temperature with his call to "let freedom ring" and finishing with those jubilant phrases from the Negro spiritual: "Free at last! Free at last! Thank God Almighty, we are free at last!"

3) A good speech has to say what it says artfully and effectively. Book after book has been written about how to write good speeches. Speechwriters are hired to help speakers do better at the "how" of speechmaking. But Fred Martin, Al Gore's presidential campaign manager, is right when he says it's a mistake to concentrate on the "how" and neglect what it is you want to say and whether you can say it with conviction. But once you've settled on those things, crafting an interesting, persuasive speech becomes the urgency.

Toward this end, a speaker must connect with his audience. "Do something local," advises columnist William Safire. Tex Lezar, a Dallas attorney who wrote for Nixon (and later for Attorney General William French Smith), says that the former President liked to make reference to how the local baseball or football team was doing.

Connecting with an audience isn't as easy as it might seem, particularly when the audience disagrees with you. Reagan's Moscow State University speech began with a brilliant point of departure—a computer chip. That grabbed the science-oriented audience and Reagan then related the computer chip to progress, and progress to freedom, the theme of his speech.

A good way to pull down any barrier between speaker and audience is through self-deprecating humor. Reagan excels at this. Michael Deaver said in his White House memoir that the President has "a short attention span." Shortly after the book was published, Reagan defused the criticism by making sport of himself: "Michael Deaver says I have a short attention span," he told an audience. Pausing for just the right length of time he quipped: "What the hell . . . let's move on to something else."

Early in his acceptance speech at the Republican convention, George Bush skillfully poked fun at himself by saying, "I'll try to hold my charisma in check."

Self-deprecating humor is the best kind there is, because it takes aim, says Safire, "at the safest target." Other forms of humor can also work, but they have to be handled with care.

There's no point in telling a joke just to get a laugh, says White House communications director Mari Maseng. Humor has to be related to the speaker or the items in a speech or the audience (very risky). It can't just be dropped in from outer space.

Anecdotes improve a speech, especially if they are drawn from the speaker's own experience. Reagan is a master storyteller. So is former Education Secretary William Bennett, whose tenure-long tour of American schools has provided him with rich speaking material. One story concerns the schoolgirl who asked him whether he ate jelly beans like the President. Bennett said that, well, he'd had a few at the Cabinet table. To which the student responded, pointing to the Secretary's ample frame, "A few—you've had more than a few!" Bennett recounts the story in speeches to illustrate how freedom is so ingrained in Americans that even the very young have no reluctance about poking fun at the powerful.

That story fits Bennett, and a good speech always fits its speaker. A speaker shouldn't attempt to use words or references unfamiliar to him. "The classic mistake," says Greenfield, "is to try to make a speaker sound like Daniel Webster or John F. Kennedy, when he's obviously not." Greenfield recalls the time John Glenn prefaced a point with the words, "Socrates said it best, I think. . . ." The audience broke up. John Glenn quoting Socrates just didn't work. He would have been better off quoting the Founding Fathers, whom any American politician can quote without blushing—or without having read them. Historical quotes and references, correctly fitted to the speaker, endow him with authority.

A good speech keeps the listener's attention through sentence variety and rhetorical devices. A good example of repetition, an important device, was Martin Luther King's repeated use of the phrase "I have a dream." A good example of alliteration, which almost every speaker uses (and many overuse), was Vice President Agnew's "nattering nabobs of negativism" (a Safire creation). Probably the best-known use of an underused device, antithesis, was President Kennedy's: "Ask not what your country can do for you—ask what you can do for your country."

Rhyme can be effective, but it's risky. Jesse Jackson uses it well but sometimes overdoes it, as in his "don't put dope in your veins, put hope in your brains." Former Health and Human Services Secretary Margaret Heckler once toasted television's Victoria Principal with: "You make age curious, men imperious and the rest of us furious." That was lousy rhyme, and it will make you more furious still to learn that five HHS department writers labored to produce it.

Metaphors make points fresh and vivid (of course, they shouldn't be mixed). Metaphor isn't Reagan's strong suit, but at a speech remembering John F. Kennedy, he used a good one: "[Kennedy] seemed to grasp from the beginning that life is one fast-moving train, and you have to jump aboard and hold on to your hat and relish the sweep of the wind as it rushes by." Probably the greatest use of metaphor was at Gettysburg by the speaker given second billing (after Everett Gay, who spoke for two hours). Lincoln's 266-word speech was a poem using the metaphor central to Christianity of birth, death and rebirth.

Apostrophe can be effective, but it would be hard to imagine it in a speech by someone on the lecture circuit—especially by someone who wouldn't know one apostrophe from the other. Apostrophe as a rhetorical device is the addressing of a usually absent person. Reagan used it in 1987 at Berlin's Brandenburg Gate:

"General Secretary Gorbachev, if you seek peace, if you seek prosperity for the Soviet Union and Eastern Europe, if you seek liberalization: Come here, to this gate.

"Mr. Gorbachev, open this gate.

"Mr. Gorbachev, tear down this wall."

Apostrophe sounds better than it reads.

A good speech will have a phrase or

sentence by which it is known and remembered. Lincoln's famous "House Divided" speech was known for its allusion to Mark 3:25: "A house divided against itself cannot stand." ("I believe this government cannot endure permanently half slave and half free," Lincoln explained.) The phrase "rugged individualism" was the creation of President Herbert Hoover in a 1928 political speech. "Nothing to fear but fear itself" came from FDR's first inaugural. Roosevelt also spoke the phrase "rendezvous with destiny" in his speech accepting renomination in 1936.

Reagan's "Evil Empire," from a 1983 speech on the Soviet Union, may be one of his legacies to political dictionaries. So may be former Attorney General Edwin Meese's "a jurisprudence of original intention," an arcane formulation uttered in a 1985 speech to the American Bar Association, but one that precipitated continuing debate on constitutional interpretation.

In his acceptance speech in Atlanta, Michael Dukakis talked about "the next American frontier," a phrase that comes from a book by one of his advisers, Harvard economist Robert Reich. George Bush spoke in his acceptance speech of his desire to help bring about "a kinder, gentler nation."

Often a phrase or sentence serves as an applause line. The one bright spot in Ann Richard's keynote speech to the Democratic convention was the applause line that began, "Poor George." Senator Ted Kennedy and others offered an effective variation, "Where was George?"

