World

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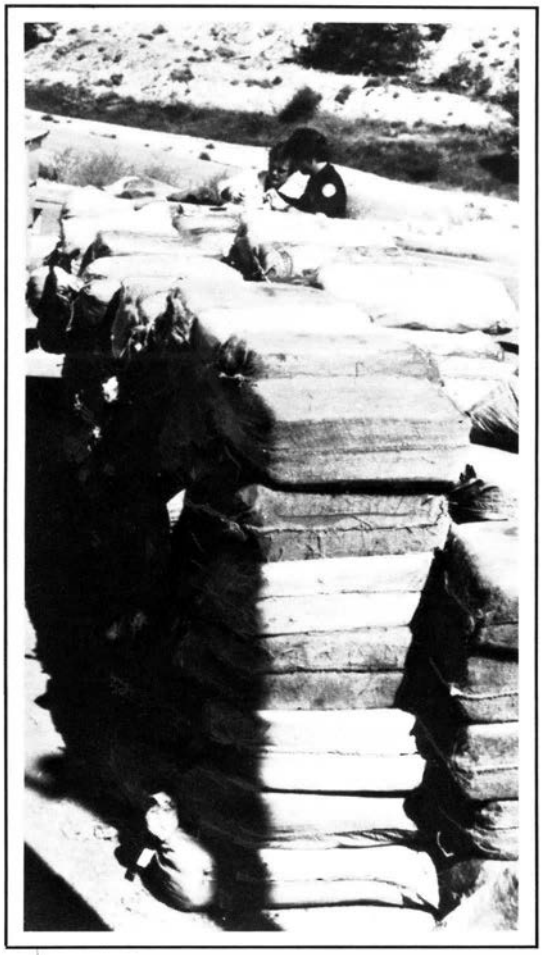
U.S. Department
of Transportation

**Federal Aviation
Administration**



Guarding Our Nation's Frontiers

View From Both Ends of the Wrench

Frank Borman (center), president of Eastern Airlines and former astronaut, presented diplomas to FAA inspectors Paul Erickson II (left) and Tom Carroll upon their completion of the FAA Airworthiness Development Program at Eastern's maintenance base in Miami, Fla.

Carroll, an aviation safety inspector in airworthiness, worked in Eastern's Engineering and Quality Assurance department. Erickson, a maintenance inspector, worked in the Technical Services department. The program to which they were assigned is a prototype to provide airworthiness inspectors with an in-depth study opportunity to observe the maintenance program of a large scheduled airline.

Eastern, for its part, says it obtained a better understanding of the specific intent of the Federal Aviation Regulations and benefited from the inspectors' advice on compliance procedures.

Front Cover: *All this "hemp" was from a drug bust that FAA had a major hand in. The FAA is one of nine agencies that cooperate in a little-known organization called EPIC.* *Story on page 4.*

Back Cover: *Local controller Ruben Licon monitors arriving traffic in the Love Field TRACAB in Dallas, Tex.*

Photo by S. Michael McKean

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Jack Barker—Southern Region
Geraldine Cook—Southwest Region
Vacant—Technical Center
Barbara Abels—Western-Pacific Region

A Georgia farmer found one of these plastic cylinders containing almost-pure cocaine in his pasture the morning after the Queen Air passed over. Over the next week, investigators found 14 more, plus three duffle bags-full with a street value of $32 million. The tracked plane was implicated and seized along with a dozen conspirators and the pilot.

for the other eight agencies at EPIC on FAA matters.

"DEA remains 'the executive agency' providing the special agent-in-charge," explains Conarroe. "Two assistant special agents-in-charge positions are filled periodically on a rotating basis by other participating agencies."

To most law-enforcement officers in the field, EPIC is a faceless entity known as the "Watch." Despite its seafaring sound, the "Watch" is two things: people and a complex, interlinked web of telephone and teletype communications systems supported by data banks of information. A deluge of names, facts, figures, incidents, etc., can be unleashed by flicking a few switches.

