

November 1991
Volume 21, Number 9



U.S. Department
of Transportation

**Federal Aviation
Administration**

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FAA World

ACEs for Aviation Education—

*Introducing Young People to the
Spectrum of Aviation*

For the third summer, the FAA has sponsored ACE—aviation career education—academies. Administrator James Busey's policy on aviation education focuses on stimulating interest in aviation careers among America's young people, in order to provide a steady flow of skilled professionals, especially women and minorities. This summer's ACE program exceeded its goal with a

more ACEs on page 10

Aviation career academy students in the New England Region learn about flight using model airplanes.

Youngsters in one of the FAA's Alaskan Region ACE academies get a behind-the-scenes look at the Fairbanks Airport.



On Loan

*FAA Breaks New Ground
in Affirmative Action*

The start of the school year in September was kick off time for an agency first in affirmative action.

That's when Prather Thomas, an electronics engineer at the FAA Academy in Oklahoma City, began a year-long detail as a visiting professor at Langston University near Guthrie, Oklahoma.

The appointment is believed to be the first time the agency has loaned one of its employees to a

turn to Loan on page 12

WANTED: Idea People

*FAA-Industry Agreements
Mean Cash for Employees*

Inventors, idea people, did you know that patented commercial inventions or ideas that FAA employees develop have the potential for putting money in their pockets?

The FAA has joined forces with the private sector to help keep American technology on top into the 21st century. Through the cooperative research and development agreement (CRDA) program, the

see FAA-Industry Agreements on page 2

When Towers Went Federal

*Fifty Years Ago,
the CAA Assumed
Responsibility for Terminal
Air Traffic Control*

By Ned Preston and Theresa Kraus

The autumn of 1941 was a season of tension for Americans, whose position of neutrality in World War II was swiftly eroding. The nation was shipping Lend-Lease supplies to aid Britain and Russia, and U.S. Navy vessels protecting the convoys had orders to shoot Nazi submarines on sight. Over 100 sailors died in two German torpedo

turn to Towers on page 4



FAA-Industry Agreements

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FAA and other federal agencies are now working in sync with private sector companies on R&D activities.

CRDAs, which became law in 1986 as part of the Technology Transfer Act, allow the FAA and private companies to share personnel, resources, services, facilities, and equipment for specific R&D projects. The goal is to open federal laboratories to commercial companies so that these vast resources—paid for by taxpayers—are put to good use. The companies can develop technology for the open market and in the process boost America's industry.

"CRDAs are a unique opportunity for the FAA and the private sector to collaborate on technologies that will benefit both sides," says Dave Nesterok, associate manager of the FAA Technology Transfer Program Office at the FAA Technical Center.

The agency and its employees can reap substantial benefits.

→ Commercial inventions or ideas that are developed by FAA employees and are patented have potential for economic benefits through licensing agreements, cash awards, or sharing royalties.

Center attorney Jim Drew says, "If an FAA employee makes an invention as a result of a CRDA, the inventor can be awarded a patent for the product. In addition, the FAA will offer to license the invention to the cooperating parties for commercial use."

→ In spite of limited research funds, the FAA can obtain research results at little or no cost under a CRDA project.

→ The solution to a technical problem that has not been found on an individual basis may be accomplished with a "team" effort.

When the FAA wanted to study physical security features at major airports to evaluate their defenses against hijackings and other terrorist activities, it got the help of the Maryland Aviation Administration. The

state agency offered Baltimore/Washington International Airport as the testing facility.

Working under a CRDA, the FAA and the Maryland administration expect to design and implement an improved security system through training, updated operating procedures, and installations of new equipment.

Some projects are created when a private sector company approaches the FAA with an idea that can benefit both sides, however FAAers can approach the private sector with their ideas.

The Office of Research and Technology Applications, which oversees all aspects of the CRDA program, should be the first stop for either party, while approval by the FAA Technical Center's Director is the concluding step.

Several resources are helpful in initiating a CRDA with a private sector organization.

→ State offices of economic

development can offer contacts with businesses in academia.

→ Companies and universities that have previously worked on FAA projects are good candidates for CRDA solicitation.

"This program is different from the work we do with contractors in that a private sector organization can contribute funds to a cooperative project and provide their facilities and expertise at no cost to us," says Nesterok. "Also, organizations are more than willing to share trade secrets knowing that they will be protected under proprietary law and exclusive licensing agreements."

To illustrate: Through a CRDA currently under development with Aviation Security Research and Development Service, the Technical Center and Northwest Airlines are developing a system to match checked

baggage with airline passengers. The system aims to increase passengers' security by assuring that all baggage placed on an aircraft belongs to a passenger also boarding the plane.

The FAA provides the equipment and testing for this CRDA. Northwest, in turn, provides free access to facilities to test and develop the system.

"Participation in the CRDA program is really a win-win situation for everyone involved," said Nesterok.

"The private sector is interested in research and development that is efficient, quick, and under budget. We are interested in seeing our ideas used in the commercial market. Through CRDAs technology is used commercially, and the FAA is able

to use it for its own purposes," he added.

"CRDAs will help both the FAA and the private sector keep American technology on top." ■

For more information on how to develop a cooperative research and development agreement (CRDA), contact Dave Nesterok, associate manager of the FAA Technology Transfer Program Office at the FAA Technical Center.

The number is (609) 484-4042 commercial; 482-4042 FTS.



Baltimore/Washington International Airport was a testing facility for an FAA study of physical security features at major airports.

First for Configuration Management

Conference Held in Seattle; Next One in Washington, DC

The Headquarters Configuration Management Branch, ASE-620, sponsored the first Regional Configuration Management Conference in Seattle in September.

The conference zeroed in on new procedures regarding National Airspace System change proposals, equipment audits, and control of equipment configuration pertaining to regional operations.

Some 53 FAAers from Headquarters, all regions, the Technical Center, and the Logistics Center attended the conference.

