

World

September 1985
Volume 15 Number 9



U.S. Department
of Transportation
Federal Aviation
Administration



Update Your Address!

The last time you moved, did you have a problem in continuing to receive *FAA World*? Is there a move in your future that may complicate your mail?

The solution is in your hands, not ours. If you take prompt action, there will be a minimum interruption in service, and you will save the government some money.

Obviously, if you've got the problem right now, you're not reading this, but perhaps a thoughtful co-worker will pass along the message.

The Problem

If you've had a permanent change of station—a job change that forces you to move—the magazine will follow you for as long as the postal address change order is in effect, but you still have to notify your old post office, giving the postmaster a copy of your travel orders.

If you've merely moved across town (there are no travel orders), third-class mail like *FAA World* will not follow you without your paying first-class postage. You will have to make an FAA address correction right away. Even with a job-mandated move, you will have to



make an FAA address change before the order expires.

If you don't make the change, the post office will return the magazine to FAA, charging FAA first-class postage—more than four times the cost of mailing it to you in the first place. We've had hundreds returned each month, and we know that's only the tip of an iceberg.

The Solution

The home address used by the agency to mail *FAA World* is the same one used to mail your W-2 income tax statement every December. The list normally is canvassed each November, but at any other time of the year, if you want the magazine to follow you, you will have to initiate an address correction yourself. *No one but you is permitted to change your W-2 address.*

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 for paychecks.) The T&A clerk will forward the form to payroll for processing. That's all there is to it.

Additions, deletions and address changes for a retiree are handled by the public affairs office in the region from which he or she retired. ■

Aviation is a field in which it is easy to get caught up in the technology. When we talk about sophisticated avionics, TCAS, NEXRAD, MLS, transponders, VASI and some of the other combinations of sophisticated devices and scientific terms that we use, we sometimes forget that people are our greatest resource. Only by emphasizing the human factor in aviation and constantly reminding ourselves of the role that people play in our performance can we succeed in providing the full range of services that everyone deserves.

—Donald D. Engen



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Administrator, FAA

Donald D. Engen

Assistant Administrator—

Public Affairs

Stephen D. Hayes

Manager—Public & Employee

Communications Div.

John G. Leyden

Editor

Leonard Samuels

Art Director

Eleanor M. Maginnis

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Mark Weaver—Aeronautical Center
Paul Steucke, Sr.—Alaskan Region
John Swank—Central Region
Robert Fulton—Eastern Region
Morton Edelstein—Great Lakes Region
David Hess—Metro Washington Airports
Mike Ciccarella—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

FAA Deputy Administrator Richard Jones never could have stumped the panel on the old "What's My Line?" television show.

With his trim build, gray hair and clear blue eyes, he simply looks too much like the popular conception of the airline captain he was before joining the FAA.

But flying jets for Eastern Airlines was only one of his pre-FAA professions. He also was a successful attorney and a partner in a Washington, D.C., law firm specializing in aviation law.

Now, add in the fact that Jones also is a lieutenant colonel in the Marine Corps Air Reserve and has been an officer in the Air Line Pilots Association, an adjunct professor at the University of Southern California, president of the Air Carrier Pilots Bar Association, member of the Advisory Board of the National Air and Space Museum and chairman of the Virginia Advisory Committee on Aviation.



It was these qualities, no doubt, that caught the eye of the Reagan Administration and prompted the President to nominate him for the FAA job. As the saying goes, if you want a job done, ask a busy man.

The following interview was taped in mid-July and recounts his impressions of his first seven months on the job.

Q. What attracted you to government and specifically FAA?

MR. JONES: Well, the FAA would be the only government job that I would want. And I was just at a place and time in my career that I thought it would be exciting, a good opportunity to make a contribution.

Q. Did you have any preconceptions about FAA before you came?



As the Deputy Administrator Sees It 'Mr. Inside' Likes FAA People, Excitement, Challenge

MR. JONES: I didn't have any preconceptions, but then neither did I have any conception of how complicated and how complex and diverse a universe the FAA is. As an attorney, I had represented litigants before the FAA, so I knew a lot about the legal end of the FAA. That and my experience as an airline pilot were about the extent of my knowledge.

Q. What is your role at FAA, *vis à vis* the Administrator? That is, how do you divide up the responsibilities?

MR. JONES: Well, the Administrator many times has said that he wants to be "Mr. Outside," and he wants me to be "Mr. Inside." Much of his time is taken up in meetings with industry, Congress and government-

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



tal leaders, and so, he'd like me to attend to as many of the details of the day-to-day running of the agency as I can, with the caveat that he always wants to be fully advised and fully informed about all aspects of the agency.

Q. You've had the job for over six months now. What do you like best about it?

MR. JONES: Two things. First of all, the people; second, the excitement and the challenge. There is always something new and different and exciting and challenging going on here. There's never a dull moment.

Q. What do you like least about the job?

MR. JONES: I suppose anyone in government gets frustrated sometimes at the various levels of review. It takes so long sometimes to get things done. Now, having said that, I am beginning to appreciate that from time to time, maybe it's better that you do have review. The end product is almost invariably superior to the one that comes right off the top of somebody's head. But, you pay a price in time.

Q. You just came back from a visit to the Northwest Mountain Region. What do you look for when you visit the field and what do you tell the employees there?

MR. JONES: Well, first of all, my role is to assist and aid the Administrator in doing his job. So that's what I tell them—I'm there as his envoy, as his emissary. If they have something they want him to know, tell me, and I'll see that he hears about it. I tell them that the Administrator is interested in human relations; he says that the FAA's most valuable resource is its people.



And, I repeat to them every chance I get the answer that he gave to a questioner who asked him at a meeting here in headquarters: "Admiral, what qualities do you look for in a leader? If somebody wants to be an executive in the FAA, what talents and characteristics do you look for?" Without hesitation, the Administrator said, "I look for a person who gets things done, but who is respectful and considerate of the people he works with."

That's the kind of leader we have in the FAA, and that's the kind of person he is. He is a no-nonsense, let's-get-the-job-done kind of a person. But at the same time, he is a people-oriented person; he is extremely considerate and respectful of the people who work with him in the FAA.

That's the message I put out. What I try to get back



Morris Friloux (left), acting superintendent of the FAA Academy, presents an honorary certificate of air traffic control training to Mr. Jones during a visit to the Aeronautical Center.

is, what are the good things, what are the bad things about the FAA—what can the Administrator do, what can those of us in Washington do to improve our product? We are a consumer-oriented organization, our consumers are the flying public and the aviation industry, and we need to do everything we can to make our product better.

