



U.S. Department
of Transportation
**Federal Aviation
Administration**

FAAWorld

January 1994



"The seal of the Federal Aviation Agency has within a gold border a blue background bearing in gold letters near its outer rim the words 'Federal Aviation Agency' and 'United States of America' with the two phrases separated by two stars. It has in the center on a white disk a light green globe charged with a gold four-pointed compass rose that has a stylized gold wing on its horizontal axis."

—Description of original FAA seal

Turn to page 8 for story.

For Your Information . . .

The Software Engineering Specialty Group, ASE-600, sponsors the **first quarterly Software Engineering Forum**, 8:30 a.m. to 11 a.m., Wednesday, January 12, in the Headquarters building auditorium. The theme, "Software Maintenance," will address such topics as the importance and cost of maintenance; ADA—when to consider it for software changes; and planning upgrades for COTS software. Speaker Dennis Turner is Deputy Director, Life Cycle Software Engineering Center, U.S. Army Electronics and Communications Command. Questions and answers will follow. For additional information on the forum, cosponsored by AIT-300 and AOS-100, contact Shirley Ginwright (202) 287-2643.

An incorrect date appeared in last month's *World* article "Future Flyers." The next **Aviation Merit Badge Campout** is slated for August 19-21, 1994. Anyone involved in scouting who would like to attend this weekend event with their troop should contact Fred Gibbs at (202) 267-3731.

Mark your calendar for the 19th annual **FAA Commercial Aviation Forecast Conference**, Friday, March 4, at the Stouffer Mayflower Hotel, Washington, DC. The topic is "Competing in a Global Environment."

Also, the fourth annual **FAA General Aviation Forecast Conference** is scheduled for Thursday-Friday, March 17-18, at the Sheraton Gunter Hotel, San Antonio, Texas.

"General Aviation: Building for the Future on Its Strengths and Diversity" is the theme.

For information, call (202) 267-3307.

Administrator David Hinson has ordered a top-to-bottom review of the **Advanced Automation System**, a multibillion dollar program designed to help modernize the nation's air traffic monitoring system. New costs and cost overruns will exceed \$1.2

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FAA World

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A 'Pulse Point' of the System

Air Traffic's SUPCOM Gives 'Grassroots' Perspectives on Issues

By Scott Briggs

The current mandate to structure the Air Traffic system more efficiently makes it vital that operational supervisors have a network to communicate what they know. Now that reductions could significantly affect the present and future work environment, gaining the perspective of employees on the job is critical to make

back on initiatives that affect field facilities, zeroes in on these issues, providing insight and feedback to managers at all levels. It taps into many information sources to help employees and management make informed decisions as they plan for change. An electronic bulletin board system (BBS) hooked up to every SUPCOM representative in the country, along with monthly telcons and regional and national conferences, provides top-notch networking capabilities.

Near the end of last year, the 11th Annual SUPCOM Conference was held in Washington, DC. Supervisors attending represented each air traffic option at all nine FAA regions, Headquarters, and the Aeronautical Center. They were briefed by the five Air Traffic service directors on issues affecting field operations. Special interest groups and labor unions also gave their per-

spectives on present and future plans. SUPCOM representatives talked about such ongoing issues as training, the supervisor/manager selection process, corporatizing/privatizing the FAA, and restructuring.

Although dramatic alterations in the way FAA does business are inevitable, safety in aviation will remain paramount. Along with changes associated with employee empowerment and the possibility of a self-directed work force, the emphasis of the future supervisor may shift to more of a mentor or coaching role. In any case, Air Traffic management has committed to work with SUPCOM to maintain effectiveness in the roles of first-line supervisors. *

Scott Briggs, national chair of Air Traffic's Supervisors Committee, works at Boise, Idaho, Automated Flight Service Station.



Shown at the 11th annual SUPCOM conference are, from left, Nancy Kalinowski, acting ATZ-1; Steve Kelley, SUPCOM's national terminal officer; Bill Pollard, AAT-1; Nelda Spates, national SUPCOM Flight Service Station officer; Ray Newman, national en route officer; Bill Jeffers, AAT-2; and Scott Briggs, national chair of SUPCOM.

a balanced examination for change. And the communications area is one in which SUPCOM—Air Traffic's Supervisors Committee—maintains a network of resources.

Bill Pollard, Associate Administrator for Air Traffic, has shown commitment to the employee involvement process, including SUPCOM and the Federal Managers Association (FMA), during reduction efforts. For instance, a national work group is addressing present and future supervisory roles. Also, last May at the Air Traffic Management Team conference, Pollard invited SUPCOM and the FMA to help make strategic plans for restructuring the system.

SUPCOM, with its communications network that provides real-time feed-

How To Be in the Know

After more than a year of being on-line, demand has skyrocketed for electronic versions of FAA news releases, speeches, and interpretations of civil penalty actions. The FAA is one of 11 agencies participating in the information retrieval databases, which are dial-up, on-line services that provide access to federal government information.

Using a personal computer and modem, anyone can get this information around the clock from three data banks—Federal Education Information Exchange System (FEDIX), General Electric Network Information Exchange (GENie), and CompuServe.

Files can be accessed in one of

two ways—by on-line viewing or by downloading to a personal computer for viewing at a later date. All three data banks are continuously updated by FAA's Office of Public Affairs.

Since the service became available in May 1992, the number of users has rapidly increased. FEDIX reports that in September 1992, less than 1,250 users accessed FAA news from the system. A year later, that number soared to almost 16,000. GENie was accessed almost 8,400 times during its first year in operation.

For more information, contact Diane Speed, Public and Employee Communications Division, APA-300, (202) 267-3445. *

Adding Up The Benefits:

FAA + Trade School = Partners for the Future

Story and photos by Elly Brekke

The Electronics Institute (EI) of Hawaii became the 11th school in the nation to form a partnership with the Federal Aviation Administration (FAA) for a unique training opportunity. Students at prescreened and approved technical schools and colleges across the country now have opportunities to train as electronics technicians and upon graduation find employment with the FAA.

The Hawaiian ceremony was held on the institute's campus in downtown Honolulu. On a balmy, tropical

October morning, EI President Herbert Yamada and Western-Pacific Regional Administrator's Special Assistant George Harvey inked a pact before an audience of 30 FAAers, instructors, students, and industry representatives.