Alice Wong, manager of the Engineering Specialties and Configuration Management Division, ASE-600, and Mel Yoshikami, manager of

Northwest Mountain Region's Airway Facilities Division, ANM-400, were the featured speakers.

Wong focused on the need for configuration management to support systems throughout their life cycle and a stronger role for regional configuration control boards.

She also talked about the vision of establishing FAA's Software Engineering Center of Excellence.

Yoshikami emphasized the need for configuration management of NAS software.



Alice Wong and Mel Yoshikami were speakers at the first Regional Configuration Management Conference. FAAers from Headquarters, all regions, the Technical Center, and the Logistics Center attended.

The next national conference is planned for the Washington, DC, area in the spring. It will focus on configuration management issues pertaining to Headquarters acquisitions. ■

Towers Go Federal, A Historical Perspective continued from page 1

attacks on U.S. destroyers in October. The same month saw the formation in Japan of a militant new cabinet that seemed to lessen the chances for a peaceful resolution of differences between Tokyo and Washington.

Preparing for war

Like most Federal agencies, the Civil Aeronautics Administration was striving to prepare for the impending conflict. The normal duties of FAA's predecessor agency included airway development, air traffic control for en route flights, and certification of airmen and aircraft. Since 1939, the CAA had also managed a Civilian Pilot Training Program designed to bolster national power by building a reservoir of aeronautical skill. The year 1940 brought the CAA its first direct Congressional appropriation for airport development. The agency struggled to keep its aircraft certification program and air navigation aids equal to the great expansion in aeronautical activity bred by the approach of war.

The CAA was also expanding its airway traffic control system in the fall of 1941, with two new centers nearing completion for a total of 14. These facilities kept aircraft safely separated as they flew along designated airways under conditions of poor visibility. Center staff practiced an arcane craft involving flight progress boards and mental estimates of aircraft positions. They dealt with pilots indirectly, typically through airline dispatchers. The work of these CAA personnel was more narrowly focused than that of tower controllers, who were employed by their airport's management (usually a municipal

authority). Responsible for flights within three miles of the runway, the tower operators relied heavily on visual observation as the basis for their judgments. They communicated with pilots by voice broadcasting or by light signals when aircraft were not radio equipped.

Toward a uniform system

The CAA's Airport Traffic Control Section certificated tower controllers and tried with limited

Europe. He discussed options under which the government might trade material assistance for greater oversight. While recognizing that outright federalization would boost standardization and efficiency, Smith foresaw problems that included friction with local authorities, loss of the towers as sources of municipal pride, and a major increase in federal liability for accidents.

The importance of such obstacles diminished as America drew closer to becoming an active belligerent. By April 1941, advocates of "ramp-to-ramp" federal control under CAA leadership included the Interdepartmental Air Traffic Control Board, established to cope with the burgeoning demands of military and defense-related aviation. The legislation creating the CAA had already given the agency authority to take over airport traffic control, and the military services favored the action. Congress needed only to provide funding, forthcoming in an August 25 appropriation that earmarked \$1 million of the defense budget for CAA operation of towers designated as essential by the War and Navy Departments.

In September, the CAA announced that it would assume traffic control at 39 airfields heavily used by military planes. The move seems to have provoked little or no grassroots opposition, and a writer in *American*

Aviation speculated that the municipalities might not be eager to resume responsibility for their towers after the emergency. The CAA takeover began in November, starting with the Navy's Floyd Bennet Field,



Atlanta Municipal Airport is shown in 1941, two years after the tower was built. The airport was one of the first eight at which the Civil Aeronautics Administration assumed air traffic control duties on the eve of World War II.

success to promote uniformity of equipment and techniques. Section chief Fred Smith had commented on the need for a closer connection between the airport and airway control systems in a memorandum written shortly before war began in

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Bilateral Research

U.S./U.S.S.R. Work Group Focuses on Aviation Medicine

By James P. Witeck

The FAA has been helping to smooth the way for joint research in aviation medicine by American and Soviet medical teams, teams that have been meeting for over a year to discuss their results and to plan for the future.

At the working group's second meeting in August 1990, the teams visited Soviet medical and training facilities in Moscow and Leningrad. Members refined plans for their first two projects and shared information on

cine and to plan for new directions took place in late May at the Center for Management Development. Headed by Bill Shepherd, manager of AAM-240, the FAA contingent included Jerry Hordinsky, Bart Pakull, Dave Schroeder, and Jean Watson, all specialists in the Office of Aviation Medicine (AAM).

Dave Millett, Regional Flight Surgeon for FAA's Southern Region, was there to talk about treatment and rehabilitation programs for alcoholism.

Among the Soviet medical experts who participated was Evgeny Khvatov, deputy chief of the Medical Department, Ministry of Civil Aviation. Grigori Strongin represented the State Civil Aviation Research Institute, and Nikolai Stoliarov came from the Scientific Experimental Center for Air Traffic Control Automation.

The working group's next meeting is targeted for spring 1992 in Moscow. ■



Moscow-Oklahoma City Connection: Soviet doctors are shown with their Civil Aeromedical Institute counterparts, Jerry Hordinsky and Dave Schroeder.

Known as the U.S./U.S.S.R. Aviation Medicine and Human Factors Working Group, the research unit was set up in 1989 by the Agreement on Cooperation in Transportation Science and Technology that came out of the June 1988 summit meeting in Moscow.

The working group first met in February 1990, mainly at FAA's Civil Aeromedical Institute (CAMI) in Oklahoma City. There it charted its plans to do research in the areas of personnel safety and protection systems; applicant selection and training methods; drugs and toxic substances; the effects of stress, fatigue, and shiftwork; recovery of personnel and preventive medicine; and developing textbooks.

Initial projects targeted for attention were cognitive function test development and a study of how air traffic controllers process visual information.

subjects ranging from applicant selection to training methods.

The group's third meeting to discuss their joint research in aviation medi-

James Witeck is the International Programs Officer for FAA's Associate Administrator for Aviation Standards.



