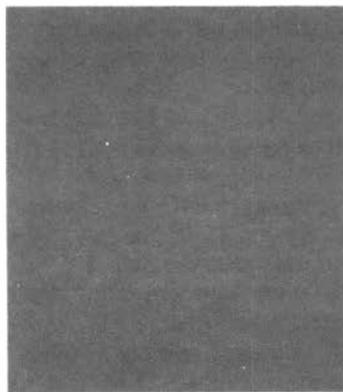
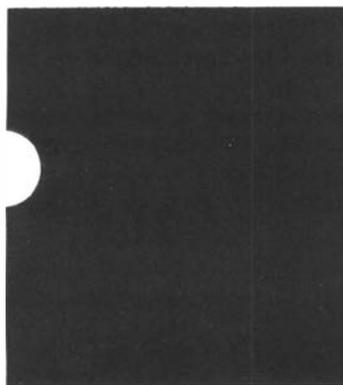


# FAA WORLD

January 1979



Happiness is ---  
A Busy  
Retirement



# FAA WORLD

JANUARY 1979

Volume 9

Number 1

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FAA WORLD is published monthly for the employees of the Department of Transportation/Federal Aviation Administration and is the official FAA employee publication. It is prepared by the Public & Employee Communications Division, Office of Public Affairs, FAA, 800 Independence Ave. SW, Washington, D.C. 20591. Articles and photos for FAA WORLD should be submitted directly to regional FAA public affairs officers: Mark Weaver—Aeronautical Center; Clifford Cernick—Alaskan Region; Joseph Frets—Central Region; Robert Fulton—Eastern Region; Neal Callahan—Great Lakes Region; Michael Benson—NAFEC; Mike Ciccarelli—New England Region; David Myers—Northwest Region; George Miyachi—Pacific-Asia Region; Lou Lombard, acting—Rocky Mountain Region; Jack Barker—Southern Region; K. K. Jones—Southwest Region; Alexander Garvis—Western Region

**The cover:** "As your career winds down toward retirement, you should be transitioning to a new pattern of life . . . planning for new activities that will mean a happy retirement, like returning to the land, going into sales or pursuing hobbies. Former FAA artist and exhibits designer Frank Sharpnack tends to an orchid as a mister dampens his greenhouse clime. Sharpnack is busy in his retirement raising prize-winning chrysanthemums and orchids, judging at flower shows and catering flower arrangements.

## Happiness is . . . A Busy Retirement

**G**ernot Rasmussen gets up each morning at 4:30 a.m. and eats lightly. Then he starts milking his herd of 80 cows with the help of his son about 6:30 a.m., cleans up in a couple of hours and sits down to a big breakfast at 9:30 a.m. The rest of the day is spent working in the field—harvesting corn and storing it in the silo—or erecting additional buildings on his dairy farm near Orange, Va.

Rasmussen, 66, retired from the FAA as an artist two years ago with 19 years of service, including military time.

Bob O'Neal retired from the Office of General Aviation in 1971 and has three businesses—houseboat sales, a distributorship for flight simulators and two flight ground schools, one in Springfield, Va., and the other in Silver Spring, Md.

Both men are busy with business, doing something they wanted to and quite different from their lifetime careers.

O'Neal went through a pre-retirement seminar that FAA Headquarters runs four times each year. The fellow next



Retirement brought dairy farmer Gernot Rasmussen four additional hours daily, since he no longer had to commute to his old desk job at Washington headquarters. His 204-acre farm near Orange, Va., keeps him constantly and joyously busy.

him in one of the sessions was apprehensive. "I'm scared," he said. "I don't know what to do. You already have a houseboat-rental business going for you, and I don't know what to do!" O'Neal hopes his companion picked up a few ideas from the seminar in time to plan his retirement activities.

Planning is at the heart of a successful retirement; its absence is why some people feel they can't retire and why some people dread retirement, creating a syndrome of nothing to do and nowhere to go. Retirement experts will point out, and it's not just pap, that retirement needs to be thought of as a beginning and not just an ending.

"The first month or two of retirement, I was very lonesome," said Ellis Woody, who retired as head of the Management Career Development and Managerial Behavior Staff five years ago. "One misses the 'power base'—people asking questions and making decisions. The day after you retire, nobody cares."

For others, it may not be the 'power base' but simply the contact with people and doing something useful. Many will find that only tending garden or fishing palls after a couple of months.

Woody had been teaching managerial behavior nights and weekends and, after retiring, quickly expanded that and consulting work out of his home in

Burke, Va. He also has a home in Tennessee and does considerable work for the state's farmers' cooperative. When he completes his current term as Administrator of the Arlington, Va., Mental Health Center, for whom he is automating patient records, he probably will move permanently to Tennessee. In fact, Woody's problem became one of over-commitment, and he had to shelve some activities.

Rasmussen, too, got an early start on the work he would do after retirement. The former art director-illustrator of agency publications had been farming part time for a few years while driving 100 miles each way each day to his job in Washington.

His biggest problem in retirement, he says, was getting started in dairy farming. Thanks to low-interest loans from the Farm and Home Administration, he put up a milking parlor and bought a herd from scratch. His oldest son, 43, was tired of the "rat race" and gave up his job in Syracuse, N.Y., to help his father carry the load. Area consumers who buy their milk from Embassy Dairy, Giant Food or Safeway are drinking his milk, marketed through the Maryland-Virginia Milk Producers Association.

"My biggest satisfaction," said Rasmussen, "is being more or less independent and not having to commute." He added, "My best advice to any retiree is to stay busy."

Then, there's Walter "Butch" Geilich's way to keep busy. He scheduled government vehicles for the Logistics Service, retired with 37 years of service and moved to Annapolis, Md., where he schedules his time just the way he pleases.

A bachelor, he is as happy as a cat in a fish market with all the pretty girls drawn to the state capitol by Chesapeake Bay boating. He is active with a committee to bring the submarine Nautilus to Annapolis for display upon its retirement this year. An avid photographer, he has had his

photographs of the mayor and the Nautilus published in the *Annapolis Evening Capitol* recently and enjoys doing some aerial photography.

Although he is mildly interested in part-time gainful employment, he is not highly motivated. He averages two foreign trips a year, and he says, "Retirement is wonderful!"

James Hackett has a not-uncommon way of keeping constructively busy. The former FAA mechanic and pilot continued his interrupted education and is now within nine credits of earning a college degree.

While Personnel will counsel and schedule seminars for those who are



*Re-tooling for retirement includes keeping in touch with other people, according to Father Sebastian Miklas, a seminar speaker to pre-retirement FAAers. Phyllis Burbank of Personnel (standing, center) runs the quarterly meetings which counsel participants.*

five years from retirement, the financial planning for retirement should begin as early in a career as possible. One's early years are fraught with many financial obligations, including raising a family, when income is lowest, but close to retirement is often too late to start building a nest egg.

"People ought not to wait too long to retire," believes Mary Lou Campbell. "Some work too long and don't have the health to enjoy it." Retired six years ago as an administrative assistant in

Personnel, she works full time at her church, enjoying meeting people and doing useful work. It supplements her annuity—"I don't think I could live on my annuity without a job"—and permits her to travel to Europe on her vacations.

After her retirement, Chesley Prioleau went to work full time to earn the quarters of credit needed for Social Security benefits. Then she realized that with enough to live on, she didn't have to put in a full day on an unpromising job. Now, she earns her quarters



*With nearly 30 years of Federal service behind him, Bob O'Neal (in blazer) now sells houseboats as one of three thriving businesses he operates. Here he shows features of a houseboat to customer Erik Kihl.*

developing the program in 1970, hosts the morning sessions four times a year—in October, December, March and June. Attendance has grown from 50–55 participants to the current 80–90.

