World

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U.S. Department
of Transportation
**Federal Aviation
Administrati on**

Explaining the Hidden World of the Technician

The Indianapolis Downtown Heliport, the first of four FAA prototypes for an urban all-weather heliport, has its approaches protected by a city height zoning ordinance.

All-Weather Heliport on the Way

In early May, the Indianapolis Downtown Heliport became the first prototype heliport envisioned in the FAA's rotorcraft master plan to be commissioned. Three others in the Prototype Demonstration Program will be New York, Los Angeles and New Orleans.

The master plan proposes a network of about 25 urban all-weather heliports by the year 2000 served by microwave landing systems and automatic weather-reporting equipment.

Believed to be the closest ground-level heliport to a central business district, the Indianapolis facility was funded under the FAA Airport Improvement Program with $2.5 million and by the State of Indiana and the Indianapolis Airport Authority, each with $141,000.

At present, the heliport is certificated for VFR operations only. A microwave landing system is expected to be installed before the end of 1986 that will provide full IFR capability. In the meantime, the Great Lakes Region is writing a specification for a non-precision VOR/DME approach.

Nine parking circles are provided on the ramp, but more could be accommodated. Flanked by hangars, a three-story terminal includes office space, a restaurant and an outdoor observation deck. ■

"We recognize that behind every airplane that crosses the skies safely, there is a network of professionals—not only in industry and our air traffic facilities but in our support facilities: in the back rooms and remote equipment sites—providing the foundation for safe travel. Our FAA maintenance personnel steadily make an invaluable contribution to those support efforts by performing consistently and in an outstanding fashion."

—Donald D. Engen

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8

Exposure for the Invisible
The behind-the-scenes work of FAA's technicians is often out of sight and unknown to the public. To tell the technician's story, one FAAer designed a traveling exhibit which he emcees around the East Coast.

10

The Best of the Best
After a five-year hiatus, the Air Traffic Facility of the Year Awards are back, honoring seven facilities for 1984, including two for their work on a special project.

16

Riding High, His Career in Hand
Just at he enjoys a special breed of horse, this FAAer is himself a special breed. With his eye on a top spot, he's working his way through a variety of challenging jobs.

18

Growing PWC Stresses Teamwork
Women controllers' organization continues to grow as it meets in its seventh annual convention.

4

Safety Data at Your Fingertips
Scattered safety-related data has made analysis and regulation difficult. Now, more than a score of data bases are being integrated under the ASAS program that will vastly improve access and management.

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Mike Ciccarelli—New England Region
Richard Meyer—Northwest Mountain Region
Jack Barker—Southern Region
Geraldine Cook—Southwest Region
William Greene—Technical Center
Barbara Abels—Western Pacific Region

Safety Data at Your Fingertips

Aviation Safety Analysis System Programs Move Ahead

In his first address to FAA headquarters employees April 12, 1984, Administrator Engen introduced "standardization" as a principle by which he was determined to guide the agency in all its workings.

Nowhere has this need for standardization been more acutely felt than in the FAA's attempts to collect reliable safety information for use in regulatory and enforcement actions, aviation security, inspections, employee health profiles, safety analyses and other safety-related efforts. In the past, data has been kept in manual or incompatible computer-based systems, making it difficult, if not impossible, to retrieve and analyze.

Enter the Aviation Safety Analysis System (ASAS). With this integrated system of over 20 data bases, the FAA eventually will put vital safety information literally at the fingertips of thousands of FAA employees.

. . . the FAA eventually will put vital safety information literally at the fingertips of thousands of FAA employees.

The ASAS program was devised in 1982 and is being implemented largely through the regions to make the safety-related information that Aviation Standards (AVS) deals with on a daily basis easily accessible to employees throughout the agency.

The first 12 of the 22 data bases or subsystems now planned are scheduled to be operational with all users trained by the end of Fiscal Year 1986. The next 10 are expected to be ready sometime in FY 88.

Four subsystems already have been implemented: the Simulator Inventory and Evaluation Scheduling Subsystem, the Automated Federal Aviation Regulation Subsystem, the Air Traffic Control (ATC) Health Information Subsystem and the Flight Standards Work Program Management Subsystem. Training for the Enforcement Information Subsystem is now underway.

Scheduled to begin this month is employee training in the use of four of the new subsystems—the Automated Exemption Subsystem, the Civil Aviation Security Information Subsystem, the Regulatory Project Resume Tracking Subsystem and the Certification Directorate Project Information Control Subsystem.

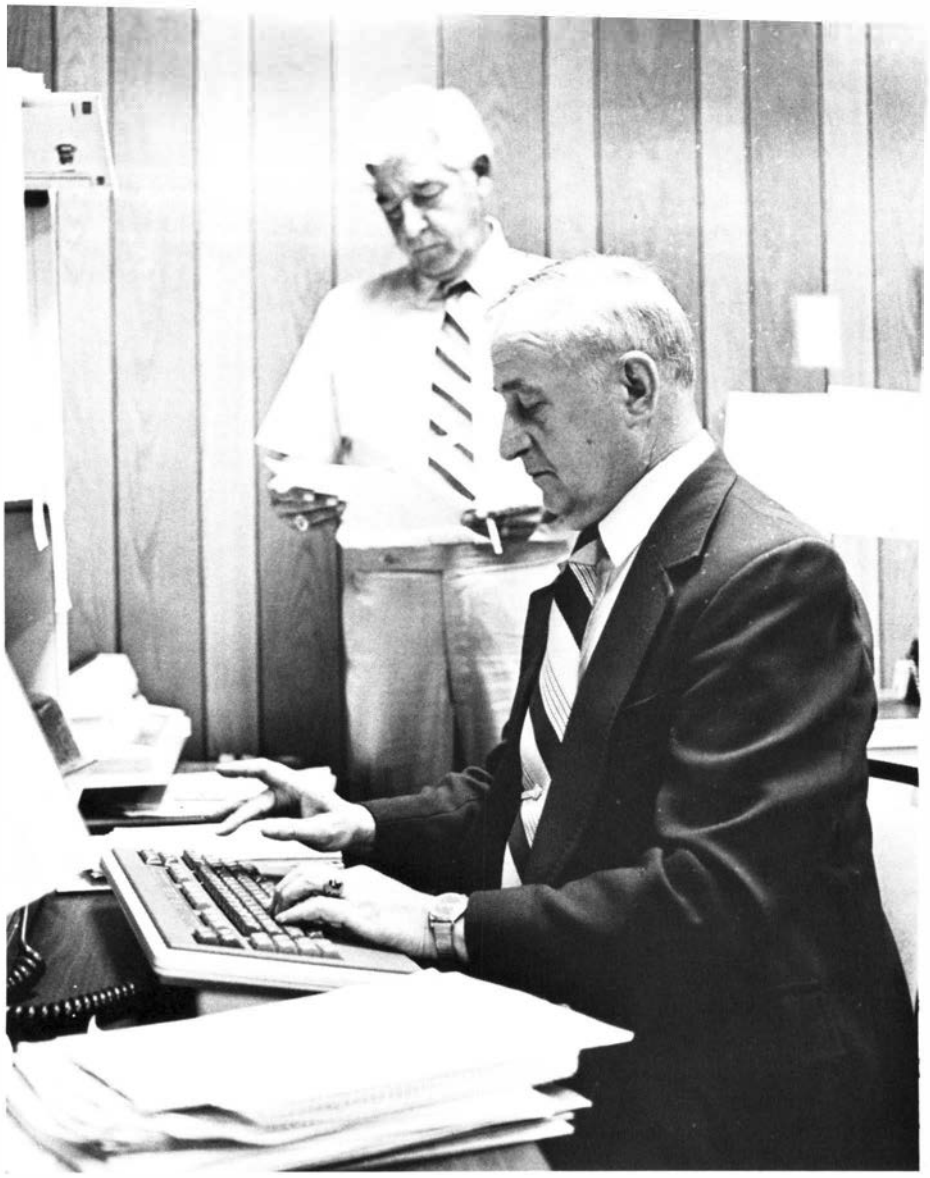
Rounding out the first group of 12 subsystems are the Manufacturing Inspection Management Information Subsystem, the Service Difficulty Reporting Subsystem and the Software Analysis Subsystem.

