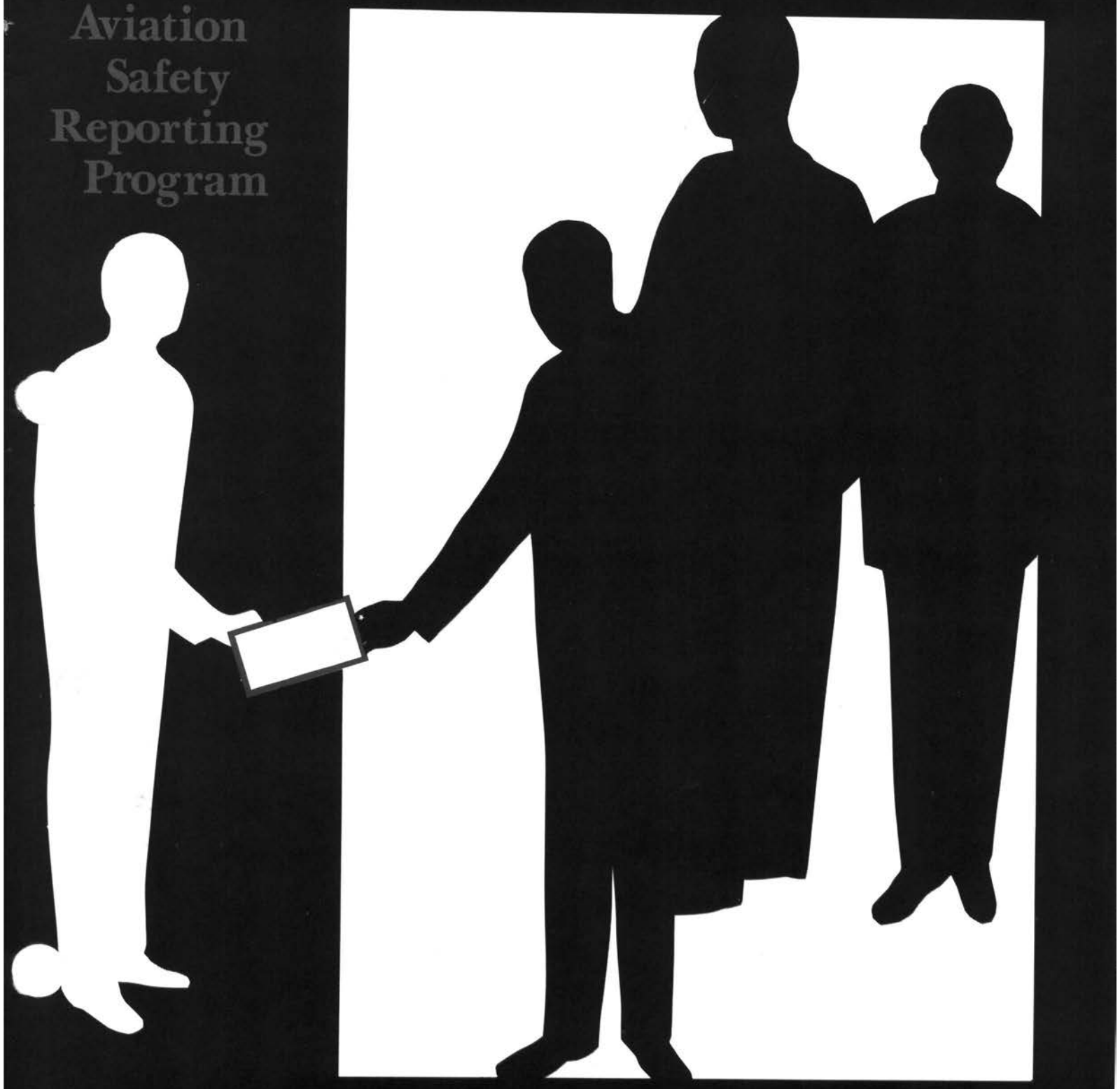
FAA WORLD

June 1978

Aviation Safety Reporting Program



FAA WORLD

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ERRATA

Credit for the beautiful photographs of Guam and its denizens in the April issue of FAA WORLD was inadvertently omitted. They are the work of George Miyachi, public affairs officer in the Pacific-Asia Region

The cover: *From the field—from ATCSs, inspectors, technicians, pilots, FBOs—more than 5,000 reports a year are being filed with the National Aeronautics and Space Administration under FAA's Aviation Safety Reporting Program. The program has come of age, as the story at right reveals.*

Odyssey of a Report

Apparently, the Aviation Safety Reporting Program has not been advertised well enough because there are still a lot of people who don't know how to submit a report or what happens to the report once they do.

It's really quite simple. Let's take a hypothetical example of a pilot who misunderstands a clearance, deviates from his assigned altitude and finds himself in conflict with other air traffic. After deciding to report the incident to NASA, he may pick up a reporting form (NASA ARC Form 277, to be exact) from an airport, fixed-based operator or any FAA facility and has five days to report the incident. The five-day time limit applies only to those situations where the reporter wishes to take advantage of the waiver of disciplinary action. (See "The 45-Day File.")

The reporting form is easy to fill out. It is divided into two parts: The top section is the identification strip where the pilot is asked to give his name, address and telephone number so that he can be contacted later by NASA for further details, if necessary. The bottom portion solicits such information as the type of operation and the kind of aircraft involved, conditions at the time of the incident, weather, airspace where the incident occurred, etc. It's like a multiple choice test: all the pilot has to do is pick the item most closely describing the incident he was involved in. Space also is provided for a clear and precise narrative description of the incident.

After that, it's merely a matter of folding the form and dropping it in the mail, where it goes to P.O. Box 189 at Moffett Field, Calif. There it is logged in and data extracted from the report—date, time, location and type of occurrence—is punched into NASA's computerized 45-day file.

The report is then handed over to a pilot/attorney, who screens it to determine if it involves an accident or criminal activity or if it contains information that needs to be brought to someone's attention immediately. If not, the report—along with the 20-25 other reports NASA receives daily—is placed in a locked pouch and carried by bonded courier to the Battelle Institute office just up the road from NASA. There are only two keys to the pouch: one at NASA and one at Battelle. The contents of the pouch are receipted at both ends to make sure all the reports make it to their destination safely.

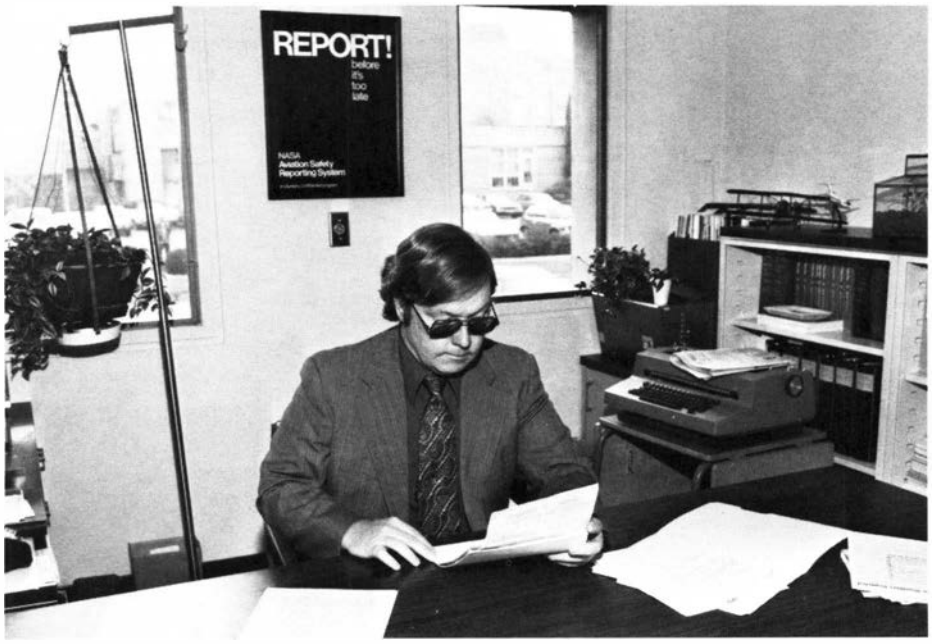
At Battelle, the report is assigned to one of four analysts. The analyst studies the report and may determine that further information is necessary. If so, he will telephone the pilot who reported the incident and add the supplemental data to the report. About 10 percent of the reports require a call back.