Bob Peterson, an 18-year senior instructor at the institute, welcomed the guests. Harvey addressed the gathering, representing Regional Administrator Carl Schellenberg. "The agreement is an excellent example of what can be done to make the government more efficient—less costly and more beneficial to the American taxpayer," Harvey said. He added that the pact helps "enhance the cultural diversity of our technical work force by allowing the FAA to hire from a pool of individuals indigenous to the region of employment and representative of that area's cultural makeup."

Connie Hansbrough, program manager for the Collegiate Training Initiative, FAA Headquarters, welcomed the institute as the 11th link in the estimated 30-school chain nationwide. Stressing that this is a new effort unique to the FAA, Hansbrough noted that the "FAA is providing to students money and work experiences at FAA locations. This is a win-win for the community, the students,



George Harvey, left, and Herbert Yamada at the ceremony sealing the partnership between the FAA and the Electronics Institute of Hawaii.

and the FAA."

"It is an honor and privilege to work with the FAA on this program," institute president Yamada stressed. "We are a small school, but you have given us a lift."

Yamada also had some inspirational words for students at the ceremony: "Never have I seen an opportunity like this offered to students," he said with sincerity. "You have a chance to get into a program that's difficult to enter. There are thousands of highly qualified individuals, whom upon graduation cannot get a job, but you have the chance. Study on your own; develop your communications skills, get along with others."

In conclusion, he told the students, "You will be in one of the most privileged government agencies I can think of. Oh, to be young again and able to start out! You will be a credit to your families and the FAA."

This sentiment resounds through other ceremonial signings such as recent ones in Seattle, Washington, for South Seattle Community College and Pierce College. *

Elly Brekke is the Public Affairs manager, Western-Pacific Region.



Electronics Institute senior instructor Bob Peterson, left, shows off a student-built portable radio to FAAer Mike Templeton, manager for program support, at the Hawaii-Pacific Airway Facilities Sector.

FYI

from page 2

billion. The program, through its prime contractor International Business Machines (IBM) Federal Systems Co., will replace computer hardware and software and controller work stations at all FAA towers and terminal and en route facilities.

To bring the contract cost under control, Hinson is taking some immediate

steps including the review of the program that will be completed "in the shortest possible time." Based on the review, he will make "the organizational and management changes shown to be necessary," Hinson said.

A news release on the review is available by calling (202) 267-8521. *

About the Program

This partnership program uses existing electronics and engineering curricula within colleges and trade schools for training and recruiting electronics technicians. Its aim is to:

- Establish a pipeline of highly qualified entry-level electronics technicians.
- Reduce training costs.
- Enhance cultural diversity.
- Create a stable work force.
- Reduce basic electronics training time for electronics technicians.
- Provide on-the-job work experience for new employees.

Fifteen colleges, as of last month, are part of the program, with numbers expected to grow rapidly. As expansion proceeds, college approvals are pending for Oklahoma City while the FAA searches for and prepares assessments of col-

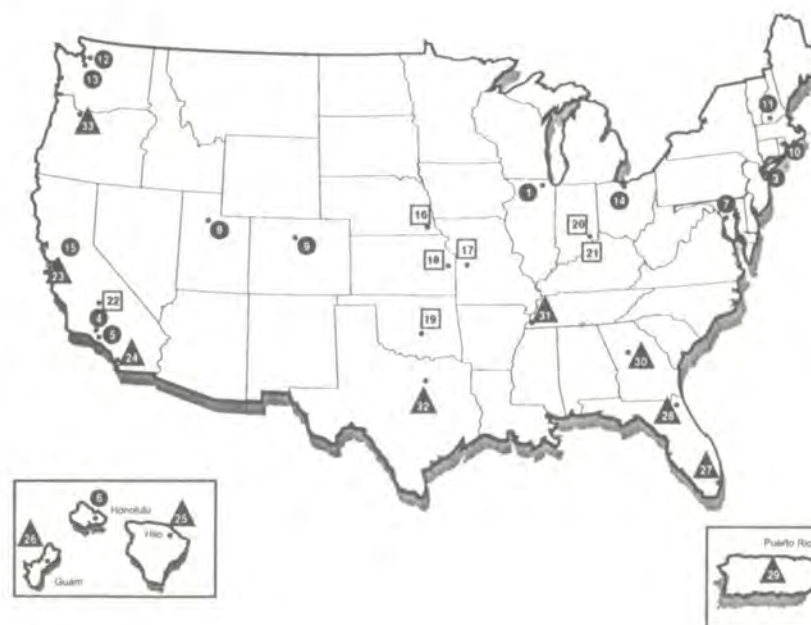


Associate Administrator for Airway Facilities Arnold Aquilano, left, visits with students training as electronics technicians in the partnership program.

leges located in San Diego; Hilo, Hawaii; Guam; Miami and Jacksonville, Florida; Puerto Rico; Atlanta; Memphis, Tennessee; Portland, Oregon; and Fort Worth, Texas.

In the future, Airway Facilities also plans to expand the program to include the airway transportation systems specialist and electronics engineer professions.

College Sites



Key to sites

Approved sites:

- 1 McHenry County College, Chicago
- 2 University of Alaska, Anchorage
- 3 Bronx Community College of the City of New York
- 4 Los Angeles Trade Technical College
- 5 United Education Institute, Santa Ana, CA
- 6 The Electronics Institute, Honolulu
- 7 Prince George's Community College, Largo, MD
- 8 Salt Lake City Community College
- 9 Front Range Community College, Denver
- 10 New England Institute of Technology, Warwick, RI
- 11 New Hampshire Technical College, Nashua
- 12 South Seattle Community College
- 13 Pierce College, Seattle
- 14 Lorain County Community College, Elyria, OH
- 15 Sacramento City College

Sites under consideration:

- 16 Southeast Community College
- 17 Maple Woods Community College
- 18 Johnson County Community College
- 19 Oklahoma State University
- 20 Ivy Tech
- 21 Purdue University
- 22 Antelope Valley College

Potential expansion sites:

- 23 San Francisco
- 24 San Diego
- 25 Hilo, Hawaii
- 26 Guam
- 27 Miami
- 28 Jacksonville, FL
- 29 Puerto Rico
- 30 Atlanta, GA
- 31 Memphis, TN
- 32 Ft. Worth, TX
- 33 Portland, OR

FAA Industry Day

Bridging the Gap between Public and Private Sectors

Last month, a joint government/industry conference provided a unique opportunity for the FAA to communicate the issues and ethics involved in the agency's Information Technology program directly with industry. The event, FAA/Industry Day, was hosted by the Armed Forces Communications and Electronics Association and FAA's Office of Information Technology (AIT). It was the third in a series of Federal Information Resources, Systems & Technologies (FIRST) conferences.

