

FOOD WORLD

March 1979

So,
You're
Being
Transferred



FAA WORLD

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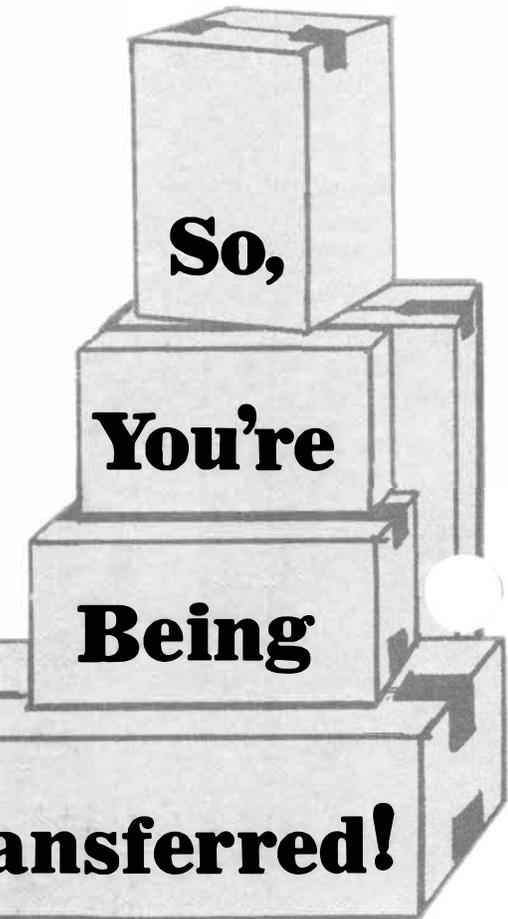
Americans are a mobile people. Maybe it's a trait we inherited from the Pilgrims or the early pioneers. Whatever the cause, we're definitely a people on the move. In fact, one out of every five Americans has changed residence since World War II.

Moving to a new city to face the challenge of a new job can be exciting and adventurous. But the task of relocating yourself and household goods, and perhaps a family as well, is generally considered a nuisance that has to be endured as part of a package deal.

A move can be such a hassle that some FAAers advise not to move unless it's absolutely necessary. Of course, that's more an expression of frustration than a serious offer of advice, because mobility in FAA, as elsewhere, is a fact of professional life.

In fact, as government agencies go, FAA probably is more mobile than most. In the Air Traffic Service, for instance, gaining experience at various facilities around the country is virtually required for career advancement. And headquarters and field experience also is desirable, if not required, in other parts of the agency for anyone who wants to move up the FAA ladder.

There are things a person can do to reduce the frustrations of moving, and



some FAAers who have gone through the experience have some advice on how to avoid the major pitfalls.

It's very important at the outset, they say, not to expect everything to fall into place like pieces in a puzzle. So, try to keep a sense of humor and stay cool. Of course, that's hard to do when you're

sitting around a cramped motel with your family in a strange city, waiting for the furniture van, which is already two days late, the kids have the flu and you can't sleep because the people in the next room party all night.

Also, don't expect to find a handy little book that will answer all your questions concerning your move. DOT is preparing a guide for movers that promises to be useful, and some regions, offices and services already provide handouts for employees, including a pamphlet published by the General Services Administration entitled, "Shipping Your Household Goods." In addition, the Interstate Commerce Commission requires moving companies to give their customers an ICC booklet called "Summary of Information for Shippers of Household Goods." If you don't get a copy, ask for one.

Policies on official change of duty stations vary in some respects from region to region. So, make sure you find out what's allowed by the region you're headed to, because they will handle your travel. For example, the house-hunting trip is allowed by some regions and not by others. Or, some regions allow the house-hunting trip but may deduct those six days from the thirty days of temporary quarters allowed for the employee and his family to complete arrangements for a new permanent residence. If it's not allowed or you decide not to take it, you must be given 40 hours of administrative leave



Lowell Lunn is up to his neck cleaning out his Washington office for a move to Memphis, Tenn., where he is area officer at the Air Route Traffic Control Center.



Austin Pacher (left) supervises the handling of his furniture as it's loaded on a van at his former home outside Washington, D.C., for the trip to Atlanta, where Pacher now serves as chief of the Aeronautical Quality Assurance Field Office. His wife, Betty, holds a fragile lamp that will be consigned to the family car for protection.

to use in connection with your move. If the house-hunting trip is permitted, however, and you need an advance of funds for the trip, be sure to indicate that to whoever prepares your travel order.

You also may request an advance of funds for travel and lodging costs enroute to your new destination, as well as expenses for temporary household goods (if your household goods are shipped by commuted rate, which is explained later). But, you cannot receive an advance for the costs involved in the sale or purchase of a permanent residence or the miscellaneous-expense allowance.

But, let's step back for a moment and talk about the travel order, which sets the entire move in motion. Virginia Hoover, chief of the Program

Coordination Staff for the Air Carrier Division in Washington headquarters' Flight Standards Service, says: "Don't do anything or sign anything until you receive it. That's the safest way, even though a notification of transfer may be considered official without the order."

It's possible, explained Hoover, that the job may not materialize, or processing the official action may take a lot longer than expected. In the meantime, the employee may have sold his home and has to find another place to live at his own expense and inconvenience. Moreover, even if he eventually gets the job without the travel order, it may be difficult to prove that he sold his house as part of an official change of duty station. And that could cost him a bundle of money.

Hoover explained that in an official change of duty station, an employee is

reimbursed for certain expenses incurred in the sale of a home. These include the real-estate commission and prepayment penalty to the mortgage company. These expenses can add up to a sizable sum, considering the 5-7 percent commissions charged by most real-estate companies. In fact, the government will pay up to \$8,000 or 10 percent of the sale price, whichever is less. So, an employee should not jeopardize that reimbursement by plunging ahead before receiving the green light in the form of a travel order.

Before the order can be issued, however, you must sign a transportation agreement promising to remain with the government for at least one year after reporting to the new duty station. FAA is serious about that agreement, says Hoover. She recalls one employee who wanted to leave FAA for a job in industry only 10 months after being moved to Washington at government expense. However, he decided to stick around when faced with the prospect of paying back to the government more than \$4,000 in moving expenses.

An employee also is reimbursed for some of the costs involved in the purchase of a permanent residence. A maximum of only \$4,000 (or five percent of the purchase price, whichever is less) is allowed, because the purchaser of a home does not have to pay a real-estate commission. Among the costs included is that of a title policy.

It's important to remember that you can't be reimbursed for "points," says Lowell Lunn, who recently left Washington headquarters to become Area Officer at the Memphis Center. Lunn has moved six times in the last 13 years, so he should know what he is talking about. Points are loan charges assessed by the mortgage company for carrying your loan. Each point is one percent of the loan. So, for a loan of \$70,000, a point amounts to \$700. Lunn noted that loan origination fees, which the mortgage company may charge for processing your loan, are not reimbursable, either.

He also has advice for employees about shipping their household goods. There are two ways to go, he says: by government bill of lading (GBL)—whereby the government handles most of the arrangements, hires

a mover and pays the bill—or by the commuted-rate system, which is a fancy way of saying that you get your own mover or rent a truck and do it yourself, pay the bill and get reimbursed by the government in accordance with the commuted-rate schedule, which is based on the weight of your shipment and the distance it is shipped.

"The best way to go is by GBL," says Lunn. "I've gone both ways and there is no comparison. You don't have to get estimates from movers, which is required with the

commuted-rate system. Also, the mover does all the packing, and you don't have to worry about having enough money to pay the shipper when it's time to unload your furniture at your new residence."