Once the analyst is finished with the identification strip, it is separated from the rest of the report and returned to NASA, which sends it back to the reporter. The pilot should hold on to that ticket, because it is proof that he filed a report on the altitude deviation in a timely fashion.

Finally, the "deidentified" report is handed over to a Battelle diagnostician, who translates items in the report into appropriate language for the computer. The data then is entered into the computer and stored there until it is retrieved for special reports or studies.

The Aviation Safety Reporting System

IS ALIVE AND WELL



NASA attorney Bill Reynard, who holds a commercial pilot's license with instrument and multi-engine ratings, screens an aviation safety report, one of 20-25 received daily.

From the corridor it looks like an ordinary office—the kind of place you expect to enter and be met by the strains of Musak and a waiting room full of patients flipping through old magazines.

But the door to this office is locked. Only authorized visitors are allowed in, and they must press a buzzer and wait until someone inside slips the deadbolt lock with a key. And once inside, they have to sign in and wear a security badge at all times.

Security is tight in that office because it's part of the Aviation Safety Reporting System being handled for FAA by the National Aeronautics and Space Administration. There, a Battelle Institute team under contract to NASA analyzes confidential reports submitted to NASA by pilots, controllers and others who spot safety problems in the national aviation system.

The office is located about two miles up the road from NASA's Ames Research Center at Moffett Field, Calif., where the NASA personnel who manage the reporting system and initially process the confidential reports are located. (See box: "Odyssey of a Report.") The security at Ames is equally strict. So strict, in fact, that Bill Reynard, an attorney/pilot with NASA, says: "We have been accused of being paranoid."

"But," Reynard admits, "we'd rather be accused of that than be lax about security and have unauthorized personnel come in here and gain access to the information in the reports."

The security measures may indeed seem peculiar unless one understands how NASA got involved in the first place.

In May 1975, FAA started an Aviation Safety Reporting Program whose purpose was to get pilots, controllers and others to voluntarily submit reports to FAA on unsafe conditions, practices or incidents—including those they may have caused themselves. The FAA stressed that the purpose of the program was to improve aviation safety, and that the information was not being solicited for enforcement purposes.

Since the response was less than

Ruth Howes, secretary for the Battelle Institute analysis team, examines a locked pouch to make sure that the aviation safety reports delivered by the bonded courier from NASA are safe and uncompromised.

overwhelming—fewer than 1,500 reports during the first year—it was obvious the aviation community was not keen on the idea of telling an enforcement agency about safety problems. So, in 1976, NASA was asked to step in and act as an independent "third party" to receive, process and analyze reports filed under FAA's Aviation Safety Reporting Program. Clearly, the name of the game was to convince would-be reporters that their anonymity would be protected. Judging from the almost 11,000 reports it has received since starting the new reporting system in April 1976, NASA has been successful in that effort.

On its latest report, covering the April 1—June 30, 1977, period, NASA gives examples of the 1,391 reports it received during that quarter. The examples range from communications problems between pilots and controllers and instances of just plan bad judgment to procedural difficulties and breakdowns in equipment.

One pilot, for example, landed uneventfully at what he thought was an uncontrolled airport. It wasn't until he had taxied to the ramp and saw the security police truck coming out to greet him that he looked at his sectional chart more carefully and realized that there was indeed a control tower and a tower frequency indicated on the chart.

Other examples show that misunderstandings between controllers and pilots about clearances can result in two aircraft being on the same active runway at the same time.

The fifth quarterly report also indicates that, while the ground-proximity warning system seems to be a useful backup to crews of high-performance aircraft, false warnings from those safety devices were a nuisance and, in some cases, a source of potential safety problems. Profile-descent procedures, introduced by the FAA in late 1976 and early 1977 at a few airports, continued to cause pilots and controllers headaches, and the report reflects those concerns. In fact, NASA did a special study on problems associated with profile descent based on the reports it had received. It turned out that FAA already was aware of the problem, but the NASA data served to corroborate FAA's conviction that something needed to be done about refining profile-descent procedures.

The latest status report further shows that almost half of the reports came from controllers (47%), and approximately the same percentage (48%) were filed by flight crew members. Moreover, the reports were

·nly divided between air carriers and ·neral aviation—42 percent for each category—with military and other government operations accounting for the remaining 16 percent.

Not all the reports are deadly serious, says Reynard, who is the only person in the system to review every report that is filed.

"Frankly," he said, "there are some crank reports that have no productive place in society," and those he destroys. However, he said, a few others provide a brief but welcome relief from the majority of reports having potentially serious ramifications.

He cites the example of one person who wrote: "One day recently, I flew over to a local field which features a small restaurant nearby. I ordered a frankfurter and sauerkraut. While walking over to my table, I slipped on some sauerkraut which had been dropped on the floor from someone else's sandwich. I suffered wrenches and bruises and had to sit on pillows for a week."

The pilot went on to recommend—·ith tongue firmly planted in cheek—t aviation would be safer if airport ·staurants were prohibited from serving sauerkraut with hot dogs.

Another reporter, who is in the poultry business, complained that when an Air Force jet comes very low over his farm, his frightened hens outdo themselves and drop extra eggs.

Reynard says he continues to be "impressed by the detail in some reports—and it doesn't seem to matter whether the reporter was the victim or the cause of the safety incident."

While he admits there are some "CYA" reports, there aren't nearly as many as some people might suspect. ("CYA," for use in a family magazine like FAA WORLD, shall be translated roughly as "cover your anatomy.") He said, however, that about twice a month he will receive a report with a FAA letter attached to it indicating that the incident is being investigated as a possible violation of a Federal Aviation Regulation. In those cases, Reynard says, he writes the reporter to advise him or her that filing a report after being notified by the FAA of a potential violation is not what the program is all about.

When Reynard screens the approximately 20-25 reports NASA has been receiving daily, he looks initially, at least, for reports involving accidents or criminal activity. In the case of an accident, the report is handed over to the National Transportation Safety Board; where criminal activity is involved—such as a bomb threat or sabotage, for example—the report is forwarded to the Department of Justice.

Occasionally, there are items that Reynard, after consulting with his boss, Dr. Charles T. Billings, who manages the NASA reporting system, decides should be brought immediately to the attention of FAA and others who may be able to assist in taking corrective action.

He recalled one incident involving a problem with a spoiler system on a widebody jet. It turned out, Reynard said, that it was an isolated incident, due to a mechanic's mistake, and had no bearing on other widebodies. But, at the time the report appeared, there was no way of knowing that, he said, and NASA moved fast to notify the right people.

Protecting the anonymity of the reporter is paramount in these cases, too, Reynard says. NASA would like to relay all the specifics to FAA, for example, so they could go right to the source of the problem and fix it. But, he says, if time, place, airline involved, etc., are provided, the anonymity of the reporter may be jeopardized. But, we try to "narrow it down" as much as

The 45-Day File

NASA keeps a computerized record for 45 days of each report it has received. The file contains only date, time, location and type of occurrence. Here's how it works. Say, for example, FAA, through its surveillance program, finds out about an incident in Laramie, Wyo., involving a possible violation of a Federal Aviation Regulation. The Flight Standards inspector there who discovers the incident notifies the Rocky Mountain Regional Office, which, in turn, notifies the Office of Aviation Safety in FAA Headquarters. Then, the circumstances of that incident, along with queries from other FAA regions, are telexed daily to the Aviation Safety Reporting System at NASA. The staff there searches the 45-day file to see if it contains a record of a report matching the Laramie incident. If it says "yes," FAA will not pursue the matter any further. In essence, FAA has agreed to waive disciplinary action unless the incident involves reckless operation, willful misconduct, gross negligence, an accident or criminal activity.

As a further encouragement for persons to participate in the reporting program, FAA has imposed a 45-day limit on itself—which is where the NASA file got its name. In other words, if FAA doesn't find out about the incident or doesn't query the NASA file within 45 days, the agency has promised not to take enforcement action unless, again, the incidents involve one or more of the conditions cited above.

possible, he said, "making sure at the same time that we don't blow the reporter's cover."