The theme of the day, "21st Century Aviation—Program Direction and Opportunities," was repeated throughout the conference and illustrated with a free-standing satel-

lite display. The all-day event filled the U.S. Department of Agriculture's 500-seat auditorium to capacity.

Industry representatives from both small businesses and major corporations took advantage of the opportunity to talk with FAA employees. Senior officials and key program managers participated in presentations on major FAA initiatives. Talks were



John Burt, Executive Director for System Development, at left, and former FAA Administrator James Busey.

given on the Global Positioning System, the Advanced Automation System, data management, and corporate systems architecture. Panel discussions provided an opportunity to present FAA challenges as well as to answer questions from the audience.

In addition, industry learned about



Assistant Administrator for Information Technology Theron Gray gave AIT's perspectives during the program.

the agency's recent work on the contract appeals process, development of an acquisitions library, initiatives to shorten agency procedures for contract modifications, and the elimination of several review points. Future opportunities for partnering were discussed, and specific points of contact were provided.

Awarded for their work in furthering information technology were Cynthia Rand, director of the Department of Transportation's Office of Information Resources Management; John Burt, Executive Director for System Development; Dave Hurley, director, Office of Air Traffic System Management; and Bob Turner, director, Team Technology Center.

Bob Bostiga, manager, Policy and Plans Division, and Peri Dixon, AIT-200, were also recognized for orchestrating the conference.

The day's events provided groundwork for close, cooperative, and ethical relations between the FAA and industry. Also noteworthy was the success of the Armed Forces Communications and Electronics Association in providing a bridge to connect FAA's requirements to private industry's capabilities. *



People and Machines

FAA Emphasizes the 'Human Factor' in Aviation Safety

Stressing that the human factor is critical to aviation safety and effectiveness, FAA Administrator David Hinson recently established a new policy for incorporating human factors considerations into all agency programs and activities.

The policy—created by an FAA quality action team—is designed to increase aviation safety, efficiency, and productivity by systematically integrating human factors into the planning and execution of all agency system acquisitions and operations functions. It also reestablishes the FAA Human Factors Coordinating Committee, sponsored and chaired by the FAA Chief Scientific and Technical Advisor for Human Factors, Office of the Executive Director for System Development.

"The human factor has been widely recognized as critical to aviation safety and effectiveness," said Hinson. "FAA efforts will emphasize human factors considerations to increase system performance and capitalize upon the relative strengths of people and machines."

The policy fulfills one element of the National Plan for Aviation Human Factors that was jointly developed by the government and the aviation community. The partnership included the FAA, the National Aeronautics and Space Administration, the Department of Defense, academia, and several professional groups, such as the Air Transport Association Human Factors Task Force, whose members include representatives of pilot and contractor unions, airframe and

parts manufacturers, and major airlines.

The new policy stresses a systems approach to human factors and institutionalizing basic human factors principles within the FAA. This will emphasize human factors research on existing systems and operations to define human-machine performance problems and identify cost-sensitive solutions. The new approach will also be applied to FAA system acquisitions and regulatory activities in the promotion of civil aviation.

Benefits of the new approach include increased personnel efficiency and effectiveness, improved system performance, reduced operations and maintenance costs, increased availability of objective data for use in FAA regulatory activities, and increased aviation safety. *

Environmental Health Symposium

The first FAA Symposium on Current Issues in Environmental Health was held recently at the Civil Aeromedical Institute. Although the air quality on commercial aircraft has been a source of controversy, the findings from the confer-

ence show that passengers have virtually the same risk of contracting a communicable disease aboard an aircraft as they have with a similar-sized group of people anywhere else. Regardless of what has been reported, the experts conclude, there is no grave danger to either crew or passengers of contracting a serious disease aboard a commercial aircraft.

Other topics covered at the symposium included the environmental health challenge for the FAA, federal and state Occupational Safety and Health Administration regulations, hazard communication and community

rights-to-know, ergonomics in the workplace, biological effects of electromagnetic fields, and chemical exposure and disease. The speakers, all experts in their respective fields, came from all over the United States and Sweden. *



Conference organizer and host Steve Hall, left, talks with Per Kulling of the Swedish Poison Information Center in Stockholm. Dr. Kulling discussed medical management of chemical disasters.



Back to FAA's Beginnings

continued from cover

The Story of the Agency's Seal

By Cynthia Darling

The description of the original FAA seal quoted on this month's cover can be found in the Institute of Heraldry's records. When the Federal Aviation Agency became the Federal Aviation Administration in 1967, appropriate changes were made, and the seal now bears the words "Federal Aviation Administration" separated by two stars.

Searching for answers

Several years ago as a new FAA employee, I was curious to know about the agency's seal, but at first no one I talked to could answer my questions. Already involved in learning new FAA terminology, acronyms, and the like, I decided to dig in and find out some more on the emblem that represents the agency. Then, perhaps, I could share this information with others.

My search led to a variety of sources and contacts. Those interested in helping included a former cartography student—actually my husband Bill Trout!—and his instructor from the University of Colorado at Boulder; Denver center training instructors with SRSA, the agency's air traffic training contractor; the U.S. Army's Institute of Heraldry; and various FAA employees and offices, including the FAA Historian and Public Affairs offices. Here's some of what I found out.

Seal legislated

The Federal Aviation Act of 1958 establishing the Federal Aviation Agency also directed that the agency "shall have an official seal which shall be judicially noticed." In 1959, then FAA Assistant Administrator for Management Services, Arvin Basnight, submitted a design request

to the Office of the Adjutant General in the U.S. Army's Office of Quartermaster General.

Responsibilities of the latter office prior to 1961 included the design and manufacture of symbols, medals, seals, and coats of arms for all U.S. federal and executive agencies. Now these duties come under the U.S. Army's Institute of Heraldry with its staff of artists and sculptors.

