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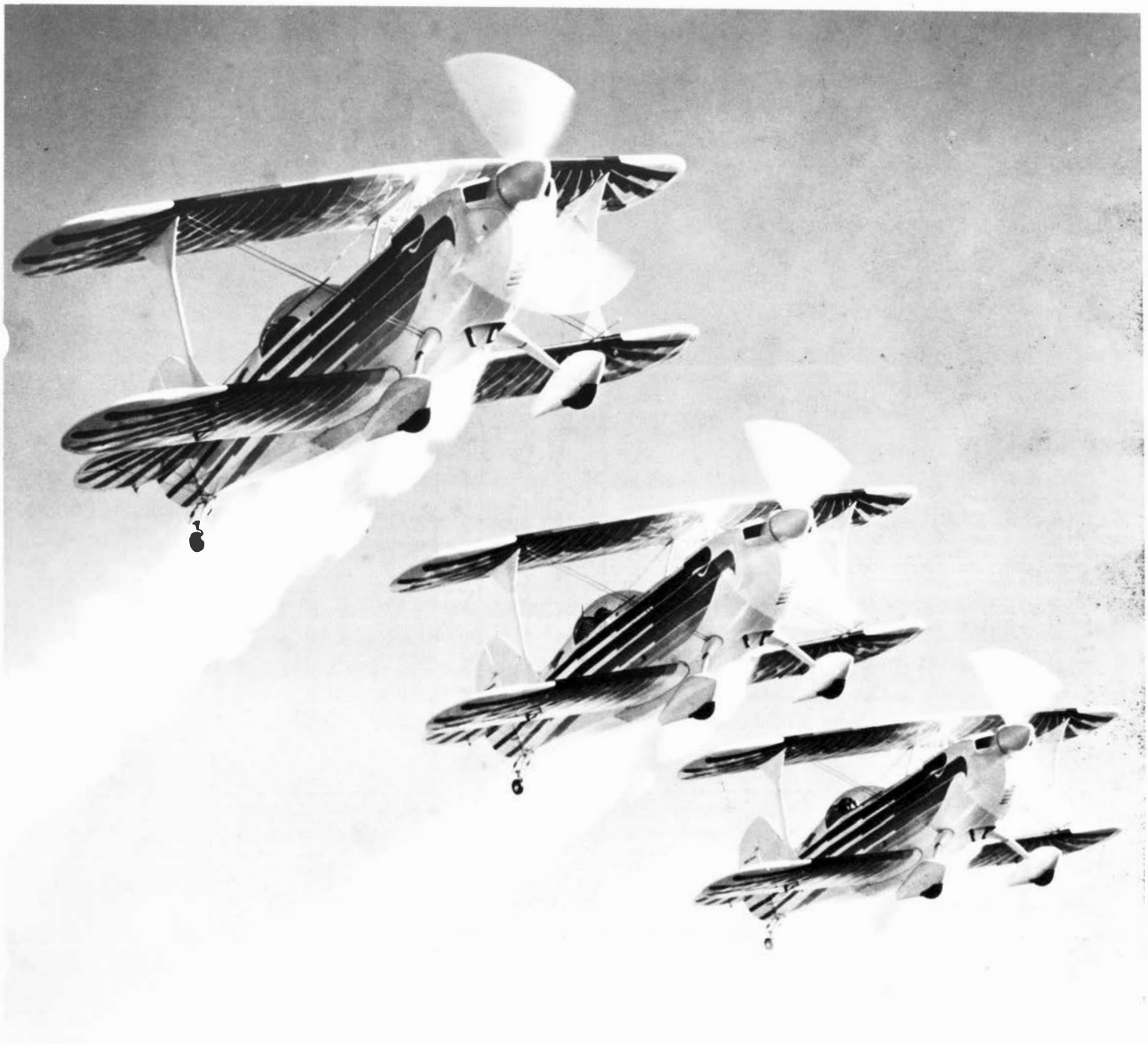

Research Highlights

Air traffic control automation enhancements under development by the FAA will require a new environment for the controller. The FAA Technical Center's new En Route Configuration Facility is already looking into the "sector suite" of the future.

Plywood mockups of controller consoles, looking nothing like those of the past 35 years, have been built for study, featuring rectangular electronic displays with interactive computer data-entry devices. Simulated presentations are accomplished with backlighting and projection equipment.

By using the models, the Tech Center will be able to study very inexpensively a variety of candidate console configurations and controller preferences of displayed information. This will enable the Center to narrow the number of configuration alternatives that must be studied later for full-scale dynamic air traffic simulation.

Project manager Dr. Helen W. Hamilton, an engineering research psychologist, points out features of the display to two representatives from the West German counterpart of the Technical Center, as Carlo Yulo (right), chief of the Systems Simulation & Analysis Division, looks on.

Front Cover: August marks the annual fly-in and convention of the Experimental Aircraft Association. Here, Charlie Hillard, Gene Soucy and Tom Poberezny of The Eagles Aerobatic Team fly beautiful 260-h.p. Christen Eagle I aircraft. FAA photo

Back Cover: Few people seeing photographs of dirigibles could gain a sense of the awesome size of these leviathans. Here, the Graf Zeppelin dwarfs a Goodyear blimp at Mines Field, Los Angeles, during its circumnavigation of the globe in 1929.

Photo courtesy of J. M. Auerback, Livermore, Calif.

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4

Government Law a Satisfying Career
The success of women in aviation law is no more related to gender than are most other endeavors, and women are rapidly taking their places in FAA's general counsel offices.

10

The Mail Got Through in Hell's Stretch
A brief era in aviation's adolescent days is recalled as its originator is honored four decades later.

13

Right Person for the Right Job
A handicap is not a handicap *per se*. It depends on the activity and the person. The Oakland FSS had a tough slot to fill but turned up the right person for it.

14

'You Name It—They Maintain It!'
A sector field office is a denizen of the FAA headquarters building in Washington. It installs and maintains a variety of sophisticated—sometimes one-of-a-kind—data and communications equipment . . . under the eyes of top management.

17

Hiring Torch Passed
Who knows FAA's needs better than FAA itself? The agency now has the authority to recruit, examine and refer lists of eligible applicants for aviation safety inspectors and beginning controllers.

2 **Research Highlights**

8 **People**

18 **Q&A**

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By Thomas S. Hook
Acting chief of Headquarters' Public Inquiry Center, he is the author of two books on the U.S. Navy's rigid airships, including *Shenandoah Saga.*

Government Law a Satisfying

Women Attorneys Prove Their Mettle

A chart depicting an aircraft instrument panel involved in a crash is discussed by Assistant Chief Counsel for Litigation Mike Pangia with paralegal specialist Karen Huffman (left) and attorney Barbara Gazeley.