It is staffed by trained and experienced badge-wearing investigators who have "worked the streets" and who know what kind of information will stand up in court. All have top-secret clearance.

The center's operations room is a softly lit room on the third floor of the EPIC building. Half the size of a basketball court, the room is dominated by a huge semi-circular desk manned around the clock, seven-days-a-week, by an average of five officers per shift from the participating agencies. Presiding over the low buzz of activity filling the room, on a raised platform to the rear of the watch officers and in the center of the arc, is the watch commander.

Most inquiries to the watch are made by phone, and responses are usually made in minutes by the same method. For more complex queries, watch officers have easy access to a number of teletype systems, including the DEA worldwide secure system, the Justice Department system serving the DEA, the FBI and the U.S. Marshals Service and the National Law Enforcement Teletype System known as N-LETS, which serves state agencies.

From DOT comes the Coast Guard's AUTODIN system, which keeps track of ships at sea, and FAA's Service "B" terminal. Service "B" is a teletype communications net linking all of FAA's facilities. One of its primary uses is in transmitting and receiving flight plans, a function that helps keep track of who is flying what, where and when.

FAA also supplies EPIC with daily crash and incident reports for statistical and analytical studies, microfiche records and phone responses from the Aeronautical Center and a variety of liaison services. In return, FAA is kept alerted to aviation-related crimes, receives analyses of selected aviation subjects and has access to the files of all agencies investigating suspect activities of FAA personnel.

Once the nature of an inquiry is determined, the first system usually checked by the watch officer is "Pathfinder." This is EPIC's in-house intelligence terminal, a treasure trove of more than 400,000 pieces of information, any part of which can be retrieved in an instant.

Pathfinder is foxy—it can cross-check or correlate the names of individuals and businesses against known associates, events, movements

and observations. Any new information generated by the inquiry is automatically added to the Pathfinder bank.

An inquiry might be made to DEA's Narcotics and Dangerous Drug Information System (NADDIS), which has a phenomenal memory. It contains information on drug-related offenses going back to the time when DEA was the Bureau of Narcotics and Dangerous Drugs.

If additional information is needed, the watch officer can tap into TECS, which is the Treasury Enforcement Communications System serving Treasury agencies, such as Customs; the Bureau of Alcohol, Tobacco and Firearms, and the Internal Revenue Service. On the international level, it is tied into the U.S. National Central Bureau of Interpol, the worldwide police agency.

TECS has a broad net. It covers 300 ports of entry, which include international airports, seaports and road border-crossing points. All FAA lookouts for aircraft are recorded in TECS, as are all reports of private aircraft arrivals from foreign countries.

A call to EPIC involving aliens would send the watch officer to the Immigration and Naturalization Service files known as the Integrated Combined System (ICS). This includes a master index for locating aliens and alien-smuggling files. It has a document center containing more than 150,000 files of papers actually used in making fraudulent claims of U.S. citizenship and records of aircraft, pilots and passengers arriving in this country.

Jacksonville ARTCC radar picked up this Beech Queen Air that was on FAA's lookout list as it turned inland off the coast of South Carolina. Cooperation between FAA and EPIC nailed this dope-runner.

