

FAA WORLD

JULY 1977



**Taking an ICAO Job
Central Flow Updates
Balloon Weather
Shipping Guns**

FAA WORLD

JULY 1977
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The cover: *The variety of stories in this month's issue are reflected in a collage highlighting balloons and weather, working for ICAO in distant aviation facilities, upgrading Central Flow Control and shipping guns safely aboard commercial airlines.*

EDITORIAL



The Mark of Professionalism

Professionalism is more than reaching a certain level of competence in one's field of endeavor. It's a state of mind. As the American author Bernard de Vito once said: Between a professional and an amateur, there is a difference not only in degree but in kind.

You will be hearing more and more about professionalism and the pursuit of excellence in the months ahead, because both the Administrator and I are committed, as I know you all are, to the furtherance of that goal for the agency. So, perhaps we can help each other understand better what professionalism means in terms of carrying out our mandate of safety and service to the public.

The real professional is continually striving to do better, to improve his- or herself personally and on the job. The two go hand in hand. Satisfaction with one's performance is never a fixed attitude, for the professional knows that improvement is not only a possibility but a goal he or she must pursue.

I believe, too, that professionals are always open to new ideas, are never afraid of them and, as a result, can exchange and debate ideas productively. After many years of observing our society evolve and seeing the changes that have taken place, I find myself continually dismayed by the increasing failure to listen to one another. And, even at those times when we appear to listen, often we do not hear. Dialogue seems to be dominated by all-knowing, posturing advocates of various positions, all screaming at each other.

I prefer to think that such behavior and, more importantly, the attitude it betrays, has no place among the many professionals in the FAA, either in our dealing with one another or with the public we serve.

I plan to spend a considerable amount of my time in the field taking a look at our facilities and operations and, more importantly, talking with you. I view you as fellow professionals. You will find me willing to listen, trying to understand and to influence the establishment of a climate where we can reason together.

QUENTIN S. TAYLOR
Deputy Administrator



Forward-scatter antennas sit on Pico do Conto, about 50 miles northeast of Rio de Janeiro, where Lemuel Ball, now chief of Northwest Region's AF Frequency Management-Leased Communications Section, served on an ICAO assignment.

WANTED

TECHNICAL OFFICER, P-4; FAAer for 2-yr. communications job for ICAO in Dakar; gross sal. \$29,940 and net without dependents \$20,209, with dependents \$21,756. Must have command of English and French; knowledge of Spanish desirable. Apply AIA-19 by July 4, 1977

FAA People . . . FROM BRAZIL TO BANGKOK

“Let’s put it this way, it was different. . . .”

“I can sum it up by saying I never had a better job. . . . It’s a good place to spend it . . . there was a tremendous cultural gap. . . .”

This is what some FAA employees who have taken jobs with the International Civil Aviation Organization had to say about their experiences at stations from Brazil to Bangkok.

Generally, the half-dozen returned FAAers we spoke to agreed that going overseas with ICAO was no easy way

to get rich. On the other hand, they hadn’t been forced to make any financial sacrifices either.

Often a concern of overseas employees is “What about when I come back—my return rights?” The general feeling was summed up by controller Jerry L. Vowell when he said, “As far as I’ve heard, the worst that can happen is being sent back to the old job.” He said that when he came back from Saudi Arabia, he got his first choice for a new job.

When asked why they went in the

first place, the answers again are similar, but vague. All agree that the challenge of living and working in a foreign country was a primary factor in their thinking. In one way or another, all felt it was a time for a change in their lives, and they do not regret the experience. Also they agreed, there was some financial compensation. For some of them, “equalization pay” and their “repatriation grant” came to more than \$20,000.

The “equalization pay” is paid to employees upon agency reemploy-

ment after a transfer to ICAO and is based on the difference between their ICAO salaries and allowances and foreign-assignment salaries and allowances under FAA during the same period. Although at many stations, for instance, in Saudi Arabia, living expenses are subsidized by ICAO or paid directly by the United Nations, the salaries paid by ICAO are usually substantially less than agency salaries. Therefore, the equalization pay can be considerable.

The repatriation grant is like a bonus paid by ICAO, predicated on the employee's length of tour, salary and number of dependents. The amount may range from two to 10 weeks of salary.

It was Vowell, now a controller from the Fort Worth Center, who conceded, "It was different." Vowell spent a year in Jeddah, the second largest city in Saudi Arabia. One of the differences is that in Jeddah there are four—count them, four—Rolls Royce dealers for a population of 200,000. At least one of them is situated incongruously on a muddy street complete with an open sewer. (In the Washington-Virginia-Maryland area, one dealer of foreign cars carries the Rolls line for a population of over two million.)

Vowell and his wife lived in Jeddah for a year but returned to the states when she was about to have a baby.

He said living expenses were subsidized by the host country, which was a good thing, since luxuries, such as lettuce or celery, cost about \$3.00 a head or bunch.

The job itself, he explained, was quite simple. They were using a fairly rudimentary high-frequency communications system. It was the kind of HF equipment that had been used in this country 20 years ago. But the red tape, he said, "was incredible."

He said that if something you needed was in another department, controlled by a different prince, there was virtually no way to get it. "We had a modern radar system ready to install," he recalled, "but for this system, we had to have an air conditioner for climate control of the computer, and someone else had the air conditioner. We were at an impasse until my boss managed a trade."



Now back in Western Region headquarters as Service Difficulty Coordinator in the AF Communications Branch, Jerry Presba served ICAO in the Sao Jose Dos Campos area of Brazil. Here, he takes a break with his daughter on the coast as Caraguatatuba.

Vowell said that his Saudi boss somehow obtained an extra automobile. In an informal deal, this was traded for an air conditioner. "That's the way you had to operate to get things done," Vowell explained.

"We had some other little problems," Vowell added. "For instance, I remember setting up a departure procedure, which had to be changed because the terminal VOR navigation aid I had used was not monitored. We couldn't be certain that the thing was working. Well, in our system—in FAA's system—we just assume that TVORs are monitored. We just assume that we'll know whether they're working or not.

"I never had a better job," is how Richard L. Barner, now with Flight Standards in Washington, described his ICAO stint. He was based in Bangkok for 18 months. Barner is unmarried, which made it easier for him to live out of a suitcase for a year and a half as he traveled through 20 countries from Iran to New Zealand.

He particularly enjoyed the travel experiences. He flew on such well known airlines as Air India and PIA (Pakistan) and also on Merpati Nusantara Airlines and Garuda Airlines in Indonesia, and he flew on Royal Brunei B-737s (made in Seattle, Wash., of course) in Borneo.

His job was to assess civil-aviation manpower and training requirements for ICAO. He reports that as a result of his team's grass-roots studies, schools to train airport fire departments, air

traffic controllers, communications specialists and maintenance technicians were set up.

All in all, Barner recommends an ICAO tour to anyone looking for a new experience.

When Thomas Paprocki, who is now a program manager at NAFEC, went to work at the airport in Jeddah, he found himself working with people who suddenly had been projected into the 20th Century.

His solution: keep it simple.

Although the Saudis could afford the most complex equipment, he helped them set up lighting and power systems that they could easily maintain.

In trying to explain the systems, he often found himself teaching basic concepts to Saudi technicians, who, although highly motivated, were often very much undertrained.

Another problem he faced on an almost day-to-day basis was getting the right equipment to finish the job. "There's so much being done in that country these days that "top priority" means nothing. Shipments are often held up for months.

"There's one thing about a tour in Jeddah," he went on. "It's a good place to get to know your family." He was there with his wife and two young daughters, and they learned to do things together because there wasn't anything else to do. There are movie houses in Jeddah, nor skating rinks, nor bowling alleys.

Paprocki reports that he could have

saved money on his overseas tour, but he spent it with his family on vacation trips to Europe. "After four months in Jeddah where the temperature reaches 100 degrees, even in winter, Paris and Athens looked mighty good," he said.

Although he had no particular trouble in moving his household effects to Jeddah, he cautions that even air freight takes about a month. "You must assume that your household goods will be held up at customs for two or three weeks," he said.

He also said that he had no trouble with breakage, but he warned that people did have problems with confiscation. He pointed out that a number of products are on a boycott list. Among other things, this includes crucifixes, bibles and pornography. So don't try to ship those things into Jeddah.