At the 1984 GOP convention, Jeane Kirkpatrick spoke a memorable line when she said that what Democrats do is "Blame America first." This year Republican keynote speaker Thomas Kean had several applause lines—too many and only one truly original, the one decrying the "pastel patriotism" of Democrats. President Reagan got a reaction when he said, "In the 2,765 days of our administration, not one inch of ground has fallen to the Communists."

Political speechmakers love applause lines, and too many political speeches are simply a series of applause lines. On the other hand, too few political speeches have good perorations, the inspirational conclusions that provide a speech its highest moment. King's "I have a dream" sequence gave dramatic lift to an already inspired speech.

You can test speeches by one more criterion: length. "Speeches measured by the hour die with the hour," said Jefferson. In our time, that should be adjusted to, "Speeches measured by the half-hour die with the half-hour." A speech should finish before the audience does, something Arkansas Governor Bill Clinton evidently did not keep in mind when he nominated Michael Dukakis at the Democratic convention. At least he had a good applause line when he spoke the words, "In closing. . . ."

Adlai Stevenson understood this point very well. Once, beginning a commencement speech, he said: "We have two jobs here today. Mine is to speak, and yours is to listen, and I hope we finish at the same time." ■

'Head Coach' McArtor Gets Award

Administrator McArtor (center), with his wife, Gracie, accepts the International Council of Air Shows "Sword of Excellence" from ICAS Pres. Gary McMahon. Presented "for his leadership in the exhaustive review and modification of procedures in the air show industry," the award is the industry's highest individual honor. McArtor told the group at its December convention, "The FAA is a better coach than a cop."

Inside A VOR

By Jeff Rowe

Mr. Rowe is an associate editor of Private Pilot *magazine.*

Reprinted courtesy of Private Pilot *magazine.*

High overhead, a Boeing 747 begins a slow turn to the west, the signal from the ground below precisely marking its position in the sky as it approaches Los Angeles International Airport.

A minute later, a Cessna 152 heading east crosses directly above, and the viewer on the ground may imagine the pilot nodding approvingly as the to-from needle swings on his VOR indicator.

VOR—very-high-frequency omnidirectional-range radio—is the central element in the nation's air navigation system, yet few pilots have seen one close up on the ground. Most nonpilots are as bewildered as Dick Muckle was when he came upon a VOR station while clearing brush as a youth in West Texas. "I thought it was an abandoned Dairy Queen," says Muckle, now manager of the Airway Facilities Sector in Los Angeles.

On this particular morning, a crew of FAA technicians was making their monthly maintenance check of the Fillmore, Calif., VORTAC, a combination VOR station and TACAN—an acronym for "tactical air navigation," used by the military for providing bearing and distance information.

The Fillmore, Calif., VORTAC shows the cone-shaped VOR antenna housing on the ground, surmounted by the cylindrical TACAN antenna, the entire counterpoise ringed by ground-check detectors. The equipment shack is elsewhere.

Because of its location near the giant Los Angeles basin, Fillmore is a particularly vital station for general aviation, commercial and military fliers. On any given day, thousands of aircraft use the Fillmore VOR for navigation. Stations like this one are so important and so widely used that FAA shuts down the VOR only at 2 a.m. to perform maintenance, when just about the only traffic is very late commercial flights, classified military activity and private pilots with insomnia.

"This station is critical; it's the gateway to LAX [Los Angeles International Airport]," said Rick Marquez, electronics technician responsible for Fillmore and several other VORs north of Los Angeles.

Although Fillmore has been sending out signals faithfully for 30 years, it and other VOR stations recently underwent conversion from tube-type hardware to much more compact and reliable solid-state equipment. When computer links are completed to FAA offices, the need to visit the station will be reduced from monthly to quarterly.

But on this day, Marquez and Jim Tarrant check to see that the system is operating normally, to test the engine that provides backup power when there's an electrical failure and to inspect a recently installed 500-gallon propane tank that fuels the engine. A depression in the ground marks where a gasoline tank was removed to comply with environmental concerns about leaking underground tanks.

It cost about $20,000 to refit the VOR portion of the Fillmore station with computerized equipment and about $200,000 to computerize the TACAN component of the station. Another $6,000 was spent linking the station and the security sensors around the perimeter to computers at the Airway Facilities Sector Field Office (AFSFO) in Oxnard, about 25 miles away.

Depending on the terrain, some VOR antenna cones, or counterpoises, are placed on the roof of the small building containing the transmitting equipment, backup engine and batteries. Fillmore's cone is on a small mesa above the building housing the controls. With the new, compact solidstate equipment, much of the space inside the buildings that once housed big tube assemblies is vacant now.

Electronics technicians Rick Marquez (left) and Jimmy Tarrant service the propane-fueled engine generator that provides backup power for the VORTAC.

By 1950, there were 271 operational VOR stations in the United States, and that same year, the first VOR airway opened. Today, there are 1,046 VOR stations around the nation—671 of them combined with TACANs like Fillmore—and hundreds of thousands of miles of airways are connected by VOR stations. Seventy-five VOR stations are privately owned.

Environmental Support Unit manager Max Higa at the Burbank, Calif., AFSFO, checks over monitoring equipment at the VORTAC.

A VOR station typically consists of a 125-watt transmitter, which broadcasts on a set frequency. It is coupled to a device called a goniometer, which rotates these radio signals to four antennas, which are covered by the distinctive white cone that marks the VOR. The VOR signal is checked continuously by 16 mailbox-shaped detectors positioned around the cone.

The signal reaches the aircraft's VOR receiver, which senses the direction from which the signals are emanating.

VOR stations periodically identify themselves by Morse code, and some also have a voice identifier that can be used by air traffic control or nearby flight service stations for transmitting instructions. Thus, when pilots call the Santa Barbara FSS, for example, their conversations are routed through the Fillmore VOR.

TACANs—identifiable by a cylinder-shaped projection at the top of the VOR cone—broadcast an ultra-high-frequency signal that provides a continuous indication of bearing and distance from the station.

Civilian pilots use their distance measuring equipment (DME) to get distance information from the TACAN in much the same manner as military pilots—that is, the aircraft sends a signal to the TACAN, which sends a separate signal back. By measuring the time the signal took to return, the aircraft's DME can calculate the distance from the station to the aircraft and display it.

An antenna about 200 feet from the TACAN continuously checks its accuracy, feeding reports to the FSS in Santa Barbara. The signal also can be checked through the AFSFO in Oxnard.