Officially FAA's

Several versions of the seal were designed and given to the FAA. After modification and in accordance with Section 301(c) of the Federal Aviation Act, the FAA adopted an official seal depicting its national and international mission and aviation responsibilities.

Following regular procedures, the FAA sent the seal to the Commission of Fine Arts where it was approved July 31, 1959. To make the seal a matter of record, it was submitted for publication in the *Federal Register*. For some reason, however, publication did not come until May 26, 1962, in volume 27, number 103.

According to FAA files on the seal, "The globe denotes the immense space covered in flight." The wing stands for speed in flight, and the the four-point compass rose relates to the navigational direction of flight.

Further research on symbolism led me to the following expanded interpretations.

The green globe on FAA's seal rep-

resents the world, from one end to the other. Its distinct gold markings of latitude and longitude bring to mind cartography and navigation.

A wing denoting flight can be associated with nature (birds); such symbolism can also be traced back to Greek mythology, the ancient stories explaining the structure through which a past civilization explained the universe. Mercury was the Greek god most closely associated with winged flight, and his father Jupiter ruled the heavens. Wearing a winged cap and shoes, Mercury speedily delivered messages. During a war with giants, legend has it that the gods assumed disguises to protect themselves. Mercury took on the characteristics of a bird because of his close association with flight.

Winds, roses, and a fleur-de-lis

Early navigation, which birthed the compass rose, was based on observations of nature, especially the stars and winds. Before the invention of the compass, mariners used the winds as direction indicators. Later, maritime charts included wind direction indicators sketched in as small, circular discs. Four principal winds were charted on the discs, and four more were sketched halfway in between. Eight additional half-winds were then included, as were 16 more points known as quarter-winds.

The resulting 32-pointed disc, or card, resembled a flower with 32 petals, which led to the name "rose of the winds" or "wind rose."

These wind roses were sketched in beautiful colors on medieval sailing charts, the most famous of which was the portolan. As practical as they



were beautiful, the varicolored petals made for easier reading, especially in poorly candle-lit areas.

When compasses began to be used with charts, their outer rim, the compass card, also resembled the card for the wind rose. Directions were assigned to the 32 petals—N, S, E, W; NE, SE, SW, NW; NNE, ENE, etc.; and N by E, NE by N, and so on. The close association of the wind rose with the compass resulted in the name "compass rose."

The four-point compass rose on the FAA seal stands for the four principal winds—N, S, E, and W—and its north-point indicator is ornamented with a fleur-de-lis.

Other applications

For different applications, the compass card has been divided into 360 degrees and called the Azimuth card or circle. On radio direction-finding charts, a special rose is used to plot magnetic radio bearings. In aviation, aircraft compass settings are aligned using a compass rose procedure, and for aeronautical charts it is used as a protractor to estimate directions. At one time, FAAers used a compass rose in broadband radar to find true north. Now this compass card—a clear plastic, two-inch-wide ring with direction markings—is used only in training.

Symbolic of the past and relevant for the present, how will FAA's seal address the future? Might it at some time incorporate a gyrocompass, the moon, or another star or two? *

Cynthia Darling is an electronics technician in the RDC Unit, Denver Air Route Traffic Control Center.

This article, which first appeared in the Northwest Mountain *Intercom*, has been added to the historical archives at the FAA and the U.S. Army Institute of Heraldry.

Airway Facilities Technical Exchange

By Frank Zschiegner

The Russian-American technical exchange program intrigued me as soon as I learned about it.

Getting to Sokol

After volunteering and being accepted as one of the first participants to make the trip, my traveling companion Jim Broyles and I departed Anchorage with Aeroflot last June on the four-hour, four-time-zone journey to Magadan. Russian planes fly as well as ours, but the rough Magadan landing provided an anxious moment. Sure that the plane's tires had blown on touchdown, I soon learned that all of that shaking had been due only to a rough runway surface. After an uneventful trip through Russian immigration and customs, we stepped into a waiting area and were touched to see two men holding signs reading "Welcome Frank and Jim."

We traveled by private car to the home of my host Vladimir Mekulenko in Sokol, which is adjacent to Magadan Airport. With a population of about 10,000, Sokol has no taxi service or other public transportation; however, there is hourly bus service between it and Magadan, about 30 miles north.

Abundance of hospitality

It was roughly 3 a.m. Alaskan time when we entered my host's third-floor apartment. I was immediately escorted to the family dining table where a full dinner was served. This was the opening round of Russian hospitality that I enjoyed for the next two weeks.

The Mekulenko family lives in a two-bedroom apartment, so their 20-year-old daughter and teenage son were displaced to sleep in the living room for the duration of my stay.

Words are inadequate to express the tremendous effort my host and their friends went to on my behalf. I was fed the best to be had, catered to in every way, and genuinely made welcome in every home I entered. I was a meal-time guest with six different families.

Viewing the facilities

Most days we were escorted to vari-

ous Aeroflot electronics facilities in the Sokol area. We saw radio, radar, navaid, and avionics facilities and maintenance stations, as well as air traffic controllers' operating positions. Anything we asked to see was shown, and all of our questions were answered.

For two days, we were in Sinogore, the site of a hydroelectric plant on the Kolyma River. The city lies 50 minutes by turboprop aircraft north of Sokol. The plant, which we toured, has four turbines, with a fifth being readied for installation. The best maintained plant of any we saw, it produces what is locally called "Russian Gas" for much of the Magadan District.

Difference in seasons

Although Magadan and Sokol are south of Anchorage, the seasonal weather was about three weeks behind. On June 9, snow fell and re-

mained on the ground overnight in Sinogore, and on the morning of June 12, there was frost on a bluff overlooking the ocean near Magadan. Leaves on the trees were not fully developed by June 16, our departure date. Even so, for each of the past 30 years, my host said, weather has permitted a successful potato harvest of the summer "kitchen gardens" most families in the area plant.

A memorable time

By neither staying nor eating at public facilities, I got to know a variety of people, for which I am grateful. Many favorable memories of those I met and their genuine hospitality remain. *

This article first appeared in the Alaskan Region *Intercom*.

Frank Zschiegner is NAS operations manager at Anchorage center Airways Facilities Sector.

