

World

May 1985
Volume 15 Number 5



U.S. Department
of Transportation
**Federal Aviation
Administration**



**'You Cannot
Plan a Crash'**



Beginning a Tradition

Some say aviation is an infectious malady; some may think it's genetic. In any event, Wanda Loncar's daughters were fated from the start. The new manager of the Zanesville, Ohio, Flight Service Station, Mrs. Loncar is a U.S. Air Force veteran and a former airline radio operator.

After her Air Force stint, she studied management and communications at Indiana-Purdue University and then attended the Weaver Airline School in Kansas City. Loncar then

worked nine years in Indianapolis as a radio operator for Eastern Airlines and Lake Central Airlines—now part of USAir.

She entered FAA as a flight data specialist at the Indianapolis ARTCC in 1966 and moved to the flight service station there two years later, becoming an evaluation proficiency development specialist, then a supervisor at the Fort Wayne, Ind., and Chicago stations.

Her daughter Cindy Harbage, also an Air Force veteran, is a training specialist at the Hulman Regional Airport tower in Terre Haute, Ind. Daughter Stacy Ebbinghaus drafts jet engines on computers for the Allison Division of General Motors.

Wanda was Federal Women's Program Coordinator for four years in Indianapolis, where she was instrumental in establishing the Amelia Earhart Chapter of Federally Employed Women (FEW). ■

—By Marjorie Kriz

The safety record of the United States aviation industry is a source of pride for all of us. More than half of the world's flying is done in the United States. Over half of all the pilots operate here. Aircraft industries around the world depend upon technology developed in the United States, and we are providing the best system for aviation safety that has ever been developed within the limits of current technology and human fallibility.

Donald D. Engen

Back cover: *The recently commissioned long-range radar on St. Paul Island may be America's loneliest facility. It's located in the Pribiloff Islands in the Bering Sea, where it will permit Anchorage ARTCC controllers to monitor aircraft flying the Pacific near Soviet airspace.*



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'You Cannot Plan a Crash' The Controlled-Impact Demonstration

last summer illustrated that once again. Although most experiments on the remotely controlled crash were successful, the fire-resistant fuel was ignited at the "wrong" place.

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An FAA Welcome Wagon

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



'You Cannot Plan a Crash'

AMK Test Went Awry; Other Experiments Successful



Press spectators line a ridge overlooking the Controlled Impact Demonstration on Rogers Dry Lake and Edwards Air Force Base in California's Mojave Desert.

Noting that you can never be sure that things are going to go according to plan, Administrator Donald Engen told Congress recently that the fireball that marred last December's test of anti-misting kerosene (AMK) during the Controlled

Impact Demonstration was the result of a wing cutter smashing into an engine. This created an intense source of ignition at the worst possible place.

The presence of the AMK did limit the size of the fireball, however, he added, and made it burn cooler than would have been the case if untreated kerosene had been involved.

He went on to say that while the test was disappointing in terms of its major objective—proving that AMK can prevent or greatly minimize post-crash fires—it was a success in a host of other areas.

Among these, he said, were:

- Obtaining vast amounts of impact data, both electronic and on film, that could be used to design safer aircraft in the future.

- The successful testing of new seat and restraint systems, new and more sophisticated flight data recorders and cockpit voice recorders and a combined flight incident recorder and emergency locator transmitter.

- Evidence that fire-blocking seat layers that were in place on many of the seats protected those seats and slowed the spread of flame to others.

- Confirmation that the degraders that convert the AMK-treated fuel back to conventional kerosene do work and that aircraft fuel and propulsion systems can work normally with AMK fuel.

- The remote piloting system did guide the aircraft close to the projected impact point at the anticipated forward and vertical velocities.

The test aircraft, a Boeing 720 carrying 73 dummies, lifted off from Edwards Air Force Base in California at 9:13 a.m. (PST) on December 1. The liftoff was delayed about 30 minutes by a television crew that had sneaked in under the planned flight path and had to be shooed away by Air Force police.

The 720, remotely flown by a NASA pilot on the ground at Edwards, flew west to an altitude of 2,300 feet and then made a U-turn and headed for the impact site.

The impact site was a specially prepared area on the floor of the Rogers Dry Lake Bed in the Mohave Desert that began with eight knife-like steel wing cutters embedded in concrete and was followed by a packed stone bed on which approach lights had been installed.

The wing cutters were there to make sure the wings would open up on impact and spill the fuel in the wing tanks at a rate of from 20 to 100 gallons a second.

The stone was there to provide a source of ignition in the form of sparks given off from the fuselage as it scraped along. The approach lights were there for the same purpose—sparks generated as the electrical wire was broken. As a backup, in case neither the stone nor the lights provided the needed source of ignition, there were two small jets of flame coming out of the tail of the aircraft.

In retrospect, all that was needed were the wing cutters and only one of those.

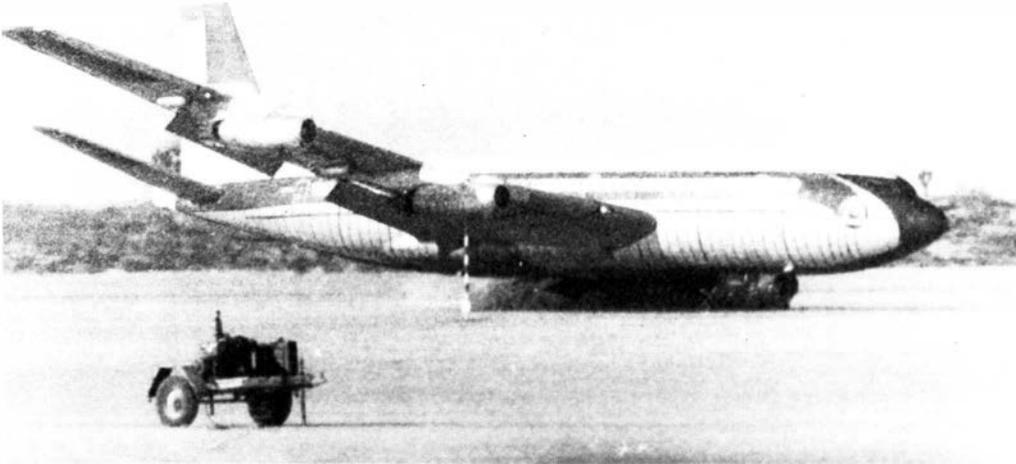
Nine minutes and 11 seconds after liftoff—and at the nominal forward speed of 150 knots and a sink rate of 17 feet per second—the aircraft touched down on the desert floor, kicking up a vast cloud of dust. It hit the ground 300 feet short of the wing cutters, with the left outboard engine being the first part to make contact. As a result, the aircraft veered to the



Members of the press waited for the beginning of the test with a forest of tripods and telephoto lenses.

left at an angle of 38 degrees as it continued its slide toward the wing cutters.

The first wing cutter it hit slashed into the right side of the right inboard engine, hitting the line carrying fuel from the degrader to the engine's fuel pump. The result was that fuel that no longer contained the AMK was ignited, probably by a spark generated by the cutter slicing through the engine.



The FAA-NASA Boeing 720 raises a cloud of dust from the dry lake bed next to Edwards AFB as it lands wheels up as planned, but with its left wing low.