An FAA Gulfstream jet also periodically checks the VOR's signals to be sure the airways are aligned, which must be accurate within ± 1 degree.

In addition to maintaining all of the VOR and VORTAC stations in their area, Marquez and Tarrant also maintain airport approach equipment, such as instrument landing systems. Both men have undergone years of training, some of it at the FAA Academy in Oklahoma City.

A typical day's work may take them to several VORs, and someone is on call 24 hours a day, every day, should there be a problem with any of the equipment in their area.

Sometimes the problem is alive. Tarrant was startled one day at Fillmore to discover that a rattlesnake had found its way inside. Another time, Tarrant drove up to the station to find out what had been knocking it off the air recently. He found that a deer had jumped the perimeter barbed-wire fence and was wandering around the cone. Anything that enters the circle formed by the 16 monitors will disturb the signal, taking the station off the air and alerting FAA personnel in Santa Barbara, while forcing pilots to find another routing.

The resourceful Tarrant rigged a bell that would ring when anything got too close to the cone; the device apparently has been successful.

At the VORTAC near Santa Barbara, Tarrant says he occasionally has to chase off sunbathers seeking a complete tan.

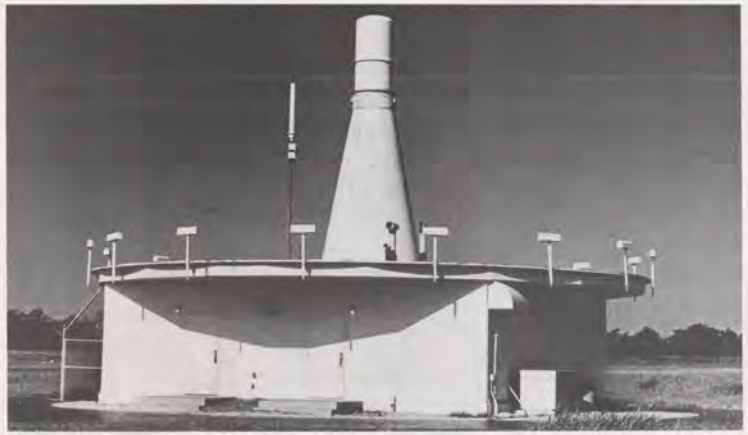
Most of the VOR maintenance calls are more mundane but nonetheless vital to the continuous operation of the station. "When you sign off the equipment, it's a big responsibility," said Marquez.

Soon, thanks to the increasing ability to check the system by remote computer, the technicians' visits to this and other VOR sites will be reduced.

The end of the VOR era may already be in sight, however. Loran navigation is becoming increasingly widespread, and navigation by satellite signals will have a role in aviation. At least seven satellites already can provide signals that aircraft can use to navigate, and the Defense Department is committed to purchasing 22,000 satellite navigation receivers for use on military aircraft. Eventually, the United States is expected to have 24 navigation satellites as a supplement to the existing VOR system.

But the eventual replacement of the VOR system seems inevitable. "It's a lot cheaper to maintain 24 satellites than a thousand VOR stations," an FAA official said.

For now, the deer, rabbits, coyotes, snakes, cows and horses that wander the mountain peak near the Fillmore VOR simply will see less of Marquez and Tarrant. ■



A VORTAC at the Aeronautical Center shows a roof-mounted antenna counterpoise and ground-check detectors around the edge of the roof. The spindly antenna next to the cone monitors the TACAN's accuracy.

Photo by Paul Southerland

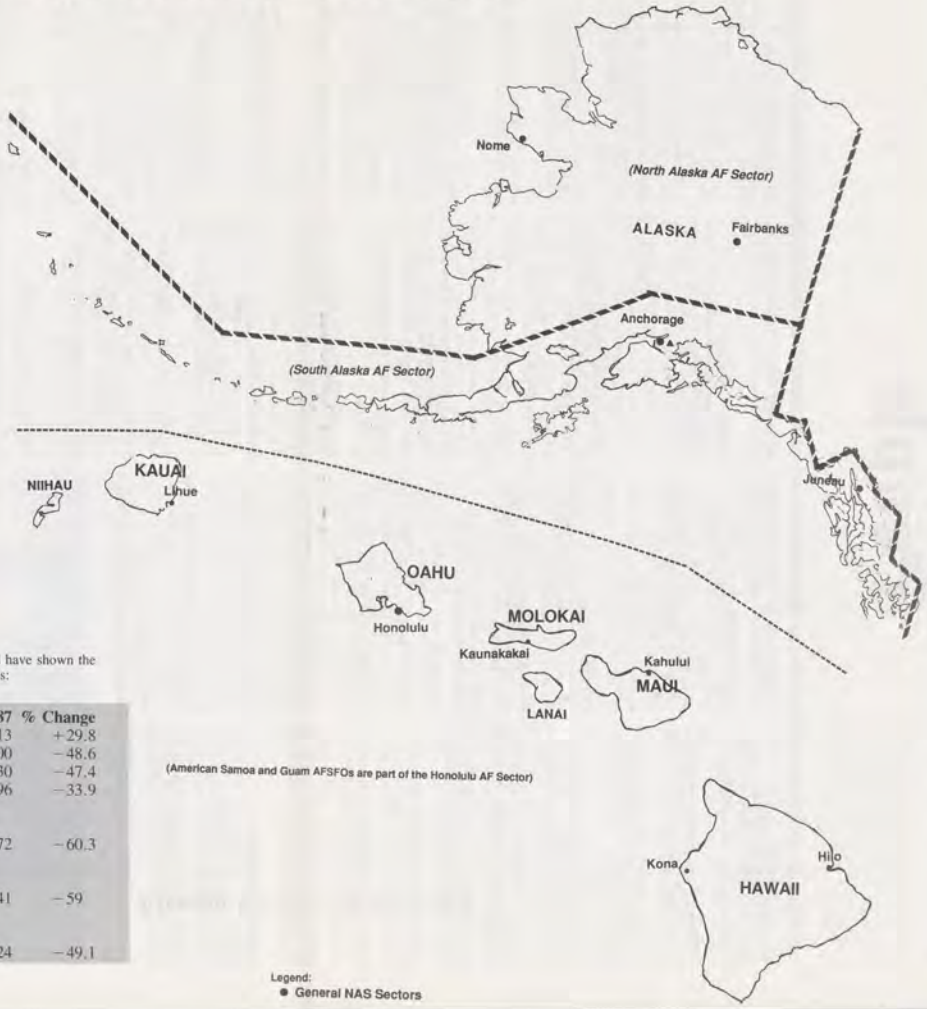
Los Angeles sector technicians discuss some modifications that were needed on the new above-ground propane fuel tank that feeds the backup power generator.