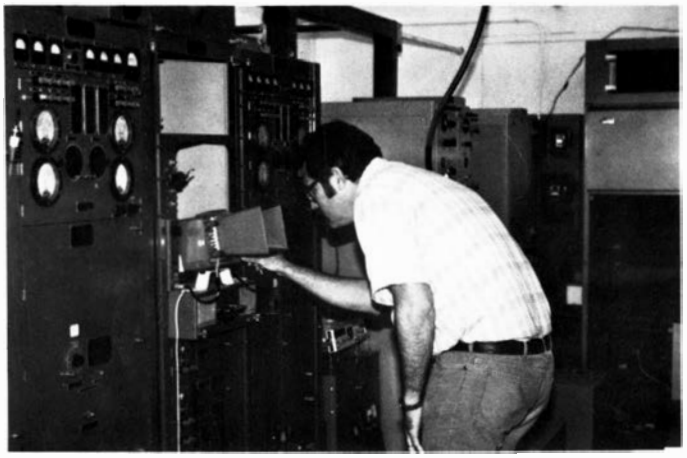
When cases involve general aviation, a no-dial direct line to the FAA Mike Monroney Aeronautical Center in Oklahoma City produces detailed information on airmen, medical examinations and aircraft. Or the watch might be asked to post a lookout on a suspect or stolen aircraft. During 1982, more than 990 suspect aircraft were identified over the FAA Service B system at EPIC, based on information furnished by participating agencies.

Even with this vast accumulation of information and a communications net that transmits information with the speed of light, the borders of the nation are not leakproof. But it is getting more difficult to breach them, particularly by air.

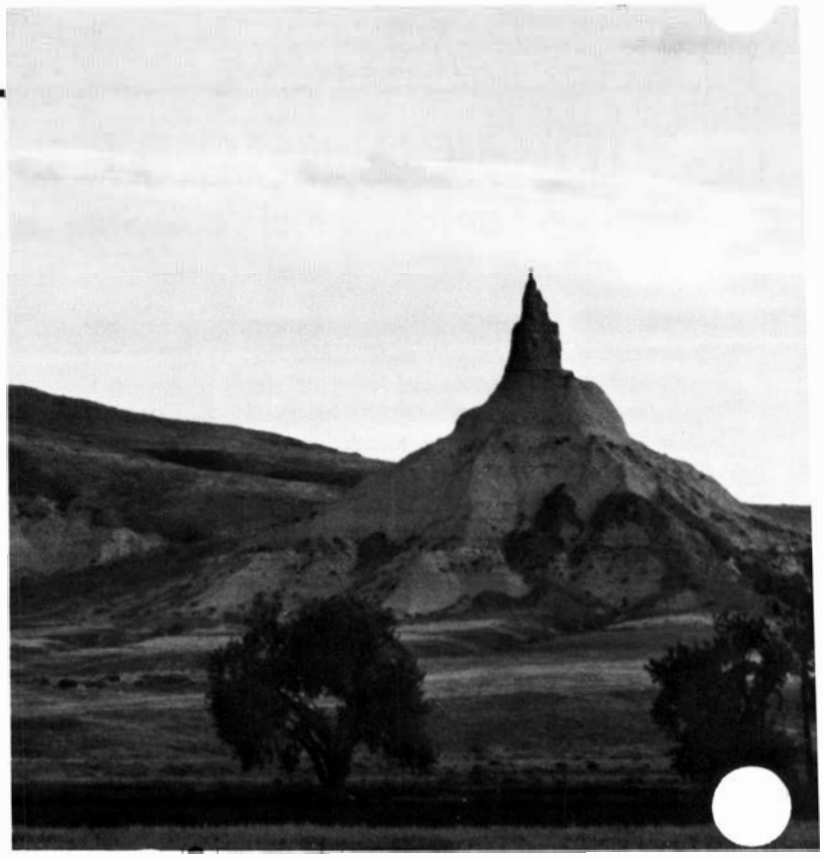
The EPIC system works and is constantly being improved. In January 1982, the President authorized the use of the military services in gathering intelligence data on smuggling activities for transmittal to law-enforcement agencies for action. This includes the use of AWACS—Airborne Warning and Control System—aircraft.

The battle goes on, but EPIC keeps shaving the odds. ■

on the job



Electronics technician John Nimmo checks over the operation of the Scottsbluff VORTAC on an oscilloscope.



Replacing an obstruction light on the glide slope antenna at Scottsbluff County Airport is electronics technician Joel Myhre.

