MARCH 1976

FAA WORLD

Service to Man in Flight

AIRPORT IDENTIFIERS

AMERICAN REVOLUTION BICENTENNIAL 1776-1976

Federal Notebook

FRIEND IN COURT TO LEAVE

Rep. David Henderson (NC), chairman of the House Post Office and Civil Service Committee, has announced that he will not stand for re-election this year. On a seniority basis, next in line are Rep. Morris Udall (Ariz) and Rep. Dominick Daniels (NJ), although that system of selection may not be the one used.

PAY UP OR...

The Civil Service Commission has warned Federal employees that under the Federal Personnel Manual they are expected to pay taxes and other "just financial obligations" imposed by law. A just financial obligation means one acknowledged by the employee or reduced to judgment by a court or imposed by law, such as Federal, state or local taxes.

ANNUITIES, TODAY AND TOMORROW

Effective the first of this month, retirees are getting a 5.4 percent cost-of-living boost. This may be the last time that the raise includes a one percent kicker, which is designed to compensate for the three-four month lag between the date of the consumer price index level used and the date of receipt of the higher annuity. The Administration is expected to ask Congress to repeal that provision. One possibility expected to be explored by the Office of Management and Budget for cutting retirement costs is raising the age for earliest optional retirement to 60 with 20 years' service. Another possibility for cutting the Civil Service Retirement Fund's growing unfunded liability could be the increasing of employee retirement contributions from seven percent.

THE BUDGET ON PAY

The Fiscal Year 1977 budget (which now begins on October 1) calls for a five percent pay-raise limit this year and a return to comparability next year, budgeting about an 8.6 percent increase. This year's boost for blue-collar workers would be held to 3.4 percent. The five percent raise may be an average, in which case lower grade employees may get as low as three percent because of job redefinitions for secretaries and computer operators by CSC and OMB.

RECOUPING LEGAL FEES

A decision of the U.S. Court of Appeals for the District of Columbia makes it possible for Federal employees who win discrimination suits at the administrative or court level to recover their legal fees from the government. The Justice Department is expected to appeal the coverage of administrative procedures and the denial of the government's right to limit the fees involved.

FISH OR CUT BAIT

Based on a CSC appeals review board ruling that Federal Personnel Manual provisions on the subject are mandatory and not discretionary, the General Accounting Office has ruled (B-183086) that agencies cannot assign employees to higher graded duties for more than 120 days without getting CSC approval or temporarily promoting them to the higher grade. This reverses a 1973 GAO ruling.

LOST LEAVE FOUND

It's now law (PL-172) that annual leave lost because of unjustified actions--such as firing, suspension--can be restored.

FAA WORLD

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K. K. Jones	Southwest Region
Eugene Kropf	Western Region

The cover: *Airport identifiers are a world of alphabet soup. Though bewildering in their variety, they are consistent and properly serve the needs of air-traffic control. Their evolution is detailed on page 14.*

The Administrator visits NAFEC.

We're High On People

Last month, I wrote about our responsibility to provide safety and service to the flying public. But what about our responsibility to each other, which ultimately affects that safety and service?

It is also our job to see that our co-workers are treated fairly day in and day out, that we let each other know that outstanding work is truly appreciated, that initiative is genuinely encouraged and that good ideas are good ideas, no matter where they come from in the organizational pecking order.

Selling ourselves and each other short sometimes becomes infectious. It's easy to get caught in the downdraft of the cynics who decry the general low quality of workers and workmanship in our society. Well, that's just not true about FAA. I know that most people throughout our agency take pride in doing their job well, that they eagerly seek to improve the quality of service, that they want to give a fair day's work for a fair day's pay and that they are more than willing to go that last, extra mile.

To reinforce this attitude is everybody's job. Moreover, I recognize that as Administrator I have a responsibility to find out what is on your mind and what might be lacking in our approach to dealing with the problems you face. To that end, I hope that you will keep me informed.

There is no time at which a good thing can't be made better. Much as we are ever striving to improve the aviation system to meet tomorrow's needs, we must strive to improve the quality of our spirit and, consequently, the quality of the work we do. By keeping the lines of communication open, by dealing promptly with our problems and by recognizing work well done, we can make a good FAA still better.

John L. McLucas

JOHN L. McLUCAS
ADMINISTRATOR

CHANGE OF ADDRESS: FAA employees should send their changes of mailing address for FAA WORLD to the control point in the region or center where they are employed: AAC-44.3; AAL-54; ACE-20; AEA-20; AGL-13; ANA-14; ANE-14; ANW-14.7; APC-52; ARM-5; ASO-67.1; ASW-67A7; AWE-15; and Headquarters employees, AMS-130. You should not send change-of-address information to Washington. If you move from one region or center to another, you should submit your change of address to the region or center to which you move on Form 1720-9.

WHERE RAIL an

Decades of discussion and dalliance passed before Washington, D.C., got its first modern airport—Washington National—and so it has been with the Capital's subway system. But less than a year from now, these two transporation facilities will be linked together, becoming only the third place in the country where a rapid-transit system and an airport are joined in a people-moving partnership. (Cleveland and Boston are the others.)

Unfortunately, this marriage will be cemented in January 1977 after America's Bicentennial Year has passed, but it will probably last long enough to see the throng of Tricentennial visitors.

Speaking of cement, the subway at FAA-owned-and-operated National Airport is actually not a *sub*way; as the photos show, the railway rests on an elevated concrete structure which soars gracefully up from its underground entrance to the airport grounds, running more than 6,000 feet until it leaves the terminal area and heads south into Alexandria, Va.

No one can say for sure just how many of the airport's 8,500 employees and 35,000 daily passengers will use the subway, but transit officials have estimated that by 1990 some 34,000 people will use National's station each day, with 5,800 entering or leaving it during the peak hour, when trains will run every two minutes. Anyone who has ever seen the airport's clogged parking and roadway system can readily see the benefits of even moderate subway usage. This summer, a new one-way traffic pattern looping through the airport is expected to improve the automobile traffic flow.

As with all large-scale construction projects, Metro—the affectionate term for the Washington Metropolitan Area Transit Authority's subway—has been surrounded by controversy. The airport's mile-long portion of the planned 98-mile system is no different.

Originally, the subway was not even slated to pass through the airport. But in 1968, FAA won approval to "bend" the line through National. So far, so good. When the time came to actually design the line, however, fierce debate arose over its placement—below ground or above ground. With an owner's understandable concern, FAA wanted to put the line below ground where it would be out of the way of future airport construction projects. Metro officials said they couldn't afford the higher cost of underground construction.

Money won Metro's argument, and in June 1973, ground was broken for an overhead structure. There's a silver lining, however. From the elevated station, a beautiful view can be had of the Potomac River and landing and departing airplanes.

WMATA photo

When the airport line opens early next year, passengers will be able to take a 12-minute ride for 45 cents (70 cents during rush hours) at speeds up to 75 mph in comfortable, air-conditioned cars that will take them through nearby Arlington, under the Potomac River and into downtown Washington. A bridge over the Potomac now under construction just north of the airport will open in 1979 and shorten the ride by providing an even more direct route dow town. National Airport will be t end of the line until 1980 when the connection into Alexandria opens.

William Fairbanks makes an inspection tour at the southern end of the airport subway line. He works at the airport as assistant chief of the Engineering and Maintenance Division, Metropolitan Washington Airport Service, and is FAA's chief liaison with the Metro construction crews on the site.