With just a DME antenna atop the cone, this navigation aid at Washington National Airport is a Doppler VOR, which is used where there are siting problems.

Photo by Dennis Hughes

Airway Facilities Sectors

Pacific Area Airway Facilities Sectors



Correction

In the story "Deregulation Retrospect: Safety Uncompromised," *FAA World*, December 1988, the accompanying chart should have shown the following figures:

	1968-77	1978-87	% Change
aircraft-hours flown	56,742,827	73,656,713	+29.8
total accidents	389	200	−48.6
fatal accidents	57	30	−47.4
fatalities	1,810	1,196	−33.9
accident rate per 100,000 aircraft-hours flown	0.686	0.272	−60.3
fatal accident rate per 100,000 aircraft-hours flown	0.100	0.041	−59
fatalities per 100,000 aircraft-hours flown	3.190	1.624	−49.1

People

Aeronautical Center

■ **J.W. Byrd,** manager, Management and Evaluation Branch, Management Programs Staff.

■ **William E. Davis,** manager, Aeromedical Clinical Branch, Civil Aeromedical Institute, from the Los Angeles ARTCC.

■ **Donald J. Devlin,** aircraft mechanic foreman, Anchorage, Alaska, Flight Inspection Field Office, Aviation Standards National Field Office (ASNFO).

■ **David F. Grogan,** materials expediter general foreman, Storage and Distribution Section, Storage and Transportation Branch, FAA Depot.

■ **Patricia A. Hair,** warehouse worker foreman, Storage and Transportation Branch, FAA Depot.

■ **Carol S. Hobson,** unit supervisor, Airway Facilities Branch, FAA Academy, promotion made permanent.

■ **Geoffrey W. McLellan,** manager, Program Analysis Branch, Management Programs Staff.

■ **Charles A. Spaulding,** unit supervisor, Airway Facilities Branch, FAA Academy, promotion made permanent.

■ **Jeffie A. Standridge,** supervisor, Item Identification & Entry Control Section, Cataloging Branch, FAA Depot.

Alaskan Region

■ **Jimmy D. Boyd,** utilities system repr-opr foreman, Anchorage ARTCC Airway Facilities Sector, from North Alaska Sector.

■ **Robert M. Clark,** manager, Fairbanks AF Sector Field Office (AFSFO), North Alaska AF Sector.

■ **Ronald L. Cowles,** manager, Anchorage ARTCC AF Sector, from the AF Division.

■ **Joel Henkelman,** manager, Nome AFSFO, North Alaska AF Sector, from the AF Division.

■ **Paul E. Proue,** assistant manager, quality assurance, Anchorage ARTCC, from the Miami, Fla., ARTCC.

■ **George Reynolds,** unit supervisor, Juneau AFSFO, South Alaska AF Sector.

Central Region

■ **Donald G. Anderson,** area supervisor, Des Moines, Iowa, Tower.

■ **Gary Randall Downing,** systems engineer, Kansas City ARTCC Airway Facilities Sector, promotion made permanent.

■ **Robert N. Goldston,** area supervisor, Lambert Field Tower, St. Louis, Mo.

■ **Douglas K. Lott,** area manager, Lambert Field Tower, St. Louis.

■ **Carey D. Rolofson,** manager, St. Joseph, Mo., Tower, from Kansas City International.

■ **Jefferson B. Rutledge,** area supervisor, Lambert Field Tower, St. Louis, from Ft. Lauderdale, Fla., Executive Airport Tower.

■ **John E. Tique,** manager, Atlanta, Ga., Aircraft Certification Office, from the New England Region.

■ **Patricia A. Vann,** chief, Operations Staff, National Communications Center, Kansas City, Mo., from Wichita, Kan., Automated Flight Service Station (AFSS).

■ **Diane M. Wiedmeier,** area supervisor, Columbia, Mo., AFSS, from the FAA Academy.

■ **Daniel E. Williams,** assistant manager for training, Lambert Field Tower, St. Louis.

Eastern Region

■ **Edward E. Adcock,** area supervisor, New York Automated Flight Service Station (AFSS), promotion made permanent.

■ **Vito J. Borrello,** manager, MacArthur Airport Tower, Ronkonkoma, N.Y., from the New York TRACON.

■ **Richard Catania,** manager, Albany, N.Y., Airway Facilities Sector Field Office (AFSFO), Empire AF Sector.

■ **Robert L. Davis,** manager, Elmira, N.Y., FSS, promotion made permanent.

■ **Lewis L. Manning,** assistant manager for automation, Washington ARTCC.

■ **Edward Singer,** manager, Allegheny AFSFO, W. Mifflin, Pa., Pittsburgh, Pa., AF Sector, promotion made permanent.

■ **Quentin J. Smith, Jr.,** manager, Washington Flight Standards District Office.

■ **Carl Zimmerman,** manager, Westchester Airport Tower, White Plains, N.Y., from the Charlottesville, Va., Tower.

Great Lakes Region

■ **Raymond H. Andrews,** watch supervisor, Ohio Airway Facilities (AF) Sector, Cleveland, Ohio.

■ **Robert F. Ashauer,** manager, Wisconsin AF Sector, Green Bay, from Raleigh, N.C.

■ **William L. Brewner,** assistant manager, plans and procedures, Chicago O'Hare Tower.

■ **Frank J. Carey,** area manager, Chicago ARTCC.

■ **Raymond E. Cook,** assistant manager, quality assurance, Minneapolis, Minn., ARTCC, from the Air Traffic Division.

■ **Richard J. Decramer,** area supervisor, Minneapolis ARTCC, promotion made permanent.

■ **Robert C. Hayes,** unit supervisor, Minneapolis ARTCC AF Sector, promotion made permanent.

■ **Roger R. Miller,** area manager, Chicago ARTCC.

■ **Dennis G. Nash,** area supervisor, Rockford, Ill., Tower, from the Fargo, N.D., Tower.

■ **Lee R. O'Berry,** manager, Cleveland Flight Standards District Office (FSDO), from the Detroit, Mich., FSDO.

■ **Ronald M. Pochman,** assistant manager, Princeton, Minn., Automated Flight Service Station, from the Marquette, Mich., FSS.

