

World

February 1981
Volume 11 Number 2



U.S. Department
of Transportation

**Federal Aviation
Administration**





Research Highlights

To increase passenger survivability in post-crash fires, the FAA Technical Center is testing substitutes for polyurethane seat cushions, which burn and emit highly toxic fumes.

A promising material is neoprene foam, which already is used in pilot seats and is considered comfortable. However, it is three to four times as dense as polyurethane, which would exact a severe weight penalty if used throughout the airplane. Because the neoprene is a good insulation barrier and blocks the gases of burning polyurethane, FAA is testing polyurethane encapsulated in a quarter-inch layer of neoprene.

Another material the Tech Center will test, and which has already been tested by the National Aeronautics and Space Administration, is polyimide foam. It is light and appears to be highly resistant to fire—charring and decomposing but not spreading flames. Researchers are unsure if it would produce toxic fumes in some circumstances.

To simulate actual cabin conditions, the Tech Center is using a C-133 cargo airliner fuselage at the Fire Test Facility to torch these materials. The tests are expected to be completed by early summer. ■

The cover: Wes Rosen of the Boston Logan Tower was second runner-up in the "any facet of civil aviation" category in the Employee Photo Contest. His entry shows an Empire Airlines Swearingen Merlin IV/Metro being refueled almost in the shadow of the Boston skyline.

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World's Busiest TRACON Opens
The New York Common IFR Room handled approach and departure traffic for three major airports in the New York area for more than a decade. Now, the New York TRACON replaces it to handle the growing traffic for about 25 airports in the Big Apple's metropolitan area.

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The Other Air and Space Museum
The nation's attic—the Smithsonian Institution—has an attic of its own, the Paul Garber Facility in Suitland, Md., where famous and not-so-famous aircraft are meticulously restored. In addition to the workshops, however, there are display areas to well up nostalgia.

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Modern Mule Team Climbs a Peak
Mount Franklin is a precipitous radar site at El Paso, Tex. When part of the facility burned last year, FAA couldn't wait for pack mules to scale the mountain with replacement supplies. What to do?

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Act Now on Insurance
A rare event occurs in March—an open season for life insurance. More and new insurance is available to you, but whether you want it or not, you have to act in those 31 days.

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FAA WORLD is published monthly for the employees of the Department of Transportation/Federal Aviation Administration and is the official FAA employee publication. It is prepared by the Public & Employee Communications Division, Office of Public Affairs, FAA, 800 Independence Ave. SW, Washington, D.C. 20591. Articles and photos for FAA World should be submitted directly to regional FAA public affairs officers:

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By Irving Moss

An Eastern Region public affairs specialist, he is a former information officer for the Port of N.Y. Embarkation and the Borough of Brooklyn.



World's Busiest TRACON Opens

Within sight of the now vanished Roosevelt Field runway that launched Charles A. Lindbergh on his historic 1927 Paris flight, FAA has built a living monument to the "Lone Eagle." It's the Charles A. Lindbergh Building that houses the new New York Terminal Radar Approach Control (TRACON) that opened for business on Jan. 10, 1981.

Located on a 15.5-acre site across the street from the shopping center that replaced Roosevelt Field in Garden City, Long Island, the TRACON provides a range of services to pilots that the young Lindbergh could never have foreseen. After all, he crossed the Atlantic with neither radio nor radar to guide him.

The TRACON has other links to aviation history, as well. The two-story, 60,000-square-foot building is on a site once occupied by Mitchel Air Force Base.

Commissioning of the TRACON ends a 13-year search to find a better way to move increasing traffic volumes into and out of the three major New York metropolitan airports—Kennedy (Idlewild), LaGuardia and Newark. Until 1968, the three airports each had its own medium-range radars and handled approaches and departures independently. However, their proximity to each other and the growing number of flights in the area were congesting the airspace.

As a solution, the radars were removed from each tower to a single

control facility—the Common Instrument Flight Rules Room (CIFRR) in Hangar 11 at JFK Airport. From this central location, all flights to and from the three airports were better controlled and coordinated.

Even at that time, the CIFRR was regarded as a temporary solution, and plans were begun to design a TRACON with the most modern, automated equipment available to handle the anticipated continuing growth in aviation.

Construction of the \$25-million facility was begun on July 29, 1976, and completed Jan. 6, 1978. Equipment installation was completed in the fall of 1980, and teams of controllers were assigned there for training. The startup of the TRACON was actually delayed for over a year because of noxious emissions from a new resource-recovery plant operated by the Town of Hempstead across the parking lot from the FAA facility. As a result, the plant was closed and will not reopen until the emissions problem is solved.

On Jan. 10, 1981, all personnel and functions were transferred to the TRACON and the CIFRR closed. The TRACON is staffed with 413 people, and contracts have been awarded to private firms for the operation of the cafeteria and for custodial services and round-the-clock security.