Lunn explained that the movers usually will not accept a personal check for services. In fact, they may not unload your furniture until you present them with a certified check, cashier's check or money order for the exact amount.

The big problem is in trying to figure out the exact amount. If you base it on the mover's estimate, which most

CHANGE OF STATION ALLOWANCES

HOUSE-HUNTING TRIP

Duration—Maximum of 6 days

Per Diem—\$61.25 per day for employee and spouse

\$35.00 per day for employee or spouse only

Mode of Travel—Round trip air fare (coach) for employee and spouse

—Personal auto at 10 cents per mile for employee and spouse; 8 cents per mile for employee or wife only.

—Round trip rail fare (coach) if approved

—Rental vehicle at destination if approved

TRAVEL TO NEW DUTY STATION

Allowable days of travel are based on number of miles between old and new duty station divided by 350, the minimum number of miles you are expected to drive per day. So, e.g.: for the 1,616 miles between Washington, D.C., and Denver, four and a half days are allowed.

Per Diem:

Employee—Cost of motel + \$16.00. Total not to exceed \$35.00

Dependent (12 or older)—75 percent of total

Dependent (under 12)—50 percent of total

Mileage:

Employee or one dependent: 8 cents a mile

Employee and one dependent or two dependents: 10 cents a mile

Employee and two dependents or three dependents or more: 12 cents a mile

Employee and three dependents or more or four dependents or more: 15 cents a mile

TEMPORARY QUARTERS (Not to exceed 30 days)

	Employee	Each Dependent
1st ten days	\$26.25 per day	\$17.50 per day
2nd ten days	\$17.50	\$11.67
3rd ten days	\$13.13	\$8.25

Keep careful record of costs for lodging, meals (groceries), tips, dry cleaning and pressing, and laundry, because only actual expenses are allowed. Receipts required only for lodging, dry cleaning and pressing.

MISCELLANEOUS EXPENSES:

Employee with immediate family—\$200.

Employee without immediate family—\$100.

No receipts are required unless your miscellaneous expenses exceed those amounts.

Miscellaneous expenses include those you would not have incurred if you had not moved—for example: costs of connecting and disconnecting appliances, hookup fees charged by some utilities companies, expense of cutting and fitting rugs and drapes, auto registration/drivers license fees, and so forth. Other expenses may qualify as miscellaneous, so consult the FAA person handling your travel.

people do, you can get yourself caught in a classic Catch-22 situation, because moving companies are notorious for their erroneous estimates. In fact, the Interstate Commerce Commission maintains that 50 percent of movers' estimates are wrong. The DOT has urged the ICC to do something about the problem, such as adopting rules that would help consumers obtain accurate estimates from shippers. As it stands now, moving companies are not bound by their estimates. The only way you can determine the accurate weight of your shipment is to follow the van to the weigh station. But that's hard to do on moving day when so many other items are clamoring for your time and attention.

If you want to avoid that worry altogether, take the advice of Lunn and go GBL. That's also the advice of Donnie Lewis, chief of the Transportation Section in the Office of Logistics in Washington headquarters. She has handled a number of moves for employees coming to Washington from the regions and field. She recommends the GBL system, "even though it creates more work for me." One of the advantages of the GBL, she added, is that the agency will advise and assist you in filing a loss or damage claim with the carrier.

The only advantage she sees in using the commuted-rate system is that a person can select his or her own moving company, whereas with GBL, you take whomever the government selects, which is normally the lowest bidder.

Whichever method you use, it's important to remember that the government will pay for a maximum of 11,000 pounds for an employee with family and 7,500 pounds without. So like most people, if you have accumulated a lot of unneeded household goods over the years, this is a good time to discard them, because you must pay for anything over the maximum.

Lewis also advises employees to keep an eye on movers the day the household goods are packed and picked

up. With GBL, the mover ordinarily does all the packing, so keep trash, garbage and other throw-away items out of the way because they'll pack them, too.

Moving day is normally hectic, but you should take time out to examine the mover's description of your household goods on the inventory. The mover is required to deliver the goods in the same condition and quantity as they were at pickup, and the inventory is a record of that. A rocking chair might be marked as BR, for broken, or a table as CH, for chipped. Don't sign the inventory unless you agree with those descriptions. Otherwise, it could cause you problems later when filing a damage claim, as it did for Betty Jones, whose dining table was broken by the movers before it ever left her old residence. But, since she signed the inventory without questioning it, she had to repair the table at her own expense. Jones, who is assistant sector manager at the Seattle Center, described her latest move from Washington, D.C., as a "disaster." Among the problems she encountered was the use by the mover of inexperienced teenagers to pack her goods and of damaged cartons, which is specifically forbidden by ICC regulations. Jones also said her furniture arrived in Seattle a month late.

Also, be sure the inventory accurately describes the contents of each carton, says Lowell Lunn. He once shipped an expensive piece of Italian marble that was not identified as such on the inventory. It was lost or stolen enroute, and when he tried to claim its real value from the moving company, he had no proof that the "box" listed on the inventory contained a valuable item.

That's why it's a good idea, adds Donnie Lewis, to insure your goods for their full value rather than take the nominal insurance protection offered by the carrier. The cost of insurance is not reimbursable, she says, but it's not expensive and well worth it in most cases. If you have to file a claim with the carrier, she added, do it as soon as possible.

Lunn also recommends not putting your household goods in storage if that's possible, even though the government will pay for up to 60 days. "With the extra handling involved," says



A handout with helpful tips on moving household goods is reviewed by Donnie Lewis, chief of the Transportation Section in Washington Headquarters Logistics Service. She assists employees moving to Washington from the field.

Lunn, "it just increases the chance of your goods being damaged or stolen."

Once the moving van is loaded and on its way to your new location, it's probably time for you and your family to hit the road, too. If you travel in your own car, the government gives you p diem and so many cents a mile (see box).

Since you may be on the road for several days, you want to use the rule of thumb suggested by one employee who says he always plans for a move like he does for a vacation: He takes half the clothes and twice the money he thinks are necessary.

It's a good idea, too, to make reservations in advance for accommodations along the route, says Paul Strybing, who recently moved from Palm Springs, Calif., to Washington, D.C., where he works as a procedures specialist in the Air Traffic Service. "You can't always expect to roll into town toward evening and find suitable accommodations," he said. "There might be a convention in town and all the motels filled." That is what happened to Betty Jones who arrived in Seattle when the King Tut exhibition