Aviation Medicine and Human Factors Working Group: In front are Nikolai Stoliarov, Jean Watson, Evgeny Khvatov, Bill Shepherd, and Dave Millett. Jim Witeck, Bart Pakull, Grigori Strongin, Jerry Hordinsky, and interpreter Nick Berkoff are at back.

Off Duty . . . and in Person

The awards and honors keep coming for FAA's Spann Watson, who plans to retire next August after 50 years of federal service.

Watson has gained national fame



General Colin Powell, Chairman of the Joint Chiefs of Staff, salutes Spann Watson for receiving the Parrish Award. Watson accepted the honor at the combined National Convention of Tuskegee Airmen and Association of Black Airline Pilots.

as one of the Tuskegee Airmen. He served in combat in World War II in the 99th Fighter Squadron and the 332 Fighter Group of elite black pilots.

Last year, Watson received the

FAAers perform some challenging jobs, and they also share their exceptional talents after work hours are through. They may be community leaders, celebrated experts in a field, or just downright interesting people.

This column introduces a few of them.

Know someone who should be highlighted in print? News about notable FAAers can be sent to:

FAA World, APA-340
Office of Public Affairs
800 Independence Avenue SW
Washington, DC 20591

In the Limelight

"Elder Statesman of Aviation" award from the National Aeronautic Association.

He was the first black to win the honor since the accolade was established in 1954. Since then Watson has remained in the aviation limelight.

On August 10 he received the Brigadier General Noel F. Parrish Award from Chairman of the Joint Chiefs of Staff General Colin Powell and Parrish's widow, Florence.

The award, a gold medallion, exemplifies the "Tuskegee Spirit" of integrity, perseverance, moral courage, and performance excellence. It perpetuates Parrish's memory and

his intrepid stand against racial barriers in the Armed Services during World War II.

Since then, Watson was honored by the Congressional Black Caucus at a Capitol Hill reception as one of the surviving members of the 99th.

Then he received the Presidential Citation Award for contributions to youth programs. The honor was presented by the Air Force Association for Watson's work through the local chapter at Andrews Air Force Base.

He was also one of the recipients of the awards FAA recently gave for contributions to Operation Desert Shield and Storm. ■

Artist-in-Residence

Air traffic control specialist Roland J. McNulty is a quick learner. He began painting just over a year ago in October 1990, and already he's known as the "resident facility artist" for the Anniston, Alabama, Automated Flight Service Station.

On September 29, McNulty got a chance to put his artistic talent on display when employees celebrated the anniversary of the facility's commissioning. McNulty presented Anniston's air traffic manager Aubrey Rhue with an original oil painting of the exterior of the station.

There was also a reception for employees, family members, and other guests to celebrate the facility's fourth year of operation.

McNulty, an Air Force retiree who had been a military controller at Saigon Approach Control during the Vietnam era, joined the FAA in 1976. From the Flight Service Station at Saint Simon's Island, Georgia, he went to Orlando Flight Service Station and then on to Anniston.



Aubrey Rhue, air traffic manager of the Anniston, Alabama, Automated Flight Service Station, thanks Roland McNulty, air traffic control specialist, at right, for capturing the facility in oils.

Son Mike, one of three McNulty children, is also an FAAer. He is assistant air traffic manager of the Lake Charles, Louisiana, Tower.

McNulty also paints landscapes and impressions. Other hobbies are woodworking, flying, and motorcycling with wife Joyce. ■

FAAers Praised for Contributions to Operation Desert Shield and Storm

Scores of Headquarters FAAers and more than 1,600 agency employees nationwide were praised for their efforts in Operation Desert Shield and Storm.



Donald Funai, Office of the Associate Administrator for Aviation Standards, receives his award from the Deputy Administrator.

During an awards ceremony at Washington Headquarters, Deputy Administrator Barry Harris told employees, "Although you might not have made it on network television or didn't get a chance to march down Pennsylvania Avenue or up Fifth Avenue, your efforts made it possible for the entire Gulf operation to succeed."

Harris said the FAA takes "special pride" because it played a "key role" in the international effort.

Calling up the Civil Reserve Air Fleet "was nothing short of remarkable," he said. "Virtually, every soldier who went to the Persian Gulf went via the Civil Reserve Air Fleet."

Although Harris said that a year ago there was a "serious question" about whether the fleet could be activated in today's environment, FAAers helped answer the question

and proved that the agency has a "vital role" in the nation's defense.

The Deputy Administrator gave these statistics.

- American civil air carriers, as part of the Civil Reserve Air Fleet, safely transported more than 709,000 personnel and more than 126,000 tons of equipment and supplies.

- More personnel and equipment were airlifted within the first three weeks of Operation Desert Shield than in the first three months of the Korean conflict.

- By the sixth week, the United States had already airlifted the equivalent of the entire Berlin Airlift—an operation that had taken place over a 65-week period.

Harris also pointed to some of the FAA's efforts.

- The Emergency Operations Staff "expertly guided" the overall agency coordination among the military, private sector, and other government agencies. They took a 39-year-old Civil Reserve Air Fleet plan and made it work.

- Air Traffic did an "absolutely outstanding job" of supporting thousands of civilian and military airlift flights and tactical aircraft deployments.

- The Office of Aviation Policy and Plans "worked 'round the clock" to make sure every Civil Reserve Air Fleet mission was properly insured.

- Airport FAAers certificated essential military airfields and monitored critical fuel levels at key airports.

- The agency's security organizations bolstered antiterrorism measures at airports.

Aviation Standards National Field Office (now the Office of Aviation System Standards) workers spent weeks in the Gulf performing vital flight inspection missions for new navigation aids and approaches



Stella Blount, Office of the Assistant Administrator for Policy, Planning, and International Aviation, and Deputy Administrator Barry Harris.

that the military was installing virtually on a daily basis.

- Flight Standards worked in several areas, such as lengthening crew flight time limitations to allow the airlift to proceed.