■ **Willie L. Wells,** supervisor, Spectrum Management Section (Frequency), Program and Planning Branch, AF Div.

New England Region

■ **David H. Bell,** manager, Manchester, N.H., Airway Facilities Sector Field Office (AFSFO), Windsor Locks, Conn., AF Sector.

■ **Alan Brilliant,** assistant manager, Boston, Mass., AF Sector, from the AF Div.

■ **Barbara Jo Cogliandro,** assistant manager, traffic management, Boston ARTCC, from Traffic Flow Management, Washington Headquarters.

■ **Roland R. Metivier,** area supervisor, Burlington, Vt., Automated Flight Service Station (AFSS), from the Lebanon, N.H., FSS.

■ **Jeffrey D. Whitaker,** area supervisor, Burlington Airport Tower, from the Denver, Colo., Tower.

Northwest Mountain Region

■ **James B. Brownfield II,** area supervisor, Portland, Ore., Airport Tower, from the Colorado Springs, Colo., Tower.

■ **Carolyn R. Carlson,** section supervisor, Seattle, Wash., Civil Aviation Security Field Office (CASFO).

■ **Joanne T. Culpepper,** section supervisor, Denver CASFO, promotion made permanent.

■ **James W. Freeman,** manager, Billings, Mont., Airway Facilities Sector Field Office II, Billings AF Sector, from the Denver AF Sector.

■ **Edward M. Gass,** area supervisor, Seattle-Tacoma, Wash., Tower.

■ **Irene F. Gross,** manager, Billings Flight Service Station (FSS), from the King Salmon, Alaska, FSS.

■ **Harold N. Handke,** supervisor, Safety and Standards Section, Airports Division, promotion made permanent.

■ **Daniel A. Piper,** manager, Pocatello, Idaho, Tower, from the Salt Lake City, Utah, Tower.

■ **Garth B. Wake,** manager, Aviation Security Branch, Civil Aviation Security Division.

Southern Region

■ **Donald Anderson, Sr.,** area supervisor, Nashville, Tenn., Tower, from the St. Thomas, Virgin Islands, Tower.

■ **Charles C. Blankenship,** manager, Knoxville, Tenn., Flight Service Station (FFSS), from the Tallahassee, Fla., FSS.

■ **Wade D. Bright,** systems engineer, Atlanta, Ga., ARTCC Airway Facilities (AF) Sector.

■ **George W. Cole,** area manager, Hebron, Ky., Tower.

■ **Steven R. Conklin,** unit supervisor, Miami, Fla., Hub AF Sector.

■ **Charles L. Cummins,** group supervisor, Electronic Establishment Engineering Branch, AF Division, promotion made permanent.

■ **Joel A. Forrest,** area manager, Hebron Tower.

■ **Truman L. Glisson,** manager, Greenwood, Miss., FSS, from the Jacksonville, Fla., FSS.

■ **Isaac O. Grant,** manager, Meridian, Miss., FSS, from the Jackson, Miss., FSS.

■ **Mark A. Heurter,** group supervisor, Electronic Establishment Engineering Branch, promotion made permanent.

■ **William Kimber,** unit supervisor, Technical Inspection Field Office, Evaluation Staff, Airway Facilities Division.

■ **Walter Lucas, Jr.,** unit supervisor, Emergency Operations & Communications, Operations Center.

■ **Richard A. Notestine,** assistant manager, plans and procedures, Jacksonville Tower.

■ **Michael D. Paul,** area supervisor, Jacksonville Tower, promotion made permanent.

■ **Bolivar T. Perez,** area manager, San Juan, Puerto Rico, Center/RAPCON.

■ **Kleve M. Record,** manager, Gainesville, Fla., Tower, from the Orlando, Fla., Tower.

■ **Charles A. Sears,** manager, Memphis, Tenn., ARTCC, from Miami Tower.

Southwest Region

■ **David F. Bitonti,** group supervisor, Houston, Texas, Flight Standards District Office (FSDO).

■ **Linda K. Brown,** area supervisor, Albuquerque, N.M., ARTCC, from the Seattle, Wash., ARTCC.

■ **George K. Collins, Jr.,** manager, Lake Charles, La., Tower, from the Shreveport, La., Tower.

■ **William G. Ellis,** team supervisor, Houston FSDO.

■ **Mack A. Freestone,** team supervisor, Houston FSDO.

■ **Richard O. Gordon,** unit supervisor, Houston FSDO.

■ **William D. Inglis, Jr.,** manager, Oklahoma City AF Sector Field Office, Oklahoma City AF Sector.

■ **Jerry A. Johnson,** manager, Albuquerque Tower, from the Boston, Mass., ARTCC.

■ **John W. Ousley,** team supervisor, Houston FSDO.

■ **Gary W. Ray,** unit supervisor, Construction Management Section, Environmental Engineering Branch, AF Division, from the Fort Worth, Texas, ARTCC AF Sector.

■ **Marion E. Tilton,** unit supervisor, Albuquerque FSDO, from the Seattle, Wash., FSDO.

■ **Thomas G. Walenta,** unit supervisor, Houston FSDO.

Technical Center

■ **Martin E. Brenner, Sr.,** staff officer, Civil Aviation Security Staff.

■ **Loni Czekalski,** assistant manager, Operational Test & Evaluation Division.

Washington Headquarters

■ **James C. Adler,** deputy director, Office of Personnel.

■ **Harold S. Alexander,** unit supervisor, Career Systems Division, Office of Human Resource Development.

■ **David L. Bennett,** manager, Airspace and Air Traffic Law Branch, Regulations and Enforcement Division, Office of the Chief Counsel.

■ **Richard C. Berg,** manager, Current Operations Branch, Field Programs Division, Flight Standards Service.

■ **Rodman D. Bourne,** manager, Automation Software Division, Air Traffic Plans & Requirements Service.

■ **Richard E. Cullen,** manager, Program Support Division, Office of Training & Higher Education.

■ **Frank S. Del Gandio,** assistant manager, Recommendation & Quality Assurance Division, Office of Accident Investigation.

■ **Steven R. Fewell,** manager, Classification Branch, Human Resource Management Division, Associate Administrator for Human Resource Management.

■ **Michael Gariazzo,** manager, Telecommunication Management & Operations Division, Systems Maintenance Service.

■ **John R. Garrett,** deputy director, Office of Training & Higher Education.