New Technology

The introduction of new technology can be interesting and inspiring when people understand what's coming and how it will affect their work. Sensitive to the concerns of employees who will be working with the new systems, the Advanced Automation Program team has developed the Field Information Center multimedia kiosk to provide information about future systems easily and quickly.

Last November, the first kiosks arrived at locations in the Southern and Northwest Mountain regions, as well as the FAA Technical and Aeronautical Centers and Headquarters. At least 20 more are planned for other regions by early this year. Information, which is updated at least monthly, can be selected 24 hours a day, seven days a week, with the touch of a button.

For more information about the kiosk program, contact Bill Koch, AAP-4, (202) 376-6540. *



Bill Koch, AAP-4, left, demonstrates kiosk programs to Joe Del Balzo, Executive Director for Strategic Initiatives.

Flying Wright

By Bob Esposito

It was 1941. The young, green-as-grass, flight test engineer was on his first assignment away from Wright Field. The chief engineer from Curtiss Aircraft asked, "How'd we make out?"

The young engineer representing the Army Air Force replied, "I'm sorry, but the aircraft failed to meet the high-speed guarantee. It was a half-mile lower than the one percent allowed."

The chief engineer appealed to Captain Mark Bradley, the superior officer: "Moe, you aren't going to let this guy take us for one-half mph, are you?"

Bradley turned to the nervous engineer, "Rosie, what do you say to that?"

The young man responded: "We conducted the test twice. The speed did not fall in the allowable one percent," he reiterated. "The guarantees were specific and agreed to. To change the numbers would violate the reason why the government conducts these tests," he concluded.

There was a heavy silence until Captain Bradley stated: "Gentlemen, that's the answer."

It wasn't until several months later that Rosie found out that the monetary penalty for the one-half mile-per-hour deficit was approximately \$300 for each P-40D that Curtiss produced. Still later, Rosie went on to prepare the flight test procedures on the Army's first jet fighters.

This story about responsibility and decision making, and over 100 more, have been authored by 72 test pilots, engineers, and their spouses of the Wright Stuff Association in the expanded second edition of *Test Flying at Old Wright Field*, edited by Ken Chilstrom and Penn Leary. The stories primarily focus on the late 1930s through mid-1950s and relate the wildest, yet factual tales on World War II aircraft, the early jets, the original "Flying Wing," captured Axis aircraft, airshows, speed records, lessons learned, and the courage and dedication of those who lost their lives.

The stories are narrated in the first person by the fliers themselves. Of course, all such anecdotes, some not without humor, must stand up to the critiques of their peers, and the stories presented in the book have had that sanction. The more proficient pilots often have the best stories, and the telling sometimes involves a myriad of technical details leading up to a crisis. The flight may be terrifying, but the reader is in good



Nathan and Irma Rosengarten

hands with these "Wright Stuff" pilots in command.

One of the authors is retired Brigadier General Gus Lundquist, who was FAA's Associate Administrator for Engineering and Development during the 1970s. During his Air Force career, Lundquist flew a range of aircraft types from the Stearman P-3 trainer to the experimental X-1, rocket-propelled aircraft. He puts the reader in the cockpit of a Messerschmitt Me-163 Komet (the world's first rocket fighter) while he is being towed by a B-29 shortly after World War II.

All the authors waived their rights to their stories, and all profits from the book go to the Wright-Patterson Air Force Base Education Fund. The fund, a tax-exempt corporation approved by the Internal Revenue Service and the State of Ohio, provides academic achievement college scholarships and no interest loans to the children and grandchildren of currently employed civilian and military personnel at Wright-Patterson Air Force Base.

The fund operates in a unique fashion. No monies are spent on administration or operation since it has no paid employees, and it does not so-

licit for contributions. Its main purpose is to seek academic achievers to reward them. The applicants' names and personal information are screened from the evaluators who select the awardees strictly on the basis of academic merit. Scholarship winners must have at least a 3.5 out of a 4.0 unweighted grade point average, along with an SAT score of 1,150 or an ACT score of 26.

Contributions mostly come as donations to the Combined Federal Campaign and now from sale of the \$24 book. In 1993, over \$34,000 was awarded to 68 students. Since 1985, over \$100,000 in college scholarships and zero interest loans have been presented to over 200 high school students.

Oh yes, the founder and president of the fund is that young engineer, now some 78 years young, Colonel Nathan Rosengarten. Rosie and his wife, Irma, perform the daily management functions of the fund and assume costs associated with its operation. When the members of the Wright Stuff Association decided to assign the copyright of their book to the fund, the Rosengartens were surprised and delighted. The book, they say, has not only preserved military aviation history at the old Wright Field for future generations, but now it also helps to provide the gift of education to the sons and daughters and grandchildren of the community.

The Wright-Patterson Air Force Base Education Fund will share its method and procedures with any group of people interested in raising funds for higher education or any other charitable cause. Those interested can write or call:

Col. Nathan Rosengarten
4080 Beechwood Drive
Bellbrook, Ohio 45305
(513) 848-4210 *

Bob Esposito, an engineer at the FAA Technical Center, flew with members of the 4950th Test Wing, a later generation of "Wright Stuff" aircrews, in the first joint DOD/FAA tests on the Global Positioning System avionics some 15 years ago.

Children's Program of Northern Ireland

By Donna King

Twenty years ago, Sara Hughes, a mother from Belfast, Northern Ireland, wrote a letter that was printed in the *Fargo Forum*, asking if an American family would give her son a summer break from the violence in their homeland. Ruth and Roy Lerud, a couple from Minnesota, answered the letter and in July 1973, the boy arrived on their farm. This led to the founding of the Children's Program of Northern Ireland (CPNI).

Since 1973, CPNI has brought thousands of children between the ages of 10 and 13 to Minnesota. Though it began as a way to get the children away from the "troubles" in Northern Ireland, it has evolved into an opportunity to show these young people an environment where they are not judged by religious beliefs. There are many people both here and in Northern Ireland who work together for this goal.

Many of the children come here and see for the first time Catholics and Protestants living in the same neighborhoods and socializing together. In Northern Ireland, most of the children of different religious back-

grounds do not get the opportunity to play with each other because of prejudicial views.