Q. And do you find FAAers receptive to that message?



MR. JONES: Yes, I certainly do. There seems to be an *esprit de corps*, a sense of professionalism, a sense of mission among FAA employees that is very refreshing.

Q. As you know, FAA frequently is accused of being a poor people manager. Would you agree with that, at least historically?

MR. JONES: I suppose that one would have to accept the evidence that has been amassed, which would lead one to conclude that the FAA has been a poor manager of people. It is said that you just can't have a strike of the magnitude of the 1981 PATCO strike, illegal though it was, without there having been at least some fire with all that smoke.

Having said that, I can't find significant evidence today that the problem still exists. If it's still there, it's very difficult to eradicate. But it's receiving the full and complete attention of the Administrator and everyone in headquarters and the regions who wants to make the FAA a better place to work. So, to answer your question, I suppose there may have been problems in the past, but I think we're rapidly coming out and away from those morale problems that we've had.

Q. I know you're a great believer in the positive approach and in taking the positive tack. What can we do in FAA to perhaps improve our public image?

MR. JONES: Well, I think that we've got to recognize every day what a marvelous job we do. We tend to lose sight of the fact that we perform miracles every day; the hundreds of thousands of aircraft movements, the clearances that are given every day just are mind-boggling. We have such a high degree of professionalism; we tend not to give ourselves the credit that we're entitled to.

And I think we ought to pay more attention to the



During the Aviation Safety Expo held at Hanscom Air Force Base, Bedford, Mass., in June, Mr. Jones posed with actor-pilot George Kennedy (center), who addressed the gathering, and New England Region Director Robert Whittington.

Photo by Michael Ciccarelli



Deputy Administrator Jones tries out the left seat of a Boeing 767 as he discusses the new-generation aircraft with S. Lewis Wallick, Jr., director of flight tests for The Boeing Commercial Airplane Co.

Boeing Co. photo



The Deputy Administrator presented an FAA Gold Medal for Extraordinary Service during a hijacking to Pan Am attendant Brook Hunt at the Fourth International Civil Aviation Security Conference held in Philadelphia last spring.

good things; we ought to accentuate the positive. Quit complaining about the things that have gone on in the past, and look at the really good, positive things that we're doing today. And give ourselves credit; let's pat ourselves on the backs.

We're highly dedicated, highly professional, highly competent civil servants—and we ought to take credit for that; we ought not to be bashful; we ought to brag, because we're entitled to brag.



MR. JONES: Everybody has to say that the first mission of the FAA is aviation safety—so that has to remain in place as our first priority. Built into that is the NAS Plan—that is, modernizing the National Airspace System and bringing it into the 21st Century. Part of the same fabric is improving and enhancing our air traffic control workforce and bringing it up to the experience level that we would like to have. Finally, we must continue to emphasize human relations because—to quote the Administrator again—people are the agency's most important resource. FAA can only be as good as the people who work for it. ■

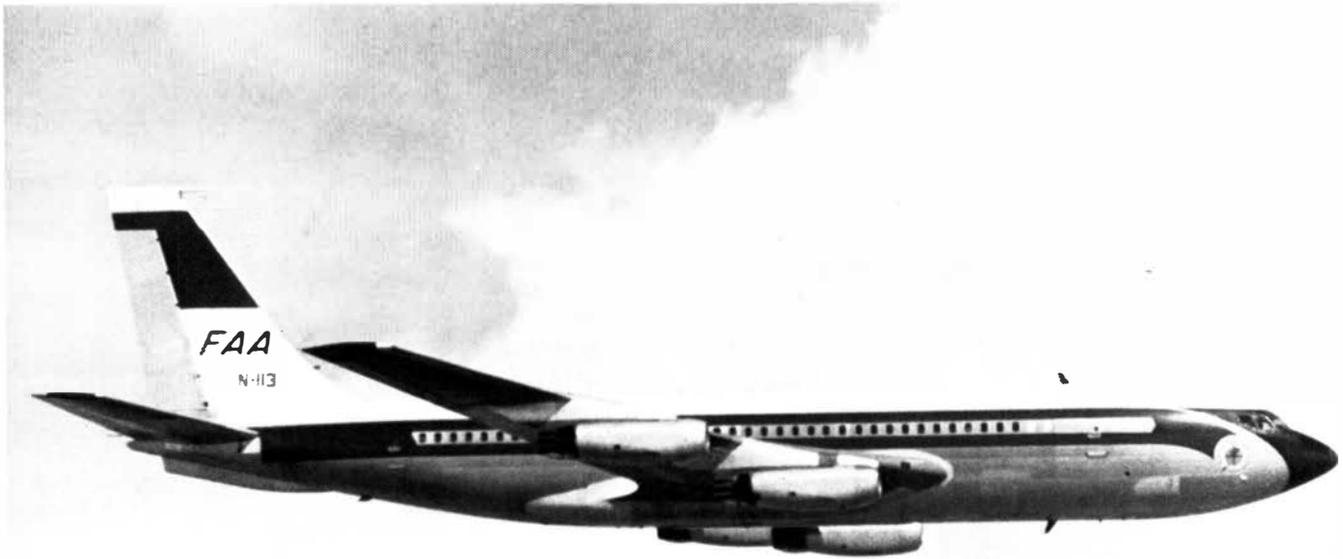
Q. I'll let you off the hook with one final question; that is, what do you see as our priorities over the next couple of years?

By Carol Young
An editorial assistant at the Aeronautical Center, she is a freelancer who has been published in the *Daily Oklahoman* and some 40 western magazines.



N-23 Comes Home

Parts of CID Plane Will Still Serve Cause of Safety



To paraphrase Mark Twain, the reported demise of the FAA Boeing 720 in the Controlled Impact Demonstration (CID) in the California desert last December was somewhat exaggerated.

Not all of the four-engine jet ended up in the scrap heap after the spectacular test. The forward fuselage was salvaged and shipped to the Aeronautical Center in Oklahoma City where it continues to serve the cause of aviation safety.

