



U.S. Department of Transportation
Federal Aviation Administration

FAA World

April 1992

Boost for Training

Stafford Building Up and Running

The atrium of the General Thomas P. Stafford Building comfortably held a big crowd of people on Wednesday, March 11—a reported 300 or so. That date was marked by a gala ceremony to dedicate the agency's new 211,000- square-foot training facility.

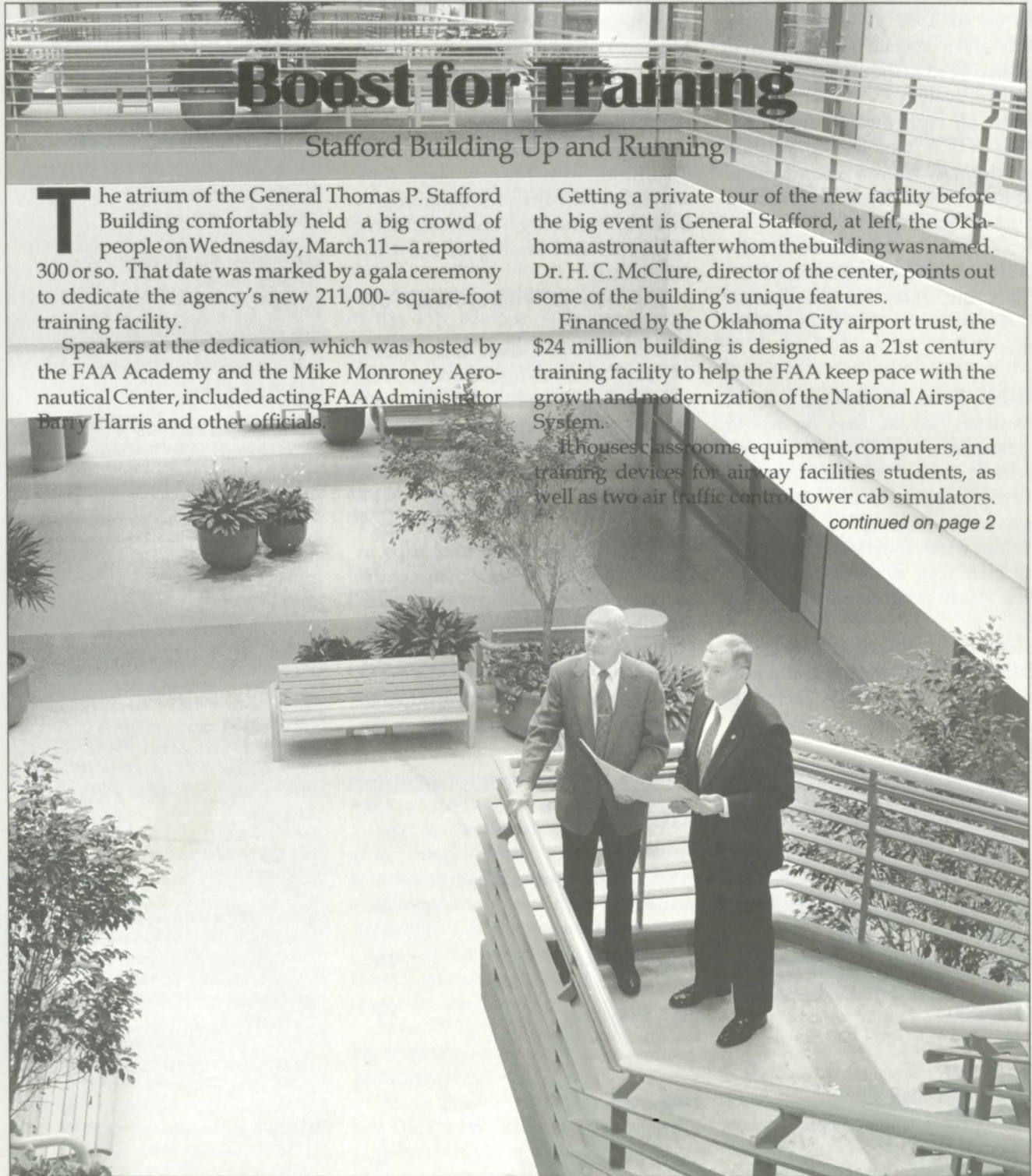
Speakers at the dedication, which was hosted by the FAA Academy and the Mike Monroney Aeronautical Center, included acting FAA Administrator Barry Harris and other officials.

Getting a private tour of the new facility before the big event is General Stafford, at left, the Oklahoma astronaut after whom the building was named. Dr. H. C. McClure, director of the center, points out some of the building's unique features.

Financed by the Oklahoma City airport trust, the \$24 million building is designed as a 21st century training facility to help the FAA keep pace with the growth and modernization of the National Airspace System.

It houses classrooms, equipment, computers, and training devices for airway facilities students, as well as two air traffic control tower cab simulators.

continued on page 2



F Y I or our nformation . . .

The **Air Traffic Control Association** (ATCA) is calling for nominations for its 1992 awards program, which gives special recognition to those involved in the national air traffic control system.

There are eight award categories. Any ATCA member or aviation supporter may submit recommendations for nominations to the Awards Committee before July 1.

For further information, the association's number is (703) 522-5717.

Also, the dates for the annual ATCA convention this year are November 1-5.

Retiree **Felix Hierbaum**, now of Melbourne, Florida, says he would like to see *FAA World* include "a small retirement corner," with information about the "people who dedicated their lives to foster aviation."

He also writes that he is glad to read about how well some of his former colleagues are progressing in their careers.

Hierbaum worked at Cleveland Flight Service, Pittsburgh en route, and for many years at the FAA Technical Center in Atlantic City as a project and program manager.

Women pilots, the time is short to enter the **16th annual Air Race Classic** to be held June 26-29. Entries must be postmarked by April 16.

The route for this all-female air race is 2,615.65 miles—from Thermal airport near Palm Springs, California, through Holbrook, Arizona, Tucumcari, New Mexico, Hays, Kansas, Kirksville, Missouri, Bloomington, Indiana, Dyersburg, Tennessee, Mena, Arkansas, and ending in Elk City, Oklahoma.

The classic grew out of the old Powder Puff Derby.

Call Air Race Classic, Ltd., at (512) 289-1101 for more information. Next year, the not-for-profit event will originate in Corpus Christi, Texas, and end in North Kingstown, Rhode Island. *

Stafford

from page 1

Stafford, who made four trips in space including the first voyage to the moon on a site mapping mission, commanded the Apollo-Soyuz test project. He has flown more than 120 different types of aircraft. The designer of the B-2 bomber, he also headed a group that started design and engineering on the stealth fighter. *

Contents

Boost for Training Stafford Building up and running	Cover	Looking for a Financial Boost? Scholarships, loans	8
All Inclusive DOT chief, black astronaut give perspectives	3	Nominations Airway Facilities awards	10
Swearing In Andrew Card 11th DOT Secretary	3	FAA Funding Reauthorization legislation	11
'Idita' Tower Controllers work the Iditarod sled dog race	6	Departments	
Teamwork FAA/NATCA negotiations TQM conference	8	FYI	2
		Off Duty . . .	4
		People	12



U.S. Department
of Transportation

**Federal Aviation
Administration**

FAA World

April 1992 Vol. 22, No. 4

Secretary of Transportation
Andrew Card

FAA Administrator
Barry L. Harris, acting

**Assistant Administrator—
Public Affairs**
Hugh O'Neill

**Manager—Public & Employee
Communications Division**
Paul Steucke, Sr.

**Manager—Employee
Communications Branch**
Pat Cariseo

Editor
Pat Tomasetti
(202) 267-3448 or FTS 267-3448

Art Director
Michael A. Malden

FAA WORLD is prepared by the
Employee Communications Branch
(APA-340) of the Office of Public and
Employee Communications Division,
Office of Public Affairs, FAA,
800 Independence Avenue SW,
Washington, DC 20591.