■ **Billy G. Hill,** manager, Regional Aviation Safety Staff, Office of Aviation Safety Oversight.

■ **Quinten Theodore Johnson,** manager, Civil Aviation Security Division, Office of Civil Aviation Security.

■ **Ronald E. Morgan,** manager, System Plans & Programs Division, Air Traffic Plans & Requirements Service.

■ **James W. Rogers,** manager, R&D Management & Control Division, Management Control Service.

■ **Helen Mae Wall,** manager, Headquarters Evaluation Branch, Investigations & Evaluations Division, Office of Air Traffic Evaluations & Analysis, from the New York ARTCC.

■ **Michael D. Zywokarte,** manager, NAS Program Analysis & Control Division, Management Control Service.

Western-Pacific Region

■ **June T. Anderson,** supervisor, Employee Relations Section, Employee/Labor Relations Branch, Human Resource Management Div.

■ **Thomas C. Bonacki,** area supervisor, Honolulu, Hawaii, Tower, from Dallas-Fort Worth, Texas, Tower.

■ **William A. Buresh, Jr.,** area supervisor, Honolulu Tower, from the Colorado Springs, Colo., Tower.

■ **Reece Cameron, Jr.,** assistant manager for training, San Diego, Calif., Automated Flight Service Station (AFSS).

■ **John G. Clancy,** assistant manager, Edwards Air Force Base RAPCON.

■ **Darrell L. Colwell,** area supervisor, Reno, Nev., AFSS, from the Ukiah, Calif., FSS.

■ **Rozelia E. Cusic,** manager, Concord, Calif., Tower, from the Palo Alto, Calif., Tower.

■ **Don D. Early,** manager, Honolulu ARTCC, from the Los Angeles ARTCC.

■ **Alan L. Hanson,** assistant manager, Oakland, Calif., ARTCC Airway Facilities (AF) Sector, from the AF Division.

■ **Charles L. Horner,** manager, South Lake Tahoe, Calif., Tower, from the Burbank, Calif., Tower.

■ **Stephen W. Lakin,** area supervisor, Reno Tower, from Scottsdale, Ariz.

■ **Gwendolyn Marshall,** section supervisor, Team III—AF Div., Operations Branch, Human Resource Management Div.

■ **Thomas E. Moody,** manager, Santa Barbara, Calif., FSS, from Elko, Nev.

■ **Paul J. Pagel,** manager, Salinas, Calif., FSS.

■ **Steven A. Pansky,** area manager, Burbank Tower.

■ **Gerald W. Pennington,** assistant manager, programs, Phoenix, Ariz., TRACON.

■ **Gerald W. Ryser,** area supervisor, Las Vegas, Nev., Tower, promotion made permanent.

■ **August M. Schuette,** manager, Las Vegas Tower, from Washington Headquarters.

■ **George D. Williams,** manager, Los Angeles ARTCC, from the Chicago ARTCC.

■ **William J. York,** area supervisor, Phoenix TRACON, from the McClellan Air Force Base TRACON.

Sentimental Journey

In her first visit since the Aeronautical Center was dedicated to her husband in 1978, Mrs. A.S. "Mike" Monroney, widow of the late U.S. Senator from Oklahoma, is escorted by Center Director H.C. "Mac" McClure during a November return she described as a "moving experience." Senator Monroney, who authored the Federal Aviation Act of 1958, was instrumental in establishing the center in Oklahoma City.

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.

Retirees

AERONAUTICAL CENTER
Barry E. Cheatham
E. Pauline Clement
Paul L. Guinaugh
Donald R. Miers
Norman M. O'Brien
William R. Swafford

ALASKAN REGION
Robert A. Salzman

CENTRAL REGION
Richard A. Lindley
Edward A. Montgomery
Stanley W. Potter
Kenneth N. Scott

EASTERN REGION
Severus S. DeLeo
Merle E. Frick
Nancy T. Herrmann
Robert W. Hickman
Josephine Ivone
John J. LaVeglia
Robert C. Medvetsky
William G. Mulligan
Louis W. Vengilio

GREAT LAKES REGION
Donald P. Arnold
Charles H. Bruce
Robert L. Colleite
Ralph E. Gunner
Louis L. Irvin
Clifford P. Ketterer
Lawrence F. Ludwig
Bennie A. Rhodes
Robert J. Scholar
Charles E. Shields

NORTHWEST MOUNTAIN REGION
Robert J. Burley
Larry G. Cofield
Richard R. Crane
Francis E. Davis
John S. Ebret
James D. Gillmore
Paul Herschel
James L. Irwin
Ivan E. Majors
Alvin C. Mathews
Robert P. Nowak
William E. O'Neill, Jr.
Helen S. Rees
Byron G. Smith, Jr.
Stanley E. Welch

SOUTHERN REGION
Stanley R. Bell
William E. Best
Galen R. Burge
Diana L. Burton
Alan D. Buttery
Edward B. Cash
Lawrence E. Conaway
William D. Davis
James M. Forbes
Richard L. Harrison
Billy E. Hawks, Jr.
James R. Hubbard, Jr.
Barry E. Keeffe
Donald C. Legge
William D. Manning
Robert D. McAllister
Esther S. Pritchett
Howard T. Raiford
Glenn S. Smith
Olan E. Swaffar
Elba I. Terron

SOUTHWEST REGION
Gerald A. Dickson
Karen L. Dodd
William C. Head
Elvera E. Lee
Damon F. McDaniel
Donald W. Mideke
Arthur E. Mohr
Richard R. Murphy
William T. Poston, Jr.
Charles L. Price
Robert W. Rowe
Alfred S. Sacheli

TECHNICAL CENTER
Joseph Franklin
Robert J. Rinehart

WASHINGTON HEADQUARTERS
Bobbie J. Braxton
Robert A. Christopher
Bonnie J. Embry
Lyle E. Erickson
Ronald J. Kreyger

WESTERN-PACIFIC REGION
Donald W. Chambers
Max D. Dunscomb
Jerome R. Egan
Edwin T. Kaneko
Patricia M. Orcutt
John D. Priest
John G. Smickle

The Other Side of the Mountain

continued from page 1

Chief Anderson shows off his Brewer Trophy presented by Chuck Yeager for the Smithsonian Institution to Spann Watson (right) of the Air Traffic Operations Service, one of his students and a World War II fighter pilot with the 99th Fighter Squadron. Photo by Walter Scott

tor, as Anderson described it, he "bumped around and bumped around" on the ground—taxiing—until he *bumped himself* airborne. He got his private license in 1929.