AIR MEET

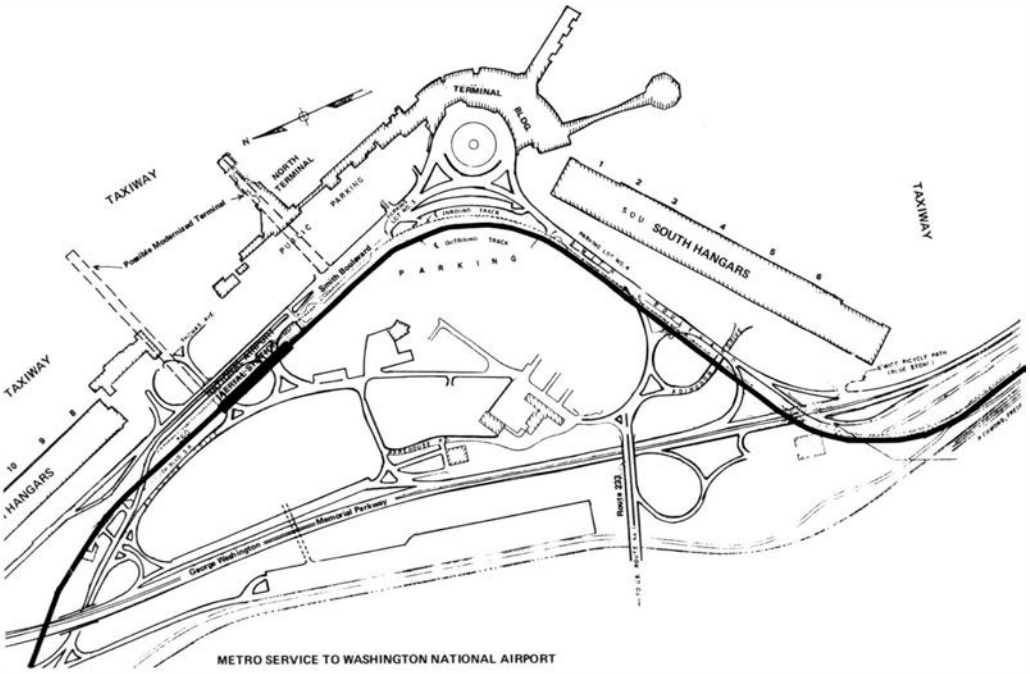
A Metro worker builds a concrete form at the base of the railway's pillared superstructure. The main terminal and airport control tower can be seen in the distance.

The Washington, D.C., Metro rises in Virginia to be an elevated structure and runs to National Airport between Rosslyn and Alexandria. The main airport terminal is in the rear, right of center photo, and the airport access road passes under the Metro station in the foreground.

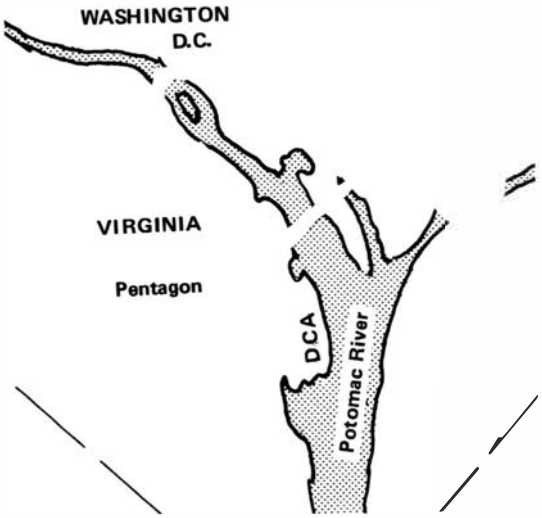
The Metro Center station at 12th and G Sts., NW, in downtown Washington is on the 4.6-mile leg which opens this month. Arched Metro station ceilings have no supporting pillars restricting the view of security attendants and closed-circuit TV cameras. The trains run on cushioned tracks and are so quiet that lights along the platform flash 20 seconds before a train arrives to warn waiting passengers.

The first 4.6-mile leg of the system opens downtown this month. The entire $4.45 billion network is scheduled for completion in 1981.

During construction at the airport, safety was the watchword. They tried to think of everything. Mindful of low-flying helicopters that use the airport, FAA even asked work crews to fly checkered flags from the tops of the towering construction cranes and to lower the cranes every night. The project has been favored by no injury-causing accidents and by comple-ion of heavy construction months ıead of schedule. In fact, proving runs with subway cars will begin this summer, continuing for an-



METRO SERVICE TO WASHINGTON NATIONAL AIRPORT



other half year while the track is precisely aligned, work is finished up at other stations downtown and Metro's very own ATC is perfected —Automatic Train Control.

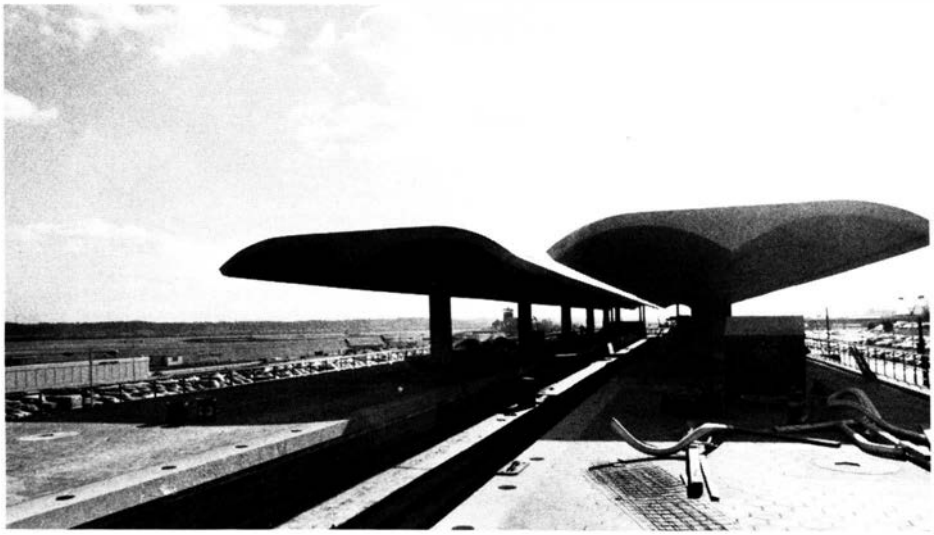
According to Metro publicity, the computerized ATC "is designed to withstand human error (even human malice), computer error and mechanical malfunction. Nobody, not even a crazed computer programmer, can force the trains to go above a safe speed or enter a section of track occupied by another train." Each train will have an attendant, of course, but during all normal operations, ATC will be in charge.

Due to the shape of the airport, the track makes a sharp curve just as it passes in front of the main airport terminal. Thus, the station had to be placed on the straightaway portion 1,500 feet from the main terminal and 400 feet from the North Terminal. A heavily-trafficked road separates the subway line from the terminals. After the line opens, FAA officials say an expanded shuttle-bus service will carry passengers between the station and the terminals. Eventually, there will be some kind of walkway to connect the subway and terminals, but it will not be ready until well after Metro service begins.

As for construction problems. there weren't many, really. Som times, contractors couldn't fi underground utility lines where they were supposed to be, and sometimes they found—and broke —them where they weren't meant to be. Despite the best of efforts, every last bit of construction during the airport's 35-year history hadn't always been recorded on the blueprints.

"We got tremendous cooperation in working out problems from FAA's Bill Fairbanks and his airport engineering staff," said Ed Husson, resident engineer on the project for Metro. "We don't write memos; we just pick up the phone and get it solved. When you're dealing in dollars and concrete, you don't procrastinate."

—Story and photos by Don Braun



Metro's above-ground stations, includin this one at National Airport, are mark by a graceful gull-wing canopy for pa senger shelter. It's windy up there; however, the platform benches will be protected by glass screens.

The ordeal of a pilot ~ ~ ~

COURAGE BROUGHT HIM THROUGH

Paul Kari still isn't sure exactly what hit his Air Force F–4 Phantom Jet that morning over North Viet Nam. Maybe it was a 37-mm shell from an anti-aircraft battery. Maybe it was a 55 mm or an 85. That's not important any more.

But sitting in his ninth-floor office in Washington Headquarters almost 11 years after the event, he picks up a camouflaged F–4 model from his desk and shows where the shell ripped into the underside of his fuselage just aft of the engine intakes. He speaks slowly, matter-of-factly in a quiet voice, like maybe this all happened to someone else. And, in a manner of speaking, it did. Almost eight years in North Viet Nam prisons—suffering the effects of inadequate diet, poor or non-existent medical care, physical and mental torture and primitive living conditions—could change any man.

Kari now works as a community-relations specialist in the Office of Public Affairs. But on June 20, 1965, he was a 29-year-old Air Force captain flying the number-two position in a formation of four Phantom Jets, skimming the lush green hills of North Viet Nam, targeted on the headquarters of the Western Viet Nam Military Training Center at a place called Son La, about 100 miles inland from Hanoi.

By inference, a picture emerges of a real hot-shot jet jockey—first in his class in a succession of flight and gunnery schools, four years in F–100s in Germany, first man to take an F–4 into combat in the skies over Viet Nam and then a veteran of 63 combat missions in what was fast evolving into America's longest and most divisive war. He was even the perfect size for fighters. His wiry five-foot-eight, 153-pound frame fitted nicely into the cramped jet cockpits.