He also recalled that one customs inspector wanted to remove the map of Israel from his \$35 atlas. (Those setting off for the Middle East should contact the Office of International Aviation Affairs for a copy of the State Department's post report, which includes the boycott list.)

But in spite of the isolation, lack of recreation and the unique problems, he said, "I wouldn't have missed the experience for anything. It's a real challenge. If you can make it in Saudi Arabia, you can make it anywhere."

Jerry J. Presba is back at the Western Region headquarters as Service Difficulty Coordinator, after spending three years in Brazil.

He was stationed in Sao Jose dos Campos, which is not only the Detroit of Brazil but also the seat of the Brazilian aircraft industry. He was there to assist Brazilians and get ready for the bilateral airworthiness agreement recently signed with the U.S.

He worked indirectly with the aircraft manufacturers and directly with the equivalent of the Brazilian FAA's aircraft-certification section.

As project manager, he lived on the Brazilian airbase in a three-bedroom house with his wife and daughters. His wife had the privilege of shopping on the base or at reasonably priced supermarkets downtown. His daughter finished high school in a school that catered to foreign students. Although

her classmates came from many countries, instruction was in English.

Presba said he ran into some snags when moving his family to Brazil.

He had to pay \$6,000 out-of-pocket to cover his moving expenses to Brazil. This put him under a "considerable financial burden" for the first year of his three-year stay.

He says that eventually he got all the money back and refers to the inconvenient episode as an "enforced savings program."

He says that if we were to do it over again—and he suggests others take heed—he would see about negotiating an advance from ICAO.

He said that he would seriously consider going to Mexico under similar circumstances but conceded that his wife was very happy to get back to the U.S. Apparently, it was the language barrier in the Portuguese-speaking country that bothered her the most.

When asked why he volunteered to go in the first place, he said—much as the others we spoke to had—that he wanted a change, that it was time for him to get up and go. He added, "This was a good opportunity to see another country and learn something about other people."

Ike Cakarnis, who is now a special projects engineer with the Airports Division, Central Region, spoke about Dhahran, Saudi Arabia. "It's a good place to save money, because there's no place to spend it."

He went on to say, "If you don't have a hobby, you'll go nuts." He explained that his hobby was playing tennis. He played tennis for three hours a day in temperatures up to 120 degrees. "Sure, I lost some weight," he said, "but I was in great physical condition." He said other people played bridge or chess and some spent their leisure time at the beach snorkeling in the Red Sea among the coral and the delicately colored fish.

He was single when he was there, which was just as well, since he lived at the airport in a barracks-like structure with three other ICAO engineers.

He was hired as an airport engineer, but he ended up as a jack-of-all-trades. Still, he noted that there were compensations. With his ICAO companions,

two Australians and a Swede, he was "an expert." The Saudis turned to him for advice, and he was close enough to the job to have the satisfaction of actually seeing results, instead of just sitting in an office somewhere shuffling papers. So, in spite of the discomforts, he liked this challenge.

He spent the second year overseas working at the airport at Jeddah, which he described as a "first-class job with Dulles International-type mobile lounges."

Although his accommodations there were more civilized than they had been in Dhahran, when the time came, he was still glad to get home.

Nevertheless, for Cakarnis, the ICAO tour was a good way to get a "few bucks ahead." He emphasized that no one loses money taking an ICAO job. "With equalization pay you can put away as much as \$20,000."

J. M. Arguello, currently an electronics engineer at the Aeronautical Center, spent a year setting up a mini-FAA Academy in Buenos Aires, Argentina. Specifically, he was there to organize the radar courses, but he found himself inundated with details of setting up the whole program.

Among other things, he found himself writing manuals and changing the structure of basic courses, as well as reorganizing the sequence of the curriculum.

"Sure, we had problems," he said. "The people running the school didn't want to change, but we instituted some improvements. We had an effect."

He and his wife lived in Buenos Aires for two years and had a son there. "It's quite a city," he said, "a clean, safe place to live." He recalled that he and his wife enjoyed the restaurants, theaters and cultural opportunities of the "European-like" city.

Would he like to go back? He says he would, but under different circumstances and for a shorter period of time.

His feelings seemed to be typical. The experience was invaluable; he continues to be interested in his country of sojourn; but he's glad to be home.

—By Theodore Maher

FEDERAL NOTEBOOK

HATCHETING HATCH COMING

After some false starts in the lower house that looked like the repeal of the Hatch Act was in real trouble, the House passed the bill by a sizeable majority last month--244 to 164. While Senate passage isn't assured, this Administration-supported legislation is likely to survive in some form. Under the bill, in addition to the existing rights to vote, to wear buttons, express opinion, contribute to campaigns and run for non-partisan offices, Federal employees would be entitled to run for partisan office, solicit funds other than in Federal buildings and organize campaigns. Political coercion and solicitations from employees and political activity on the job would be prohibited for government officials.

SPELLING OUT PER

Extensive instructions on performance rating have been issued by the Civil Service Commission, which are now reflected in Chapter 430 of the FPM. Significant aspects of CSC's instructions include changing the rating period for all employees to one year, defining "satisfactory" and "unsatisfactory," requiring appeals of ratings to be made direct to CSC, setting a limit of at least 15 days for filing for review or appeal of a rating and requiring agencies to inform employees of performance requirements at the beginning of each rating period.

DETAIL RULES DETAILED

As a result of a Comptroller General decision in December 1975 (B-183086) that was reaffirmed recently, CSC has informed agencies that present and former employees who were assigned to higher-paying jobs for more than 120 days with-

out prior CSC approval may submit claims for retroactive promotions and back pay from the 121st day to their return to regular duties, as long as the employees meet the Whitten and CSC requirements. There is no entitlement to a permanent promotion. CSC is also advising agencies to toe the mark now. There is no extant form for filing claims; letters with supporting documentation should be submitted to the agency in which the detail occurred.

UP AND DOWN ON DISABILITY

A tax-revision bill has been signed into law that moves the effective date from January 1, 1976, to January 1, 1977, for curtailment of disabled retirees' sick-leave tax credit. ■ Since about one-third of all government retirements are said to be for disability, CSC is looking for ways to cut it down, including turning to Social Security disability rules, which require inability to perform any work, and reducing the outside income permitted for disability retirees.

OF THINGS TO COME

CSC and the Office of Management and Budget have announced a two-to-three-year study of personnel management, looking into the role of CSC, OMB and Labor; the balance between career and non-career jobs; training; total Federal compensation; financial stability of the retirement system and health and life insurance programs; productivity; labor-management program; EEO; and employee appeals.

NOT MADE WHOLE

A Federal appeals court, reversing a lower-court decision, ruled that A. Ernest Fitzgerald must pay his own \$400,000 legal fees.



Central Flow Upgrades Its Eyes

The satellite weather map (top) now being received in Central Flow Control on a facsimile printer (above) shows storm and cloud patterns superimposed on an outline map of the United States and the Caribbean islands. The dark spots are infrared depictions of the cooler, highly turbulent storm centers.

The meteorologists in the Air Traffic Service's Central Flow Control Function (CFCF) are getting the big picture these days and, even though the picture is often cloudy, it is expected to be one of two valuable new tools in expediting the flow of air traffic throughout the country.

The other is an improved computer program that will tell the flow-control specialists in the CFCF how many IFR

aircraft really are in the air at any one time, instead of the number that are scheduled to be in the air. It is expected to be in operation by December of next year.

The meteorologists' big picture, which at its biggest takes in the entire continental United States and part of northern South America, comes from a weather-observation satellite parked in a stationary orbit 22,300 miles

above the border between Colombia and Ecuador.

From there, it looks north at the United States, and every 30 minutes it snaps a picture of the country and of the cloud formations over it and transmits it back to earth. Shortly thereafter, a copy of the picture comes out of a facsimile machine in the CFCF.

The machine was installed early in

The new satellite weather map facsimile machine (right rear) supplements the Weather Service radar-return facsimile printers (foreground) in Central Flow Control.



May, and the meteorologists there are using the pictures to more accurately forecast weather conditions that could affect the flow of air traffic and are passing it along to the flow-control specialists whose job it is to keep the traffic running as smoothly as possible.