Photo by Dennis Hughes

"I couldn't create a better job," says Emily Trapnell, the only woman among six lawyers who staff the Southern Regional Counsel's office in Atlanta. "It's more like the general practice of law than any other government legal job I know of."

The 1978 graduate from the University of Richmond (Va.) School of Law began her career with a one-year stint in the General Legal Services Division at Washington headquarters, working on Freedom of Information Act appeals, Privacy Act cases and environmental litigation.

Transferring to Atlanta, attorney Trapnell has become involved for the past two years in a broader area of responsibility. Sixty percent

Career

of her time now is spent in enforcement work—direct regulation of the aviation world in the geographic area assigned to her. In addition, she reviews contracts and handles real estate, personnel and environmental matters.

Perhaps the most demanding part of her job is the litigation in which the region is involved.

A proposed new fourth runway for Atlanta Hartsfield Airport is becoming very controversial, with the City of Atlanta suing for a declaratory judgment that the National Environmental Policy Act does not apply to the fourth runway, while the FAA argues that there must be environmental analysis before aircraft operate off the proposed new parallel runway.

"Suddenly, we're the 'good guys,' in environmental terms," says Trapnell. "Atlanta's position is that there is no Federal money in the runway's construction and that it was approved before the Act existed." It will be up to a judge to determine whether a full environmental analysis is mandatory.

Preparation is the name of the game for FAA attorneys like Trapnell. Of her region's some 400 enforcement cases in progress, she is responsible for about 75. Administrative law judges of the National Transportation Safety Board, who conduct hearings when the FAA is ready to take action, often set three to four cases in a week.

"For three consecutive one-day cases, preparation can't be done in an eight-hour day," says Trapnell. "I'll start at 6:00 a.m. and go on until one or two in the morning."

Trapnell's schedule can be frenetic and then calm, allowing her to perform in an advisory capacity for other FAA divisions. Here, attorneys are not looked upon as obstructionists but as an appreciated part of the decision-making process.

Involved in questions on the need for an environmental impact statement for the construction of a new runway and changes in departure procedures, Southern Region attorney Emily Trapnell researches case law.

Photo by Warren Bond

It's not all work and no play, however. Trapnell enjoys aviation—the substance of her work. A private pilot who has logged 90 hours, she flies with the FAA Flying Club for recreation.

Another young FAA woman attorney is Barbara Gazeley, who was a law clerk for the agency in Washington headquarters in the summer of 1977 and returned after graduation to do litigation work. Her job requires considerable travel for taking depositions—getting information in the pre-trial stage.

"There are times when you really work around the clock; then, after you go to trial, it may slack off for a day or two, then move into the next one," says Gazeley. She enjoys these peaks and valleys, compared with a steady day-to-day drone job.

"When you get a decision on a trial, it's like positive reinforcement—you have a sense of satisfaction from having finished something."

Neither Emily Trapnell nor Barbara

Gazeley has encountered any special prejudices in performing their jobs due to their sex. More and more women attorneys hold responsible positions in government, and the rare instance of an opposing attorney making an unreasonable adverse presumption when a woman walks in to interview a witness is quickly dispelled by her competence.

"My being a younger woman sometimes works to my advantage," says Gazeley. "Recently, when I helped defend a deposition of an agency pilot expert in Sacramento, the attorney for the plaintiff, who was twice my age, was not sure how to respond because he didn't want to be rude to me."

Gazeley says that she is "very assertive" when defending her client, such as when a plane has crashed and the government is being sued. The opposing attorney sometimes is reluctant to be as vigorous as he would be with a male attorney.

The trying part of her job is being on the road for up to three weeks at a time. Clothes get dirty, bills are unpaid and the non-compensated overtime that goes with a heavy workload can be tiring.

Her job in the Chief Counsel's Litigation Division has Gazeley traveling 50 percent of the time, defending cases in which the government is being sued. A plane crash has occurred, people have died, and respresentatives of their estates usually allege negligence on the part of air traffic controllers, flight servvice station personnel and sometimes the National Weather Service. The litigation winds up in Federal courts, and the agency works the cases with lawyers from the Department of Justice.

Gazeley's boss, Mike Pangia, assistant chief counsel for Litigation, used to spend as many as 182 days a year on the road when he worked for the Department of Justice. Now, with less trial work, he teaches others like Gazeley and administers the division.

"This office is presently handling litigation and claims from various crashes in the amount of more than $4 billion," Pangia says. For the litigation of the Eastern Airlines Flight 212 crash at Charlotte (N.C.), a total of 25 boxes of exhibits was prepared. Paralegal specialist Karen Huffman went along to help with the exhibits when Pangia recently argued the appeal.

Paralegals, like Huffman and Alice Cochran in the Southern Region, are indispensable in helping attorneys prepare their cases. "It's not unusual to spend as much compensated and personal time in a case, such as the one in Charlotte, as it would take to earn a couple of master's degrees. It requires a special dedication," says Pangia.

Pangia, Huffman and Irene Howie of the International Affairs and Legal Policy Staff spent July 4th weekend last year in the office, with the air-conditioning off, preparing an 85-page brief defending suits against the grounding of the DC-10s. "These suits involved millions of dollars," Pangia states, "and without expert help from Irene and Karen, completion of the brief would have been difficult."

Attorney Trapnell (right) discusses the wording of an order suspending an airman's certificate in the Southern Region with paralegal specialist Alice Cochran.

Photo by Warren Bond

Like many others in FAA, Pangia enjoys aviation. A flight instructor with a multi-engine rating, he has owned a Waco UPF biplane for a decade. He is 39 years old; the plane is two weeks his senior!

Although FAA is a technical agency, not every attorney is a pilot or interested in aviation itself. Irene H. Mields is a senior attorney whose work focuses on the legal aspects of what is taking place *within* the agency. A one-time public affairs officer for the Office of Economic Opportunity, she earned her law degree in 1974 and became an equal employment opportunity specialist in FAA's Office of Civil Rights for two years, then transferred into the General Legal Services Division of the Office of the Chief Counsel. There, she became its first female senior attorney at the GS-15 level.

"In our division, we have a good chance to deal in social matters—with personnel, labor, civil rights and EEO," says Mields. With four children and a husband, she manages to balance the demands of her career and those of family life. Her advice to women attorneys coming out of law school who may not be interested in a technical agency is that in every agency there are non-technical areas.

In one recent personnel problem on which Mields worked, more than 3,500 electronics technicians inadvertently had been left out of the category of employees entitled to over-

Senior attorney Irene Mields (left) in the Office of the Chief Counsel wisecracks with attorney Mary Ellen Darin, who is using a word processor due to a shortage of secretaries. Photo by Dennis Hughes

time payments under the Fair Labor Standards Act. A class-action suit was brought against the agency. She reviewed the situation and negotiated a settlement that brought the ETs under FLSA.