Articles and photos for FAA WORLD
can be submitted directly to APA-340
or to regional FAA public affairs
officers:

- John Clabes—Aeronautical Center
- Joette Storm—Alaskan Region
- Sandra Campbell—Central Region
- Bob Fulton—Eastern Region
- Morton Edelstein—Great Lakes
Region
- Mike Ciccarelli—New England Region
- Jane K. Inaba—Northwest Mountain
Region
- Kathleen Bergen—Southern Region
- Roger Myers—Southwest Region
- Holly Baker—Technical Center
- Elly Brekke—Western-Pacific Region



Frederick Gregory

'All Inclusive'

DOT Chief, Black Astronaut Give Perspectives

It's an exclusive place to work, but it's an inclusive department" was how new Secretary of

Transportation Andrew Card described the DOT in his first address to a large group of departmental employees.

That occurred at DOT's February 27 Black History Month event featuring a talk by black astronaut Frederick Gregory.

Card pledged to "continue the work of our predecessors—in making sure that DOT remains a leader in creating a work environment which is 'all inclusive.'

"If government is to be truly representative of the people," Card said, "then it must reflect the cultural and racial makeup of the nation as a whole." He is committed to doing all he can to make sure that it does, especially in all DOT programs, he said.

To an audience that included students from a predominately black Washington, DC, junior high, Colonel

Gregory related that he is one of only two African American pilots in our astronaut program. Pledging to continue in his job as long as possible, Gregory encourages black pilots to stay in the Air Force, work as test pilots, and apply to become astronauts. He vowed to do all he can to replace himself with another African American.

A native Washingtonian, Gregory graduated from the U.S. Air Force Academy in 1964 and received his master's in information systems in 1977 from George Washington University. As the only African American in his graduating class of close to 500 students at the academy, he thought he was a pioneer of blacks working in aviation.

Now that he knows more history—about the Tuskegee Airmen, for example—he realizes he is actually in the "transition phase."

"I don't like the way it is right now, but I like the way it is right now compared to how it was," he said.

Selected for the National Aeronautics and Space Administration's astronaut program in 1978, Gregory is a veteran of three space missions—Chal-

enger pilot in 1985, *Discovery* commander in 1989, and most recently *Atlantis* commander in 1991.

The commander really is in charge, Gregory said—responsible for the orbiter, the people, and the final report writing, "the hardest part," he joked.

And yes, the space suit is very uncomfortable, he said. It is heavy, weighing about 75 pounds or so and hot.

The 1985 mission was the first and only one to carry live animals.

In talking about the top-secret *Discovery* mission, which orbited earth 79 times, he said among other things it studied the effects that being in space has on the body. First the body loses about a gallon of liquid, muscles atrophy, eyes change, and legs become useless. The *Atlantis*, which was launched last November 24, made 110 orbits of earth. Now as soon as the astronauts come off the orbiter, they are studied medically.

"My first choice of an occupation when I was growing up was to teach history," Gregory told his audience, so "what I'm doing now is a fallback."

But this is history I am participating in, he relates. "I go to space to learn, and I do each time." *

Oath of Office

At a March 11 ceremony attended by President Bush, Andrew H. Card, Jr., was sworn in as the 11th Secretary of the Department of Transportation. Administering the oath of office at the National Air and Space Museum was Supreme Court Justice Clarence Thomas.

A native of Brockton, Massachusetts, Card is married to the former Kathleen Bryan, and they have three children.

Prior to accepting the DOT appointment, Card served at the White House as assistant to the President and Deputy Chief of Staff. Previously, he was on the

presidential transition team and a senior advisor to the Bush/Quayle '88 campaign.

From April to August 1988, Card served in the Reagan White House as deputy assistant to the President and director of the Intergovernmental Affairs Office. In September 1983, he was appointed special assistant to the President for Intergovernmental Affairs and worked primarily with the nation's governors.

From 1975 until 1983, Card was a member of the Massachusetts House of Representatives.

Before government service, Card was vice president of CMIS Corp., a computer software company, and from 1971 to 1975 he was a design engineer.



Andrew Card's swearing in.

Card received his bachelor's degree in engineering from the University of South Carolina and attended the U.S. Merchant Marine Academy and John F. Kennedy School of Government at Harvard University. *

By Mark J. Kelliher

Mark Kelliher is National Airspace System operations manager at the Anchorage Air Route Traffic Control Center.

Off Duty . . . and in Person

Remembering the Coup

It was nearly midnight on August 19, and the temperature in the customs room at Khabarovsk airport was about 95 degrees. There was no air conditioning. We—my wife Hannelore and myself—were on our way to vacation with the family of Nickoli Rikov, who was then Aeroflot's chief engineer for the Anadyr District of the Soviet Union.

Rikov had stayed with my family while he was in Alaska in April 1990, and later I stayed with his family when the FAA sent me to Russia. Now we were on our way to a planned vacation together touring Moscow, Lithuania, and Azerbaijan.

On our way

After a two-hour delay at the Anchorage airport, a flight of six hours, and two more hours clearing customs,

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



Mark Kelliher in Magadan, May 1990.

we were on the verge of passing out from the heat. When we found out there would be a six-hour wait before the next flight to Moscow, Hannelore and I went to replenish our body fluids. There we met Andy, a 17-year-old Russian youth, who spoke English. While relaxing, I practiced my Russian, and he tried out his English.

Word of a coup

At about 2 a.m., a young man in shorts and a tee shirt, wearing a baseball cap backwards, walked in. He introduced himself as "Jon."

"I just got back from Japan," Jon said. "There has been a coup, and Gorbachev has been arrested."

Suddenly I was no longer tired, and my mind went into high gear. After questioning Jon, who said he worked for the Swedish Embassy in Moscow, I began to doubt his credibility. His Russian was flawless, his actions too nonchalant for his story to be real, I decided. I wanted to check out this unbelievable information.

Second thoughts

Andy and I walked around the domestic terminal, talking with the Soviet citizens and soldiers who were waiting for planes. They knew nothing about the tale. "I should quit this," I thought. "They may think I am encouraging a coup."

Comparing notes, Andy and I agreed that Jon should not be trusted. We avoided him for the rest of our wait in Khabarovsk. After a 4 a.m. takeoff on August 20, we made a brief two-hour refueling stop in Abakan. There I watched the news on TV

and was relieved to see nothing about a coup. No one in the terminal looked troubled, including those in military uniforms, so I felt more jovial on our departure for Moscow.

Revolution

Twelve hours after leaving Khabarovsk and 26 hours from the start of our trip, we stepped off the plane into the revolution. Adrenalin was in the air at the domestic airport serving Moscow; people everywhere were frightened and scurrying around. The soldiers had loaded Kalashnikovs, and they weren't smiling!

Back into high gear went my tired mind when there was no sign of Nickoli or his family. "Wait," I thought. "It's August 20, not the 21st as my Aeroflot itinerary says it should be. The Rikovs won't be meeting us until tomorrow."

The Intourist Office at the airport was shocked to see us a day early. We had no Moscow address or phone number for Nickoli, so Intourist made reservations for us at Hotel Metropol.

'We passed a bridge guarded by four T-72 tanks before we got to our hotel at the edge of Red Square.'