The program was videotaped in 1977, and the Aeronautical Center made copies that were distributed to all regions and centers. Whether this formalized program is accessible or not, potential retirees owe it to themselves to get similar briefings from their servicing personnel management people.

At the seminar, each participant receives a kit with helpful pamphlets. The first morning features an explanation of Civil Service retirement benefits. At a recent session, the speaker was Joe Richardson of the Office of Policy Development and Technical Services in the now renamed Civil Service Commission. Richardson pointed out that about one-seventh of all Federal Civil Service employees will be eligible to retire within the next three years, and many of them will approach signing their retirement applications without the benefit of briefings or seminars and thus without much thought to planning.

Most people, however, know the basics of retirement eligibility: age 62 with five years of civilian service, age 60 with 20 years or age 55 with 30 years. These are the optional retirements on immediate annuity.

Disability retirement is possible at any age with five years of civilian service,

but the person must be totally disabled for service in his or her position or any other position in the same grade or class.

Then, there are special situations, such as Discontinued Service Annuity and the special provisions for firefighters and air traffic controllers.

Annuity computation is based on the highest average salary earned in any three consecutive years plus length of service. All unused sick leave accumulated is added to retirement-eligible service.

News to most seminar participants was that temporary government employment, such as being a Post Office mailman during college, working for the District of Columbia government or providing personal service under direct government-employee supervision (e.g.: under contract) may be credited to length of service. Proof must be supplied, and within the last year of work before retirement, employees are urged to ask Personnel officers to provide Civil Service credit form 1084. Payroll records on microfilm are sufficient and usually can be obtained from the National Records Center in St. Louis.

Employee relations specialist Nancye Turner of the Labor Relations Branch in Personnel counsels 35–40 prospective retirees each week, seeing that their creditable civilian service is verified and will be in their personnel folders when the time to retire arrives.

The second session of the seminar featured tax consultant Stephen Guest, whose presentation was aimed at alleviating future stress over money. He discussed ways to invest before retirement—in annuities, house rentals and such unusual items as antiques, guns, paintings, beer cans or stamps—that is, any collection to hold that can reasonably be expected to be resold later at a profit. The point was to think now about ways to finance a retirement.

The average minimum income

*Photography keeps former Washingtonian Walter "Butch" Geilich busy since he moved to Annapolis, Md., after 37 years of Federal service. Here, he prepares to take aerial photo of one of the area's many rinas.*

*Photo by Thom Hook*



through part-time secretarial work.

Arline Morgan did the same thing until she could really retire to involve herself in church activities, reading, socializing and going to museums and shows.

To help FAAers plan for retirement, the Training and Career Development Branch in the headquarters Office of Personnel established a week-long seminar open to employees who are within five years of retirement. Phyllis Burbank, an employee development specialist who was instrumental in

# WORD SEARCH

By Dave Dover  
ATCS, Kansas City ARTCC

We're starting off the new year with a triple-threat puzzle. First, you can match up the state capitals with their location identifiers. Then, find all the state capitals in the letter grid. Finally, find the identifiers in the same grid. There will be only 49 of those, since Carson City doesn't have an identifier.

The city names and identifiers may 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. "Carson City" has been circled to get you started. When you give up, the answers may be found on page 15.



- |                          |                           |                            |        |         |         |
|--------------------------|---------------------------|----------------------------|--------|---------|---------|
| ALBANY (N.Y.)_____       | FRANKFORT (KY.)_____      | OKLAHOMA CITY (OKLA.)_____ | a. JNU | q. MSN  | hh. AUS |
| ANNAPOLIS (MD.)_____     | HARRISBURG (PA.)_____     | OLYMPIA (WASH.)_____       | b. LIT | r. ATL  | ii. CXY |
| ATLANTA (GA.)_____       | HARTFORD (CONN.)_____     | PIERRE (S.D.)_____         | c. BTR | s. OKC  | jj. MGM |
| AUGUSTA (ME.)_____       | HELENA (MONT.)_____       | PHOENIX (ARIZ.)_____       | d. MPV | t. DOV  | kk. CAE |
| AUSTIN (TEX.)_____       | HONOLULU (HAW.)_____      | PROVIDENCE (R.I.)_____     | e. CON | u. SLE  | ll. DEN |
| BATON ROUGE (LA.)_____   | INDIANAPOLIS (IND.)_____  | RALEIGH (N.C.)_____        | f. ALB | v. SLC  | mm. PVD |
| BISMARK (N.D.)_____      | JACKSON (MISS.)_____      | RICHMOND (VA.)_____        | g. HLN | w. LNK  | nn. HF  |
| BOISE (IDA.)_____        | JEFFERSON CITY (MO.)_____ | SACRAMENTO (CALIF.)_____   | h. PHX | x. PIR  | oo. B   |
| BOSTON (MASS.)_____      | JUNEAU (ALAS.)_____       | ST. PAUL (MINN.)_____      | i. JEF | y. RDU  | pp. RIC |
| CARSON CITY (NEV.)_____  | LANSING (MICH.)_____      | SALEM (ORE.)_____          | j. BOS | z. DSM  | qq. BNA |
| CHARLESTON (W. VA.)_____ | LINCOLN (NEB.)_____       | SALT LAKE CITY (UTAH)_____ | k. CYS | aa. LAN | rr. TOP |
| CHEYENNE (WYO.)_____     | LITTLE ROCK (ARK.)_____   | SANTA FE (N.M.)_____       | l. SAF | bb. SPI | ss. FFT |
| COLUMBIA (S.C.)_____     | MADISON (WIS.)_____       | SPRINGFIELD (ILL.)_____    | m. IND | cc. HNL | tt. JAN |
| COLUMBUS (OHIO)_____     | MONTGOMERY (ALA.)_____    | TALLAHASSEE (FLA.)_____    | n. TTN | dd. CRW | uu. ANP |
| CONCORD (N.H.)_____      | MONTPELIER (VT.)_____     | TOPEKA (KAN.)_____         | o. SAC | ee. AUG | vv. CMH |
| DENVER (COLO.)_____      | NASHVILLE (TENN.)_____    | TRENTON (N.J.)_____        | p. TLH | ff. BIS | ww. OLM |
| DES MOINES (IOWA)_____   |                           |                            |        | gg. STP |         |
| DOVER (DEL.)_____        |                           |                            |        |         |         |

needed for a retired American couple is now \$6,776 a year, and it may reach \$24,416 by the end of the century, according to the Bowery Savings Bank of New York.

Social Security Administration field representative Becky Campbell and Dr. Donald Conwell shared the third session, explaining that every retiree needs to know how many quarters of Social Security coverage were earned before government service. A postcard—SS Form 7004—can be sent to the Baltimore office of Social Security to find out. Needed additional quarters may be earned before or after Civil Service retirement.

Dr. Conwell discussed the psychological challenge presented by retirement and the need to adopt new

interests, whether hobbies or work. It's also useful, he pointed out, to have a complete set of medical records in your own possession, especially if retirement will mean a change of scenery and doctors.

The fourth session was "Avoiding Financial Tangles." Karl Heinzman, a trust officer from a bank, stressed the importance of having a current will and the merits of a couple having personal and real property in a single name, as joint tenants with right of survivorship, as tenants by the entirety or as tenants in common.

Father Sebastian Miklas, director of adult education at Catholic University told the final session to "Sell Yourself a Retirement Policy." By this, he meant it was important to have a philosophy of

life to carry on with. Retirees need to keep in touch with people, not to become isolated and not to get into a rut. To put it another way, retooling for retirement means taking on new interests that will bring fulfillment. Pre-retirement years are the time to decide what's best for you and plan for it. Before pulling up stakes for a new clime, for example, vacations to possible new locations are desirable.