"There, we directly affected the lives of a large number of our employees, and we're trying to make payments retroactive beyond a time normally used. We're still waiting for the Comptroller General's decision on that point."

Along with Joan Vance Johnson, a relative newcomer to the Chief Counsel's staff, Mields deals with all the civil rights laws that apply to Federal funding—such as the Minority Business Enterprise program and the employment practices of recipients of government aid. Seeing to it that handicapped persons have access at airports and Federal buildings is also an important part of their job.

In one recent situation, a student pilot with impaired hearing had a problem obtaining weather briefings from the agency's flight service stations. Mields and Johnson reviewed the statutes, regulations and case law to see what accommodation could be made. Working with the Air Traffic Service, they learned that there will be a system in place in 1985 that will solve the problem. Now, they are looking into the feasibility of setting up an interim system using a teletypewriter device.

"This work provides a satisfying career," Mields says. "It is gratifying that the number of women in the Office of the Chief Counsel has tripled in the past few years. Unfortunately, the private sector is pursuing women attorneys with some vigor; we may end up losing some of ours."

Today, women constitute 21 percent of the attorney workforce at FAA headquarters, compared with seven percent in 1976. The entry level for attorneys is GS-11, and they rapidly progress to GS-13. Darlene Freeman, a GS-14 who is acting chief of the Enforcement Proceedings Branch, is the second woman to head a branch.

In the opinion of Leonard A. Ceruzzi, assistant chief counsel for General Legal Services, attitudes about women are changing. "Increased mobility in the workforce is opening opportunities that did not exist in the past. Any bias that may have existed has been demolished by the professionalism and competence of our women attorneys."

Assistant Chief Counsel for Litigation Pangia believes that the performance of women in aviation law demonstrates that success is related not to gender but to experience and enthusiasm for the subject.

"Aviation history is filled with major accomplishments by women," Pangia notes. "The practice of aviation law should be no different." ■

People

Alaskan Region

■ **James W. Benotti,** team supervisor at the Anchorage ARTCC.

■ **Lawrence C. Brown,** team supervisor at the Anchorage ARTCC.

■ **Robert M. Clark,** chief of the Cordova Airway Facilities Sector Field Office, Juneau Sector, from King Salmon Sector.

■ **Jerry P. Jones,** team supervisor at the Anchorage ARTCC.

■ **Leoroy J. Stratman,** area officer at the Anchorage ARTCC.

■ **June E. Turner,** team supervisor at the Fairbanks Flight Service Station, from the King Salmon FSS.

Central Region

■ **Lyle D. Henkensiefken,** team supervisor at the Offutt AFB RAPCON, Neb.

■ **Roland F. Keetle,** team supervisor at the Eppley Airfield Tower, Omaha, Neb.

■ **Frederick D. Kessler,** team supervisor at the Eppley Airfield Tower.

■ **Frank F. McArthur,** team supervisor at the Cedar Rapids, Iowa, Tower, from the Air Traffic Branch, FAA Academy.

■ **Frederick E. Schmidt,** team supervisor at the Offutt RAPCON, from Eppley Tower.

Eastern Region

■ **John F. Biddle,** deputy chief of the LaGuardia Tower, New York, from the Morristown, N.J., Tower.

■ **Alfonso M. Craig,** team supervisor at the New York ARTCC.

■ **John K. Dollard,** team supervisor at the New York ARTCC, from the AT Division.

■ **James K. Dorris,** team supervisor at the Charleston, W.Va., Tower, from the Air Traffic Branch, FAA Academy.

■ **Thomas P. Hamill,** deputy chief of the Philadelphia Tower, from the AT Service.

■ **Dallas C. Kirkpatrick,** team supervisor at the Philadelphia Tower.

■ **Patrick F. Madigan,** team supervisor at the Islip, N.Y., Tower, from the Farmingdale, N.Y., Tower.

■ **Raymond F. Nethaway,** assistant chief at the New York ARTCC.

■ **Maxwell C. Peck, Jr.,** chief of the Niagara Falls, N.Y., Tower, from the Air Traffic Branch, FAA Academy.

■ **Richard J. Peiffer,** chief of Harrisburg, Pa., Tower, from Erie Tower.

■ **Richard Schmidt,** deputy chief of the Teterboro, N.J., Flight Service Station.

■ **Edward W. Sheppard,** team supervisor at the Baltimore Tower.

Great Lakes Region

■ **Richard J. Butas,** assistant chief of the Port Columbus, Ohio, Tower, from the Air Traffic Division.

■ **Charles A. Cole,** team supervisor at the Muncie, Ind., Tower, from the Fort Wayne, Ind., Tower.

■ **John G. De Jonge,** chief of the Bloomington, Ind., Tower, from O'Hare Tower.

■ **Walter T. Jones,** team supervisor at Mansfield, Ohio, Tower, from Toledo Tower.

■ **Dale E. Kellerman,** team supervisor at the Minneapolis, Minn., ARTCC, from the Anchorage, Alaska, ARTCC.

■ **Donald R. Light,** chief of Danville, Ill., Tower, from Grand Rapids, Mich., Tower.

■ **Thomas H. Melhouse,** team supervisor at the Alton, Ill., Tower.

■ **Stephen J. Zampardo,** team supervisor at the Ann Arbor, Mich., Tower, from the Detroit-Ypsilanti, Mich., Tower.

New England Region

■ **Richard A. Anderson,** team supervisor at the Boston ARTCC.

■ **Frederick H. Banks,** chief of New Bedford, Mass., Tower, from Otis AFB RAPCON, Mass.

■ **David J. Cahill,** team supervisor at the Boston ARTCC.

■ **Richard S. Colman,** team superisor at the Boston ARTCC.

Pacific-Asia Region

■ **William G. Harper, Jr.,** maintenance mechanic foreman at the Maui, Hawaii, AF Sector, from the Guam Sector.

■ **Diane C. Kapanowski,** team supervisor at the Honolulu ARTCC.

Rocky Mountain Region

■ **William T. Butler,** chief of Aspen, Colo., Tower, from Pueblo, Colo., Tower.

■ **Donald G. Eddy,** team supervisor at Denver, Colo., ARTCC, from FAA Academy.

■ **Kenneth E. Hukriede,** team supervisor at the Denver, Colo., Tower.

■ **Stuart B. Riley,** team supervisor at the Salt Lake City, Utah, ARTCC, from the Air Traffic Branch, FAA Academy.

■ **Dalton F. Sessions,** deputy chief of the Denver Tower, from the AT Division.

■ **Phillip W. Skeith,** team supervisor at the Pueblo Tower, from the Aspen Tower.

■ **Robert L. Stalnaker,** team supervisor at the Salt Lake City ARTCC.

■ **Lawrence R. Woosley,** team supervisor at the Salt Lake City ARTCC.