The second group consists of the Near Midair Collision Subsystem; the Air Transportation Analysis Subsystem; the Aircraft Safety Data Subsystem; the Comprehensive Airmen Information Subsystem; the Accident Prevention Subsystem; the NTSB/FAA Joint Common Data Base Subsystem; the NTSB Recommendation Subsystem, the Automated Archives for Regulators Subsystem, the Airworthiness Data Subsystem and the Aircraft Evaluation Group Subsystem.

Some of these are existing systems which will be enhanced during FY 87 and 88.

As with any automation project of this scope and complexity, there have been impasses along the way. But as Tony Broderick, Associate Administrator for Aviation Standards, notes, many of those problems have provided cautionary lessons for the future:

"ASAS has had some real teething problems, I think, generally because our early efforts concentrated too much on meeting a self-imposed implementation schedule and not enough on delivering a working, useful product. We have turned that around, and the ASAS office now concentrates on satisfying the "customer"—our field users—before anything else. Our emphasis has got to stay with the users; we must continue to listen to them and solve their real-world problems, or else ASAS will remain a bright, unfulfilled promise."



Michael Rompilla (seated) and Ronald Bowling, special agents in Washington National Airport's Civil Aviation Security Field Office, automate their office's enforcement files, as other security offices are doing across the country. This month, they begin training in the use of the Enforcement Information Subsystem's software.

By Fred Farrar
A public information specialist in the Office of Public Affairs, he is a former Washington correspondent for the *Chicago Tribune.*

facility and thus begin to take corrective steps.

A Flight Standards district office employee checked out on the Enforcement Information Subsystem could do a background check on a pilot being issued a violation in Florida to see if he has a series of similar violations in other states and, if so, take action to ground the pilot, if appropriate.

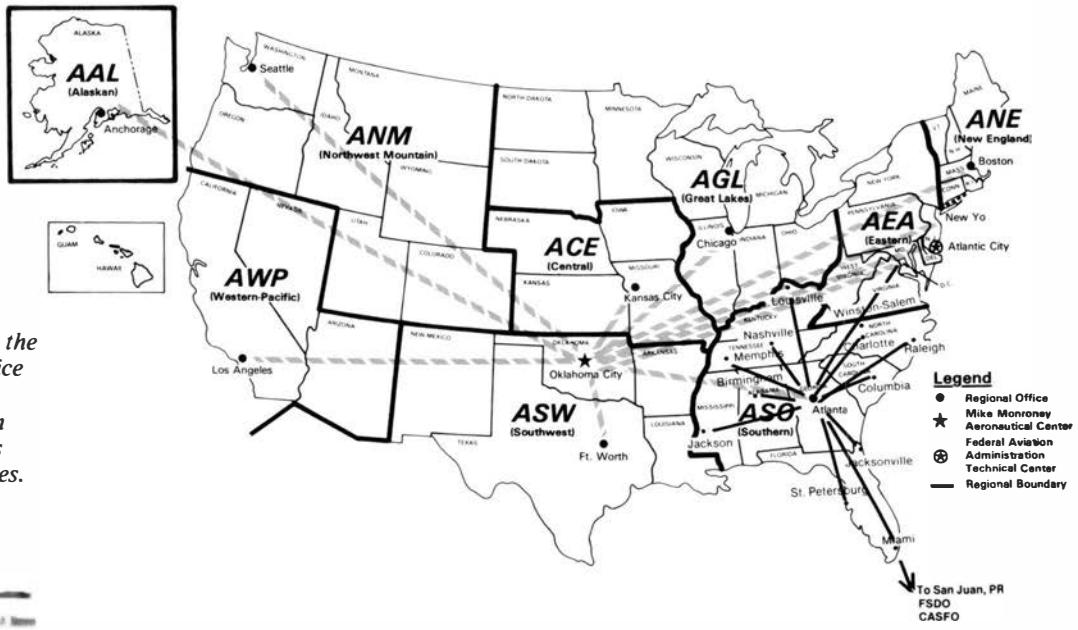
With training in the Automated Federal Aviation Regulations (AFAR) Subsystem, an FAA regulator interested in, say, past fire extinguisher rules, could use the keyword search built into the software and find every mention of fire extinguishers in the FARs.

To complete the massive task of translating the wealth of safety data scattered throughout the FAA into an organized, electronic whole, the field

When ASAS is completely operational, it will be possible to call up on microcomputers information ranging from what other offices are doing in terms of certification of airmen and aircraft to near midair collisions; from the latest data on hijackings to up-to-date facts on enforcement actions throughout the agency.

An FAAer trained to use the ATC Health Information Subsystem might, for instance, determine if there is a higher rate of hypertension, heart attack, substance abuse or other health problems at a particular FAA

Bringing on line a Burroughs B-20 microcomputer at the Los Angeles Aircraft Certification Office, the last Flight Standards facility to install this basic unit of the ASAS system, are (left to right) Loretta McNeir, Office of Management Systems; Nancy Lambert and Sandy Hershey (seated), Office of Program and Regulations Management; Charles Blomer, Los Angeles Aircraft Certification Office manager; and Noretta Harrett, Acquisition and Materiel Service.



The network of data flow to and from the Aviation Standards National Field Office computers in Oklahoma City and an example of the network within a region for its Flight Standards District Offices and Civil Aviation Security Field Offices.

Airworthiness supervisor Travis Boren of the Houston, Texas, Flight Standards District Office watches as aviation clerk Carrie Schroeder key strokes the FSDO's certification records into a computer as part of the ASAS data base.

and regional offices were brought in by the headquarters AVS people to play a major role.

In July 1982, a User Needs Task Force, composed of field, regional and headquarters AVS personnel, was formed to outline the scope of information that needed to be automated. This effort was organized under the Field Office Modernization (FOM) Project, a forerunner of ASAS. FOM began in 1978 with a prototype study in the Southern Region, which revealed that field offices would operate more efficiently if they were "modernized."

As a result, Sony dictation equipment and Burroughs B-20 information processing computers were installed in 162 field and district offices throughout the country. This early effort in the regions formed the basis for the more expansive effort that is the current ASAS program.

One FAAer who has seen the ASAS project grow from its earliest stages and has been one of its biggest boosters is Travis Boren, supervisor of the Airworthiness Unit at the Houston, Texas, Flight Standards District Office. He offered this observation about the impact of ASAS on the FAA's collection and analysis of safety data:

"It's a pyramid effect. We (the district offices) are the bottom of the pyramid—the data source. In the past, the pyramid has been turned upside down, but now, with ASAS, we will be able to quickly and efficiently provide information on all our certificate holders to the regions and headquarters.