Retiree Kenneth Wolf, formerly of Cartographic Standards in the Air Traffic Service, sums it up well. "Everybody's problems are different, but I think everyone should start planning several years before retirement. Time has a way of slipping by."

According to Wolf, "The search for tomorrow begins now." **By Thom Hook**

# FEDERAL NOTEBOOK

## ASSAULT ON AN ANNUITY

When Congress turned back a bill to merge Civil Service retirement into Social Security early last year and ordered a two-year feasibility study, it wasn't laying aside the issue. Also, the siege against inflation has spurred interest in the matter. Federal retirement plans are under study by the Congressional Budget Office, the Department of Health, Education and Welfare, the Presidential Pension Commission, the Office of Management and Budget and the Civil Service Commission--now the Office of Personnel Management. The alternatives range from universal Social Security to doubling employee pension contributions, establishing later retirements, tightening the standards for disability retirement and cutting down the cost-of-living adjustments made to annuities. With the negative mood on the costs of government, the change could be all of these. While the Civil Service retirement system has a large unfunded liability that is expected to grow, many consider it fiscally more sound than the Social Security system that it would be used to bail out. ■ One of those proposals is already being sought by the Administration for its Fiscal Year 1980 budget. It is expected to seek legislation to reduce the twice-a-year cost-of-living adjustments for Federal annuities to a single annual raise. After five years, this change could produce a saving of over a billion dollars, according to the Office of Management and Budget. ■ Under a new law, PL 95-583, employees who participated in a Federal health benefits program or the group life-insurance program for the five years preceding retire-

ment or for all periods of service in which coverage was available, whichever is less, may retain the coverages when going out on an immediate annuity.

## THE PLIGHT OF PAY

Although there's no assurance at this writing that Federal employees will be included, it is likely they will share in a special tax rebate being proposed by the Administration. Under the President's plan, workers who received less than a 7 percent pay raise would be entitled to a rebate of the difference between 7 percent and the rate of inflation if it exceeds 7 percent. Since Federal employees received 5.5 percent, they should be eligible. ■ CSC chairman Alan K. Campbell has opined that the 7 percent national wage guideline would be an equitable increase for Federal employees as well, giving rise to some speculation that there's a chance this year's raise could exceed 5.5 percent. ■ Meanwhile, the President has said he believes many Federal employees are overpaid and he thinks it's the fault of the system. He wants to resurrect the idea of splitting off clerical, administrative and technical employees from the annual pay-comparability raise and have their salaries pegged to local prevailing rates. In addition, he is seeking the use of a total compensation package--including fringe benefits--to compute pay-comparability increases.

## RELIGIOUS LEAVE

Under the new flexitime law, PL 95-390, employees may take time off for religious observance without charge to annual leave or loss of pay, but compensatory overtime must be worked before or after the event.

“**Q**uiet on the set!”  
“Cherokee three two papa. This is Los Angeles Center. Please say again.” The set for this TV show, “Spencer’s Pilots,” is not in some Hollywood studio but in the FAA Los Angeles ARTCC, located in the high desert some 60 miles east of Los Angeles in a small town named Palmdale.

The controller in the show is called Mike Metzger, and that part is played by Mike Metzger, who plays the part like a pro because he is a controller.

Metzger is not, by a long shot, the only sometimes-actor who makes a living controlling traffic at the Los Angeles Center. Evaluation and Proficiency Development Specialist Jerry Gelardo also played a supporting role in “Spencer’s Pilots.”

In the TV screen play, it was Gelardo who first established contact with Cherokee seven, seven, three, two Papa, which had been hijacked by kidnappers. According to the script, he handed off to Metzger, who worked the plane.

Then, the plot thickened. The plane disappeared from the radar screen. But a non-controller, a friend of the kidnapped pilot, arrived at the center to save the day. Conveniently, he and the pilot had been playing around with a verbal code. Using it, the friend learned where the low-flying aircraft was and where it was bound.

**D**uring this scene and after the coded message from the pilot became garbled, all Metzger had to do in a professional controller’s voice was repeat, “Please say again.”

When Hollywood comes to the Los Angeles Center it comes with as many as 16 vehicles, including power trucks and commissary trucks. They park their big “semis” and set up tents on the immaculately tended grounds around



the center buildings, until, according to Gelardo, “The place looks like a circus lot.”

Then scores of technicians invade the center, pulling power cables and carrying camera equipment and lights through the least-used corridors. Wherever they go, they tape the power lines carefully to the floor and clean up after themselves. “They are themselves,” Gelardo says, “a bunch of real pros.”

If they are going to “shoot” in the main control room, they come at night, because it is only after 10 p.m. during the midwatch when traffic is at its lowest ebb, that FAA will allow them to bring their cameras and lights into the control room. And even then, if their lights disrupt the controllers in any way, the lights go off.

It’s kind of exciting to be a minor celebrity, if only for a day or two, but no one forgets that his first business at the center is aircraft safety.

“But still it can be fun,” reports Bill McRoberts who was in “Airport,” which was the first picture to have scenes

filmed at the center. McRoberts adds facetiously with a grin that he thought he should have gotten the “Best Supporting Actor” award for the year. His children got a kick out of seeing “daddy” in the movies, too, and his wife also shared his excitement, although she had predicted his scenes would end up on the cutting room floor.

**M**cRoberts, now a team supervisor, was a controller at the time “Airport” was made and also played himself. He was at his position in the “Chicago approach control,” talking to the pilot of Global Two. Actually, he was in a screened off section of the Los Angeles Center control room. It was during the midwatch, when traffic was low and he was off-duty. He was talking to a tape of the pilot, played by Dean Martin.

All that McRoberts can remember of the conversation today is that he told the pilot that the airport was doing everything it could to clear the main runway and that the pilot replied, “Have

High drama as controllers gather to watch unidentified blips on an "Indianapolis Center" (nee Los Angeles Center) radar scope in "Close Encounters of the Third Kind." Actually it's a mix of three professional actors and FAAers Gary L. Blom, now at the San Jose, Calif., ARTCC; David Anderson, Los Angeles Center deputy chief; and controller Dick Hawkins.

Photo courtesy of Columbia Pictures Industries, Inc.



The set for "Airport" at O'Hare International Airport, except that it's really Minneapolis Wold-Chamberlain Airport. Los Angeles ARTCC controllers appeared in the movie as Chicago Approach controllers.

Photo courtesy of Universal City Studios, Inc.

that airport manager get off his penguin butt and move that plane." The plane he was referring to was stuck in the mud and snow and blocking the runway.

McRoberts said one of the most exciting parts of the experience occurred when a "sneak" preview of the film was shown in his home town of Royal Oak, Mich. After the show, he was wined and dined by friends who didn't know he was an FAA controller and thought he was embarked on what promised to be a successful movie career. He also admitted that the more he was wined, the easier it became for him to go along with the gag.

So to some old friends, he may continue to be a promising, albeit still struggling, actor. But actually McRoberts is quite satisfied with his job  
(Continued on page 14)

# Faces and Places



**FAA ON CAMERA**—Aviation history was discussed on Chicago's WGN-TV's "Book Beat" on the Wright Brothers anniversary, December 17, as part of the celebration of the 75th anniversary of powered flight. Participating on the panel were (left to right) George W. MacArthur, chief of Great Lakes Flight Standards Div.; aviation writer Robert J. Serling; Bob Cromie, Chicago Tribune, panel moderator; Bob McDaniel, retired American Airlines captain; Neal Callahan, Great Lakes public affairs officer; and J.R. Smith, vice president of operations for United Airlines.