The delivery of the 720 nose section

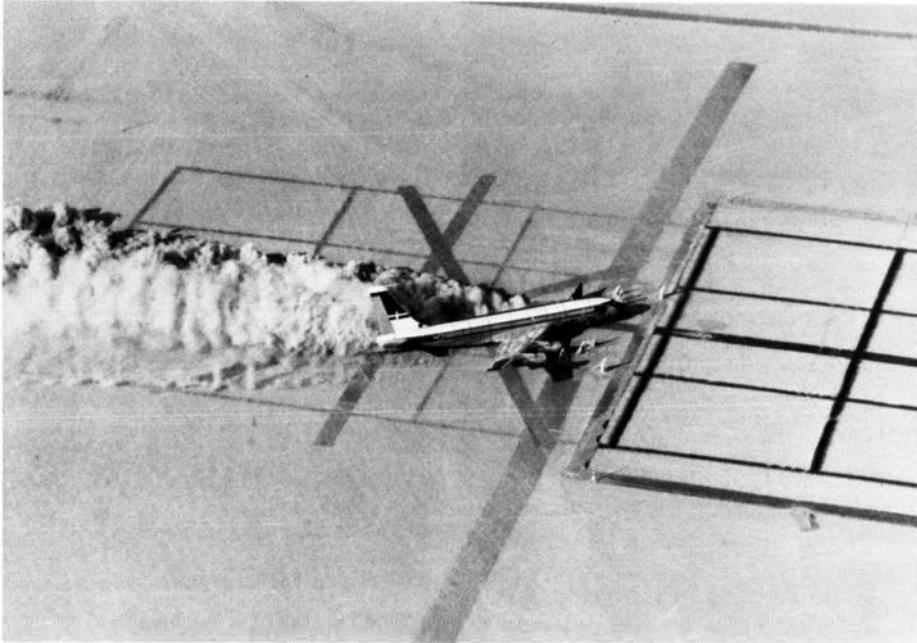
to the Aero Center was a homecoming of sorts. The aircraft was based there for about 20 years after FAA purchased it new for \$4,298,042 in 1960.

Spearheading the drive to return the 720 to Oklahoma City was Burt Chesterfield, manager of the Aviation Safety Program at the Transportation Safety Institute (TSI) Aircraft and Accident Investigation School.

“We worked with the FAA Tech Center people to get a portion of the plane that wasn’t too badly fire damaged to use in our accident investigator training course,” he said. “If you think about it, this plane has

Brand new when it arrived at the Aeronautical Center for flight training in 1960, the Boeing 720 ultimately was renumbered from N-113 to N-23.

really given the taxpayers’ their money’s worth. FAA bought it brand new, and it was 20 years in flight training and five years in preparation for its final test flight. Now, it will serve another five to ten years as an accident-investigation training aid. To me, that is a remarkable service record for any plane.”



N-23 slides into the wing cutters during the controlled-impact demonstration (CID) The stripes on the plane are engineering markings to help assess the damage.



Air-carrier instructor Butch Kerr repeated this scene of training pilots in the 720 many times over the years.



The forward fuselage and two engines come home from Edwards Air Force Base. Engine parts and the nose will be used for accident inspection training at TSI.

Photo by Ellis Young

Butch Kerr, air-carrier instructor, agrees with this view. He flew the 720 from February 1968 to its transfer to the Technical Center in September 1979. The plane and Kerr together logged an estimated 3,060 hours in the air and made approximately 7,650 landings.

“Why, it’s the greatest airplane ever built!” Kerr said. “It’s the most dependable and stable airplane I have ever flown. It was just like an old cow going to the barn. All you had to do was head her that way. And look at all the hours we put in on that plane. Training is hard on an airplane’s systems. We had two training flights a day—one in the morning and one in the afternoon and she was no trouble at all.”

Kerr was disheartened when the plane was crashed but he realized the importance of the testing. “Well, I regretted to see a good airplane go, but if it could be done to enhance safety, it should be done.” ■

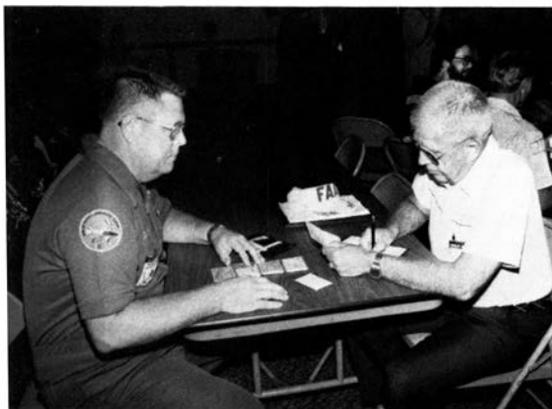


"Fifi" is the Confederate Air Force's prized B-29 heavy bomber.

Photo by ATCS Glenn Vanicek



A CAF standard is the reenactment of the Pearl Harbor attack.



Charles Greinke (right), supervisor of the McAllen FSDO unit, examines low-altitude certificates for Paul Fiala, head of an aerobatics firm.

Photo by ATCS Glenn Vanicek

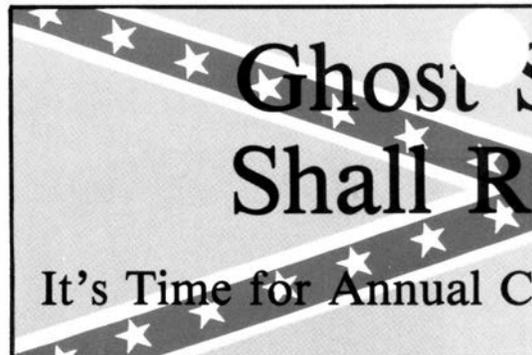
The shooting in Europe in World War II may be said to have begun with a lightning attack by three German Stuka dive bombers on a bridge in Poland, and it ended with the flight of a lone B-29 over a city in Japan.

In the six years between, tens of thousands of aircraft from the "nations' airy navies [grappled] in the central blue," but few examples of these war machines survived the ensuing decades and fewer still remained capable of flying.

In 1957, five ex-service pilots formed a club with the modest desire to share the fun and expenses of main-

taining a P-51 Mustang. Others joined in, and the group was dubbed the Confederate Air Force (CAF), with one and all commissioned colonels in the one-airplane "Ghost Squadron."

As the club grew, some of the whimsy gave way to the idea of



creating a collection of World War II fighters, which, in turn, gave way to a collection of 132 CAF-owned (60 percent flyable) and 180 privately owned fighters, bombers, trainers and transports from the U.S., England, Germany and Japan.

There are now about 6,700 members, with about 55-60 in England, France, Australia and New Zealand. The European wings do not have any flyable aircraft, but Australia has a DC-2 and New Zealand a PT-26 trainer that fly.

Each October, the veterans and fans of military aviation descend on the Rio Grande Valley home of the Confederate Air Force in Harlingen,



A busy flight service station, the McAllen, Texas, FSS gets very busy for the Confederate Air Force Airshow. Manning the inflight positions are Doug Pryor and Jose Perez (foreground), while then manager Charles Jones checks the Teletypes.