"Before, it was a matter of pulling open the filing drawer and beginning to search. More often than not, the search ended in estimates. ASAS will end estimates."

To accomplish the tasks now demanded of it, ASAS will rely on a wide mix of data processing hardware.

At present, the hardware consists of Burroughs B-20s and a Data General MV8000 at headquarters, another B-20 and MV8000 at the Aviation Standards National Field Office in Oklahoma City and at each of the regional offices, an IBM 3081 at the Aeronautical Center in Oklahoma City and a B-20 in each of the field offices.

All of these units are supported by the required video displays, printers and other peripherals. ASAS program people also are taking into account a factor that data systems planners call "derived demand"—that is, as more advanced software becomes available and more employees are trained, the demand for equipment often rises above early projections. As the ASAS system grows, its planners are working to stay ahead of this particular curve.

All of the centralized information processing will be done by the big "main frame" IBM 3081 at the Aeronautical Center and the MV8000 at the Aviation Standards National Field Office, which will place in Oklahoma City the largest storage capacity in the system, the most sophisticated communication interface and the most powerful software needed for communications, system operation, specific ASAS applications and data base management.

According to Michael Dunlap, manager of the Aviation Standards Data Division, Office of Program and Regulations Management, "ASAS will provide significant changes and improvements in data base collection, data base management and access to a wide variety of data.

"This, in itself, will result in an improved performance of the agency's safety analysis activities. The ultimate result, we hope, will be the development of regulatory behavior within the agency that is anticipatory rather than reactive." ■

Q&A

You've tried the normal channels—your supervisor, the personnel management specialist, the regional office—and can't resolve a problem or understand the answers you've gotten. Then ask FAA WORLD's Q&A column. We don't want your name unless you want to give it or it's needed for a personal problem, but we do need to know your region. All will be answered here and/or by mail if you provide a name and address, which will be kept confidential.

I was separated from a career-conditional appointment with the FAA, with reinstatement rights for three years. Six months later, I was rehired as a temporary employee. When I recently applied for several permanent positions in FAA that were open to "individuals eligible for reinstatement," it was indicated that I am not eligible for those positions because of my temporary status, which apparently supersedes or negates my reinstatement eligibility.

I don't believe that because I accepted a temporary assignment I have lost my reinstatement rights. Please clarify my rights.

Based on the limited information provided in your inquiry, it does not appear that your application should be rejected solely because you are currently in a temporary position. Your previous service as a career-conditional employee would entitle you to reinstatement eligibility for a period of three years from the date of separation. The basic provisions of reinstatement eligibility are found in Federal Personnel Manual Chapter 315, Subchapter 4.

It is puzzling that such a basic provision would be misapplied by any of our personnel offices. There are, of course, other factors that have to be considered when determining reinstatement eligibility for specific positions. Among these are your former grade level, qualification requirements and possible time-in-grade requirements.

We suggest that you contact your servicing personnel office to gain more information concerning your particular situation. We would also recommend that you contact those personnel offices having jurisdiction over positions for which you have had applications rejected. It is possible that there is a misunderstanding of the reason for the rejections.

In our facility, some say that, under Handbook 7110.65D, Para. 630, you cannot assign a beacon to a pilot who is not in your area of responsibility unless you coordinate with the affected facility or sector.

Others contend that you can issue a beacon code to the pilot regardless of the location of the aircraft, as long as the controller does not issue a control instruction to turn left or right, climb, descend, etc., even when it is found that the aircraft is in another facility or sector's airspace. They also contend that you can say "radar contact" and issue traffic advisories but cannot issue a control instruction. To issue a control instruction, you shall coordinate with the affected facility or sector.

Who is right?

The first concept is correct. Paragraph 630—now paragraph 5-29—is in consonance with paragraphs 2-24 and 2-15c, which state that you cannot allow an aircraft under your control to enter airspace delegated to another controller, unless coordinated, and that you cannot assume control of an aircraft until it is within your area of jurisdiction, unless specifically coordinated.

Even if you are only providing traffic advisories to an aircraft, you are still responsible for providing safety advisories. Because a controller cannot see immediately the development of every situation where a safety advisory must be issued, the controller who had not coordinated could be faced with a dilemma. Control instructions could be issued to immediately resolve the unsafe situation, which could create a different hazard in the other controller's airspace, or coordination could be affected that, because previous coordination had not been accomplished, may take more time than an urgent situation would permit.

In addition, if a controller sees a discrete beacon code in his or her area of jurisdiction and is not working the aircraft but is aware of an unsafe situation involving that aircraft, that controller has the added step of first identifying the controller working the aircraft before effecting coordination.

Update Your Mailing Address

A facility reassignment often means that you have to move your home. Have you made sure that FAA WORLD moves with you?

The home address used by the agency to mail FAA WORLD is the same one used for mailing W-2 income tax forms every December. The list normally is canvassed each November, but if you want your address corrected sooner to ensure that FAA WORLD keeps coming, you will have to initiate the change yourself.

Ask your time-and-attendance clerk for FAA Form 2730-18, "Payroll Address Information," and complete items 1 and 2 only. (Items 3 and 4 are for changing the mailing address of paychecks.) The T&A clerk will forward the form to payroll for processing.

Exposure for the Invisible

Traveling Exhibit Tells Public of Vital Role of Maintenance

Airway Facilities technicians are in many respects the unsung heroes of FAA.

Unlike the highly visible air traffic controllers, safety inspectors and other specialists who interact with the public on a continuing basis, the technicians do their best work in back rooms and basements and lonely mountaintops.

And, unfortunately, out-of-sight frequently means out-of-mind.

To counter this lack of recognition, Randy Baldwin of the Charleston, W. Va.; Airway Facilities Sector came up with the idea of a traveling exhibit that could be taken to air shows, county fairs, career days and similar events to introduce the public to the hi-tech world of the Airway Facilities technician. With the full backing and support of sector manager James S. Weaver, he took on the job as an additional duty.

One of the major challenges facing Baldwin, who is the radar technician-in-depth (TID) at Charleston, was finding a means for putting his show on the road. Then, in January 1984, when visiting his brother-in-law at the Governor's Island, N.Y., Coast Guard facility, he spotted a surplus 26-foot trailer and thought it would be perfect for his needs.

Above: Barry Peay, proficiency development specialist in the Norfolk, Va., Airway Facilities Sector, greets visitors with self-stick FAA "buttons" outside the 26-foot exhibit van, which beckons with a model of a long-range radar, an approach light flasher and photographs.

"Part of it was just dumb luck, having a brother-in-law who was a Coast Guard captain," he recalled, "and part of it was being able to recognize opportunity when it reached out and slapped me in the face."

Baldwin moved quickly to claim the trailer which had been used as a mobile dental unit by the Coast Guard but now was earmarked for the scrap heap. Working closely with Eastern Region personnel, he got the Coast Guard to transfer ownership and took delivery just one month later.

Photos by Dennis Hughes

A visitor asks about a 64K RAM chip display—a common memory chip in today's computers—which shows wire leads narrower than the hairs on a lady bug's leg.

Handing out balsa wood FAA airplane kits to build traffic for the exhibit is Joseph Nottage, assistant manager for program support in the Norfolk Sector, which helped man the exhibit here at a Manassas, Va., airshow.