Like the CIFRR, the TRACON handles approach and departure traffic for the same three airports. Under a planned phase-in program, it also will cover the operations at MacArthur Airport farther east on Long Island, Westchester County Airport north of

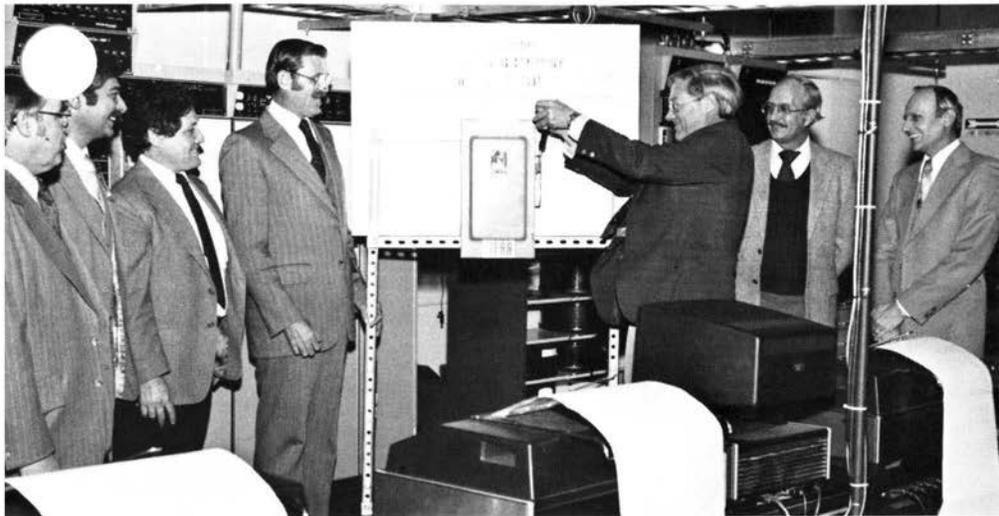


Assistant sector manager Vincent Laurentino (left) checks on ARTS supervisor Tom Gassert (standing) and technician Angus Wall aligning the ARTS IIIA display in the TRACON's computer room.



Controllers Paul Brady (left) and Bruce Campbell work an approach console at the new New York TRACON.

Photo by Barton Silverman/NYT Pictures



A couple of days after the actual cutover, then Administrator Bond made it official by throwing a switch in the presence of (left to right) TRACON sector manager Fred Liebe, ARTS supervisor Tom Gassert, AF Division chief Clinton Murphy, Regional Director Murray Smith, TRACON chief Charles Stafford and AT Division chief Nobby Owens.

New York City and about 25 smaller airports within a 60- to 80-mile radius of the city. It's becoming the world's busiest TRACON.

No radar antennas are located at the TRACON. These are at JFK and Newark Airports—with two more planned for MacArthur and Westchester County. The radar data are transmitted to the TRACON by microwave links. Its system is an ARTS IIIA, capable of both radar and beacon tracking. It also has the Minimum Safe

Altitude Warning System (MSAW) and conflict alert add-ons. The ARTS alphanumeric has been furnished to each of the metropolitan airport tower cabs. "We're in the process of ironing out all the little bugs," says TRACON chief Charles Stafford, "and one of them is this interface with the cab BRITE scopes, which we hope to have solved by the end of January."

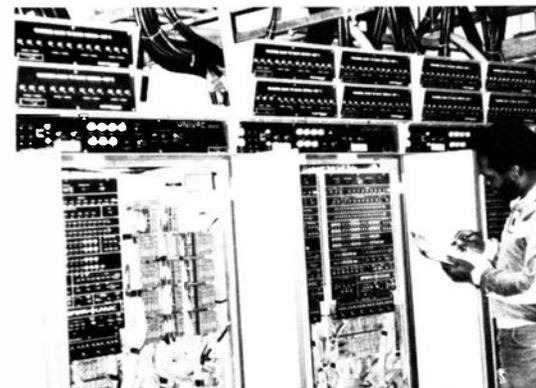
The ARTS IA at the Common IFR Room had only 12 display channels, 24 keyboard stations and a maximum tracking capacity of 250 aircraft. By contrast, the TRACON's ARTS IIIA has 44 displays, 91 keyboards and a track capacity of 1,200 aircraft, which allows for future growth of the airspace system.

Redundancy, or duplicate circuits, insures that the TRACON's communications system will not go out due



Every operation needs a command center. Facilities Establishment Branch chief Herb Ross confers with F&E coordinator Hal Bleckman (center) and air traffic coordinator Howard Mansfield occupying the hot seats.

Readying the operations area for live traffic are controllers (from left) Lawrence Fitzsimmons and Paul Bardenhagen (seated) and EPDSs Martin Gibbons (with phone) and James Turner, as F&E technician Winston Wright looks on.



Electronics technician James Anderson records daily performance measurements of the TRACON's ARTS IIIA computer, its circuit maze here laid bare.



Technicians Maura McGrath and Joseph Hock repair an ARTS IIIA keypad.



Checking on flight data are controllers Lou Pol, Jr., who worked the first approach in the new TRACON, Paul Brady and Matthew Konig (standing).

to a failure of ground equipment. In fact, the entire TRACON is designed to operate indefinitely in case of the loss of commercial power. To keep the air traffic control system on the air, utility power is converted to direct current, which is used to charge a bank of wet-cell batteries. The voltage produced by the batteries is inverted back to alternating current to serve the equipment. Should commercial power be lost, the equipment continues to operate from the batteries until one of the three 550-kilowatt diesel generators can cut into the circuits. With this system, the controllers may not even be aware when commercial power is lost.

"It's a beautiful building," Stafford adds, "and the controllers are very happy with that." ■



Intense Teamwork Produces a Winner

Deep in a manhole at JFK International Airport, electricians splicing radar data cables perspire despite zero temperatures and six inches of snow blanketing the area.

Their fever pitch on the night of Friday, January 9, is matched by the bustle of others in FAA's newest facility being readied for its debut. The New York TRACON will soon be taking over area approach control from the Common IFR Room, which has had the job for more than a dozen years.