But despite his experience—or perhaps because of it—he had understandable reservations about flying the number-two slot.

"It's a vulnerable position," he

says with the added benefit of hindsight. "The anti-aircraft batteries can set up on the leader, crank in their corrections if they miss and then zero in on you."

When the shell hit, he knew he was in trouble "immediately," although he had taken any number of hits before. "It sounded like someone had thrown a bucket of bolts into the engine," he remembers.

Kari cut loose his "external stores" (fuel tanks, bomb racks, etc.) and shut down one of the two engines because of a fire-warning. He attempted to nurse the aircraft back to his base in Thailand, but that soon proved fruitless. After some problems, his "backseater" managed to eject, and Kari followed him out. The plane exploded seconds later.

After landing on the side of a hill, there was a running gun battle with North Vietnamese militia and regulars while he scrambled with a painfully injured back toward the top of the hill in hopes that a rescue helicopter might arrive in time. It never did, although his "backseater" had the good fortune to come down in a heavily wooded area and was picked up the next day by American helicopters. Kari's final gasp of freedom lasted 15 to 20 minutes, although it could have been as much as 30 minutes or more, Kari concedes. "It was about the only occasion I really lost track of time."

Then the North Vietnamese were all around him: dogs barking, men shouting, weapons pointing and hands stripping off his flight suit. When he tried to show his captors how to remove his custom-made boots, he got a rifle butt to the side of the head for his trouble.

Next his hands were bound behind his back at the wrist and elbows, and he was marched in tee-shirt and shorts to the headquarters building that had been his bombing target, a distance of six or seven miles, "although it seemed like 30." And he soon discovered that he was an item of great curiosity, being only the twelfth American flyer shot down and captured in the North: something to be poked, pushed, pummelled, kicked, stoned and spat upon by the people along the way. By the time he reached his destination, his tee-shirt and shorts were in tatters.

That night came the first of what would be a long and seemingly endless series of interrogations, but this one had almost comic overtones. A Vietnamese officer, reading a prepared list of questions in halting English, nodded agreement when Kari refused to divulge anything but name, rank and date of birth and then concluded by reading the last item on the list, which declared, "Since you have refused to answer our questions, your life is not safe here."

The following morning, when Kari was taken to a nearby cave, he earned another shot in the head (and a broken ear drum) when he discovered the Vietnamese using his captured radio to lure rescue aircraft and smashed it with his bare foot. He later was awarded a Silver Star for this act, one of two he received in Viet Nam.

After four days, he was taken in a Russian-made jeep to Hanoi, a distance of approximately 100 miles. His destination: the old French maximum-security prison near the center of the Communist capital — nothing like "Hogan's Heroes" *stalag*. An impregnable fortress, surrounded by 20-foot walls topped with broken glass and electrified wire, it became known as the Hanoi Hilton.

Kari was interrogated almost immediately and "read the riot act," he recalls. "There were something like 20 regulations, which included things like no talking, no noise and no communications with other prisoners of any kind." He was told that he was not to be treated as a prisoner of war in accordance with the Geneva Convention. He was a "war criminal" and "intruder." They wanted to know what right he had to be there. They even asked to see his passport.

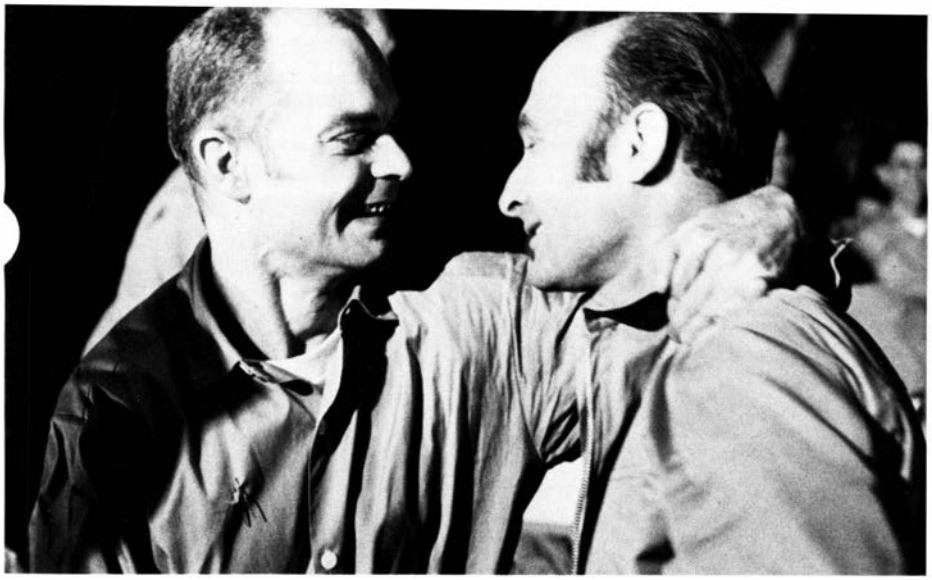
Since the North Vietnamese did not honor the Geneva Convention, there would be no formal notification through the Red Cross or any other international agency that he had been taken prisoner. Some five years were to pass before his family knew whether he was dead or alive.

"Every Christmas, the Vietnamese would stage a religious service for the prisoners, but I always refused to go because I knew it was being used for propaganda purposes," Kari says. "But after more than four years, I decided I owed it to my family to let them know I was alive. So I joined in Christmas 1969, knowing I would be in the propaganda films. The following summer, the Air Force got a copy of one film and showed it to my parents at Lockburne Air Force Base in Ohio, and they were able to identify me."

During his captivity, Kari had only six letters sift through the North Vietnamese authorities—four from his wife and two from his parents. He, in turn, was allowed to write one seven-line postcard a month, beginning at Christmas 1969. But these letters were censored indiscriminately by the Communists through malice or ignorance or both.

His first package from home arrived for Christmas 1970 and was hardly worth the wait. All that was left after the North Vietnamese Santa Clauses deducted service and handling charges were some bouillon cubes, four envelopes of hot chocolate and a couple of tea bags —just four ounces of food out of an allowable 6.6 pounds.

And the situation didn't get any better. Kari estimates that his



Relief and joy mark the faces of ex-POWs Rod Knutsen (left) and Paul Kari as they set foot on free soil at Clark Air Base in the Philippines.

family sent him something like 144 pounds of food (one package every two months under the rules), and he received only about four pounds. "No. Make that *less* than four pounds," he corrected himself.

The food packages, of course, were very important to the POWs, since the prison meals were meager, unappetizing and generally lacked nutritional value. "At one camp—to give you an idea—we were fed twice a day, primarily rice, although the rice differed from ours in that it lacked the vitamin and mineral laden outer bran coating," he notes. "There also was a watery soup with some green things floating in it, flavored with pork fat grease."

In January 1967, he began having persistent pains in his feet, which proved to be the first signs of a vitamin and mineral deficiency known as beriberi. A month later, he developed a blind spot, first in one eye and then the other, which left his vision permanently impaired. As a result, he took a medical retirement from the Air Force following his release from prison.

After three months in residence at the Hanoi Hilton, subjected to three or four interrogations a day, he was shipped with 11 other prisoners to a pesthole known as the "Briar Patch," about 40 to 50 miles west of the capital. This was another former French penal camp —in the best tradition of Devil's Island—which made the Hanoi Hilton seem like a luxury hotel by comparison.

There was no electricity or running water, the food was scarce and unpalatable, and the living quarters were filthy and infested with strange variations of Asian vermin. In short, it was an altogether fitting place to stockpile prisoners the North Vietnamese considered "reactionaries," and Kari proved to be one of their favorite prisoners. He logged 14 months there—twice as long as most of his comrades, something in which he takes a certain perverse pride now . . . but not then.

And there were other prisons as well: a former French film studio that became known as the Zoo because, Kari conjectures, "the prisoners were treated like animals"; Camp Unity and Camp Faith, perhaps the best of a bad lot; and Dogpatch, up on the Chinese border, where many of the POWs were warehoused after the Green Berets raided the Son Tay camp in November 1970. Kari would test the hospitality of most of them. In all, he was moved 26 times during his captivity, bouncing around the North Viet Nam countryside like a tennis ball at times, hitting some prisons like the Hanoi Hilton a number of different times, stopping at places the average tourist never sees.

Interrogations—or "quizzes," as the POWs called them—remained a part of prison life from the beginning almost to the end, varying in frequency and intensity, depending on the military and political situation at the time. Initially, Kari was pumped for military information, but gradually these meetings evolved into indoctrination sessions.