- The offices of the Chief Counsel and International Aviation performed "vital behind-the-scenes" services. ■



Barbara Hudson, Office of the Associate Administrator for Aviation Standards, is congratulated by Harris.

Airway Facilities Celebrates Its Employees

For those in FAA's Airway Facilities organization, it was a day filled with recognitions of work well done. Over 250 Headquarters and regional employees, family members, and friends attended the organization's Second Annual National Honorary Awards Ceremony in Washington, DC, on September 11.

Administrator James Busey praised the award winners who were honored in 16 categories for their notable leadership, noteworthy contributions, and achievement of high levels of performance in their day-to-day work and service to their communities.

Nominations for the awards had come from peers, and each nominee received a certificate of recognition and a coffee cup specially designed for Airway Facilities.

Peers also selected award recipients, and each winner

received a watch sporting the AF logo.

In addition, Associate Administrator for Airway Facilities Arnold Aquilano presented his own special award of a lapel pin in the shape of a key and a plaque to 20 outstanding employees at the program for their commitment to quality performance. He plans to visit each region and present the key award to 82 winners who could not be at the Washington ceremony.

On behalf of the Airway Facilities work force, Aquilano received a plaque as did Ed Kelly, the organization's deputy associate administrator.

The U.S. Coast Guard color guard and soloist Andre Brown added to the pageantry of the program. There was a reception before the ceremony, and a lunch capped off the day's celebration.

1991 Airway Facilities National Honorary Awards

Outstanding Manager of the Year

John Williford
Alaskan Region

Outstanding Supervisor of the Year



Terri Breitstein
Central Region

Distinguished Employee of the Year

Frank Viscardi
Eastern Region

Distinguished Performance Award

David Brindle
New England Region

Public Awareness Award



Connie Hansbrough
Washington Headquarters

Human Relations Achievement Award

Dean Falcicchio
Great Lakes Region

Administrative Excellence Award

Carol Fulgham
Southwest Region

Secretarial/Clerical Excellence Award

Secretarial:
Cheryl Bumbulis
Washington Headquarters
Clerical:
Iris (Yvonne) Speer
Southwest Region

turn to **Airways Facilities** on page 16

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New York, and seven civil airports at: Albuquerque, Atlanta, Charlotte, North Carolina, Orlando, Portland, Oregon, Salt Lake City, and Savannah. By midmonth, these seven sites had become the first commercial airports with federal air traffic services (except for the CAA's own Washington National, which had opened that summer).

Wartime expansion

The Pearl Harbor attack on December 7 gave even more urgency to the CAA's move into airport traffic control. The agency was operating 59 towers at the end of fiscal 1942, and the total reached a peak of 115 during fiscal 1944. The airway system was also rapidly extended, and the number of en route control centers climbed to 28. Staffing these facilities entailed a formidable recruiting problem at a time when the Armed Forces were placing tremendous demands on the nation's male labor force. Accordingly, women represented some 90 percent of the 4,000 wartime CAA trainees in the fields of communications and air traffic. Many of the 1,700 controller trainees were doubtless stationed at towers, since the agency received no more than about 150 certificated controllers by transfer from municipal employment.

The CAA quickly upgraded the

quality of tower equipment, introducing higher frequency radio, recording devices for air traffic instructions, and controllable tetrahedrons for indicating traffic direction. At locations where the airport controllers were housed in inadequate structures, the agency built temporary towers according to a standard design. Federalization also produced the long-desired uniformity of air traffic procedures, and new patterns were introduced to create a more orderly flow of aircraft on taxiways and in terminal airspace. Perhaps the most important innovation was the introduction of "approach control" to speed traffic at selected locations. Tower controllers reached beyond the immediate airport vicinity to issue radio guidance for aircraft seeking to land under instrument flight rules. In situations where "stacked" aircraft had previously been able to land at a rate

of one every 12 minutes, approach control permitted a landing every five minutes.

Permanent federal control

As the military need for use of civil airports declined during 1945,



Controllers work at Chicago's Midway Airport in 1943.

the War and Navy Department funds underwriting the CAA's airport control activities began to evaporate. The agency returned some towers to local jurisdiction, and in a few cases accepted municipal reimbursement for the service. In fiscal 1947, however, Congress replaced the dwindling military support with the first of many direct appropriations. The CAA was funded for regular operation of 90 towers and part-time service at 20 other sites. The ramp-to-ramp system, its advantages made obvious during the stress of war, became a permanent national asset. ■

Dr. Kraus has recently joined the FAA history staff. Dr. Preston is the agency historian.

Ideas on diversity in the workplace?

Call David Benton

Staffing Policy Division
APN-200

The number is: FTS 267-8499



ACEs for Aviation Education— *continued from page 1*

student enrollment of over 50% minority/female students.

ACE I is a one-week program the agency conducts in cooperation with colleges and universities to give young people opportunities to explore various career options within FAA and civil aviation. The young people learn



Members of the U.S. Navy Blue Angels briefed ACE students in the New England Region.

how to begin preparing for a specific career.

Students received aviation orientation and basic understanding of the FAA and its role in the nation's air transportation system. In addition, they visited airports, airlines, and control towers; took introductory flight lessons; and learned about aircraft design, flight simulation, aviation history, meteorology, and flight theory.

ACE II programs are more academically rigorous, preparing students for the initial steps toward certification as an air traffic controller, pilot, or communications/electronics technician. They require students to study hard for two weeks and take examinations.



Eastern Region's first ACE academy chose 20 innercity students, based on academic achievement and aviation interest.

1991 statistics

In 1991 there were 17 ACE academies held throughout

the country. Total student enrollment was 446.

Programs challenged FAA volunteers as well as students. Representatives from air traffic, flight standards, and other parts of the agency volunteered to help aviation education officers teach aviation.

Success stories

Alaskan Region. Two ACE academies with 19 students took place in Fairbanks—for seventh and eighth graders—and Anchorage—for sixth-grade students.