The Scottsbluff Airway Facilities Sector Field Office lies in "the Garden beyond the Sand Hills" in the panhandle of western Nebraska. Its territory stretches from the heart of the Great Sioux Nation in the Black Hills of South Dakota in the north to Colorado in the south and the cowboy country of Wyoming in the west.

Tom Darlington's technicians have to be as versatile and rugged as the land is changing and challenging. The Chadron VOR and the Crawford RCAG sit in the beautiful pines and rolling hills of the Pine Ridge country. The Scottsbluff navigation aids lie in the fertile fields of the Platte River valley. Those at Sidney are on the wind-swept and open prairie of the panhandle. And they regularly have to contend with troublesome peacocks, deer, wild turkeys, coyotes and prairie dogs.

While the technicians may use roadmaps for their long drives to reach facilities, Chimney Rock, a National Historic Site 23 miles east of Scottsbluff, may well have been one of the best navigational aids for the American Indian and early settlers. Other notable landmarks include the Scottsbluff National Monument, which the Indians called "The Hill That Is Hard To Go Around" and which marked the entrance to Mitchell Pass for westward treks of yore, and the Scottsbluff VORTAC.

The SFO is part of the Grand Island, Neb., AF Sector that covers the entire state. ■

The SFO
Beyond the Sand Hills

Chimney Rock

John Nimmo fixes a fence at the Scottsbluff VORTAC to discourage prairie dogs from inhabiting the facility.

Billy Robertson, here at the Sidney, Neb., VORTAC, also maintains equipment at the Sidney Flight Service Station.

:tronics technicians Dale Engelhaupt (left) and Jack Schaeffer perform ntenance on the Chadron visual approach slope indicator (VASI).

SFO manager Thomas Darlington (left) and John Nimmo will keep their facilities on the air one way or t'other: Here, they serve as members of the airport's volunteer fire department.

ief electronics inician Ray Millan checks out control panel of Scottsbluff port's medium-nsity approach ting system

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

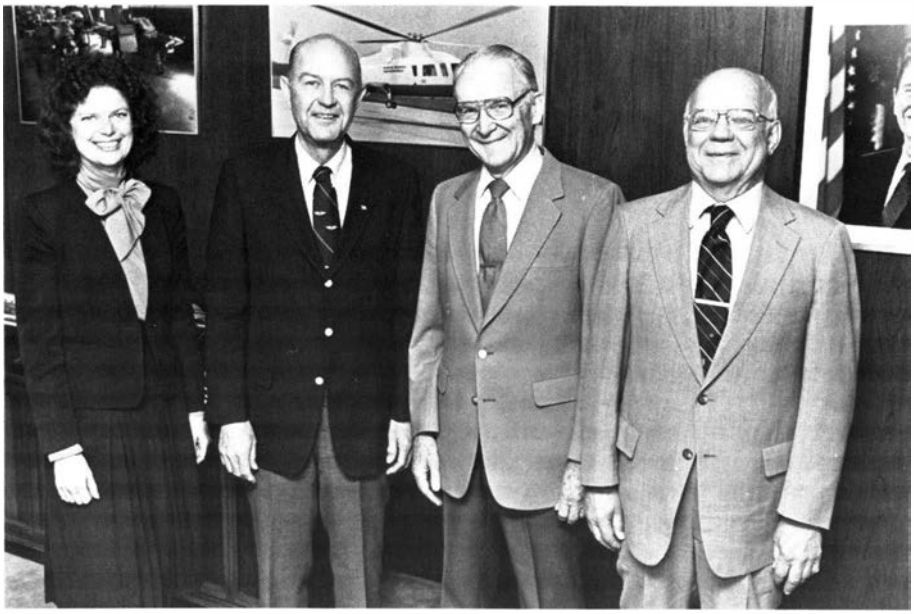
'A Positive Effect on People'

The Guard Changes at the Exec School But Not Its Role

Graduating Class No. 73 from the FAA Executive School in Charlottesville, Va., had two important distinctions.