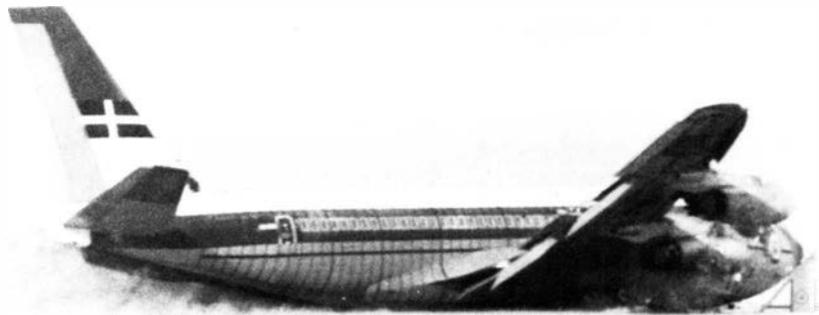
The cutter then continued on to rip open the bottom of the right wing and allow fuel from the wing tank to cascade down on the already established fire. True, this fuel still had the AMK additive in it, but the distance it had to travel was so short that there was no time for the additive to do what it was supposed to do—that is, to convert the liquid into the large, hard-to-ignite globules.

What followed was the fireball that millions saw on their television sets as the weakened right wing broke away and folded up and over the fuselage.

In theory, the AMK-treated fuel should not have ignited, if it ignited at all, until it was well in back of the aircraft. Thus, what fire there was would not stay with the aircraft and the aircraft would not be on fire when it slid to a halt. This would allow the passengers who survived the force of the impact to get out of the aircraft without having to cope with smoke and flames.

This, of course, was not to be. The fireball stayed with the aircraft until it came to a halt and ignited fuel that was continuing to pour from the ruptured tanks.

Smoke and flame from the contin-



The aircraft skids 300 feet into the wing cutters (one appears just in front of the nose), which are designed to ensure fuel spillage for the AMK test.

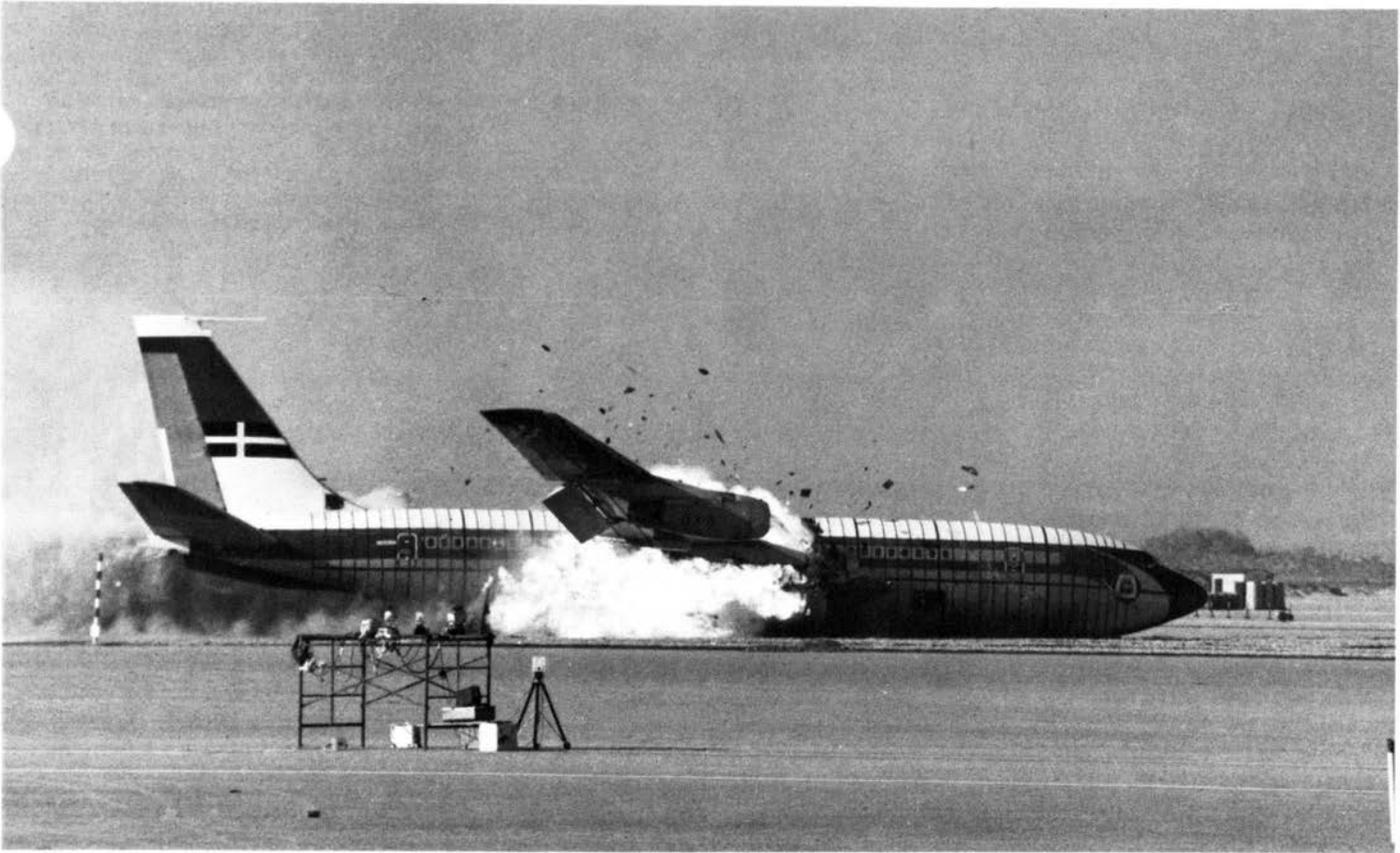
uing fire got into the cabin through a slash that another wing cutter made in the bottom of the fuselage and through a cargo door on the right side that popped open on impact.

Nevertheless, it is estimated that had there been real passengers on board instead of the dummies, about 20 percent of them probably would have gotten out of the aircraft safely through exits that were free of flame either within or outside of the aircraft.

Still, the fire wasn't as intense as it could have been if raw kerosene had

been involved. A fireball fed by raw kerosene would have heated the aluminum skin of the aircraft to as much as 650 degrees Fahrenheit, well above the 475 degrees at which the metal will fail. Subsequent tests showed that the AMK kept the skin temperature down to 200 degrees.

So where does all this leave us? As the Administrator told Congress, the

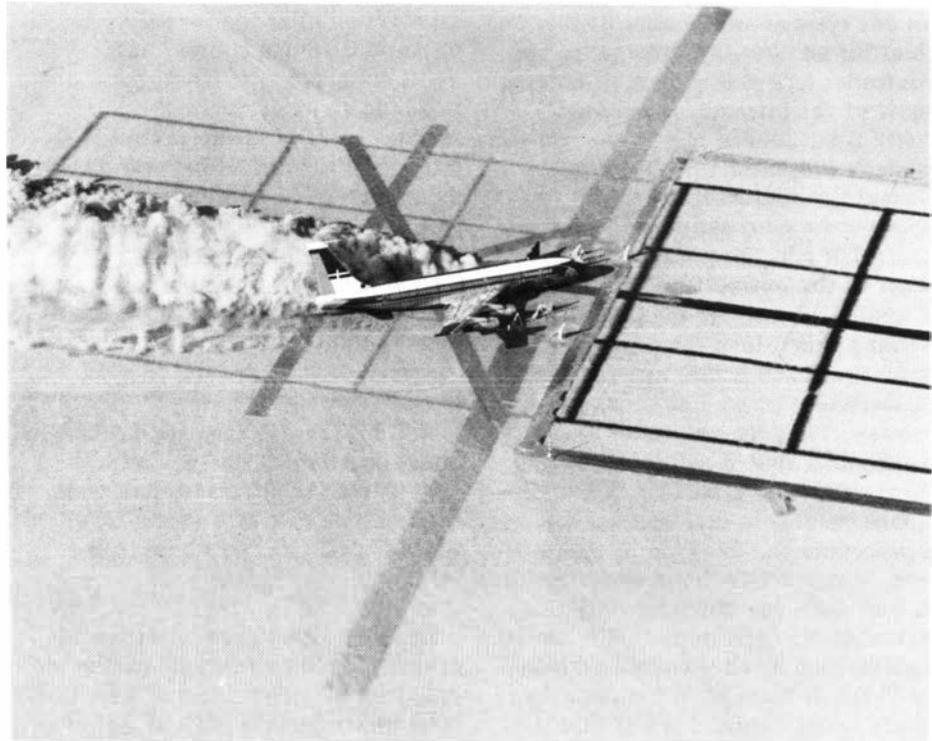


A fireball erupts as one of the cutters severs the fuel line between degrader and engine, spilling burnable kerosene instead of the stored treated fuel.

test demonstrated that “there are conditions where adding an anti-misting characteristic to jet fuel is not sufficient to prevent a post-crash fire.”