NASA sent almost 500 of these alert bulletins to FAA over the past two years, pointing to possible problems in the aviation system. The word "possible" is purposely used because NASA can't verify the reports from other sources. To do so, explains Reynard, might jeopardize the reporter's anonymity. So, the information NASA passes on to FAA is based only on reports. Sometimes those reports point to problems already being taken care of by FAA.

That doesn't bother Reynard or his colleagues at NASA. "We're not at all disturbed when FAA replies to one of our alert bulletins informing us that the situation described in the report is wrong or that FAA already knows about the situation and is on top of it. We'd be perfectly happy if all the replies said that. We're just interested in seeing that safety problems are brought to light," Reynard said.

However, he cited an example of how an alert bulletin can help. It involved a pilot flying on a VFR flight plan on a moonless night into the Las Vegas terminal control area. The pilot wrote that he was cleared to descend to 3,500 feet at his own discretion. When he became concerned about terrain clearance, he requested the minimum safe altitude and was advised by ATC that it was 4,800 feet. Later, he was informed by ATC that VFR traffic was responsible for its own terrain clearance, regardless of vectors. the pilot reported to NASA that a pilot may not know the minimum safe altitude when radar vectors take him or her off a published route at night. This was the second such report received by NASA, Reynard said, so an alert bulletin was sent to FAA and steps were taken to correct the situation at Las Vegas and elsewhere.

NASA also has done special studies for FAA on such subjects as wake turbulence, altitude deviations and potential conflicts.

Marion Roscoe, FAA's Assistant Administrator for Aviation Safety, whose office is in charge of the Aviation Safety Reporting Program, says it's difficult to list specific benefits to FAA resulting from the data gathered by NASA, but he said the "program definitely has safety merit."

He also said it is clear from the same 11,000 reports received by NASA during the first two years of operation that the "aviation community sees the system as beneficial to them."

Marion Roscoe (center), Assistant Administrator for Aviation Safety, discusses a NASA alert bulletin with his deputy, Bascom Lockett (right), who is the FAA member on a committee that advises NASA on the design and conduct of the reporting system, and Tom Kossiaras manager of Aviation Safety Programs, who has daily NASA contact.

He cited the TWA 514 crash near Dulles Airport on Dec. 1, 1974 as an example of "what might not have been if a reporting system like NASA is operating had existed at that time.

"There were at least two pilots of other aircraft, in addition to the TWA 514 crew, who were confused about the meaning of the clearance, but they lived through their confusion. It was not the kind of thing, however, that they later wanted to report to their employer; they probably thought it would lower their esteem in the eyes of their peers. And it was certainly not the kind of incident they wanted to report to the FAA for fear of possible enforcement action."

Roscoe said that the NASA/FAA arrangement has caused concern to some FAA people. Some feel, he said, that the immunity provision (see "The 45-Day File") is harming FAA's enforcement program. Others regard the business of having to check with NASA before pursuing an enforcement action as a hassle that they would rather do without.

Yet, while he admitted that the arrangement has complicated the procedures for initiating an enforcement action, he said there are trade-offs: "the valuable information that is being gathered about safety problems versus FAA's traditional approach to enforcement, perhaps, without that information."

The 1976 memorandum of agreement between the FAA and NASA states that the current reporting system will remain in effect until June 1980, unless FAA and/or NASA decide they want to terminate the arrangement beforehand.

Roscoe says the program will probably continue until June 1980, but there is no way of knowing at this poir what will happen to it after that time. I will depend, he said, on the evaluation of the program's effectiveness, and FAA will not know the results of that evaluation until at least mid-1979.

Both Roscoe and Reynard agree, however, that what happens to the program after 1980 is academic at this point. The reporting program now is alive and well, and persons who know of safety problems or deficiencies in the national aviation system are encouraged to report them to NASA.

Reynard says he feels good about what the program has accomplished to date. "I'd be hard pressed to say that such-and-such a life was saved as a result of our efforts, but I know we're improving the aviation system. And I have a good gut feeling that we're saving some lives in the process."

By Gerald Lav

WORD SEARCH

By Iris A. Lassiter
ACS, El Dorado, Ark., FSS

This month's puzzle asks for aircraft model names. The names read forward, backward, up, down and diagonally, are always in a straight line and never skip letters. The words may overlap, and letters may be used more than once.

Use the word list if you must, but try covering it first. All 50 names can be found. Circle those you do find and cross them off the list. The name "Beaver" has been circled to get you started. When you give up, the answers may be found on page 17.

S K Y M A S T E R N X V S U T Y X C O Z
C A J E T C O M M A N D E R A T S I R T
A F A L C O N C O V A P D N J A Z T E C
X O E N A L Y K S I T C A R D I N A L P
N E L E C T R A C O M A N C H E N T C S
Y C I T A B R I A N B O E G V I K I N G
L C O R V E T T E B A X R I A V N O C O
S T R A T O L I N E R A C A Z N A N O B
U S U P E R J E T L O N S R M I N E R X
P K C J E T S T A R N O I R U T N E C V
E H C A P A J I M I C M L O T S R C H A
R I A N E E U Q P A C H V W R E V A E B
C O M M A N D E R G O J A V A N Z I R J
U T S K Y W A G O N N A I M L E N R O E
B T A E G O D D R I B O R B P C L I K S
M O R R I S M U S K E T E E R A L S E E
E R C O U P E K C O P E T R I P A C E R
I S T E J R A E L U G U L F S T R E A M
Z A M E N N E Y E H C K W A H Y K S M S
T R A V E L E R E M M I K S E E K N A Y

APACHE
ARROW
AZTEC
BARON
BEAVER
BIRD DOG
BONANZA
CARDINAL
CENTURION
CHAMP
CHEROKEE
CHEYENNE
CITABRIA
TATION
)LT
COMANCHE
COMMANDER
CONVAIR
CORVETTE
DUKE
ELECTRA
ERCOUPE
FALCON
GULFSTREAM
JET COMMANDER
JET STAR
KINGAIR
LARK
LEARJET
LYNX
MUSKETEER
NAVAJO
NAVION
QUEENAIR
SEDAN
SENECA
SILVAIRE
SKIMMER
SKYHAWK
SKYLANE
SKYMASTER
SKYWAGON
STRATOLINER
SUPER CUB
SUPER JET
TRAVELER
TRIPACER
TRISTAR
VIKING
YANKEE

THE STING . . . A Los Angeles County grand jury has indicted a Hollywood film producer for allegedly bilking hundreds of people out of perhaps millions of dollars by getting them to invest in movies that were never made. And, unfortunately, a large number of FAAers from facilities in Southern California were among the victims. "Small World" doesn't want to rub salt in their wounds, but a brief recitation of the facts might serve as a warning to others who think there's no business like show business. According to the L.A. District Attorney's office, the producer solicited money for some 30 movies over a three-year period, with an average take on each one of $250,000. The only result of all this was a 35-mm film entitled "The gend of Jedediah Carter," which lf-destructed after a token run in an Arizona tank town. Other proposed films with titles like "Gorilla Go Home," "Katrina in Wonderland" (sounds like a porno flick) and "Timberjack Joe" never made it to the silver screen, for which all of you who patronize drive-ins can be thankful. As FAA WORLD was going to press, the fast-talking producer was free on bond awaiting trial on 18 counts of grand theft. We sincerely hope that justice will be done.

CASEY JONES MOUNTED TO THE CABIN . . . When "Small World" first heard that NASA had contracted for a study of coal-fueled airplanes, we wondered if FAA might not be called upon someday to certificate stokers on the flight deck. Stranger things have happened. But closer examination disclosed that NASA wasn't talking about lump coal—the kind bad kids find in their stocking on Christmas Eve. Rather, it was talking about coal products such as liquid methane, liquid hydrogen and synthetic Jet A fuel. NASA's dream plane would be able to carry some 400 passengers at a speed of 640 mph over a distance of 6,300 miles, and NASA says it could be flying in the 1990s. Still we're going to hold off a bit before buying a ticket.