For \$26, they rented a car and driver to get us there because of the danger. The car, an older Lada, was soon zooming past groups of tanks.

'Secret' cargo

As we careened past military equipment, the driver said in Russian, "I will show you the biggest secret in Moscow. See that meat truck? Look inside as we go by."

Many of these white 2-1/2-ton refrigerator trucks were going into and coming out of the city. As we drove by one with its back door open about a foot, I could see that it was loaded with soldiers. The driver, who was shaking so badly I thought he might be sick, said for two days the trucks had transported soldiers into Moscow.

We passed a bridge guarded by four T-72 tanks before we got to our hotel at the edge of Red Square. We couldn't drive up to it because the square had what looked like 1,000 tanks guarding it and about 100,000 people around the tanks. The single road open to traffic was only two lanes,

which out of necessity and fear was being used as if it were four-lanes.

Nightmare drive

Our driver drove up the sidewalk with the car next to us only inches away. Traffic was stop-and-go, and as we started up a small hill, the clutch failed in the truck ahead of us. Back it came, to stop within only inches from crushing the small Lada.

In the midst of all this stress, our clutch failed, but the Lada had a tough transmission. The driver would stop, put the car in neutral, and when there was three feet between us and the truck ahead, would race the engine and jam the car into gear. We would then leap forward, until he stopped the car under the truck and killed the engine.

After about 20 minutes of this jolting progress, we came to a military roadblock where soldiers were searching cars. For some reason they just waved us through.

Then we went downhill and could see Red Square. On the left was the Metropol, on the right the Bolshoi Theater, and straight ahead

another roadblock. We needed to go left, but the way was cut off, so we drove past the hotel and stopped at the roadblock. After explaining about the bad clutch and our need to get to the Metropol, we were waved around. The driver's relief was contagious.

Embassy visit

Once in our \$309-a-day room—the cheapest—we called our embassy. We were told to get there immediately. Located on the opposite side of Red Square,

the whole area around the embassy was closed to the public, except for the 100,000 or so people standing around the tanks.

We were, however, able to take the subway, walk from the metro through the barricades of people protecting Boris Yeltsin, and reach the embassy. There officials told us to leave Russia immediately. Staying was too dangerous, they said; things could get bloody any minute.

After leaving the embassy, we noticed that on every corner, groups of about 100 were gathered around speakers, and these crowds were getting more excited. Back at the hotel we were again warned of the danger of staying. We could find no way to get in touch with the Rikovs; even the road to the next day's meeting place had been closed, we were told.

Return home

Seeing no alternative, we used our credit cards to buy costly tickets on the next plane out, leaving at 9:30 a.m. on the 21st.

The hotel had only a few guests, mostly from the news media. Its food was gone; only beer and wine could be bought. It had begun raining so hard that water was standing in the streets, as we discovered on a short walk. By then police and military troops had surrounded the hotel, and a sad-faced officer told us to stay inside. A curfew was in effect, he said.

Early the next morning we started for the airport. The driver tore through the small city streets and down a major highway on the outskirts of Moscow as we scrambled for our seatbelts. At the airport it took us 2-1/2 hours to check-in, and then we were gone—to the land of the free. *

Thanks go to Ivy Moore and the Alaskan Region Intercom, which first published this article.



The Rikovs, Bella, Junea, and Nickoli, at home in Shatorsky, far eastern Russia.

'Idita' Tower

Controllers Work Remote Operation for Safety

By Ray Ballantyne



Air traffic controllers John 'BJ' Little, left, and Don Hall at 'SKW ATCT.'

The Iditarod sled dog race from Anchorage to Nome is known as the "last great race." The 1,049-mile course takes mushers through some of the most hostile terrain on earth, often during winter blizzards, yet the international popularity of the race increases each year, with more and more people traveling to share in the excitement and activity along the trail. Most mandatory checkpoints along the course are accessible only by snow machines or aircraft, which creates high concentrations of air traffic over normally sleepy airstrips.

For safety's sake

To avoid midair collisions, runway incursions, and chaos in the airport traffic area, a forum of aviation user groups requested FAA's Alaskan Re-

gion assist in establishing a temporary airport traffic control tower at Skwentna.

Located 75 miles south of Mount McKinley, Skwentna has 114 residents scattered about the nearby hills. The population nearly triples during race time with sponsors, media personnel, and assorted tourists creat-

ing a Mardi gras-type atmosphere. To move the visitors in and out during the short Alaskan day, aircraft had to arrive and depart continually.

Setting up temporary control towers in remote locations is nothing new to the Alaskan Region. They have been operated in such remote areas as Beaver, Tanacross, Anvik, and McGrath to aid the fight against forest fires. During the 1989 Exxon Valdez oil spill, an advisory service was provided for the entire Prince William Sound from the Coast Guard cutter *Rush*, in addition to the temporary control tower at Valdez.

There was one big difference, however: A temporary facility had never before been operated at a remote site during the dead of an Alaskan winter.

Anchorage to Skwentna

Pulling the "lucky numbers" to staff the tower were Don Hall and John "BJ" Little, controllers from Anchorage tower. Both of these long-time Alaskans enjoy outdoor activities year round and are no strangers to cold weather.

The venturesome controllers covered the 65 miles to Skwentna by POS (personally owned snow machine) at 20 cents per mile, pulling a 200-pound sled filled with survival gear and radio equipment. Starting off in a blinding blizzard that dumped 20 inches of snow on the Anchorage area, the trail down the Susitna River was indistinguishable, and visibility was very low. In an attempt to ride over the drifts, the sled became imbedded in a nine-foot snow cliff, destroying its hitch and tongue.

After its emergency repair with rope, the sled worked fine up hills or on level ground. On the downgrades, however, it would try to pass the snow machine, which then had to increase its speed. The ride was wild for the remaining 30 miles.

At the Yentna River turn, a 1,500-pound moose and calf had positioned themselves in the middle of the trail. High snow prevented the snow mobiles from navigating off the trail, and the hardpack was too narrow for the controllers to turn around or pass. Hall and Little came to a forced stop,

hoping the moose would walk away, but the huge animals just glared and laid back their ears. After some patience and persuasion, the moose left the trail, and the controllers sped on. Arriving just before dark, the controllers settled into a cabin at John and Joyce Logan's Skwentna Roadhouse.

Pulling together

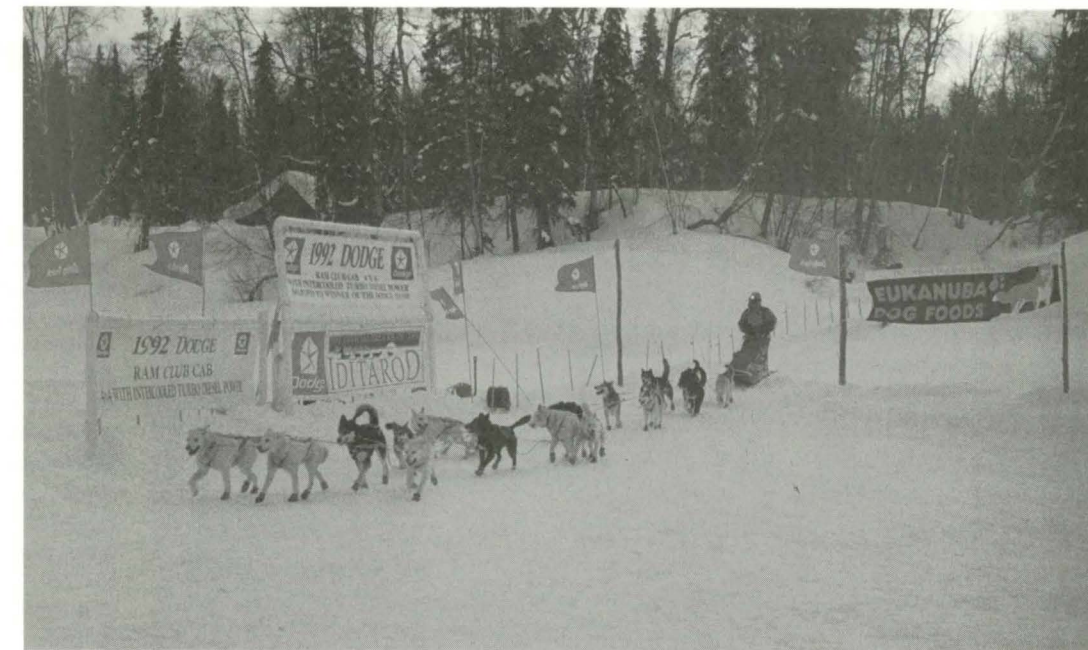
Lots of time and work go into setting up a temporary facility. Airspace and frequency notifications need to be made, radio gear and equipment assembled, and coordination accomplished among numerous government agencies. Henry Elias, regional Air Traffic Division manager, received excellent cooperation from both FAA and outside organizations. The entire aviation community pulled together to make it safe for the "Iditarod airforce."