Two young visitors delight in seeing a visual demonstration of the modulation level of their own voices, which depicts radio transmission levels.

Randy Baldwin, who created the exhibit, enthusiastically explains an audio sine wave to a rapt audience.

Next, the resourceful TID turned to the Carver Technical Vocational Center in Charleston for help in repairing and remodeling the trailer for the purpose he had in mind. Due in part to his previous association with the school in connection with FAA's aviation education program, he found officials there highly receptive to the idea as a practical, real-world experience for the students. All FAA had to do was pay for the materials. Baldwin subsequently provided the school with detailed plans and specifications, and the job was finished in less than four months.

Concurrent with these efforts, the 15-year FAA veteran was working to acquire a series of exhibits that would demonstrate the range of electronic gear that technicians install and maintain. Some were acquired in-house and others were donated by industry. In the latter category is a scale replica of the ARSR-3 long-range radar which—thanks to a Baldwin modification—has a rotating antenna. All equipment is powered by a 5,000-watt portable generator, which allows the trailer to be set up anywhere without any need for commercial power sources.

The trailer was dedicated on June 28, 1984, with Eastern Region Director Joe Del Balzo on hand to participate in a traditional ribbon-cutting ceremony. A week later, it made its public debut at a Fourth-of-July air show in Morgantown, W.Va.

Since that time, the exhibit has been on the road more or less constantly and now is being used on a regular basis by three other Airway Facilities sectors—Norfolk, Va., Pittsburgh, Pa., and Capital (Washington, D.C.)—in addition to Charleston. Baldwin estimates that more than 100,000 people will pass through the trailer this year, in the process gaining a new respect and appreciation for the work of Airway Facilities technicians.

Moreover, he notes that the mobile exhibit has become an important tool in the agency's aviation education program in the mid-Atlantic states. This was demonstrated rather convincingly on May 1 of this year when 5,000 students visited the trailer during a Career Day for all high schools in Hampton, Va.

"It's one thing to go into a school and tell the students how important it is to study math and science," he says, "but with the mobile exhibit, we can actually show them how important these subjects are."

Baldwin is proud of the fact that the technicians who staff the trailer at these events are all volunteers, working on their own time, and he has devoted more than 400 off-duty hours to these activities himself. But he thinks the results are worth it.

"We feel confident that this display will provide a means of communicating to the general public who we are, what we do and why we do it." ■

By John G. Leyden
Manager of the Public & Employee Communications Division, Office of Public Affairs, and a former reporter for the *Washington Star.*

The Best of
Renewed Air Traffic Awards Progra

Jacksonville ARTCC

Clara Guynn (left) and Mary Holland operate the Cartography Shop, producing artwork and map updates for control room radar and overhead displays and a variety of other center activities.

Tightly meshed into the control room operation at the Jacksonville ART Unit, manned by (from the left) C.W. "Bump" Pate and Art Paradise a TMU specialist Steve Mills, National Weather Service meteorologist Bob Bradford. Just beyond is the flow control position next to the radar pos

The winners of the first Air Traffic "Facility of the Year" awards presented since 1980 are geographically far-flung but share many common attributes, among them far-sighted management, dedicated and involved staffs and a penchant for innovation.

These air traffic facility standouts include the Jacksonville, Fla., Air Route Traffic Control Center, the Atlanta, Ga., and Corpus Christi, Texas, towers (radar), the Northeast Philadelphia Tower (VFR) and the Bridgeport, Conn., Flight Service Station.

And joining this heady company are the Columbus, Ohio, and Austin, Texas, towers, which were presented special awards. The two facilities were honored for conducting a one-year evaluation of the Airport Radar Service Area (ARSA) that led to its adoption on a nationwide basis.

"On the boards" at the center are (from the left) radar controller Tommy Mathis, radar trainee Larry Haftel and his OJT trainer Gene Cope. Observing is area supervisor John Knisley (standing).

Photos by Jan Johannes
Quality Assurance Specialist

The Jacksonville Center was cited for being in the air traffic vanguard in its testing of new systems and programs, such as the En Route Spacing Program (ESP), the Apollo Computer and the En Route Sector Loading Program.

Center controllers also designed special programs, including a command post with WATS lines, to handle unusual traffic

e Best
m Honors Seven

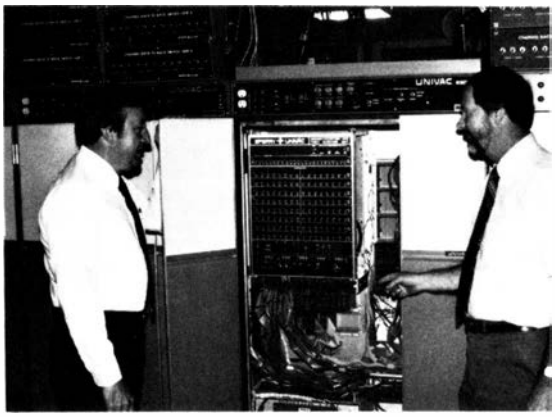
's the Traffic Management
mission coordinator position,
obs and TMU specialist Sam

Atlanta Tower

The crew in the Atlanta International Airport tower cab are (clockwise from the front) controllers Mark Libby, Keith Harrison, Guy Ernest, John Dennis, Bill English, supervisor Johnny Posey and air traffic assistant Tom Lortz.

Photos by Ray Leader

Controllers Jerry Gould (left) and Randy Nutt work departure control in the radar room at Atlanta International Airport.



Data systems officer Herb Weber (left) discusses the tower's automation hardware with data systems specialist Roy Carson.

loads, like those associated with the 1984 Super Bowl, the Daytona 500 and the Augusta Masters golf tournament.

The Atlanta Tower received accolades for its performance during a very busy 1984. The tower experienced one of the fastest traffic growth rates among all airports (13.8 percent to 689,484 airport operations and 12.9 percent to 828,723 instrument operations last year) but still managed to reduce delays. On several occasions, the facility set new traffic records only to have them topped a short time later.

The Corpus Christi Tower distinguished itself last year by serving a highly complex air traffic control environment without a single operational error. The tower's staff also

Corpus Christi Tower

Working in the Corpus Christi terminal radar approach control's north radar position are quality assurance and training specialist Eileen Anderson and controller Milton C. Thompson.

Controller Kurt D. Garrison at the local control position peers into a hazy sky from the Corpus Christi, Texas, Tower.

North Philadelphia Tower

Manning the award-winning North Philadelphia Tower are (left to right) area supervisor Joe Toland and controllers Russ Halleran, Patrick Ream and Paul Beale. **Photos by James Taylor**

Sharing a shift in the North Philadelphia cab are controllers Diane Keenan and Karen Goodchild.

recorded eight flight assists. Besides Corpus Christi International Airport, the tower also provides ATC services to 13 other airports and seven heliports.

Controllers at the Northeast Philadelphia Tower also maintained a spotless operational error record in 1984 despite handling some 171,300 operations. Other factors cited in its selection were a marked increase in controller participation in the management process through human relations committees, as well as

Austin, Texas, Tower

Robert J. Andrade (left) and Paul A. Dunn manage traffic in the Austin, Texas, TRACON. The tower won a special award for its year-long work on the ARSA system.