Field trips were to airport terminals, FAA facilities, airport fire stations, weather observatories, aerial photography offices, and military stations.

Students tried out a flight simulator and constructed their own Delta Dart airplanes. Several became interested in joining the Civil Air Patrol.

Central Region. The intense two-week ACE II academy at Kansas State University hosted 25 students, the majority from rural districts. Its aviation ground school course prepared students for the FAA private pilot's written examination. It covered navigation, radio facilities, procedures and theory of flight, airplane components, airport operations, and weather.

Students also visited FAA and military facilities and held study sessions at night.

Eastern Region. At regional headquarters, 20 inner-city students, aged 12 to 14, who were chosen for their academic achievement and interest in aviation, attended the region's first-ever ACE academy.

The program included field trips to Kennedy Tower, Pan American's maintenance hangar, LaGuardia Airport, and a special tour of the Intrepid Air Museum.

Great Lakes Region. ACE academies took place at Selfridge Air National Guard Base and the Minneapolis Air Route Traffic Control Center.

The programs gave 41 high school students an introduction to aviation careers, computer simulated flight, electronics, avionics, and sail planes. Students took orientation flights and went on field trips to aviation facilities including Minneapolis-St. Paul tower, Princeton Automated Flight Service Station, Farmington Air Route Traffic Control Center, and Pontiac Airport air traffic control.

Headquarters. FAA representatives presented 20 high school students with an overview of aviation and FAA careers.

Highlights of the week included a tour of Hangar 6, a visit to Andrews Air Force Base control tower, a trip to

the Smithsonian's National Air and Space Museum, and a tour of Leesburg Air Route Traffic Control Center.

Each student also had several opportunities to fly the Microflight Simulator.

New England Region. Held in conjunction with the Rhode Island Department of Aeronautics at Quonset Point, the program attracted 25 young people aged 13 to 15.

Highlights were a behind-the-scenes tour of T. F. Green State Airport, a visit to a control tower, and a tour of an airway facility. Sail plane instruction, a radio control model airplane show, and a briefing and flight demonstration by the Blue Angels were also part of the agenda.

Northwest Mountain Region. Sixty-five high schoolers attended the academy at the Museum of Flight in Seattle. Students toured an international airport, an en route center, and the Boeing plant. They also saw an Alaska Airlines hangar and a restoration facility.

A corporate pilot and the Navy's Blue Angels gave presentations.

Southern Region. In two sessions at the Embry-Riddle Aeronautical University, 72 students selected from the 200 who applied learned the fundamentals of aviation and career choices available in the field. These high school juniors and seniors received instruction in flight theory, aircraft design, aviation maintenance, meteorology,



The Alaskan Region conducted two ACE academies this year.

Alaskan photos by Mary Lou Wojcik.

aviation history, and aviation management.

The students also received flight instruction.

Southwest Region. The region's five academies included 140 students. Academies were at Oklahoma State University, Northeast Louisiana University, and



Students from the Southwest Region's ACE program visit the Aeronautical Center and learn about flight simulation.

three at the University of New Mexico. Four of the sessions were tuition-free.

Students learned about aviation careers, the history of flight,

navigation, meteorology, flight simulators, computers, flight planning, and model airplane and rocket building. Trips were to control towers, en route centers, the Aeronautical Center, airline offices, fixed-base operators, and agricultural operators.

Students took introductory plane and balloon rides.

Western-Pacific Region. For two weeks at El Toro Marine Base the region, with lots of help from volunteers, hosted an ACE II program for 39 students aged 14 to 18. The students represented a cross section of America.

They took an air traffic control course modeled after that of the FAA Academy—a curriculum the region developed especially for this year's program—and aviation ground school.

Tours were given of a TRACON, airport fire station, tower, and air museum. Students also took an introductory flight. ■



These students at a Southwest Region ACE program learned about the importance of aviation and its effect on the national transportation system.

Loan *continued from page 1*

historically black college.

At Langston, which is northeast of Oklahoma City, Thomas is

said H. C. McClure, Aeronautical Center director.

"We are pleased to be able to loan Mr. Thomas to Langston where he will play a key role in their efforts to improve their engineering and electronics department," stated Dr. Robert Bartanowicz, superintendent of the FAA Academy. The loan will increase awareness of the kinds of jobs at the FAA, and "it will also present a positive image" of the agency, he said.

Thomas has a bachelor's degree in electronic engineering technology from Weber

teaching first-year basic electronics and third-year electronics communications as well as updating the school's electronics curriculum.

"It feels great to work with the students and see them learn," he said.

Thomas is also involved in helping the university build an effective, up-to-date laboratory where students can get hands-on experience.

He aims to upgrade the electronics technology program and curriculum at the school, which will improve students' competitive positions in the job market after graduation. He also will be serving as a role model for black students at the university.

The assignment came about when Ernest Holloway, president of Langston, asked for help in modernizing laboratories and providing information and guidance to the school's predominantly minority students on FAA career opportunities.

The assignment affirms "FAA's commitment to affirmative action by developing a pool of highly qualified women and minority applicants."

teaching first-year basic electronics and third-year electronics communications as well as updating the school's electronics curriculum.



Prather Thomas, left, is with Langston University President Dr. Ernest Holloway. The agency is helping to upgrade the school's electronics program.

State College and has studied at Oklahoma City Community College and Rose State College. Before coming to the academy in November 1985 he was an electronics technician in Wyoming, maintaining navigation and communications systems.

He has coauthored material used in FAA Academy courses and has completed FAA training courses in management, electronics, computers, and systems. ■

FAA World

November 1991

Secretary of Transportation
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FAA Administrator
James B. Busey

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Holly Baker—Technical Center
Elly Brekke—Western-Pacific Region

People

Aeronautical Center

Judy A. Holcomb, unit supervisor, Navigation, Communication, Environmental Section, Airway Facilities Branch, FAA Academy, promotion made permanent ...
Ronnie D. Maynard, manager, Supply Management Branch, FAA Logistics Center ...
Judith E. Popham, manager, Operations & Control Branch, Budgets Div., promotion made permanent ...
Keneith E. Shepard, unit supervisor, Aircraft Maintenance Section, Aircraft & Avionics Maintenance Branch, Aircraft Maintenance & Engineering Div., promotion made permanent.