"Over and over, they would explain the North Vietnamese position," Kari recalls. "They would try to convince us that they were right and we were wrong. They wanted us to admit that the United States was the aggressor and to agree with their position."

There was constant pressure on the POWs to sign statements confessing their "war crimes" against the people of the North. Kari remembers with anguish one extended session in the summer of 1967 when he was kept sitting on a stool around the clock for about a week—going without water for three days and food for six. And much of this time, his hands were manacled behind his back.

On one occasion, to try to break him sooner, they pulled one hand up from beneath and the other back over his shoulder. Since Kari was not double-jointed, they had to tear his shoulder ligaments to make this work. Several years would pass before he regained full use of this shoulder and could do push-ups again.

Keeping busy in prison between interrogations and other harassments was a constant challenge for Kari, since much of his time was spent in solitary confinement. Physical and mental exercise became indispensible to his health and sanity.

"I would design things in my head, like a dream house or a per-

(Continued on page 12)

FACES and PLACES

THE CAREER LURE—*Boston FSS personnel (left to right) Larry Coyne, Ralph McDonald and Quinton Herrin attended to the new FAA exhibit at last fall's aviation/aerospace careers day at the Needham, Mass., high school, visited by 2,500 students from a dozen nearly schools.*

A FIRST—*Making an equipment adjustment at the Pittsburgh FSS is Clarissa Holland, Eastern Region's first and only black female electronics technician, who completed academy training last fall. Watching are sector manager Richard Fisher (center) and AF Division assistant chief Tim Hartnett.*

UPWARD BOUND—*Region Director Duane Freer congratulates the first five selectees in the Eastern Region's Upward Mobility Program. Left to right are John Spero, Barbara Jenkins, Estelle O'Polyn, Mr. Freer, Grace Schehr and Diane Castelluccio. The five were finalists in a field of 60 who applied for consideration.*

BUSY BUSINESS—*The crowded ramp and infield at New Orleans Lakefront Airport last fall was due to the National Business Aircraft Association convention. Controller Edward Keiser talks to one of the 600 pilots that made the scene of the convention each day of its run.*

DOWN EAST DEBUT—*Mary Ann Rupp (left) recently became Maine's first woman controller when she was reassigned to the Bangor Tower. Northern New England Ninety-Nines chapter chairperson Elizabeth Brown welcomed her and presented her with a Ninety-Nines medallion.*

THE STATE VIEWPOINT—*Great Lakes Region Director John Cyrocki (right) and Deputy Director Robert Ziegler (left) discuss state needs with state aviation officials (from the left) Lawrence McCabe, Minnesota; Henry Kazimier, Indiana; John Cornett, Ohio; Guy Wood, Illinois; James Ramsey, Michigan; and Fritz Wolf, Wisconsin.*

INSTANT FAMILY—*Out of compassion for the plight of Vietnamese refugees in this country, Martha B. Landers, assistant chief of the Lancaster, Calif., FSS, sponsored the Nguyen Tam Tuong family, which now lives with her. She found it a rewarding experience.*

IT'S OUR YEAR, TOO—*Going on sale this month is a 13-cent stamp commemorating 50 years of commercial aviation. The first contracts for airmail by the Post office were issued in 1926, the same year as the passage of the Air Commerce Act, which began Federal regulation of civil aviation. The planes depicted on the new postage stamp are the Ford Pullman monoplane and Laird Swallow biplane.*

PROBLEM SOLVER—*When the alphanumerics on an ARTCC scope go out, controllers have to tug the 325-pound scope into a horizontal position for the shrimp boats. Herman Regal, NAFEC modelmaker, along with Bill Einbinder and Irving Mower, devised a safe and inexpensive motorized drive to raise and lower the equipment. If the motor is inoperative, a hand crank is provided. Cost of the fix: less than $100.*

HER HEART BELONGS TO DADDY—*Susie Gilliland so roundly praised her father John, electronics technician at the Del Norte, Calif., Airport, in a local Father-of-the-Year contest that he ended up top pop. John takes care of his eight children on their seven-acre homesite, as well as two horses, three calves, one steer, 13 cats and three dogs, coaches a youth baseball team, is a Boy Scout leader and "is constantly driving for us kids" and takes the family camping.*

COURAGE *continued from page 9*

fect farm," says Kari, who was raised on the land near Spencer, Ohio, and took his degree in animal husbandry at Ohio State. "I even came up with a great idea for disposable plastic trash and garbage bags, which they didn't have when I was shot down. I was planning to patent the idea when I got home . . . but somebody beat me to it."

He also was able to indulge himself in one of prison's few luxuries —time for introspection and self-analysis.

"I used to plan what I would do if I were released next week or next month or next year to change my life and make myself a better person," he remembers. "I think I learned to be very honest with myself in the process, and I came out of prison with a great deal of self-confidence, based on a true ap-

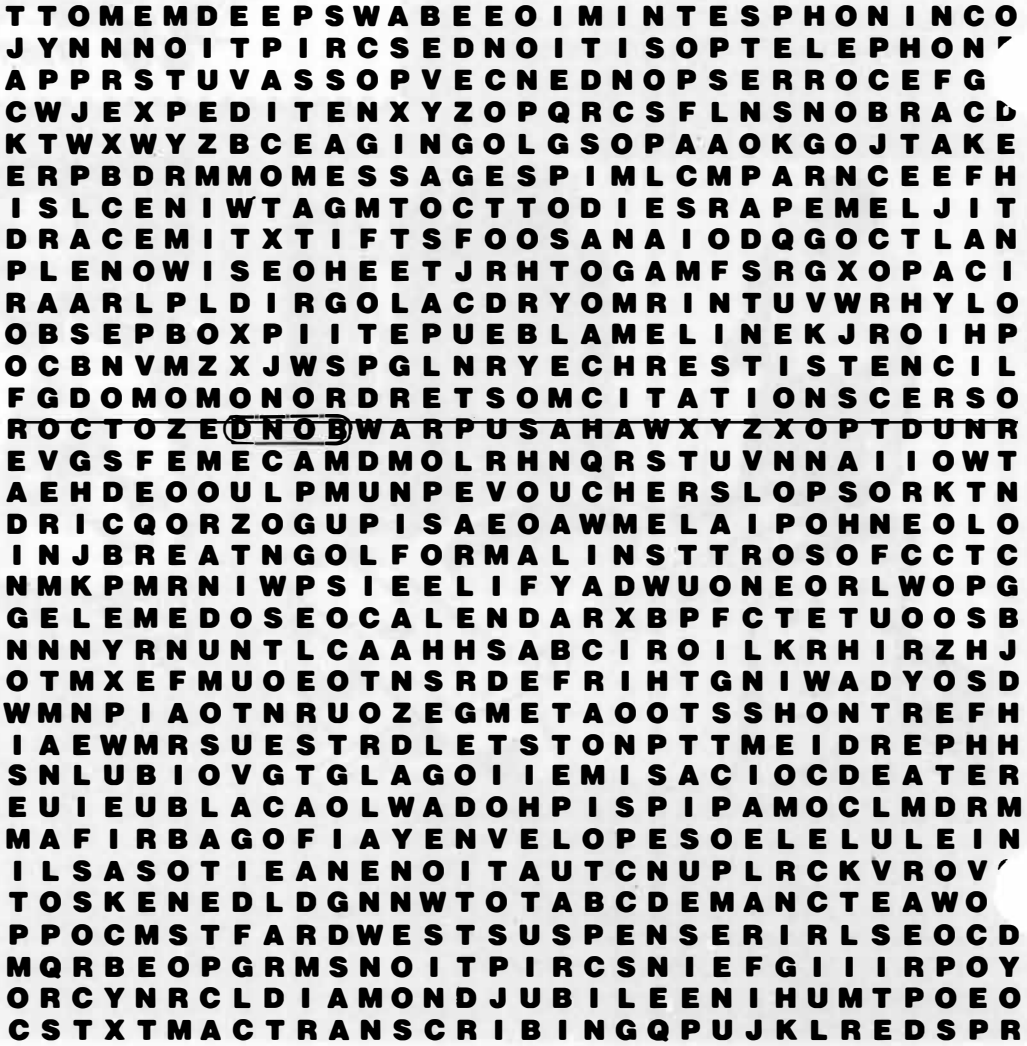
WORD SEARCH

By Anne Catlett, Office of Public Affairs

Here's a chance to get away from the technical types. This time it's the argot of the secretarial-clerical-administrative types. The words read forward, backward, up, down and diagonally but are always in a straight line and never skip letters. The words overlap and letters are used more than once for different words or contractions.