**ENGINE BLESSED**—New England Regional Director Robert Whittington (right) presents a Type Certificate to Neil Fraser, vice president of engineering for Pratt & Whitney Aircraft of East Hartford, Conn., for the JT9D-7Q1 turbofan engine, expected to cut B 747-200 cruise fuel consumption and increase the aircraft's payload.



**THE VICTORS**—Coach Stuart Forbes (left) and team manager Martin Hasenfuss, New York ARTCC controllers, led the Port Jefferson-Sachem Athletics baseball team to the national championship of the Connie Mack League of the All-American Baseball Congress, the first time in 25 years that an East Coast team triumphed in the Farmington, N.M., championships.

Photo by George J. Palya



**WEATHER ACES**—"A.M. Weather" went on the air last fall, the first national daily TV program exclusively on the weather and mainly for pilots. Funded by FAA and the Aircraft Owners and Pilots Assn., the program features Dale Bryan, a satellite meteorologist from the National Environmental Satellite Service, and Richard Warren (center) and Michael Mogil of the National Weather Service, who do two live broadcasts each morning.



**ONWARD AND UPWARD**—Administrator Langhorne Bond congratulates Beverley Grymes, equal employment opportunity specialist in Washington Headquarters Civil Rights, on her selection as the new chief of the Civil Rights Staff in the New England Region.



**COOPERATION**—Jack Walsh (right), the Boise, Ida., GADO's accident prevention specialist, and Worthie Rauscher, state director of Aeronautics and Public Transportation, introduce the FAA accident-prevention-program announcement and safety materials boards in Idaho.



**DESERVED KUDOS**—Southern Region Director Philip Swatek presented the Distinguished Career Service Award recently to Grace Armstrong upon her retirement as chief of the Control Section of the Data Processing Branch. The first woman in the region to receive this award, she was nicknamed Amazing Grace by her coworkers for her ability to cope with problems.



**LANDMARK AIR MARK**—Long Beach, Calif., tower chief Jim Lehman (center) congratulates pilot Rolando Ordonez on piloting the tower's 600,000th aircraft operation in a 365-day count. Controller Rita Polen (left), who issued the landing clearance, looks on as Lehman presents Ordonez a gift certificate.



**A NAME COMES HOME**—The New York TRACON—the erstwhile N.Y. Common IFR Room—was dedicated recently as the Charles A. Lindbergh Building in Garden City, Long Island, a short distance from Roosevelt Field, from which the Lone Eagle took off for Paris. At the ceremonies were (from the left) Eastern Regional Director William E. Morgan, Rep. John Wylder (NY) and Nassau County Executive Francis Purcell.



Getting to know you is a frequent theme between FAA and pilot groups. Here, Don Chaffee (left), Los Angeles ARTCC data systems specialist, conducts a tour for CAP mission coordinators, showing them a high-speed printer used in ITAP assists for search and rescue, on which FAA and CAP work closely to trace the location of downed aircraft.



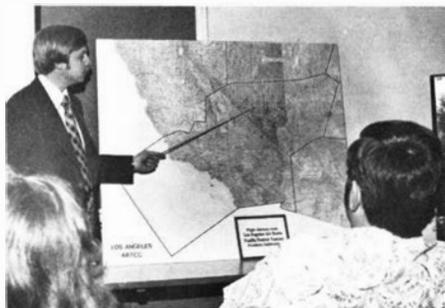
## FAA ~ CAP

# A Marriage That Works



Accident Prevention Specialist Paul Stebelton of the Long Beach, Calif., GADO rides the front seat of a Cessna Bird Dog to give a qualifications check to Maj. David Pierson, CAP Mission Search and Rescue pilot.

During the 12-hour Operation Raincheck course for general-aviation pilots, including CAPers, Dennis R. Ragle, Los Angeles ARTCC evaluation and proficiency development specialist, discusses the center's flight advisory area.



Joe Cozzetto, an assistant chief at the Lancaster, Calif., FSS, provides an Operation Raincheck briefing on the operations and services at flight service stations.

There was an air of excitement aboard the Piper Cherokee as it lifted off from the Santa Monica, Calif., Airport for Las Vegas. The two young couples had been looking forward to their holiday for many months. But Lady Luck and quite a bit more were riding with them on their way to the dice tables.

When the Cherokee failed to arrive, the Las Vegas Flight Service Station began a search. The pilot had filed a flight plan, but a check along the proposed flight route showed no stops. The FSS notified the Air Force Rescue Coordination Center at Scott Air Force Base, which alerted the California wing of the Civil Air Patrol (CAP).

CAP mission coordinators, working with the data systems specialists at the Los Angeles ARTCC, discovered that not only did the plane have an Emergency Locator Transmitter but also that the pilot had received a discrete

nsponder code from the controllers. is permitted a relatively new search-and-rescue tool to be used. Known as the Interim Track Analysis Program (ITAP), it uses computer-stored radar data to trace the path of an aircraft. It's most effective with transponder-equipped planes squawking a discrete code. In the Western Region, ITAP has helped many a CAP mission search pilot to quickly zero-in on the location of a downed aircraft.

is it at the Los Angeles Center alone that 28 CAP pilots from one squadron had to wait more than three months for an available class.

The Flight Standards Division is especially involved with CAP in airmen certification, pilot education, the accident-prevention program and providing proficiency check rides to CAP mission pilots.

One hand washes the other in such a liaison. Teenage CAP cadets have been permitted to accompany FAA

*With aviation education a basic concern of both FAA and CAP, it's only natural for Barbara Abels, Western Region Office of Public Affairs, who is also information officer for the California Wing of the CAP, to counsel other CAP information officers on the availability of the FAA pamphlet "Flying Start" and other agency publications.*



As a result, the lost Cherokee was spotted in a canyon by a CAP aircraft and local authorities notified. The foursome were rescued alive, thanks to this FAA-CAP relationship.

It is rare in the Western Region to find an air-traffic facility that has not had some involvement with CAP. ARTCC specialists work very closely with CAP mission coordinators over ITAP, and both Los Angeles and Oakland Centers have had meetings with CAP search-and-rescue people, given briefings and conducted tours through the centers.

With their identical missions on aviation safety and the fostering of civil aviation, it's inevitable that FAA's and CAP's paths should intersect repeatedly. Many CAP search-and-rescue pilots have had the special briefings offered by facilities in Operation Raincheck, which is offered to all general-aviation pilots. So popular

accident-investigation teams to aid in crowd control and often assist accident-prevention specialists and counselors in setting up pilot safety meetings, thereby learning while they help. Three times—in 1972, 1975 and again in 1978—CAP cadets proved to be an asset to FAA and their country in assisting in the conduct of nationwide surveys of general-aviation pilot and aircraft activity. The results are used for calculating traffic density between airports and estimating total general-aviation operations.

Aerospace education is not only an important FAA function but also a big part of the CAP's mission. Regional public affairs and aviation-education specialists have distributed many thousands of pieces of literature for CAP-sponsored Aviation/Aerospace Workshops for teachers and school administrators, and FAA has participated in these workshops. It's



*It's mutual respect, rather than mutual admiration, for a job well done that results in FAA and CAP trading awards. Here, Charles Johnson (left) of the San Jose, Calif., GADO accepts an appreciation award for FAA services rendered to CAP from Col. Warren Barry, California Wing commander.*

rare for CAP to conduct a workshop program without inviting someone from FAA to take part.