It included among the 28 participants the 2,000th person to graduate from the school in the almost quarter-century since the first class met in 1959. More significantly, it was the last class to be conducted by Executive School Director Vic Onachilla and his assistant John Slover. Both men retired in January after devoting a combined total of more than 40 years to the school.

> "The role of the Executive School will be to continue to support the agency in a time of change."



The changing of the guard: New Executive School director Eleanor Quigley, retiring Vic Onachilla (second from right) and John Slover (right) join the Administrator in his office for a farewell.

When Class No. 74 convenes at the end of April, Eleanor Quigley will be running the show with an assistant yet to be selected. A graduate of Marymount College in Tarrytown, N.Y., with a master's degree in Public Administration from George Washington University, she joined FAA last fall after 12 years in the training field with the Internal Revenue Service.

As Onachilla's replacement, she's already been advised that she has "a big pair of shoes to fill," and her reaction is that it would be unrealistic to expect her or anyone else to fill them. "Vic's role is not one you can duplicate," she says. "He's a very, very unique individual. He and John Slover have been a very effective team."

At IRS, Quigley developed that agency's first labor-management relations program. Later, she was assigned to the Los Angeles district office, where she was in charge of all IRS training in southern California. She returned to Washington in 1980 to redesign the IRS mid-level management program.

She believes this is a very exciting time to be at FAA, citing the human relations program, the various planning efforts, the introduction of new technology into the system and the increased emphasis on automation in the workplace. "All of this will have a great impact on the way FAA people do their jobs," she says.

She also points to the recently published "One FAA . . . Vision of Excellence" document, produced by the Administrator's management team, as an example of the agency's commitment to improving the working environment in a way that will further both individual and organizational goals. She thinks the document "creates a context in which FAA employees can operate."

However, she says FAA employees probably will react differently to the "Visions of Excellence" and reach their own decisions on meeting the challenges that the document presents. She adds that her own test will be how well she manages the Executive School, conducts Management Team Action seminars and carries out the other training tasks assigned to her.

Quigley forsees no change in the two basic purposes of the Executive School—that is, to improve agency management effectiveness and enhance personal managerial effectiveness. But she says the school will continue to evolve to keep pace with the agency and the world at large.

"FAA, like society as a whole, is undergoing a great many changes," she says. "The role of the Executive School will be to continue to support the agency in a time of change."

The challenge facing Vic Onachilla was a bit more basic when he joined the staff of the Executive School with Class No. 2 in 1960. John Slover came aboard in January 1964 with Class No. 16.

In those pre-Lawton days, the Executive School was the only form of management training in FAA and one of the few in government. Vic recalls that the human relations aspects of the manager's job was given little emphasis in those days. The focus was on the five functions of management: planning, organizing, staffing, directing and controlling.

But some old-line FAA managers felt that even that was too much. "They tended to be pretty hard-nosed guys," Vic says. "Like many

Onachilla stands at the left listening to a speaker in the 64th Executive School class, which was held in 1979.

managers of the time, they felt that if someone didn't like his job, he could always go elsewhere."

He remembers one particular student who confronted him near the end of the two-week course and said: "You know, I haven't learned a damn thing here." Onachilla told the man he was absolutely correct. "I've never seen anyone resist a learning experience more," he says. "It was like someone taking a shower with a raincoat on."

But this story has a postscript. Years later the same manager called Vic on the phone and identified himself. "I wasn't ready to listen to you in those days, but I think I am now," he said. He went on to explain that one of his best workers had walked into his office and told him where to go in no uncertain terms. That prompted a little soul-searching, and the ex-hard nose decided that maybe people like Onachilla had something to teach him after all.

The emphasis began to shift in the mid-1960s when the real pioneering work on human behavior as a function of management was accomplished. Still the message spread slowly.

Onachilla recalls Administrator John Shaffer (March 1969–March 1973) telling the students on his first visit to the Executive School: "FAA has the best technical people in the world, but you sure can —— up the human system." He went on to note that he was going to change that, and his "legacy" to the agency was going to be the establishment of a management training institute. In keeping with that promise, the Management Training School at Lawton, Okla., opened its doors in 1971.