For instance, the Regional Operations Center provided handheld radios and a portable generator; Flight Standards cosponsored the setup and helped with logistics; Airway Facilities provided a portable antenna and cellular telephone; the Airports Division expedited the paperwork and coordinated with state agencies; and local Air Traffic facilities provided portable transceivers and personnel.

The Alaskan National Guard agreed to transport a small building provided by the Alaska Sled Dog and Racing Association but were unable to make the airlift because of the heavy snowfall in Anchorage. Also, the Civil Air Patrol transported personnel and equipment in a ski-equipped Dehaviland Beaver.

'Beach-like' in the snow

The morning of February 29 arrived with blue skies and below-zero temperatures. The two controllers loaded the equipment on the sled and headed to the runway where they created an almost beach-like scene in the snow: Along the runway and next to 15-foot snowbanks,



A musher comes into the Skwentna checkpoint on March 1.

Hall and Little sunk the antenna deep in the snow. With radios assembled and the generator and heater started, the controllers were ready to sit back in lawn chairs, enjoy the morning, and work airplanes. When the wind picked up and created windchill factors in excess of -30 degrees Fahrenheit, Don Hall used his survival knife to cut blocks of snow for a windbreak.

Busy times

During its three-day life span, the tower recorded over 200 operations. At times the ramp area was completely filled, and the overflow had to park elsewhere. Ski planes had a hard time turning when the wind was up, and the absence of taxiways to the ramp increased time on the runway and complexity for the two controllers. The controllers also had to keep a watchful eye on the runway for stray cross-country skiers, snow machines, moose, and dogs.

Pilots came by the "facility" to say "hi" and "thanks for the service," and the news media visited for pictures and interviews. A local station filmed a short TV segment with the controllers for the nightly news.

Raymie Redington, the first of 76 mushers into Skwentna, won a new Dodge truck for the feat. Over the next few hours, scores of teams

reached the frozen river, bedded down on straw, and took food and rest before continuing down the remaining 900 miles of trail to Nome.

One musher who passed through the checkpoint was Stephen Christon, a controller from Anchorage Air Route Traffic Control Center. It was his first year in the race and the first time an FAAer has competed.

Where to next?

After three days, traffic began to slow as the teams departed Skwentna. The "Iditarod airforce" moved on to the next checkpoint. Little and Hall packed their equipment and headed back to Anchorage. The weather, which had gotten progressively colder, stayed clear, so their return trip was faster.

Following a hot shower and a home-cooked meal, the controllers were again ready to work airplanes wherever needed. In the "last frontier," who can guess the location of the next temporary airport traffic control tower? That's why someone suggested borrowing from the title of an old TV western and make the controllers' theme "Have headset, will travel." *

Ray Ballantyne is a planning specialist in the Alaskan Region's System Requirements Branch, AAL-518.

Teamwork

Negotiations Underway



The agency's negotiation team, with its resource team, include, from the left: Gary Baldwin, Deputy Director, Office of Labor and Employee Relations, ALR-2; James Gilbert, assistant manager, Houston ATCT; L. Lane Speck, director, Air Traffic Rules and Procedures Service, ATP-1; Jon Croft, manager, Dubuque ATCT; Susanna Leon-Guerrero, senior labor relations specialist, ALR-100; Norman Gommoll, terminal operations specialist, AAL-544; Raymond German, manager, Manchester ATCT.

Also, Barbara Williams, area manager, Cleveland ARTCC; John Boyce, assistant manager, Air Traffic Division, New England Region; Bill Feldman, labor relations specialist, ACE-16; Susan Cornell, manager, Miami ARTCC; Jim Snow, manager, Sacramento TRACON; Mel Schuette, manager, Las Vegas ATCT; Wallace Cook, area supervisor, Washington National ATCT; and Donald Kimball, manager, Career Systems, ATZ-220.

Not in the photo is Wayne Smith, manager, Denver ARTCC.

It's time for the FAA and the National Air Traffic Controllers Association to begin their renegotiating process for a new collective bargaining agreement.

L. Lane Speck and Gary Baldwin received NATCA's proposals from union president Barry Krasner on February 5, and the first bargaining ses-

sion took place March 23 through April 3.

The current three-year agreement for all nonsupervisory center and terminal air traffic controllers nationwide is effective through May 1. Its provisions remain in effect until a new agreement is signed and ratified by union membership. *

TQM and Quality

Get smart. Get confident. Develop your own base of knowledge and focus on believers," was John Burt's advice.

Burt, Executive Director for System Development was speaking at the first FAA National Total Quality Management (TQM) Conference, which was held at the Center for Management Development.

He challenged the group to be resources for their own areas.

Every region and center had an opportunity to talk about what was going on in their respective organization.

How the implementation of TQM relates to other quality-based efforts at FAA was a significant issue discussed by conference participants. There is AirTraffic's "Quality through Partnership" and Airway Facilities' "Employee Involvement," for instance.

Employee Involvement coordinator Gerald Goren and Quality through

Partnership coordinators Kai-Peter Koenig and Mike McNalley described those processes and concluded that all the quality efforts have the same goals and are part of a whole system.

This first conference was also a valuable forum for ex-

changing ideas, experiences and current concerns about TQM implementation within the FAA.

The second annual conference is scheduled for next September.

Conference attendees were Susan Bagby, ACE-41D; Harrison Beckman, ANE-40; Marcia Bisenius, AHD-240; Scott Brackett, ASO-10A; Barry Brayer, AWP-8; Lewis Butler, ASO-1C; Stan Ciurzak, ACM-610; Ted Criswell, AXQ-3; Carol Dieterle, AXQ-3; Jerry Doyle, ANE-40; Chere Dunn, ASW-41; David Genter, ACE-41A; Gerald Goren, AAF-30; Sandy Hershey, AAC-60; Carolyn Hohmann, AVN-10; Cecilia Hunziker, AAL-40; Cheryl Jackson, AVN-11; Lynn Jensen, AGL-290; Mary King, ASW-41; Kerry Klegman, AWP-8; Kai-Peter Koenig, ATZ-220; Barbara Little, AEA-42; John Madden, AAL-40; Bill Masters, AMD-20; Mike McNalley, New York ARTCC; Larry Pahl, AGL-63; Maudie Powell, ACM-610; Linda Rose, ANM-40; Roberta Sappington, AMD-10; Cecil Smith, AAC-66; Alf Strandgard, ANM-42; and Michael Zurik, AEA-42C. *



The TQM forum provided conference participants, who represented regions, centers, and Headquarters, an opportunity to share information, experiences, and lessons learned.