SIOUX CITY SUE . . . Sioux City, Iowa, isn't happy with the three-letter identifier (SUX) FAA has hung on its airport. *The Sioux City Journal* claims SUX turns people off but concedes its better than SEX and not as potentially confusing as SIX. But what the *Journal* really wants is SUE—you know, like in the song of the same name. But SUE already is spoken for (Sturgeon Bay, Wis.), so maybe they should take another look at SEX.

Boylan enters the cockpit of a P-39, the accident-prone aircraft that the women were eager to fly when male pilots weren't.

FAAer Remembers

The WASPs Could Fly Anything

They called it the "Flying Crowbar" because it had a disconcerting propensity for obeying the laws of gravity. It was so notoriously law abiding, in fact, that many Army Air Corps pilots refused to fly it.

But there was a war on at the time and the general had no intention of letting aircraft sit around unflown. He could have ordered the men to fly it, of course, but he realized that this could have been bad for morale.

So he shamed them into it.

He did so by calling on a group of women volunteers who jumped at the chance to fly the plane that had so intimidated the male pilots and who went on to prove that they could fly anything the Air Corps had to offer.

The plane was the P-39, the war was World War II, the general was the late Henry H. (Hap) Arnold, and the women were WASPs—Women's Airforce Service Pilots.

There were more than a thousand of them, and they flew more than 60 million miles during the war, ferrying aircraft, towing targets and training other pilots. Thirty-eight were killed in the line of duty.

They freed male pilots for combat duty and, when it was all over, they were summarily disbanded so that the flying jobs they had could be filled by those same pilots who were then coming back from overseas.

Despite the fact that they had lived in military barracks, were subject to military law and discipline and often carried firearms on their flights, they were denied veterans' status and veterans' rights. This was a denial that endured until November of last year, when the approximately 800 surviving WASPs, with the help of General Arnold's son, succeeded in persuading Congress to vote them the benefits.

General Arnold, then head of the Army Air Corps, established the WASPs in 1942, and an early volunteer was Margaret K. Boylan, then a 21-year-old private pilot from Ada, Okla., and now chief of the Administrative Staff in the Administrator's Office at Headquarters

"None of us really expected to be flying anything more sophisticated than light training aircraft," Boylan recalls.

"But then they started having trouble

th the P-39. It was unstable and it alled easily on approach unless you brought it in hot. A lot of the men were refusing to fly it."

"So, General Arnold decided on a psychological move and sent us to Pursuit School at Brownsville, Tex., where we were trained to fly the P-39, the P-40 and the P-47."

"Then General Arnold made a big point about having us fly the P-39, which we did with a good safety record. The men got the message and stopped refusing to fly it."

But before Boylan got a chance to fly her first ferry flight in a P-39, she had to fly one in a P-51. This was the one pursuit aircraft that they hadn't been trained to fly at Brownsville.

On the wing of a P-51: Boylan got no formal training in how to fly this one—just a cockpit briefing, three practice takeoffs and orders to fly it to New York.

"All I got," she says, "was a cockpit briefing. Then I was told to shoot three landings and take off for New York."

There was, she continues, a certain amount of male chauvinism that the women had to put up with. But not much. And most of the time it was kind of funny.

"Like the time I was ferrying a general's personal plane to his headquarters. When I contacted the tower there, the controller said, 'all right, lady, put the pilot on.' I told him I was the pilot, but he continued to refuse to provide landing instructions until he heard a male voice. He finally got the message, though, when I told him I was delivering the general's plane and that the general would be displeased if his plane got diverted."

And there were some tense times.

"Ten of us, flying P-51s, had been cleared to Pittsburgh, but we hadn't been told that the airport was pretty well socked-in by rain and fog. So, there we were, circling around and trying to find a hole in the weather. I was probably the most frightened I ever was.

"When we finally did get down," Boylan recalls, "the ground crews cheered us in, and the airport operations officer kissed the ground."

When the end came, and the women were told they were being disbanded, "We just sort of totally accepted the fact that we had to get out and make way for the men," Boylan says.

"There was a totally different atmosphere then—there was no such thing as the women's movement as we know it now—and I don't think we could have kept it going then. I don't think society in general was ready for it.

"I guess we all knew it wasn't going to last. But it was fun while it lasted—flying everything from P-39s to B-29s—and we just felt lucky to have had the chance we did."

But the memory of the way they were summarily dismissed, compounded by the implication that somehow there had been something second-rate about their contribution to the war effort, continued to bother the women. There were sporadic attempts to campaign to secure the recognition and the rights they felt they had been denied, but none of them ever came to much.

Then, in the spring of 1972, the WASPs held a reunion in Sweetwater, Tex., the site of one of their old training fields, and they invited Col. Bruce Arnold, who was then winding up an Air Force career that included service in a Congressional liaison job.

"They poured me a lot of scotch and read me my father's farewell message to them," says Arnold, who now works for an aerospace firm in Washington. "They worked a little campaign on me, and I promised to help them take their fight to Capitol Hill."

"He picked up a fight that until then had been lost, and he was very instrumental in getting Congress to vote us the rights," Boylan says. "I doubt if we could have done it without him."

For her part, Boylan worked at digging up documentation for the claim that, for all practical purposes, the WASPs were a military unit—such things as discharge papers and diplomas from army flying schools. She also testified before Congress along with Arnold in support of the claim.

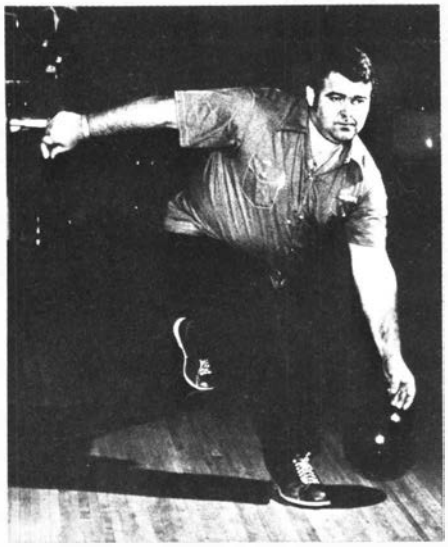
They were opposed by the Veterans Administration and by veterans' organizations but had the support of Sen. Barry Goldwater and Rep. Lindy Boggs."

"Eventually," Boylan recalls, "we got the support of every woman in Congress, and our bill was finally passed. We got the recognition we believed was long overdue."

FAA's Margaret Boylan, third from right, and other WASP alumnae with Sen. Barry Goldwater (Ariz), an early and strong supporter of their fight to win veterans' rights and benefits. At right is Bruce Arnold, son of the World War II general who formed the WASPs, whose help was instrumental in getting Congress to vote them the rights.

By Fred Farrar

LONG-DISTANCE RUNNERS–*Stan Lou (left) of the Houston, Tex., Airports District Office and Gary Hart of the Houston Center recently finished in the top third of the 900 contestants in the 26-mile-385-yard Houston Marathon Race, assisted by FAAers George Auivalasit, Harold Weston and Bill Phillips. Weston was also credited with coaxing a nine-year-old boy who had "run out of gas" to finish the grueling run.*



RIGHT ON TARGET—*Tom Salmons, an EPDS at the Oakland Center, with a 185 bowling average, last year turned in scores of 258, 245, 187, 238 and 213 in the Hoinke Classic in Cincinnati, which outstripped 36,000 other bowlers and netted him $50,000. He finished eightieth two years ago. Now, that's what we call real progress.*

ONE OF OUR OWN—
rate pilot and f
gion, has be
United Airline
flight training manager

THE BEST–*Willis Granger, then manager of the AFSO at the Memphis ARTCC, recently accepted the 1977 National Airway Facilities Sector of the Year award for his facility from James Bispo, Deputy Director of the Airway Facilities Service. Granger is now manager of the Savannah, Ga., Sector.*

SNIP—*Associate Administrator for Washington Headquarters' Documen serving in the front row are Brooks Greene, acting manager of the word-pr*

ALL IN THE FAMILY–*Carl Borchers, recently of the FSNFO at the Aeronautical Center and now accident prevention specialist at the Ontario, Calif., GADO, has reason to be proud of his son, Allen, now a controller at the Albuquerque Center. The younger Borchers graduated from the FAA Academy as top of his class and, just before, on leaving the Air Force, was presented the Air Force Commendation Medal for Meritorious Service, a rarity for a non-career airman.*

FACES and PLACES

ɔrski a 1,730-hour CFI and corpo-
sr pilot in the Southern Re-
g 737 flight engineer for
e her wings from United's
McDonough.