Changing attitudes and prejudices is a very long and slow process, but those in CPNI hope that bringing the children—the adults of tomorrow—into a different religious climate will help.

Because there is no one region where children are less susceptible to being pulled into the conflict, the 124 children who were brought to Minnesota this year came from many areas—Belfast, Lisburn, Omagh, Dungannon, Cookstown, and Strabane.

Last spring I read about CPNI in the newspaper, and our family decided to apply to be a host family. My daughters, Jessica, 13, and Grace, 11, were very excited. After being accepted by the program, we were "matched" with an 11-year-old girl named Aisling. She arrived on June 23 for her six-week stay with us.

Aisling became a member of our family from the first day. She and my two daughters went everywhere together and became quite popular in our neighborhood. They rode bikes,

played games like "kick the can" and "capture the flag," and babysat. We learned to enjoy tea and soda bread in the evening. Aisling learned to bake chocolate chip cookies. We went to the Mall of America and Valleyfair, which were, in Aisling's words, "class" and "brilliant."

The entire six weeks was fun and an enriching experience for us all. The time we had together flew by. It was very difficult to say good-bye, and there were a lot of tears at the airport.

Since Aisling has left, we have written and talked to her and her family many times. I believe that we have made friends for life. Needless to say, I highly recommend the experience. *

To receive a packet describing the program and how to apply as a host family, write:

The Children's Program
of Northern Ireland
PO Box 2098
St. Paul, Minnesota 55102

Donna King is an air traffic control specialist at Minneapolis TRACON.

action planning phase. Employees will be meeting with their immediate supervisors, for discussions. Supervisors, together with their work groups, will develop an action plan of three to four issues to work through.

Research psychologists at the Civil Aeromedical Institute are now engaged in analyzing the data received by looking at the correlation of survey questions with survey responses. Late this month the analysis will be completed.

Groups interested in participating in future surveys should contact the Employee Survey Team, AHD-100, 400 7th Street SW, PL 200, Washington, DC 20590. The FAX number is (202) 366-4440. *

Survey Scene

Washington Center, Richmond tower, Leesburg Automated Flight Service Station, and the Capitol Hub in the Eastern Region Air Traffic Division are participating in a Survey Feedback Action (SFA) pilot test. The purpose is to evaluate the changes made to the survey questionnaire, reports, and the SFA process. Site representative training began in late October in preparation for the survey administration in middle November.

The entire pilot test encompasses 1,002 employees, with local representation from two national unions, the National Association for Air Traffic Controllers (NATCA), and the National Association for Air Traffic Spe-

cialists (NAATS).

Results indicate a total of 670 survey returns out of the possible 1,002 for a response rate of 67 percent. Included in the returns were 260 comments. An outside contractor typed the comments, removing personal names and any obscene language. Eastern Region's Air Traffic SFA representative presented management and the union representatives with copies of the typed comment report.

Using the database created from the survey, 109 individual supervisors reports and 50 consolidated reports were produced and distributed. Supervisors and their work groups are now beginning the feedback and

People

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

Space permitting, actions of a change of position and/or facility are published.

The time lag before personnel actions appear is due to data compilation, format, and publication times.

Aeronautical Center

Raymond J. Adkins, manager, Exception Packing & Crating Branch, Storage & Transportation Management ... Sharon K. Ashford, supervisor, Technical Section, Aircraft Registration Branch, Civil Aviation Registry ... Doyle W. Good, manager, Logistics Support & Storage Branch, Storage & Transportation Management ... Phillip Handke, manager, Logistics Support & Storage Branch A, Storage & Transportation Management ... Alfred C. Raines, manager, Inspection & Certification Branch, Storage & Transportation Management ... Walter C. Richardson, manager, Acceptance & Distribution Branch, Storage & Transportation Management ... Geraldine D. Smith, manager, Reutilization & Marketing Branch, Storage & Transportation Management ... A. Jeanette Spencer, supervisor, Certification Section F, Airmen Certification Branch, Civil Aviation Registry.

Central Region

Michael K. Dahl, manager, Standards Office, Small Airplane Directorate ... Steven A. Ehmke, unit supervisor, environmental support, St. Louis, MO, AFS, Kansas City, MO ... David W. Schaer, manager, Vandalia, OH, MIDO, from Oklahoma City (Bethany) MIDO ... Judith Shifrin, manager, Resource & Program Management Branch, Flight Standards Div., promotion made permanent ... Melvin D. Taylor, branch manager, Atlanta, GA, Aircraft Certification Office, College Park, from Chicago Aircraft Certification Office, Des Plaines.

Eastern Region

Frederick J. Bolster, area manager, Washington National ATCT, Arlington, VA ... Jessie J. Buchanan, unit supervisor, Norfolk, VA, AFSFO, Norfolk AFS, promotion made permanent ... George D. Dalton, unit supervisor, Baltimore, MD, AFSFO, Glen Burnie, Capital AFS, promotion made permanent ... Sze-On Leung, unit supervisor, LaGuardia AFSFO, Queens, Metro AFS, promotion made permanent ... Ferdinando O. Martino, manager, Andrews ATCT, Camp Springs, MD, from Washington ARTCC, Leesburg, VA ... Dwight McBride, unit supervisor, Syracuse, NY, AFSFO, Empire AFS, promotion made permanent ... Judy G. Noble, area supervisor, Millville, NJ, AFSS, promotion made permanent ... Rodolfo Perez, asst. manager for program support, Metro NY AFS, Garden City, promotion made permanent ... Joseph Reilly, unit supervisor, NY ARTCC AFS, Islip, promotion made permanent ... Lesly Samedy, unit supervisor, LaGuardia AFSFO, Queens, Metro NY AFS, from Garden City ... Michael J. Sammartino, manager, Westchester, NY, ATCT, White Plains, from regional office ... John Savarese, area supervisor, Teterboro, NJ, ATCT, from Newark, NJ, ATCT ... Raynor F. Thompson, unit supervisor, Camp Springs, MD, AFSFO, Capital AFS, from Suitland, MD.