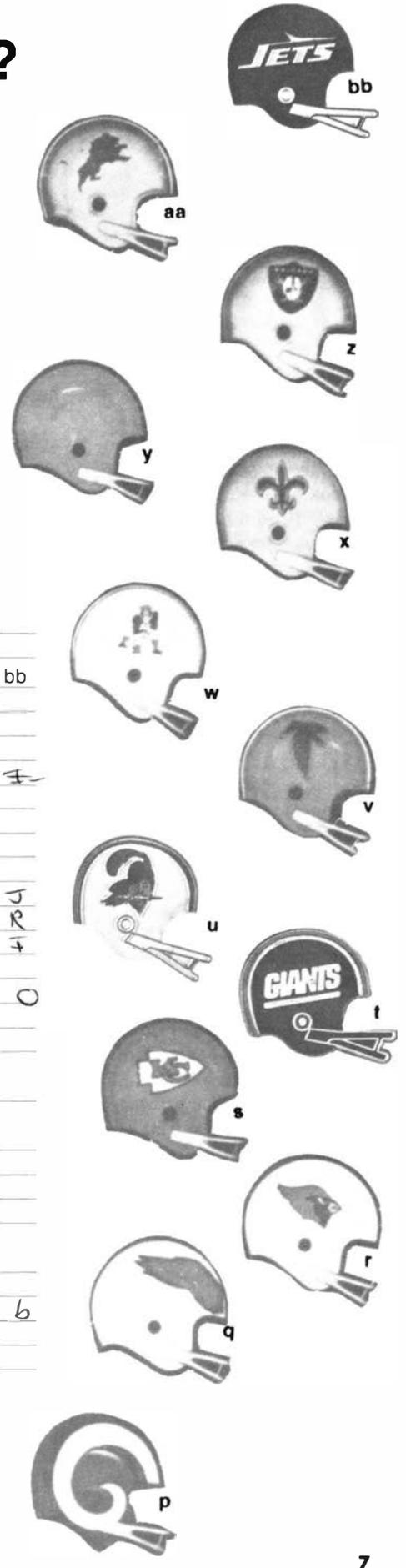
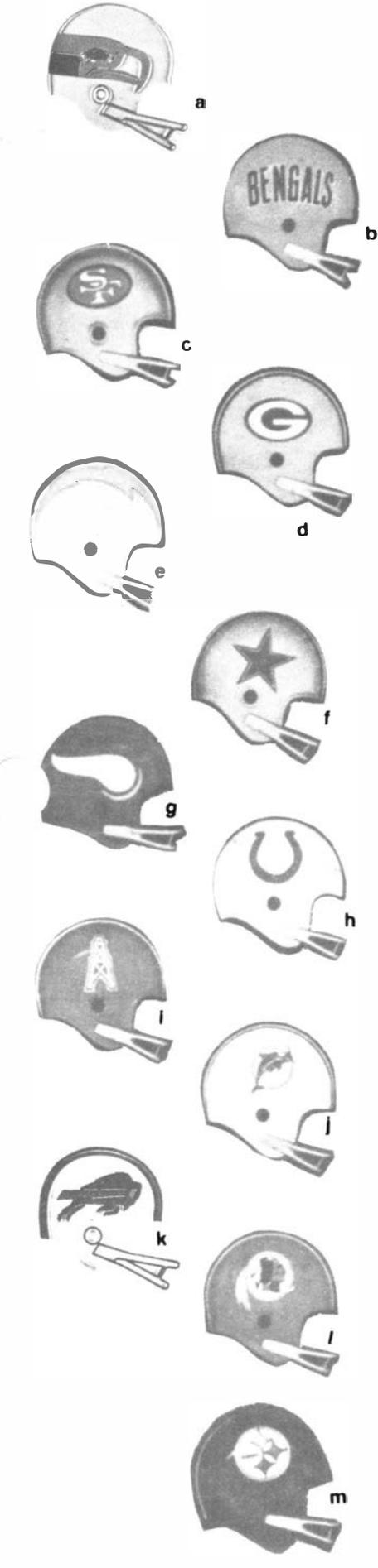
(Continued on page 18)

What's in a Name?

By the Great Lakes Region
Airspace and Procedures Branch
Air Traffic Division

This month, we have a change of pace for you. The football season may be over—that short hiatus between the bowls and the training camps—but we thought we'd run this by you anyway.

First, there are the clues to identifying the nicknames of all 28 national professional football teams. Then, there are the symbols of the teams to match up with the names. We've done one of them to get you started, although there are a couple more giveaways. When you're thrown for a loss, you can find the answers on page 18.



1. Soldier insects
2. Seven squareds
3. 707, 727, 747
4. Streakers are this
5. Sudden invaders
6. Blacksmiths
7. Sun-tanned bodies
8. Aboriginal group
9. Louis Armstrong song
10. I.O.U.s
11. John Adams was one
12. Toy baby with fish arms
13. Air hunter
14. Lubricators
15. Mustangs
16. Six-shooters
17. Opposite of ewes
18. Six rulers
19. Class of Boy Scouts
20. Female bovines that aren't
21. Primary numbers
22. Credit card users
23. Indian supervisors
24. Shipping department workers
25. Simbas
26. Kinds of tigers
27. \$1.00 for corns
28. Non-existent ocean bird

ants
Army _____

Jets _____ bb

Raiders
Steelers
Pirates _____ F
Packers
Saints

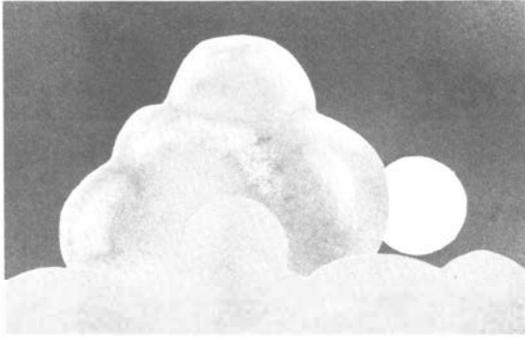
Dolphin _____ J
Jalen _____ R
Piles _____ F
Burco
Cowboys _____ O
Pans

Cubs _____

Chargers
Chiefs

Packers

Bengals _____ b
Buccaneer



Early-Warning Weather.

On a snowy morning last December, Jim Densmore had planned to fly his family in a light plane from Manassas, Va., to Cincinnati, Ohio. A television program may have helped save all their lives.

At 7:00 a.m. that morning, Densmore decided to postpone his trip, based on an extensive weather forecast he had just viewed on the local Public Broadcasting System's (PBS) television station. The program was "AM Weather," a 15-minute weekday morning series designed for general aviation pilots but of interest to anyone concerned about the daily forecast.

In pilot Densmore's case, "AM Weather" had forecast a large area of post-frontal rain and snow covering the intended route, with the surface freezing line just about along the flight path. Moderate icing was also forecast in the area above the freezing level, almost to the surface. On the basis of the icing, Densmore postponed his flight.

The information that he received that morning had been carefully gathered and studied beginning at 3:00 a.m. At that hour, three young meteorologists arrived at their special trailer parked behind the Maryland Center for Public Broadcasting's complex of studios and offices in Owings Mills, Md., to begin their workday, using some of the most modern equipment available to weather forecasters.

The weather charts and other data were collected and studied by Richard Warren and Mike Tomlinson of the National Weather Service. Dale F. Bryan of the National Environmental



In the pre-dawn hours in the "A.M. Weather" trailer, artists prepare charts in the rear as the meteorologists check their data prior to broadcasting the first live show.

Satellite Service, who also is a pilot, had the job of analyzing the overnight satellite picture. This trio works closely with the center's staff of artists and technicians to prepare the only exclusively all-weather program in the nation.

By 6:15 each morning, they are ready for rehearsal in the main studio, where Director Doug Clark warms everyone up to the early chore. The rehearsal generally goes without any major problems, and, except perhaps for a few chart changes, is given a "go" for the first live show at 6:45. That program is primarily for the eastern half of the country. It is taped and fed again to PBS stations at 7:45. Another live show on the western half of the U.S. is taped at 8:45 for rebroadcast at 9:45 EST.

Although intended for general aviation pilots, the program is not supposed to replace the services provided by flight

service stations but supplement them, perhaps as an early warning system. In many cases, such as that of Jim Densmore, it does make possible an immediate go-no-go decision.

As a double duty, each program also offers safety information. A kit, offered free to anyone who writes in, provides valuable weather information. In addition, the program attempts to educate viewers on how to read and better understand the language of weather forecasting.

It must be working. More than 190 public broadcasting stations across the country now are scheduling the Monday-to-Friday series, and the mail response is large and laudatory: More than 400 letters are received each week and, at this writing, shows no sign of slackening off.