Photo by ATCS Glenn Vanicek

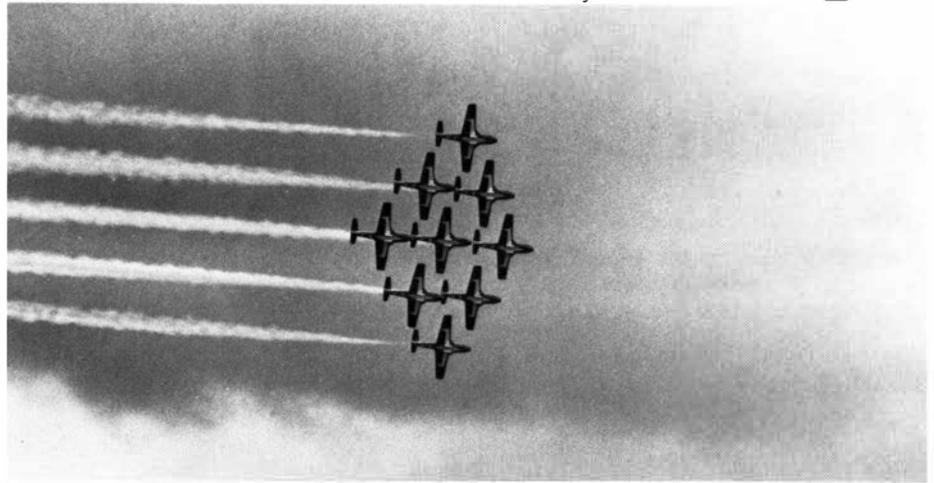


attack. The fighters above are not real Zeros.



Texas, clogging seven airports from McAllen in the west to Edinburg, Weslaco, Mercedes, Harlingen, Brownsville and Port Isabel in the east, some 80 miles apart.

Today, the CAF can look with pride at its accomplishments in preserving a segment of aviation history and showing it off with an excellent safety record, thanks in large measure to their tempering the fun aspects of the club with professional attitudes toward safety and to the help provided by FAA professionals in Air Traffic and Flight Standards, supported by Airway Facilities techni-



The Canadian Air Force Snowbirds aerobatic team performed in tight formations of CT-114 Tutors at the 1984 Airsho.

Photo by ATCS Glenn Vanicek

icians, who keep flight service station and airport equipment running and who requisition and set up Harlingen's temporary tower.

With parallel runways, Harlingen uses the temporary tower to control smaller airshow aircraft on one side of the airport, according to Felix Saenz, tower manager. The main tower handles larger planes arriving for the show, as well as scheduled airline service. It also monitors the frequencies to ensure that no itinerant aircraft intrude on the airspace during the show.

The CAF handles its own control during the three hours of the show on each of four days.

During show arrivals and departures at Harlingen, the towers handle 100-150 operations per hour, five to ten times the norm. Staffing normally is six journeymen, but five or six more are borrowed for the show.

The flight service station at McAllen handles all the valley briefings and flight plans for the show, which last year amounted to 1,000-1,200 operations a day. Journeyman Oscar Hinojosa, who has seen a lot of these airshows, says the station's main problem is that many pilots don't close their flight plans. An active Civil Air Patrol uses its youngsters to comb the valley airports to spot the missing planes.

By Robert J. McCormick
Manager of the McAllen, Texas, Tower, he has served in several other facilities. He also writes for a hobby.

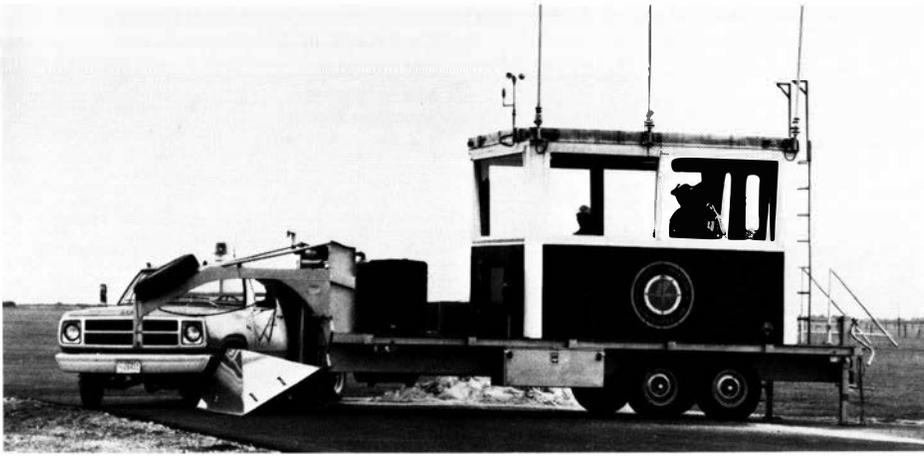


Electronics technician George Smith of the Harlingen Airway Facilities Sector Field Office makes an adjustment to a direction finder at the McAllen FSS.

Photo by ATCS Glenn Vanicek



Staffing the Harlingen Tower during a break in traffic are (left to right) Don Hochshalz, Corpus Christi Tower; Steve Gatewood, Harlingen; Tom Brown and Joe Chaney, Corpus Christi; and Jose Gonzalez, Harlingen. Photo by ATCS Glenn Vanicek



The mobile tower set up to handle small aircraft on one of Harlingen's runways is staffed by (from the left) Jose Gonzalez, Harlingen; Michael Sims, Houston AFSFO environmental technician; and Don Hochshalz, Corpus Christi Tower.

Photo by ATCS Glenn Vanicek



Providing information to potential air traffic control candidates at a recruitment booth were Clarence Prather (left), Houston ARTCC area supervisor, and Charles Jones, then manager of the McAllen FSS.

Photo by ATCS Glenn Vanicek



On static display at an earlier Confederate Air Force Airsho was a German Luftwaffe HE 111 Heinkel bomber.



Hal Johnson, acting manager of the McAllen FSS, believes he may have worked on the restoration of this Consolidated B-24 Liberator heavy bomber when he was working at the General Dynamics Corp.

Photo by ATCS Glenn Vanicek

Since the airshow coincides with the opening of the ATCS exam register—the CAF show this year is October 10–13—valley hub facilities take advantage of the opportunity to set up a recruitment booth, manned by specialists from various facilities and including Airway Facilities and Flight Standards personnel. A controller from the Houston ARTCC was present last year to represent the center option. The booth was designed by the FAAers.

The flight standards district office unit at McAllen has a major role in the show, issuing waivers, providing check rides for type ratings and annual proficiency flights and issuing letters of authorization for these planes and to conduct low-level

aerobatics. Another job is screening airworthiness certificates through aircraft registrations and checking many aircraft directly, particularly those known to have had work done on them.

For example, a preliminary look at CAF's first real Japanese A6M2 Zero last year revealed many non-approved materials and procedures had been used in the restoration by a non-certified Canadian mechanic. The plane had to be taken down completely and properly restored by a CAF A&P mechanic. The San Antonio Flight Standards District Office issued an airworthiness certificate, and the Zero flew beautifully this August.