He said the agency is conducting a survey of other accidents to determine the likelihood of a similar scenario in an actual accident. “But,” he added, “I have learned from years of conducting aviation accident investigations that you cannot plan a crash.”

The bottom line is that at this time the agency does not plan to proceed with rulemaking action to require the use of AMK in commercial jet aircraft. What will happen in the future will depend on the outcome of a complete analysis of all the test data. ■



Canted at an angle from the wing-low landing, the Boeing 720's right inboard engine area is about to strike a pair of wing cutters. The lines on the field are for photographic calibration and to aid the remote pilot in landing.

Paragraph 1121b of Handbook 7110.65C states that you can have simultaneous landings and departures on intersecting runways as long as they are approved by the air traffic manager, a facility directive exists and certain conditions are met. At our facility, we do not have this approval, but a controller technique is being used to take its place when conditions of Para. 1121b, 1 through 7 are met.

Aircraft A is ready for departure on one runway, while aircraft B is on final for another that intersects. The controller tells B to “plan on holding short of the intersecting runway.” After B has landed and in the controller’s judgment the pilot has slowed the aircraft to where it appears the pilot can comply, the controller tells the pilot to “hold short of the intersecting runway and if unable advise.” If the pilot affirms holding short, then the controller issues traffic to B that aircraft A will be departing on an intersecting runway. Then the controller issues traffic to A that B will be holding short and issues a takeoff clearance.

One opinion is that because there’s a procedure for this type of operation, if you do not have approval for it, you can’t use any procedure that resembles it. Another is that it can be used as long as all the requirements of 1121b, 1 through 7, are met, the pilots agree, the pilot is not told to hold short of the intersection until the aircraft is on the runway and the controller believes the pilot can comply.

The operation described does not meet the requirements of Handbook 7110.65C, Para. 1121b (Handbook

7110.65D, Para. 3-123b), for conducting simultaneous operations on intersecting runways. Simultaneous operations must be conducted in accordance with a facility directive and approval of the air traffic manager, among other conditions. Pilot concurrence cannot be substituted for either of these.

This does not preclude the application of procedures in Handbook 7110.65C, Para. 1111b (Handbook 7110.65D, Para. 3-108b), which states that a departing aircraft may begin its takeoff roll after the preceding arrival on an intersecting runway has “. . . completed the landing roll and will hold short of the intersection. . . .” If in the controller’s judgment, the arrival has completed its landing roll—i.e., can be brought to a stop or exit the runway and is instructed to hold short of the intersecting runway—only then may the departure be allowed to begin its takeoff roll.

A GS-2152-10, Step 10, works two hours overtime in one pay period. Will he receive one-and-a-half times his overtime rate or one-and-a-half times the GS-10, Step 1, overtime rate?

Before an employee in a covered position, such as yourself, can be paid true time and one-half overtime rates under Section 5542 of Title 5 of the U.S. Code, he or she must work four or more hours of overtime in a pay period. (See Order 3550.10, Appendix 4, Para. 3b.) Since you worked only two hours of overtime,

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.

you would not be paid true time and a half.

However, since you occupy a position covered by the Fair Labor Standards Act (FLSA), you would be eligible for two hours of FLSA overtime pay, assuming that you did not take two or more hours of leave during that same pay period. FLSA overtime pay is based on a formula that takes into account certain other premium pay you may have earned during the pay period. It is never less than one-and-a-half times your regular hourly rate of pay, but, again, leave does not count as hours of work for FLSA overtime purposes. Thus, if you did take two or more hours of leave during the pay period, making you ineligible for FLSA overtime pay, you would be paid at the GS-10, Step 1, overtime rate for the two hours of overtime you worked.

At my enroute center, management uses the CAA/FAA hiring date for seniority bidding purposes, like annual leave, days off, etc. I say the service computation date should be used, which includes military and other civil service time.

There are no specific provisions in the Federal Personnel Manual (FPM) on this subject. The scheduling of work and leave is a matter of management discretion within the guidelines established in the FPM and agency directives. No matter what type of system is developed to meet the needs of the facility in a fair and equitable manner, some employees are bound to be disappointed. The use of the CAA/FAA hiring date for this purpose is quite common throughout the agency.

Have Ability, Will Travel

FAA's African Rep Steadily Expanded Skills and Viewpoint

Donald Vincent Jones is a classic case of the benefits of ambition matched with job mobility—seizing opportunities to grow, to move upward and to broaden experience.

His 18 years in the FAA have led him to the position of Resident Senior FAA Representative in Africa, where from his base in Dakar, Senegal, he is responsible for FAA civil aviation interests in 47 African countries south of the Sahara Desert.

Jones began his career as an Army air traffic controller at Keesler Air Force Base, Biloxi, Miss. After completing a tour in Vietnam, he joined the FAA in 1967 as an air traffic control specialist in the Los Angeles Flight Service Station. At the same time, he took up flying, the following year earning commercial and instructor ratings.

Rising to full performance level in just over a year, he moved on to the Hollywood-Burbank Tower. In little more than two years, he convinced himself and anyone else who would listen that he was ready for the Los Angeles TRACON.

During his five and a half years there, in addition to honing his ATC skills, Jones earned an Associate Degree in Science, majoring in commercial aviation, began raising a family, began managing a family business, “dabbled successfully” in real estate, began offering flight instruction and earned ratings of airline transport pilot/single and multi-engine land, commercial helicopter pilot and more recently, certi-

fied helicopter instructor. All work and no play was not for Jones, so he expanded his participation in tennis, softball, basketball, jogging, swimming and golf. You know what they say about a busy man finding time

Other opportunities beckoned, so in June 1976, his successful bid took him to the Evaluation Branch in the New England Region's Air Traffic Division—a chance to broaden his career perspective and expand his flying.

A little more than a year later, he moved on to the Atlanta TRACON as a first-line supervisor.

As a recognized doer and achiever,

Jones began getting more opportunities offered than he could easily sort out. In January 1981, he joined the Air Traffic Staff of the Europe, Africa and Middle East Office in Brussels, Belgium. In June 1983, he successfully competed for his current assignment.

He had prepared himself well. In addition to his technical and program management skills, he had gained fluency in French through his own initiative. He was able to present himself as eminently qualified for this demanding role.

That's Don Jones' way of doing things. No, we haven't heard the last of Donald Vincent Jones. ■



Don Jones (left), Senior FAA Representative in Africa, attends an international gathering with (left to right) Paul Malekou, former Director General of Civil Aviation for ASECNA (a multinational African equivalent of FAA), and Edward Dwemoh, regional representative for the International Civil Aviation Organization.

Pulling up stakes is difficult for everyone, whether it's moving to another city, across the country or overseas. And when you arrive, the streets and services are unfamiliar, finding a place to stay is a headache and your belongings seem to be trailing you in an ox cart.

Unless it's Puerto Rico and you have a Hilda Ryberg.