Use the word list if you must, but try covering it first. All 63 words (or phrases) can be found. Circle those you do find and cross them off the list. The word "bond" has been circled to get you started. When you give up, the answers may be found on page 18.

APPROPRIATION
AWOL
BAIL
BLAME LINE
BOND
CALENDAR
CARBONS
CITATIONS
COMP TIME
CONTROL POINT
CORRECTION FLUID
CORRESPONDENCE
CROSS-FILE
DAY FILE
DIAMOND JUBILEE
DISTRIBUTION
DRAFTS
DUPLICATOR
ENVELOPES
EXPEDITE
FACSIMILE
FOLDERS
FORMAL
GPO STYLE MANUAL
GENOTS
GOVERNMENT MANUAL
GREGG
GRID
INCOMING
INFORMAL
INSCRIPTIONS
LWOP
MEMORANDUM
MESSAGES
NOTICES
ORDERS
OUTGOING
PAPER CLIPS
PENDING
PER DIEM
PITTMAN
PLATEN
POSITION DESCRIPTION
PROCUREMENT
PROOFREADING
PUNCTUATION
REIMBURSEMENT
RENOTS
RIBBONS
ROUTE SLIP
SHORTHAND
SPEED MEMO
STAPLER
STENCIL
STENO PAD
SUSPENSE
TELEGRAM
TELEPHONE
TIME CARD
TIMEKEEPER
TRANSCRIBING
TYPEWRITER
VOUCHER



preciation of my abilities and a better understanding of my faults."

But part of this heightened self-nfidence, he concedes, came from ne new knowledge of his inner strength that had been tested by his captors and found equal to the challenge. He had taken the worst they had to offer and survived.

Yet the world outside the prison walls was changing much faster than Kari or his fellow POWs could possibly know. Their access to news about America was extremely limited and depended almost entirely on Communist sources like the English-language "Voice of Viet Nam," which droned its monotonous message over the public-address system in many prisons.

"It was strictly propaganda but useful, nevertheless," Kari remembers. "I found that if you almost completely reversed what they said, you were pretty close to the truth. For example, if they said we were ting the hell kicked out of us n the South, the chances were good we were on the offensive."

Consequently, he was ill-prepared for the America he found on his release, although he knew about mini-skirts, since some of the POWs had received photos of their wives showing a new expanse of leg. "I was just hoping I would get home before the skirt lengths went down again," he recalls.

But there were other aspects of American life that disturbed him greatly. Even before reaching home, while he was still in the Philippines, he heard a radio broadcast about the growing drug problem and asked himself, "What happened to our system of values–" The so-called "new morality" and its twin, "sexual freedom," also caught him unprepared. But perhaps his biggest shock was what he perceived as a decline in the l Protestant work ethic. "People dn't seem to care anymore or take pride in what they did," he says. "I was appalled at the workmanship of many American products. They just seemed so shoddy."

Personal problems also surfaced, as his marriage—like that of a great many other POWs—foundered and ended in a divorce that he now describes as "more traumatic than being shot down." Still, he remains close to his 13-year-old son and 11-year-old daughter, who now reside with their mother in Florida.

When Kari was captured, he thought it might be as long as 10 years before he was released, and he was very close. "I knew the North Vietnamese were not going to give up," he notes. "All that talk about the 'light at the end of the tunnel' was so much nonsense, designed to pacify our own people."

But the prospect of freedom began to loom larger for Kari after he was transferred to Dogpatch in the spring of 1972. The negotiators at Paris had finally agreed upon the shape of their negotiating table and had moved on to more substantial issues. The news finally came at the end of January 1973, and Kari remembers there was no cheering or demonstrations.

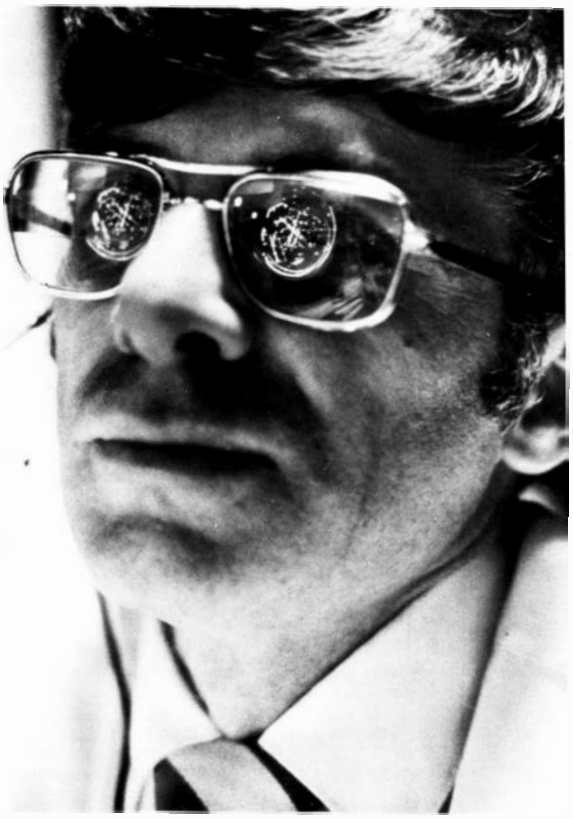
"The senior officer said we should continue to act like officers and gentlemen," Kari notes. "He said that we should even clean up our cells before we left to show them how Americans live."

A few days later, they were transferred back to the Hanoi Hilton to await repatriation. "On the night of February 11th, everybody shaved, and I said, 'Thank God, this is the last time I will ever have to shave with cold water and a dull razor.' Then we were issued shoes, socks, pants and a shirt, and they fitted pretty well. I even got my wedding ring back—or at least I picked one out of the box that looked like mine."

The following day, they were taken through the streets of Hanoi, where the whole town had turned out to see them go to Gia Lam Airport on the outskirts of the city. Kari remembers choking back the tears when he first saw the big, lumbering C–141s fly in with huge American flags on the tails.

But the full impact of freedom didn't hit him until he started to board the aircraft, and the smell of perfume and soap and shaving lotion—"after years of living in stinking filth"—rushed from the open door and stunned his senses. Then a big, buff Air Force colonel, whose name he doesn't know, came up behind him, slapped him on the back and said, in the way strong men have of talking to mask their real emotions, "Welcome home . . . you son of a bitch."—*By John G. Leyden*

RADAR EYES



Rochester, Minn., Tower conrtoller Earl Friedline doesn't carry around his own portable ARTS III—one day, maybe, but not now. His eyeglasses reflecting the radar scope caught the eyes of several of his co-workers one day, and one of them took a second glance with a camera.

Photo by ATCS Dave Lauseng

What's in an airport identifier ?

The logic of it sparkles when you are going to John F. Kennedy International Airport, and the airport identifier tag the airline puts on your luggage reads JFK. And it holds up pretty well with such airport identifiers as LGA for LaGuardia and MDW for Chicago's Midway.

But what if you are going to Key West and the tag reads EYW? Or your destination is Nantucket and the tag says ACK? Or you're getting off at Wichita and the tag says your luggage is getting off at ICT. Then logic seems to take a beating.

But it doesn't really, when you consider how the system the Federal Aviation Administration uses to assign the three-letter identifiers got its start, how it grew and the constraints involved.

In the beginning, explains Nell Vetter, location identifier specialist in the Air Traffic Service, airports were few and the system was simple. The identifiers were two-letter ones, which, in most cases, were the radio call signs and weather stations associated with the airports. Thus Chicago was CG, Omaha was OM, and Kansas City, Kan., was KC.

But as airports became more numerous with the growth of civil aviation, it became clear that the two-letter system was not flexible enough to take care of them all. So a three-letter system was adopted, and Los Angeles, which had been LA, became LAX to distinguish it from Las Vegas, LAS.

What didn't change, however, was the tradition of having the letters double as radio call signs. This brought the Federal Communications Commission into the picture, since it regulates the isssuance of the call signs.

And FCC's regulations say that the radio call signs can't start with "W", because that is reserved for commercial radio stations east of the Mississippi; that they can't start with "K", because it is reserved for commercial stations west of the Mississippi; and they they can't start with "N"; because that is reserved for the Navy. Also on the restricted list is "Q," because it is the first letter of a block of long-standing international signal codes, such as QXR for "wait a minute."