CAF has had a fairly good safety record overall and an excellent one during the annual airshows, says Charles Greinke, unit supervisor.

"Before we would fly with any Ghost Squadron pilot," explains Greinke, "he would have to have gone through the CAF's rigorous checkout program and be recommended by one of their in-house check pilots." He notes, for example, that although operations inspector W. T. Howell has experience in some of these military antiques, he is current in a DC-3, since FAA doesn't have recurrency training for these old military planes.

Owen Magruder rounds out the office's trio as the airworthiness inspector.

The teamwork of FAA personnel and the conscious effort of the Confederate Air Force to run a taut ship while having fun has kept the Ghost Squadron alive and kicking. ■

Aeronautical Center

- **Mary H. Forwood**, manager, Airports and Logistics Branch, FAA Academy.
- **William J. Green**, unit supervisor, Flight Service Section, Air Traffic Branch, FAA Academy.
- **Gordon R. Jolley**, assistant manager, Air Traffic Branch, FAA Academy.
- **Trimuel C. Jones**, supervisor, Planning and Scheduling Section, Engineering and Production Branch, FAA Depot.
- **Johnnie R. Moore**, chief, Inventory Systems Staff, FAA Depot.

■ **Gerhardt D. Oltermann**, unit supervisor, Engineering Section, Engineering and Production Branch, FAA Depot.

■ **John A. Robinson**, group supervisor, Flight Inspection Section, Frankfurt, Germany, Flight Inspection Field Office.

■ **William J. Thievon**, chief, Plans and Program Staff, Aircraft Maintenance & Engineering Division, Aviation Standards National Field Office.

Alaskan Region

■ **Harold A. Arab**, area manager, Ketchikan Flight Service Station, from the Anchorage FSS/IFSS.

■ **Robert J. Bransky**, assistant manager for technical support, Technical Support Staff, South Alaska Sector, Airway Facilities Division.

■ **Harry J. Brown**, assistant manager for training, Anchorage ARTCC.

■ **P. Nelson Gnirke, Jr.**, supervisor, Environmental Section, Establishment Branch, Airway Facilities Division, from Western-Pacific AF Division.

■ **Fred L. Jack**, unit supervisor, Bethel Airway Facilities Sector Field Office, North Alaska AF Sector.

■ **Richard N. Johnson**, unit supervisor, Fairbanks AF Sector Field Office, North Alaska AF Sector.

Central Region

■ **Duane E. Earl**, unit supervisor, Kansas City, Mo., Flight Standards District Office.

■ **Donald G. Hehr**, assistant manager, plans and programs, Kansas City International Airport Tower.

■ **Gilbert J. Keiter**, enroute automation supervisor, Kansas City ARTCC.

■ **Michael J. Lovvorn**, manager, Accounting and Disbursing Branch, Accounting Division.

■ **Peter L. Molsen**, area supervisor, Des Moines, Iowa, Tower, from Minneapolis St. Paul, Minn., International Airport Tower.

■ **William E. Preuit**, manager, Omaha, Neb., Flight Service Station, from the Scottsbluff, Neb., FSS.

■ **Charles J. Richardson**, area supervisor, Kansas City International Tower.

■ **David J. Vanderveen**, unit supervisor, St. Louis, Mo., Flight Standards District Office, from Lincoln, Neb., FSDO.

Eastern Region

■ **Larry T. Anderson**, area supervisor, Washington ARTCC, from FAA Academy.

■ **Lynn O. Becker**, area supervisor, Washington ARTCC.

■ **David Lee Coe**, area supervisor, Greater Pittsburgh, Pa., Tower.

■ **Thomas R. Esposito**, assistant manager, Albany, N.Y., Tower, from Charleston, W. Va., Tower.

■ **Louis J. Gunther**, assistant manager, Empire Airway Facilities Sector, Syracuse, N.Y., from Harrisburg, Pa., Sector.

■ **Wilbert M. Harden**, supervisor, Flight Data Section, New York ARTCC.

■ **Billy W. Harper**, area supervisor, Washington ARTCC.

■ **Ronald W. Mazza**, supervisor, Control Section; Control, Reports and Analysis Branch, Accounting Division, promotion made permanent.

■ **Robert Mellett**, area supervisor, LaGuardia Tower, New York.

■ **Stephen L. Stern**, area supervisor, Capital City Tower, Harrisburg, Pa., promotion made permanent.

■ **Rudolph N. West**, manager, Parkersburg, W. Va., Tower, from Andrews Air Force Base Tower, Camp Springs, Md.

■ **Althea E. Whitehouse**, supervisor, Flight Data Section, Washington ARTCC.

■ **Clinton G. Worthley**, area supervisor, New York FSS/IFSS, promotion made permanent.

Great Lakes Region

■ **David R. Browne**, area supervisor, Cleveland ARTCC.

■ **James R. Callahan**, assistant manager for training, Mitchell Field Tower, Milwaukee, Wis.

■ **Robert L. Elliott**, area supervisor, Terre Haute, Ind., Automated Flight Service Station, from Cleveland AFSS.

■ **John Guidotti**, manager, Chicago Airports District Office.

■ **Howard E. Hall**, unit supervisor, Minneapolis ARTCC AF Sector.

■ **Thomas H. Hartley**, area supervisor, Fargo, N.D., Tower, from Detroit Metro Tower.

■ **William C. Holman, Jr.**, area supervisor, Terre Haute AFSS, from Indianapolis, Ind.

■ **Danny M. Houdeshell**, area supervisor, Cleveland ARTCC, promotion made permanent.

■ **Robert G. Juenemann**, unit supervisor, Minneapolis ARTCC AF Sector.

■ **William B. Jones**, manager, Indianapolis FSS.

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

■ **Wilbert Kemp**, unit supervisor, Aurora, Ill., Airway Facilities Sector.

■ **Donald W. Legore**, unit supervisor, West

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.

Chicago, Ill., General Aviation District Office.

■ **Gregory M. Sanchez**, unit supervisor, Minneapolis ARTCC AF Sector.

■ **Robert D. Schofield**, area supervisor, Springfield, Ill., Tower.

■ **Horst Schulz**, area supervisor, Cleveland ARTCC, promotion made permanent.

■ **Charles P. Spada**, manager, Wayne County, Mich., AF Sector Field Office, Michigan Airway Facilities Sector.

■ **Thomas W. Thompson**, area supervisor, Fargo Tower, promotion made permanent.

■ **Kathleen B. Thomson**, unit supervisor, Minneapolis General Aviation District Office.

■ **Charles R. Worthington**, manager, Jefferson County, Ill., AF Sector Field Office, Illinois AF Sector.