Columbus Tower

Air traffic assistant Crystal Mack processes an Airport Radar Service Area flight in the flight data position. The ARSA test brought the Columbus, Ohio, Tower a special air traffic award.

improved relations with user groups at the airport and in the surrounding community.

The Bridgeport Flight Service Station is the first of the agency's consolidated FSSs to be commissioned. It was created by merging the Boston and Windsor Locks, Conn., Level III FSSs. There was no transition phase, so specialists had to learn new ways of doing old jobs while still serving the public. Bridgeport opened for business on March 4, 1984, and over the next 10 months provided nearly one million flight services, making it the second busiest FSS in the country. ■

Bridgeport FSS

Air traffic control specialist Andrew Chartier at the Bridgeport, Conn., Flight Service Station takes down a flight plan as specialist Mona Thompson calls up information from the computer.

Maintenance technician Spiro Tsongalis tests circuitry in the equipment room of the Bridgeport FSS.

People

Aeronautical Center

■ **Arthur F. Evett,** machinist foreman in the Electro-Mechanical Production Section, Engineering and Production Branch, FAA Depot.

■ **Herbert L. Jackson,** unit supervisor, Line Maintenance Section, Frankfurt, Germany, Flight Inspection Field Office, Aviation Standards National Field Office.

Alaskan Region

■ **Harold C. Eward,** assistant manager of the Anchorage Flight Service Station/International Flight Service Station, from Quincy, Ill., FSS.

■ **Thomas J. Flynn,** maintenance mechanic reman, King Salmon Airway Facilities Sector eld Office, from AF Division.

■ **Michael A. Hessler, Jr.,** assistant manager, Anchorage ARTCC.

■ **Neal Kornelis,** construction and maintenance foreman, Technical Support Staff, North Alaska Sector in Juneau.

■ **John F. McCumiskey,** supervisory editorial assistant, Word Processing Branch, Management Systems Division, promotion made permanent.

■ **Robert L. Nelson,** area manager at the King Salmon Tower, from Juneau Tower.

■ **J.T. Stubbs,** area manager at Juneau Tower, from Lubbock, Texas, Tower.

■ **Paul A. Wegrzyn,** manager of the Materiel Management Branch, Logistics Division, promotion made permanent.

■ **Jackie D. Wernet,** area supervisor at the Anchorage ARTCC.

Central Region

■ **Donald L. Brosius,** chief operations, Programs Section, Program and Planning Branch, Airway Facilities Division.

■ **Raymond L. Fox,** assistant manager for technical support, Kansas City ARTCC Airway Facilities Sector.

■ **William C. Glaese,** manager of the Gardner, Kan., AF Sector Field Office, Wichita, Kan., AF Sector.

■ **Donald G. Hehr,** programs officer at the Kansas City International Airport Tower.

■ **George E. Short,** manager of the Kansas City (Mo.) Downtown Airport Tower.

Eastern Region

■ **George M. Cronin,** area supervisor at the Poughkeepsie, N.Y., Flight Service Station, promotion made permanent.

■ **Robert P. Fishman,** manager of the Albany, N.Y., FSS, from the AT Division.

■ **Gilbert R. Jackson,** manager of the Clarksburg, W.Va., AF Sector Field Office, Charleston, W.Va., AF Sector, from DCA.

■ **Theodore M. Kiladitis,** systems engineer, New York ARTCC AF Sector.

■ **Richard C. Knick, Jr.,** manager of the Fredericksburg, Va., AF Sector Field Office, Norfolk, Va., AF Sector, promotion made permanent.

■ **Lynne L. Leverenz,** area supervisor at the Washington ARTCC.

■ **William J. Mayton,** area manager at the Washington FSS.

■ **Bracy L. Munn,** systems engineer at the New York ARTCC AF Sector.

■ **Alan C. Vanamburg,** area supervisor at the Capital City Airport Tower, Harrisburg, Pa., from the Washington ARTCC.

Great Lakes Region

■ **John A. Aamot,** area manager, Minneapolis-St. Paul (Minn.) International Airport Tower.

■ **John J. Baldwin,** assistant manager, plans and Programs, Chicago O'Hare Tower.

■ **William Lee Brewner,** area supervisor, Chicago ARTCC, promotion made permanent.

■ **Robert L. Collette,** area manager, Minneapolis-St. Paul International Airport Tower, from Saginaw, Mich., Tower.

■ **Gene A. Crane,** manager of the Quincy, Ill., FSS.

■ **Merrill W. Devenport,** area supervisor, South Bend, Ind., Tower, from Kalamazoo.

■ **John A. Heath,** assistant manager, Green Bay, Wis., Automated FSS.

■ **William A. Houck,** assistant manager, Terre Haute, Ind., Automated FSS.

■ **Ronald L. Huffman,** area manager, Minneapolis-St. Paul International Airport Tower, from the Duluth, Minn., Tower.

■ **Ward E. Huston III,** area supervisor at Chicago ARTCC, from Miami, Fla., ARTCC.

■ **Edward M. Hynes,** area supervisor, Milwaukee, Wis., FSS, from Traverse City.

■ **Jack L. Keehn,** assistant manager for training, Cleveland, Ohio, ARTCC, from the Cleveland-Hopkins Tower.

■ **Peter P. Kitta, Jr.,** area supervisor, Ohio State University Tower, Columbus, from Cincinnati Lunken Tower.

■ **William F. McGuire,** assistant manager for automation, Chicago ARTCC, from ATD.

■ **Roy T. O'Conner,** manager, East St. Louis, Ill., Tower, from Champaign, Ill., Tower.

■ **Richard K. Petersen,** area manager, Minneapolis-St. Paul International Tower.

■ **Gene H. Printz,** manager, Terre Haute Automated FSS, from Cincinnati FSS.

■ **Dennis J. Shanks,** area supervisor, Chicago ARTCC, promotion made permanent.

■ **Richard J. Specht,** assistant manager, Minneapolis ARTCC AF Sector.

■ **Jack L. Taulbee,** manager, Saginaw, Mich., FSS, from the Detroit, Mich., FSS.

■ **Leslie N. Tucker,** area supervisor at the Chicago ARTCC, promotion made permanent.

■ **Donald M. Warnlof,** manager, Janesville, Wis., Tower.

■ **Ronald E. Wiest,** area supervisor at the Chicago ARTCC, promotion made permanent.

Metro Washington Airports

■ **James C. Fisher, Jr.,** maintenance mechanic

foreman, Structures and Grounds Branch, Engineering and Maintenance Div.

New England Region

■ **Johnny L. Boyce,** manager, Boston Tower.

■ **James M. Corliss,** area supervisor, Bangor, Maine, Tower, promotion made permanent.

■ **Paul G. Johnston,** manager, Bradley Field Tower, Windsor Locks, Conn., from Boston.

■ **Ronald E. Johnston,** area supervisor at Bradley Field Tower.

■ **Paul J. Maguire,** supervisor, Systems Performance & Standards Section, Facilities Operations Branch, Airway Facilities Div.

■ **Walter J. Moor,** manager, Flight Operations Branch, Flight Standards Div., from the Westfield, Mass., FSDO.

■ **David P. Robbins,** area supervisor, Burlington, Vt., Tower, promotion made permanent.

■ **Gary W. Tucker,** manager, Evaluation Branch, Air Traffic Div., from Boston.

Northwest Mountain Region

■ **Gerald L. Aldridge,** area supervisor at the Seattle, Wash., ARTCC.