Teachers of geography and meteorology have written to say how

they have used the series in the classroom. Even a house painter wrote that he watched the show to help him decide what kind of paint to use each day. The owner of a heating and air conditioning business finds that the advance look at the weather alerts him to customer needs and helps him provide better service.

For the most part, however, the mail comes from pilots, all of whom praise the presentation of information that is not readily available elsewhere. United Air Lines pilot Thomas Rogers wrote the producers, "I watch the program every day. I find it so useful that I told our operations office at O'Hare International about the series." Another pilot from North Dakota commented, "... 'AM Weather' is my number one source of information, and the phone number of my local flight service station is my number two source." And many flight instructors have told how they use the program as a training tool.

One of the main goals FAA had in providing partial funding for the series was to educate pilots about weather. As Administrator Langhorne Bond put it,

"If we can help general aviation pilots learn more about weather and what it means in terms of flying safety, we'll have taken a major step in reducing accidents."

The Aircraft Owners and Pilots Association provided matching funds for the series, with additional contributions coming from the National Business Aircraft Association, General Aviation Manufacturers Association and the National Pilots Association.

As the interest in the series grows, the producers hope that more specialized information can be made available to viewers with a wider range of interests, such as farmers and boaters.

To get back to our story, Jim Densmore, who had cancelled his trip after viewing the program, finally rescheduled the flight three days later—again, thanks to a television program that isn't after ratings, only saving people's lives.

By Dick Stafford



... their trailer wire room behind the Public Broadcasting studios in Owings Mills, Md., Rich Warren (left) studies a meteorological chart, while Mike Tomlinson checks the latest feed from the U.S. Weather Service.

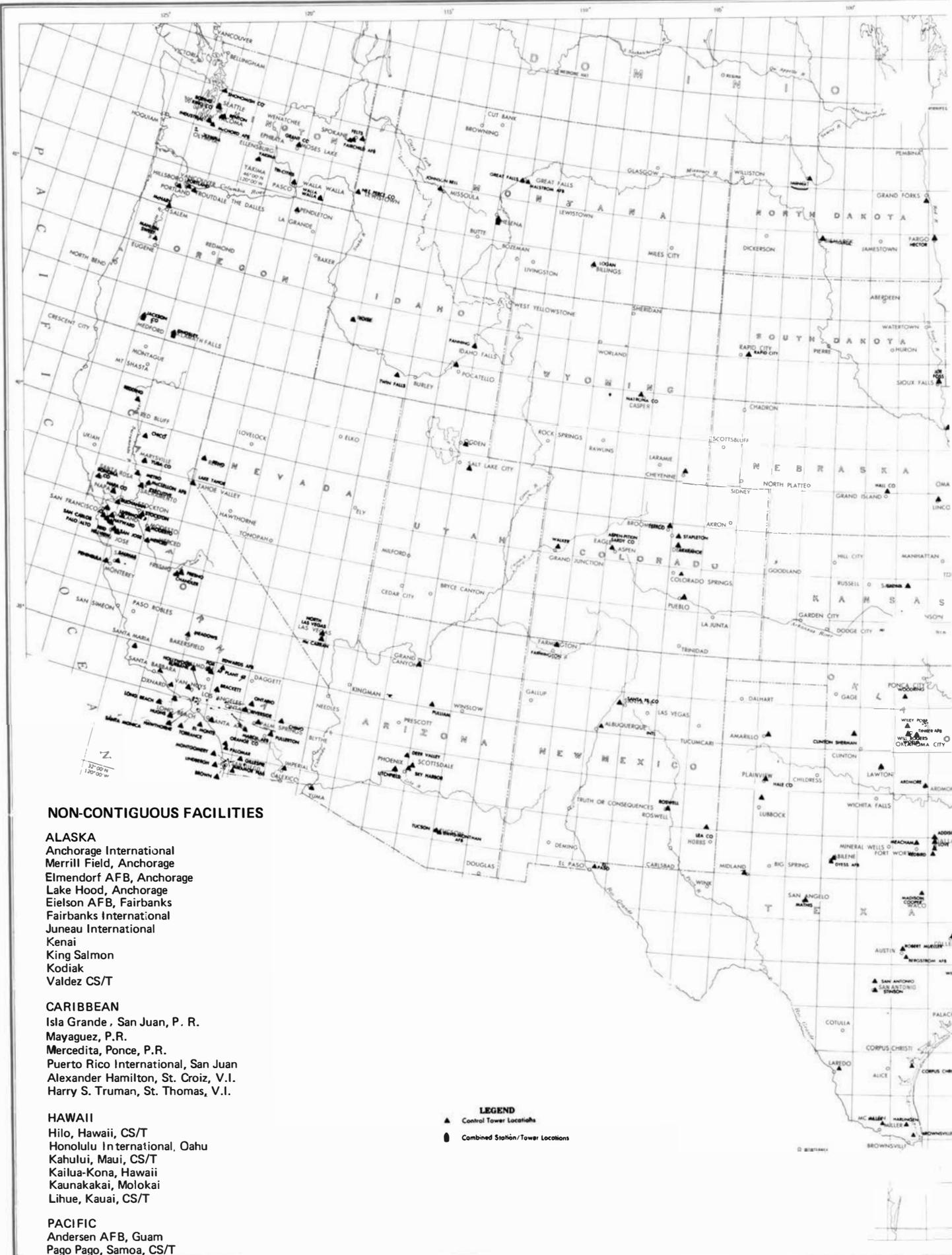


Doug Clark (left), producer-director of "A.M. Weather," offers a few last-minute tips to on-camera meteorologists Dale F. Bryan (center) and Mike Tomlinson.

A Maryland Center for Public Broadcasting cameraman dollies in as Rich Warren (left) and Mike Tomlinson explain a chart.



AIR TRAFFIC C



NON-CONTIGUOUS FACILITIES

ALASKA

- Anchorage International
- Merrill Field, Anchorage
- Elmendorf AFB, Anchorage
- Lake Hood, Anchorage
- Eielson AFB, Fairbanks
- Fairbanks International
- Juneau International
- Kenai
- King Salmon
- Kodiak
- Valdez CS/T

CARIBBEAN

- Isla Grande, San Juan, P. R.
- Mayaguez, P.R.
- Mercedita, Ponce, P.R.
- Puerto Rico International, San Juan
- Alexander Hamilton, St. Croix, V.I.
- Harry S. Truman, St. Thomas, V.I.

HAWAII

- Hilo, Hawaii, CS/T
- Honolulu International, Oahu
- Kahului, Maui, CS/T
- Kailua-Kona, Hawaii
- Kaunakakai, Molokai
- Lihue, Kauai, CS/T

PACIFIC

- Andersen AFB, Guam
- Pago Pago, Samoa, CS/T

LEGEND

- ▲ Control Tower Locations
- Combined Station/Tower Locations



U L F O F M E X I C O



FEDERAL NOTEBOOK

HEADS UP

Rep. James Hanley (NY) has been named chairman of the House Post Office and Civil Service Committee, while freshman Sen. David H. Pryor (Ark) has taken the chair of the Civil Service and General Services Subcommittee of the Senate Governmental Affairs Committee.

■ Several vacant seats on the House committee are seen as a lack of interest in Federal employee affairs.

RELIGIOUS HOLIDAYS

A law enacted in the last session of Congress allows compensatory time off for the observance of religious holidays or events, but the time must be repaid before or after the observance by overtime work, for which no overtime pay will be authorized. Management may turn down a request under PL 95-390 if the time off would disrupt the office or agency mission.