Controllers, technicians and telephone company personnel wander around in the semi-darkness, making last-minute checks. While all appears calm in the new operations room, as the scopes quietly paint green patterns largely ignored for the moment, the bustle takes place just below in the electronic equipment room and at JFK, Newark and LaGuardia towers. Engineers and technicians communicate with each other by two-way radio in what appears to be a constant dialogue, swiftly and systematically transferring the operation of remote communications facilities from the Common IFR Room to the new TRACON.

Present from regional headquarters, Director Murray Smith, Air Traffic Division chief Nobby Owens, Airway

Facilities Division chief Clint Murphy, Evaluation Staff chief Ros Halpern, Air Traffic Operations Branch chief Dick Marakovits, Automation Staff chief Nick Luca, Facilities Establishment Branch chief Herb Ross and public affairs officer Bob Fulton wait quietly with a score of personnel assigned to the TRACON on "cutover night." They are accompanied by TRACON chief Charles Stafford and sector manager Fred Liebe.

At midnight, the Administrator calls. "How's it going?" he asks. "Just wanted you to know that I'm thinking of you tonight. It's a night to be proud." He wishes them luck and reminds them that he'll be there on Monday.

Back at the Common "I," Allen Isacowitz waits expectantly at a radar scope. He had worked the first aircraft at the "room" and now he's going to handle the last one of more than 12 million aircraft that have passed through the hands of the Common "I."

Now, all is in readiness at the TRACON. At 2:10 a.m., supervisory air traffic control specialist Harry Breimann announces on the public address system: "Zantop—an Electra, on Newark Approach Control." A small crowd gathers as Lou Pol, Jr., gives the new call sign for the TRACON—New York Approach Control—and deftly brings in the aircraft, an event of significance to Pol. Twenty-five years

earlier to the day, his father—Lou Pol, now chief of the New York ARTCC—handled the first aircraft at the then new New York Center at Hangar 11 at Idlewild Airport, now JFK.

Soon after, LaGuardia is brought into the system, as controller Roger Bender handles an aircraft there. Controller Rick Tourin then controls an aircraft into JFK Airport.

The time is 2:32, and Breimann announces on the loudspeaker, "The cutover is complete—we have a winner!"

On Monday, the Administrator arrives to informally commission the TRACON and to thank all those who worked so hard for a dozen years to make it happen. With him are Air Traffic Service Director Ray Van Vuren, former Eastern Region division chief; Ed Kennedy, NavAids Communications Engineering Division chief in the Airway Facilities Service and former Eastern Region AF Plans and Programs branch chief; and Bob Mikkelsen, special assistant, Office of Public Affairs. ■



By Robert Fulton
The public affairs officer of the Eastern Region, he is a former technical information officer and scientific editor for the Office of Naval Research.

A recent Western Region Air Traffic bulletin (80-4 AWE) contained an item about a pending enforcement action against several pilots who had landed on a taxiway. It was a single-runway airport with strong crosswinds. The pilots had asked to use the taxiway to avoid the crosswind and were told that it would be "at the pilots' own risk," since the taxiway was not an approved landing area. This procedure had been used at this airport for several years. In this case, however, violations were filed against three pilots for landing without an appropriate clearance. Since the filing of the violations, there have been three accidents, including one fatal, in which pilots apparently attempted to brave the crosswinds rather than risk violations.

I haven't been able to find any reference to this type of operation. The closest I could come was paragraph 910 of the ATC Handbook, which deals with operations on a closed or unsafe runway: "runway closed/unsafe, unable to issue landing/takeoff clearance, landing/takeoff will be at your own risk."

At my own airport, we conduct helicopter operations from taxiways and onto grass areas "at the pilot's own risk."

I'd like to know if there's a published procedure to be followed and what are the legalities and phraseology involved. I would suggest that if we are enforcing a regulation or interpretation that is contributing to accidents rather

than preventing them, it should be changed immediately.

Movement areas, including takeoff and landing areas, shall be designated by the proper authority; that is, airport management, tower chiefs and, in some instances, flight operations. We have no authority to clear an aircraft to operate in other than those areas that have been designated for a specific purpose.

The Pilot/Controller Glossary adequately defines movement area and landing area. Other guidance can be found in FAA Handbook 7210.3E, Chapter 4, Section 3, Letters of Agreement, and Para. 1203, Areas of Non-visibility, to name a few.

Taxiways should not be used for takeoff or landing unless they have been designated as runways per FAA Order 7110.19, Designation of Taxiways as Runways. If a crosswind exists at an airport to the extent that it presents a hazardous situation, the pilot should consider another alternative, such as diverting to another airport.

If helicopter operations at an airport dictate the use of other than established routes or landing areas, then airport management and the facility should negotiate a Letter of Agreement specifying it. This would allow the controller to legally clear an aircraft to operate in those areas. Condoning an operation "at the pilot's own risk" is not in concert with Handbook 7110.65B, Chapter 5, Airport Traffic Control—Terminal.

As a supervisor, I am responsible for writing award justifications. My ques-

tion relates to justifications for Special Achievement Awards for sustained superior performance. My region requires the individual being considered for this award to exceed in the "majority" of major job assignments. Since we have six major job assignments, that means the justification must show the employee exceeding in at least four. However, in *FirstLine* [supervisors' newsletter from the Office of Personnel Management] of April-May 1980, OPM states ". . . and the employee's performance is required to substantially exceed what normally is expected in only one major aspect." Is my region being too stringent or has OPM changed the requirement?

The statement in *FirstLine* has been corrected in the revised Federal Personnel Manual Chapter 451, Incentive Awards, Subchapter 6-3b(1), Special Achievement Awards, which details the criteria for the special act or service award and the award for sustained superior performance. For sustained superior performance, "OPM recommends that agencies require performance of all critical elements to have been at least fully satisfactory and that overall performance substantially exceed fully satisfactory performance." We have revised Order 3450.7C, Incentive Awards, to reflect the new OPM criteria, including the new scale of awards based on tangible and intangible benefits. We expect to have the revised order published by April; however, until the revised order is approved and published, we must continue to use the criteria in the present 3450.7C.