■ **Lawrence D. Anderson,** manager, Performance Management Branch, Human Resources Division.

■ **Glyn W. Bamford,** unit supervisor, Billings, Mont., Airway Facilities Sector.

■ **Tommy E. Barclay,** area supervisor, Portland, Ore., Tower, from Troutdale Tower.

■ **Gordon D. Dunn,** manager, Worland, Wyo., AF Sector Field Office, Billings Sector.

■ **Walter E. Flood,** assistant manager, plans and procedures, Denver, Colo., Tower, promotion made permanent.

■ **Donald L. Fraley,** unit supervisor, Nav/Com Installation Engineering Section, Establishment Branch, Airway Facilities Div.

■ **James W. Gates,** manager, Hoquiam, Wash., FSS, from the Ukiah, Calif., FSS.

■ **Gerald F. Johnson,** systems engineer, Denver ARTCC AF Sector, promotion made permanent.

■ **Halbert L. Johnston,** group supervisor, Nav/Com Installation Engineering Section, Establishment Branch, AF Division.

■ **Robert M. Jurgensen,** area manager at the Seattle ARTCC.

■ **Kerry F. Klegman,** manager, Rights and Benefits Branch, Human Resources Div.

■ **Gailen L. Magnuson,** unit supervisor, Radar/Automation Installation Engineering Section, Establishment Branch, AF Div.

■ **Richard F. Martin,** area manager, Salt Lake City, Utah, ARTCC.

■ **Donald L. Mattes,** unit supervisor in the Portland Airway Facilities Sector.

■ **Jack G. McDonnell,** assistant manager, programs, Salt Lake City Tower.

■ **Paul I. Miyake,** group supervisor, Radar/Automation Installation Engineering Section.

■ **Merwin C. Nathan,** area manager at the Denver Tower.

■ **Willard R. Probert,** group supervisor, Nav/Com Installation Engineering Section.

■ **Marshall W. Reed,** manager, Rock Springs, Wyo., AF Sector Field Office, Salt Lake City AF Sector.

■ **Robin L. Rich, Jr.,** group supervisor, Nav/Com Installation Engineering Section.

■ **Dannie F. Ross,** assistant manager, airspace and Procedures, Seattle ARTCC.

■ **Neil G. Rower,** area supervisor, Denver ARTCC.

■ **Gerald A. Seguin,** supervisor, Radar/Automation Installation Engineering Section.

■ **David G. Smith,** area supervisor, Denver ARTCC.

■ **Ronald E. Stettler,** assistant manager for program support, Portland AF Sector.

■ **William G. Stowe,** group supervisor, Radar/Automation Installation Engineering Section.

■ **John K. Williams,** supervisor of the Nav/Com Installation Engineering Section.

Southern Region

■ **Samuel F. Austin,** manager of the Atlanta, Ga., Airports District Office.

■ **Frank T. Bartozzi,** area supervisor, Memphis, Tenn., ARTCC, promotion made permanent.

■ **Bobby H. Brown,** unit supervisor in Atlanta Hub AF Sector, promotion made permanent.

■ **Charles W. Foster,** area supervisor, Daytona Beach, Fla., Tower, from Albany, Ga.

■ **Fred A. Gleason, Jr.,** area manager, Atlanta ARTCC.

■ **Cecil A. Hoyer,** assistant manager, quality assurance, Miami, Fla., ARTCC.

■ **William D. Lethio,** area supervisor, Atlanta ARTCC, promotion made permanent.

■ **Larry J. Overman,** area supervisor, Atlanta ARTCC, promotion made permanent.

■ **Sigfrido Portalatin,** crew chief, Memphis ARTCC AF Sector, from Miami ARTCC.

■ **Alvaro A. Quesada,** area supervisor, Miami International Airport Tower, promotion made permanent.

■ **Jose I. Rivera,** area supervisor, Atlanta ARTCC, from Air Traffic Operations Service.

■ **Gary O. Simpson,** manager, Panama City, Fla., Tower, from Lexington, Ky., Tower.

■ **Marc A. Turkaly,** manager, Winston-Salem, N.C., Tower.

■ **Charles I. Wentworth,** manager, McComb, Miss., FSS, from Melbourne, Fla., FSS.

Southwest Region

■ **Rufus K. Bateman,** manager, Services Branch, Logistics Division, promotion made permanent.

■ **Richard P. Burgess,** manager, Field Evaluation Branch, Quality Assurance Staff, Associate Administrator for Air Traffic, from Central Region Air Traffic Division.

■ **Richard E. Clark, Jr.,** group supervisor, Interfacility & Navigation Engineering/Installation Section, Electronics Engineering Branch, AF Div., from Washington HQ.

The information in this feature is extracted from the Personnel Management Information System (PMIS) computer. Space permitting, all actions of a change of position and/or facility at the first supervisory level and branch managers in offices are published. Other changes cannot be accommodated because there are thousands each month.

■ **Richard L. Cook,** manager, Dallas, Texas, FSS, promotion made permanent.

■ **Larry L. Craig,** manager, Operations Branch, Air Traffic Division.

■ **Thomas D. Detrow,** unit supervisor in the Albuquerque, N.M., AF Sector.

■ **Jack L. Grigsby,** manager, Operations Branch, Flight Standards Division, from the Dallas-Fort Worth ACDO.

■ **James W. Haire,** manager, Albuquerque Tower, from Air Traffic Division.

■ **Dean R. Haney,** assistant manager for training, McAlester, Okla., Automated FSS, from Oklahoma City FSS.

■ **Ward J. Lockhart,** group supervisor, Construction Management Section, Environmental Management Branch, Airway Facilities Div., promotion made permanent.

■ **Frances A. Mulkey,** assistant manager, Little Rock, Ark., Tower, from the Amarillo, Texas, Tower.

■ **Clinton W. Odell,** manager, De Ridder, La., Automated FSS, from Air Traffic Div.

■ **William A. Phipps,** supervisor of the Power/HVAC Design Section, Environmental Engineering Branch, Airway Facilities Div., promotion made permanent.

■ **Jonathan D. Wright,** area supervisor, Gage, Okla., FSS, from Houston, Texas, FSS.

Technical Center

■ **George H. Owen,** unit supervisor, Systems Support Facilities Section, ATC Facilities Operations & Maintenance Branch, Facilities Division.

Washington Headquarters

■ **Carol M. Arnold,** manager of the Executive Staff, Associate Administrator for Human Resource Management.

■ **Timothy D. Booth,** manager, Management Staff, Associate Administrator for Airports.

■ **Ronald M. Daly,** manager, Policy & Procedures Branch, Automation Software Div., Air Traffic Plans & Requirements Service, from the Washington ARTCC.

■ **John E. Dean,** team leader, Human Resource Information Systems Div., Office of Human Resource Planning and Evaluation.

■ **Harold H. Downey,** manager, Airspace & Aeronautical Information Requirements Branch, Airspace-Rules & Aeronautical Information Division, Air Traffic Operations Service, from Southwest Air Traffic Division.

■ **Clyde A. Miller,** manager, Systems Studies/Advanced Concepts Division, Systems Engineering Service.

■ **Jack Nager,** manager, Engineering & Interface Control Standards Program, Policy & Standards Division, Systems Engineering Service.