Alaskan Region

Robert Earl Arnold, Nome FSS, from Kenai AFSS ...
Larry E. Dalrymple, manager, Fairbanks Flight Standards District Office, promotion made permanent ...
David C. Garcia, maintenance mechanic foreman, North Alaska AFS, Fairbank; promotion made permanent ...
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John L. Turner, area manager, Anchorage ARTCC, from Boston ARTCC.

Central Region

John R. Fry, unit supervisor, St. Louis, MO, AFS ...
John P. Nimmo, manager, Omaha AFSSO, Grand Island, NE, AFS, from Scottsbluff, NE ...
Charles J. Richardson, area manager, Olathe, KS, ARTCC, from Kansas City ATCT ...
Terry L. Vandyne, asst. manager for training, Olathe, KS, ARTCC ...
Utah Watkins, asst. manager-operation, Olathe, KS, ARTCC ...
Eleanor J. Williams, traffic management unit supervisor, Olathe, KS, ARTCC ...
Frank E. Wonka, asst. manager for training, Wichita, KS, AFSS.

Eastern Region

James J. Aldridge, area supervisor, Buffalo AFSS, promotion made permanent ...
Kevin P. Browne, area supervisor, Buffalo AFSS, promotion made permanent ...
Andrew G. Coster, unit supervisor, Pittsburgh FSDO, promotion made permanent ...
Frederick I. Dupin, unit supervisor,

Washington Civil Aviation Security Force, Civil Aviation Security Div., promotion made permanent ...
Dominick V. Eremita, unit supervisor, Enroute Sub Branch, Establishment Engineering Branch, Airway Facilities Div., promotion made permanent ...
Michael Gordon, section supervisor, Enroute Sub Branch, Establishment Engineering Branch, Airway Facilities Div., promotion made permanent ...
Robert L. Laser, asst. manager, airspace & procedures, Washington National ATCT, promotion made permanent ...
Hugh C. McGinley, manager, Human Resource Management Div. ...
John P. Osmond, area supervisor, Buffalo, NY, AFSS, promotion made permanent ...
Veronica Pacillo, area supervisor, Buffalo AFSS, promotion made permanent ...
Mira Rosen, section supervisor, Safety Analysis & Management Branch, Flight Standards Div., promotion made permanent ...
Albert A. Smulik, asst. manager, plans & procedures, Greater Pittsburg ATCT ...
Michael T. Tarantelli, manager, Plattsburg, NY, AFSSO, Empire AFS, promotion made permanent.

Great Lakes Region

Wanda L. Adelman, manager, Aurora, IL, ATCT, from Bismark, ND, ATCT ...
Mark S. Bernard, area supervisor, Toledo, OH, ATCT, from FAA Academy ...
Gary F. Blaha, area supervisor, Cleveland Hopkins ATCT ...
George E. Bloomingbird, manager, Milwaukee, WI, AFSSO, Wisconsin AFS, from Aurora AFS ...
Randall S. Bohn, area supervisor, Huron, SD, AFS, promotion made permanent ...
Richard F. Brandtger, unit supervisor, Rapid City, SD, FSDO ...
Cathleen R. Bruner, area manager, Chicago ARTCC, from Indianapolis ARTCC ...
Robin C. Burke, security specialist, Chicago CASFO, Schiller Park, promotion made permanent ...
Sylvia N. Corcoran, area supervisor, Pontiac, MI, ATCT ...
Robert B. Devriend, area supervisor, Milwaukee General Mitchell Field ATCT, from Timmerman ATCT ...
Gary F. Fay, area manager, Chicago ARTCC, Aurora, from Albuquerque ATCT ...
Wilbur A. Freeman, unit supervisor, Kalamazoo AFSSO, Indiana AFS, promotion made permanent ...
Jeanne P. Gieling, area supervisor, Green Bay, WI, AFSS, promotion made permanent ...
Jeffrey

L. Griffith, manager, Chicago O'Hare ATCT, from Minneapolis Wold Chamberlain ATCT ...
Gerald L. Johnson, unit supervisor, Des Plaines, IL, Installation Section, Establishment Engineering Branch, Airway Facilities Div., from Oberlin, OH ...
Suzanne E. Leech, manager, Dakota AFS, Bismark, from Chicago AFS ...
Stanley Levine, asst. manager, traffic management, Cleveland ARTCC ...
Richard E. O'Connor, asst. manager for program support, Aurora, IL, AFS, from New England regional headquarters ...
Todd W. Pearson, manager, Resource Management & Evaluation Branch, Flight Standards Div. ...
Walker L. Smith, asst. manager for training, Detroit Metro ATCT ...
William L. Smith, unit supervisor, Springfield, IL, AFS, from Peoria County ...
Jimmie H. Ware, asst. manager, quality assurance, Detroit Metro ATCT, from Akron-Canton ATCT ...
Charles C. Whitaker, asst. manager, plans & programs, Indianapolis ARTCC.

New England Region

Robert P. Labrie, asst. manager, traffic management, Boston ARTCC, Nashua, NH, promotion made permanent ...
Arthur E. Lustenberger, area supervisor, Bradley ATCT, Windsor Locks, CT, from Westfield, MA, ATCT ...
Joseph F. Maaser, supervisor, System Effectiveness Section, Facility Operations Branch, Air Traffic Div. ...
Fosco D. Picchi, area supervisor, Portland, ME, ATCT, promotion made permanent ...
Richard E. Roberts, unit supervisor, Nashua, NH, AFS ...
Harry A. West, area supervisor, Cape TRACON, Otis AFB, Falmouth, MA, promotion made permanent.