■ **Bernard E. Zientarski**, watch supervisor, Ohio AF Sector, Cleveland.

New England Region

■ **Judge R. Coles**, area supervisor, Boston ARTCC, promotion made permanent.

■ **Joseph S. Cretella**, manager, NAS Planning & Program Management Branch, Airway Facilities Div., promotion made permanent.

■ **Mark C. Fulmer**, manager, Transport Engine Branch, Engine Certification Office, Aircraft Certification Division.

■ **Anthony L. Liguori**, unit supervisor, Bedford, Mass., Flight Standards District Office, promotion made permanent.

■ **Steve C. Y. Ng**, unit supervisor, ATC/Automation Section, Facilities Establishment Branch, AF Division, from Boston ARTCC AF Sector.

■ **Ronald L. Vavruska**, manager, Boston Aircraft Certification Office.

■ **Joseph A. Wozniak**, assistant systems engineer, Boston ARTCC AF Sector.

Northwest Mountain Region

■ **Lewis A. Bass**, assistant manager for system performance, Salt Lake City, Utah, ARTCC AF Sector, promotion made permanent.

■ **Roger G. Bruce**, area supervisor, Denver, Colo., ARTCC, from Denver Tower.

■ **Roy L. Carter**, maintenance mechanic foreman, Denver Field Maintenance Party in Great Falls, Mont., promotion made permanent.

■ **Karl E. Chisholm**, manager, Hillsboro, Ore., Tower, from Aspen, Colo., Tower.

■ **David P. Dal Sanders**, manager, Felts Field Tower, Spokane, Wash., from ATD.

■ **Dennis H. Dayton**, area supervisor, Denver ARTCC, promotion made permanent.

■ **Richard V. Freeman**, assistant manager for technical support, Seattle ARTCC Airway Facilities Sector, from AF Div.

■ **John R. Gillespie**, assistant manager for training, Billings, Mont., AF Sector.

■ **Emile C. Graves**, maintenance mechanic foreman, Vancouver, Wash., Field Maintenance Party, promotion made permanent.

■ **Paul F. Hawkins**, section supervisor, Propulsion Branch, Seattle Aircraft Certification Office, promotion made permanent.

■ **Harvey D. Landon, Jr.**, supervisor, Leased Communications and Frequency Management Section, Program and Planning Branch, Airway Facilities Division, promotion made permanent.

■ **Laurence T. Leonard**, area supervisor, Great Falls, Mont., Tower, promotion made permanent.

■ **Cecelia L. Mahrt**, manager, Program Support & Analysis Branch, Financial & Information Resources Division.

■ **Dannie F. Ross**, area manager, Seattle ARTCC.

Southern Region

■ **John A. Austin**, unit supervisor, Miami, Fla., Hub Airway Facilities Sector, promotion made permanent.

■ **Donald E. Bloomer**, assistant manager, quality assurance, Atlanta, Ga., ARTCC.

■ **John K. Carlisle**, area supervisor, Raleigh, N.C., Flight Service Station.

■ **Claude S. Chisam**, manager, Fort Myers, Fla., AF Sector Field Office, Tampa, Fla., AF Sector, promotion made permanent.

■ **Joseph G. Dixon, Jr.**, unit supervisor, Florence, S.C., AF Sector Field Office, Columbia, S.C., AF Sector.

■ **Stanley D. Ensley**, assistant manager, Atlanta ARTCC.

■ **Ray G. Fitzpatrick**, area supervisor, DeKalb-Peachtree Tower, Atlanta, from Fulton County Airport Tower, Atlanta.

■ **Jeffrey L. Griffith**, assistant manager, plans and procedures, Atlanta International Airport Tower.

■ **William E. Jayne**, manager, Fulton County Airport Tower, from DeKalb-Peachtree Tower.

■ **Norman W. Lucas**, assistant manager for program support, Miami ARTCC AF Sector, promotion made permanent.

■ **William L. Robinson**, unit supervisor, Caribbean Flight Standards District Office, San Juan, P.R., promotion made permanent.

■ **James P. Walsh**, unit supervisor, South Florida Flight Standards District Office, Miami, promotion made permanent.

Southwest Region

■ **Prentiss M. Andrews**, assistant manager for training, De Ridder, La., Automated Flight Service Station, from Fort Worth, Texas, FSS.

■ **Robert L. Bethel**, area supervisor, De Ridder AFSS, from New Orleans FSS.

■ **Arlen L. Byrd**, area supervisor, Lake Charles, La., FSS, from Oklahoma City FSS.

■ **Harvey L. Dockery**, airman certification inspector, Dallas-Fort Worth Air Carrier District Office.

■ **Donald C. Donaldson**, airman certification inspector, Dallas-Fort Worth ACDO.

■ **Charles T. Dupuis**, manager, San Angelo, Texas, Tower, from the Addison, Texas, Tower.

■ **Steve M. Gallegos**, unit supervisor, Dallas-

Fort Worth Regional Airport AF Sector, from the AF Division.

■ **Humberto Garcia**, assistant manager, Little Rock, Ark., FSS, from San Antonio, Texas.

■ **Robert E. Glesing**, maintenance mechanic foreman, Houston, Texas, AF Sector, from the El Paso, Texas, AF Sector.

■ **William H. Haynes**, assistant manager, Conroe, Texas, AFSS, from Houston FSS.

■ **Norman C. Hoelting**, manager, Midland, Texas, AF Sector Field Office, Austin, Texas, AF Sector, from the Oklahoma City AF Sector.

■ **John G. Johnson III**, supervisor, Inter-facility & Navigation Engineering/Installation Section, Electronics Engineering Branch, AF Division.

■ **Dennis D. Livesay**, manager, Amarillo, Texas, FSS, from Fayetteville, Ark., FSS.

■ **Ronald C. McGarry**, unit supervisor, Dallas-Fort Worth ACDO, from FS Division.

■ **James H. Moore**, chief, Flight Inspection & Procedures Staff, Flight Standards Division.

■ **James C. Nocker**, assistant manager, San Antonio AF Sector, from New Orleans AFS.

■ **Michael J. Perry**, area supervisor, De Ridder AFSS, from Abilene, Texas, FSS.

■ **Steven C. Roberson**, area supervisor, Fort Smith, Ark., Tower, from the San Antonio Tower.

■ **Paul H. Story**, manager, Oklahoma City, AF Sector, from Albuquerque, N.M., AFS.

■ **George R. Swenson**, area supervisor, Midland Tower, from Abilene Tower.

■ **Yale M. Taylor**, area supervisor, Conroe AFSS, from Tulsa, Okla., FSS.