Airway Facilities personnel also have a hand in the marriage of CAP and FAA interests. To become proficient in following the beeps of Emergency Locator Transmitters indicating downed aircraft, CAP recognized that its people needed training. For such simulation, however, using emergency frequencies 121.5 MHz and 243 MHz was not practical; the training mission would block the channels for monitoring and real emergencies.

John Kemper, Western Region chief of the Frequency Management Staff, came up with the answer: "We suggested an adjacent frequency of 121.6 or 121.65 MHz, subject to our ensuring that no interference would be caused to FAA ground control operations," he explained. "CAP local wings bought specially built ELTs, but they still had to go after the FCC license or Special Temporary Authority for each test."

*(Continued on page 18)*

## SHOWTIME, F.A.A

Continued from page 9

as a team supervisor, and he never tried to get a second part.

Playing the "D" side, or interphone controller, with McRoberts was Elmer Foster. Foster said that if you blink hard, you could miss him on the screen, but he still never misses a rerun of the picture. He says he still likes to get a glimpse of his momentary taste of fame.

The one thing that impressed Foster most was the tremendous amount of effort the producer expended to get everything just right in a single almost insignificant scene. He also is happy to stay where he is.

**D**ave Anderson is very satisfied with his FAA career in which he has invested over 28 years; he is the deputy chief of the Los Angeles Center. In the meantime, he continues to pursue his hobby as an amateur actor. In fact, he even joined the Screen Actor's Guild (SAG) as a full-time member.

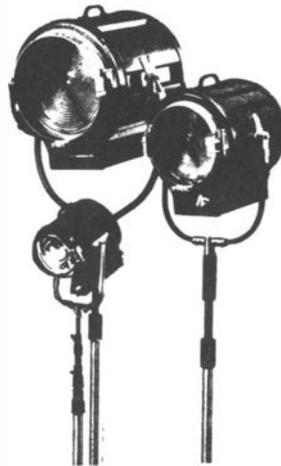
But Anderson, who played the part of controller/watch supervisor Harry Crain in "Close Encounters of the Third Kind," was not altogether new to the dramatic arts when he was tapped by Columbia Pictures. He got the speaking role after "reading" for the part, which had him vectoring TWA 517 and Aireast 31 around an unidentified flying object. He had previously starred in a "summer stock" version of *Lost in the Stars*, a dramatic, musical version of Alan Payton's superb book "Cry the Beloved Country."

Also, since appearing in the very successful "Close Encounters" movie, he has played a mission coordinator/controller in the "Courage and the Passion," which is a pilot film for TV about test piloting. The segment already filmed will be shown nationally, and if it gets a good response, Anderson will have a permanent spot on the program. "Co-starring" with him are Vince Edwards, Desi Arnaz, Jr., and Don Meredith. But it will continue to be "just a hobby" for him, and his job at the center will still come first.

**A**nd let's not forget Dick Hawkins, who was also in the "Indianapolis Center" that historic night of "Encounters," playing the part of Dick, an assistant controller. Well, maybe you've never heard of Hawkins. His name has never been on a theater marquee, but it has been on the watch lists out at the Los Angeles Center. When "Strange Encounters" was filmed, he was a controller at the Center and now is a team supervisor.

He and Anderson had the speaking parts, but there were eight or nine other controllers in background roles.

Nevertheless, Hawkins is still remembered as a UFO expert at the center. When pilots call in to report traffic that controllers can't find on radar because they're probably ground-based strobe lights, the controllers call for Hawkins and say, "We got one of yours."



He sums up the experience, as so many of the others did, by saying, "All in all, it was lots of fun." And you get the feeling that maybe he likes being a UFO expert.

As it is with any other Hollywood spectacular, there must be someone lurking watchfully in the wings, making arrangements, planning ahead and getting it all together. And at Los Angeles, that someone is Evaluation and Proficiency Development Officer Jon E. Breen. He is the coordinator between FAA and the movie studios. First, Breen explains the contract that the studio must sign before they can use the government facility for filming. Next, he makes sure that the demanding contract is followed to the

letter. So far, he reports, he hasn't had any trouble. "Let's face it," he said, "they're a bunch of real pros. We get everything ironed out ahead of time, and it goes like clockwork."

"We have our rules," he went on, "and the studios abide by them. We only let them film in the control room during the mid-watch after 10 p.m. In the dynamic simulation laboratory, where we do most of our filming these days, we set up a time for them when the lab is free. This is usually after 4 p.m."

**H**e added that there also were some pretty stringent rules for the employees appearing in the films. First and foremost—all work with the movie studio must be done during off-duty hours. Further, center employees can appear in a movie once and only once. This is not an FAA rule but a stipulation imposed by the Screen Actors Guild. But the guild will wave the requirement for member actors.

One reason why movie studios are anxious to use controllers for their in-flight-control scenes is because of a Center rule which says that no one, but no one, can touch air traffic control equipment except trained controllers. So if the studio wants a scene to look real, they use controllers.

FAA also insists on going over the proposed script before the filming even starts. In most instances, the agency has not had to make any major changes. Breen reported that sometimes he has had to translate the dialogue into controllerese, and once a studio was refused admission because the script was unacceptable. In that case, a non-controller—a stewardess—was supposed to rush into the control room and talk down a plane after the pilots were poisoned.

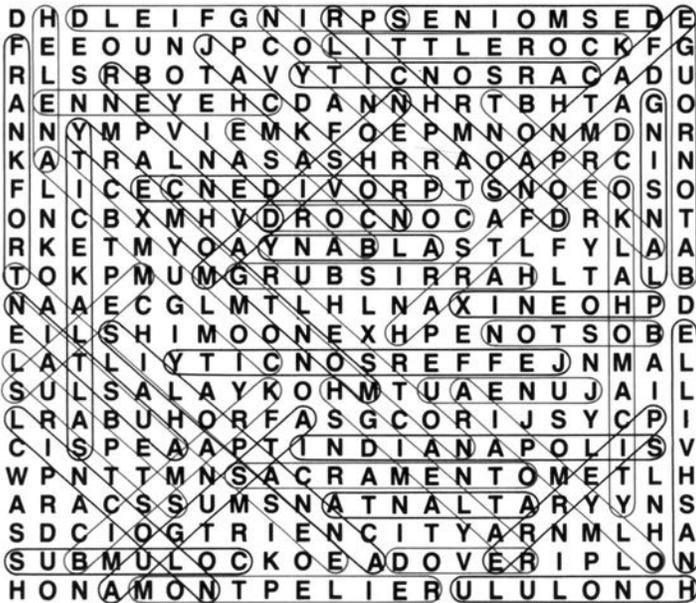
That's how it goes when the world of tinsel merges with the real world of air traffic control. Mostly, it goes very smoothly, and mostly it turns out to be fun.