OLD-TIMES' SAKE—*Northwest Regionaires chairman John Haley (center) works with the co-chairmen of the region's first retirees reunion: At left, Ray Hawk, former Paine Field Sector chief, and Joe Feldman, former Seattle FSS specialist.*

TECHNICALLY SPEAKING–*Sandra Litwin is the first of two women working as electronics technicians in the New England Region. Assigned to the AF Navigation Communication Unit in Bangor, Me., Litwin studied electronics at the University of Maine and took the Electronics Technician Qualification Course last year.* Photo by Vet Payne

stration Charles E. Weithoner officially opened
Center in the Office of Management Systems. Ob-
dman, Management Systems Director, and Kathy
ng facility.

SHINING EXAMPLE –*Regional Director William Morgan (second from right) presents the Eastern Region Facility of the Year award to New York ARTCC Airway Facilities Sector manager Roland Jenkins. Looking on (left to right) are Bill Bracken, assistant manager; Mel Watine, assistant chief, AF Division; Paul Bohr, division chief; and Bob Goldman, chief of Maintenance Operations.*

When the Southern Cross Glittered

Fifty years ago, on May 31, 1928, Charles E. Kingsford-Smith and Charles T. P. Ulm climbed into the cockpit of a Fokker F. VII, dubbed the *Southern Cross*, after Australia's spectacular constellation, cranked up their three engines and roared off into a curtain of mist hanging over the Golden Gate.

For Smith and Ulm, an old dream was about to be fullfilled. For 10 years they had nurtured an ambition to fly the Pacific from the United States to Australia—a feat no one had performed and few had even thought of performing.

Charles Kingsford-Smith was born in Brisbane, Australia, in 1897. He had joined the Royal Air Force during World War I and distinguished himself by shooting down eight enemy aircraft. The war over, he drifted between Australia and California taking any flying job available—barnstorming with a circus, performing stunts before movie cameras, even wingwalking. But all this was merely something to do until he possessed the wherewithal for a transpacific flight.

Ulm, also an Australian, had been rejected by the RAF and had been forced to fight his war on land, sustaining three wounds at Gallipoli. But on returning to his native Melbourne, his thoughts turned again to flying—flying across the Pacific.

Early in 1927, the two men, who had met briefly six years earlier, encountered each other in Sydney. They decided to join forces. Neither man's name was exactly a household word, and everywhere they turned for financial aid, they were met with uniform indifference. They concluded that they would never find a sponsor for a transpacific flight until they drew public attention to themselves. They therefore hit on the idea of establishing a new flying record for circumnavigating the Australian Continent, an undertaking for which Ulm managed to secure funds.

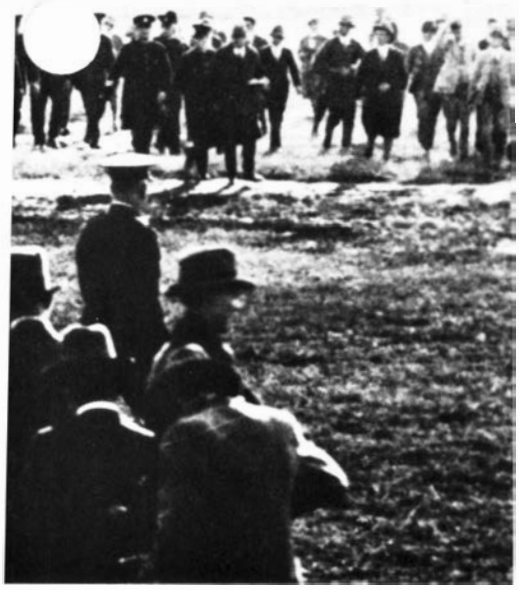
Attention was now focused on these two seemingly intrepid aviators as they pushed their Bristol Tourer over a grueling 7,500-mile course in a record-setting ten and a half days. Thus, when they landed to a rousing welcome in Sydney, the premier of New South Wales announced that his government was pledging $16,800 towards a Smith-Ulm transpacific flight. So, on July 14, 1927, Smith, Ulm, and Keith V. Anderson, who was recruited to join the expedition as a copilot, boarded the steamship *Tahiti* for San Francisco.

The *Tahiti* docked at San Francisco on Aug. 5, 1927, to find the West Coast pulsating with excitement over the Dole air race. James B. Dole, the pineapple king, had put up $35,000 in prizes to be shared by the first two competitors to make a nonstop flight from Oakland to Honolulu. Smith and Ulm detected a kind of madness in the air; the prize money and the memory of Lindbergh's stunning feat some three months earlier had seemingly prompted otherwise sensible people to toss caution and good sense to the wind.

To the Australians' discerning eyes, the majority of the Dole entries were ill-equipped to make the 2,400-mile ocean hop to Hawaii. The race, begun on August 16, ended in disaster. Of the

The Southern Cross *touches down in Australia after just over 83 hours of transpacific flight from the United States.*

Photos courtesy of Smithsonian Institution



original entries only two made it to Honolulu. Ten people, including one woman, perished in trial runs, during the race itself or in rescue attempts.

The Dole race made a particular impression on the two Australians.

Like the majority of the Dole participants, they were not about to engage in a daredevil's game. "Our aim was to show the world that the Pacific could be spanned by air," they observed, "not by any desperate struggling to land far from our fixed destination or any eleventh hour snatching from disaster, but with a substantial margin of safety." For this they needed the best flying machine available, preferably a trimotored transport, equipped with the latest radio and naviation aids—this, and meticulous planning.

They soon found the airplane they wanted. George Hubert Wilkins was seeking to sell a Fokker F. VII he had wrecked and rebuilt in his abortive 1926 Arctic expendition. The aircraft could be had for $15,000, minus engines.

Still without the funds pledged by New South Wales, Smith and Ulm did not have sufficient cash for the purchase and were forced to look for additional backers, a search made immeasurably more difficult by the Dole race disasters. If the 2,400-mile flight to Hawaii was full of deadly peril, what would a 7,400-mile flight to Australia hold?

It was such thoughts that ran through the head of Sidney Myer, an Australian businessman living in California, when Smith and Ulm asked him for the money to purchase Wilkins' Fokker. With misgivings, Myer made a gift of $7,500 to the would-be transpacific voyagers, telling them in the same breath to "put the money in your pocket, [but] do not risk your lives in this flight."

The expedition was still short of cash. If Smith and Ulm paid Wilkins the entire $15,000 for the Fokker, they would have no money for engines and the additional fuel tanks they required for the flight. Wilkins generously allowed the two men to take the plane for $7,500 and pay the balance later.

Boeing fitted the aircraft with three Wright Whirlwind J5A engines and added the extra tanks. In addition to the main tank, which held 897 gallons, the Fokker now had four 96-gallon tanks in its wings and a 107-gallon tank under the pilot's seat, giving it a total fuel capacity of 1,298 gallons, which translated into a maximum range of 3,810 miles. The longest leg of their three-leg journey was the 3,144 miles from Hawaii to Suva, Fiji Islands.

"Our aim was to show the world that the Pacific could be spanned by air . . . with a margin of safety."

Towards the end of 1927, Smith and Ulm received some very distressing news. A new government had taken power in Australia and refused to honor the old government's financial commitment to the transpacific flight. Worse yet, the new government requested Smith and Ulm to sell their aircraft and catch the first steamer home, emphasizing that the fate that had befallen the Dole fliers might also befall them.

While they were pondering this request, Wilkins asked for the $7,500 owed him. The Fokker was mortgaged and Wilkins given his money. This left Smith and Ulm in need of some $16,000 to pay off their creditors and finance the flight. With their financial plight seemingly hopeless and not wishing to earn the emnity of their government, Smith and Ulm decided to abandon the flight on Jan 17, 1928. About all that remained now was to sell their plane

Standing before their Fokker Tri-motor in 1928 is the crew of the Southern Cross*: (left to right) pilot Charles Kingsford-Smith, co-pilot Charles Ulm, radioman James Warner and navigator Harry Lyon, Jr., after their landing in Brisbane, Australia.*

and pay off their outstanding debts.