Looking for a Financial Boost?

Applications Being Accepted for Scholarships, Loans

The Federal Employees Education and Assistance Fund (FEEA) has unveiled its 1992 educational program for civilian federal and postal employees and their dependent family

members. The program includes a scholarship competition and educational loan package for undergraduates as well as graduates and professional level students. Scholarship applications and student loan brochures may be obtained by sending a self-addressed, stamped envelope to FEEA, Suite 200, 8441 W. Bowles Avenue, Littleton, Colorado 80123-3245.

Scholarships

Since 1986, the fund has awarded over \$320,000 in scholarships to federal employee family members both nationally and overseas. The application deadline for the 1992-93 school year is June 5. Last year, the fund



awarded \$87,250 in scholarships, and its projections for 1992 top \$100,000. The exact amount will be known when Combined Federal Campaign (CFC) totals are tabulated.

The scholarship program is made possible by federal and postal employee donations to the fund, pledges in the CFC, and in part by a contribution from the Blue Cross and Blue Shield Association. This will be the fourth consecutive year that Blue Cross and Blue Shield sponsored an FEEA scholarship in each of the fund's 19 regions.

These very competitive scholarship awards are based on merit and

range from \$250 to \$1,000 a student. To be eligible, the employee must have at least three years of federal service, and applicants must have a 3.0 grade point average. Applicants may be high school seniors or students continuing their college education.

Selection criteria include academic achievement, community service, a recommendation, and a two-page essay. This year's essay topic: "As a requirement to earn a high school diploma, should schools mandate that students perform a minimum number of hours of community service?"

Loans

The fund has arranged for more

than \$8 million in five different kinds of student loans to go to federal families. These loans offer the lowest guaranteed fees and interest rates.

FEEA student loans are obtained through Pioneer Financial of Malden, Massachusetts. They can range up to \$20,000 per year, and their repayment can often be deferred during the school period. More details on the program can be found in the FEEA student loan brochure. *

Article courtesy of the Western-Pacific Intercom.

Call for Nominations: AF Awards for 'Excellence'



Nomination deadlines for the Second Annual Airway Facilities National Honorary Awards Program, "Excellence—the Key to Quality," are fast approaching. Airway Facilities employees in Headquarters, regional AF divisions, and field offices can make their nominations according to dates and guide-

- Operations Technical Employee of the Year
- Outstanding Contribution to the AF Mission
- Outstanding Employee of the Year
- Public Awareness
- Secretarial/Clerical
- Supervisory/Managerial
- Team Achievement.

Regional winners will automatically be submitted to Washington as nominees for consideration at the national level. Every nominee will receive recognition either regionally and/or nationally.

Also, Arnold Aquilano, Associate Administrator for Airway Facilities, will select a few "Key to Excellence Award" winners. He will present them with a key-shaped lapel pin and a plaque for their commitment to quality performance.

Regionally, awards ceremonies are scheduled as follows:

- Alaskan, September 10
- Central, July 30
- Eastern, August 27
- Great Lakes, August 20
- New England, August 24
- Northwest Mountain, Sept. 3
- Southern, August 18



Great Lakes Regional Administrator Edward Phillips congratulated the region's winners last year.

Southwest, July 29

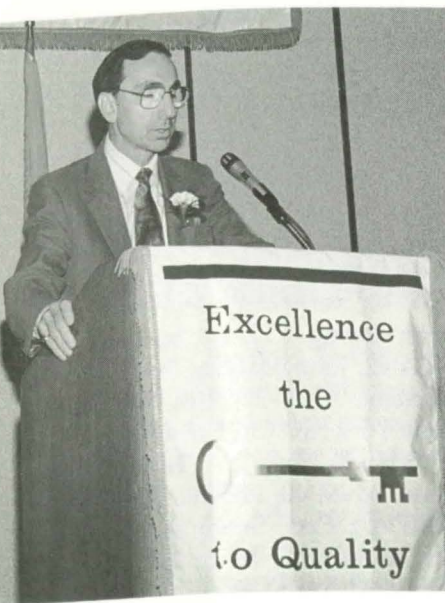
Western-Pacific, September 1.

The System Maintenance Service plans its awards for August 28 and the NAS Transition and Implementation Service for July 27.

The national ceremony will be September 17 in Washington. *



Last year's Airway Facilities award winners included these employees from Southern Region.



Associate Administrator Aquilano

lines available from their respective AF honorary awards coordinators.

Peer nomination and selection are the basis of AF's awards program. Selections are made for outstanding contributions and individual or team accomplishments. They target a high level of overall performance.

Employees can submit nominations in 15 categories:

- Administrative Excellence
- Community and Volunteer Service
- Employee Involvement
- EEO
- F&E Technical Employee of the Year
- Human Relations
- Leadership
- Mentoring

Funding the Future

Three-Year Plan To Modernize Aviation System

In March Secretary of Transportation Andrew Card sent Congress the proposed FAA reauthorization legislation—the Aviation Safety and Capacity Expansion Act Amendments of 1992—to fund the agency for fiscal years 1993-95. This three-year plan would boost the capacity of the nation's air transportation system, enhance safety, and continue the modernization of the FAA's air traffic control system.

"The legislation reauthorizing important FAA programs combines increased levels of overall spending with improvements that emphasize capacity expansion," Card said. "This will give the FAA the tools it needs to continue to fulfill its mandate."

Calling the proposed legislation one of his "top legislative priorities for 1992," Card said, "It is an important part of President Bush's program to get the U.S. economy rolling, create jobs, and to strengthen the aviation infrastructure."

He promised to "work closely with Congress" for prompt adoption of the legislation.

The proposal advances many points in the National Transportation Policy, including investment in infrastructure; improved intermodal connections; greater reliance on user fees; stronger partnerships with state, local and private agencies; and sensitivity to the environment. *

Points of Proposal

Over its three-year period, the proposed reauthorization legislation would:

- Provide more than \$15 billion for the FAA's capital investment programs—the airport improvement program, facilities and equipment, and research, engineering and development.

Proposed funding is more than 25% higher than the level of funding during the three previous years and will allow continuation of programs to increase airport capacity and undertake essential work on the air traffic control system for the next century.

- Allow airport entitlement funds to be used for the first time to help finance off-airport projects, such as a rail line or highway, that directly improve access to an airport for passengers and freight.
- Expand from eight to 25 the number of current or former mili-

tary airports eligible for funds under the military airport program. This program boosts capacity quickly where unused military facilities are available.

At the heart of the proposed legislation are an increased research effort and the continued modernization of the air traffic control and navigation systems to increase safety, efficiency, and capacity, including:

- Continued work on the Advanced Automation System, which will increasingly automate the control of air traffic.
- Continued support of the Voice Switching and Control System, which will improve communications among controllers and between controllers and pilots.
- Increased funding for grants-in-aid under the airport improvement program. The program would receive \$1.9 billion a year.
- Extension of the State Block

Grant Program so all qualified states can participate in allocating funds to reliever and general aviation airports.

- An increase in grant funds for projects that reduce noise impacts and promote more compatible land use around airports.

The proposed legislation also would:

- Increase the percentage of FAA expenses recovered from the user-supported Aviation Trust Fund, thereby reducing the general taxpayers' burden.
- Continue the "war risk" insurance program that airlines relied on in supporting Operation Desert Storm/Desert Shield.
- Establish a program to hire retired military air traffic controllers to work in selected towers and flight service stations.
- Cut the uncommitted balance in the trust fund by about half over the three-year period. *

Information in the "People" section is from the Consolidated Personnel Management Information System.