By Joseph Garoznik

A historian and a freelance writer on aviation and urban affairs, he was on the staff of the Office of Public Affairs last summer.



The Other Air and Space Museum

‘The Nation’s Attic’ Has an Attic



Among the many bygone military and civil aircraft on display is this P-40E in the colors of the Flying Tigers.

“It was intended to be a plane that any student pilot could fly with ease, not just his flight instructor,” says former FAAer John Geisse in describing the Stearman-Hammond YLS. Virtually spin-proof and stall-proof, the Stearman-Hammond was the top pick in the 1934 “Safe airplane” contest staged by the Bureau of Air Commerce, an FAA predecessor agency.

So easy to fly was his invention that designer Dean Hammond would contend, “Any automobile owner could learn to fly in 20 minutes.” The YLS featured an enclosed two-place cockpit

and was equipped with flaps and a front nose wheel to help stabilize the aircraft on landings. The Stearman-Hammond was probably responsible for the widespread acceptance of the tricycle landing gear concept by aviation manufacturers shortly thereafter.

Although Air Commerce Bureau



Displays are not by era, and striking contrasts are made. A World War I Caudron G-4 bomber “flies over” a much larger Korean War F-86A fighter.

head Eugene Vidal had hoped that this perfectly safe airplane might spawn a mass market for low-cost aviation equivalents of the Model T Ford, no more than 50 ever left the Hammond plant in San Francisco. Despite its promise, the recession of 1937-38 forced the company to suspend production, and the “safe airplane” joined the ranks of aviation also-rans.

Besides the Stearman-Hammond,



With a tricycle landing gear, the Stearman-Hammond of 1937 was everyman’s safe plane, but it didn’t survive that year’s recession. Only 50 were produced.

there are over 100 other historic airplanes displayed at the National Air and Space Museum (NASM) in Silver Hill, Md.

Silver Hill, Md?

Yes, Silver Hill in southern Prince George's County, where the Smithsonian preserves or restores legendary aircraft, as well as stores them between exhibits at the NASM in Washington, D.C.

Actually, Silver Hill became a part of the Smithsonian shortly after the outbreak of the Korean War, when the U.S. Air Force was compelled to abandon its collection of vintage military airplanes then occupying prime space at



Born as the Bumblebee, the Nelson Dragonfly was a powered sailplane in 1947, perhaps the only such to be certificated by the CAA then or since.

Park Ridge, Ill. Smithsonian curator emeritus Paul Garber agreed to take the airplanes off the Air Force's hands and, subsequently, acquired the 28-acre Silver Hill site to maintain the Institution's bountiful inheritance.

The Paul Garber Restoration, Preservation and Storage Facility—Silver Hill's new name—is today a “no frills” museum as well. Bearing no physical resemblance to its more famous NASM namesake on the Mall, the facility is essentially a collection of hangars and other storage facilities. For a behind-the-scenes look at airplane preservation and the richness of its collection, however, make no mistake, the Paul Garber museum is well worth a visit.

According to museum curator Lewis Casey, “Preservation of the original aircraft is the primary objective which motivates each of our 32 craftsmen. What cannot be preserved in its entirety is restored. Only when restoration is impossible, do we replace a particular component.”

The pains taken by the Smithsonian artisans to retain the authenticity of the aircraft are evident at the first stop on the Garber facility tour—the museum workshop.

Each airplane brought into the preservation area is disassembled—down to the nuts and bolts, if need be—for a chemical bath which removes every last trace of corrosion. The plane is then treated with a clear sealer to prevent further damage.

After the decades of neglect are removed, the planes are restored from nose to tail. The spruce fuselage of the ancient Douglas World Cruiser, for example, was recently restored to the



Rows of radial-engine cylinders wait in a workshop for reinstallation in a World War II Japanese Nakajima “Irving” being restored by Smithsonian craftsmen.

original condition, strip by quarter-inch strip.

Casey explains, “Although it would be simpler, say, to replace a piece of hydraulic plumbing with contemporary hosing, for example, we are not in the business of turning out facsimiles. We’d rather spend the extra time it takes to clean up the plumbing, sand down the airframe, or sew up the fabric than replace a single part.”

Like a great painting or a rare book, the historic aircraft is restored as closely as possible to mint condition so observers can understand the designer's contribution in the technological context of the time. Silver Hill workmen finish about four airplanes per year and are forever working in different materials to hone their skills. They strive to preserve every square inch of

the aircraft, even though the cockpit and the electronic and hydraulic apparatus that makes up 60 percent of the contents are rarely viewable in exhibitions.

Can these restored airplanes actually fly? Not quite. Since the Smithsonian wants them to be around for future generations to enjoy, the engines and other moving parts are filled with preservatives. While it is unlikely that the museum would ever permit its collection to appear in an antique flying show, Smithsonian curator Robert Mikesh affirms that "every item in the facility that was ever airworthy has been restored to designer specifications."

The majority of vehicles at Silver Hill are military airplanes; however, there is enough to choose from to run the gamut of aviation curiosities.

The Paul Garber facility is a veritable step back into time for anyone who served in World War II. The most ominous airplane in the collection is the "Enola Gay," the B-29 which dropped the first atomic bomb over Hiroshima. The sight of this fateful bird, complete with names of crew members enshrined on the fuselage, is enough to stop any World War II buff in his tracks.