The satellite pictures clearly show the cloud formations that are the tell-tale signs of adverse weather conditions. It is from these, along with data gathered on the ground, such as wind, temperature and air pressure, that the meteorologists predict what can be expected to happen.

"Before we got the pictures," said "Tex" Eakin, one of the meteorologists, "we were working with maps based on information gathered by U.S. Weather Service radars, and we weren't looking at the actual cloud formations.

"With these pictures, we are. And we can see the whole system at once. Also, we can see a weather system develop and follow it all the way.

"We can even watch the sun burn off fog," Eakin continued, "and forecast how long it will take."

In addition, Eakin said, infrared sensors on the satellite can spot the most turbulent areas in a storm by noting temperature differences within the cloud formation. The most turbulent areas, which are colder than the less

turbulent areas, show up as black spots on the cloud pictures. The flow-control specialists can use this information to alert the Air Route Traffic Control Centers when there is severe weather in their areas.

The pictures produced their first dividend just a few days after the machine was installed.

It was a Saturday afternoon, and a line of thunderstorms was moving across Texas, Oklahoma and Kansas and interfering with the flow of traffic.

"But, with the satellite pictures," Eakin said, "we were able to spot a clear area about 60 miles wide between Abilene and Childress in Texas.

"Both the Fort Worth and Kansas City Centers were able to send traffic through that hole, and we could tell from watching the pictures that the hole was likely to remain open.

"So," he continued, "they didn't have to worry about the weather closing in on any traffic sent through there.

"It was," he added, "the first time that satellite pictures were used to help manage the flow of air traffic."

When the new computer program is in operation, the computer will be notified each time a flight actually leaves. Then, and only then, will it count the flight as being in the air and as a factor that has to be reckoned with in the air-traffic system.

So, when bad weather is causing delays at Chicago's O'Hare International Airport, for example, the flow-control specialists will be able to call up on display consoles at the seven

flow-control desks accurate and up-to-the-minute information on how many incoming aircraft they will be dealing with.

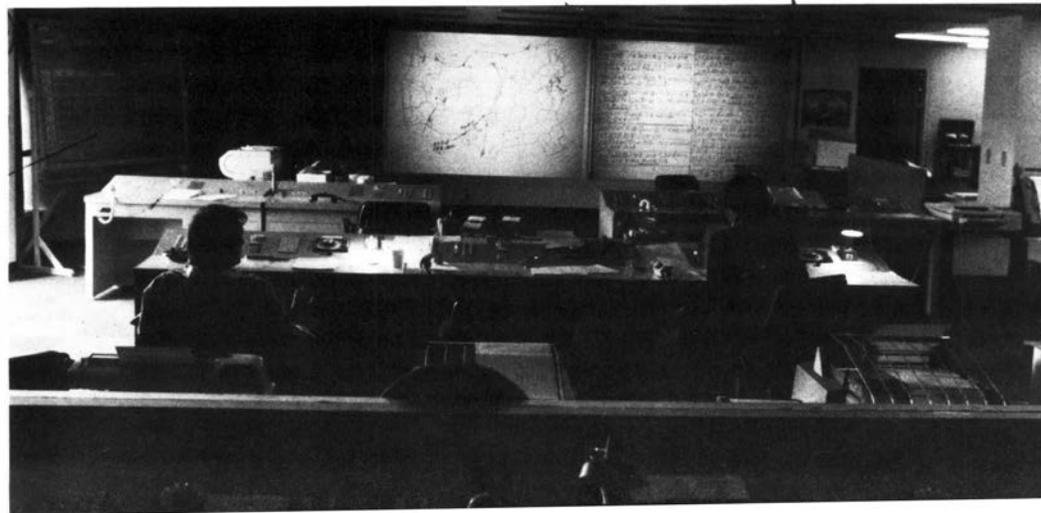
Under the computer program now in use, the computer only knows how many aircraft are scheduled to be in the air at any one time and cannot make allowances for flights that have been cancelled or delayed. Thus, the center often finds itself making preparations to handle aircraft that never got off the ground. Also, the information is available only in print-out form and only from one terminal.

And the new computer program will be getting its own computer. This is an IBM 9020A computer that is being retired from air-traffic control duty at the Jacksonville, Fla., ARTCC after being replaced by a more sophisticated 9020D. It will take the place of one that the CFCF now leases on a time-sharing basis.

The computer will remain in Jacksonville, and four programmers from the CFCF will be transferred there to help in its care and feeding. It is being left in Jacksonville, said John Richardson, the facility's data systems officer, because it will cost less to move the people down there than to move the computer here. That, he said, is because moving it would involve buying land on which to erect a building to house it and setting up a separate maintenance force. In Jacksonville, it already has its own building on government-owned land and has an existing maintenance force.

—By Fred Farrar

The Central Flow Control Function, as seen from the Systems Command Center, will be getting CRT data terminals at each position to provide real-time flight information.





LIFESAVER—Rocky Mountain Region Director Mervyn M. Martin presented a Certificate of Appreciation to George Meininger (left), a former employee at Jefferson County Airport, who, upon hearing a crash alarm, ran from the terminal to the CFR truck and out to the accident site, directed additional help, extinguished the fire, pulled three persons from the plane and administered first aid.



OUTSTANDING MAN—Alfred L. Mitchell, EEO Program Manager for the Management Training School in Lawton, Okla., has been selected for listing in the 1977 edition of Outstanding Young Men of America, which is compiled in conjunction with the Jaycees of America.



THERE'VE BEEN SOME Curtiss Jennies in World War II. Knight as a pilot in his squadron has been deafened by three years through organizations and a tower chief Pat O'Sullivan.



SORT OF SHORT!—This abbreviated tower going up next to the Atlantic City terminal is really a NAFEC test bed for tower mockups, previously created inside center buildings. Art Holmes monitored its construction.

FACES and PLACES



IN AT THE BEGINNING—Udell M. Larsen, assistant manager of the Long Beach, Calif., Airway Facilities Sector, was invited to the San Francisco Sector to pull the switch that decommissioned the Service B Automatic Data Interchange System that he helped install there back in 1964.



DOUBLE UPDA Facilities Sector met two new instruments. Seated (left to right) Deputy Director; G Department of Tra



HANGES MADE—Joseph W. Jackson (left) flew got his checkride from Jimmy Doolittle and had Jack n. Though he hasn't been a pilot since 1919, having pen-cockpit flying, he's kept up his interest in aviation ent visit to O'Hare International's TRACON, where ed him on today's technology. Photo by Marjorie Kriz

99s DELIVER 100%—For outstanding cooperation in the agency's accident prevention program's flight-instructor refresher clinics, Long Beach, Calif., accident prevention specialist Hank Richardson presents a Certificate of Recognition to Jean Schiffman (left) and Susan Greenwald of the 99s.



OUTSTANDING WORK—Administrator Langhorne Bond (left) watches as Charles W. Ellis, president of the American Helicopter Society, presents the Frederick L. Feinberg Award to Ramon J. A. Gibson, flight test pilot in the Southwest Region Flight Standards Division. The award was for his significant contributions in the certification of commercial helicopters for IFR flight and in establishing criteria for rotary-wing, all-weather flight.



—Tom Torgersen, Windsor Locks, Conn., Airway er, addresses participants at a recent dedication of nding systems at Bradley International Airport. are Albert Houck, New England Region Acting ella Grasso; James Shugrue, Secretary, Connecticut rtation; and a Windsor Locks city councilman. Photo by Vet Payne

EEO ACTION—For excellence in promoting EEO, Deputy Administrator (then Acting Administrator) Quentin Taylor presented a Superior Achievement Award to Ernest Keeling (right), director of the Office of Accounting and Audit. The AAA staff is now comprised of 50 percent women and 36 percent minorities.