Southern Region

■ **John W. Annas,** chief of the Raleigh, N.C., FSS, from the Knoxville, Tenn., FSS.

■ **Charles B. Benefield,** assistant manager of the Jacksonville, Fla., ARTCC AF Sector, from the Airway Facilities Div.

■ **Barbara A. Bryan,** team supervisor at the Chattanooga, Tenn., Tower, from the Pensacola, Fla., Tower.

■ **Daniel O. Carlson,** team supervisor at the Miami ARTCC.

■ **Grady M. Carter,** chief of the Jacksonville ARTCC, from the Miami ARTCC.

■ **Carlisle C. Cook, Jr.,** chief of the Miami ARTCC.

■ **Kenneth G. Cox,** team supervisor at the Miami ARTCC.

■ **Harlan J. Drewry,** team supervisor at the Memphis, Tenn., ARTCC.

■ **Armand G. Estrada,** deputy chief of the Raleigh Tower, from the Bowman Field Tower, Louisville, Ky.

■ **Rodolfo Gonzales,** team supervisor at the Miami ARTCC.

■ **Roger E. Hinson,** chief of the Bowman Field Tower, from Air Traffic Division.

■ **Clarence L. Jones,** team supervisor at the Fayettesville, N.C., Tower from the Greenville, Miss., Tower.

■ **Audois G. Loyd,** team supervisor at the Memphis ARTCC.

■ **Carmen N. Mena-Moreno,** deputy chief of the San Juan, Puerto Rico, IFSS.

■ **Rupert E. Nobles,** assistant manager of the Atlanta ARTCC Airway Facilities Sector, from the Memphis ARTCC Sector.

■ **Robert T. Renner,** team supervisor at the Memphis ARTCC.

■ **Frederick R. Roberts,** team supervisor at the Memphis ARTCC.

■ **George W. Scott,** chief of the Paducah, Ky., Tower, from the Chattanooga Tower.

■ **David G. Short,** chief of the Albany, Ga., Tower, from the Standiford Field Tower, Louisville, Ky.

■ **Harold L. Turner,** team supervisor at the Opa Locka, Fla., Tower, from the Birmingham, Ala., Tower.

■ **Raleigh W. Whiteman, Jr.,** team supervisor at the Opa Locka Tower, from the Daytona Beach, Fla., Tower.

Southwest Region

■ **Ronald P. Aikens,** team supervisor at the Brownsville, Tex., Tower, from the Air Traffic Branch, FAA Academy.

■ **Jesse I. Berwick,** area officer at the Houston, Tex., ARTCC.

■ **Joe P. Carrigan,** team supervisor at Lubbock, Tex., Tower, from Love Field TRACAB.

■ **James H. Edens,** maintenance mechanic foreman at the Oklahoma City, Okla., Airway Facilities Sector, from the King Salmon, Alaska, AF Sector.

■ **Dwain B. Middlebrooks,** team supervisor at the Hobby Airport Tower, Houston, from the Hooks Airport Tower, Tomball, Tex.

■ **John Z. Moore,** chief of the Jonesboro, Ark., FSS, from the San Antonio, Tex., FSS.

■ **Louis A. Pare,** manager of the Houston AF Sector, from the El Paso, Tex., Sector.

■ **Lawrence E. Perkins,** team supervisor at the Hobby Tower, Houston, from the Houston Intercontinental Tower.

Western Region

■ **Weston Grady,** team supervisor at the Coast TRACON, El Toro MCAS, Santa Ana, Calif., from the Las Vegas, Nev., Tower.

■ **Patrick L. Hagemeister,** team supervisor at the Chino, Calif., Tower, from the Coast TRACON.

■ **Mary L. Haynes,** team supervisor at the Hayward, Calif., Tower, from the Oakland, Calif., Tower.

■ **Luvell B. Johnson,** chief of the Daggett, Calif., FSS, from the Los Angeles FSS.

■ **William R. Kramer,** team supervisor at Las Vegas Tower from the Sioux Falls, S.D., Tower.

■ **Louis A. Martin,** assistant chief at the Oakland TRACON, from the San Francisco Tower.

■ **Jay N. Olson,** chief of the Tucson, Ariz., Flight Service Station, from the Daggett FSS.

■ **George A. Sendelbach,** team supervisor at Los Angeles ARTCC, from Seattle ARTCC.

■ **Larry J. Statham,** team supervisor at the San Diego, Calif., TRACON, from the Palomar Tower in Carlsbad, Calif.

■ **Marilyn E. Stein,** team supervisor at the Los Angeles ARTCC.

■ **Ronald T. Wenstrom,** assistant chief at the Los Angeles Flight Service Station, from the Red Bluff, Calif., FSS.

■ **Bruce E. White,** team supervisor at the Tucson TRACON, Davis Monthan AFB, Ariz., from the San Carlos, Calif., Tower.

■ **George H. Williams,** team supervisor at the Phoenix, Ariz., Tower, from the Marysville, Calif., Tower.

■ **Norris L. Winzler,** assistant chief at the Lancaster FSS, from the Los Angeles FSS.

An All American Aviation Stinson Reliant drops the mail in an open field as it prepares to hook an outgoing canister.

Smithsonian Institution photo

By Irving Moss
An Eastern Region public affairs specialist, he is a former information officer for the Port of New York Embarkation and the Borough of Brooklyn.

The Mail Got Through In 'Hell's Stretch'

There's a forgotten corner of aviation that served the public well for a decade and then was killed by progress.

It wasn't a black day for aviation, however; the "Air Pick-Up Service" ended because improvements in Civil Aeronautics Administration services ended the need for it. We remember it now because the "Legislative Father of the Air Pick-Up Service" was honored recently.

Salem College, West Virginia, one of the few colleges that offers a Bachelor of Science in Career Aviation, last spring celebrated a "Festival of Flight," during which a baker's alf dozen of notables in aviation history ere honored.

Former FAA Administrator John H. Shaffer, a college trustee, presented honorary degrees to Lt. Gen. James H. Doolittle, Arthur F. Kelly of Western Airlines and Paul Thayer of LTV Corporation.

West Virginia Sen. Jennings Randolph, an alumnus and trustee, presented degrees to Paul Edward Garber, former curator of the National Air and Space Museum; Blanche Noyes, a flier since 1928 and a 36-year veteran of FAA and its predecessor agencies; and Cyrus R. Smith of American Airlines.

The seventh was a surprise—Senator Randolph himself. He was made an honorary FAA accident prevention counselor, with Brian Vincent, chief of Eastern Region's Flight Standards Division, doing the honors. The honor was well deserved, for then-Congressman Randolph is credited with founding the Air Pick-Up Service and introducing the bill to establish the National Air Museum.

He first became intrigued by the idea of an air pick-up service in 1937 and made arrangements for Dr. L. S. Adams, the inventor of the pick-up, to bring his airplanes and quipment to West Virginia.