If you go to a foreign country as a government employee, your Hilda Ryberg is a printed post report (but often out of date) and your embassy administrative officer. In the main-

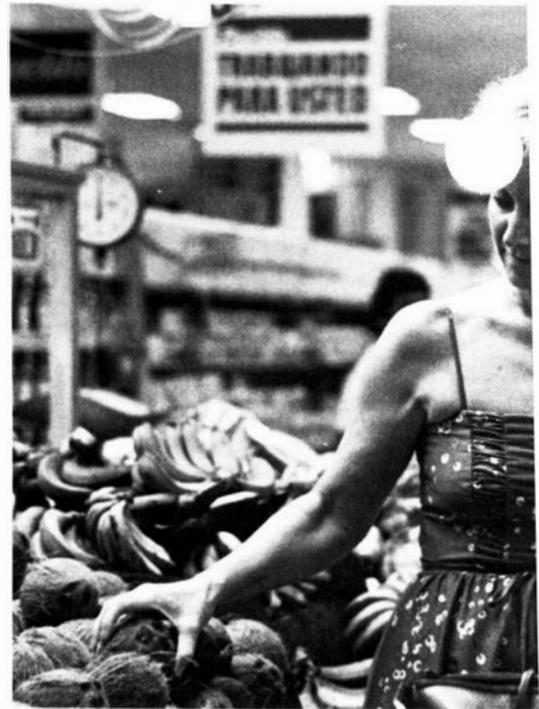
land United States, you're on your own but at least in your own cultural setting for the most part. In Puerto Rico, you have Hilda or her surrogates.

Hilda dispels the feeling of isolation and loneliness that besets the spouses of FAA employees who arrive on the island. While the employee settles down to work in an air conditioned office and mainly in an English-speaking environment, the spouse is left to cope with arranging housing, utilities, banking, shopping and simply getting around in a mainly Spanish environment.

Having faced this alone, except for her husband, Jon, manager of the San Juan Airway Facilities Sector, who had preceded her to Puerto Rico by about six weeks in 1981, Hilda Ryberg decided to establish a welcoming program based on what she would have liked on her arrival.

At first, Hilda met each FAA newcomer and took her around personally, but she soon enlisted the help of others—initially from among FAA wives and then from a revitalized Federal Employees Women's Club (FEWC), whose ranks had been reduced to six people following the air traffic controllers' strike. There are now more than 80 members.

To help families gain a more positive perspective of their new home, they are met at the airport, temporary quarters are secured and at least one day's groceries are provided. The next day, the wives are given



An FAA We

FAAer's Wife Acclimates

familiarization tours of San Juan, an activity repeated until the newcomer feels comfortable in getting around.

How needed is this assistance? In the words of new arrival Edith McKenzie, whose husband, Charles, is an engineering technician in the sector office, "Without her [Hilda], I would never have made it."

The problems faced by the new arrival are varied. Some of them were mitigated for Hilda because her husband preceded her, but most families arrive together. Jon met her at the airport and verbally prepared her for the new experience. He insisted on her driving a car the very next day so she would learn how to get around before having a chance to become discouraged. Good roadmaps were hard to come by and directions are usually offered without reference to formal route designations.

In the couple of weeks that followed, Jon took her around the island to the extent that she came to know Puerto Rican towns and roads



The meat department is not a strange place—except for the labeling—for newcomers Nila Ruark (front), wife of Ted, assistant manager of the IFSS, and Judy Stephenson, as Hilda Ryberg looks on.



By Gail Arenas

Former first vice president of the Federal Employees Women's Club and wife of a U.S. Courts employee.

Additional material supplied by Leonard Samuels.

Although available in mainland stores, tropical fruits are in plentiful supply in Puerto Rico. Hilda Ryberg (left) shows Judy Stephenson, wife of CERAP manager James, how to select the best.

better than most locals.

But there were "learn the hard way" adaptations. "We rented an apartment when we first arrived," Hilda said, "because we didn't know where we wanted to live. There was no one to point out to us good areas to live. Our apartment was only seven miles from the CERAP (the combined ARTCC and radar approach control facility), but it took 45 minutes to get there.

"In negotiating the lease," she continued, "we found that the lease was printed in Spanish only and was not what you would call a 'standard' lease. They wanted \$190 more for a translation, so we got a Puerto Rican employee to

accompany us, relying on his interpretation of what we were signing." She stood in line a whole day at the utility company to get electricity and water turned on. Obtaining telephone service normally takes from two weeks to four months. Hilda got hers in a week and a half by paying the \$138 owed by the previous tenant of her apartment.

Many of these situations are a result of different ways of doing things or a different pace of life. For the newcomer, it results in what is called "cultural shock." Combined with the newness of the experience, it can be very discouraging without the Ryberg treatment.

Adaptability is the key to a successful and happy move anywhere. "It's a beautiful island, and this is the best job Jon's ever had," Hilda says, a sentiment echoed by others who have successfully adapted. It's not paradise, she points out; it's not someplace to run away to. Going to a new and strange place is not a solution if you already have problems. It strains them. If you're flexible and welcome change, an assignment in Puerto Rico can be very enjoyable, she says.

For these reasons, smoothing out the first few days or weeks can be important. "I wanted to do much more," Hilda says, "including getting more Puerto Rican wives of FAA employees to participate." After being president of the FEWC for two years, however, Hilda has involved many of the wives from a variety of federal agencies, who now feel as she does about the mission.

In addition to assisting families on their arrival, Hilda found a means for FAA and FEWC members to take an active role in their new community,

come Wagon

ewcomers to Puerto Rico



While electronics technician Calvin Johnson works, his wife, Jeral, and daughter, Cayla, are shown San Juan's beaches as part of the area familiarization tour.

Photos by Jack Barker



The various tours and explanations of signage bear repeating for newcomers to feel comfortable with their strange surroundings. Here Hilda Ryberg explains the operation of a bank machine and the meaning of its Spanish labels to Sharon and John Collette, a controller at the CERAP, and a totally indifferent Melissa.



Leaving apartments frequently used as temporary quarters for a familiarization tour are FAA wives (clockwise from the top) Hilda Ryberg, Jeral Johnson (with Cayla), Edith McKenzie, Nila Ruark and Judy Stephenson.

which also helps to eliminate feelings of isolation or not-belonging. FEWC adopted the Deborah Home for abused and abandoned children as a charity project. More than \$10,000 has been raised by bake sales, an annual Christmas bazaar, a Christmas fund-raiser dinner-dance and a Mother's Day raffle.

The club serves as an outlet for wives from FAA, the Drug Enforcement Agency, Justice Department, Postal Service, Secret Service, Customs Service, Immigration Service, Food and Drug Administration and U.S. Navy, who can put to use their organizational and creative talents.

For her efforts, Southern Region Director Jonathan Howe last year presented Hilda Ryberg a Certificate of Commendation "... in recognition of her special contributions to improving the quality of life for FAA

employees and their families moving to Puerto Rico."

Frank Frisbie, Deputy Associate Administrator for Development and Logistics, who initiated the award after visiting Puerto Rico and meeting her, wrote, "... one person stood out to me as being more concerned with FAA, its mission and its people. This person doesn't show up on our duty roster and doesn't get a paycheck and yet is clearly a great asset to FAA and the U.S. Government."

Hilda had once drawn an FAA paycheck. For five months, she worked in the Great Lakes Region's

Public Affairs Office, garnering a Special Achievement Award there.

As the FEWC expands and more wives from various agencies become involved, the network established by Hilda will touch more lives, although the Rybergs will be leaving before another year is out.