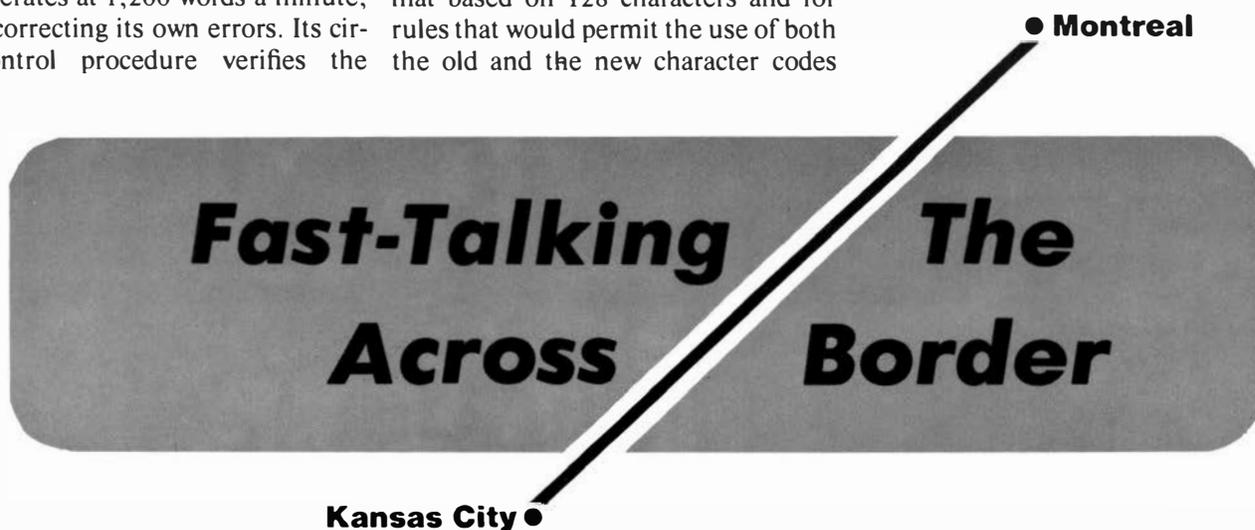


The U.S. and Canada began fast-talking each other this past spring, or at least their computers in the Aeronautical Fixed Telecommunications Network (AFTN) did.

The FAA and the Canadian Ministry of Transport (MOT) began the first AFTN data circuit capable of operating at more than 100 words a minute. This one operates at 1,200 words a minute, while correcting its own errors. Its circuit-control procedure verifies the

vious that, because of costs, a new way of doing business was needed."

At the same time, the group realized that the International Civil Aviation Organization's Automated Data Interchange Systems Panel (ICAO-ADISP), in which FAA participates, was also preparing recommendations for the adoption of a new message format based on 128 characters and for rules that would permit the use of both the old and the new character codes



transmitted data and automatically retransmits when a mistake occurs.

The circuit between the National Communications Center (NATCOM) in Kansas City and the MOT in Montreal uses a 128-character code set instead of the traditional 64-character code set used throughout the AFTN, which can be compared to doubling our communications vocabulary. The increased capacity and correction of data will reduce delays in messages exchanged between the two countries.

The change began about three years ago in the Air Traffic Service's Flight Service Station Branch, where the AFTN circuits were being reviewed. "At that time," relates Gene White of the Program Management Staff in the office of the Associate Administrator for Air Traffic and Airway Facilities, "we had four 100-word-per-minute circuits between the two countries' computers, plus a collection of utility circuits for handling VFR, IFR and NOTAM traffic. We knew we'd need a fifth circuit in the future, especially if the exchange of VFR flight-plan data was going to be added. It became ob-

throughout the AFTN. Methods were also being investigated for character-oriented circuit-control procedures that would combine higher operating speeds with accuracy.

Coordinating the early FAA-MOT exchanges were Ralph Huffer and Gene White, both then in the FSS Branch, and White was also the U.S.'s ADISP member to provide the link with ICAO.

"Most people think that new ICAO data standards or changes come from within ICAO," says White. "Actually, they come from efforts like this one or by action within a single country. ICAO changes are made essentially the same way FAA's directives are."

Following an ADISP meeting in 1975, the planning began in earnest between FAA and MOT. The first major effort resulted in naming a joint Airway Facilities-Air Traffic team to develop an Interface Control Document of functions and rules for operating the circuit. Team members were Larry Sanders, NATCOM, for software design and testing; Vern Ulledahl, NATCOM, local project

coordinator; Al Petteway, AF Enrot Communications Branch, technical coordinator; and Gene White as project leader.

The final work on these circuit-control procedures was scheduled to be completed at an ADISP meeting last month. ICAO is expected to distribute format and code recommendations this coming fall.

Says Leon Turk, deputy chief of NATCOM, "It worked smoother and with fewer implementation problems than we've experienced with many new low-speed teletypewriter circuits."

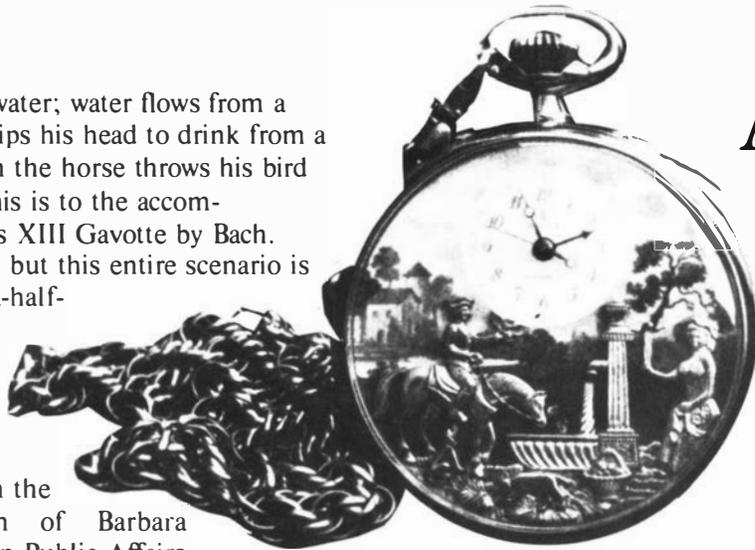
"There are some improvements we'll want to make," Gene White points out, "such as adaptation to working via satellite circuits, increased speed for increased message volume through expanded automation techniques and full use of the 128-character code set. The last will have to wait until FAA's National Airspace Data Interchange Network (NADI) is commissioned in the spring of 1977, and both countries make changes in their data-terminal equipment."

A maiden pumps water; water flows from a spout, a horse dips his head to drink from a trough; a falconer on the horse throws his bird 'o the air; and all this is to the accom-
 -iment of the Louis XIII Gavotte by Bach.

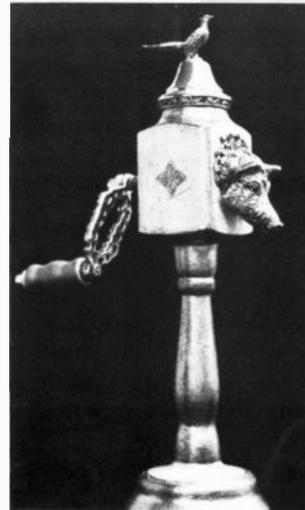
It's hard to believe, but this entire scenario is staged on a two-and-a-half-inch pocket watch!

This Swiss-made, animated and musical watch is the most recent and most priceless possession in the music-box collection of Barbara Abels, Western Region Public Affairs specialist, who seems to have a penchant for esoteric hobbies (see "A Flossy Ford Fossil," FAA WORLD, October 1976).

A collector's dream, this watch, fitted with a gold-plated case in the Louis XVI style and with a motif etched on the case that was inspired by a Moreau engraving, is the pinnacle of Abel's collection of nearly a hundred music boxes. Second only to the watch in her esteem is a decorated 14-inch-high Christmas tree that is made of natural



A TROVE OF TINY TUNES



Barbara Abels is proud of her music-box collection, which has overflowed the curio cabinet all over the house. Friends recommend that her next purchase be a museum.

dried moss, has miniature candles that light and plays "O Tannenbaum." It is Number Two in a limited edition of 250.

Almost as impressive is an elegant 18th Century-style mosque decorated in Italian Capodimonte porcelain, which plays two tunes, as delicate, latticed doors of German silver swing open to reveal a seated figure of Pan inside.

Abels has been fascinated by music boxes since early childhood; unfortunately, her callowness did not provide a perspective for this hobby, and some of her earlier pieces did not survive the rigors of youth.