By Theodore Maher

# Word Search Answer

Puzzle on page 6

atch-up: f, uu, r, ee, hh, c, ff, oo, j, —, dd, k, kk, vv, e, ll, z, t, ii, nn, g, cc, mm, tt, l, a, aa, w, b, q, jj, d, qq, s, ww, x, h, mm, y, pp, o, gg, u, v, l, bb, p, rr, n



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**THE GHOST OF CHRISTMAS PAST . . .** Now that the sounds and sensations of yet another Christmas have slid into memory, "Small World" thinks the time is nigh for reassessing the much maligned character of one Ebenezer Scrooge. For some strange reason, perhaps a personal grudge, Charles Dickens chose to present Scrooge as a greedy, humorless, hardhearted skinflint. The picture of Scrooge that all of us carry with us in our heads is that of a nervous, pinched-faced little man who scurried about his place of business, exhorting his employees to trim the wicks on their candles and lamps and cautioning one and all against throwing even one more lump of coal on an already dying fire. But ask yourself in all honesty if very much the same thing isn't going on today in your workplace and even in your home. How many fluorescent light fixtures with empty sockets can you count at this very moment? And do you shiver in winter and perspire in summer because thermostats are turned either too low or

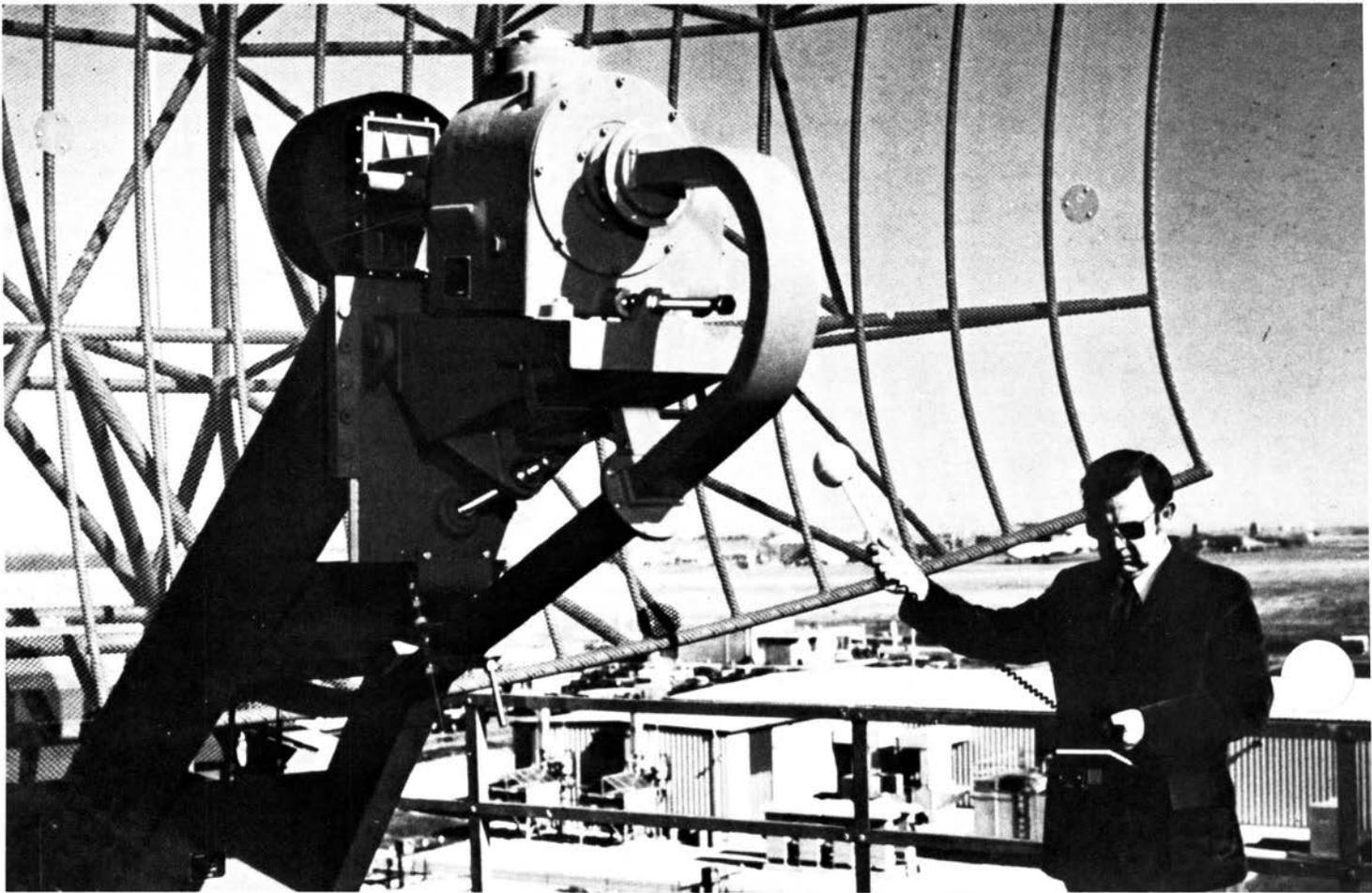


too high? And is the escalator in your building just another set of stationary steps most of the time, and have some elevator shafts been boarded up and forgotten like old abandoned coal mines? "Small World" is not arguing with these energy-saving measures, mind you. We're as patriotic as the next guy. We only bring this matter to your attention because we believe in fair play for Ebenezer Scrooge. If all these energy-saving measures are appropriate today, they also would have been appropriate a century ago. But no one in those by-gone days appreciated the fact that we live in a world of finite resources—nobody but Ebenezer Scrooge, that is. And what did

he get for his trouble, we ask you? Heartache, nothing but heartache!

**NOT A BIRD OR A PLANE BUT YOU KNOW WHO . . .** With the opening of the new "Superman" movie, a *N.Y. Times* writer has posed some interesting questions about the "Man of Steel." For example, he asked if Superman registered as an alien after arriving from the planet Krypton, if his X-ray vision could cause cancer, if he files an environmental impact statement before moving mountains and such and if he follows proper legal procedures in apprehending criminals and the like. Even Superman's use of the airspace was challenged. The *Times* writer wanted to know if Superman needs FAA certification, if he will be required to file a flight plan before each departure, if he must provide safety belts when transporting Lois Lane and/or other passengers and if he will be required to have a flashing beacon on his tail to prevent a midair collision. It's enough to turn a mild-mannered reporter into a wild and crazy guy.

# The Non-Zapping of America



*Dr. Robert N. Thompson, industrial hygienist at the Civil Aeromedical Institute in Oklahoma City, takes radiation measurements from the platform of an ASR-7.*

**T**he microwave zapping of America isn't all it's cracked up to be—not according to FAA studies and other research.

The subject has become a popular football to be kicked around in newspaper and magazine articles, books and on TV. The allegations range from the wholesale exposure of the public to microwave radiation to the inadequacy of safe-exposure standards, plus the suppression of information by both government and industry.

Like the "big lie," one can take some

valid scientific data, add in some questionable material, interpret it to be the more dramatic negative aspects and repeat it often enough. The result has been that much of the public and even some FAAers succumb to the barrage of misinformation.

A look at some of the facts makes the situation considerably less grim, and getting it from the people who are directly involved in the production and use of this form of energy provides a perspective not nearly as dramatic or negative.

When microwave radiation hits an organism, it generates heat, and that is the only effect that has been detected in many amply funded studies. Not one reported instance of other effects has ever been confirmed.

In the United States, the maximum permitted safe exposure limit (power density) is 10 milliwatts per square centimeter (10mw/cm<sup>2</sup>) for periods of 0.1 hour or more. Exposure above that level is permitted under controlled conditions; for example: 60 mw/cm<sup>2</sup> of pulsed or continuous radiation is permitted for one minute, as long as the next five minutes are radiation-free.

The alarmists point to the fact that the Soviet Union and its East European satellites have set a safe exposure limit 1,000 times lower—at 10 microwatts per square centimeter—and conclude that they are right and we are wrong. Interestingly, the Warsaw Pact armed forces, which are big producers and users of microwave energy, are exempt from the standard. The Soviets know they can't meet their own standard, nor could the NATO forces if the Soviet standard were accepted.

There is no demonstrated safety reason for the power density to be that low. In checking Soviet testing methods, U.S. scientists found them to be obsolete. Since 10 milliwatts is too low to cause thermal effects, the scientists turned to the claim that microwave radiation below that level could cause a loss of hair, irritability, insomnia, lethargy and headaches. Western

investigators deem them a hoax.