■ **Orin I. Tennon**, area supervisor, Moisant Tower, New Orleans, from the Kansas City ARTCC.

Technical Center

■ **Samuel R. Causby**, supervisor, Terminal Support Systems Section, National Automation Field Support Branch, Automation Software Division.

■ **Marilyn R. Knopp**, unit supervisor, Contracts Section, Acquisition & Materiel Services Branch, Administrative Systems Division.

■ **Gary W. Morfitt**, technical program manager, Advanced Automation Systems Branch, Engineering Division.

■ **Robert E. Quig**, manager, Plant Operation & Maintenance Branch, Facilities Division.

Washington Headquarters

■ **Bill J. Conway**, section supervisor, Quality Assurance Branch, Industrial Division, Acquisition and Materiel Service, in Oklahoma City, promotion made permanent.

■ **James M. Pearson**, manager, training Requirements & Certification Branch, Resource Management Division, Air Traffic Plans & Requirements Service.

■ **Dorothy D. Rhatican**, manager, International Policy Coordination Branch, International Planning & Analysis Division, Office of International Aviation, promotion made permanent.

■ **John G. Richardson**, assistant manager, traffic management, Traffic Flow Management Branch, Operations Division, Air Traffic Operations Service.

■ **Clarence H. Wise**, supervisor in Airworthiness Unit, Frankfurt, Germany, International Field Office, Europe, Africa and Middle East Office.

Western-Pacific Region

■ **Darwin E. Aldous**, manager, McClellan Air Force Base AF Sector Field Office, Sacramento, Calif., AF Sector.

■ **William H. Behan**, manager, San Jose, Calif., Municipal Airport Tower, from Washington Air Traffic Operations Service.

■ **Timothy W. Berrow**, manager, Fox Field Tower, Lancaster, Calif., from Edwards Air Force Base RAPCON.

■ **Henry E. Bertuleit, Jr.**, manager, Stockton,

Calif., AF Sector Field Office, Sacramento AF Sector.

■ **Paul J. Collander**, supervisor, ATC Automation & Flight Information Program Section, Establishment Engineering Branch, Airway Facilities Division, from the Honolulu, Hawaii, ARTCC AF Sector.

■ **Percy M. Djonne**, engineering equipment operator foreman, Las Vegas, Nev., Field Maintenance Party Road Crew, promotion made permanent.

■ **Karolyn Grimes**, administrative officer, Sacramento, Calif., AF Sector, from the Bay AF Sector, Hayward, Calif.

■ **Roy M. Killgore**, area supervisor, El Monte, Calif., Tower, from the Burbank, Calif., Tower.

■ **Billie R. McWhirter**, assistant manager for program support, Sacramento AF Sector, from McClellan AFB AFSFO.

■ **William L. Miller**, unit supervisor, Los Angeles ARTCC AF Sector.

■ **Arthur W. L. Moses**, manager, Elko, Nev., FSS, from Fresno, Calif., FSS.

■ **Dennis J. Myers**, manager, Litchfield Municipal Airport Tower, Goodyear, Ariz., from Deer Valley Tower, Phoenix, Ariz.

■ **Richard L. Peterson**, section supervisor, Human Resource Development Branch, Human Resources Management Division.

■ **Kenneth R. Pirl**, manager, Oakland, Calif., ARTCC AF Sector, from Bay AF Sector.

■ **Valentine J. Pisarski**, area supervisor, Reno, Nev., FSS.

■ **Richard E. Rippe**, manager, McClellan Air Force Base AF Sector Field Office, from the Sacramento AF Sector.

■ **David A. Smith**, assistant manager, programs, Edwards AFB RAPCON.

■ **Richard L. Williams**, manager, Los Angeles AF Sector, from the Red Bluff, Calif., AF Sector.

■ **Robert G. Wilson**, assistant manager for technical support, Sacramento AF Sector, from McClellan AFB AFSFO.

Good Old-Fashioned Teamwork

Internal and External Cooperation Draws National Award

Teamwork was the hallmark of the Southwest Region's Helicopter Certification branch, which led to its selection for the 1985 National Aircraft Certification Award.

The winning office, which is located in the Fort Worth, Texas,



Don Watson (fourth from left), Aircraft Certification Division manager, presents a letter notifying the branch of the award to branch manager Jim Erickson. Looking on proudly are branchmembers (from the left) Lewistine Harris, Gary Roach, Bob Bannister, Randy Whitlock, Benny Beets and Henry Armstrong.



Project manager Henry Armstrong (left) and project engineer Bob Bannister evaluate the engine installation on a Bell 206B Ranger being certificated.



Project engineer Vincent LaPenna, in a Bell Ranger, discusses the flight with Helicopter Certification Branch manager Jim Erickson before taking off.



Flight test pilot Jim Arnold checks the rotor assembly atop a Bell 212 helicopter during a recent inspection conducted by the certification branch.

regional office, was the unanimous choice of the award selection panel because of its outstanding work on several fronts. This included joint FAA and Canadian Air Transportation Administration type certification between Bell Helicopter Textron and Bell Helicopter Canada that averted duplication of effort and delays.

It also included working closely with the U.S. Coast Guard and the Aerospatiale Helicopter Corp. for approval of Aerospatiale helicopters for Coast Guard use; volunteering to

assist the Flight Standards Division in conducting a flight evaluation of various types of radar for use as an obstacle-avoidance device in the Gulf of Mexico, which was only one example of working closely with Flight Standards offices throughout the region; and conducting periodic seminars for designated engineering representatives (DERs) to inform the on-site engineers of the latest certification procedures.

The Helicopter Certification Branch was also cited for its enhancing of public awareness of FAA's role

by participating in the meetings of professional societies and in aviation education activities at the university and high school levels.

Don Watson, manager of the region's Aircraft Certification Division, attributes the award to the branch employees' teamwork. "They're not just a bunch of individuals working toward their own goals," he said. ■



Benny Beets, project engineer, reviews certification data on a computer terminal.



Project engineer Gary Roach briefs division manager Watson on a failed part.

By Peter Demchuk

A writer-editor in the Office of Public Affairs, he came to FAA from the Urban Mass Transportation Administration.



Adopted School Shapes Up

Success of Washington Program Is Spreading



Duane "Spider" Thomas, Air Transportation Division of the Office of Flight Operations, unravels the mystery of pi for Hine students as a volunteer mathematics tutor. He also coaches a Hine team that won honors in the regional division of a national mathematics competition called "Math Counts."



FAA volunteer tutors visiting Hine Junior High students are (foreground) Allan Lewis, Aviation Policy and Plans; and, at left of each pair, Rita Freeman and Janie Gordon, Management Systems; Jo Officer, Personnel & Technical Training; and, with tie, Bob Barton, Rotorcraft Program Office.