EMPLOYEE RIGHT UPHELD

The Supreme Court has ruled that public employees have a right to criticize official policy when they do so through channels. "Neither the (First) amendment itself nor our decisions indicate that (freedom of speech) is lost to the public employee who arranges to communicate privately with his employer rather than to spread his views before the public," the Court said.

HOME-BREWED PROMOTIONS

The Office of Personnel Management (OPM) has issued guidelines giving individual agencies broad flexibility in developing and negotiating their own promotion programs. In place of CSC's extensive and detailed rules are five stipulations that: * promotion be based on merit * evaluation methods be valid

and job related * the search for candidates be wide enough to insure high-quality competitors * management retain its right to select from any appropriate source * agencies must keep records and provide necessary information to employees and the public.

PAY PROSPECTUS

The expectation is that a cap on pay will remain through 1981, based on budget estimates. With a positive economic picture, the caps for 1979-81 are expected to be 5.5, 5.25 and 5.0 percent, respectively.

■ The Administration proposes to revamp the General Schedule pay system to rationalize it and save Federal funds. Its plan would split the GS into Clerical-Technical and Professional-Administrative Systems. Under one proposal, the former would be pegged to a local pay system; under another, both would. However, creating a local pay system for clerical and technical employees may not prevail because it would tend to affect women and minorities most. ■ The President also proposes a total compensation comparability policy under which he could adjust pay or benefits with respect to each other. The method of conducting pay surveys would also be changed.

THE RETIREMENT FRONT

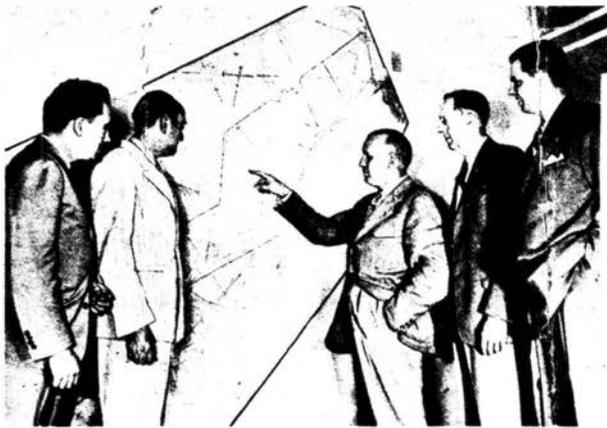
In addition to the proposal to merge Civil Service retirement into the Social Security system, there's one to reduce the amount of any Social Security entitlement for Federal workers based on the size of the Civil Service annuity by eliminating the minimum Social Security payment. Another proposal would extend the 2 percent per year reduction in annuity to those who retire under the age of 62.

ATC a Generation Ago

Page 4

Controlling Traffic in the Air

Sunday News
July 16, 1944



Air routes. Officials of the regional office that controls air traffic in 13 States, from Maine to West Virginia, plus the District of Columbia, stand beside one of the many maps that line the walls of the office. Left to right, they're Herbert De Pue, Wm. A. Mehl, Oren P. Harwood (regional manager), Albert H. Wessel and Gilbert B. Smith.

Flying direction. Since 1938, traffic in the air has been under the control of one central Government authority, now known as the Civil Aeronautics Administration. These photos were taken in their regional office in New York.

(NEWS photos by Fuzels)

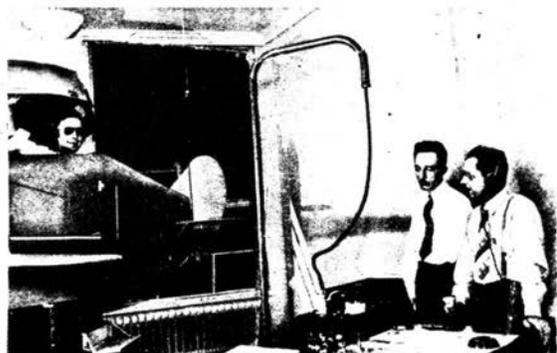


School of traffic control. The war has caused a tremendous increase in the responsibilities of the CAA, including the training of army officers in air traffic control. The instructor (in civilian clothes) is Eugene C. Smith. The CAA is under the U. S. Department of Commerce.



Meteorology class. CAA Instructor Lloyd A. Sykes lectures to a class of officers on the relation of uncontrollable weather conditions to air traffic control. The New York Air Traffic Control Training Center has trained about 900 officers.

Accident prevention. This class is learning how to handle traffic at an airport so as to prevent collisions in the air or on the ground. Instructor Robert F. Reigle sits in back, to the left of the window.

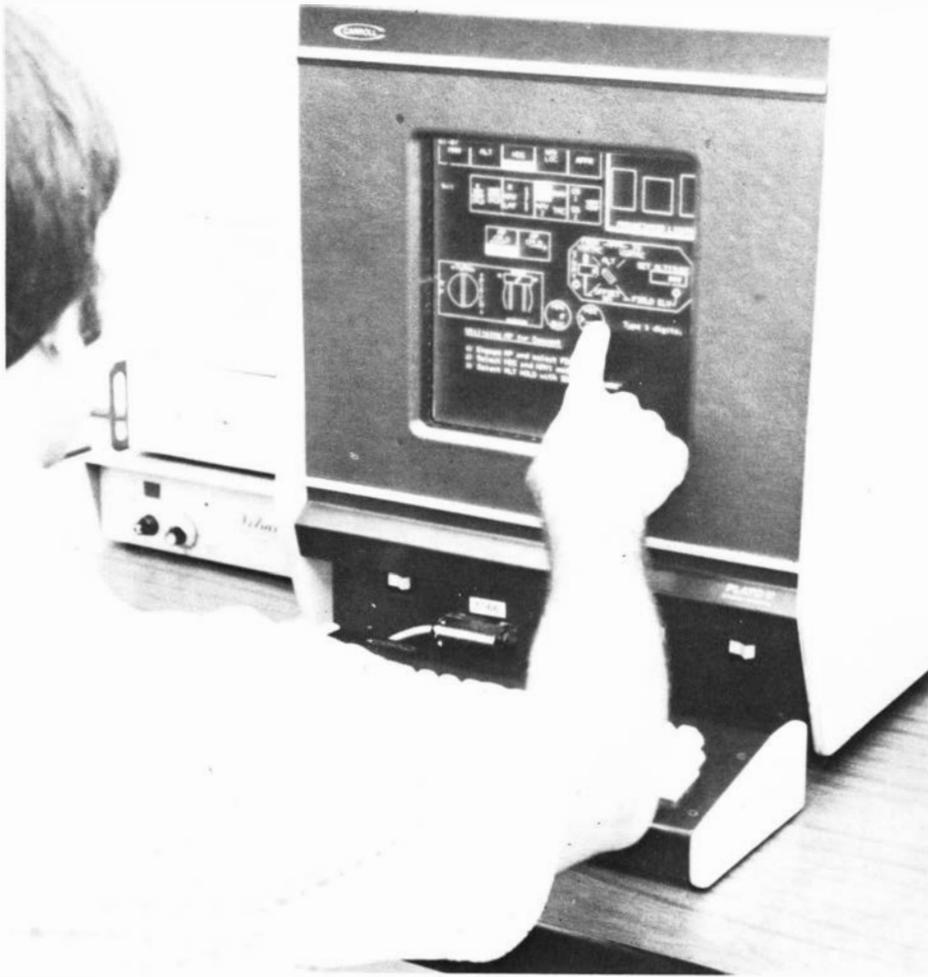


Link trainer. The CAA's office equipment includes a Link trainer for instructing its own personnel and checking their blind flying ability. Hamilton B. Gowin is in the trainer ready for a test.