She maintains that without Jon's support, she would not have been able to accomplish so much. She captions it for all the federal families on the island when she says, "The FAA and Southern Region inherited a team when Jon accepted this post." ■

The Cream of the Crop

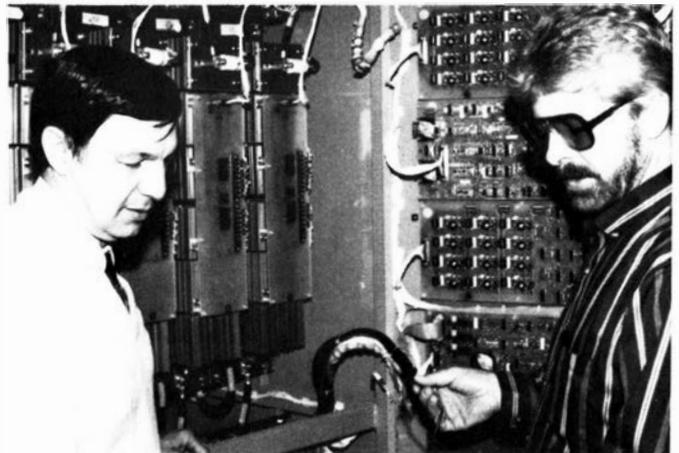
Memphis and NYARTCC Sectors Take Top Honors for 1984

Memphis



Electronics technicians Buddy Bruckner (left) and Gene Willis troubleshoot a low-level wind-shear system's transmitter.

Larry Defend, ARTS IIIA technician, works on the equipment at the Nashville, Tenn., airport's sector field office.



John Cotter, environmental systems engineer, and Bob Williams, environmental support technician, align the new power conditioning system for the Memphis airport's radar.

Being outstanding is commonplace for most Airway Facilities sectors—it's the nature of the way they work in keeping the airspace system humming. But the competition is there to be the best. For 1984, the crème de la crème were the Memphis, Tenn., AF Sector in the General NAS category and the New York ARTCC in the enroute category.

The two were selected from a group of regional winners which exhibited the highest achievement in facility performance, personnel development, staffing management and general programs.

Responsible for maintaining 142 reportable facilities in a 40,000-square-mile area that includes central and western Tennessee, southwest Kentucky, northern Alabama and northern Mississippi, the Memphis sector had an outstanding year in facility reliability of 99.74 percent. At the same time, it performed as the Southern Region's lead sector testing the 80s maintenance philosophy in operating remote maintenance monitoring and the maintenance management system. The sector also was active in the national Maintenance Control Software program.

Sector manager Kermit Grayson says the unit is very proud of its staff's high participation in regional and



Brenda Vest, secretary at the Huntsville, Ala., Sector Field Office, reviews an employee's travel voucher.



Checking the integral system monitor at the Haleyville, Ala., Sector Field Office is technician Carl Peebles.



Wayne Gregory, now an engineering student trainee, reviews the Memphis Sector's number one priority: facility performance.



General supply specialist Bud Anderson files some logistics paperwork.



Analyzing terminal radar performance is Radar Unit supervisor George Keller.

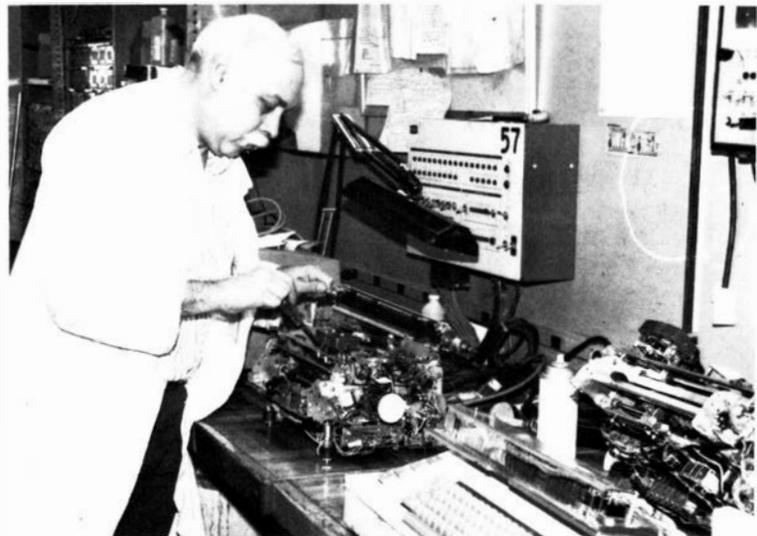
national programs. "We're doing this not only to provide the field expertise to these programs," Grayson says, "but also to provide an opportunity for our people to grow—to get exposure and learn about national programs."

The New York Center is responsible for about 41,000 square miles of domestic airspace and 2.5 million square miles of oceanic airspace.

In similar fashion to Memphis, the New York ARTCC's facility reliability and availability of critical systems was well in excess of the national average. Other factors that earned the kudos were the center's better utilization of its dedicated leased telephone services that reduced costs about \$6 million annually, its reduced overtime costs through better planning and its increased on-site training to save travel costs.

The other winning regional sectors were Bangor, Maine (ANE); Charleston, W.Va. (AEA); Des Moines, Iowa (ACE); Minneapolis, Minn. (AGL); New Orleans (ASW); Sacramento, Calif. (AWP); Seattle (ANM); and the Anchorage, Alaska; Minneapolis; Fort Worth, Texas (ASW); Kansas City, Mo. (ACE); and Los Angeles (AWP) ARTCCs. ■

New York



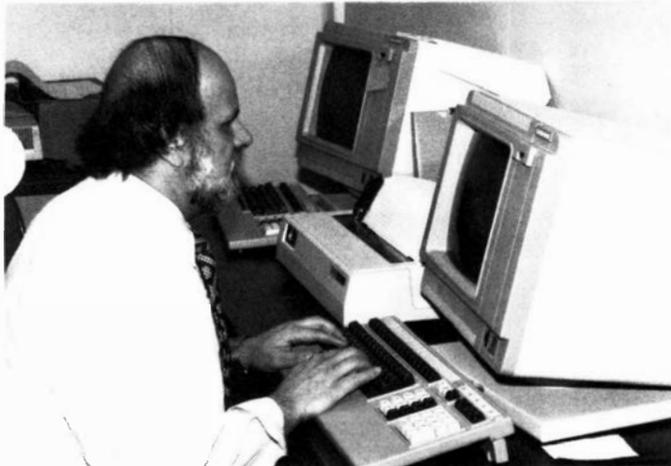
Peripheral device technician Harold Taubes adjusts a flight strip printer in the sector's repair shop.



Sector secretary Dorothy Handel prepares some outgoing correspondence for the center's sector manager.



New York ARTCC Airway Facilities Sector purchasing agent Nadene Fontano inventories the facility's parts stock.



Using the remote maintenance monitoring system, Carmine Pellecchia reviews preventive maintenance schedules for various pieces of center equipment.



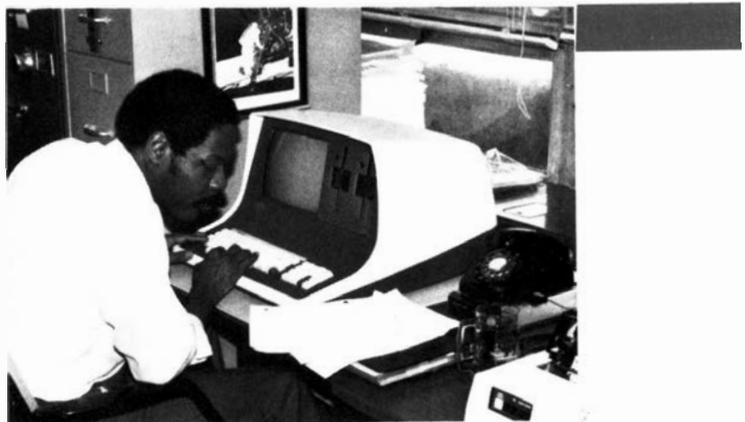
Environmental specialist Melvin Riddick looks like he was caught in the act as he monitors a test point on the power conditioning system.