Subsequently, the FCC transferred the responsibility of assigning the identifiers to the FAA, but with the responsibility went tho restrictions.

This left the FAA with the challenge of assigning identifiers to airports whose names start with "N", such as Nantucket, without beginning the identifier with an "N". And the same with "K", "W" and "Q".

The agency tries its best to come up with identifiers that at least suggest the actual name of the place, but the problem of the banned four first letters is compounded by a requirement the FAA has imposed on itself that an identifier can't look or sound like any other within a 200-mile radius.

It's further compounded by the fact that the FAA also assigns three-letter identifiers to certain navigation aids, such as radio beacons or instrument-landing systems. This increases the possibili of conflict.

Thus Needles, Calif., shows up

as EED, and Winston-Salem, N.C., becomes INT. The Kansas City, Mo., airport is MKC to the man who handles your baggage (a little reverse logic here), while Kansas City International is MCI, and the Quincy, Ill., airport is UIN.

This is a good place to point out, before someone else does, that there are exceptions to the rule, such as KCK for Fairfax Field in Kansas City, Kan. Most of these exceptions, as is the case with KCK, result from an airport enjoying what the FAA calls "grandfather rights" by virtue of having had the restricted letter leading off its identifier before the FCC imposed its rule.

But these exceptions are few, and Natchez, Miss., whose airport isn't old enough to be a grandfather, is HEZ. The same goes for Kenosha, Wis., which is ENW; Quakertown, Pa., which doubles as UKT; and—as you'll discover the next time you go there—Weeping Water, Neb., which is EPG.

So if it all sounds a little cryptic, blame it on the restrictions. Rest assured, when the FAA is given a free hand, it usually comes reasonably close to matching the identifier with the name.

Miami International Airport, for example, is MIA, and Florence, S.C., is appropriately, if not necessarily affectionately, known to your travel agent as FLO.

Nor does it tax the brain to recognize DEN as the identifier for Denver, PHX as the code for Phoenix or PNS as the tag for Pensacola, Fla.

In the same vein, SSM can hardly stand for anything other than what it is—Sault Sainte Marie, Mich. And then there is Ely, Nev., whose identifier—allowing no possibility of error—reads ELY.

There are other identifiers that not only do not very much resemble the name of the airport but which also cannot be blamed on the FCC restrictions. The best known of these probably is ORD for Chicago's O'Hare International Airport.

It goes back to the days prior to World War II when there was a loosely knit area northwest of Chicago known as Orchard, which had a small airport of the same name. The airport was given the identifier ORD, and it flourished and grew—first as the site of an aircraft plant during the war, then as an Air National Guard field and, finally, as O'Hare International Airport—while the Orchard area gradually surrendered its identity to the rapidly growing surrounding suburbs. But ORD stuck as the identifier and continues to stick. That it does is illustrative of the fact that once the FAA settles on an identifier for an airport, it is reluctant to change it.

"When an airport sponsor asks for a change," Mrs. Vetter says, "we point out that they're welcome to use any three-letter abbreviation or contraction they want for the airport name in advertising on road signs or stationery— that is, other than for the movement of aircraft and cargo." By way of illustration, she pointed to the change of Friendship Airport to Baltimore-Washington International. It's generally known by the abbreviation BWI, but the location identifier remains as it's always been, BAL.

"We make changes almost exclusively for reasons of safety," she emphasized. "The location identifiers are designed only for air traffic control use. We need as much stability in ATC as possible, because controllers, pilots, and reservations people in the airlines have memorized many of the identifiers and would have trouble juggling regularly changing codes."

Mrs. Vetter has a good feel for her subject, since identification has been a way of life for her—beginning with fingerprint identification for the FBI, then cryptographic work for various agencies and now location identifiers, following a stint as chief of the FAA headquarters message center.

The FAA will change an identifier if there is a proven need for the change. On even rarer occasions, it will make a change for memorial reasons, but it resists making changes for aesthetic reasons, such as when a city complains that the identifier isn't representative enough.

Says Mrs. Vetter: "We give them what they want when we can, which is usually when we're creating an identifier for a new facility. When we say we can't give them a particular identifier, it's definitely no."

This is because such changes not only cost money—the FAA estimates that it costs the airline industry around the world about $1,000,000 to update their schedules and reprogram their computers when a change is made—but also create confusion, causing baggage and sometimes even airplanes to be misdirected.

Usually, the FAA finds that when the applicants understand the assignments, they accept them, and their confusion as to why the change can't be made melts away. That's not always the case, though.

One corporation in the Midwest, whose name began with the letter "Q," called up very insistent about changing the name of the airport it sponsored to reflect its corporate identity. It would accept no argument and pledged to pursue the matter all the way, even getting a trade association to make contact as well. When the representative of the association learned FAA's rationale for setting location identifiers, as well as the fact that the FCC banned the use of "Q" as a first letter, the group dropped the

(Continued on page 18)

DIRECT LINE

Q. What is the Southern Region's rationale in allowing controllers to transfer in grade from one facility to another same-level facility at taxpayer's expense? This Level III facility has had four controllers transfer to other Level III facilities in grade at government expense during the past six months.

A. If a selection is determined to be primarily for the good of the agency, the cost of the move will be at agency expense—for example: when the selection is made through the Merit Promotion Plan (the individual's name appears on the bid list, resulting in the most-qualified individual being selected); when the gaining facility has a number of vacancies and the records indicate difficulty in finding qualified candidates; when the selection conforms to established career progression routes, which are determined to be of benefit to the employee and the agency. Order 1520.1A provides guidance on this subject. Paragraph 6a includes a list of seven situations where an ingrade move is to be considered primarily for the benefit of the agency. Paragraph 6b states, in effect, that there may be additional situations beyond those listed in 6a that are also qualifying.

Q. FAA regulations (8080.1, Change 3, SO Sup. 1) prohibit air traffic employees from taking FAA pilot exams at an air traffic facility. Not wanting to travel the 100 miles to the nearest authorized location, I asked the GADO office to bring a test with them on their next visit in our area. They would not bring a test. This forced me to make the 100-mile trek. Upon my return, I submitted a travel voucher for the expenses incurred, but it was rejected. I maintain that if the FAA prohibits local testing and the GADO is unable to bring a test, then the FAA must bear the expenses.

A. To preclude the element of favoritism, it is the Southern Region's policy that written testing of air traffic personnel for nonjob-required airman certificates be given at Flight Standards offices or at other locations by Flight Standards personnel. Job-required training, including any associated testing and other evaluation, is funded by the FAA. Such funding includes travel and per diem costs. Other than a control tower operator's certificate, there is no GS-21[illegible] position that requires the incumbent to take an airm[illegible] certification written examination. Southern Region Fli[illegible] Standards personnel will provide special testing service at other than Flight Standards office locations, including air traffic offices, if 10 or more tests are to be given and previous coordination with the district office has been accomplished.

Q. How is it that the entry age of 30 was established for an original appointment to an ATC radar position? Isn't PL 92-297 on this matter discriminatory on the basis of age?

A. No. Federal law prohibits arbitrary age discrimination. If the duties of a position require that an age limitation be established, it is not unlawful or discriminatory to make such a determination. The maximum entry age for air traffic controllers was established only after many years of experience and intensive studies. The studies showed that the ability of controllers to effectively control air traffic begins to decline at a relatively early age due to a loss of those unique skills required by the job. To gather additional information, testimony on the subject was given at several Congressional hearings, which were held prior to the passage of the law. Under PL 92-297, the Secretary of Transportation, with the concurrence of the Civil Service Commission, was granted the authority to establish a maximum entry age for certain air traffic controller po[illegible] tions. At our request, the Secretary proposed 30 years age, without exception, as the maximum entry age, a[illegible] the commission concurred with the proposal. The age limitation, however, does not apply in appointments to air traffic control specialists' positions in our flight service stations.

Q. What is an employee supposed to do in case of a minor injury on the job that causes no time off from work because of the injury, other than filling out a CA-1 form, giving it to his supervisor and having a doctor document treatment? Should the government pay for the doctor and treatment, or should his health insurance or the employee himself pay when

Is there something bugging you? Something you don't understand? Tell it to "Direct Line." We don't want your name unless you want to give it, but we do need to know your region. We want your query, your comment, your idea—with specifics, so that a specific answer can be provided. All will be answered in this column, in the bulletin-board supplement and/or by mail if you provide a mailing address.