The much ballyhooed microwave irradiation of the U.S. embassy in Moscow has been well studied. While we don't know the Russians' real purpose, which may have nothing to do with causing biological effects, we do know that most of the radiation was below even the Soviet power-density standard, often around 18 microwatts. Most of the claimed non-thermal effects were judged attributable to normal medical or stress problems.

Bringing this subject closer to home, let's consider the microwave exposures that may occur around FAA.

Microwave radiation is essential to radar operations. It is generated, amplified and pulsed in a closed system until it reaches the antenna, where it is projected into space. The microwave generators, waveguides, joints, junctions and switches are all carefully sealed—more for the efficient operation of the system than for design safety considerations.

Of course, our radars are capable of producing power densities higher than 10 mw/cm<sup>2</sup>, but any hazard connected with it exists at the feedhorn of the antenna. But it's also there that the precautions are greatest. FAA personnel are prohibited from working on the antenna, waveguide or feedhorn while the transmitter is on; in fact, on all airport surveillance radars (ASR) and long-range radars (ARSR), the access gate to the antenna deck is interlocked with the power system—if the gate is



*Measuring the field-density strength of a new ARSR-3 from a cherry-picker is Gerald Markey, chief of the Frequency Engineering Branch of the Airway Systems Division, Airway Facilities Service. The measurements are taken on the main beam axis heading toward the antenna until a 10 mw/cm<sup>2</sup> reading is reached—the safe-exposure limit.*

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## A Radiation Primer

Radiation is energy that is emitted, transmitted or absorbed in wave or particulate form. It consists of electrical and magnetic forces that, when disturbed in some manner, produce electromagnetic radiation.

Radiation can be arranged according to frequency and/or wavelength in an electromagnetic spectrum. Toward the high-frequency/short-wavelength end are the ionizing radiations: the cosmic, gamma and X-ray regions. All of these can react with matter and alter its form. Living cells are vulnerable to ionizing radiations.

Toward the low-frequency/long-wavelength end, the non-ionizing radiations appear. These include radio frequency, microwave, infrared, visible light and ultraviolet regions. The biological effects of these vary considerably, but none is so profound as with ionizing radiations.

Radar systems use the microwave region—that part of the spectrum between approximately 100 to 100,000 megahertz. This type of radiation striking a person generates electrical and magnetic forces that produce heat.

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**When microwave radiation hits an organism, it generates heat, and that is the only effect that has been detected in many amply funded studies. Not one reported instance of other effects has ever been confirmed.**

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opened, the radar shuts down.

The region along the main beam axis of the radiating antenna is where the power densities are highest on all radars, but the level drops geometrically with increasing distance from the antenna. So, it poses no hazard around an airport with the low power of airport radars and none around the more powerful long-range radars, where the radiation is attenuated by their relative isolation and height.

To insure our meeting safe standards, industrial hygienists of the Office of Aviation Medicine and Airway Facilities frequency-management specialists perform radiation surveys prior to commissioning new radars. Afterwards, routine surveys are conducted by the industrial hygienists during annual safety and health inspections under FAA Orders 3900.19 and 3910.2A. Both groups also check things out after major modifications or when summoned on an emergency basis.

To check the radiation, they are equipped with the latest broadband isotropic meters that can accurately measure pulsed or continuous power

densities in milliwatts. Frequency-management people also have field strength meters that can read low levels of microwave radiation.

Another myth is the variety of illnesses caused by radiation from the cathode-ray tubes of radar scopes. Evaluations made by the Office of Aviation Medicine and the National Institute for Occupational Safety and Health (NIOSH) don't support such claims. Measurements made at the very surface of the scopes, which operate at from 10 to 35 kilovolts, show that X-ray, radio frequency, microwave, infra-red and ultraviolet radiations are all below detectable limits and far below recommended occupational exposure standards. Of course, the emission levels are still lower at normal eye positions.

In tests at NAFEC, scopes were operated at 40 kilovolts for 60 hours. At the end of that time, the radiation film badges worn by the operators on their waists and wrists showed absolutely nothing.

Finally, another source of radiation that FAAers associate with and that has

generated a lot of talk is the microwave oven. Though nearly maligned out of existence, it has gained widespread acceptance, including in facility lunch and break rooms throughout the agency.

The same power-density meters used for checking radars come into play here, too. The standard for microwave ovens (Subpart C, Part 78, Title 42 CFR) states that the ovens may not emit radiation in excess of 1 mw/cm<sup>2</sup> prior to being sold, nor in excess of 5 mw/cm<sup>2</sup> throughout the useful life of the oven, as measured five centimeters from any external surface. Microwave ovens owned and used by FAA units are regularly surveyed for compliance with the standard, and any that aren't are repaired or replaced.

To the best of today's scientific knowledge, America has been zapped by half-truths and whole myths. There is a thermal danger in microwave radiation, but at least in FAA, the heat's off.

**By Edwin A. Richard,  
Industrial Hygienist,  
Office of Aviation Medicine**

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## MARRIAGE THAT WORKS

Continued from page 13

FAA's frequency-management people worked with the Federal Communications Commission to set up a special procedure. After initial FCC authorization, the CAP tests could be conducted just with coordination with FAA's local regional frequency management for each test. FAA required a frequency check to assure no interference and CAP's advising the nearest FSS before and after the test to avoid confusion.

The appreciation of the two partners for each other is reflected in the awards exchanged. In 1977, the California Wing of the CAP and the Air Force Aerospace Rescue and Recovery Service cited the Western Region for its work on the ITAP technique. Last year, Chuck Johnson,

accident-prevention specialist at the San Jose, Calif., GADO, was honored for his assistance to CAP. For their assistance in the general-aviation surveys, CAP was presented FAA's second highest kudos—the Distinguished Service Award.

Since the beginnings of the Civil Air Patrol in the days preceding World War II, CAA/FAA personnel have been personally involved in CAP as pilots, observers, radio operators and members of ground-support units. A senior pilot with over 350 search-and-rescue missions, Robert Lewis, an FSS specialist in Phoenix, Ariz., has received the CAP's Exceptional Service Award.

For his role in 1952's Operation Snowbound—a rescue of 200 hunters in a sudden winter storm—and his

leadership in other search-and-rescue activities, Ken Shake, then an FSS specialist in Prescott, Ariz., and now Assistant Public Affairs Officer in the Northwest Region, received the Exceptional Service Medal. Many FAAers participated in that CAP Operation Snowbound effort, and Shake's wife, Doris, operated the CAP group's base radio station when she wasn't flying as an observer.

The stories of both on-the-job FAA involvement and personal CAP involvement can be repeated across the country.

It's a saga of mutual dedication to safety, fostering civil aviation and contributing toward the development of America's youth. It's a marriage of convenience that works.

**By Barbara Abels**

# DIRECT LINE



**Q** I have heard of cases of FAA and other government employees who have taken medical retirements and then have gone out in the private sector to work at full-time positions in the same capacity they had in government service. I am aware that there has been a recent crackdown on medical retirements, but has there been any effort made to determine on a case-by-case basis if medical retirees should actually be receiving their present retirement benefits? What are the provisions for an employee who takes a medical retirement and later becomes able to work full time?

**A** We know of no recent concerted effort by the Civil Service Commission to review disability retirements on a case-by-case basis to determine retirees' present medical condition and earning capacity. Disability retirees up to age 60 have always been subject to examinations by CSC unless the disability is of a permanent nature. Any employee who retires on disability may work full time if he or she is able and wishes to do so; however, if two consecutive years, the annuitant earns 80 percent or more of the current salary of the position from which he retired, earning capacity is considered restored and the annuity discontinued. This restriction on earnings applies to any annuitant under age 60, even if he or she has been found permanently disabled.