Computer technician Robert Hirsch prepares to load a diagnostic program into the center's IBM 9020 computer.



Reviewing a budget submission is New York Center administrative officer Geraldine Gallagher.



Proficiency development specialist Willis Brookins updates training records on the Compustar System.

Aeronautical Center

■ **Troy D. Clark**, unit supervisor in the Major Maintenance Section, Aircraft & Aviation Maintenance Branch, Aircraft Maintenance & Engineering Div., Aviation Standards National Field Office, promotion made permanent.

■ **Shirley Little**, unit supervisor in the Training Operations & Support Section, Training Methods and Operations Branch, FAA Academy.

■ **James H. Owens**, supervisor of the Accounting Systems Section, Financial and Personnel Systems Branch, Data Services Div., promotion made permanent.

■ **James D. Pritchard**, staff officer, Program Support Staff, National Airway Engineering Field Support Sector, Maintenance Engineering Division, promotion made permanent.

■ **Gwen D. Sawyer**, unit supervisor in the Nonradar Section, Air Traffic Branch, FAA Academy.

■ **William E. Thach**, supervisor of the Data Section, Flight Inspection Branch, Flight Programs Division, Aviation Standards National Field Office.

Alaskan Region

■ **Edward M. Kiss**, unit supervisor in the North Alaska Airway Facilities Sector Field Office, Fairbanks North Alaska AF Sector.

■ **James H. Moeller**, area supervisor at the Anchorage Tower, from the San Antonio, Texas, Tower.

Central Region

■ **Billy R. Brant**, area supervisor at the Kansas City, Mo., ARTCC, from the Air Traffic Division.

■ **William D. Stewart**, Manager of the Lincoln, Neb., Flight Standards District Office, from the Grand Rapids, Mich., General Aviation District Office.

■ **Lindon R. Wynes**, area supervisor at the Kansas City ARTCC, promotion made permanent.

Eastern Region

■ **Sheldon Gross**, systems engineer in the New York TRACON Airway Facilities Sector Field Office, Metro New York AF Sector, from the JFK Airport AFSFO.

■ **Robert D. Lamb**, assistant manager for training at the New York TRACON.

■ **Patrick Lettieri**, supervisor of the Reports and Analysis Section, Control, Reports and Analysis Branch, Accounting Division.

■ **Thomas F. Llewellyn**, manager of the JFK Airport AF Sector Field Office, from the New York TRACON AFSFO.

■ **John J. Morgus**, unit supervisor in the Elmira, N.Y., AF Sector Field Office, Harrisburg, Pa., AF Sector, from the Binghamton, N.Y., AFSFO.

■ **Bruce E. Sarnoff**, assistant manager for program support in the Empire AF Sector in Albany, N.Y., promotion made permanent.

■ **Robert H. Todd, Jr.**, unit supervisor in the Harrisburg AFSFO in Reading, Pa.

■ **Thomas R. Trubiano**, supervisor of the Services & Transportation Section, Material Services Management Branch, Logistics Division.

Great Lakes Region

■ **Wayne E. Baird**, assistant manager for program support in the Chicago Airway Facilities Sector.

■ **James A. Bradach**, area manager at the Minneapolis, Minn., ARTCC.

■ **Thomas M. Burks**, assistant manager of the Indianapolis, Ind., ARTCC AF Sector.

■ **Howard Cumberland**, watch supervisor in the Chicago AF Sector, promotion made permanent.

■ **Paul C. Dean**, area supervisor at the Chicago ARTCC.

■ **William G. Delaney**, area supervisor at the Chicago ARTCC.

■ **Jack W. De Wolf**, area supervisor at the Saginaw, Mich., Tower.

■ **Gary G. Elliot**, area supervisor at the West Chicago, Ill., Flight Service Station, promotion made permanent.

■ **Emil F. Glasser**, manager of the Saginaw County AF Sector Field Office, Michigan AF Sector, from the Indiana AF Sector.

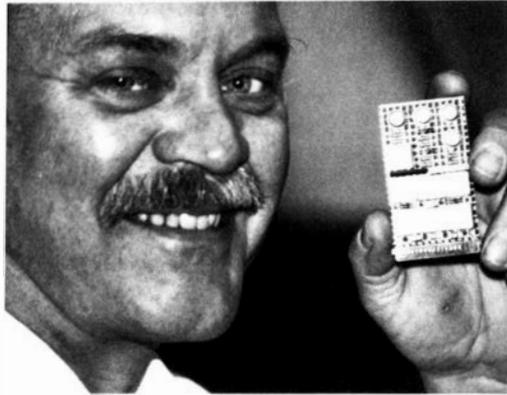
■ **George G. Hughes**, area officer at the Chicago ARTCC, from the Air Traffic Division.

■ **Jerome Kalita**, area supervisor at the Chicago ARTCC, promotion made permanent.

■ **Harley C. Kilpatrick**, manager of the Rapid City, S.D., AF Sector Field Office, Dakota AF Sector.

■ **Wilfred N. La Riviere**, manager of the Aurora, Ill., AF Sector, from the Wisconsin AF Sector.

■ **James R. Nelson**, area manager at the Minneapolis ARTCC.



Philip J. Gutkoski put a big idea into a small package and became the National Suggester of the Year. With some help from technicians at other centers, the Cleveland ARTCC technician developed a device for testing printed-circuit boards in IBM 9020 computers (and in the replacement host computers) that is expected to save FAA nearly \$130,000 a year at the 22 enroute centers.

■ **Herbert J. Payer**, supervisor of the Contracting Section, Acquisition Management Branch, Logistics Division.

■ **Gerald D. Probst**, area manager at the Chicago ARTCC, from the Air Traffic Division.

■ **Ronald E. Riley**, manager of the Green Bay, Wis., Flight Service Station, from the Milwaukee, Wis., FSS.

■ **George H. Runner**, area supervisor at the Chicago ARTCC, promotion made permanent.

■ **M. Jack Van Wagner**, watch supervisor in the Chicago AF Sector.

■ **Tedrick Vernon**, manager of the Program and Planning Branch, Airway Facilities Div., from the Aurora, Ill., AF Sector.

Metro Washington Airports

■ **Joseph B. Elkins**, general foreman in the Structures and Grounds Branch, Engineering and Maintenance Division.

New England Region

James E. Allen, manager of the Bed-

ford, Mass., Flight Standards District Office, promotion made permanent.

■ **Paul J. Balfe**, manager of the Flight Test Branch, Boston Aircraft Certification Office, Aircraft Certification Div.

■ **Robert R. Bannister**, area supervisor at the Boston ARTCC, promotion made permanent.

■ **Richard M. Carelli**, area manager at the Bridgeport, Conn., Flight Service Station, promotion made permanent.

■ **James G. Maloof, Jr.**, area supervisor at the Boston ARTCC, promotion made permanent.

■ **Barbara J. Smith**, area supervisor at the Logan Airport Tower, Boston.

■ **Theodore P. Thompson**, area manager at the Bridgeport FSS, promotion made permanent.

Northwest Mountain Region

■ **William A. Buresh, Jr.**, area supervisor at the Cold Springs, Colo. Tower, from the Eugene, Ore., Tower.

■ **Seferino O. Chavez**, manager of the Missoula, Mont., Airways Facilities Sector Field Office, Montana AF Sector.

■ **William E. Chord, Jr.**, manager of the Great Falls, Mont., Tower, from the Portland, Ore., Tower.

■ **Tommy W. Corder**, manager of the Klamath Falls, Ore., Tower, from the Henry Jackson Airport Tower, Seattle, Wash.