—Courtesy of Rita McLean, Eastern Region Flight Standards Division

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Punch Up a Proxy Professor



A student punches a "button" on a touch-sensitive computer-based learning terminal, and the airborne navigation equipment depicted reacts accordingly.

A pilot peers at a control display unit that shows the analysis of an instrument landing system during a flight inspection mission. But he isn't in a flight-inspection airplane; he's sitting at a computer-based learning terminal in his home facility being trained on how to use the airborne flight-inspection computer.

His course, No. 21125, "Jet Flight Inspection Procedures and Techniques for Pilots and Technicians," is part of a new direction in FAA training.

The aircraft's control display unit has been electronically drawn on the terminal's touch-sensitive cathode-ray tube screen. When the student touches one of the control display unit's buttons depicted on the screen, the simulated equipment reacts as if it were real.

But this isn't all. The learning terminal also helps the instructor manage the course. Following the instructor's plan, it gives tests at the beginning and during the course, scores them and records them. The computer then makes lesson

assignments based on those tests, asking the student to study only the material he does not already know. This assignment may be to view a videotape, read a workbook, look at a slide-cassette program or take a lesson on the computer terminal itself. If necessary, the student can call the instructor at the FAA Academy for help.

In addition to being an effective substitute for some classroom training, computer-based instruction can save students' travel and per diem expenses and instructors' time.

To test the idea of computer-based instruction at work sites, the inspection-procedures course was given at seven Flight Inspection Field Offices (FIFOs) for six months, in lieu of classroom training at the FAA Academy. It resulted in solid praise coming from employees and their supervisors. At the Atlantic City, N.J., FIFO, one student said, "There were some frustrating times when an inglorious 'incorrect' stared back at me from the screen, but I think this course is excellent training, and I enjoyed it." A supervisor at the Battle Creek, Mich., FIFO pointed out that "In addition to providing meaningful training, it lets us do it during slack periods of air crew duty hours."

After completing this preliminary ground-school training in their own offices, students go to flight training at the Aeronautical Center, which is still required.

Besides the flight-inspection and other field test projects, computer-based training has been used at the FAA Academy. At the Aeronautical Center's initiative, for example, students from several specialties have taken portions of other courses through learning terminals for more than four years. Other aviation organizations, including some airlines and aircraft manufacturers, are also beginning to use this new training medium.

"By giving high-quality instruction, tailored to the individual student, we may be able to provide more effective training while doing less of it in

traditional classroom settings," says Ted Fagan, chief of the Technical Training Branch in Washington Headquarters. "Computer-based training is one of our top training priorities. We have initiated an overview study and such tests as the flight-inspection project in cooperation with the Aeronautical Center and the Office of Management Systems. The subject is very complex. It will take time to study various questions, but eventually, computer-based training may be available for most occupational tasks in the agency—from flying airplanes to conducting interviews."

By John Buck



At the Aeronautical Center, three students test out the computer-based learning program. Tom Katri (left) of the Anchorage FIDO looks at a slide program assigned by the computer; Stan Okon (center), Atlantic City FIDO, watches a lesson on TV; and John Fabry, also of the Atlantic City FIDO, works on a problem on the touch-sensitive CRT.

SEND IN THE CLOWNS—I . . . Things were going badly for the charter pilot from Kansas. The Immigration and Naturalization Service had hired him to transport a group of illegal aliens back to their native Mexico, but as he approached the Rio Grande, he found he didn't have enough fuel to get them there. Fortunately, he found a friend in El Paso approach controller Don Skinner, a former Navy jet jockey, who ran some fast computations of the aircraft's ground speed vis à vis its fuel reserves and came up with a number of available landing sites. With Skinner's help, the pilot made a safe landing at Dell City, Tex. (pop. 383). But that's not the end of the story. You see, Skinner is a real pro and contacted the local sheriff's office in case the charter pilot needed assistance. As a result, a deputy sheriff was waiting for the plane when it landed, but it seems that no one had told him that the flight was headed to Mexico and not the other way around. Consequently, when he spotted the Mexican passengers, he decided that he had uncovered a sophisticated people-smuggling op-

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eration and placed everyone under arrest. Of course, everything got straightened out in the end, but the entire affair must have left Don Skinner wondering if sometimes you can't be just a little too helpful.

SEND IN THE CLOWNS—II . . . One of the news services recently ran a feature article on pilots and controllers "trading witticisms," which we greeted with a great deal of skepticism. Knowing how the ATC brass view "non-standard phraseology," we doubt the reported repartee ever occurred. But there was one incident mentioned in the article that rather tickled our fancy, and we thought we might pass it along to the readers of "Small World." According to the article, an airline captain flying into

New York was upset with the vectors being given him and called the Common IFR Room to complain. "This would never happen in Chicago," he said. "Okay, Flight 135," the controller responded, "turn left 290 degrees." "What's that?" the pilot asked, "That's the vector to Chicago," he was told. Not a bad line, really. Almost a shame that nobody said it.

NICE PLACES TO VISIT BUT . . . CBS' roving correspondent Charles Kuralt has logged a lot of air miles doing his "On the Road" reports and considers himself an expert on the subject of airports. Here's a few of his observations: Memphis has the prettiest airport; Chicago and Atlanta have the longest walks; Washington National is one of "scariest" and most convenient; San Francisco has the rudest cops; Denver has the bumpiest runways and worst restrooms; Birmingham (Ala.) has the most expensive martinis and Muscle Shoals (Ala.) doesn't have any martinis or other alcoholic beverages at all. We can hardly wait for his report on bus stations.

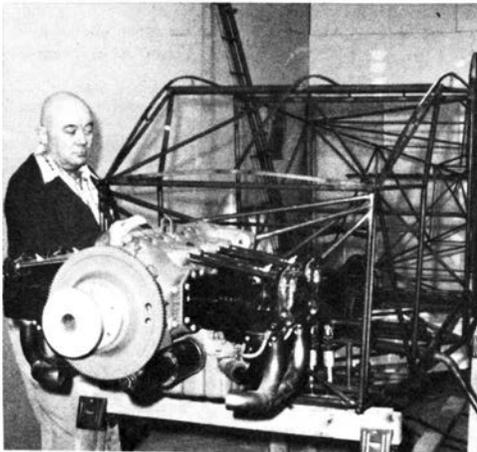


IN THE WILD NORTH—Kenai, Alaska, Tower chief John Arsenault and his crew often have to keep their eyes on the ground as well as in the air, for it's not unusual for moose to browse around the tower and to wander out onto the runways.
Photo by Mary Ford, Peninsula Clarion

BRIEFING—Robert Hubbard (right), head of NAFEC's test and evaluation of the Discrete Address Beacon System, explains the program to Rep. Robert S. Walker (Pa) at the left. Others are (left to right) two staff aides of the House Government Operations Subcommittee on Government Activities and Transportation, NAFEC public affairs officer Mike Benson and Dr. William A. Thedford, a member of NAFEC Aircraft Separation Assurance Program.



KEEPING HIS HAND IN—Though retired as chief of the Portland, Ore., GADO, Wes Vandewark is still inspecting amateur-built aircraft and advising home-builders under a Letter of Authority issued by the Eugene, Ore., GADO.



AIRPORT BOSS—Hugh D. Milligan has been appointed manager of the NAFEC-Atlantic City, N.J., Airport. A former controller in Pittsburgh and at NAFEC, he has served at NAFEC as a project manager, program manager and technical analyst.