Two months later, in the middle of March, their fortunes took a decided turn for the better when they met one Capt. G. Allan Hancock, a wealthy American rancher and industrialist with a keen interest in navigation. Hancock offered to buy their machine and then loan it back to them for the flight; the price for the machine would be sufficient to free them of their obligations and finance the flight. Thus, since they were now flying under Hancock's sponsorship, they felt they could ignore the request of their government to return home by steamer.

By this time, Keith Anderson had

The Pacific-hopping Southern Cross *carried wing tanks and a tank under the pilot's seat in addition to the main tank, for a total of 1,298 gallons of fuel.*

returned to Australia, so Smith and Ulm got busy recruiting two new crew members—a navigator and radioman. They found two Americans, Harry W. Lyon, Jr., and James W. Warner, who appeared particularly suited for the jobs. Lyon, a lieutenant commander in the U. S. Navy Reserve, was a veteran marine navigator; Warner had just retired from the Navy as a chief radioman. Smith would serve as chief pilot during the flight; Ulm, who had expected to serve as navigator before Anderson's departure, would serve as relief pilot and second in command.

The flight from Oakland to Honolulu was uneventful; the *Southern Cross* flew the 2,400 miles in near-perfect weather without a hitch. Indeed, with the tremendous roar of the engines making conversation impossible, the crew's deadliest enemy during the 27 hours and 25 minutes it required to negotiate this leg was "that crushing monotony of calm sea and cloud beauty. . . ." The four men had all they could do to fight the oppression of boredom.

The Hawaii-Suva leg was another matter, giving the four-man crew and the Fokker all they could handle. Four hours out of Hawaii, the *Southern Cross* ran into a tropical rainstorm that lashed the aircraft unmercifully and filled the cockpit with water. After hours of pounding and usually futile attempts to skirt around menacing black clouds, Smith decided to climb; at 8,000 feet the Fokker finally beat the uprush of the menacing cloud banks. Looking down, they saw a world of tumbling vapor; above them, as they emerged from the murk, "glittered the Southern Cross, the constellation whose name we were proud to bear. . . ."

The next four hours were spent flying through a languorous tropical night, but the elements were not finished with them yet. At 5:00 a.m., fierce winds caused the Fokker to slide and rock "enough to rattle one's teeth." The wind was followed by an electrical storm. Smith's efforts to dodge the disturbances by flying either under the cloud cover or over it were unavailing. Navigating with any certainty proved impossible. And Smith's efforts to dodge the squalls were eating up fuel and causing everyone concern.

They had been 32 hours in the air before the weather finally cleared and Lyon could take a "shot" for their position. The ship had strayed off course only slightly. But they still worried about their fuel supply. As it happened, when they sighted the Fiji Islands a mere 70 miles from the Suva runway, the Fokker still had gasoline enough to carry them five more hours.

The 1,780-mile flight from Suva to Brisbane, though the shortest leg of their journey, brought them the worst experience of the entire flight. For hours on the night of June 8-9, savage winds and freezing, torrential rains pounded the *Southern Cross,* jolting and rocking the ship so violently that the crew had difficulty staying in their seats. Making matters worse, the ship's inductor compass, its most valuable navigation aid, went out, forcing Smith and Ulm to rely on their magnetic compasses, which did not perform well in the presence of metal objects in the cabin.

It was not surprising, then, that the violent storm and the lack of a reliable compass combined to throw the *Southern Cross* off course; the surprise was that the craft had strayed only 110 miles—a deviation easily corrected

Given the relatively primitive nature of their instruments and the elements they faced, Smith and Ulm had performed a most remarkable feat.

once the clear skies over the Australian coast were sighted.

On the morning of June 9, when Smith and Ulm arrived at Brisbane to a tumultuous welcome and a cable from Hancock gifting them with the *Southern Cross,* they had covered a distance of 7,347 miles in an actual flying time of 3 days, 11 hours and 11 minutes and had made the longest nonstop flight over water up to that time—the 3,144 miles between Hawaii and Suva. Given the relatively primitive nature of their instruments and the elements they faced, Smith and Ulm had performed most remarkable navigational feat.

The crossing bore testimony not only to the skills of the four men manning the *Southern Cross* but also to the advantages of careful planning and the use of the best available equipment. Nearly a decade later, when Pan American Airways followed the trail blazed by Kingsford-Smith, advance planning was the prelude to its success.

Both Smith and Ulm ultimately came to untimely ends. Ulm disappeared in 1934 while attempting another trans-pacific flight; a year later, the aircraft in which Smith was flying vanished off the coast of Malaya. In 1958, on the 30th anniversary of the flight of the *Southern Cross,* Lyon and Warner observed the occasion by taking a commercial flight to Australia. Now, 20 years later, on the *Southern Cross'* 50th anniversary, Kingsford-Smith's son and namesake is approximating the path of his father's long journey in a twin-engine Cessna 340—a fitting commemoration of one of history's great flights.

By Nick Komons

WE HEAR YOU!

A recently-completed survey of FAA WORLD readership by the Office of Management Systems indicates that the magazine is well read by employees and most of them find it useful in their jobs and careers. Approximately 70 percent of the survey respondents said they read all or most issues of the magazine and better than two-thirds indicated that they wanted to continue receiving it.

The purpose of the survey was to assess the effectiveness of FAA WORLD as an employee communications tool. Survey questionnaires were mailed to the homes of 1,113 employees under a random-selection technique designed to yield a statistically valid sample with 384 responses. The mailing actually drew 412 replies.

A summary of the results for major questions follows:

- **Issues read:** 38.6% said they read every issue, 30.8% read most and 9.7% read about half. Only 2.9% said they read none.
- **Articles read:** 51.8% indicated that they read all or most articles and 15.3% read about half. The "none at all" readers composed 2.2% of the replies.
- **Makes readers feel a part of FAA:** 39.9% agreed with this and 22.4% disagreed. The remainder were neutral.
- **Provides latest technical information:** 39.3% said yes, 28% said no and in-betweens accounted for the remainder.
- **Informs of new agency programs:** 45.6% were in agreement and 24.9% in disagreement. The rest hedged their answers.
- **Informs on Employee Achievements:** The yeses were 36.1% of the total and the noes 25.3%. Neutrals accounted for the rest.
- On the **importance of FAA WORLD** as an employee communications vehicle, 51.3% were favorably disposed, 28.1% were not. The remainder fell in the neutral category.
- On the question of **accuracy,** 88% rated the magazine from "acceptable" to "excellent." **Timeliness** drew an 82% favorable reaction.
- As for **enjoyment** of the magazine, 74.7% gave a positive response and 67.2% said they wanted to **continue receiving** the magazine.
- Regarding the **regular features,** "Federal Notebook" got a 65% favorable rating; "Direct Line" 62.5%, "Faces & Places" 51.1% and "Word Search" 15%.

Standardizing Pilot Skills

The Aeronautical Center is recertifying the certifiers. To establish a more uniform level of performance of pilots being certificated across the country, the center has set up a Pilot Examiner Standardization Course that is taking to the road.

The staff of he Aeronautical Center's Examiner Standardization Section, which developed the pilot examiner course, includes (left to right) Donald Miller, Thoville Smith, Charles Steuben, Ralph Anderson, Carl Borchers, Gene Houtz, Chet Edwards and Ron Bragg.

Developed by the Examiner Standardization Section of the center's Flight Standard Division, headed by Charles Steuben, the three-day course consists of a comprehensive review of administrative procedures, examiner materials and evaluation techniques. Effective Jan. 1, 1980, all examiner designees must complete this course every two years to retain their authorization.