Also at Silver Hill are a Curtiss P-40E, a British Hawker Hurricane II-

C, a Messerschmitt 262, a Japanese Okha, or flying bomb, as well as a Navy Corsair now under repair.

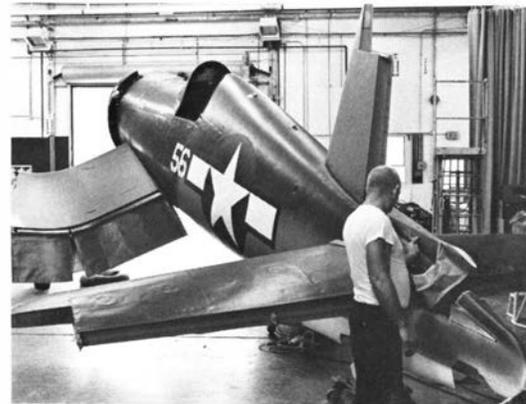
If the jet age is more to your liking, cast your eyes on a McDonald F-4A (the Sageburner), a model of the Cruise Missile, or the engine for the American SST prototype that never was.

Light-plane enthusiasts may want to dwell on the long-endurance Curtiss Robin, the Boeing-Stearman N2S trainer, the pre-World War I barnstormer Curtiss JN-4D (Jenny), or a 1940s Beechcraft.

Then there are the aviation curiosities, like the Custer Channel Wing CCW-1, built in 1942. The brainchild of Willard P. Custer of Hagerstown, Md., this two-place airplane was configured with two pusher propellers set in channels contoured into the wing.

The channel wing was touted as a precursor to STOL (short takeoff and landing) aircraft. According to Custer, the lift created by the propeller slip streams around the channels would augment the natural lifting char-

Suspended from the ceiling is the Custer Channel Wing CCW-1, a precursor to STOL aircraft, which CAA refused to certify for safety reasons.



Technician Charlie Parmley reassembles a restored Vought Corsair F4U-1B.

acteristics of an ordinary wing. Custer claimed that the CCW could hover or take off and land in a space of 200 feet, rather than the 800 feet required by planes of comparable size and weight.





Harold Hoekstra, former FAA Flight Standards engineering chief, who observed test flights of an early version of the CCW at the Richmond, Va., airport, says that the CAA never issued a type certificate for the plane because it was "always in danger of falling out of the air like a stone if even one of its engines failed."

Other aviation rarities on display at the Garber museum include two roadable airplanes, the Fulton Airphibian and the Pitcairn Autogyro (see FAA WORLD, October 1980); the Nelson Dragonfly, a 1947 glider equipped with an auxiliary engine for takeoffs for which CAA had to devise a special standard; and the Stout Skycar, a prototype for "everyman's airplane," designed by the creator of the Ford Trimotor.

Whatever your special interest in aviation, the free two-hour tour of the Paul Garber Facility is great fun. Each tour guide is a volunteer grounded in aviation history and/or having first-hand experience in many of the planes exhibit. Since the same is also true



A panorama of the displays in Building 24 of the Paul Garber collection.



Museum technician John Cusack restores the wing of a Northrup 1NM Flying Wing, carefully regluing joints and replacing dryrot with faired in pieces of wood.



A Japanese Okha flying bomb, which was dubbed the "Baka"—which means "fool."

of many of the tourists, a visit to Silver Hill makes for an animated, informal good time.

And by the way, the hangars are neither air conditioned in summer nor heated in winter, so dress appropriately. ■

Alaskan Region

- Walter Claxton, chief of the Fairbanks TRACON, from the Operations, Procedures and Airspace Branch, Air Traffic Division.
- Monte G. Hammond, chief of the King Salmon Airway Facilities Sector Field Office.
- Lowell A. Oliver, assistant manager of the King Salmon AF Sector, from the Fairbanks AF Sector.

Eastern Region

- William R. Hoyt, team supervisor at the Elmira, N.Y., Tower, from the Richmond, Va., Tower.
- James Edward Johnston, chief of the Newark, N.J., Tower, from the Operations Branch, Air Traffic Division.
- Robert H. Parker, team supervisor at the Norfolk, Va., Tower.
- Frank Pecere, Jr., team supervisor at the Washington ARTCC, from the Air Traffic Branch, FAA Academy.
- Billy E. Poe, team supervisor at the Bluefield, W. Va., Flight Service Station.
- Lawrence D. Thompson, chief of the JFK Airport Airway Facilities Sector Field Office, from the New York Common IFR Room.

Great Lakes Region

- Willie J. Baker, assistant manager of the Chicago Midway Airport Airway Facilities Sector Field Office, from the regional Airway Facilities Planning Staff.
- Richard Be Lue, watch supervisor at the Detroit AF Sector.
- Linda M. Brown, team supervisor at the Chicago Palwaukee Tower, from the Pontiac, Mich., Tower.
- Michael L. Fanucce, team supervisor at the Chicago O'Hare Tower, from the Rockford, Ill., Tower.

■ Nicholas Guglielmi, area officer at the Chicago ARTCC.

■ Robert W. Hartwell, assistant chief of the Terre Haute, Ind., AF Sector Field Office.

■ Arthur T. Hill III, team supervisor at the Chicago O'Hare Tower, from the Dayton, Ohio, Tower.

■ Richard C. Hinz, team supervisor at the Minneapolis, Minn., Wold-Chamberlain Tower.

■ Billie Johnson, assistant chief at the Chicago ARTCC.

■ John J. Kerekes, team supervisor at the Chicago Palwaukee Tower, from the Tucson, Ariz., Tower.