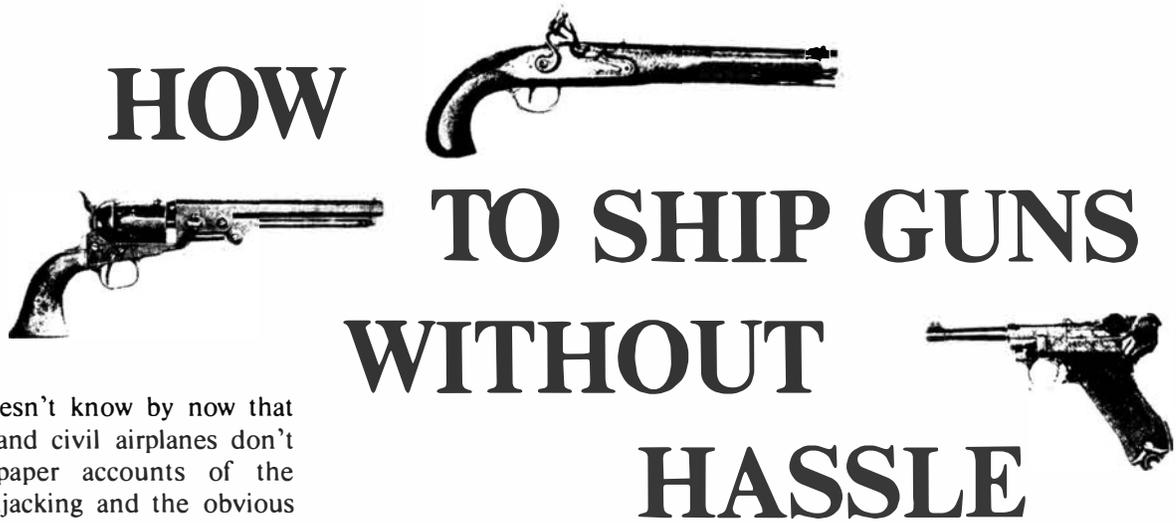
Showing off her collection nowadays takes more than just a few minutes, and the problem is knowing where to start. Should it be the Carousel Lamp that plays "March of the Toys"? The

doll that moves like a newborn baby to the tune of "Lullabye"? The football jewelry case that plays Notre Dame's fight song? The Italian pony cart that rolls along as it plays "Isle of Capri"? Or perhaps Snoopy flying a red Fokker Tri-plane to the tune of "Auf Wiedersehen"?

Guests who are invited to play a game of chess are often startled to discover that even the tiny Italian inlaid chess table is musical. And with coffee prices soaring, Abels is getting more and more use of her musical teapot, which plays, of course, "Tea For Two." One dinner guest, upon discovering that even the pepper grinder played "Tales of the Vienna Woods," refused to be surprised any further and asked candidly, "What does the fork play?" Abels had to admit that, thus far, the silverware was non-musical.



HOW TO SHIP GUNS WITHOUT HASSLE



Who doesn't know by now that guns and civil airplanes don't mix? Newspaper accounts of the history of hijacking and the obvious security measures at airport boarding gates have made it clear that passengers are not permitted to carry guns on air carriers.

This doesn't mean that a competitive shooter, collector or hunter can't take his weapon with him; rather, it raises the question, how does he do so safely and legally?

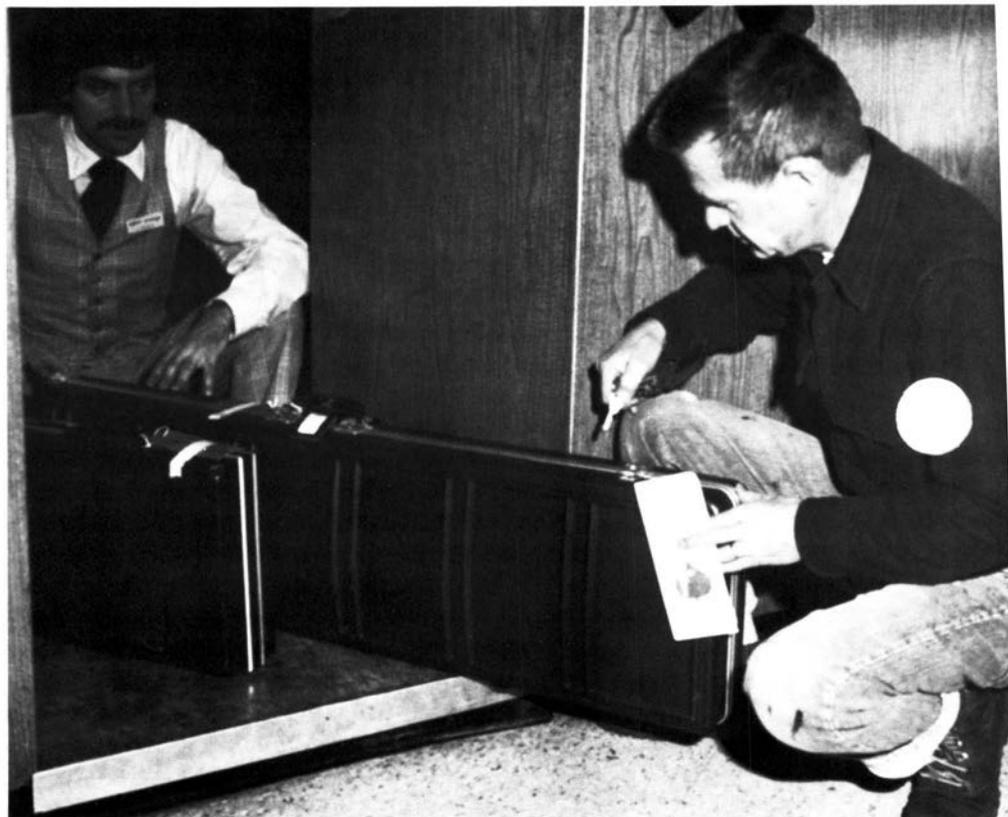
"As another aspect of the FAA's primary mission," says Richard F. Lally, Director of the Civil Aviation Security Service, "these weapons rules support the overriding interest of the agency in aviation safety."

A tragedy at a large metropolitan airport last year pointed up the safety aspect and the reason for careful gun handling when such equipment is shipped by common carrier. A loaded handgun in a checked piece of luggage discharged when the bag was dropped, killing an airline employee.

The proper way to ship firearms by air involves subscribing to local laws and using some logic and common sense. If local communities or states require that a shotgun carried in a car trunk be unloaded, with the action held open, then the passenger will have to comply with this law on the way to and from air terminals.

As with any other activity, planning pays off, and shipping luggage and packages is also easier with a little prior planning. If you inform the airline when you make reservations that you plan to ship guns, the agent can brief you on the proper procedures and save you grief when you're anxious to board. The airlines are ready to provide assistance.

First, you must declare the fact that



After proper advance notice on the shipment of guns, all that remains at check-in time is for the airline clerk to tag the gun cases and make sure their owner locks them. Only the gun's owner should have the key.

you have a weapon in your luggage and that it is unloaded. The airline agent may tag your baggage or gun case with a fluorescent red tie-on tag. No matter how valuable or fragile you declare the gun to be, the airline is bound by regulations to transport it as checked baggage, rather than with you in the passenger compartment.

The second requirement in

transporting a weapon is one that advance inquiry will prepare you for. The bag or gun case must be locked, and only you have the key. Although many of the carrying cases on the market offer excellent protection against damage, they may not provide method of securing them. It's your responsibility to have the case or bag equipped with a lock; a well-made

padlock is acceptable. It makes sense to add this kind of security to any good gun and gun case. If you don't have an adequate case, check—some airlines provide padded locking cases for a fee.

Finally, the gun-toter has to know the local requirements at his destination. A long-anticipated hunting trip can become a complete disaster if, on arrival, you find that a local law has been violated. In particular, handguns and their complex regulations are touchy subjects in many states and communities. Ask someone there or write to the authorities at your planned destination to supply you with the rules.

What about ammunition? Probably the best solution is to wait until you get to your destination and buy it there. If that's not practical and you insist on taking along your own ammunition, you've got another regulation to comply with. Small-arms ammunition for personal use by the passenger may be carried in your checked baggage if it is packed in fiber, wood or metal boxes. You can't rely on the fact that those rounds are in their original factory-packed box. Remember that they came to a sporting goods store in a larger container, which met the shipping requirements. If in doubt, ask your airline representative if your packaging meets aviation transportation requirements.