The first course for 20 pilot examiners was held at the center at the beginning of February. Teams of three people from Steuben's section have already started on the rounds of the cities that will keep them on the road until the end of next year. In July, for example, the course will be given on the 11th in Milwaukee and Salt Lake City and on the 25th in Rochester, N.Y., and Kansas City, Kan. In August, Harrisburg, Pa.; Minneapolis; St. Louis; Ypsilanti, Mich.; Westfield, Mass.; and Allentown Pa., GADOs will host the course.

The Best Defense Is the Simplest

Martial arts enthusiast Frank Sierra demonstrates a thrust to an attacker's eyes.

It's a sad commentary, but crime and what to do about it makes headlines daily around this country. Municipalities hold clinics, make mailings and even advertise how to deter burglars and avoid personal attacks.

But Frank Sierra, Jr., believes in the adage that the best defense is an offense.

A supervisory flight-data aid at the Honolulu Center and a martial arts enthusiast, Sierra is especially concerned about the vulnerability of women. "Whenever, I read about attacks on women," he says, "my first thoughts are about the safety of my wife and other women I know."

He gave considerable thought to how a woman can effectively defend herself. "I've seen many demonstrations of self-defense techniques, some of which were demonstrated on me," Sierra explains. "Eugene Ho, a kung fu instructor and Honolulu ARTCC controller, taught me combat sparring, and instructor Andrew Lum taught me that the simplest technique is the most effective, although others look to the more spectacular and difficult techniques to defend themselves.

"Some schools teach that when seized, one must break the hold first and then deliver a disabling blow. Others advocate just breaking the hold. I follow the theory that if the attacker's hands are occupied—say, holding you—then he can't do much more. This gives the victim the chance to deliver a disabling or distracting blow and free herself from the hold."

Sierra points out that many times the first blow to the attacker will free the victim, but self-defense, especially for a woman, doesn't stop there. She must disable her attacker by either kicking one of his legs or by knocking the wind out of him to give her the precious moment to run for help. "It's no use working up to an escape and then being caught again by an alert and uninjured attacker," Sierra notes.

Although martial-arts books identify 20 vulnerable spots on the body, Sierra suggests that, for easy remembrance, a

When attacked from the front (right), she grabs Sevilla's shirt and jerks him toward her, followed (below) with a disabling palm thrust to the nose and a groin kick.

Darryl Sevilla and Jean Newcombe of the Honolulu Center demonstrate self-defense techniques. Below, when attacked from the rear, Newcombe thrusts her arms upward to break Sevilla's hold, and (right) she disables him with a downward swing.

woman should just focus on the points that run in a straight line from the top of the head to the groin, including the eyes, nose and throat.

Although he has learned many techniques from many venerable masters of the martial arts, when asked who displays the simplest form of self-defense, Sierra responds quickly, "The Three Stooges! Their slapstick self-defense techniques are very practical, very simple and very unexpected."

Story and photos by George Miyachi

Word Search Answer

Puzzle on page 7

S	K	Y	M	A	S	T	E	R	N	X	V	S	U	T	Y	X	C	O	Z
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DIRECT LINE

Q I served 25½ months on active military duty, 21½ months of which is under the Social Security system. I have a total of 59 quarters under Social Security. When I have completed 30 years of Federal service, will the 21½ months be counted toward my Federal retirement and deducted from the quarters earned toward Social Security retirement, or will I have to serve another 21½ months in the FAA under the Civil Service retirement system?

A Generally speaking, active, honorable military service performed prior to Jan. 1, 1957, will be credited toward the Civil Service retirement system. Military service performed from that date on cannot be credited toward Civil Service retirement if you are eligible for Social Security benefits at the time of retirement. Therefore, if you retire from the Federal service before becoming eligible for Social Security benefits (prior to reaching age 62), any military service performed after Jan. 1, 1957, will be credited for your annuity; however, upon reaching age 62 and becoming eligible for Social Security benefits, the Civil Service Commission will automatically recompute your annuity to exclude this military credit, which will be credited to your Social Security benefits. Because we do not know the exact dates of your military service or what your age will be at the time of your retirement, we suggest that you discuss your situation with your personnel office. You may wish to review a copy of Pamphlet 18, "Your Retirement System," which has some information on this subject.

Q I am a GS-11 electronics technician working a high-altidue VORTAC and two RTRs with 22 transmitters and three receivers, all feeding a Level III tower. The radar technicians here are GS-12s due to the TRACON, but I can't get a GS-12, they say, because the tower is just shy of 100,000 operations. I have strived for 100 percent availability on my facilities for years, feeling that is the most important part of my job. I now find out that it's apparently more important for my grade to have 100,000 operations—not 99,000 but 100,000 or more. I can't see how my job changes by going, say, from 99,999 to 100,000. Please explain.

A The 1972 DOT position-classification guide for electronics maintenance technicians recognizes three basic factors in the classification of all technician jobs: skills, knowledge and responsibility, all of which are found in varying degrees in each technician's position. Skill and knowledge requirements can be identified with the types of facilities maintained. Some systems are comparatively simple, while others are complex and demand greater skills and knowledge. Responsibility is not measured by facility type but by facility criticality within the National Airspace System. In other words, we must consider what the loss of a facility means to the flying public and the controllers who guide air traffic. In this regard, a VORTAC that forms a fix in an instrument approach to a major airport must receive greater credit for responsibility than a similar facility in the enroute system.

Q FAA employees in the Alaskan Region who were hired from outside Alaska can get free "737" travel for themselves and their families every two years. The rest of us can't. If I were to take a job with the FAA outside the region and then return to Alaska at a later date, would I be allowed to have "737" travel? If so, what would be the shortest time I would need to work in the other region? What laws, regulations and orders apply to this?

A The answer to your question depends upon your "actual residence." The Comptroller General has ruled that an employee's actual residence may be at a location other than the one at which he resided immediately before his transfer. The place of actual residence must be determined by the agency on the basis of all available facts. If your actual residence before you return to the Alaskan Region is still Alaska, you would not be eligible for "737" travel. The law governing "737" travel is P.L. 87-737. Procedures and criteria for P.L. 737 entitlements contained in DOT Order 1500.6 (FAA Order 1500.1A). The provision concerning actual residence is discussed in Comptroller General Decision 45 CG 136 and in the Federal Travel Regulations.

Q I am an electronics technician who made his GS-11 on time at the end of January this year. Since mid-August, however, as a GS-9 developmental, I had been performing GS-11 journeyman duty without any letter of detail. My supervisor and SFO chief were informed of the need for the letter, but I was told that it was all right for me to certify the radar equipment. During this period, I was number one on the callback list, certified all equipment (ASR-6, ATCRB, BRITE IV, SSUM), ran system test and trained another GS-9 technician and even once the GS-11 technician I was assigned to assist. Then, the latter was assigned to the other GS-11 for more training, while I was given the responsibility of the radar and ATCRB. Am I entitled to back pay?

A All details of more than 30 days must be documented in the employee's official personnel folder. In addition, any detail exceeding 120 days requires prior approval by the Civil Service Commission. Employees detailed to higher graded positions without prior CSC approval are entitled to retroactive temporary promotions with backpay for the period exceeding 120 days, provided they met all eligiblity requirements for promotion at the time or during the period of the detail (published Comptroller General Decisions B-183086 and

B-186064 of 3/23/77). Since we do not know all the facts for this period, we cannot say whether you qualify for backpay. Ask your supervisor and personnel office for a complete explanation of how the above requirements apply to your case.

Q **There is considerable disagreement in my facility concerning the intent of Para. 790 of Handbook 7110.65A. We would like to know if controllers are required to clear aircraft so as to intercept the final approach course below the glide slope in all cases. Some interpret this paragraph to mean that the interception can occur above the glide slope if the ceiling is at least 500 feet above the minimum vectoring altitude and the visibility is at least three miles. What is the official interpretation?**

A The cited paragraph requires that for precision approaches the aircraft must be vectored to intercept the final approach course at an altitude not above the glide slope. The ceiling and visibility criteria you mentioned are in para. 790a(1), which, like 790a(2) and 790a(3), concerns only the proximity of the aircraft to the approach gate. For a precision approach, the appropriate one of the three preceding alternatives is used with, not in lieu of, Para. 790a(4). Note the use of "or" and "and" between the subparagraphs. The requirement in 790a(4)—for interception of a precision approach course at an altitude not above the glide slope—is not optional. Incidentally, some editorial changes in the format of Para. 790 are forthcoming, but the basic context now in 790a will remain unchanged.