At that time, there were only two airports in the state with scheduled airline service, and the U.S. Air Mail Service, then in its nineteenth year, handled air mail only at those two. In fact, the state had a total of only 23 airports and ranked thirty-sixth in the nation's airport listings. West Virginia's rugged, mountainous terrain—beautiful and awesome—made airport construction difficult and expensive. The combination of high mountains, valleys frequently hidden in ground fog and unstable weather had led the original air mail pilots to dub the region "Hell's Stretch." The mountains and weather had claimed more lives of pilots than any other location in the world.

The air pick-up service compensated dramatically for the lack of airports; to a certain extent, it made airports unnecessary. Air mail and air express packages could be picked up or delivered by an airplane in flight, a system that was really a modification of one that had been used by the railroads for years. Oldtimers and old-movie buffs will remember the protruding hooked stick on railroad mail cars that snagged suspended mailbags at waypoints without slowing down.

Eastern Region's Flight Standards Division chief Brian Vincent (right) presents a mounted certificate to Sen. Jennings Randolph that makes him an honorary accident prevention counselor.

The air system consisted of two steel poles, 30 feet high and set 60 feet apart. The mailbag or canister was connected to a rope loop, the upper part of which was stretched tautly between the poles where it was attached with "transfer clips."

The plane flew just above and between the poles, trailing a cable with a four-fingered grappling hook that snagged the taut rope. The second man aboard the plane would hand-winch the bag in.

The system was tested at Morgantown Airport and proved successful. The plane used in the experiment and subsequent operational flights was a Stinson Reliant SR-10, which is now in the National Air and Space Museum.

In May 1939, the Post Office Department authorized the establishment of an experimental route by All American Aviation. West Virginia, the proving ground for the new system, initially had 18 communities—increased to 20 a week later—served by the system. The entire route ultimately covered 1,040 miles and served a total of 58 cities and towns in West Virginia, Pennsylvania, Delaware and Ohio.

Of the 20 West Virginia locations, only seven had facilities that could charitably be described as airports. Most of them were fields and meadows. The other 13 points were makeshift on mountain tops, hilltops, public parks, school yards, golf courses and cow pastures, plus one in the (presumably unoccupied) corner of a cemetery.

In 1940, All American Aviation received

a certificate of convenience and necessity from the Civil Aeronautics Board that included points in nearby Kentucky and Jamestown, New York.

When Congressman Randolph introduced his bill in Congress in 1938 to inaugurate an air mail pick-up service, there were many doubters and detractors. Five years later, Randolph was pleased to report to Congress that the operation had "completely confounded the skeptics." The service had completed nearly 2.7 million miles of flying, during which 225,000 pick-ups and deliveries had been made without injury to personnel and without serious mishap to aircraft or cargo. Although all the flying had been contact, and the planes could not go over the top to avoid bad weather, the system had successfully completed almost 93 percent of its schedule. Plus, in those four years, the Post Office had netted almost $35,000 in profits, a position that it had taken the trunk lines more than 20 years to reach.

By the time the service ended in 1949, a total of 139 communities were being served. Air mail pick-up had become obsolete as a result of a combination of post-World War II developments—the growth of feeder airlines, the construction of many new airports and the introduction of radar and other navigational aids to instrument flight.

An All American Aviation employee loads a pickup canister with small mail sacks.

Smithsonian Institution photo

During the war, the pick-up principle had been adapted for military purposes, permitting aircraft to retrieve troop and cargo gliders from small open areas and airports too small to land on.

While the air pick-up service that Senator Randolph had legislatively fathered is now long gone, the system lives on. A refinement of the same system enabled Air Force planes to air-snatch capsules from the Discoverer satellite as they parachuted to earth from their data-collection mission in space, and even today, the system is used to retrieve stranded human personnel by aircraft in flight.

That must give Senator Randolph a great deal of satisfaction. ■

By Barbara Abels
A public information specialist in the Western Region, she also is editor of *Bear Facts*, the magazine of the California Wing of the Civil Air Patrol.

Right Person for the Right Job

Being deaf and mute from birth may be a handicap to some—more often to those who aren't. It didn't get in the way of Jeanette D. Daviton's becoming an air traffic Teletype operator.

Last fall, the Oakland, Calif., Flight Service Station was in need of a Teletype operator and started searching the Oakland Bay Area. FSS chief John Andrews admitted that it was a difficult search, for such operators were becoming an endangered species as many of the operators had decided to become data systems specialists or programmers.

The station's programs officers, Jack ›ward, found Daviton in the Social Security ‹ministration office and learned that she was interested in transferring closer to home. Although a deaf-mute, she was described as an exceptionally skilled employee.

Since there had been no previous examples to refer to, the Oakland FSS training staff hurriedly reviewed the teletypewriter portion of its training plan to see if it was adequate for this task. It appeared to be all right, but the selection of an instructor was critical. Plans and programs specialist Jose Mandawe volunteered, which was fine because he had had an extensive teletypewriter background before becoming an FSS specialist.

The training went smoothly, thanks in part to Daviton's almost photographic memory, and she has been operating the position with a perfect record.

With the Federal Government for six years, she had attended the California School for the Deaf in Berkeley and was graduated as one of its top students in the 100-year history of the school.

Photo by Jack Howard

The skepticism of some Oakland FSS employees when all this started has faded into praise for Daviton, for when you have the right person for the right job, the handicap fades from view. ■

By Leonard Samuels
The editor of FAA WORLD, he has edited and written for *Popular Mechanics* and business and government magazines.

'You Name It—They Maintain It!'

ET Paul Baker installs a conical log-spiral antenna on the roof of the FAA headquarters building. It's used to monitor communications interference.

One of the last places anyone would think to find an Airway Facilities Sector Field Office is in FAA headquarters. In fact, up to this moment, I doubt that most headquarters employees are aware of the existence of AFSFO 832.2. Its visibility is low, except when a job needs doing.

A part of Eastern Region's Airway Facilities Division, it's attached to the Washington National Airport Sector. Beyond that, the similarities to other SFOs begin to blur. It's a unique facility whose technicians require unique talents.

To explain, SFO Chief Norbert Flatow says, "My people not only have to be technically competent to maintain some of the most sophisticated and diversified data and communications equipment and function as an F&E [Facilities & Equipment] installation crew but also must possess the finesse and charm of diplomats to deal with top FAA management."

What makes this sector field office so different is the equipment it must maintain or install—much of it exists nowhere else in the agency and serves facilities that in most cases are not duplicated in the field.

"You name it—they maintain it," says Sam Rosenzweig, operations officer of the Air Traffic Control Command Center, one of those facilities. "Whether it's a satellite receiver, a computer terminal, a mass recorder or just a plain projector, they're always right on the spot. This small group of five technicians has an excellent record of getting the job done and quickly."