STEPPING UP—Arthur Varnado has been appointed Deputy Director of the New England Region. A former chief of the JFK International Tower and of the Standiford Tower in Louisville, Ky., he most recently served as Special Assistant to the Director of the Flight Standards Service. He recently added the Secretary's Award for EEO (FAA WORLD December, p. 11) to his others.





NOT INTO A PUMPKIN—At midnight on December 1, when the revised Part 135 rules for air taxis went into effect, the West Chicago GADO issued what probably was the nation's first certificate under the FAR to Coleman Air Transport Corp. Marking the event are (left to right) Coleman Pres. Phil Coleman and VP and director of operations Mel Patterson, GADO chief L.G. Smalley, airworthiness safety inspector Jim Pendergast, operations safety inspector John Geitz, regional air taxi liaison Lee O'Berry and avionics safety inspector Robert Ford.

Photo by W.E. Holltsberg, Jr.



THOROUGHBREDS—Stephanie Ann Holmes, daughter of Bill Holmes, FAA Air Traffic representative at the Marine Corps Air Station in Cherry Point, N.C., rides Reverie's Amberina in the North Carolina State Championship Horse Show in Raleigh, N.C., where she took the Senior Equitation Championship for 14-17-year-olds and the top honors for the entire championship.

Faces and Places



BEST OF THE BUNCH—The Altoona-Johnstown, Pa., FSSs were chosen as the regional Flight Service Stations of the Year recently for their yeomen work during the Johnstown flood of 1977. At the presentation of the award were (left to right) Altoona assistant chief Raymond Mentzer; Johnstown assistant chief Gary Vaneman; James Vanser, chief of both FSSs; Acting Eastern Region Director Louis J. Jinali, and regional Air Traffic Division chief Ray Van Vuren.



STAMP OF APPROVAL—Culminating several months work, the Sacramento GADO presented an Air Agency Certificate to Solano Community College for training A&P mechanics. Participating in the ceremony were (left to right) Dave Wright, director of aeronautics, and William Wilson, president of Solano; Robert J. Krass, GADO chief; Virgil Tinkler, principal maintenance inspector; and Carl Evert, chairman of Solano College's technical trade department.

TRANSFERRED

(Continued from page 6)

was in town, and she had a hard time finding a place to stay.

You'll also find that many motels do not accept pets, and you'd better find out beforehand which ones do. In fact, Strybing—who made the cross-country trip with his wife, two children and dog—says it's even a better idea to leave the pet with friends until you get permanently settled, if that's at all possible and your kids don't put up too much of a fuss.

Strybing also said he had a difficult time finding suitable temporary quarters for himself and family in the Washington, D.C., area. "Suitable," in this instance, meant a reasonably priced apartment that didn't require a

lease. So, it's a good idea to arrange that in advance, too. Lowell Lunn says the Chamber of Commerce can help with that sort of thing. He wrote to the Memphis Chamber of Commerce, for example, and received valuable information on hotels, motels, realtors, banks, schools, churches, driver's license requirements, and so forth.

You may stay in temporary quarters for up to 30 days at government expense. But, it's better not to use all that time unless it's absolutely necessary, because the living expenses allowed by the government decrease sharply towards the end of that 30-day period (see box), and you will probably have to start dipping into your own pockets for additional funds. Obviously, the government doesn't want you to stay in temporary quarters at their expense any longer than necessary,

and this is their way of making sure you don't.

Temporary quarters can be enjoyable while adjusting to your new environment. You will probably have time, for example, to look around your new town, whereas in a permanent residence you'd probably spend your free time unpacking, hanging pictures and doing all the other odd jobs that consume you when moving into a home or apartment.

In fact, if you look at it the right way, the whole move can be an agreeable, if not exactly a joyful, experience. A lot depends on attitude. Try to be positive, as did one optimist who quipped: "If it weren't for a fire or an occasional move, you'd never discard the junk you've accumulated in your attic and crawl spaces."
By Gerald Lavey

Here's What's in a Name

Puzzle on page 7

1. New York G.I.ants—t
2. San Francisco 49ers—c
3. New York Jets—bb
4. Chicago Bears—n
5. Oakland Raiders—z
6. Pittsburgh Steelers—m
7. Cleveland Browns—y
8. Washington Redskins—l
9. New Orleans Saints—x
10. Buffalo Bills—k
11. Boston Patriots—w
12. Miami Dolphins—j
13. Atlanta Falcons—v
14. Houston Oilers—i
15. Denver Broncos—o
16. Baltimore Colts—h
17. Los Angeles Rams—p
18. Minnesota VI-kings—g
19. Philadelphia Eagles—q
20. Dallas Cowboys—f
21. St. Louis Cardinals—r
22. San Diego Chargers—e
23. Kansas City Chiefs—s
24. Green Bay Packers—d
25. Detroit Lions—aa
26. Cincinnati Bengals—b
27. Tampa Buccaneers—u
28. Seattle Sea Hawks—a

HEADS UP *continued from back cover*

FSDO . . . The St. Thomas, V.I., AF Sector field office has picked up **Ronald W. Greene** as its chief . . . The new chief of the Knoxville, Ky., Tower is **Billie B. Cox**.

SOUTHWEST REGION

Roy D. Hillyer has moved up to assistant chief at the Fort Worth ARTCC.

WESTERN REGION

Kermit S. Imsdahl has transferred to the Reno, Nev., AF sector as its man-

ager . . . **Ronald E. Freeman** now is an assistant chief at the Phoenix, Ariz., FSS . . . **Robert E. Swanson** is now the deputy chief of the Miramar, Calif., Naval Air Station RATCC . . . Swanson's chief at the RATCC is **Jerry D. Luce** . . . **Kenneth M. Claar** was named manager of the San Francisco AF sector . . . **De-rald E. Vanderpool** has transferred to the Stockton, Calif., Tower as chief . . . **Richard L. Williams** has transferred as manager to the Red Bluff, Calif., AF Sector . . . Replacing Williams at Up-

land, Calif., was the assistant manager, **James L. Webb** . . . Now assistant manager at the Reno Sector is **Dean O. Deshazo** . . . Selected to be chief of the Arcata, Calif., FSS was **Phillip E. Sharp** . . . **Lawrence L. Parrent** is the new chief of the Tahoe Valley, Calif., Tower . . . **Jack L. Woods** is now an assistant chief at the Reno FSS . . . **Angel C vantes** has been named chief of Salinas, Calif., FSS . . . **George L. Turner** has become the field office chief at the Lancaster, Calif., AF Sector.

DIRECT LINE



Q In Notice N1500.23, dated 9/23/71, it is stated that a government-owned vehicle is considered not to be available when (a) transportation costs to and from the motor pool to obtain and return the vehicle, together with the cost of productive manhours lost in obtaining the government vehicle, offset the savings involved in using the vehicle, and (b) in order to use a government vehicle, it is necessary that it be obtained the afternoon prior to commencement of travel, be driven by the employee to his home and be parked overnight to be available in the early morning for start of official travel. If a government-owned vehicle is not available and the use of a private vehicle is determined to be advantageous to the government, reimbursement will be at the rate of 17 cents per mile. Is this still in effect? Some supervisors have determined that the government car is not available and some that it is, thus giving employees different mileage rates for the use of a private vehicle. This inconsistency is not fair. If the notice still stands, can you give a clear-cut determination? In addition, the new form that has replaced SF-1164, Claim for Miscellaneous Expenses, does not have space for odometer readings, but we're required to include them before we can get paid. The new form also is hard to read. The old SF-1164 could have stood a few revisions but was and is much better than the new one.