Reloaders will have serious problems with the regulations if they don't check with the airlines in advance. Black-powder buffs, on the other hand, should just give up the idea of moving powder and caps, which are too volatile. The problems are just not worth the effort, even if the passenger has to pay twice as much on the other end to purchase supplies.

All this may seem to be a lot of inconvenience to a law-abiding and careful individual like you, but it's the exception that brings about the rules. But it really comes down to just notifying the airlines in advance, locking your gun case, taking safety precautions and checking with the local law-enforcement folks. Then, when it comes time to board that aircraft, you won't have any real hassle in shipping your guns. —Story and photo by Al Barnes

The Airspace Coordinators

“Radar contact. Cleared direct
Castle. Flight level 290. Vec-
tor 070.”

An F-106 turns, leaves the training area and safely returns to base without delays, thanks to the Oakland ARTCC, the 26th Air Division's “Arizona Pete” controllers at Luke AFB and FAA's liaison officer.

A pair of civilians at this North American Air Defense Command headquarters makes this all gel. Chuck Spelman, the FAA Region Air Defense Liaison Officer, and Gene Hudson, the 26th NORAD Region Air Traffic Control Specialist, have as their primary job ensuring that FAA flight regulations and air-space-system requirements mesh with NORAD objectives. Through daily contact with the Oakland, Los Angeles and Albuquerque Centers, the two of them coordinate the use of airspace within the region for routine training missions, exercises and radar evaluation flights.

“This coordination is important,” Spelman said, “because many Air Defense Command flying missions run counter to the normal flow of air traffic.”

Hudson added, “The airspace must also be coordinated with the Navy, Marine Corps, Air National Guard and other Air Force flying units, units that fly target missions, all base operations involved, the Air Force Communications Service and our own units.”

“We use our airspace better than any other NORAD region,” Spelman claimed, “because our relationship with the ARTCCs is outstanding.”

An important element, the two agree, is that all the plans are written in a common language that FAA and



Chuck Spelman (rear), FAA-NORAD liaison officer, and Gene Hudson, NORAD controller, do some planning on a map of the 26th Air Division's airspace.

Air Force controllers, Air Defense weapons controllers and the air crews can understand. And this common language makes up the myriad letters of agreement, regulations and supplements that Spelman and Hudson write, brief and update.

“We must plan the wartime launch of aircraft, what FAA's role is in national emergencies—SCATANA [see FAA WORLD, July 1975], how FAA will furnish flight plans of all aircraft penetrating our region's airspace and how FAA must assist in identifying any unknown aircraft flying in our region,” Hudson said.

The pair also acts as liaison with the Joint Surveillance System radar sites in the region and with the U.S. Customs Service. Speaking of his own position, Spelman said it was the focal point for communications between the five radars jointly operated by FAA and NORAD. Hudson acts as the liaison with Customs. Their agreement provides Customs with the opportunity to use the 26th Air Division's radios and radar capability for detection and intercepting aircraft suspected of smuggling contraband across the U.S.-Mexican border.

Spelman came to his present two-year assignment from that of a flow controller at the Central Flow Control Function in Washington headquarters.

—Story and photo by Lt. J. C. Fudala

DIRECT LINE



Q At this facility, we have an ATCS who is buddy-buddy with the chief, and he practically comes and goes as he pleases. He will also log such things as one hour and 20 minutes leave. As I read it, this practice is illegal, but it's common practice here. This same individual recently received an SAA and last year received a degree from a local university. The chief applauded this effort and exclaimed he didn't know how he could have achieved it. It's easily understandable if one checks the personnel log, where it shows he worked whatever watches fit his schedule, while others balanced the workload in his absence. The others didn't receive any awards. It was also painful to see him doing his homework on FAA salary as well as drawing VA monies.

A As a result of an inquiry made to DOT auditors visiting the facility, this matter was referred to the regional office for resolution. Personnel from the Air Traffic Division visited the facility, and all records and procedures concerning the alleged irregularities in duty status and annual and sick-leave use were reviewed. No irregularities were noted. In addition, for many years, the agency has had a policy of cooperativeness toward employees who desire to continue their educations (Order PT P 3600.3, Chapter 4, Para. 12c, NAATS/FAA Agreement, Article 42 and PATCO/FAA Agreement, Article 36).

Q There are 22 digital operators in our section at NAFEC, and all of them have been employed by the government at least eight years. We are all GS-4s that are about to lose our jobs, the reason being they need our permanent slots for professional employees that they are bringing into our division. These professionals are GS-12s and above. We were told that they will try to find us positions, but if they don't, we will become WAEs. I would like to know why we, the low-grade employees have to lose our jobs. It really isn't fair. Is there anything we can do to save our permanent positions in this division, since our jobs are not being abolished?

A Because of changes in simulator work programs, management has decided that 14 of 22 full-time permanent ATC simulator-operator positions are not required. You can be assured that the decision was based solely on the workload requirements of the office. However, affected employees have been advised that they will be placed in vacant, full-time permanent positions during Fiscal Years 1977 and 1978, seven each year, strictly on a voluntary basis. Under this procedure no employee will suffer a loss in rank, grade or pay. Formal reduction-in-force procedures will not be used as long as there are a sufficient number of volunteers. The only employees to be placed in when-actually-employed (WAE) positions will be those who desire such an action. These procedures have been established in order to minimize, as much as possible, adverse effects on in-

dividuals. For further information, talk to the NAFEC Employment Branch.

Q As of Oct. 3, 1976, GSA allowed 11 to 15.5 cents per mile for travel on a non-committal basis in a private auto on official business. My region allows only 11 cents per mile in this situation. I have been told that other Federal agencies in this region are allowed the 15.5-cent rate. Why this discrimination?

A When it is administratively determined that the use of an employee's privately owned vehicle is advantageous to the government, it will be reimbursed at the rate of 15.5 cents per mile. When a government-owned vehicle is available and its use is to the government's advantage, but the employee elects to use his POV, the reimbursement is 11 cents. The policy of different mileage rates for different travel circumstances is set by law and can only be changed through legislative action. The law is implemented by the GSA in FPMR 101-7, Federal Travel Regulations, and DOT Order 1500.6, Travel Manual. Your region, as well as all other FAA organizations, is bound by these regulations and appears to be interpreting them correctly.

Q I have three questions. Can an aircraft on an IFR flight plan, upon pilot's request, be cleared for a contact approach to an uncontrolled airport that has a prescribed instrument approach procedure but does not have a weather-reporting service? (7110.65, Para. 432) Can an aircraft on an IFR plan be cleared for a visual approach to that airport? (7110.65, Para. 796) Where reference is made to reported ceiling and/or visibility, is the interpretation to be that of a qualified observer, or does this include a pilot's report? (7110.65)

A The first answer is "no." The visibility requirement for the contact approach is clearly stated in the Airman's Information Manual, Part 1, Page 1-73: "2. Controllers may authorize a contact approach provided: . . . b. The reported ground visibility at the destination airport is at least one statute mile." The second answer is "yes." In the case of the visual approach, the aircraft is required (1) to be in VFR conditions and (2) to have the airport in sight. In the absence of a ground reporting station, the pilot's report of VFR conditions is acceptable. Finally, the interpretation of whether reference is made to a qualified observer's report or a pilot's report, where Handbook 7110.65 addresses reported ceiling and/or visibility, depends on context. For example, in Para. 796.a.(2), the reports indicating that descent to the minimum vectoring altitude and flight to the airport can be made in VFR conditions do refer to a pilot report. Again in Para. 513, the reference to VFR conditions is dependent pilot reports. However, in Para. 430.e., weather conditions the airport are reported by a qualified observer, because a control zone requires a weather-reporting service.

Q I have been an air traffic controller for 19 years and was looking forward to retirement with 20 years of service and 50 years of age. My region has a policy that if any time was served as a temp MLSS, it is not counted toward the 20 years. During the one year I served as a temp MLSS, I remained current in my area of control certification. Is this also headquarters policy?