Other headquarters elements that depend on the SFO include the Telecommunications Center, which provides primarily secure written communications with the regional offices and the military; the Communications Control Center, which handles telephonic and radio communications worldwide and has established networks for making rapid connections, including conference calls; the Aviation Command Center, which is the hub for handling emergencies through the Communications Control Center; the Air Traffic Accident/Incident Analysis Recording Lab, where ATC tapes are evaluated; the National Flight Data Center, which compiles and updates the Airman's Information Manual and other airspace data; and, at times, the National Transportation Safety Board labs, located in the FAA building, where cockpit recorders are analyzed.

Since its creation in 1976, the SFO has continuously been upgrading headquarters equipment.

First, it was the installation of data te.

Laurie Palowitch, formerly in the headquarters SFO, programs a Tempest-type data terminal in the Telecommunications Center.

minals for the ATC Command Center, formerly Central Flow Control, which are hooked to a computer at the Jacksonville ARTCC that carries nationwide flight data. Then, it was relocation of the high-frequency communications equipment—a backup for the telephonic communications—when the Aviation Command Center was created in its space next to the Communications Control Center.

The technicians have installed a 20-channel recorder in the ATC Command Center that documents all flow-control conversations, and they maintain a variety of cording and playback equipment in the Ac- ,dent/Incident Lab and elsewhere, including five- and nine-channel recorders, because these are still used in the field, and ATIS (Air Traffic Information Service)-type recorders.

They also have installed a VHF/UHF communications link from headquarters to the transmitters at the Washington ARTCC to improve the high-frequency worldwide radio communications of the Aviation Command Center, replaced the tube-type cryptographic equipment of the Telecommunications Center with solid-state crypto equipment, installed a facsimile satellite receiver and then replaced it with a pair of ink-jet satellite receivers for the meteorologists in the ATC Command Center, replaced low-level (non-radiating) teletypewriters in the Telecommunications Center with still more secure Tempest-type data terminals and printers and now are in the process of installing data terminals and printers in the National Flight Data Center that will operate with the center's Series 1 IBM minicomputer.

SFO chief Norbert Flatow (left) and communications repairer helper Elasker Godfrey discuss excessive distortion on telephone company lines that causes communications problem on the teletypewriters.

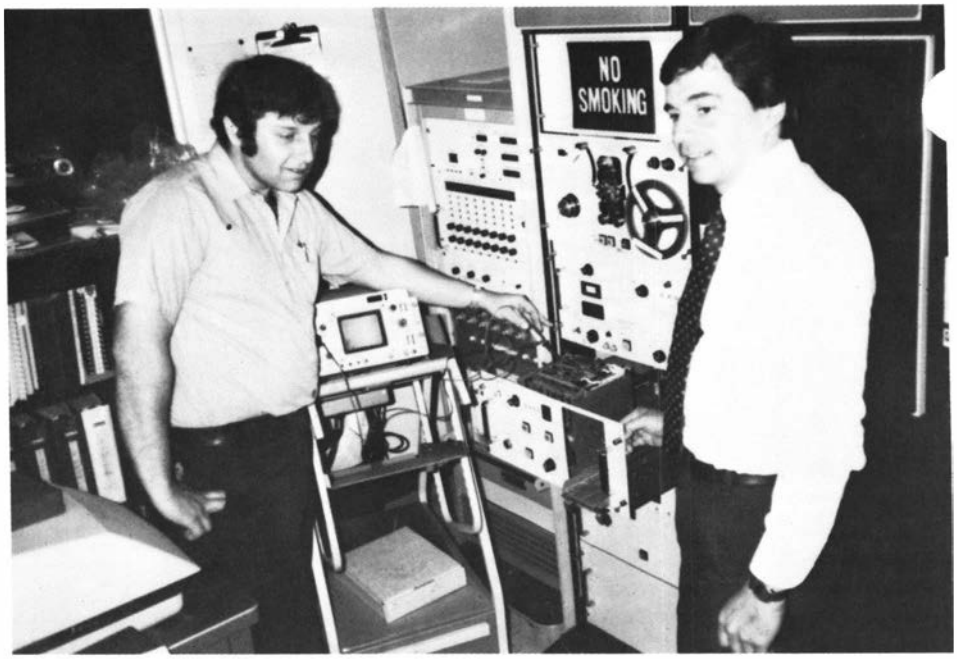
This last project illustrates one of the values in having an on-site SFO to do installations, according to Flatow. An F&E team coming in to install a prototype for which there is no precedent or plans laid out or a unique system with which they've had no experience might have to make repeated trips here when the job has to be spaced out over a long period, such as when special shelving has to be built, parts ordered or, as in the Data Center case, the computer software has to be completed. For such installations, the SFO

works closely with headquarters engineers and coordinates with Eastern Region project engineers. It saves a lot of money having an SFO that can work other jobs around a drawn-out project.

Other savings can be achieved by having a sector field office aboard. Recently, an office at headquarters needed some work done on a project. It had purchased 28,000 feet of cable from a contractor and had requested estimates for other materials and labor. Because time had become essential, the SFO was approached, although a little late in the day. The office was informed that the same cable could have been procured through the FAA Depot at a saving of $6,000. The contractor's estimate was for $9.50 each for 100 electrical connectors and $78 per hour for labor. The SFO was able to obtain the connectors for $2.13 each and, even with overtime, the labor costs for an SFO technician amounted to only $20 per hour.

In addition to installing all this equipment, the sector field office is responsible for maintaining it, along with a variety of communications antennas—high-frequency, the VHF/UHF link, directional antennas to monitor frequency interference, omnidirectional antennas for VHF, about a dozen television antennas and an airspeed and wind direction indicator.

The alternative to an SFO—contracting out maintenance and installations—can be expensive and too slow in response time for critical equipment, much of the time. Depending on the SFO's workload and the training that might be required for a new one-of-a-kind system, contracting out the maintenance could be cheaper.



NTSB specialist Dennis Grossi (right) explains a problem on a flight data recorder to FAA technician Jerrold Sandors.

Adjusting a video recorder in the Communications Control Center is electronics technician William Mackey (foreground).

The SFO does run up higher-than-average training costs because of the unique equipment, and each technician must be trained to maintain all the equipment; they cannot afford to specialize. Flatow has to send two or three technicians to each school; he can't afford to have only one trained who might get sick or bid out. Those who do get the training train the others. Most of the training is out of agency: crypto equipment is at Lackland AFB in San Antonio, Tex.; Tempest-type data terminals at Sheppard AFB, Wichita Falls, Tex.; recording equipment at the Edmac Corp., Rochester, N.Y.; other computer equipment in Salt Lake City, Utah, and Atlanta, Ga. For much of the other equipment, there is no formal training, and the technicians learn by on-the-job training and working with the equipment manufacturers Because of the nature of some of this equi ment, all of the technicians must have top secret clearance.