Space permitting, actions of a change of position and/or facility at the first supervisory level and to division manager in offices are published.

Aeronautical Center

Linda J. Bishop, branch manager, Financial Management Staff, from Southwest Regional Office ... **Jimmie E. Doyle**, section supervisor, Technology & Telecommunications Branch, Data Services Division, promotion made permanent ... **Patricia A. Hair**, section supervisor, Storage & Transportation Branch, Logistics Center ... **Teddy C. McIlwain**, manager, Atlantic City FIFO ... **Douglas M. Nastally**, academy 3R instructor, FAA Academy, from Grand Rapids, MI, ATCT ... **Sherry L. Newell**, section supervisor, Contracting Branch, Acquisition Division ... **Loretta E. Niediewski**, academy 3R instructor, FAA Academy, promotion made permanent ... **John B. Nix**, manager, Fleet Support Branch, Aircraft Maintenance & Engineering Div. ... **Geraldine D. Smith**, unit supervisor, Storage & Transportation Branch, Logistics Center, promotion made permanent ... **Clifton E. Stone**, manager, Support Branch, Acquisition Div., promotion made permanent ... **William E. Traylor**, deputy manager, Aircraft Program Div.

Alaskan Region

David C. Behrens, area supervisor, Anchorage ARTCC ... **Verne B. Braman**, asst. manager, training, South Alaska AFS, Anchorage ... **William J. Brown**, asst. manager, Fairbanks AFSS, from Sitka FSS ... **Gordon B. Gruber**, asst. manager, airspace & procedures, Anchorage ARTCC ... **Edmund A. Meyer**, area supervisor, Anchorage ATCT ... **Allan J. Patchett**, asst. manager, plans & procedures, Anchorage ARTCC ... **Daniel Lynn Perry**, unit supervisor, Anchorage

FSDO, promotion made permanent ... **Edward J. Smith**, asst. manager, Anchorage ARTCC, from Boston ARTCC ... **Melanie Kirk Totten**, unit supervisor, North Alaska AFS, Fairbanks, promotion made permanent ... **Anthony M. Wylie**, asst. manager, quality assurance, Anchorage ARTCC.

Central Region

Bennett L. Beddall, unit supervisor, Olathe, KS, AFS, promotion made permanent ... **Arthur D. Bell**, unit supervisor, Kansas City, MO, CASFO, from Minneapolis CASFO ... **Charles W. Chappelle**, manager, Kansas City, MO, AFSFO, St. Louis AFS ... **Bruce N. Hoover**, unit supervisor, traffic management, Olathe, KS, ARTCC ... **Anita Levine Jennings**, manager, Downtown ATCT, Kansas City, MO, from North Perry ATCT, Hollywood, FL ... **Joseph P. Kenny**, manager, Resource Management Div., promotion made permanent ... **Jerry D. Kephart**, unit supervisor, St. Louis AFS ... **Julie A. Lechtanski**, manager, Scottsbluff, NE, AFSFO, Grand Island, NE, AFS ... **Mary Z. McBurney**, area supervisor, Olathe, KS, ARTCC ... **Gregory J. Michalik**, branch manager, Chicago ACO, promotion made permanent ... **Charles W. Seger**, asst. manager, Facilities Establishment Branch, Airway Facilities Div., from Wichita, KS, AFS ... **Gale A. Shelton**, area supervisor, Olathe, KS, ARTCC ... **Donald G. Torrini**, section supervisor, St. Louis FSDO, St. Ann, MO ... **Donald L. White**, unit supervisor, Wichita, KS, AFS, from Des Moines AFS ... **Cecil G. Whitrock**, supervisor, Geographic Section, St. Louis FSDO ... **Frank E. Wonka**, area supervisor, Wichita, KS, AFSS.

Eastern Region

Lynn O. Becker, area manager, Washington ARTCC, Leesburg, VA ... **John E. Bentley**, area manager, Washington ARTCC, Leesburg, VA ... **Randall S. Bowen**, area supervisor, Harrisburg ATCT ... **Herbert R. Brown**, unit super-

visor, AFSFO, Washington ARTCC AFS ... **Ralph A. Cole**, manager, Wilkes-Barre, PA, ATCT, from Teterboro, NJ, ATCT ... **Robert R. Decker**, unit supervisor, Leesburg, VA, AFSFO, Washington ARTCC AFS ... **Paul J. Fischl**, unit supervisor, Harrisburg AFSFO, Susquehanna AFS, promotion made permanent ... **Edward J. Frawley**, area supervisor, Washington ARTCC ... **Joseph J. Givens**, manager, Camp Springs, MD, AFSFO, Capital AFS ... **James W. Greene**, unit supervisor, Leesburg, VA, AFSFO, Washington ARTCC AFS ... **James C. Hayden**, area supervisor, New York AFSS, Islip ... **Thomas F. Healy**, area supervisor, New York ARTCC, Islip, promotion made permanent ... **James A. Houde**, asst. manager, traffic management/airspace & procedures, Washington ARTCC ... **Anthony J. Hussey**, asst. manager, technical support, New York ARTCC AFS, Islip ... **Rolf A. Kettenburg**, asst. manager, programs, Washington ARTCC ... **Theodore M. Kiladitis**, unit supervisor, Islip AFSFO, New York ARTCC AFS ... **Vincent J. Lepera**, asst. manager, Flight Standards Div., from Pittsburgh FSDO ... **Andrew J. Licursi**, unit supervisor, Teterboro, NJ, FSDO, promotion made permanent ... **Loretta J. Martin**, area manager, New York TRACON, from Washington Headquarters ... **Katharine A. Morrisey**, area supervisor Elmira ATCT, promotion made permanent ... **Brady L. Munn**, unit supervisor, Islip AFSFO, New York ARTCC AFS ... **John J. Mummello**, unit supervisor, New York ARTCC AFS, Islip, promotion made permanent ... **Robert C. Ott**, section supervisor, System Management Branch, Air Traffic Div. ... **William W. Pearman**, asst. manager, traffic management, Washington ARTCC ... **Richard T. Pelkowski**, asst. manager, Dulles ATCT, Loudoun County, VA, from Denver ATCT ... **Peter Pellicani**, asst. manager, traffic management, New York TRACON, Garden City ... **Richard E. Rearick**, unit supervisor, Terminal Sub Branch, Establishment Engineering Branch, Airway Facilities Div.,

promotion made permanent ... **Richard Schroeder**, unit supervisor, Islip AFSFO, New York ARTCC AFS ... **Leonard E. Smith**, manager, Huntington, WV, AFSFO, Shenandoah AFS ... **Thomas C. Stockham**, area supervisor, Baltimore TRACON, from Washington National ATCT ... **Leroy Thomas**, unit supervisor, Islip AFSFO, New York ARTCC AFS ... **James T. Thornton**, asst. manager, programs, Greater Pittsburgh ATCT ... **James J. Tierney**, unit supervisor, Islip AFSFO, New York ARTCC AFS ... **Linda Sue Walden**, area manager, Washington ARTCC ... **Richard C. Worrell**, unit supervisor, Islip AFSFO, New York ARTCC AFS ... **David M. Zak**, area supervisor, Baltimore TRACON ... **Alvin H. Zito**, manager, Pittsburgh FSDO.