Northwest Mountain Region

Henry E. Bertuleit, unit supervisor, Operations Program Section, Program & Planning Branch, Airway Facilities Div., from Stockton, CA, AFSSO ...
Clifford B. Brown, unit supervisor, Portland, OR, AFS ...
Jerry A. Delaney, manufacturing inspector, Seattle MIDO, promotion made permanent ...
Jane K. Inaba, staff officer, Office of Public Affairs ...
James D. Johnson, area supervi-

sor, Great Falls, MT, ATCT ... **Forrest L. Keller**, section supervisor, Seattle Aircraft Certification Office, promotion made permanent ... **Cheryl J. Krieger**, area supervisor, Denver AFSS, promotion made permanent ... **Jimmy J. Masten**, area supervisor, Denver, ATCT, promotion made permanent ... **James R. Vanderpool**, section supervisor, Internal Security Branch, Civil Aviation Security Div., promotion made permanent.

Southern Region

Lyndon M. Bertke, asst. manager, plans & procedures, Jacksonville, FL, ATCT ... **Harry N. Boyd**, area supervisor, Montgomery, AL, ATCT, from Atlanta Hartsfield ATCT ... **James E. Brogren**, foreman, Tampa, FL, AFS, Melbourne, from Miami (Hub) AFS ... **Frank Capello**, section supervisor, Miami CASFO ... **Jennings L. Carter**, area supervisor, Atlanta Hartsfield ATCT, promotion made permanent ... **Mark D. Cotter**, area supervisor, Memphis, TN, ARTCC, promotion made permanent ... **Joseph W. Dunville**, supervisor, NavAids/Communications Section, Systems Maintenance Engineering Branch, Airway Facilities Div., promotion made permanent ... **Isaac O. Grant**, asst. manager, plans & programs, St. Petersburg, FL, AFSS ... **Peter Gullo**, asst. manager, Miami International ATCT, from regional headquarters ... **Robert L. Hughes**, manager, Albany, GA, ATCT, from Raleigh, NC, ATCT ... **Bradley R. Jacobson**, area supervisor, Montgomery, AL, ATCT, from Pensacola ATCT ... **Steven F. Kern**, area supervisor, Greer, SC, ATCT, promotion made permanent ... **Maria G. Lohlein**, asst. manager for training, Miami AIFSS, promotion made permanent ... **Randal D. Mayfield**, manager, Tampa AFSS, Tampa AFS, promotion made permanent ... **John R. McDonald**, area supervisor, Memphis ARTCC, promotion made permanent ... **Richard K. Peterson**, manager, Cross City, FL, AFSS, Jacksonville (Hub) AFS, promotion made permanent ... **Mitchell W. Ross**, area supervisor, Charlotte, NC, ATCT, promotion made permanent ... **James D.**

Slate, asst. manager, plans & procedures, Raleigh, NC, ATCT, promotion made permanent ... **Tommie J. Withers**, unit supervisor, Jacksonville ARTCC AFS, promotion made permanent.

Southwest Region

Martilla S. Alford, supervisor, Investigations Section-Enhanced, Investigations & Internal Security Branch, Civil Aviation Security Div., promotion made permanent ... **Michael C. Baldrige**, manager, Lubbock, TX, ATCT, from regional headquarters ... **Robert A. Barnett**, area supervisor, Love Field ATCT, Dallas, from Dallas/Ft. Worth ATCT ... **Linda J. Bishop**, manager, Budget & Planning Branch, Resource Management Div., from Aeronautical Center ... **James W. Courtade**, manager, Stinson ATCT, San Antonio, TX, promotion made permanent ... **Kenneth F. Davis**, unit supervisor, Program Support Staff, Airway Facilities Div. ... **Carlos D. De La Torre**, security officer, Dallas/Ft. Worth CASFO, Euless, from Houston CASFO ... **Ronald D. Flatt**, asst. manager, programs, Albuquerque, NM, ATCT, promotion made permanent ... **James W. Fry**, asst. manager for technical support, Houston ARTCC AFS, from regional headquarters ... **David B. Johnson**, asst. manager, Houston ARTCC, from regional headquarters ... **James E. Karanian**, area supervisor, Ft. Worth ARTCC ... **Daniel I. Kerr**, asst. manager, plans & programs, Albuquerque ARTCC, from Washington Headquarters ... **Donald D. King**, unit supervisor, Oklahoma City (Bethany) AFS ... **Gene M. Kirkendall**, team supervisor, Dallas FSDO, from Washington Headquarters ... **Roger C. Luck**, area supervisor, Tulsa, OK, ATCT, from San Antonio, TX, ATCT ... **William L. Miller**, unit supervisor, El Paso AFS, promotion made permanent ... **Ronald Nelson**, asst. manager, Flight Standards Div., from Baton Rouge, LA, FSDO ... **Joseph D. Schnieders**, area supervisor, Houston, Intercontinental ATCT, promotion made permanent ... **Grandville W. Sprayberry**, asst. manager for program support, Dallas/Ft. Worth AFS, from Oklahoma City (Bethany) AFS ... **Darryl F. Wall**, area supervisor, Ft. Worth ARTCC ... **Thomas C. Williams**, area supervisor, Abilene RAPCON, from Albuquerque, NM, ATCT.

Technical Center

Hector Dalutolo, technical program manager, Airport Technology Branch, Airports Div. ... **Jennelle L. Derrickson**, technical program manager, Systems Development Div., promotion made permanent ... **Michael J. Greco**, technical program manager, Weather & RMMS Branch, Communication/Navigation/Surveillance Div., promotion made permanent ... **Paul H. Jones**, technical program manager, Airport Technology Branch, Airports Div. ... **Kathy M. Richards**, technical program manager, ATC Technology Branch, concepts Analysis Div. ... **Sherry A. Taylor**, technical program manager, Advanced Automation System Branch, Automation Div. ... **Vivian G. Thomas**, supervisor, Materiel Management Section, Materiel Branch, Logistics Div.