■ Loren L. Knop, technical support officer at the Springfield, Ill., AF Sector.

■ Harry L. Mellott, crew chief at the Cleveland ARTCC AF Sector.

■ Thomas A. Olsen, chief of the Employment Branch, Personnel Management Division, from the Operations Branch.

■ Thomas L. Parks, deputy chief of the Indianapolis, Ind., Tower, from the Air Traffic Operations Branch.

New England Region

■ Daniel J. Bogumil, team supervisor at the Boston ARTCC.

■ Francis J. Cote, Jr., team supervisor at the Providence, R.I., Tower, from the Quonset, R.I., TRACON.

■ David J. Hurley, chief of the Operations, Procedures and Airspace Branch, Air Traffic Division.

Northwest Region

■ Charles R. Bird, team supervisor at the Everett, Wash., Tower.

■ Larry A. Brennis, chief of the Renton, Wash., Tower, from the Boeing Field Tower in Seattle.

■ William E. Chord, Jr., team supervisor at the Portland, Ore., Tower, from the Pocatello, Ida., Tower.

■ Eugene J. Monahan, chief of the McChord AFB RAPCON, Wash., from the Operations, Procedures and Airspace Branch, Air Traffic Division.

■ Arnvid V. Rasmussen, chief of the Systems and Equipment Branch, Seattle Area Aircraft Certification Office.

■ Duane I. Vanhoosen, team supervisor at the Boeing Field Tower, Seattle, from the Seattle-Tacoma, Wash., Tower.

■ Gerald A. Wigode, team supervisor at the Yakima, Wash., Tower, from the Seattle-Tacoma Tower.

■ Lee U. Willson, team supervisor at the Boeing Field Tower, from the Seattle-Tacoma Tower.

Pacific-Asia Region

■ David F. Bartholomew, supervisory electronics technician on Tutuila Island, American Samoa, from the Philadelphia Airway Facilities Sector.

■ Edwin S. Ishisaka, chief of the Communications Control Center, Logistics Division.

■ Daniel S. Sato, assistant manager of the Honolulu ARTCC AF Sector, from the Engineering & Establishment Branch, Airway Facilities Division.

■ Frank H. Walley, chief of the Honolulu Flight Standards District Office.

■ Raymond Zazzetti, chief of the Honolulu Tower, from the San Francisco Tower.

Rocky Mountain Region

- Lee A. Degraffenried, team supervisor at the Denver, Colo., ARTCC.
- Thomas C. Himber, team supervisor at the Denver Flight Service Station.
- Gail E. Mitchell, team supervisor at the Denver ARTCC.
- Willard D. Rogge, chief of the Huron, S.D., Airway Facilities Sector Field Office, from the Salt Lake City, Utah, Hub AF Sector.
- Stanford B. Swallow, assistant manager of the Bismarck, N.D., AF Sector, from the Denver AF Sector.

Southern Region

- Gary L. Beckner, team supervisor at the Standiford Field Tower, Louisville, Ky., from the Memphis, Tenn., Tower.
- Louise V. Brown, team supervisor at the Miami International Flight Service Station.
- Victor C. Byrd, team supervisor at the Dothan, Ala., FSS.
- Wade T. Carpenter, Jr., chief of the Macon, Ga., FSS.
- William W. Curry, Jr., deputy chief of the Miami IFSS.
- Perry L. Gibson, chief of the Tri-City Tower in Bristol, Tenn., from the Operations Branch, Air Traffic Division.
- David R. Hoffman, chief of the West Palm Beach, Fla., Airway Facilities Sector Field Office, from the Greer, S.C., AF Sector.
- Richard E. Miller, team supervisor at the San Juan, Puerto Rico, Center/RAPCON, from the Miami Tower.
- Sanford S. Minchew, chief of the St. Thomas, Virgin Islands, AF Sector Field Office, from the San Juan CERAP.

- Dennis S. Poore, team supervisor at the Knoxville, Tenn., Tower.
- Richard A. Post, team supervisor at the Nashville, Tenn., FSS, from the Greenwood, Miss., FSS.
- Luther D. Quarles III, chief of the Jacksonville, Fla., Tower, from the Dallas-Fort Worth, Tex., Tower.
- Martin F. Saulsberry, deputy chief of the Knoxville Tower, from the Airspace & Procedures Branch, Air Traffic Division.
- John W. Stewart, Jr., team supervisor at the Standiford Field, Louisville, Tower, from the Raleigh, N.C., Tower.
- William R. Ward, chief of the Dothan, Ala., FSS, from the Crossville, Tenn., FSS.

Southwest Region

- Robert T. Allen, team supervisor at the Beaumont, Tex., Tower, from the Houston, Tex., Intercontinental Tower.
- Patrick R. Lieurance, chief of the Deming, N.M., Flight Service Station, from the El Paso, Tex., FSS.
- Phillip E. Roberts, team supervisor at the New Orleans FSS, from the El Paso FSS.
- Yale M. Taylor, chief of the Ponca City, Okla., FSS, from the New Orleans FSS.
- Roger M. Trevino, team supervisor at the McAllen, Tex., FSS, from the Houston FSS.
- Robert L. W. Turner, team supervisor at the Albuquerque, N.M., Tower.
- George D. Wright, maintenance mechanic foreman in the Houston Airway Facilities Sector.

Western Region

- Edward C. Arri, chief of the Reno, Nev., Tower, from the Oakland, Calif., TRACON.
- Alfred L. Bailey, chief of the Thermal,

Calif., Flight Service Station, from the Los Angeles FSS.