Great Lakes Region

Mary R. Carbonaro, area supervisor, Cleveland ARTCC, promotion made permanent ... **Harry R. Chasin**, asst. manager, Cleveland ARTCC, promotion made permanent ... **David W. Cink**, asst. manager, Fargo ATCT, from Madison ATCT ... **Charles E. Davis**, manager, Cleveland Hopkins ATCT, from Northwest Mountain regional office ... **Michael C. Ficocello**, area manager, Chicago ARTCC ... **Terence E. Gilbert**, area supervisor, Chicago Midway ATCT, from Chicago ARTCC ... **James J. Hanlon**, area supervisor, Cleveland ARTCC, promotion made permanent ... **F. Lee Holycross**, asst. manager, Columbus Port ATCT ... **Ronald E. Hubbard**, area supervisor, Pontiac, MI, ATCT, from Charlotte ATCT ... **Jeanne Molinda Huggins**, area supervisor, Minneapolis ARTCC ... **Cathy A. Keller**, area supervisor, Minneapolis ARTCC ... **Kelly C. Nelson**, area supervisor, Minneapolis ARTCC ... **Randall A. Phillips**, area supervisor, Cleveland ARTCC, promotion made permanent ... **Clifford M. Schatzman**, area supervisor, Cleveland ARTCC, promotion made permanent ... **Edward M. Selega**, area supervisor, Cleveland Hopkins ATCT, from Muncie, IN, ATCT

... **Donald R. Smith**, asst. manager, Indianapolis ARTCC ... **Keith A. Thompson**, manager, Eden Prairie ATCT, Minneapolis, from regional headquarters ... **Marc Van Zandt**, area supervisor, Minneapolis ARTCC.

New England Region

Bonny L. Arbuckle, area supervisor, Burlington, VT, ATCT, from Manchester, NH, ATCT ... **Douglas R. Booth**, area supervisor, Beverly, MA, ATCT, from Lake Charles, LA, ATCT ... **Michael J. Brennan**, area supervisor, Providence TRACON, from Norfolk ATCT ... **Dexter K. Decker**, asst. manager, automation, Field Automation Support Facility, Nashua, NH, from Bridgeport AFSS ... **Joseph A. Egan**, area manager, Bradley-Windsor Locks, CT, ATCT ... **Edward E. Garlick**, asst. manager, programs, Bradley-Windsor Locks, CT, ATCT, from Bridgeport ATCT ... **Richard N. Holloway**, manager Establishment Engineering Branch, Airway Facilities Div., from Michigan AFS ... **C. Louise Long**, area manager, Bridgeport AFSS ... **Mark W. Olsen**, area supervisor, Bradley-Windsor Locks, CT, ATCT ... **James A. Powers**, regional duty officer, Communications Control Center ... **Leonard A. Steele**, section supervisor, Systems Maintenance Engineering Branch, Airway Facilities Div.

Northwest Mountain Region

Charles C. Abnet, asst. manager, quality assurance, Seattle-Tacoma ATCT ... **Harlow F. Brown**, unit supervisor, Denver AFS ... **Kathleen Child**, asst. manager, plans & programs, McMinnville, OR, AFSS ... **Carl P. Dean**, asst. manager, airspace & procedures, Denver ARTCC ... **Gregory L. Dyer**, unit supervisor, traffic management, Denver ARTCC ... **James A. Estes**, area supervisor, Colorado Springs ATCT, from Denver ATCT ... **Anne M. Hulsey**, area supervisor, Denver ARTCC, promotion made permanent ... **Richard J. Joswick**, area man-

ager, Seattle-Tacoma ATCT, from regional headquarters ... **Robert R. Lloyd**, unit supervisor, Seattle FSDO ... **Charles D. Osborne**, unit supervisor, Billings AFS, from Pueblo, CO, AFSFO ... **James A. Richmond**, section supervisor, L.A. Aircraft Certification Office, Transport Airplane Directorate, Long Beach, CA, promotion made permanent.

Southern Region

Duane Atwood, area supervisor, Standiford ATCT, Louisville, from Florence, SC, ATCT ... **David T. Blackwell**, area supervisor, Memphis ARTCC, promotion made permanent ... **Cheryl K. Bockstahler**, area supervisor, Key West ATCT, from Melbourne, FL, ATCT ... **Allan M. Collins**, area supervisor, St. Thomas ATCT, promotion made permanent ... **Keyron R. Collins**, area supervisor, Miami ATCT, promotion made permanent ... **Dennis L. Criswell**, unit supervisor, Establishment Engineering Branch, Airway Facilities Div. ... **Arthur C. Eickenberg**, area supervisor, Columbus, GA, ATCT ... **Shan L. Franklin**, area supervisor, St. Petersburg, FL, AFSS, promotion made permanent ... **Glenn A. Godfrey**, area supervisor, Charlotte, NC, ATCT, from Washington Headquarters ... **Isaac O. Grant**, asst. manager, Macon, GA, AFSS, from St. Petersburg AFSS ... **Leland W. Gupton**, asst. manager, plans & programs, Memphis ARTCC ... **Neil R. Humphrey**, unit supervisor, Kentucky FSDO, Louisville ... **Suzanne M. Hynes**, asst. manager, training, Louisville AFSS ... **Daphne Y. Jefferson**, area supervisor, Miami AIFSS, promotion made permanent ... **Bruce L. Knobbs**, area supervisor, Raleigh ATCT, from Washington ARTCC ... **David D. Mudd**, asst. manager, plans & programs, Hilliard, FL, ARTCC ... **Duff K. Ortman**, area supervisor, Lexington ATCT, from Hebron, KY, ATCT ... **James V. Owen**, section supervisor, Safety Analysis & Resource Management Branch, Flight Standards Div. ... **Johnny J. Posey**, section supervisor, Operations Branch, Air Traffic Div.,

from Jacksonville ATCT ... **Jeffrey F. Van Huss**, area supervisor, Atlanta Hartsfield ATCT, promotion made permanent ... **James M. Wheeler**, area manager, Pensacola ATCT ... **Penny D. White**, manager, North Perry ATCT, Hollywood, FL, from Pompano Beach ATCT.

Southwest Region

Jerry D. Biewen, unit supervisor, Houston ARTCC AFS ... **Christian Callahan**, section supervisor, Establishment Environmental Branch, Airway Facilities Div., promotion made permanent ... **Noel I. Cavazos**, group supervisor, Establishment Engineering Branch, Airway Facilities Div. ... **Dennis D. Cloyd**, area manager, Albuquerque ARTCC ... **Richard K. Compton**, asst. manager, Dallas/Ft. Worth AFS ... **Kenneth M. Fell**, security officer, Houston CASFO, promotion made permanent ... **Wilson E. Fisher**, security officer, Houston CASFO ... **James W. Fry**, unit supervisor, Houston ARTCC AFS ... **Charles H. Hollie**, unit supervisor, Houston ARTCC AFS ... **Tommy L. Jones**, unit supervisor, Houston ARTCC AFS ... **Roger A. Mandeville**, asst. manager, Albuquerque ARTCC ... **Patrick W. Marable**, section supervisor, NAS Program Coordination Staff, Airway Facilities Div., from Washington Headquarters ... **Richard V. Mashburn**, unit supervisor, Albuquerque AFSFO, Albuquerque ARTCC AFS ... **William H. Meyer**, Albuquerque AFSFO, Albuquerque ARTCC AFS ... **Gerald Mikuenski**, unit supervisor, Houston ARTCC AFS ... **Glen C. Miller**, unit supervisor, Evaluation Staff, Airway Facilities Div. ... **Carroll V. Oliver**, unit supervisor, Houston ARTCC AFS ... **William F. Peugh**, unit supervisor, Albuquerque AFSFO, Albuquerque ARTCC AFS ... **Richard A. Richards**, unit supervisor, Albuquerque AFSFO, Albuquerque ARTCC AFS ... **Rodney L. Runck**, unit supervisor, Albuquerque AFSFO, Albuquerque ARTCC AFS ... **John A. Seegers**, unit supervisor, Albuquerque AFSFO, Albuquerque ARTCC

AFS ... **Jesse R. Slater**, asst. manager, Houston ARTCC AFS ... **Dean R. Stanfield**, unit supervisor, Albuquerque AFSFO, Albuquerque ARTCC AFS ... **Roy R. Thomas**, unit supervisor, Houston ARTCC AFS ... **Louis T. Turbe**, area supervisor, Corpus Christi ATCT, promotion made permanent ... **Albert G. Tyson**, unit supervisor, Albuquerque AFSFO, Albuquerque AFS ... **Joseph A. Varrati**, area supervisor, Monroe, LA, ATCT, from Lubbock ATCT ... **Arthur A. Zepeda**, unit supervisor, Houston ARTCC AFS.