■ **Forrest E. Cordova**, maintenance mechanic foreman in the Denver, Colo., Field Maintenance Party, from the Van-

couver, Wash., Field Maintenance Party.

■ **Robert C. Graham**, area supervisor at the Seattle ARTCC, promotion made permanent.

■ **Delbert L. Gregg**, unit supervisor at the Denver Flight Standards District Office.

■ **Marvin R. Hart**, area supervisor at the Denver ARTCC.

■ **William H. Hawkes**, assistant manager, traffic management, at the Seattle ARTCC.

■ **James L. Leach**, area supervisor at the Denver ARTCC, promotion made permanent.

■ **Walter Lober**, assistant manager, Montana AF Sector, Billings, Mont., promotion made permanent.

■ **Stephen A. Tison**, area supervisor at the Seattle ARTCC, promotion made permanent.

■ **Martin R. Walker**, area supervisor at the Arapahoe County (Colo.) Airport Tower, from the FAA Academy.

Southern Region

■ **Donald E. Bloomer**, area supervisor at the Atlanta, Ga., ARTCC, from the Air Traffic Division.

■ **Richard A. Childers**, area supervisor at the Memphis, Tenn., Tower, from the Jackson, Miss., Tower.

■ **Charles M. Eisenlau**, area supervisor at the Atlanta ARTCC.

■ **Stanley D. Ensley**, assistant manager, quality assurance, at the Atlanta ARTCC.

■ **Vicky R. Galloway**, area supervisor at the Montgomery, Ala., Tower, from the Albany, Ga., Tower.

■ **Robert F. Good**, supervisor of the Operations Resource Unit, Operations

Section, Program & Planning Branch,
Airway Facilities Division.

- **Jeffrey L. Griffith**, area supervisor at the Atlanta International Airport Tower, from the Air Traffic Division.
- **Jerry L. Hanson**, area supervisor at the Memphis ARTCC, promotion made permanent.
- **Michael J. King**, area supervisor at the Atlanta ARTCC.
- **Glenn D. Morton**, supervisor of the Operations Unit in the Atlanta ARTCC Airway Facilities Sector, from the National Communications Center, Kansas City, Mo.
- **Edwin R. Perry**, manager of the Orlando, Fla., Executive Airport Tower, from the Panama City, Fla., Tower.
- **Paul E. Proue**, area supervisor at the St. Thomas, Virgin Islands, Tower, from the San Juan, Puerto Rico, CERAP.
- **Emil L. Schultz**, area supervisor at the Atlanta ARTCC, promotion made permanent.
- **Charles W. Stallworth**, manager of the Columbus, Ga., AF Sector Field Office, Montgomery, Ala., AF Sector, from the Airway Facilities Division.
- **Alfred L. Stanford**, area supervisor at the Albany, Ga., Tower, promotion made permanent.
- **Robert H. Warren**, area supervisor at the Atlanta ARTCC, promotion made permanent.
- **Paul E. Williams**, supervisor of the Training/Certification Unit, Operations Section, Program & Planning Branch, Airway Facilities Division.
- **Jack W. Wilson**, unit supervisor in the Augusta, Ga., AF Sector Field Office, Columbia, S.C., AF Sector, promotion made permanent.

Southwest Region

- **Covin C. Bennett**, manager of the Baton Rouge, La., Airway Facilities Sector Field Office, New Orleans, La., AF Sector, from the Oklahoma City AF Sector.
- **Reynaldo Blancarte, Jr.**, manager of the Abilene, Texas, AF Sector Field Office, Austin, Texas, AF Sector, from the Central Region Airway Facilities Div.
- **Stephen F. Goertz**, enroute automation supervisor at the Houston, Texas, ARTCC.
- **John P. Gorman**, assistant manager of the Albuquerque, N.M., ARTCC, from the Albuquerque Tower.
- **Lawrence A. Greiner**, assistant manager, quality assurance, at the Albuquerque ARTCC.
- **Willie S. Harris**, manager of the Albuquerque ARTCC AF Sector.
- **Roger W. Lindelow**, supervisor of the Operational Standards Section, Maintenance Operations Branch, AF Division, from the El Paso, Texas, AF Sector.
- **Gary M. Massingale**, manager of the Dallas, Texas, AF Sector Field Office, Dallas-Fort Worth Airport AF Sector, from the Little Rock, Ark., AF Sector.
- **Eual R. McCrite**, unit supervisor at the Lubbock, Texas, Flight Standards District Office, from the Houston, Texas, FSDO.
- **Cecil R. Miller**, area supervisor at the Dallas-Fort Worth Tower.
- **George T. Phillips**, area supervisor at the Albuquerque ARTCC, from the

Washington Air Traffic Operations Service.

- **Eddie L. Stevens**, enroute automation supervisor at the Fort Worth ARTCC, from the Washington Air Traffic Operations Service.
- **Michael R. Thompson**, supervisor of the South Section, Operations Branch, Air Traffic Div., from the Houston ARTCC.

Technical Center

- **Janis I. Ceres**, supervisor of the Operations Section, Personnel Management Branch, Administrative Systems Div.
- **Thomas W. Christian**, supervisor of the Training Section, Personnel Management Branch, promotion made permanent.
- **Royal W. Cole, Jr.**, unit supervisor in the Systems Support Facilities Section, ATC Facilities Operations & Maintenance Branch, Facilities Division.
- **John J. Dragovits**, unit supervisor in the System Support Facilities Section.
- **Kenneth D. Fore**, manager of the Surveillance & Data Analysis Engineering Branch, National Automation Engineering Field Support Sector, promotion made permanent.
- **James W. Haner**, unit supervisor in the Systems Support Facilities Section.
- **Scott P. Kallman**, supervisor of the Labor Relations Section, Personnel Management Branch, Administrative Systems Div., promotion made permanent.
- **Harold L. Pascoello**, manager of the Plans and Program Branch, Administrative Systems Div., promotion made permanent.
- **Richard W. Shaw**, technical program

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.

manager, Remote Facilities & Telecommunications Section, Airborne & Ground Based Facilities Branch, Facilities Division.

Washington Headquarters

■ **Mariann P. Crane**, manager of the Employment Branch, Personnel Management Operations Division, Office of Personnel & Training, promotion made permanent.

■ **Ruth Ann Leverenz**, staff chief, Office of the Budget, promotion made permanent.

■ **Benny L. McGlamery**, manager of the Central Altitude Reservation Facility (CARF), promotion made permanent.

■ **Robert E. Seger**, manager of the Air Transportation Branch, Aircraft Maintenance Division, Office of Airworthiness, promotion made permanent.

Western-Pacific Region

■ **June T. Anderson**, section supervisor of Team II-Air Traffic Division, Oper-

ations Branch, Human Resource Management Div.

■ **Carl F. Borchers**, accident prevention specialist at the Reno, Nev., Flight Standards District Office.

■ **Alexander H. Brenner**, unit supervisor in the Honolulu, Hawaii, ARTCC Airway Facilities Sector.

■ **Salvatore J. Cultrera**, unit supervisor at the San Jose, Calif., Flight Standards District Office, from the San Francisco FSDO.

■ **Rozelia E. Cusic**, area supervisor at the Palo Alto, Calif., Tower, from the Oakland, Calif., Tower.

■ **William M. Dickinson**, assistant manager of the Las Vegas, Nev., AF Sector, from the Reno, Nev., AFSFO.

■ **James J. Guinasso**, area supervisor at the Coast TRACON, El Toro MCAS, Santa Ana, Calif.

■ **Barbara A. Kish**, administrative officer in the Sacramento, Calif., AF Sector,

from the Airway Facilities Division.