Great Lakes Region

Robert H. Allen, unit supervisor, Detroit Airports District Office, promotion made permanent ... Cathleen R. Bruner, asst. manager, quality assurance, Chicago ARTCC ... James J. Callahan, supervisor, Installation Section, Ypsilanti, MI, Establishment Engineering Branch, Airway Facilities Div., from Belleville, MI ... Thomas M. Downey, asst. manager for training, Indianapolis ARTCC ... Stephen P. Ford, asst. manager, traffic management, Chicago ARTCC ... Timothy A. Goodall, AF watch supervisor, Chicago AFS, from Boston, MA, AFS ... Willie J. Gripper, manager, Chicago CASFO, from Dallas-Ft. Worth CASFO, Euless, TX ...

Desmond L. Haynes, area supervisor, Mansfield, OH, ATCT ... Gregory M. Ingraham, unit supervisor, Minnesota AFS, St. Paul ... Randall J. Menard, area supervisor, Grand Forks, ND, ATCT ... Douglas L. Molin, asst. manager, quality assurance, Indianapolis ARTCC ... Douglas F. Powers, special assistant, Special Projects Staff, Air Traffic Div. ... Alan L. Reilly, area manager, Chicago ARTCC ... Willie L. Wells, unit supervisor, Telecommunications & Spectrum Engineering Branch, Airway Facilities Div., from Indiana AFS ... Darryl A. Winter, area supervisor, Kankakee, IL, AFSS, promotion made permanent.

New England Region

Carl L. Smith, supervisory electronics technician, Nashua, NH, AFS ... Joseph F. Veiga, manager, Budget & Information Systems Branch, Resource Management Div. ... Anthony J. Willett, manager, Communications & Analysis Branch, Resource Management Div.

Northwest Mountain Region

Larry S. Bird, manager, Maintenance Branch, Flight Standards Div., from Seattle FSDO ... David R. Bohlen, unit supervisor, Denver, CO, AFS, promotion made permanent ... Garry F. Brown, manager, Olympia, WA, ATCT, from Seattle-Tacoma ATCT ... Velda I. Brown, asst. manager for program support, Denver AFS, promotion made permanent ... Daniel I. Cheney, manager, Propulsion Branch, Seattle Aircraft Certification Office ... Murry D. Hess, operations supervisor, Salt Lake City ATCT ... Jane K. Inaba, div. manager, Civil Rights Staff ... Carla L. Knaup, area supervisor, Colorado Springs ATCT, promotion made permanent ... Brock L. Laffoon, unit supervisor, Auburn, WA, ARTCC AFS ... George A. Wallis, section supervisor, Establishment Branch, Airway Facilities Div., promotion made permanent.

Southern Region

Cinderita G. Allen, unit supervisor, Atlanta ARTCC AFS, Hampton, GA, promotion made permanent ... Robert

People

E. Armstrong, supervisor, Services Section, Materiel & Services Branch, Logistics Div. ... **Billie D. Brandt**, area supervisor, San Juan CERAP, from Isla Verde ATCT ... **James D. Brooks**, area supervisor, Nashville, TN, ATCT ... **Glenn E. Cannon**, area supervisor, Miami ARTCC, promotion made permanent ... **Justo P. Casablanca-Garcia**, asst. manager, San Juan CERAP ... **Dean C. Cole**, area supervisor, St. Thomas, VI, ATCT, from Orlando ATCT ... **George J. Dowd**, area supervisor, Hebron, KY, ATCT, promotion made permanent ... **Brian P. Foley**, area supervisor, Miami ARTCC, promotion made permanent ... **Thomas E. Hardin**, unit supervisor, Memphis, TN, HUB AFS, Tupelo, MS, from Columbus, MS ... **Richard A. Jehlen**, asst. manager, plans & programs, Miami ARTCC ... **Myron A. Jenkins**, area supervisor, Macon, GA, AFSS, promotion made permanent ... **Thomas W. Kibler**, unit supervisor, Establishment Engineering Branch, Airway Facilities Div. ... **Daniel T. Lewin**, area supervisor, Hebron, KY,

ATCT, promotion made permanent ... **Leonard J. McDaniel**, area supervisor, Macon, GA, AFSS, promotion made permanent ... **Barbara H. Miller**, unit supervisor, Miami HUB AFS, promotion made permanent ... **Michael L. Miller**, area supervisor, Miami ARTCC, promotion made permanent ... **Geraldine S. Morgan**, manager, Charlotte, NC, AFSFO, Columbia, SC, AFS ... **Tommy L. Murphy**, unit supervisor, Miami ARTCC AFS, promotion made permanent ... **Alfred D. Owen**, area supervisor, Jackson, TN, AFSS, promotion made permanent ... **Robert Paul**, area supervisor, Miami International ATCT, promotion made permanent ... **Thomas J. Robinson**, manager, Accounting Operations Branch, Accounting Div., promotion made permanent ... **William E. Schieder**, area manager, Miami ARTCC ... **Judith G. Smith**, manager, Jackson, TN, AFSS, from Greenwood, MS, AFSS ... **Donald L. Spivey**, area supervisor, Huntsville, AL, ATCT, from Daytona Beach, ATCT ... **David H. Storey**, area supervisor, West

Palm Beach, FL, ATCT, promotion made permanent ... **John H. Thomas**, area supervisor, Pensacola, FL, ATCT, promotion made permanent ... **Allen B. Tillett**, unit supervisor, Raleigh, NC, AFS, promotion made permanent ... **Thomas W. Wolfe**, area supervisor, Ft. Pierce, FL, ATCT, promotion made permanent.

Southwest Region

Wilson E. Fisher, unit supervisor, Houston, TX, CASFO ... **Jimmie F. Keck**, unit supervisor, Ft. Worth ARTCC AFS, promotion made permanent ... **Philip W. Russell**, area supervisor, Dallas-Ft. Worth ATCT, from Corpus Christi, TX, ATCT ... **Hector Vela**, manager, Houston CASFO ... **Maurice Wyatt**, unit supervisor, Ft. Worth ARTCC AFS, promotion made permanent.

Technical Center

Thomas F. Wood, branch manager, Labor Relations & Information Resource Staff, Human Resource Management Div.