Washington Headquarters

Roger M. Baker, manager, Safety Program Branch, Flight Standards Service, promotion made permanent ... **Brenda L. Brooks**, branch manager, Resource Management Staff, Office of the Associate Administrator for NAS Development ... **Wendie F. Chapman**, technical program manager, Facilities Engineering Program, Maintenance Engineering Div., Systems Maintenance Service, from Southwest Regional Headquarters ... **Carl E. Fullner**, area supervisor, Administration Branch, Air Traffic Control System Command Center, Office of Air Traffic System Management, from FAA Academy ... **Charles H. Hall**, manager, Air Traffic Control System Command Center, Office of Air Traffic System Management ... **David L. Knudson**, branch manager, Brussels, Belgium, CASIFO, Manama, Bahrain, Office of Civil Aviation Security Operations, from London ... **Brian Poole**, group supervisor, Recommendation & Quality Assurance Div., Office of International Aviation ... **John E. Powell**, supervisor, air traffic control specialist, Administration Branch, Air Traffic Control System Command Center, Office of Air Traffic System Management ... **Richard L. Riegler**, asst. air traffic manager-operations, Operations Branch, Air Traffic Control System Command Center, Office of Air

Traffic System Management, from Miami ARTCC ... **Phillip A. Shelstad**, manager, Facility Power Systems Program Branch, Facility Integration Div., NAS Transition & Implementation Service.

Western-Pacific Region

Sherrod V. Anderson, facility manager, Aviation Medical Div. ... **Gerald B. Brown**, manager, Mesa, AZ, AFSSO (Nav/Comm), Mesa AFS, from Phoenix AFS ... **Joseph J. Budro**, manager, Van Nuys, CA, FSDO, from regional headquarters ... **Joseph C. Foster**, manager, Los Angeles TRACON, from Washington Headquarters ... **Rory M. Geil**, supervisor, Environmental Engineering Section, Systems Maintenance Engineering Branch, Airway Facilities Div. ... **Randall S. Genest**, area supervisor, Torrance, CA, ATCT, from Los Angeles ATCT ... **Sheryl A. Hammans**, unit supervisor, Long Beach, CA, FSDO, from regional headquarters ... **Timothy J. Koob**, area supervisor, McClellan-Palomar ATCT, Carlsbad, CA, from Miramar TRACON ... **Leo P. Leonelli**, manager, Aviation Medical Div. ... **John L. Manuszak**, area supervisor, Fresno, CA, ATCT/TRACON ... **Joe E. Shugart**, area supervisor, Bakersfield, CA, ATCT/TRACON, promotion made permanent ... **Timothy J. Surdam**, area supervisor, Oakland, CA, AFSS ... **Richard T. Varner**, unit supervisor, Las Vegas, NV, AFSSO (Nav/Comm), Phoenix, AZ, AFS, from Mesa AFSSO ... **Charles E. Weinum**, area manager, Oakland, CA, TRACON, from Alaskan Regional Headquarters.

Retirees

Aeronautical Center

Edward J. Petkevis
Paul G. Reeves

Alaskan Region

Albert J. Crook
Richard R. Rowinski
Carroll J. Tamplin

Central Region

James L. Doyle
Walter D. Kauffman
John C. Lovelace
David L. Whitehead

Eastern Region

Webster S. Ambush
Michael A. R. Franco
Lawrence Grondziak, Jr.
Robert D. Mitchell
Robert C. Seamans

Great Lakes Region

Allan R. Martin
Darlene I. Pfahning
Rodney J. Prinsen
Philip V. Reynard
Russell D. Rothe
Nancy E. Walters

New England Region

Eleanor A. Fucarile
Peter Lehoullier
John J. Maher
David W. Scott

Northwest Mountain Region

Raymond E. Sanders

Southern Region

Danny Ray Beech
Jacquelyn W. Callaway
Clarence J. Earley
George I. Hicks
James G. Jackson
Theodore L. Lee
Donald N. Mann

Raymond Mitchell
Victor M. Morales
Douglas C. Mott
James F. Norris, Jr.
Richard A. Notestine
Marc A. Turkaly
Dale Upshaw
Louis K. Varanese
Cleot T. Wishon
William B. Yarbrough

Southwest Region

Mark S. Dote
Leroy J. Kahlich
Claudia D. Long
Curtis D. Morris
Charles C. Williamson

Technical Center

John J. Dragovits

Washington Headquarters

Robert Bates
John H. Carnesecca
Helene V. Caton
Charles B. Fortner
Marvin C. Goff

Western-Pacific Region

Joseph A. Barnes
Donald S. Judd
Robert C. Phelps



FAA facilities throughout the country routinely sponsor events to illustrate the nation's cultural diversity. Recently, the Aeronautical Center in Oklahoma City held this exhibition of Native American dances.

Airway Facilities Awards *continued from page 8*

Employee Involvement for Excellence Award

Bargaining:

Joseph Beauchea
Southern Region

Non-bargaining:

Charles Jumpeter
Eastern Region

EEO for Excellence Award

John Gonsales
Northwest Mountain Region

Mentoring Award

Betty Jones
Washington Headquarters

Maintenance Operations Technical Employee

Victor Pestana
Western-Pacific Region

Facilities and Equipment Technical Employee

Jerry Nieto
Western-Pacific Region

Team Excellence Award



Vancouver Field Maintenance Party Crew 1:

Kenny Anderson

Kip Rice

Willie Eigner

Northwest Mountain Region

Community and Volunteer Service Award

Julio Santana-Castro
Southern Region

Outstanding Contribution to the AAF Mission

Samuel McKoy
Southern Region



Associate Administrator Aquilano received a special award from the AF organization. Wife Isabella attended the event. Sharon Fletcher is at the podium.



Glen Miller, Southwest Region, was a recipient of the "Gold Key" award. Ed Kelly and Arnold Aquilano congratulate him.

U.S. Department
of Transportation

**Federal Aviation
Administration**

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

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