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there is no government doctor available? Can the employee be told he was negligent and get in trouble for accidentally injuring himself? What is the supervisor's responsibility in this case?

A. An employee must report to his immediate supervisor any injury sustained or accident that occurs while on official duty. The employee's supervisor is responsible for obtaining medical care for the injured employee as promptly as possible from a U.S. medical officer or hospital or any qualified physician or hospital of the employee's choice. The supervisor also has the responsibility of furnishing the employee with the necessary forms for reporting the injury and filing claims and of investigating the accident and securing signed statements of any witnesses (Order 3800-5B, Chapter 8, Para. 149c). Disciplinary action can be initiated by the supervisor only when there is evidence of negligence on the employee's part (Order 3750.4, Chapter 28). If the employee believes his supervisor's action is unwarranted, he may avail himself of grievance and appeals procedures in accordance with Order 3770.2A. Medical expenses incurred as a result of an injury for which benefits are payable under workers' compensation are not covered by the Federal Employees' Health Benefit Program (Order 3800.5B, Chapter 8, Para. 148). The Office of Workers' Compensation Programs adjudicates each claim. Should payment for medical expenses be denied by that office, an employee may then submit the claim under his or her health insurance contract.

STUMPING FOR SAFETY FROM THE START

As the saying goes, one of the most useless things for a pilot is the altitude he hasn't got. Certainly, this is a critical element when you talk about stall/spins, an area that often has gotten too little instructional attention.

As a result, experts on the subject met last year in St. Louis with more than 50 flight instructors for three-day clinic designed to indoctrinate instructors in the proper teaching of stall/spin prevention and recovery techniques.

Participants included Paul Alexander, general aviation specialist with the National Transportation Safety Board's Bureau of Aviation Safety; Bruce Barrett, engineering test pilot with the Cessna Aircraft Corp.; Roger Knight, Flight Standards Service's General Aviation Operations and Certification Section; Lee Ruebush, Central Region accident prevention coordinator; Ted Curtis, Wichita, Kan., GADO; Joe Harrington, accident prevention specialist, St. Louis FSDO; Ned Powers, APS, Des Moines, Iowa, GADO; Al Malina, APS, Lincoln, Neb., GADO; and Joe Frets, region public affairs officer.

In the briefing for the flight instructors, Barrett noted that "each aircraft is different to some degree, but if you know your aircraft and follow the rules, you should be able to handle almost any situation." NTSB's Alexander cited statistics he helped collect that indicate that 24 percent of all stall/spin accidents occur during take-off; 36 percent occur during landings; and the remaining 40 percent occur in flight.

"In that 40 percent," Alexander pointed out, about 3 percent of the stall/spin accidents happen during low-level activities, such as aerobatics and buzzing. This is where prevention techniques are of the utmost importance. The remaining seven percent occur when the aircraft is above 1,000 feet. Here, recovery techniques are applicable." Alexander stressed that many stall/spin accidents could be prevented by more thorough, efficient flight prepartion, flight checks and planning.

Throughout the program, the experts emphasized to the instructors the importance of teaching students *how to fly*, not merely how to meet certification standards with respect to stalls and spins.

Since "hands on" is the best way to discuss this type of subject, the flight instructors were encouraged to sign up for personal demonstrations of stall/spin prevention and recovery techniques at Smartt Field in St. Charles, Mo.

In summing up the clinic, accident prevention coordinator Ruebush said, "Clinics like this one, geared toward flight instructors and coordinated with the accident prevention program, enable us to reach a maximum number of pilots as they are learning to fly, thus promoting safety from the start."

FAA's Lee Ruebush and Paul Alexander of NTSB get a predemonstration look at a flight-spin simulator.

AIRPORT IDENTIFIERS *continued from page 15*

change request, but the company is still trying.

Confusion can also result on the rare occasions when the FAA makes an unfortunate choice in giving an airport an identifier. This happened in the case of Dulles International Airport.

When it opened in November of 1972, the FAA assigned it the very logical identifier DIA. But it turned out that logic isn't everything and that DIA could easily be confused with DCA, which is the identifier for Washington National Airport.

The problem was that when it was hurriedly or carelessly written —either on a flight plan or on a flight-progress strip—the "I" could look like a "C". There even were instances of pilots, who had been flying into Washington National, putting DCA on their flight plans from force of habit when, in fact, they were headed for Dulles.

The result was that pilots bound for Dulles sometimes found themselves routed to Washington National. While the mistakes were always discovered in time, and there was no safety hazard involved, there were delays and some embarrassed pilots and air traffic controllers. It was a case where there was a proven need for a change, and the change was made after unsuccessful pursuit of procedural solutions. Dulles International Airport is now IAD.

The most recent instance of a identifier being changed for memorial reasons was when New York's Idlewild Airport (IDL) was renamed John F. Kennedy International Airport (JFK) in April of 1964, following the assassination of the President.

But that wasn't the end for IDL —because the FAA doesn't like to let a good, usable identifier go to waste. After a seven-year resting period, in which, hopefully, its previous association had faded from memory, it was assigned to a radio beacon in Indianola, Miss.

—By *Fred Farrar*

THE OTHER END OF THE MIKE

Airline pilots got a chance to learn about the other end of the mike at the second annual Airline Captain/Controller Seminar in Bloomington, Minn.

The meeting provided the opportunity to discuss areas of mutual concern in the air traffic control system and give the pilots a clearer view of the control situation. The airline captains toured the Minneapolis tower and center and were able to plug in to active control sectors to observe procedures.

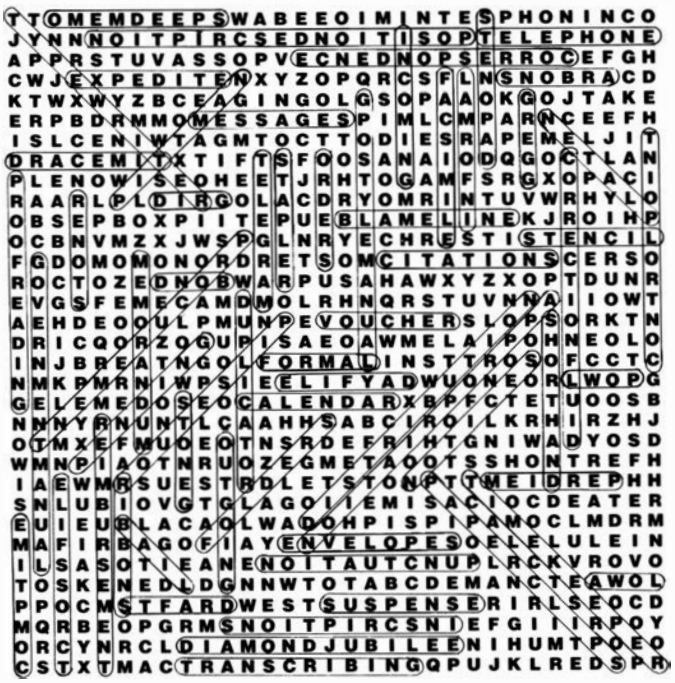
Participating were center personnel Dan Bishop, Terry Donaker, Jack Eberlein, Earl Homuth, Jim Aarnio, Russ Nelson, Bob Styve, Jim Maness, Glenn Weibel, Dan Einer, Jack Stiehm, Leon Orr, Ed Berg, Ted Foster, Jerry Benson and Leon Mick; tower personnel Paul Hunsinger, Pete Wagonner, Dennis Weis, Vern Klaseus and Dave Shepherd; and pilots Dick Schultz and Marv McCrary, United; Duane Edelman and Graemer Foster, North Central; Bob Nolden and Wendell Stevens, Braniff; Bob Wood, Eastern; and John McDowell and Chuck Martin, Western.

The seminar was so well received by the pilots that they expressed their hopes for a continuation of the program for an even longer duration.

Minneapolis ARTCC controller Dan Bishop works traffic as United Airlines Capt. Dick Schultz observes procedures.

Word Search Answer

(Puzzle on page 12)



Letters on UFO

Dear Editor:

I read with interest your excellent article, "UFOs, Flights of Fancy or Fancy Flights."

As you may know, I was the Air Force's consultant to Project Blue Book throughout its existence. I now direct the Center for UFO studies, which is an association composed entirely of scientists from this country and others with a working interest in the investigation of the UFO problem.