■ **Robert R. Wheeler,** manager, FAA Records Center Facility, Emergency Operations Staff.

Western-Pacific Region

■ **Robert Anolin,** area supervisor, Oakland, Calif., TRACON, from San Francisco Tower.

■ **Jerome A. Barila,** area supervisor, Prescott, Ariz., Automated FSS, from Phoenix.

■ **Howard L. Bjork,** manager, Prescott Automated FSS, from Great Lakes ATD.

■ **Daniel A. Boyle,** area manager, Phoenix, Ariz., TRACON.

■ **Frederick E. Brandt III,** assistant manager, airspace and procedures, Oakland ARTCC.

■ **Joseph R. Bugado, Jr.,** area supervisor, San Jose, Calif., Municipal Airport Tower, from Palo Alto, Calif., Tower.

■ **Duane R. Bullard,** manager, Planning Appraisal & International Aviation Staff.

■ **R. George Cavagnaro, Jr.,** area supervisor, Stockton, Calif., Tower, promotion made permanent.

■ **Donald M. K. Chong,** assistant manager for training, Honolulu, Hawaii, ARTCC, from Human Resources Management Division.

■ **Duane L. Christensen,** unit supervisor in the San Jose Flight Standards District Office, from the Los Angeles FSDO.

■ **Sandra L. Couverley,** area supervisor, Lancaster, Calif., FSS, from LA FSS.

■ **Richard D. Frank,** area supervisor, Stockton Tower, from the Oakland TRACON.

■ **John K. Giannakopoulos,** assistant manager for training, Honolulu AF Sector.

■ **David L. Green,** area supervisor, Oakland ARTCC, promotion made permanent.

■ **Alexander Gulyas,** supervisor, Environmental Support Unit, Oakland AF Sector Field Office, Bay AF Sector, Hayward, Calif.

■ **Charles H. Hall,** area manager, Oakland ARTCC, from Oakland TRACON.

■ **James S. Messer,** assistant manager for training, Oakland ARTCC.

■ **Norma I. Milinski,** administrative officer, Phoenix Flight Standards District Office, promotion made permanent.

■ **Jon K. Miller,** area supervisor, Reno, Nev., Automated FSS, from Las Vegas FSS.

■ **Sandra D. Moore,** area supervisor, Oakland FSS, from Omaha, Neb., FSS.

■ **Steven A. Pansky,** area supervisor, Orange County Airport Tower, Santa Ana, Calif., from Brackett Field Tower, La Verne, Calif.

■ **Leslie D. Rose,** manager, Reno Automated FSS, from the St. Louis FSS.

■ **Stanley K. Stoll,** area supervisor, Reno Automated FSS, from Las Vegas FSS.

■ **Richard K. Suzuki,** assistant manager for technical support, Honolulu AF Sector.

■ **Claude R. Thatcher,** manager, Kahului, Maui, Hawaii, AF Sector Field Office.

■ **Charles H. Usrey,** area supervisor, Los Angeles ARTCC, promotion made permanent.

■ **Jack G. Van Zandt.** area supervisor, Los Angeles ARTCC, promotion made permanent.

■ **Wesley W. Walker,** manager, Palm Springs, Calif., Tower, from Great Lakes ATD.

■ **Theodore R. Walters,** manager, Palmdale, Calif., Tower.

By John Swank
The public affairs officer of the Central Region, he also served the Maritime Administration and on Capitol Hill in that capacity.

Riding High, His Career in Hand

Education and Ambition Keys to Achieving His Goals

It's been said that equestrians are a special breed of people, and Jerry Franklin is no exception. An evaluations officer at Central Region headquarters in Kansas City, Mo., Franklin is a horse lover who is also riding high in the saddle of his FAA career with the reins firmly in hand.

Franklin began horseback riding three years ago and since then has purchased several Tennessee Walking Horses. He is a common sight at civic functions and rodeos in the Kansas City area, including the well-known American Royal held each fall. He also is president of the Hill Top Saddle Club of Greater Kansas City, which performs in some 30 parades and other community functions each year. This nonprofit riding club works with the National Kidney Foundation in its annual Ride-For-Life money raiser, and Franklin was honored as the top money raiser in this event.

Franklin also has covered a great deal of ground since he joined the FAA eight years ago and plans to cover even more, having "every intention of developing to the upper levels of management."

Jerry Franklin on parade with his Tennessee Walking Horse "Blaze."

Franklin, who previously served in the U.S. Air Force and worked for General Motors, started in the FAA as an air traffic control developmental in May 1977. Shortly thereafter, he seized an opportunity to become a civil aviation security inspector.

His first day on the job at Kansas City International Airport—Oct. 20, 1977—was an exciting one. A hijacker had seized a Frontier Airlines B-737 at Grand Island, Neb., diverting it to Atlanta, Ga., after a refueling stop in Kansas City, where the rookie Franklin was learning the ropes in the security office. The hijacker eventually released the hostages in Atlanta and killed himself. "It was quite a way to start out. Textbook theory had to be adapted to real life in a hurry," he says.

Franklin's next assignment was as an equal employment opportunity officer at the Kansas City Air Route Traffic Control Center. He was the first full-time specialist assigned to a center, and he is especially proud of his accomplishments during this period. "There was quite a change in attitude and a sharp increase in the awareness of humanistic issues," he comments.

Franklin moved on to civil rights specialist in regional headquarters, with collateral duties as a civil rights complaints investigator. Here, former Region Director Murray E. Smith noted that "Jerry projected all of the qualities that executives look for in developing new managers.

"These qualities include intelligence, drive, personal commitment and understanding the importance of

the individual to an organization like FAA."

Franklin then served on the director's staff, first as special projects officer and then as his special assistant. He helped set up the region's human relations program and served as a focal point in the director's office for the region's human relations committee.

Now as regional evaluations officer, he heads up a national project for the FAA to develop a performance measurement system that will be ed to the budget process as well as serve as a national management tool.

Franklin's academic credentials include both A.A. and B.A. degrees in Criminal Justice Administration, earned with a perfect 4.0 grade point average (GPA) prior to joining the FAA. While working full-time and raising a family, he returned to graduate school and earned masters degrees in both business administration and business management with a 3.95 GPA. Franklin furthered his education recently by returning to graduate school and completing all of the core courses required for a Master of Arts Degree in Human Relations.

With all this career-oriented training and his great drive, Franklin won't be riding off into the sunset anytime soon . . . except on a walking horse. ■

Washington headquarters public affairs intern Stephanie Bradley contributed to this article.

Franklin in mufti at his job in Central Region headquarters.