"In those days, I'd do anything to get a dollar to support my airplane," Anderson recalls. "A black dentist in New Hope, Pa., asked me to come up to his farm, and he'd help. I should have known better. When taking off there, I didn't gain enough altitude and hit a tree."

The dentist pulled Anderson from the wreckage by putting his foot through the windshield and pulling him out. "Oh, it's broken up bad enough, Doc—don't make it worse," Anderson squawked. The plane, which was unrepairable, wasn't the only casualty. Anderson was literally scalped. A spar hit him on the head, and the scalp tore loose and peeled all the way back. He patted it in place and held it until he got medical help. To this day, a scar curls around his head.

Undaunted, Anderson eventually bought another plane to pursue an air transport rating. This license required him to spin the aircraft and recover. The airport manager where he was practicing told him to wear a parachute and use it if the aircraft didn't recover after three turns. Anderson had a little trouble getting out of the spin but did so successfully, much to the amazement of all watching. What Anderson didn't realize was that the aircraft was placarded not to be spun.

The Chief had befriended an immigrant World War I German pilot named Ernst Buehl, who loaned him his aircraft and helped train him for his air transport examination. He also came to Anderson's aid when the Department of Commerce examiner balked at administering the exam to a black, arguing with and then threatening the examiner. Anderson's exam was longer and harder than that given to whites, according to Buehl. But the Chief made it, getting his air transport license in 1932—the first black ever to do so.

Anderson barnstormed and taught flying and, it being the depression, dug ditches for one of the federal work projects, until Dr. Albert E. Forsythe rescued him. In 1933, Forsythe organized a National Negro Aeronautic Society, which used aviation accomplishments to break down prejudices and promote goodwill among nations. The group hoped to gain recognition for blacks as positive contributors to economic and scientific development in air transportation.

With his own not-unlimited financial backing and support from the Atlantic City, N.J., Chamber of Commerce and its mayor, Forsythe joined with Anderson for a transcontinental flight to Los Angeles and back in a Fairchild 24 cabin monoplane. For want of resources, they flew without landing lights, instruments for blind flying or even a radio. Until it blew out of the cockpit, they used a Rand McNally road map. Still, they arrived 2-½ days later on July 19, 1933, heading back to Atlantic City on July 21.

They were the first blacks to follow the sun across the U.S. and the first to round-trip. The year before, James Herman Banning and Thomas C. Allen had flown west to east across the country. It soon appeared that the flight had the desired effect, as a number of flying schools opened their doors to blacks.

The following year, Anderson and Forsythe teamed up again for a Pan-American Goodwill Flight in a Lambert Monocoupe named "Spirit of Booker T. Washington"—the first trans-Caribbean flight ever in a land plane. It took them from Miami to Nassau in the Bahamas, to Havana (Cuba), to Jamaica, Haiti, the Dominican Republic, Puerto Rico, the Virgin Islands, Grenada and to Trinidad, where the tour ended in a crash upon takeoff.

During a visit to Tuskegee in 1941, First Lady Eleanor Roosevelt agreed to an impromptu flight with Chief Anderson in a Piper Cub, surprising people across the country (although she had secretly taken flying lessons from Amelia Earhart). Her flight with Anderson was said to have helped end the exclusion of blacks from the Army Air Corps. Photo courtesy of Walter Scott

They braved storms so heavy they had to fly close to the water for visibility so that the wheels seemed almost to touch the waves, and "the rain peeled the paint right off the struts."

Anderson discovered that the unvarying tradewinds limited his choice of directions in which to land on the many islands without airfields. In Nassau, after scattering the crowd that had gathered on Bay Street at night, and many cars lined up to light the dirt street, he landed, only discovering later that he barely missed a pair of trees. In Jamaica, he landed on a cricket field.

In the ensuing years, he made another trip to Haiti and teamed up with pilot Noel Butler in running a flying school with borrowed Piper Cubs and a Waco at Bailey's Crossroads, Va., now a congested suburban mall area. Some neighbors objected to the operation and filed suit, but "two white guys I had taught to fly went with me to Richmond to present the case," the Chief explained, "and with the state entering the case on my side, we won.

When the lease expired, we put a Piper on floats and moved the flying school to Buzzard's Point in Washington." This is across from the Navy Yard and where the Coast Guard now has its headquarters building. Both locations were really prime real estate, "but we couldn't raise the $20,000 to buy the Bailey's Crossroads spot," Anderson wistfully recalls.

In 1939, the advent of the Civilian Pilot Training Program (CPTP) rescued a floundering general aviation industry by creating a cadre of trained pilots, and it opened the field of aviation to blacks. Anderson's background made him a prime candidate as an instructor, and he joined the program, first teaching flying at Howard University in Washington. In 1940, he became the chief civilian flight instructor for advanced training at the Tuskegee Institute in Alabama, moving over to the new Moton Field the next year.

Prejudice and unpleasantness taught him as much as pleasant encounters, he notes without rancor. Understanding that attitude and seeing his unflagging determination, how hard he had worked to overcome adversity and teach himself flying stimulated the admiration of his students, who still hail his achievements (see separate story).

But Anderson's achievements are not just in the past. Bill Childs, a former Anderson student who was an aviation mechanic and still flies at Moton Field, believes that the greatest job in the world is in the front office of an airplane. He says that whatever means are necessary should be used to motivate youngsters to fly, and that's what the Chief continues to do. "Nobody has taken the leadership role that Chief Anderson has," Childs says.

Anderson has given a flying start to countless black pilots. He encourages young people to consider a career in aviation, but finds the older generation often holds them back out of fear, although cost is certainly a factor.

Even now, when most his age have retired from all activities, he works with the Negro Airmen International organization teaching aviation to youngsters. Each year, he has a group of 20–25 youngsters at Tuskegee for six weeks of instruction, which includes 50 hours of ground school and 10 hours of flying.

Eugene Carter, another former student, and Anderson have been part of an Air Force briefing team that has traveled within the United States and abroad to promote careers in aviation, particularly to minority youth. Carter wishes there were a thousand Chiefs.