A The rule is still in effect; although the notice cited has been canceled, the rule is still found in the Travel Handbook, DOT Order 1500.6 (FAA 1500.14), Appendix 1, Para. 452b. This is not the only consideration in determining whether the government-owned vehicle is available or not, and the decision as to whether the vehicle is available must rest with the supervisor. The supervisor is usually the individual most aware of the circumstances surrounding each case and, therefore, best able to determine the appropriate mode of travel. In general, the supervisor must consider the comparative cost of commercial carrier versus privately-owned vehicle and whether or not the government vehicle assigned to the facility can be spared for the length of time necessary for the employee to use it in a particular case. If an employee is authorized a government vehicle but elects to drive his own, the mileage rate is 11 cents, provided no employee commitment to use a government vehicle has been signed. The rate of 17 cents per mile is allowed when either (a) a private vehicle is used instead of common carrier (provided the cost does not exceed that of common carrier) and a government vehicle is not available, or (b) the use of a private vehicle is determined to be advantageous to the government. In reference to the new SF 1164, this form was designed and prescribed by the General Services Administration and cannot be changed by local authority. It does not have a space for odometer readings, but the require-

ment to state them remains in effect. The readings may be shown above the number of miles claimed. The GSA will be advised that the form should include this space.

Q Personnel here are requested to submit their annual leave requests in advance on FAA Form 3600.16. This requires much family planning and involves planning events and making deposits. I fully understand the reason for this. But what are the obligations of the agency in this matter? How soon after requesting annual leave or how much time prior to the requested date should I expect action on the request? Can annual leave requested in advance be refused to keep from paying overtime or because a first-level supervisor is not allowed to cover any but the day shift (on verbal orders from the sector manager)? Can annual leave, requested in advance, be disapproved because the employee is on a particular shift—a mid shift, in my case—at that requested time?

A Your region has delegated authority to the local sector manager to approve or disapprove annual leave requests. It is assumed that you are a member of the national bargaining unit of Airway Facilities employees that is covered by the 1977 FASTA/FAA labor agreement. Article 41 of that agreement specifically discusses the handling of annual leave. If you have any questions or problems concerning the application of this article, you should discuss the matter with your supervisor. If the problem cannot be resolved in this way, you may use the negotiated grievance procedure provided in the agreement.

Q I work irregular workweek rules. On a given Monday, I am ill and I take eight hours of sick leave. On Tuesday, Wednesday, Thursday and Friday, I work eight hours per day and have 32 hours of work by Friday evening. On Saturday, I work eight hours; and I believe that I have earned eight hours of compensatory time. Our region says, "not so—you can't earn compensatory time until you've worked 40 hours." In effect, they have eradicated my sick leave to fulfill another rule. I say they are in error, and I should be permitted to use my sick leave time as such, like any other employee.

A In accordance with regulations governing irregular workweeks (PT P 3600.4), your region charges sick leave on the specific day it is taken, and it is counted toward the first 40 hours. If a combination of more than 40 hours of duty and leave is recorded during an administrative workweek (Sunday through Saturday), any authorized worktime over and above the 40 hours basic workweek is overtime. In the situation described, you are eligible for eight hours of compensatory time for work performed on Saturday.



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ALASKAN REGION

Gary L. Christiansen has transferred into the Fairbanks TRACON as its chief . . . **Jerry W. Ball** has become chief of the Anchorage FSS/IFSS . . . **Robert T. Davis** has taken a transfer to the King Salmon Tower as its chief . . . A new assistant chief at the Ketchikan FSS is **June E. Turner** . . . Now deputy chief at the Fairbanks TRACON is **Joseph Grube** . . . Moving up to deputy chief at the Anchorage TRACON was **Robert E. Dolan** . . . **Harold R. Guthrie, Jr.**, has entered the region as manager of the Juneau AF Sector . . . The Merrill Tower in Anchorage has a new chief in **Ronald B. Barnes**.

CENTRAL REGION

Gene A. Crane now is an assistant chief at the Chesterfield FSS in St. Louis . . . The Springfield, Mo., FSS has a new assistant chief in **Robert L. Bethel** . . . **Bryan H. Burleson** has transferred to the Joplin, Mo., FSS as its chief.

EASTERN REGION

Harvey H. Hasen was selected as assistant manager at the Philadelphia AF Sector . . . The new chief at the North Philadelphia Tower is **Joseph J. Brogan** . . . **John J. Morgus** was promoted to field office chief at the Wilkes-Barre, Pa., AF Sector . . . **Richard H. Morgan** has become an assistant chief at the Charleston, W. Va., FSS . . . **Donald D. Martin** is a new field office chief at the Philadelphia AF Sector . . . The new

deputy chief of the New York ARTCC is **Joe Chavez** . . . **Arnold G. Hay, Jr.**, transferred to the Morgantown, W. Va., Tower as its chief.

GREAT LAKES REGION

The new deputy chief of the Chicago O'Hare Tower is **Alfred D. Weishaar** . . . **Donald E. Valentine** is the new chief of the Minneapolis, Minn., FSS . . . **Leroy R. McCarthy** now is manager of the O'Hare AF Sector . . . **Erwin A. Buschauer** now is the deputy chief of the Chicago ARTCC . . . The Cleveland FSS has picked up **John S. Warzecha, Jr.**, as an assistant chief . . . **Richard E. Curths** is now an assistant chief at the Lansing, Mich., FSS . . . **Dennis D. Root** has gotten the nod as chief at the Kalamazoo, Mich., Tower . . . **Donald G. McCoy** has gone to the Chicago Palwaukee Tower as its chief . . . **Willis M. Troy** is the new chief of the Indianapolis FSS . . . A new assistant chief at the Indianapolis ARTCC is **Bobby A. Williams** . . . **Arthur W. Nugent, Jr.**, was selected as chief of the Detroit Ypsilanti Tower.

NEW ENGLAND REGION

Named an assistant chief at the Boston FSS was **Lucien A. Chartier** . . . **John A. Fairbairn** was selected as deputy chief of the Boston ARTCC . . . A new assistant chief at the Bradley Tower in Windsor Locks, Conn., is **Anthony S. Serino**.

NORTHWEST REGION

Promoted to assistant chief at the Walla

Walla, Wash., FSS was **Richard D. Hays** . . . **Arthur G. Walden** got the nod to be assistant manager of the Seattle AF Sector . . . Moving up to manager of the Pasco, Wash., AF Sector was **Pr Bagley** . . . **Harold A. John** was promoted to chief at the Portland, Ore., Tower . . . **Richard J. Young** was selected as an assistant chief at the Seattle FSS.

PACIFIC-ASIA REGION

James E. Strange now heads up the Honolulu Flight Standards District Office.

ROCKY MOUNTAIN REGION

Leo W. Roeske and **Kenneth R. Root** were selected as assistant chiefs for the Casper, Wyo., FSS . . . Named an assistant chief at the Salt Lake City ARTCC was **Keith R. Riley** . . . **Kenneth W. Baenen** has moved up to chief at the Jamestown, N.D., FSS . . . The Bismarck, N.D., Tower's new chief is **Joe Hink, Jr.** . . . **Clair E. Wilson** got the nod to be chief of the Huron, S.D., FSS . . . **Donald E. Webber** was selected to be field office chief in the Bismarck, N.D., AF Sector.

SOUTHERN REGION

Atlanta, Ga., Municipal Airport Tower has new assistant chiefs in the persons of **James R. Schwitz** and **Edward D. Morrow** . . . **Melvin Brock** now is assistant chief at the Memphis, Ter., FSS . . . **James W. Campbell** has become chief of the Nashville, Tenn.,

(Continued on page 18)