A The law, 5 USC 8336(e), as amended by PL 92-297, is quite precise about who may retire early. (See Section 5 of PL 92-297, which is Appendix 1 of Order 3410.11A.) In essence, one must have completed 25 years without regard to age or 20 years if age 50. An air traffic controller is defined in 5 USC 2109 (see Section 1 of PL 92-297). Under that guidance, creditable service is defined in Para. 6i of Order 3410.11A. There, you will find that the only way you can receive credit under the law when not actually functioning in air-traffic-controller duties is when you are detailed to another position. If you were reassigned, as opposed to detailed, to the military liaison security specialist's position for even a short while, the period of reassignment cannot be credited toward the covered-position time for early-retirement purposes.

Q The Aviation Safety Reporting System run by NASA and described in FAA Advisory Circular 00-46A offers reporting individuals anonymity and a certain degree of immunity in reporting problems in the National Airspace System. What degree of immunity is offered an FAA employee? If an employee submits a report thinking he has anonymity but is questioned and/or harassed by his facility, what recourse does he have?

A The program provides for the waiver of disciplinary action by the FAA against persons, including pilots and air traffic controllers, who file timely written reports concerning potentially unsafe incidents, except for those incidents involving aircraft accidents, criminal offenses, reckless operation, gross negligence and willful misconduct. The anonymity of the person filing an Aviation Safety Report (NASA ARC Form 277) was further assured when NASA joined in the program last year. NASA receives all reports and will not release to FAA any information that might reveal the identity of the reporter, except to the extent necessary to respond to FAA inquiries determining if the reporter is entitled to protection from disciplinary action. NASA procedure calls for de-identification of reports within 24-48 hours of receipt, except for reports concerning criminal offenses or aircraft accidents. The former are promptly referred to the Department of Justice and the FAA; the latter to the National Transportation Safety Board and the FAA. Advisory Circular 46A provides that the waiver of disciplinary action, if applicable, will be assured if a written report is completed and forwarded to NASA within five days of the incident or if NASA is notified of the incident in writing in five days, and a

complete report is filed within 15 days of the incident. Any employee who feels that he or she is being mistreated under the privileges of this program should discuss the matter with the facility chief; however, such an occurrence is unlikely because of the deletion of identifying data from the reports.

Q I had 10 years of National Guard technician service before going to work under the Civil Service Retirement System in 1966. After reading the "Direct Line" on this subject in the March issue, I guess there are a lot of us in the same boat. Whom can we write to for support of legislation in our behalf?

A FAA offices cannot propose or support legislation on employee benefits. For such matters, you would have to direct your appeals to Congress. Two committees have legislative jurisdiction over the Civil Service Retirement System: the House Post Office and Civil Service Subcommittee on Compensation and Employee Benefits, Gladys N. Spellman, Chairwoman, Washington, D.C. 20515, and the Senate Governmental Affairs Subcommittee on Civil Service and General Services, James Sasser, Chairman, Washington, D.C. 20510.

Q Current policy in our branch is that government cars are mandatory for overnight official business and, in any event, if more than one employee is traveling to the same TDY site. While I recognize the sound fiscal reasons for this policy, it can create problems. Because of poor security, I refuse to leave my personal car at the regional office overnight, but then I can't get to work to pickup the government car. I am willing to drive my own car to the TDY site and not claim mileage or extra per diem, but under such circumstances, would I be considered on duty while traveling if an accident occurred? What about an employee passenger? If the policy applied to pay determination applies here, it would seem that I would be in a non-duty status, even in a government car, if travel was outside of duty hours!

A When authorized for temporary duty, employees are considered to be in an official travel status from the time of departure from their permanent-duty station until they return to such permanent-duty station, regardless of the type of vehicle used. This TDY status remains whether the employee is in a work (duty) or non-work status. Under such a definition, an employee is, therefore, eligible for compensation under the Federal Workers' Compensation Programs in the event of an accident while in a TDY status. Another employee on the same TDY assignment, accompanying the driver, is also covered under OWCP. Although the use of government vehicles is encouraged, an employee cannot be forced to use one. However, if a privately owned vehicle is used without authorization because of employee preference, mileage will be paid, but at a lower rate.



Photo by George Gregg, NWS, Albuquerque, N.M.

Weather or Weather Not

What the Balloonist Needs To Know

The one common denominator for all pilots is and should be their obsession with the weather.

The National Weather Service and FAA's flight service stations have consistently serviced pilots with this "product." Most of us think of pilot briefings for powered aircraft, but a growing segment needing the product includes balloons and gliders. This month, we'll take a look at the needs of balloonists.

For almost 200 years, brightly colored, gas-filled balloons have been climbing into the sky. Rather than a relic sport of the past, it's growing in numbers and popularity. In 1973, there were fewer than 100 hot-air balloons in the United States. Since then, the number has increased to over 1,000 with 2,000 active pilots.

Balloon flying is not always an easy,

The balloon is probably more sensitive to changes in the weather than any other type of aircraft

no-risk sport, for the enthusiasts have to contend with the weather even more than powered pilots, especially with the wind. Accidents do happen, but considering the number of pilots and flights made, injuries are rare.

The balloon is probably more sensitive to changes in the weather than any other type of aircraft, and the wind is the most important element. Strong surface winds can whip the balloon so it becomes impossible to control or inflate. Landing in strong winds can be just as difficult. Any surface wind predicted to be over 10 knots is cause for a

scrubbed flight.

Here's what aeronauts should know and what the FSSs and the National Weather Service need to impart on this special form of flying:

Ceilings have to be 1,000 feet or higher and visibility three miles or better, like for anyone else.

The balloonist likes the winds to be light but in a definite direction, so he will know in what direction he will drift—in the extreme, say, inland out to sea. However, stronger winds aloft are not necessarily a problem unless they go right down to the sur-

face or are expected to be so by the time he lands. Synoptic (broad) conditions that produce light winds are weak pressure gradients (widely spaced bars on a surface weather chart). This often occurs near high-pressure centers but can occur anywhere at certain times of the year.

As a result, balloonists generally prefer flying during the early morning and late afternoon, since surface winds normally are light at such times, and there are no up- and down-drafts from thermals (vertically moving currents of air caused by the sun's heating of the earth's surface). When the lower layers of the atmosphere are heated and the lapse rate of this layer becomes dry-adiabatic (temperature decreases 3°C./1,000 feet), thermals begin. Also at this time, the surface winds begin to increase and become gusty, especially if the low-level winds aloft are rather strong before this heating begins. The corollary is that the period of good flying can be lengthened when there are clouds in the morning that prevent this heating.

Getting down to specifics, surface winds of less than eight knots are desirable for takeoffs and landings, and 8 to 12 knots can be tolerated if the takeoff or landing is behind a wind break. A few balloonists who are very experienced and have experienced crews can fly with stronger winds, possibly up to about 20 knots at the surface. The winds aloft can be eight knots or stronger without adverse effect.

As noted, the best time for balloon flying is in the early morning before surface heating burns off any low-level or surface inversion (where temperature increases with altitude) and mixes the stronger winds aloft down to the surface. Late in the afternoon, the weather becomes good for flying again as surface heating ends and surface winds begin to subside. In a given area, the time of the year when pressure systems and winds aloft are weak is when balloonists can expect to fly more.

The computer-forecast winds aloft, called FDs, are the most important Weather Service product for balloonists. If the winds at 3,000 and

6,000 feet are forecasted to be 10 knots or less, then we can expect the surface winds to be no stronger than that after the inversion is burned off. If very recently observed winds aloft are available, this data is particularly

that may be expected from the forecasts.

- The winds aloft forecasted and those recently observed, if available.
- Any other weather information that would be offered a powered pilot that

The best time for balloon flying is in the early morning before surface heating burns off surface inversion

useful to the aeronaut. The study of the upper-air sounding for the area, which is available primarily from the National Weather Service and from some FSSs that can call it up from the Kansas City Switching Center, is a must for timing when strong winds will begin and for estimating how strong they will be. These soundings are particularly important for balloon contests.

The observed surface winds need to be looked at very carefully. If winds are forecast in Terminal Forecasts (FTs), chances are it will be too windy, since winds below 10 knots are not included in FTs. So, once again, if the surface winds are 10 knots or more in the early morning, the winds probably will be too strong after surface heating occurs later.