Chief Anderson has accomplished much as a pilot and an aviation educator, but he still can't fly over the Blue Ridge Mountains into Staunton, Va. They never put a landing strip there. ■

At age 82, Chief Anderson still flies a Cessna RG, with which he's planning to retrace his flight to Trinidad of 55 years ago. Photo by Walter Scott

A Kid at Heart Remembers

Home to Chief Anderson was home to Bill Broadwater. Broadwater remembers that in the mid–1930s, Anderson would announce his return from flying trips by circling the Bryn Mawr Hospital smoke stack, the tallest structure in town at 220 feet, so everyone could see him.

"If he rocked his wings and gunned the engine," Broadwater recalled, "we knew it was a signal that he was going to land at the baseball field about a mile or so out of town. All the kids, and many grown-ups, too, would high-tail it to the baseball field to see our hometown hero.

"One such Sunday morning when we arrived at the field, Chief's little five-cylinder Monocoupe was bogged down in mud, so he asked us kids to lift the tail and push when he gunned the engine. When the plane surged forward, I fell down in a spray of mud from the propwash and thoroughly messed up a new white outfit I had just worn to Sunday school.

"I recall fearing the punishment I would get for the mess, but I became both resigned and oblivious to my fate when the Chief, seeing my predicament, offered me a ride. He knew me because he and my father worked in the same place. Unfortunately, the ride consisted only of taxiing across the field to look for firm enough ground from which to take off. He explained that he was afraid to risk the extra weight taking off from a muddy field."

That was inspiration enough for a 10-year-old who was destined to become the manager of FAA's Airspace and Air Traffic Rules Division, from which he retired in 1980. While in high school, he went on to take a correspondence course in aviation mathematics, which prepared him to pass the Army Air Corps flying tests. He then headed for Tuskegee, where the Chief was in charge of training.

"During primary training," Broadwater continued, "he gave me my 30-hour and final 60-hour check rides. The 30-hour was routine, with me doing most of the flying, but the 60-hour check consisted of the Chief putting on an air show for me. We did some maneuvers I had not seen before and included buzzing a train and touching the wheels down in a field during a practice forced landing. When he finished, he told me to take it home, explaining that I passed because he knew I could fly from my instructor's say-so and the 30-hour check ride.

"Chief is still my favorite pilot and still inspires fledglings like I was. He's celebrating his 82nd birthday this month and is planning to fly to Trinidad in his Cessna RG soon to commemorate his flight with Dr. Forsythe 55 years ago.

"I want to be just like him when I grow up!" ■

Chief Anderson (front seat) instructs a CPTP student in a Waco at Tuskegee's Moton Field.

FEB 89

Federal Notebook

NEW CONGRESS, NEW BILLS FOR OLD GOALS

Reps. Patricia Schroeder (D-Colo) and Frank Horton (R-NY) have reintroduced HR 25—vetoed at the end of the last session—to provide whistleblower protections. HR 9 launched by Rep. Barney Frank (D-Mass) is a new version of the government-lobbying bill also vetoed late last fall.

Rep. Mary Rose Oakar (D-Ohio) has introduced HR-210, to set up test projects for better coverage of drug and alcohol abuse under the Federal Employees Health Benefit Plan (FEHBP); HR 211, to encourage the use of licensed, non-physician health-care providers; HR 212, to establish a test of long-term health care, and HR 214, to restore the three-year-recovery rule for federal annuities.

Rep. Bill Clay (D-Mo) has brought back Hatch Act reform with HR-20, as have Sens. John Glenn (D-Ohio), Dennis DeConcini (D-Ariz) and Ted Stevens (R-Alaska) on the Senate side. Once again, House passage seems assured, but this time there may be a good chance in the Senate, too. Supporters include Senate Majority Leader George Mitchell (D-Maine) and Sen. Thomas Daschle (D-SD), chairman of the Steering and Policy Committee.

Finally, the downer: a perennial bill by Rep. Andrew Jacobs (D-Ind) to establish a means test for federal annuities like that of Social Security benefits, although not until the year 2000. On the other hand, Rep. Gerald Solomon (R-NY) put a bill in the hopper to repeal the Social Security earnings test.

PAY REFORM DRAWS SUPPORT

The International Personnel Management Association, which includes federal agency personnel directors, has recommended the institution of a geographic pay system for federal white collar salaries. Support for that approach was also shown by agency, congressional and union officials at a recent conference of the Classification and Compensation Society, although federal unions have indicated that collective bargaining must be included in any such system.

Rep. Bill Green (D-NY) has introduced a bill to link federal pay increases to cost-of-living indexes in high-cost areas, thereby providing the high-end anchor for locality pay.

THE RETIREMENT SCENE

Long-term care. The Office of Personnel Management's associate director for retirement and insurance believes that Congress will give renewed attention to and the new administration will support legislation this year that would permit federal employees to trade in some of their life insurance toward home health or custodial nursing-home insurance.

Medicare premiums rocketing. Because federal annuitants who have Medicare coverage have benefits under the Federal Employees Health Benefit Plan that are duplicated under the Medicare catastrophic law, they are entitled to a rebate of premium, but that's only $3.10 per month. Meanwhile the Medicare Parts A and B premiums have risen to $31.90 a month, and the new catastrophic coverage kicks in with a 15 percent income tax surcharge on 1989 returns that peaks at $800 for an individual and $1,600 for a couple. The amount goes up year by year.

Disability benefits up. A cost-of-living adjustment (COLA) for those getting disability benefits under the Federal Employees Compensation Act (FECA) is being computed this month. Effective March 1, the COLA may be up to five percent.

Avoiding state taxes. The Supreme Court has agreed to rule on a suit filed by a federal retiree challenging a Michigan law that exempts from state taxes Michigan state and local government annuities and, on a reciprocal basis, those from other states, but not federal retired pay. Other states having such provisions include Arizona, Arkanasas, Georgia, New York and Virginia. The question is whether the state laws are discriminatory under a 1939 federal statute.

INJURY CLAIMS HAVE NEW CLOCK

Time limits on challenges to workers' compensation claim decisions by the government may be waived under a U.S. Claims Court ruling if the employee discovers new information on the case. The employee must act, however, before the expiration of a new six-year statute of limitations, which starts with the employee's time of discovery.

INVESTMENT HUMMING ALONG

The G-fund—government securities—of the Thrift Savings Plan, in which all federal employees are able to invest, was paying 9-1/4 percent interest in January, up from December.

U.S. Department
of Transportation

**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

RETURN POSTAGE GUARANTEED

Official Business
Penalty for Private Use $300

BULK MAIL
POSTAGE & FEES PAID
FEDERAL AVIATION
ADMINISTRATION
PERMIT NO. G-44