Retirees

Chandler, William L.—AC
Connelly, Reuben S.—AC
Cortesi, Gino J.—AC
Cothrum, Phillip T.—AC
Cunningham, Paul F.—AC
Cushing, Robert A., Jr.—AC
Davison, Elmer—AC
Edwards, Charles T.—AC
Grade, E. Max—AC
Irby, Claude C.—AC
Mehl, John G.—AC
Norwood, James A.—AC
Scholle, Donald L.—AC
Steuben, Charles D.—AC

Bruck, Alfred B.—AL
Miller, Charles E.—AL

Burrows, Carl F.—CE
Cain, Hillman P.—CE
Ebeling, Frank E.—CE
Hynek, Emil Joe—CE
Kritz, William C.—CE
Olson, Elmer D.—CE
Papetti, Guy R.—CE
Robertson, Jeanne D.—CE

Banks, Wilbert R.—CT
Johnson, Charles E.—CT

Eckert, Charles G.—EA
Goldenberg, Lawrence—EA
Johnson, Richard—EA
Kolakowski, John—EA
Lebert, Paul G., Jr.—EA
Plunkett, Charles L.—EA
Shelleman, Charles C., Jr.—EA
Sivils, Melvin J.—EA
Smolak, Eugene—EA
Swift, Harold T.—EA
Williams, Marlton E.—EA

Carr, William F.—GL
Cimino, Anthony N.—GL
Coleman, Richard E., Jr.—GL
Dahl, Dale V.—GL
Dallago, Roy A.—GL
Dietz, John A.—GL
Erickson, Audrey L.—GL
Friedline, Earl D.—GL
Garabedian, Haig—GL
Groth, Edward F.—GL
Henderson, Malcolm R.—GL
Herman, Bernard V.—GL
Ishimoto, Gunichi—GL
Lee, Dorothy J.—GL
Walters, Frederick P.—GL

Fairbanks, William R.—MA
Huffman, Harold K.—MA
Smith, Walter F., Jr.—MA

Dole, Lawrence J.—NE
Gauvin, Roger R.—NE

Barker, Chester B.—NM
Bashor, Archie L.—NM
Gossett, John F.—NM
Hall, Wayne J.—NM
Knight, Robert W.—NM
Prock, Johnnie O.—NM
Reed, David H.—NM
Schwarz, Harley R.—NM
Seaton, James R.—NM
Shoe, Clyde E.—NM
Smith, Wayne A.—NM

Adcock, George J.—SO
Baggs, Armond L.—SO
Brehm, Paul T.—SO
Ditto, Dean A.—SO
Dyson, Robert C.—SO
Glockner, Donald F.—SO
Green, Lollie M.—SO
Hamm, Marvin J.—SO
Jones, James E.—SO
Krantz, James W.—SO
LaCaille, George R.—SO
McNeely, Robert J.—SO
Plummer, Paul F.—SO
Rosario, Marcial—SO
Sartino, Joe A.—SO
Weil, William T.—SO

Barnes, William S.—SW
Chapman, Clyde W.—SW
Duncan, Billy H.—SW
Frey, Eugene G.—SW
Hurley, Robert A.—SW
Kovarik, Joseph A.—SW
Madsen, William B.—SW
McCrory, Alva M.—SW
Moran, Danny H.—SW
Thetford, Linnie T.—SW
Wippert, James L.—SW

Aikman, Edward—WA
Washburn, Robert C.—WA

Amano, Walter M.—WP
Bailor, Donald W.—WP
Behm, Robert S.—WP
Franco, Laurence D.—WP
Jones, Kenneth A.—WP
Lehto, William J., Jr.—WP
Nakamura, George—WP
Novak, Milan J.—WP
Nuss, Dean E.—WP
Philipps, Richard H.—WP
Rais, Anthony G.—WP
Spivey, Joe R.—WP
Thomas, Robert E.—WP
Wise, Robert B.—WP
Yanazaki, Jerry J.—WP
Zimmerschied, Robert S.—WP

Growing PWC Stresses Teamwork

Women Controllers Meet in Seventh Convention

As the Professional Women Controllers, Inc., met in its annual convention May 2–5 in Denver, Colo., the participants could readily measure the organization's success. From 60 members in 1979, PWC now boasts nearly 500 members, which include men and women from all air traffic options, supervisors and non-supervisors, and from other disciplines in FAA and the aviation industry.

The newly elected president of the PWC, Kate Beebe, hopes the organization will become "a more viable force in the FAA" while "educating its members to become more effective team members."

ATCS Kathy Burks provides closing remarks for a panel on career advancement, which included (left to right) Mike Pannone, Walt Luffsey, Jacque Smith, Wayne Reynolds, Dan Austin, Ken Patterson and Dick Failor.

Arlene Ayers, FAA Academy FSS instructor, chaired and led the discussion in the meeting of the recruitment work group.

Photos by Linda Buseman

To lend emphasis to this idea, the new leader, who is a terminal instructor at the FAA Academy, passed around new packages of Silly Putty at the board of directors meeting. Her point: New putty, like a new group, tends to split apart unless you keep working at it.

The highlight of the convention was a panel discussion on career advancement moderated by Katherine Burks, a Seattle, Wash., flight service station specialist. Walt Luffsey, Associate Administrator for Air Traffic, opened the panel with a message from Administrator Engen, commending the organization for its fine work and strongly endorsing the group's activities.

Luffsey explained his goals as the new associate administrator were "to stabilize the organization and prepare for the summer onslaught of traffic." Since air traffic equipment and procedures are adequate, he said the goals are dependent upon the people of the organization. He asked for PWC's help in creating a positive atmosphere

By Linda Buseman
An education specialist at the Denver ARTCC, she is also an aviation education facilitator and equal employment opportunity counselor.

Montreal Centre supervisor Carolle Chartrand (left) has a tête à tête with (l-r) Cheryl Spencer, Northwest Mountain Region Office; Mary Carbonaro, Cleveland ARTCC; and Jeanne Deubler, Newark, N.J., Tower. Chartrand and Arlene Yakely, Toronto Centre, were sent by Transport Services of Canada at the invitation of PWC.

Developing team-building skills was the subject of the first Professional Women Controllers' board of directors meeting for the 1985 term.

Enjoying the opening luncheon are (left to right) charter members Marty Landers, Oakland, Calif., FSS manager, J.C. Wilson and Helen Wall, convention coordinators.

and in identifying problems and providing solutions.

The other panel members were Dave Jones, Ken Patterson and Dick Failor, Air Traffic Division managers of the Northwest Mountain, Great Lakes and Southwest regions, respectively; PWC founding mother Jacque Smith, acting manager of the Western-Pacific Air Traffic Division; Wayne Reynolds, National Supervisors Committee chairman; Dan Austin, manager of the Denver ARTCC; and Mike Pannone, a retired Anchorage ARTCC area supervisor who now teaches at the Anchorage Community College.

All agreed that of utmost importance was having a short- and long-term career plan, which takes advantage of every opportunity—no matter how small—to learn and grow.

Pat Washburn, a Redmond, Ore., flight service station specialist and a member of PWC, represented the 99s, a women pilots' organization, from which she extended a formal invitation to hold a joint convention in Vancouver, British Columbia.

The convention closed with the annual awards breakfast, which recognized for their contributions to PWC: Cynthia Lee Hiles, Cleveland ARTCC ATCS; Susan House, Anchorage FSS specialist; and Jackie Minor, Dallas FSS quality assurance and training specialist. Rochelle "Rocky" Wisniewski, Seattle ARTCC ATCS, was recognized for her outstanding contribution as the 1985 PWC National Conference Chairperson, along with Katherine Burks; Helen Wall, Denver ARTCC area manager; and J.C. Wilson, Denver ARTCC supervisor.

Elected to PWC were Kate Beebe as president; Debbie Canter, Cleveland ARTCC ATCS, as vice president; Sally Weed, Albuquerque, N.M., ARTCC ATCS, as secretary; and Nancy Shelton, Southwest Region Office center planning specialist, as treasurer. ■

Sunrise at the Salem, Ore., Tower.

Photo by ATCS Kent C. Garrett

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Federal Aviation Administration
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