In addition to the stability provided by cloud cover and consequently good flying weather, flying in large valleys may be desirable, since cooling during the night causes a deeper inversion, and the sun doesn't reach the valley floor until later in the morning. So, with the inversion burning off later, light surface winds last longer.

What should a briefer tell a balloon pilot? Well, first, the balloonist should tell the briefer that he is flying a balloon and from where, but the balloonist will have to judge for himself when to start and end his flight based on the weather that develops later and during the actual flight.

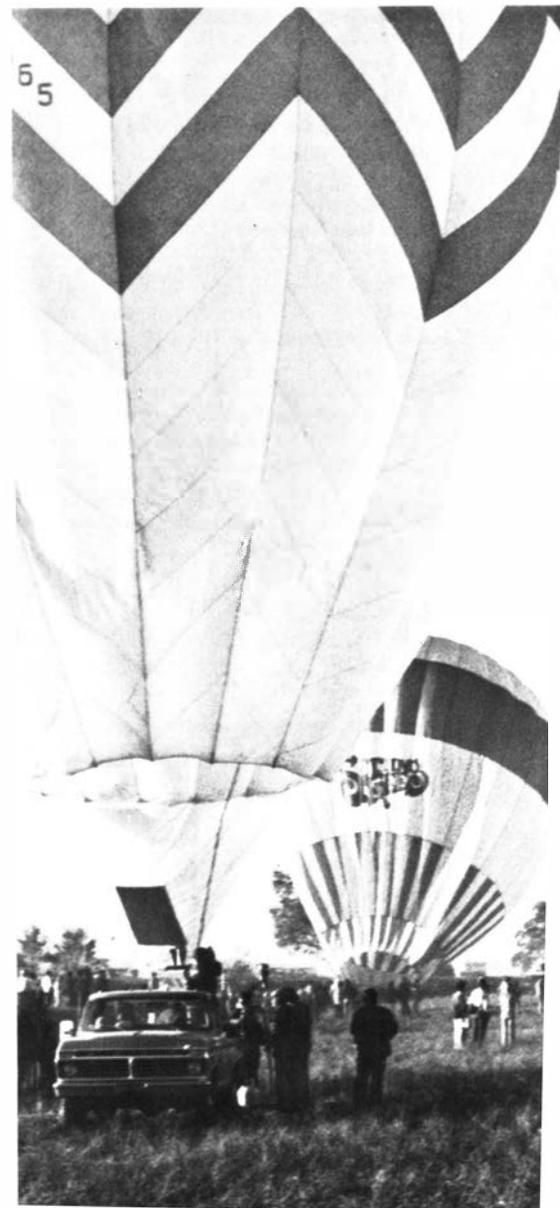
What the balloonist needs to know is:

- The synoptic condition.
- The terminal forecasts over the area of his flight and the current weather observations. The briefer could proffer some judgment as to the surface winds

would be important to flight safety.

Like any pilot, the aeronaut needs good information on and respect for the weather.

— By Charles V. Lindsay
NWS meteorologist
Central Flow Control





OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE, \$300

Heads Up

AERONAUTICAL CENTER

Kenneth R. Sublett was promoted to chief of the Compensation Branch of the Personnel Management Division ... The new unit chief of the Atlanta Flight Inspection Field Office of the Flight Standards National Field Office is **John F. Kuhar** ... **Ruth H. Hodgkinson** was named section chief of the General Accounting Branch of the Accounting and Audit Division.

ALASKAN REGION

The new Galena Sector Field Office chief is **Gerald L. Flynn** of the King Salmon Sector headquarters ... **Gary L. Christiansen**, chief of the Kodiak Tower was selected as chief of the Eielson AFB RAPCON ... Named an assistant chief at the Fairbanks Tower was **James D. Theros** ... **Donald A. Sproul** moved up to chief of the Kodiak Tower ... Electronics technician **Roger O. Seetot** is now Sector Field Office chief in the Fairbanks Central Sector Headquarters ... **Jerry C. Wieber** has become the Homer Sector Field Office chief ... The new chief of the Fairbanks International Sector Field Office is **James W. Keasling**.

CENTRAL REGION

Eugene D. Olsten got the nod as a new assistant chief at the St. Louis Tower.

EASTERN REGION

Selected as an assistant chief at the New York Common IFR Room was **Richard J. Smith** ... **John W. Morgan** advanced from deputy chief to chief at the Philadelphia FSS ... **George W. Alvanos**, who was chief of the Elkins, W. Va., FSS, took a promotion to assistant chief at the Buffalo, N.Y., FSS ... Assistant chief **Paul A. Cornell** was named deputy chief of the Buffalo, N.Y., Tower ... A new assistant chief at the Griffiss AFB RAPCON is **Barth J. Register**.

GREAT LAKES REGION

The Minneapolis ARTCC Airway Facilities Sector has a new assistant sector manager in the person of **James E. Tyvand** ... **Robert E. Bostic** moved up to an assistant chief's slot at the Terre Haute, Ind., Tower ... **William M. Simon, Jr.**, reports aboard the Alton, Ill., Tower as an assistant chief, hailing from the Chicago-Meigs Tower ... **Arthur V. Hagen** of the Milwaukee Tower is now an assistant chief at the Port Columbus, Ohio, Tower ... Ann Arbor, Mich., Tower chief **Robert L. Moore** has taken a promotion to an assistant chief's position at the Detroit Metropolitan Tower ... Stepping up to chief of the Minneapolis GADO is **Richard R. Merriman** ... Boosted from assistant chief to chief at the Decatur, Ill., Tower was **Richard D. Aske** ... **Herbert H. Dopmeyer** was selected as an assistant chief at the Bi-State Parks Airport, East St. Louis, Ill.

NAFEC

The new chief of the Communications/Navigation Branch in the Communications and Guidance Division is **Edward J. Murphy**.

NEW ENGLAND REGION

Deane W. Robbins advanced to chief of the Otis AFB RAPCON.

NORTHWEST REGION

Steve Kuklish was promoted to Central Computer Complex supervisor at the Airway Facilities Sector in the Seattle ARTCC.

PACIFIC-ASIA REGION

Ronald A. Lindner was named chief of the Kona Tower on the island of Hawaii.

ROCKY MOUNTAIN REGION

The Helena, Mont., Airport District Office has a new chief in **Wayne W. Flaherty** ... Selected to be chief of the

Sector Field Office in Grand Junction, Colo., was **Raymond A. Haag** ... **Ronald Westby** was named an assistant chief at the Fargo, N.D., Tower ... The Salt Lake City ARTCC's new Airway Facilities Sector manager is **George W. Statser** ... Statser's new assistant sector manager is **Roy R. Rutt**.

SOUTHERN REGION

Robert H. Patterson is moving from chief of the Hickory, N.C., Tower to chief of the Herndon Tower in Orlando, Fla. ... **Robert W. Lee** of Greer, S.C., is transferring to the Fort Myers, Fla., F as an assistant chief ... **Wade T. C. penter, Jr.**, is moving into the Macon, Ga., FSS as an assistant chief from the Alma, Ga., FSS ... Moving up the ladder from assistant chief to chief of the Gulfport, Miss., Tower is **Wendell F. Cavalier** ... **George J. Adcock** has been named an assistant chief at the Crossville, Tenn., FSS ... **Martin J. Elliott, Sr.**, was selected chief of the New Bern, N.C., Tower ... The Macon, Ga., RAPCON Tower has a new assistant chief in **Billy J. Hartley** ... The Greer, S.C., FSS is getting **Judson C. Turner** as an assistant chief ... Named an assistant chief at the Meridian, Miss., RATCF Tower was **Luther Cameron, Jr.** ... **Robert J. Ave** was promoted to assistant chief at the Balboa, Canal Zone, ARTCC ... **Grady M. Carter** held the title of deputy/assistant branch chief at the Miami ARTCC. Now he's chief ... Getting the nod as an assistant chief at the Balboa, Canal Zone, ARTCC is **Evans F. Bell** ... Taking over as chief of the Birmingham, Ala., FSS will be **George A. Reynolds** ... **Carmen N. Mena-Moreno** is moving up to an assistant chief's slot at the San Juan, Puerto Rico, International Flight Service Station ... **Kenneth Foreman** has been promoted to deputy chief of the Isla Verde Tower in San Juan, P.R. (Continued on page 6)