**Q** I noticed that on my most recent pay slip, my overtime rate was less than true time and one-half. I was told that this is because of some regulation that says when you take a certain amount of annual leave during an administrative workweek, you are paid at the overtime rate of a GS-10, Step One. I was under the impression that FLSA regulations require that true time and a half be paid for any overtime work performed. Assuming that this procedure is correct and legal, why under these conditions, is the rate set for a GS-10, Step One?

**A** Federal employees may be covered under one of two laws governing overtime entitlement: FLSA and Title 5. While all Federal employees are covered under the provisions of Title 5, only certain groups are covered under the Fair Labor Standards Act. The latter excludes from coverage those in administrative, executive professional occupations. Under FLSA, an employee who actually works in excess of 40 hours during an administrative workweek to become eligible for overtime. Any form of absence is not creditable as hours of work; under Title 5, however, annual leave and any other forms of excused absence with pay are credited as hours worked. In

accordance with FAA Order 3550.10, Appendix 10, Section 4-2, FLSA-covered employees are entitled to receive one and one-half times their regular rate, which includes premium pay, for hours worked in excess of 40. Conversely, employees covered under Title 5 whose basic rate of pay exceeds that of GS-10, Step One, are entitled only to one and one-half times the GS-10, Step One, rate for hours worked in excess of 40 per week or eight per day. However, Public Law 90-556 provided true time and one-half rates for certain groups of employees engaged in the operation and maintenance of air traffic control and air navigation systems for overtime worked during a pay period in which the employee worked four hours or more of overtime on covered work. A list of these covered positions, which includes electronics technicians and air traffic control specialists, GS-14 and below, is contained in FAA Order 3558.10, Appendix 4, Section 2. To summarize, an employee covered by both FLSA and PL 90-556 would normally receive true time and half for overtime worked, but if he or she failed to actually work more than 40 hours during the administrative workweek, there would be no entitlement under FLSA. If that same employee also failed to meet the requirements of true time and one-half under PL 90-556, the overtime rate of pay would be computed at no more than one and one-half times the pay rate of a GS-10, Step One.

**Q** A number of years ago, my job was abolished and my grade reduced to the next lower one with a two-year salary retention. Prior to demotion, I had accumulated more than two years towards my next three-year within grade increase. After about one year, I was repromoted to the previously held grade and step. A new within-grade waiting period then began, resulting in over six years between step increases. Was this the correct procedure?

**A** At the time of your demotion, you obviously were placed in Step 10 of the lower grade; otherwise, you wouldn't have received salary retention. In that step, you weren't eligible for a step increase. Upon your repromotion, you were given the mandatory minimum two-step increase. Your new salary would have been selected on the basis of giving you the two-step increase for promotion and then, if applicable, restoring you to the step you previously held in the higher grade. On any promotion, since a two-step increase must be given, this constitutes an equivalent increase for within-grade purposes, whether or not the employee actually receives an equivalent cash increase. For further information on this subject, see Federal Personnel Manual 990-2, Book 531, Subchapter S4, S-4-8c(1).



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# Heads Up

## ALASKAN REGION

**Bennie L. Hutson** left the Grand Junction, Colo., Airway Facilities Sector to become chief of the sector field office at King Salmon . . . **Duane G. Ambuehl** is now an assistant chief in the Fairbanks FSS . . . Promoted to chief of the Bettles AF Sector Field Office was **Bobby L. Pedigo** . . . The Cordova AF Sector Field Office has a new chief in **Peter J. Laplante**.

## CENTRAL REGION

Selected as a new assistant chief at the Kansas City International Airport Tower was **Donald G. Hehr** . . . **Billie H. Ellis** has moved into the Topeka, Kan., Tower as its chief from the Des Moines, Iowa, Tower . . . **George E. Short** of the Kansas City International Tower is now an assistant chief . . . **Ronald W. Jablonski, Sr.**, of the Cedar Rapids, Iowa, Tower is now an assistant chief . . . **Merrill R. Bilyea** has transferred from the St. Louis FSS in Chesterfield, Mo., to the Omaha, Neb., FSS as an assistant chief.

## EASTERN REGION

The new chief of the Islip Tower on Long Island, N.Y., is **R. Paul Riley**, who hails from NAFEC . . . From Washington headquarters comes **Harold Hanson III** to become the assistant manager of the Baltimore AF Sector . . . **Peter A. Nelson** of the New York Common IFR Room has become its deputy chief.

## GREAT LAKES REGION

The Grand Rapids, Mich., Tower loses **Dale A. Leider** and the Traverse City, Mich., Tower gains him as its chief . . .

**Floyd R. Brown**, assistant chief at the Cleveland FSS has been selected chief of the Saginaw, Mich., FSS . . . Named chief of the Alexandria, Minn., FSS was **Oscar F. Mantick**, who held the same post at the Eau Claire, Wis., FSS . . . **Roger L. Harper** got the nod to leave the Aurora, Ill., Tower and become chief of the Bloomington, Ill., Tower . . . The deputy chief of the Minneapolis ARTCC is now **Wesley W. Walker** . . . Taking over as chief of the Minneapolis Center is **Michael S. Ciancanelli**, who was deputy chief of the Chicago Center . . . **Gilbert E. Schmiege** is now an assistant chief at the Saginaw, Mich., FSS.

## NEW ENGLAND REGION

**Alden W. Cole** was promoted to chief of the Bucks Harbor, Me., AF Sector Field Office.

## NORTHWEST REGION

**Frederick J. Baker** of the Olympia, Wash., Tower was selected as an assistant chief for the Medford, Ore., Tower . . . Joining him there as an assistant chief is Medford's own **Clifford L. Sands**.

## PACIFIC-ASIA REGION

The Honolulu Tower's new chief is **Charles R. Reavis**, who was deputy chief at the Chicago O'Hare Tower.

## ROCKY MOUNTAIN REGION

Assistant chief **Robert J. McDonald** of the Billings, Mont., Tower has been named chief of the Minot, N.D., Tower . . . **Wayne K. Tobey** has moved up to an assistant chief's slot at the Denver

ARTCC . . . The Salt Lake City, Utah, Tower has yielded up **William R. Kramer** to the Sioux Falls, S. D., Tower where he has been named chief . . . **Valgene E. White** has left Washington headquarters to become the assistant manager of the Casper, Wyo., AF Sector.

## SOUTHERN REGION

A new assistant chief at the Atlanta ARTCC is **Marvin R. Griffin**.

## SOUTHWEST REGION

**William E. Nash** of the Albuquerque, N.M., Tower has been promoted to assistant chief at the Oklahoma City Tower . . . Now the deputy chief of the Shreveport, La., Tower is **Damon F. McDaniel** . . . The new chief of the Shreveport Tower is **Oran E. Wilson**, the former chief of the Little Rock, Ark., Tower.

## WESTERN REGION

**Earl J. Ryan** is now the deputy chief of the Coast TRACON at the El Toro MCAS, Calif. . . . Assistant chief **Jay N. Olson** of the Phoenix, Ariz., FSS was selected as chief of the Daggett, Calif., FSS . . . Assistant chief **Arthur W.L. Moses** has been promoted from the Paso Robles, Calif., FSS to the Ontario, Calif., FSS . . . **Marion C. Davis** was promoted to chief of the Coast TRACON—El Toro MCAS, having been the deputy chief of the Miramar, Calif., Naval Air Station RATCC . . . **Norris Winzler** of the Tonopah, Nev., FSS was named an assistant chief at the Oakland, Calif., FSS . . . **Gearold W. Martin** got the nod as an assistant chief at the Oakland, Calif., Tower.