Technical Center

Richard W. Battaglia, technical program manager, Airport Management & Emergency Operations Staff ... **Harry L. Fowler**, unit supervisor, Maintenance & Operations Branch, Facility Engineering & Operations Div., promotion made permanent ... **Paul H. Jones**, technical program manager, Airport Technology Branch, Airports Div. ... **Edward H. Timm**, staff officer, Airport Management & Emergency Operations Staff.

Washington Headquarters

James C. Adler, manager, Employee Relations Div., Office of Labor & Employee Relations ... **Denise Donohue Castaldo**, supervisory program manager, Program Management Staff, Chief Counsel ... **Marcia V. Corey**, program & resource manager, Program Management Staff, Systems Maintenance Service ... **Anthony Frank Fazio**, manager, International Operations & Organizations Div., Office of International Aviation ... **Thomas E. Gillette**, div. manager, Program Management Staff, Office of Public Affairs ... **Byron E. Johnson**, branch manager, Surveillance Engineering Div., Program Director for Surveillance, promotion made permanent ... **Jose E. Justiniano**, manager, Work Force Standards & Analysis Branch, Maintenance Operations Div., Systems Maintenance

Service ... **Paul A. Larson**, manager, Systems & Policy Analysis Div., Office of Aviation Policy & Plans ... **John D. Ogden**, team leader, Career Development Branch, Human Resource Management Div., promotion made permanent ... **Max D. Payne**, asst. manager, Policy & Standards Div., Office of Civil Aviation Security Policy & Planning ... **Karl S. Shrum**, manager, Air Carrier Policy Branch, Policy & Standards Div., Office of Civil Aviation Security Policy & Planning ... **Quentin J. Smith**, asst. manager, Field Programs Div., Flight Standards Service ... **Janice Williamson**, manager, NAS Contract Support Branch, NAS Support Div., Systems Maintenance Service.

Western-Pacific Region

Jon-Paul Ammirata, manager, Guam CERAP, from Pago Pago ATCT, American Samoa ... **Gary L. Benson**, unit supervisor, Paso Robles, CA, AFSFO, Golden Gate AFS, Hayward ... **Diane K. Bodenhamer**, asst. manager, training, Honolulu CERAP ... **James W. Braithwaite**, asst. manager, training, Burbank TRACON ... **Richard C. Christensen**, unit supervisor, Phoenix AFSFO, Phoenix AFS, promotion made permanent ... **Walter A. Clark**, area supervisor, Phoenix TRACON, from Tucson TRACON ... **John A. Clayborn**, asst. manager, Los Angeles ARTCC, Palmdale, from Great Lakes regional office ... **William J. Critchfield**, section supervisor, Safety & Standards Branch, Airports Div., promotion made permanent ... **Barry J. Davis**, area supervisor, Oakland ARTCC, promotion made permanent ... **Ronald E. Krebs**, area supervisor, El Toro TRACON, Santa Ana ... **Robert L. Laidler**, unit supervisor, Finegayan AFSFO, Guam, Hawaii-Pacific AFS ... **John P. Milligan**, section supervisor, Safety & Standards Branch, Airports Div., promotion made permanent ... **Leonard A. Mobley**, asst. manager, quality assurance, Los Angeles TRACON, from Los Angeles ATCT ...

John F. O'Leary, manager, Los Angeles ATCT, from Los Angeles TRACON ... **William J. Patterson**, asst. manager, plans & procedures, El Toro TRACON, Santa Ana, from Fallon, NV ... **Richard E.**

Pfahler, area supervisor, Los Angeles ATCT, promotion made permanent ... **Patricia A. Risner**, area supervisor John Wayne ATCT, Santa Ana, from Long Beach ATCT ... **Stanley K. Stoll**, area

manager, Reno AFSS, promotion made permanent ... **Michael L. White**, area supervisor, Los Angeles ATCT, from Ann Arbor ATCT ... **John C. Zimmer**, area supervisor, Tucson TRACON. *

Retirees

Aeronautical Center

Lloyd L. Aiken
Lucien W. Owsley

Alaskan Region

Rose M. Feltz
Danny G. Syverson
James H. Titus

Central Region

William A. Horstman
Chester C. Shelton

Eastern Region

Richard A. John
Richard C. Wright
Robert L. Zande

Great Lakes Region

Teddy W. Burcham
Carl H. Debroux
Frank Kryfka
Shirley J. Saloka

Northwest Mountain Region

Alfred N. Colton
Lee Netzler
Gerald M. Oestreich

Southern Region

William M. Berry
Franklin Bourdette
Hollis E. Campbell
Donald H. Davis
William R. Elliott

Southwest Region

Francis N. Carroll
Jerry Carter
Charles W. Wardroup

Technical Center

Eric W. Hess
George T. Krafft
Francis R. Yakita

Washington Headquarters

Max Hupfer
Laurence E. Slough
Paul F. Williams

Western-Pacific Region

James D. Azevedo
Lawrence G. Downs
Don D. Early
Larry A. Foerster
Robert L. Howard
Richard A. Lund
Armando L. Martinez
Frank T. Robinson
John S. Romero

At the end of February, the FAA in concert with educators and local, state, and national officials dedicated the New England Region's 13th aviation education resource center, this one at Daniel Webster College in Nashua, New Hampshire.

Such educational resource centers are being established throughout the nation to prepare young people for a wide variety of careers in aviation.

Daniel Webster College has also been selected as a recipient of an Airway Science Grant of \$75,000 to help finance a \$1.5 million expansion of its flight center, renovation of the facility, and equipment purchases.

Those at the dedication included New Hampshire Division of Aeronautics director Harold Buker; Shelia Bauer, the region's aviation education manager; student intern David Price; Pam Parker, co-op student; Robert Wagner, Nashua mayor; Philip Woodruff, Headquarters aviation education director; Webster's president Hannah McCarthy; and New England Regional Administrator Arlene Feldman.



The 'Last Great Race'



Controllers John 'BJ' Little and Don Hall depended on snow machines, not sled dogs, to get to the Iditarod's Skwentna checkpoint.

Plowing through snow and ice on the ground is an exciting and grueling part of the world famous Iditarod sled dog race.

It spawns more traffic in the skies, too.

That's where the FAA comes in.

Turn to page 6 for more about this year's race, which ended on March 11, and the air traffic controllers who were there working 'SKW ATCT.'



U.S. Department
of Transportation

**Federal Aviation
Administration**

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

**FORWARDING AND RETURN
POSTAGE GUARANTEED**

Official Business
Penalty for Private Use \$300

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