■ **Donald B. Mullin**, area supervisor at the Ontario, Calif., TRACON, from the Oakland TRACON.

■ **Ellsworth A. Ritter**, manager of the San Jose FSDO, from the Reno FSDO.

■ **James W. Robinson**, area supervisor at the Concord, Calif., Tower, from the Los Angeles Tower.

■ **John S. Romero**, unit supervisor in the Los Angeles AF Sector, promotion made permanent.

■ **Warren Y. Sato**, unit supervisor in the Honolulu ARTCC AF Sector.

■ **Catherine M. Trujeque**, section supervisor of Team III-Airway Facilities Division, Operations Branch, Human Resource Management Division.

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

■ **Norman Winkel**, assistant manager, military operations/plans & programs, at the Los Angeles ARTCC.

Retirees

Bird, Bobby D.—AC
Martin, Donald C.—AC
Paul, Ted—AC

Estes, Clarence L.—AL
Johnson, Mary F.—AL

Brewer, Burnard H.—CE
Hammill, Albert C.—CE
Herold, Hubert T.—CE
Kaps, Robert J.—CE
Sowers, Robert M.—CE
Witham, Donald E.—CE
Wood, Donald G.—CE

Gibson, Edward J.—CI

Arigo, Joseph A.—EA
Bartholomew, David F.—EA
Ellis, George H.—EA
Eschmann, Robert—EA
Gold, Edward J.—EA
Hough, John W., Jr.—EA
Pipia, Dennis A.—EA
Podczasy, Michael J.—EA

Watts, James—EA
Windish, James G.—EA

Austin, Albert E.—GL
Callahan, Thomas L.—GL
Crate, Charles W.—GL
Davis, Richard O.—GL
Gray, Albert H., Jr.—GL
Iafelice, Dan F.—GL
Janowicz, Alfred A.—GL
Karr, Dale C.—GL
Kendzior, James W.—GL
Limber, Constantine B.—GL
Schriver, Alvin T.—GL
Visker, Johannes A.—GL
Walter, John F.—GL

Cushing, Lawrence C.—NE
Cushing, Leonard S.—NE
Durocher, Frederick B.—NE
Hingst, James D.—NE
Pierce, Donald F.—NE
Pinnock, Robert S.—NE
Rohrbacher, Sophie G.—NE

Bell, Wesley E.—NM
Berg, Olaf C.—NM
Harvester, Maurice D.—NM
Ktestes, Peter S.—NM

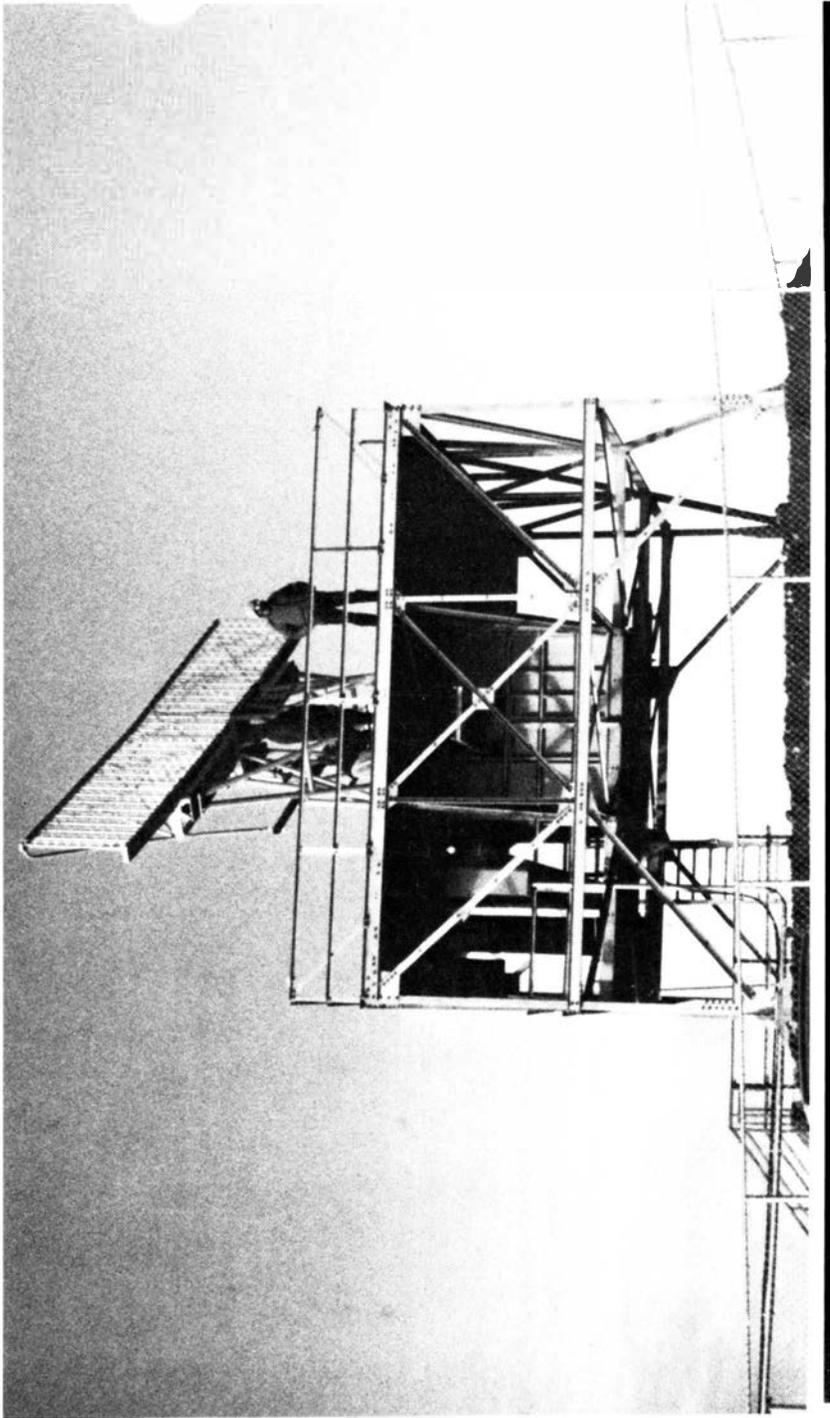
Davis, Wesley B., Jr.—SO
Kneeburg, Roy B., Jr.—SO
Lanford, Herbert A.—SO
Lee, Jackson C.—SO
Monk, Cecil E.—SO
Morgan, Roger E.—SO
Pflanz, Henry S.—SO
Rivera, Ileana R.—SO
Taylor, Emmett L.—SO

Bradshaw, V. Inez—SW
Cope, James D.—SW
Curry, Nathan E.—SW
Frost, Charles F.—SW
Hazlett, Marion B.—SW
Jennings, Fred L., Jr.—SW
Lasseter, Weldon M.—SW
McMillen, Charles A.—SW
Padgett, Warren R.—SW
Sanmiguel, Enrique L.—SW

Winham, Ansel M.—SW
Woodard, David E.—SW

Broadus, Katie M.—WA
Costantino, Vincent L.—WA
Sargent, Courtney R.—WA
Scruggs, Robert N.—WA

Anderson, Kenneth E.—WP
Burgess, Shirley S.—WP
Caminer, Virginia D.—WP
Fujisue, Norman S.—WP
Goodwin, Sharon M.—WP
Hines, Alice L.—WP
Hudman, James T., Jr.—WP
Lee, Paul C., Jr.—WP
Patrick, Jack C.—WP
Pea, Jesse, Jr.—WP
Plourde, Harvey W.—WP
Stokely, Harry C.—WP
Van Dusen, John W.—WP
Ward, Wallace E.—WP
Wilgis, Joseph R.—WP



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