We have supplied officials with a toll-free number to use in reporting or in transmitting reports of UFO sightings. Police are the most frequent users of this number, and the *FBI Law Enforcement Bulletin* helped us a great deal by carrying a story about the center urging all law officers to use our number. The Traffic Institute of Northwestern University has assisted us in providing this number to over 10,000 agencies.

While the Volunteer Flight Officer Network was in existence, its personnel used the center's number. I am enclosing a reprint of a page from the FAA Facility Management Handbook, which was amended April 1, 1975. Perhaps you could supply our address to interested persons.

In any event, I congratulate you on your well-written article.

J. Allen Hynek
Center for UFO Studies

[*The following is the excerpt from Order 7210.3B referred to by Professor Hynek.*]

468. HANDLING UFO REPORTS

When a report is received from an observer of unidentified flying objects, refer the individual to the nearest scientific establishment or institution of higher learning if a scientific interest is expressed. If concern is expressed that life or property might be endangered, refer the individual to the local police department.

NOTE.—One of these establishments is the Center for UFO Studies, P.O. Box 11, Northfield, Ill. 60093. They conduct a continuing research effort to discover the nature and source of the phenomenon. You may expect calls from this scientific establishment regarding UFO reported sightings. Respond to their requests on a workload permitting basis.

Dear Editor:

Numerous UFO sightings in our area turned out to be misidentification of night-flying aircraft, especially a flight-sign airplane which is based here. People unfamiliar with the principles of night vision have seen stars "move around," and we have an occasional hoax. There are 35 UFO investigators now in Georgia, and attempts are being made to recruit additional personnel. We [The National Investigations Committee for Aerial Phenomena] have had success not only in establishing liaison with the FAA but also with the USAF, law enforcement and the scientific community. There is yet some progress to be made with the news media.

Only 8% of Georgia's 1975 UFO reports remain unexplained, and this figure could become lower after some additional follow-up. Some of the UFO enthusiasts would accuse me of heresy for quoting the 8%, but we would rather tell it like it is.

Your article was well done, and your approach to the matter is necessary in order for this subject to remain objective.

Marion Webb
State Director, NICAP

WE GET LETTERS. . . . A Philadelphia woman wrote recently asking about the FAA regulations for drinking on airliners. She was upset that her 14-year-old son had been offered a glass of champagne by the stewardess on a flight from Miami to the City of Brotherly Love. Fortunately, she said, the boy doesn't like champagne so he declined the offer. However, she conjectured, "if the stewardess had offered him beer, he would have been guzzling all the way to Philadelphia." Well, the answer to her question is that neither FAA nor the Civil Aeronautics Board specifies a minimum drinking age in airline travel, but most carriers have their own rules and won't serve anyone under 21. But we think you have a problem there, lady. Maybe next time you should contact AA rather than FAA.

TWA TO KING'S SEVEN. . . . Little girls are made of sugar and spice and everything nice; little boys of snips and snails and puppy-dog tails. But who knows what makes a good controller. Even former Deputy Administrator Dave Thomas, who practically invented ATC, hired some losers during his career, he admitted recently. "In considering what makes a good controller, it seemed to me they should have all the attributes of a good chess player—good long-and-short-term memory, the ability to plan and the understanding that each move changes the sequence of events that follow." So acting on that theory, he went out and hired a state chess champion, who was otherwise qualified, expecting him to develop into a cracker-jack controller. But it didn't work out that way. Thomas said he had forgotten about the time element. A controller doesn't have time to ponder each move while a chess player can take all night, he noted.

IDLE HANDS ARE THE DEVIL'S TOOLS. . . . Perhaps there's not complete agreement on what makes a good controller, but everybody seems to think they have very interesting jobs—including the controllers themselves. The results of a recent survey published in *U.S. News & World Report* indicate that controllers have one of the least boring jobs around. Only doctors and college professors were shown to have a lower "boredom factor" for their occupations. But surprisingly, the survey found that the job of controllers at small airports has a slightly lower boredom factor than that of controllers at large airports. Either way, it sure beats collecting tolls at the Holland Tunnel.

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HEADS UP

ALASKAN

Moving over from the Cold Bay FSS as chief at the Gulkana FSS is *John McLaughlin* . . . Fairbanks FSS assistant chief *Richard J. Tomany* was selected as deputy chief . . . *John Ruth* transferred into the Bethel FSS as chief . . . The new chief of the Juneau Tower is *Walter Claxton* . . . Named chief of the Anchorage Tower/RAPCON was *Carl Joritz* . . . *Gary Near* has become an assistant chief at the Merrill/Deadhorse Towers . . . Regional budget officer *Robert Baldwin* now heads the AT Program and Evaluation Branch . . . Replaced by Baldwin was *James Carter* who is now chief of the AT Airspace and Procedures Branch . . . *David C. Simpson*, replaced by Carter, has been given the job of chief of the Air Traffic Division.

CENTRAL

Selected as chief of the Chadron, Neb., FSS was *Dale Carnine* . . . The new unit chief of the Airway Facilities Field Office in Salina, Kan., is *Ronald Zwelling* . . . The Fairfax Field Tower in Kansas City, Kan., has a new chief in *Gary Tucker*.

EASTERN

James Cummings, former chief of the Poughkeepsie, N.Y., Tower, has stepped up to assistant chief at the Albany, N.Y., Tower . . . Selected for chief of the Republic Tower in Farmingdale, N.Y., was *Charles Flohr*, assistant chief at JFK International . . . *Causby White* is now in the job of an assistant chief at JFK International as is *Albert Douglas, Jr.* . . . *Gary Wilson* has gotten the nod as an assistant chief at the Washingtoon FSS . . . Promoted to assistant chief at the Rochester, N.Y., Tower was *James Wright* . . . *Thomas Cooksey* is now an assistant chief at the Huntington, W. Va., Tower.

GREAT LAKES

The new chief of the Cleveland Burke Lakefront Airport Tower is *Allan Hamamey* . . . Selected as chief of the Cleveland Cuyahoga Tower was *Patrick Dempsey* . . . Now chief of the Grand Raipds, Mich., Tower is *Richard Wheaton* from the Kalamazoo Tower . . . *Don Enders* of the Minneapolis Center was promoted to deputy chief of the Cleveland Center . . . Taking over as an assistant chief at the Wausau, Wis., FSS is *Oscar Mantick* . . . Transferred in as chief of the Indianapolis Center was *George Acri* . . . Named assistant chiefs at the Detroit Tower were *Virgil Havens* and *Dave Hice* . . . *Bill Ellesin* is a newly selected assistant chief at the University of Illinois-Willard Airport Tower at Champaign-Urbana . . . Assuming an assistant chief's post at the Bi-State Parks Airport Tower at East St. Louis, Ill., was *Wayne Carns* . . . *Milo Townsend* and *Jim Koopman* were selected as assistant chiefs at the Flying Cloud Airport Tower in Minneapolis . . . *Stephen Damian* has moved up to an assistant chief's slot at the Minneapolis FSS.

NAFEC

David U. Johnson has been appointed chief of the Automotion Engineering Support Branch . . . Named chief of the Compensation Branch was *Bill Reilly*.

NORTHWEST

Hal Morrill has taken over as chief of the General Aviation/Air Carrie Branch.

PACIFIC-ASIA

Cleophas L. Cox is aboard as the new Resident Director in Guam, replacing *Edwin Kaneko*, who is now the chief of the Airway Facilities Division.

SOUTHWEST REGION

Top man at the Houston ARTCC is *James Lucas*, who was chief of the Honolulu Center . . . From assistant chief at the Lafayette, La., Tower to chief of the Ardmore, Okla., Tower is the story of *James Moore* . . . *Ed Phillips* got the nod as manager of the Midland, Tex., AF Sector . . . Chosen as chief of the Deming, N.M., FSS was *John Moore, Jr.*

WESTERN

Udell Larsen transferred into the Long Beach, Calif., AF Sector as assistant manager . . . *Tom Raburn* was selected as chief of the Tucson, Ariz., FSS . . . The Monterey, Calif., TRACAB has a new assistant chief in the person of *Phillip Ray Wallace* . . . The Long Beach Sector also got a new manager from the Oakland Center—*Donald Tom* . . . Named an assistant chief at the Brackett, Calif., Tower was *Rick Case* . . . *Al Bailey* is on the job as an assistant chief at th Santa Barbara, Calif., FSS . . . *Salt Bigler* was selected and is on board as an assistant chief at the Oakland, Calif., Tower.