Retirees

Aeronautical Center

John J. Callanan
John R. Newman
Erie R. Schneider

Central Region

Don S. Lang
Ruth M. Lynch
Jack Roggenbach

Eastern Region

George N. Benoit
Armour W. Brown
William F. Dockery
Edward A. Gfroerer
Adam Joseph Mattern
Joseph D. McKinley
Louis Paskevicz
Harold W. Sowers

Great Lakes Region

Carl E. Blassingame
James F. Bruner

George W. Evans
John A. Johnson
Gerald J. Lynch
Mary Foley Malham
Orville K. Putzier
John F. Tobin

New England Region

Jack A. Sain
James A. Tilley

Northwest Mountain Region

H. G. Bartlett
Gene L. Dunham
Evelyn M. Engstrom
James Garcia
Donald E. Johnson
Edwin J. Justice
Carl E. Peterson

Southern Region

William C. Beal

Bradley H. Beckham
Edward P. Bradley
Cecil Ira Davidson
Jerald W. Dean
Robert W. Gess
William W. Harper
Paul A. Kessler
Edgar E. McRee
Reginald F. Potoczny
Larry M. Price
William W. Rainey
Candido Rosado
Richard J. Shremshock
James M. Taylor

Southwest Region

Jimmy C. Burgess
John F. Hicks
Norman C. Skipworth

People

Washington Headquarters

manager, Commuter & Air Taxi Branch, Air Transportation Div., Flight Standards Service, promotion made permanent ...

staff chief, Administrative Systems Branch, Contracting & Quality Assurance ... manager, Auto Surveillance R&D NAILS Implementation Branch, NAILS Program Div., NAS Transition & Implementation Service, promotion made permanent ...

manager, Internal Security Branch, Investigations & Security Div., Civil Aviation Security Operations, promotion made permanent ...

chief, Appraisal Staff, Executive Director for Acquisition & Safety Oversight ...

support services supervisor, Airway Facilities.

Western-Pacific Region

units supervisor, San Francisco CASFO, promotion made permanent ...

section supervisor, Facility Operations Branch, Air Traffic Div., from Orlando ATCT ... area manager, Las Vegas ATCT ...

area supervisor, Lindbergh International ATCT, San Diego, from Palomar ATCT, Carlsbad, CA ...

unit supervisor, Los Angeles ARTCC AFS, promotion made permanent ... asst. manager, Southern California TRACON, from Chicago ARTCC ...

manager, Palmdale, CA, ATCT, from regional office ... area manager, Sierra Nevada, CA, AFS, McClellan Air Force Base, from Sacramento ...

systems engineer, Southern California TRACON AFS, from Ohio AFS, Cleveland ...

asst. manager for training, Honolulu ARTCC, promotion made permanent ...

asst. manager for training, Honolulu ARTCC ...

area supervisor, Prescott, AZ, AFSS, from Bethel, AK, FSS ...

asst. manager for program support, LAX AFS ...

asst. manager, Honolulu ATCT ...

unit supervisor, Los Angeles CASFO.

January 1994

Photo Credits

Washington Air Route Traffic Control Center celebrated Hispanic Heritage Month by hosting a regional "Chili Cook-off" in October. A "grande" success, eighteen entries from several facilities competed in four categories. Winners were: mild—L'Tanya May; medium—Lacy Brown; hot—John Sachen; and del fuego (fire hot)—Al Kaulia. Judging the event were Michael Fitzgerald, Bruce Klinger, Phil Gallagher, and Margaret Martin.

Pictured are center manager Sabra Kaulia talking with air traffic control specialist Larry Barbour.



The Windsor-Locks Flight Standards District Office (FSDO) and the Northwest Mountain Flight Standards Division received "Office of the Year" and "Region of the Year" awards for accident investigation.

James Gebryel and Sam Aaron accepted the awards for the FSDO and the division, respectively. David Thomas, director of Accident Investigation, and Frank Del Gandio, manager, Recommendation and Quality Assurance Division, presented the honors.

Denver FSDO; Anthony Palazzo, Windsor-Locks FSDO; Bruce Ryerson, Helena FSDO; John Shear, Portland FSDO; and Joe Williams, Denver FSDO. A certificate of appreciation went to Michael Collins, ANM-100, for his participation in a recent investigation of an air carrier accident. Mary Hoy, ANM-200, also received a safety award for her involvement and contributions to the accident investigation Quality Assurance Program.



Sam Aaron, Frank Del Gandio, Dave Thomas, Mary Hoy, Bruce Ryerson, John Shear, and Joe Williams.

Criteria on which the awards were based include percentage of on-scene investigations, reporting, and timeliness of reporting; delineation of FAA's areas of responsibility; and submission of recommendations to improve the safety of the National Airspace System.

Winners of individual safety awards for safety recommendations they submitted were Robert Laurion,

Polar Star '94

By Mary E. Paschall

I left Anchorage early Tuesday morning aboard a C-130 U.S. Coast Guard plane en route to Edmonton, Canada. Although the outside temperature was a chilly 17 degrees, the aircraft felt warm as we received our ear plugs for the flight. The plane had been redesigned with commercial seats for our special flight to Canada.

I was deeply engrossed in my book, when suddenly, I heard the sound of loud voices coming from the rear of the plane. I started to turn around to see what was happening when my head was pushed down on my knees, and what felt like the butt of a gun was pressed against my head. A male voice threatened me saying, "Keep your head down, or you'll be shot."

Everything happened so fast. My glasses were taken away, and my hat was pulled down over my eyes. I could hear loud screams and threats from different areas of the plane. A woman was shouting and cursing at another passenger. We were being hijacked! I could feel my chest begin to tighten with pain as I began to wheeze.

Thankfully, I am describing Polar Star 1994, the very first international aircraft hijacking exercise and a collaborative effort headed by the Federal Aviation Administration and our neighbor Canada. On detail to the FAA from the



Polar Star 1994 took place between Anchorage, Alaska, and Edmonton, Canada, on this C-130.

Department of State, I was a passenger for the historic event.

Polar Star was a very successful collaboration. Cooperation among FAA Alaskan Region security, FAA Northwest Mountain Region security, the Federal Bureau of Investigation, NORAD, the U.S. Coast Guard, the Anchorage Municipal Police, Anchorage medical facilities, the Alaskan State Police, the Royal Canadian Security Forces, Edmonton Airport security, and the Canadian Ministry of Transportation worked well. Also, Polar Star—through a training exercise—gave both the United States and Canada an excellent view of the strengths and weaknesses in the current way of handling international hijackings. ✱



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