The headquarters SFO is on duty 12 hours a day and stands by 24 hours a day. Its response time and efficiency has netted a steady flow of kudos, including awards, commendations and letters of appreciation. Says Jim Davis, chief of the Communications Control and Aviation Command Centers, "Their routine maintenance program has minimized the downtime of our equipment, and when it fails without warning, our SFO team can be counted on to restore it to service promptly."

That's what an SFO is all about. ■

Hiring Torch Passed

FAA Gains Examining Authority from OPM

While advertising a vacancy for a graphic designer and receiving a pottery maker as a referral may sound ridiculous, similar errors often occur when remote personnel generalists handle the hiring of specialists.

To avoid such problems, the Office of Personnel Management (OPM) last year agreed to let FAA assume the delegated authority to recruit, examine and refer registers of eligible applicants for Aviation Safety Inspector (GS-9/11/12) and Air Traffic Controller (GS-5/7). To do the job, a Special Examining Unit Staff (SEUS) has been established at the Mike Monroney Aeronautical Center in Oklahoma City.

SEUS will accept applications from any state or region where employment opportunities exist, and lists of eligibles will be sent to all employing offices. Initially, the examining office received registers from OPM's 14 register-holding offices and has begun referring the lists of eligibles.

Although the SEUS operation will essentially continue the recruiting-examining-referral system practiced by OPM, it will provide the opportunity to improve the procedures used to hire these highly qualified specialists. As the primary user of these occupations, FAA, through SEUS, is in a unique position to assess agency needs and to plan to fill them better than ever before. Merit system and other public policy requirements will not be relaxed, but after a review of the current examining and hiring process, SEUS expects to make new efforts to locate highly qualified applicants and reduce the time needed to get them on the job.

For aviation safety inspector positions, SEUS issues competition notices, develops supplemental qualification information forms and issues announcements that are distributed to OPM's Federal Job Information Centers. Applications are returned to SEUS instead of OPM. It will then accept and rate applications, issue notices of ratings, respond to applicant inquiries, refer lists of eligibles to employing offices and audit completed reports of actions taken on those lists.

A data terminal in the new Special Examining Unit Staff (SEUS) provides direct communication with the Office of Personnel Management's computer in Macon, Ga., where information on air traffic controller applications is stored.

OPM will continue to be responsible for publishing and distributing notices on air traffic controller positions, accepting applications, scheduling and administering written tests and preparing notices of results to the applicants. SEUS, at this point, receives from OPM the applications and numerical ratings and issues lists of eligibles to employing jurisdictions, which include FAA regions and Department of Defense installations that use controllers.

SEUS expects to be responsible for handling about the same number of controller applications as OPM did last year—16,000—and estimates that about 1,100 may be hired from its own registers this year.

This new FAA involvement will help improve the response to both applicants and the employing offices. ■

Q&A

I work at a radar facility. Some people here say that it is optional (when instructing an aircraft vectored to a final approach to contact the tower) to use the phraseology, "Contact tower 118.3 at FAF" or "Monitor 118.3 report FAF." They base this on paragraphs 26 and 794 of Handbook 7110.65B. I believe this isn't correct, that Para. 794 overrides Para. 26. The note in 794(d) makes the reasons for this very clear—that is, to avoid frequency changes inside the FAF (final approach fix). Para. 794 lists only four options, and "Contact tower at FAF" is not one of them. Doesn't this mean you cannot use it?

Your interpretation of Para. 794 is correct. Ordinarily, aircraft should be instructed to contact the tower or monitor the tower frequency prior to the FAF. As explained in 794(d), Note, frequency changes at or inside the FAF should be avoided unless esstential services are being provided by approach control.

As an electronics technician, I have to travel to Oklahoma City for training. My authorized five-day travel via private vehicle has always resulted in weekend travel, since most courses begin and end midweek. Normally, in a week with a holiday, I have three days off, work four and get paid for five. If I'm traveling to the Academy on a Saturday following a holiday that week, I have only two days off, work five and get paid for five. I feel that I am either missing a day off or a day of overtime pay.

FLSA states that this travel is work and rates overtime, but it does not include holidays in the 40-hour workweek, so I'm not eligible for overtime pay. Title 5 states that holidays are to be included as hours of work, but it says this travel situation is not work, so I lose my regular day off. Handbook 3550.10, Change 11, Appendix 10, Section 4, states, "In regard to overtime payments, employees will be paid their overtime in a given workweek in accordance with whichever law gives them the greatest amount of overtime pay for that workweek."

It seems that neither FLSA nor Title 5 gives me a greater amount. In fact, they both give me an equally lesser amount than I would receive in a regular workweek with a holiday. How can I be working while traveling one day but not working while traveling the next day on the same travel orders? Who's responsible for resolving this inconsistency? It is not a unique situation, but questioning "Catch 22" brings me nothing but a restatement of the laws, as given above, and no help from the region, the Office of Personnel Management or my congressman. It brought no response whatsoever from the Comptroller General's office. Can't anything be done?

Your question points up the difference in pay-setting between the two laws, and the recitations are correct: The provisions of both laws must be administered separately.

Only the Congress is responsible for enacting and changing the provisions of Title 5 and the FLSA. However, you may be encouraged to know that OPM is currently studying the differences and inconsistencies between the various provisions of Title 5 and the FLSA in the hope of recommending possible solutions for Congress to adopt.

It is my facility's and my supervisor's policy to entertain a policy of benign neglect on operations below published minimums. No action was taken on several below-minimum takeoffs because my supervisor contends that since he doesn't know the regulations, he has t obligation for enforcement, saying he didn't think it was any of our business. Do employees in Air Traffic have any obligation to report violations of the Federal Aviation Regulations or is it the exclusive domain of Flight Standards?

Although the Air Traffic and Flight Standards Divisions have different primary functions, both may appropriately be involved in documenting violations of the FARs. These situations are covered in the Facility Operation and Administration Handbook, 7210.3E, Chapter 5, Reporting and Handling Incidents. After an incident is reported, it is the responsibility of Flight Standards to investigate and follow up with appropriate action. Air Traffic specialists, although familiar with the FARs, cannot be expected to know of pilot violations in all cases, but when

known violations are observed, they should be reported, as outlined in the handbook.

I mentioned to my sector field office chief that I am an active member of a local volunteer fire department. Since on rare occasions, I have nearly been late, I asked what action, if any, he would have taken if I had been late. His response was that I probably would have been charged as AWOL, but he wasn't sure. To resolve the question in advance, I wrote to him twice requesting a decision. While he 'd he contacted the sector office and region, all I've gotten is his opinion . the priorities involved and the "orderly accomplishment of assigned watches." What I'm looking for is the agency's attitude toward voluntary service to a community during an emergency, which might result in overtime pay for the technician on duty until I can be released from that emergency without endangering life.