- Kenneth L. Baker, team supervisor at the Monterey, Calif., Tower, from the Ontario, Calif., Tower.
- Ralph J. Beard, team supervisor at the Torrance, Calif., Tower, from the Burbank, Calif., Tower.
- Fred T. Berry, Jr., team supervisor at the El Monte, Calif., Tower.
- George T. Glanville, chief of the Sacramento, Calif., Airway Facilities Sector Field Office.
- Gerald J. Goren, chief of the Santa Rosa, Calif., AF Sector Field Office in Rohnert Park, from the Sacramento AF Sector.
- Douglas J. Knight, Jr., chief of the Blythe, Calif., AF Sector Field Office, Upland AF Sector.
- James M. Knolton, chief of the El Monte Tower, from the Palmdale, Calif., Tower.
- Velbert Monroe, chief of the Palo Alto, Calif., Tower, from the Tucson, Ariz., TRACON.
- Charles R. Orr., chief of the Redding, Calif., Tower, from the San Jose, Calif., Municipal Tower.
- Willard R. Porter, assistant manager of the Phoenix, Ariz., AF Sector.
- Terrill L. Schomburg, team supervisor at the Brackett Field Tower in La Verne, Calif., from the Coast TRACON, El Toro MCAS, Calif.
- Paul H. Strybing, deputy chief at the Las Vegas Tower, from the Terminal Operations and Procedures Branch, Headquarters Air Traffic Service.
- Lowell E. Thomas, assistant chief at the Los Angeles FSS.

By Hollis Walker

A public information specialist in the Southwest Region, she has been a radio news director and in public relations at North Texas State University.



Modern Mule Team Climbs a Peak



Air Force Sp4 David Files watches a Huey helicopter drop the strap on a load of construction materials delivered to the FAA facility atop Mount Franklin.

Photos by Sp5 Rico Johnston, Fort Bliss

When the FAA first installed communications equipment atop Mount Franklin near El Paso, Tex., in 1956, it took a mule team to scale the craggy 6,700-foot peak. Last March, one of the three FAA buildings on the mountain burned to the ground, and Airway Facilities personnel began to wonder where, in 1980, they would find a mule team.

These worries had to be set aside while employees worked to restore service. The building housed radio voice-communications equipment and radar data facilities that served the El Paso tower and flight service station,

monitored navigational aids and provided a microwave radar link to the Albuquerque ARTCC.

Through the use of portable transceivers and other backup systems, the tower and FSS were completely operational within 14 hours of the fire. Subsequently, modern solid-state equipment replaced the backup systems, but was crammed into one of the remaining buildings on the mountain.

Then Airway Facilities was back to the dilemma of how to go about reconstructing the building. No roads service the mountain. One side of the peak is a sheer cliff; the other has slopes varying upward from 45 degrees. Its only access is via a small, slow tram.

The U.S. Army came to the rescue with a contemporary version of the mule team: Fort Bliss, Tex., volunteered helicopter crews to transport construction materials to the peak and remove fire debris. The crews flew about 90 trips to the mountain last summer, completing the job in one week.

The new building and equipment is expected to be ready for commissioning in April, when systems will be switched over channel by channel. ■



Another load of materials is delivered to the mountaintop, with a drogue parachute to stabilize the load.



Sp4 Files "snaps a loop" to a chopper's hook for transporting a load of scrap.

Ground guide Sp4 Files extends a sling loop as crewchief Sp4 Scott Lisle guides the chopper into position.



A load of burned out wall panels are stacked on a sling by Sp4 Files.

By Leonard Samuels
The Editor of FAA
WORLD, he has edited
and written for
Popular Mechanics and
business and govern-
ment magazines.



Act Now on Insurance!

For the first time in over a decade, Federal employees will have an open season for life insurance during March, thanks to a law passed in 1980 that liberalizes the insurance they may carry.

Lest you think the subject is of no concern to you because you have all you want or can afford, here's a fair warning: *All past insurance elections or waivers will be canceled by the end of March.* This means that unless you waive regular life insurance—now called Basic Life insurance—you automatically will have it, and unless you elect optional life insurance, including what you now are carrying, you will lose it.

You'll find that the new Federal Employees' Group Life Insurance (FEGLI) law offers more insurance protection, especially for younger employees, increased flexibility for planning an insurance program and generally lower employee cost for the existing Basic and optional policies.

The insurance package now consists of expanded Basic insurance, which, as before, you must carry to obtain optional insurance, of which there now are three types. In addition, there are choices on how your insurance follows you into retirement.

Basic Life Insurance

The Basic insurance is computed in the same way as the regular was—that is, everyone is entitled to insurance coverage equal to the annual basic pay, rounded to the next thousand, plus \$2,000. A GS-11, Step 1, for example,

has an annual salary of \$22,486; his or her Basic insurance would be \$25,000.

Under the new legislation, your cost is lower. You had been paying 25.5 cents per thousand of insurance, regardless of age; now you will pay 24 cents per thousand, which represents two-thirds of the cost. The government pays the other third.

The big extra benefit for Basic insurance takes effect the first pay period in October, but only if you are enrolled on April 1, 1981. This benefit provides double the Basic coverage at your death at age 35 or under. This decreases 10 percent each year until at age 45 only the Basic insurance remains (see table). There is no additional cost for this coverage.

As was true of regular life insurance, the Basic insurance includes accidental death and dismemberment coverage until retirement. Payment under this coverage is equal to and in addition to your basic insurance, but without the "under 45" extra benefit.

If you want to waive your life insurance, you may do so during this open season, but remember that you cannot carry any optional insurance without the Basic.