On March 1 of last year, Transportation Secretary Dole signed "adoption papers" making southeast Washington, D.C.'s Hine Junior High School the subject of an educational experiment that is putting into practice the principles of voluntarism espoused by the President in his Partnership-in-Education initiative.

Under the Hine "Adopt-a-School" Program, each of the modal agencies within the Department of Transportation, including FAA, is responsible for staging various programs, tours or lectures in rotating two-week blocks during the Hine school year. Also, volunteer DOT tutors—24 of them from FAA headquarters and Washington area facilities—visit the school at regular sessions during the week and sometimes on weekends.

FAA now is responsible for teaching mathematics, science and

English in three home rooms at Hine. Besides presenting numerous programs on the role of the FAA and on careers in the agency, FAAers have led Hine students on trips to Washington National Airport and the Washington Air Route Traffic Control Center at Leesburg, Va.

An inner city school with the all-too-common problems of slipping standards and declining test scores, Hine has responded well to this brand of voluntary effort. In fact, the *Washington Post*, which late in 1983 labeled the school "Horrible Hine," ran an editorial on May 30 this year describing the school as one that has "improved dramatically." Unfortunately, the newspaper failed to recognize DOT/FAA as a key part of Hine's development.

According to Duane "Spider" Thomas, Air Transportation Division of the Office of Flight Operations, a math tutor at Hine, the tutoring program is becoming steadily more popular. "With the success of these kids," says Thomas, "more and more are showing up asking for help. It's contagious. When they see it paying off for others, they want a piece of it."

Indeed, the Hine program is serving as somewhat of a flagship for similar FAA programs that are sprouting up around the country.

In New York City, the Eastern Region is working with the Community School Board on Project Aviation. In San Antonio, Texas, the Southwest Region, Fairchild Industries and the U.S. Air Force are sponsoring the Judson High Tech Internship for the students of that high school. In Kansas City, the Central Region, the Kansas City School



Hine students got an idea of how their studies relate to the real world in aviation with a trip to Washington National Airport Tower, here shepherded by plans and programs specialist Jan Allsman.



Hine students, most of whom had never been in an airplane, get the feel of an Eastern Airlines B-727 on the ground.



Local FAA involvement in schools extends to volunteer speakers. Here, Dot Buckanin of the Tech Center's ATC Systems Technology Div. discusses computer science in a Vineland, N.J., school.



Secretary of Transportation Elizabeth Jole and Hine principal Princess Whitfield signed the adoption papers last year to begin the experiment.

District and Ashland Jr. High School have developed a Partnership-in-Education program. And in Chicago and Atlanta, the Great Lakes and Southern regions have "adopted" Kelvyn Park and Walter F. George high schools, respectively.

Regina Jackson, an English teacher at Hine, sums up well the simple secret behind these educational partnerships: "The need is definitely there, and the commitment of your people is certainly there as well." ■

Retirees

Buck, George E.—AC
MacKillican, George D.—AC

Hearn, David L.—AL
Woodbury, George B., Jr.—AL

Christensen, Kenneth F.—CE
Clendenin, Donald E.—CE
Lain, Franklin K.—CE
Milinovich, Paul M.—CE
Peterson, Ehrle W.—CE
Pickrel, Ralph E.—CE
Rosenberry, Bobbie L.—CE
Stamper, Elbert R.—CE

Greenberg, Max—CT
Huntley, Beatrice A.—CT
Luciani, Vincent J.—CT
Offi, Domenick L.—CT

Cotone, Leonard M.—EA
Daniel, Albert—EA
Eichhorn, Frederic V.—EA
Endres, George H.—EA
Gill, Frank P.—EA
Graham, James B.—EA
Hess, Gloria L.—EA
Hovan, Henry A.—EA
Kirkessner, James P.—EA
Magelitz, Donald J.—EA

Mahoney, John F.—EA
Mittelbach, Jerald M.—EA
Reid, Donald T.—EA
Rupert, William C.—EA
Tiebor, Douglas L.—EA
Vincent, Brian J.—EA

Bartels, Junior J.—GL
Berczyk, Hilary S.—GL
Fowler, Maurice E., Jr.—GL
Landers, William E.—GL
Latham, Frankie C.—GL
Mitchell, John E.—GL
Ryiko, Edward S.—GL
Swedberg, Lyle T.—GL
Turnquist, Clarence N.—GL
Zimmerman, Howard K.—GL

Baker, Mary M.—MA
McGuinn, Robert L.—MA
Menapace, Bernard E.—MA
Nash, Robert D.—MA
Palmer, Willis L.—MA
Soffos, Nicholas—MA

Kimball, Earl C.—NE
Roy, Richard E.—NE

Barr, Donnie J.—NM
Erickson, Leif M.—NM
Johnson, William S.—NM

Adams, David H., Jr.—SO
Austin, Frederick W.—SO
Bekker, William J.—SO
Dailey, Francis D.—SO
Damalas, Alexander H.—SO
Dawson, Verne L.—SO
Doane, Donald P.—SO
East, Ernest C., Jr.—SO
Jones, Jessie—SO
Logan, Robert W.—SO
Massie, Philip C.—SO
Munn, Estelle F.—SO
Passantino, Edgar E.—SO
Robinson, Eugene L.—SO
Shaws, Stanley W.—SO
Sufrin, Charles L.—SO
Toone, Audrey E.—SO
Walker, Richard K.—SO
Watson, Paula R.—SO
Wilkes, Johnny W.—SO

Anderson, George L.—SW
Bradsher, Chester R.—SW
Carr, Marion A.—SW
Cobb, Frank A.—SW
Gutierrez, Arturo C.—SW
Jones, George S.—SW
Overlander, G. G., Jr.—SW

Ryan, Madeline C.—SW
Smith, Otis W.—SW
Walker, Gholston F.—SW
Ware, Leighton F.—SW

Craddock, Leo E.—WA
Ellis, Aubrey C.—WA
Hochstein, Rose—WA
Horn, Frederick—WA
Read, Alan W.—WA
Robinson, Max R.—WA
Swatek, Phillip M.—WA
Tillman, Truman A.—WA

Berube, Henry E., Jr.—WP
Crenshaw, John J.—WP
Emmer, Samuel—WP
Federwisch, Harold R.—WP
Ferer, Harvey—WP
Gross, William H.—WP
Hoffman, Albert—WP
Hurlbert, John R.—WP
Lorentz, Bernice H.—WP
Moss, Frank, Jr.—WP
Murray, Edwin R.—WP
Nielsen, James V.—WP
Schumacher, Carl H.—WP
Weaver, Jack C.—WP

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