Q **Many of us in the Washington area were selected months ago for promotions under the Merit Promotion Program. We have not received our pay increases due to the freeze that has been in effect for Washington employees since May 1977. This freeze raises the following questions: Will our pay be adjusted automatically within a pay period or so following the lifting of the freeze? Will the date of our promotions on our personnel records be the date that our selection was approved by the service directors? Will our pay increases be retroactive to that approval date?**

A Since hiring and promotion restrictions were imposed in May 1977, most personnel actions for employees in Washington headquarters have been suspended. When these restrictions are lifted, all pending promotion actions will be returned to the selecting official to be reviewed. This review or recertification is necessary to determine if the proposed action still meets the staffing requirements of a particular office. When these actions are returned to the Office of Personnel, they may be processed to take effect at the beginning of the next pay period following the date they are approved. The personnel office automatically makes the necessary salary adjustments in all such cases. However, a promotion cannot be made retroactively effective. Therefore, the date you were selected by a service director has no bearing on your actual promotion date. Rather, the effective date of a promotion and the resulting pay increase is determined by the personnel office. The references for this are the Federal Personnel Manual Supplement 990-2, Book 531, Subchapter S2-5(a) and (b) and FPM chapter 335, Subchapter 1-4.

Q **About the heralded promotional and career opportunities in FAA—is there a policy governing the selection of eligible employees? It seems that in various instances, vacant General Aviation Airworthiness Inspector positions are fillled by personnel already in that grade classification. Consequently, this lessens the promotional possibilities for those bidding on the advertised positions.**

A Civil Service Commission regulations require each Federal agency to adopt and administer a program designed to insure systematic means of selection for promotion according to merit. Accordingly, vacancies may be announced under the Merit Promotion Program and the selecting officials provided with a list of the best-qualified promotion candidates from which to select. The selecting official, then, may (1) select any candidate referred on the list, (2) fill the position through internal-placement procedures, which allow consideration of ingrade and downgrade applicants, (3) select an outside candidate or (4) choose not to fill the position. All four of these options are available to selecting officials.

Q **Is it acceptable and legal to use the same rules (other than vertical) to separate Special VFR aircraft as are used in the separation of IFR aircraft? Many controllers have different interpretations as to which rules to apply, which causes confusion among controllers and between controllers and pilots. At some facilities, the rules are applied one way, and at other facilities, a different way. What is the correct procedure?**

A The answer is yes; you must use instrument flight rules separation procedures and minima to separate Special VFR operations. Chapter 3 of Handbook 7110.65A provides the basic separation minima and procedures for both Special VFR and IFR operations. The approved separation specified in 7110.65A-472 is IFR separation, as prescribed in Chapter 3. Radar vectors are authorized, but limited (see 7110.65A-680.b.). Although hard altitudes are not assigned, vertical separation may be applied by clearing the Special VFR aircraft "at or below" an altitude 500 feet below conflicting IFR aircraft (see 7110.65A-481).

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Heads Up

ALASKAN REGION

David Gray, Jr., is now deputy chief of the Anchorage FSS.

CENTRAL REGION

Transferring in as chief of the Hill City, Kan., FSS is **Dow M. Summers, Jr.**

EASTERN REGION

Promoted to chief of the Pittsburgh Air Carrier District Office was **John B. Roach** . . . **Robert J. Tiffany** was selected as chief of the Buffalo Airway Facilities Sector Field Office . . . The new deputy chief of the JFK International Tower in New York is **James Edward Johnston.**

GREAT LAKES REGION

Robert L. Shipp, Jr., took a promotion to chief of the Detroit City Tower . . . Getting the nod for an assistant chief's spot at the La Crosse, Wis., Tower is **Clarence C. Ransom** . . . **Julius R. Stahl** was selected to be an assistant chief at the Saginaw, Mich., FSS . . . Moving up to an assistant chief's job at the Grand Rapids, Mich., Tower was **Joseph A. Naimo** . . . Selected chief of the Lansing, Mich., FSS was **Robert I. Wagner** . . . Moving up the ladder to assistant chief at the Green Bay, Wis., Tower is **Ronald A. Heilmann** . . . **Donald E. Kunst** has been boosted to AF Sector Field Office chief in Lansing . . . **Daniel N. Alspach** has taken the chief's slot at the Cleveland-Lakefront Tower.

NORTHWEST REGION

The Boise, Ida., FSS is picking up **Patrick A. Girard** as its new chief . . . **Ronald C. Hanna** has been promoted to chief at the Medford, Ore., Tower . . . The Fairchild AFB RAPCON in Washington has a new assistant chief in **Charles E. Davis.**

PACIFIC-ASIA REGION

John F. Hicks, Jr., is now an assistant chief at the Honolulu ARTCC . . . Promoted to assistant chief at the Guam CERAP was **Jon Siverly.**

ROCKY MOUNTAIN REGION

The new chief of the Akron, Colo., FSS is **John Homa, Jr.** . . . **Benny A. Notti** was selected for assistant chief at the Denver FSS . . . Taking over as chief of the Missoula, Mont., Tower is **Orin J. Wardwell** . . . **Richard G. Harris** was the successful bidder for an assistant chief's spot at the Denver FSS . . . **Gerald B. Lewis** moved up at the Huron, S.D., FSS to assistant chief . . . The new deputy chief of the Denver ACDO is **Robert A. Westhoff** . . . **Lawrence L. Morton** was selected for assistant chief at the Colorado Springs, Colo., Tower.

SOUTHERN REGION

Transferring to the Savannah, Ga., AF Sector as manager was **Willis J. Granger** . . . **Walter Lucas, Jr.,** is a new assistant chief at the Gainesville, Fla., FSS . . . Named deputy chief of the Birmingham, Ala., Tower was **Leo R. Wiggins** . . . **James W. Stephenson** was selected as chief of the Bowman Field Tower in Louisville, Ky . . . **Harl A. Long** got the nod as chief of the Chattanooga, Tenn., Tower . . . The Memphis ARTCC Sector has a new manager in **Robert N. Montgomery** . . . Taking on an assistant chief's job at the Municipal Airport Tower in Atlanta, Ga., was **Johnny J. Posey, Jr.** . . . A new assistant chief is **Harrison R. Ragland,** who moves over to the Sarasota, Fla., Tower . . . **Peter Jackson** was selected to be chief of the Athens, Ga., Tower . . . **Allen C. Burroughs** moved up to assistant chief at the Memphis ARTCC . . . The new deputy chief of the West Palm Beach, Fla., Tower is **Dickie L. Sergent** . . . **Peter J. Caruso** now has an assistant chief's slot at the San Juan, Puerto Rico, ARTCC . . . Assistant ch **Thomas F. Carrico** now holds that po tion at the Miami IFSS . . . **William R. Guillebeau** was promoted to chief of the Paducah, Ky., FSS . . . Selected as assistant manager of the Covington, Ky., AF Sector was **Charles Pinkerton.**

SOUTHWEST REGION

Francis D. Pracheil has become the chief of the West Memphis, Ark., Tower . . . **Horace K. Hankins** has moved over as chief of the McAlester, Okla., FSS . . . The new deputy chief of the Dallas, Tex., FSS is **James R. Nausley** . . . Selected as chief of the Gallup, N.M., FSS was **Stanley M. Miller** . . . Named chief of the Texarkana, Ark., Tower was **Derald W. Bartimus** . . . **Marion L. Ward** got the nod as chief of the El Dorado, Ark., FSS.

WESTERN REGION

The Ukiah, Calif., FSS has a new assistant chief in **Gordon K. Trimble** . . . **Donald N. Mackin** has advanced to assistant chief at the Phoenix, Ariz., FSS . . . Selected for an assistant chief at the Oakland Tower TRACON was **Douglas M. McCready** . . . The Ontario, Calif Tower's new chief is **Joseph R. Wil** . . . **Larry E. Reid** was named assist manager of the San Diego AF Sector . . . A new assistant chief at the Prescott, Ariz., FSS is **James P. Violi.**