If after the open season, you want to cancel a waiver—that is, obtain life insurance—you must be under age 50, have not waived the insurance within the last year and must furnish evidence of insurability—that is, pass a physical examination. However, you will not be able to carry the insurance into retirement unless you still have five years of service remaining or, in the case of the new optional insurance, carried the coverage for the entire period it was available to you, if that's less than five years.

In addition, the Basic and optional policies may be carried into retirement only if you retire on an immediate annuity or disability and do not convert the insurance to an individual policy.

In retirement, the Basic coverage is free to you until age 65. At this age, you have some new options, one of which must be selected at retirement. You may select the approach that was available with the old regular insurance: free of cost but with the coverage reducing two percent a month until 25 percent of the original coverage remains.

You may opt, instead, for a maximum reduction of 50 percent, at the rate of one percent per month, which will cost you 65 cents per month per \$1,000 of original coverage, or for no reduction in coverage, which will cost you \$1.75 per month per \$1,000. You may cancel either of these two options at any time, reverting to the no-cost, 75 percent reduction, but no rebates of premiums will be made.

If you retire after Dec. 31, 1989, and are under age 65, however, you will pay the same premium as active employees for the 75 percent-reduction option.

Option A—Standard

In the main, this optional life insurance is the same as before; however,

Basic Life Extra Benefit

Your Age at Death	Multiplification Factor
35 or under	2.0
36	1.9
37	1.8
38	1.7
39	1.6
40	1.5
41	1.4
42	1.3
43	1.2
44	1.1
45 and over	1.0

Option A—Standard

Age Group	Withholding for \$10,000 Insurance	
	Biweekly	Monthly
Under age 35	\$.60	\$1.30
35 through 39	.80	1.73
40 through 44	1.40	3.03
45 through 49	2.20	4.77
50 through 54	3.20	6.93
55 through 59	7.50	16.25
60 and over	9.00	19.50

Option B—Additional

Age Group	Withholding for \$1,000 Insurance	
	Biweekly	Monthly
Under age 35	\$.05	\$.108
35 through 39	.07	.152
40 through 44	.12	.260
45 through 49	.20	.433
50 through 54	.30	.650
55 through 59	.60	1.300
60 and over	.95	2.058

Option C—Family

Age Group	Withholding	
	Biweekly	Monthly
Under age 35	\$.50	\$1.08
35 through 39	.60	1.30
40 through 44	.70	1.52
45 through 49	.90	1.95
50 through 54	1.30	2.82
55 through 59	2.00	4.33
60 and over	3.00	6.50

Option C, too, may be carried into retirement if you meet the requirements. Like Option B, the premiums continue to age 65, and the face value begins a two-percent-per-month decline to zero.

If you now waive the Basic insurance or decline Option A or Option B, you will be eligible to enroll in the future only by meeting the requirements stated above under Basic Life insurance or, if under age 36, you may enroll in Option B upon your marriage or acquisition of a child. If under age 50 and you already have Option B coverage, you may increase the number of salary multiples upon marriage or the acquisition of a child.

If you now decline Option C, you may enroll in the future only upon marriage or the acquisition of a child.

Finally, unless you designate beneficiaries, benefits will be paid in the following order of precedence: spouse, children in equal shares or to their descendants, parents in equal shares, the executor of your estate and your next of kin under state laws. If that order doesn't suit you, you must make a designation on Standard Form 2823, and you must do so every time you change agencies or reinstate canceled insurance.

The message of this open season is clear: Unless you are interested in just keeping or acquiring Basic Life insurance with the standard order of precedence for beneficiaries, you have to take action—to waive the Basic Life insurance or to acquire any of the optional coverages—on Life Insurance Election Form 2817. Later may be too late! ■

The employee premiums—which are the full cost of the insurance—are lower in some cases (see table).

The face value of this insurance is limited to \$10,000, except if your pay is limited by law to Level II of the Executive Schedule. Then you may buy a higher amount of Option A so that the sum of your Basic insurance and Option A equals your pay without the limitation.

Option A still includes accidental death and dismemberment coverage until retirement.

In retirement, you will continue to pay the premiums until age 65. Then the coverage is free, but the value of the policy will decline at the rate of two percent per month until the face value reaches 25 percent.

Option B—Additional

New to the insurance program, Option B permits you to elect additional coverage in an amount equal to one-to-five times your annual basic pay, after rounding to the next \$1,000. The maximum basic pay that can be used is that for positions at Level II of the Executive Schedule. There is no accidental death and dismemberment coverage in this option.

Again, you pay the full cost of this coverage, which is based on your age and the amount of coverage (see table).

Like Option A, Option B may be carried into retirement, provided you meet the requirements stated for Basic insurance. Withholdings from your annuity will continue through age 65. After age 65, when the premiums stop, the face value of the policy will reduce two percent a month for 50 months, at which time the coverage will end.

Option C—Family

Also new, Option C offers \$5,000 insurance for your spouse and \$2,500 insurance for each dependent child. You cannot split the policy apart if you have no dependent children. Additional family members acquired will be covered automatically. The employee is the only designated beneficiary. There is no accidental death and dismemberment coverage in this option.

You pay the full cost of this coverage based on your age (see table).

Update



Deja vu!

The plane's the same, the men are the same and the pose is the same, but the photos are separated by half a century. Emil "Matty" Laird wished Jimmy Doolittle luck as the future general took off in Laird's "Super Solution" to capture the Bendix Trophy in the 1931 National Air Races. Now Laird and Doolittle re-create the episode in an exact replica of the plane that has been placed on display in the Experimental Aircraft Association Museum.

EAA photo



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