The FAA encourages employees to participate in community service activities that are consistent with the vital mission of the agency. In unusual circumstances, this could result in brief instances of tardiness, which the supervisor has the authority to forgive. For periods exceeding one hour, the supervisor may approve annual leave or leave without pay, as operational requirements permit.

However, a supervisor cannot give blanket approval of an employee's absence in advance, for whatever purpose, because the FAA's mission is essential to the flying public and must not be made secondary in importance to any other activity. The letter from your supervisor, in this instance, correctly explained the agency's position.

Please clarify FAA Handbook 7110.65B, Para. 435b. Specifically, what procedures other than Stage III Service require radar separation to be provided between an IFR aircraft and a VFR aircraft making a practice approach? If there is any other procedure for radar separation in this case, please cite the reference.

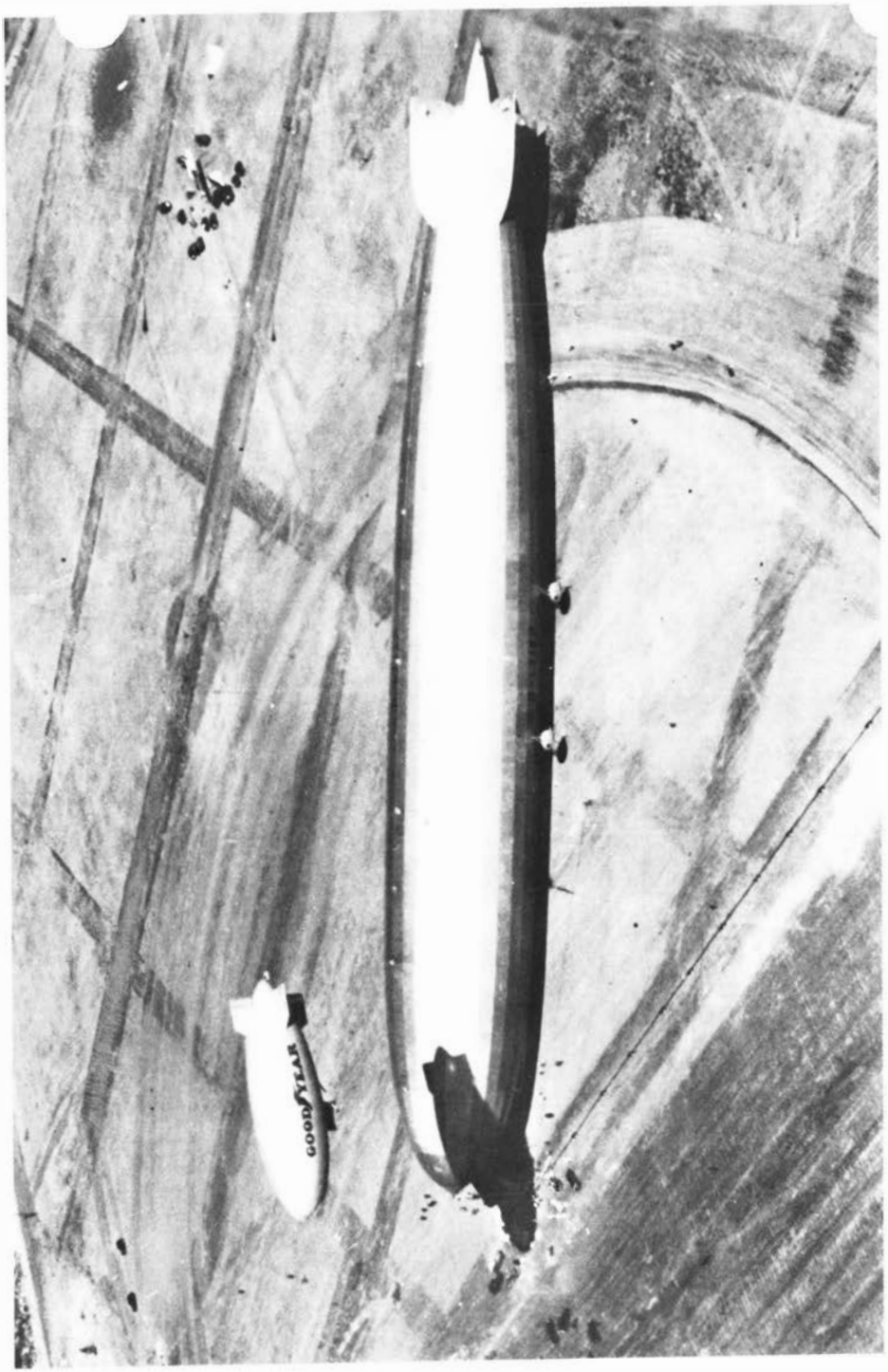
Various air traffic incidents have indicated the need for adopting measures to achieve more organized and controlled operations where practice instrument approaches are conducted. These types of approaches are considered to be instrument approaches made by either a VFR aircraft not on an IFR flight plan or an aircraft on an IFR flight plan. Separation for such operations is provided at locations where approach control facilities are located and, as resources permit, at certain other locations served by ARTCCs or approach control facilities (Handbook 7210.3, Paras. 833 and 1234).

Pilot requests to practice instrument approaches may be approved by ATC, subject to traffic and workload conditions. Pilots should anticipate that in some instances the controller may find it necessary to deny approval or withdraw previous approval. It must be clearly understood, however, that the application of ATC procedures or any action taken by the controller to avoid traffic conflicts does not relieve IFR and VFR pilots of their responsibility to see and avoid other traffic (FAR 91.67) or a VFR pilot to comply with basic visual flight rules (FAR 91.105).

In addition to the normal IFR separation minimums (which includes visual separation) during VFR conditions, 500-foot vertical separation may be applied between VFR aircraft and between a VFR aircraft and an IFR aircraft. Pilots not on IFR flight plans desiring practice instrument approaches should always state "practice" when making requests to ATC. This will preclude the controller from thinking that a pilot is requesting flight in accordance with instrument flight rules. It will also relieve the controller of expecting a pilot to cancel an IFR flight plan when the approach is made to an airport where there is no functioning control tower.

Every night at about 0500Z, Fort Worth Center sends a message nationwide on the Service B circuits advising of the computer shutdown. Why do we in another region need this message? Handbook 7110.80A states that flight service stations shall send flight plan data to the computer only. If the computer is shut down, the ARTCC teletypewriter position shall acknowledge. Our flight service duties and prodecures are the same whether the computer is in operation or not. Facilities with flight data entry and printout need this message, but those with only Service B do not.

The Southwest Region says that the Fort Worth Center does not have a procedure to send messages via teletypewriter on computer shutdowns and is not knowingly doing so. A check of the center's adaptation is being conducted to ensure that the message isn't being sent inadvertently.



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