. . . the agency's human relations program is so important [because] it can create the necessary support structure.

In addition to running the Executive School, Onachilla also conducted Management Team Action (MTA) seminars in which 35 or so people from the same discipline are brought together for an intensive one-week session. The idea is that those who work together should learn together so they can collectively put the lessons into practice.

Vic estimates that he has given 90–100 MTA workshops in his FAA career and says they probably have had more of an impact on the organization than his work at the Executive School. The reason is that MTA can impact the work culture for the better because everyone is getting the same set of signals.

In the case of the Executive School, he explains, you take someone out of his work culture, send him off for two weeks of training and then return him to the same environment. If there is no support structure there to reinforce what he's learned, he can very quickly revert to type.

That's one reason the agency's human relations program is so important, he believes. It can create the necessary support structure.

A few years back, Onachilla remembers getting a call from one of his network of Executive School graduates warning him that he was about to get "the most authoritarian manager in FAA" as a student. But the fellow showed up, went through the course without creating a ripple and "seemed to have a ball."

After the man went back to his job, Onachilla received another phone call from someone else in the same office complaining that the man had gone through a complete metamorphosis. "As bad as he was," the caller said, "at least we knew how to deal with him. Now we don't know what to expect."

He asked Vic how long the change would last and was told "about six

weeks." Vic asked the caller to let him know if he was correct.

Sure enough, six weeks later, Vic returned from travel to be greeted by his secretary who said, "Mr. Onachilla, I have the strangest message for you. A man called and didn't leave his name. He just said, 'Six weeks, right on'."

Onachilla notes that all FAA Administrators have been strong supporters of the school and management training in general. For example, he remembers a 10-minute one-on-one meeting with Administrator Helms before his first visit to the school in which he received a lot of "feedback."

"He said he wasn't going to tell me how to run the school," Onachilla says, "and then gave some very good suggestions that helped me to make some changes. One suggestion, which is now called the 'Administrator's assignment,' has made a significant improvement in the program."

But John Shaffer probably was the most consistently visible supporter of the school and rarely missed the final ceremony during his four years as Administrator.

"I asked him once why he made such a special effort to attend these ceremonies and he cited the 'multiplier effect,'" Onachilla recalls. "He pointed out that the final ceremony gave him a chance to meet and talk with 25 or so managers on their way up in the agency and said each would go back to his or her job and relay what he had said to 10 others. These 250, in turn, might tell 10 more, and so on. Shaffer figured he might reach 2,500 to 5,000 employees in this manner."

This got Onachilla to thinking about his own multiplier effect. "I thought if I do my job right, I can have a positive effect on people and perhaps change the way they do their jobs and live their lives."

That's been Vic Onachilla's guiding principle throughout his 25 years with FAA. And no one he met along the way will contest that he did his job right and he made his presence known. ■

Old Technicians *(continued from p. 9)*

Kenwood TS930S transceiver and a Drake L4B linear amplifier running 2,000 watts peak envelope power. His antenna system has a 10- through 20-meter multiband beam supported by a 70-foot-high tower and inverted "V" dipoles for the 40- and 80-meter bands.

Alan's VHF equipment operates on two meters and consists of a commercially built KLM2000A transceiver and a Kenwood TR-2400 walkie-talkie. His antenna is a two-meter beam mounted above his HF beam.

All this talk of equipment probably is "Greek" to anyone not a ham operator, but if you listen in on any of the amateur radio frequencies, you will notice how much of the conversation deals with equipment types and how it all works.

Alan Glass received his first amateur radio license in 1929 when commercially manufactured amateur radio equipment was expensive and not too plentiful. Consequently, he built his own tube-type transmitter and receiver, called "home brew" by ham operators. His transmissions then were continuous wave (CW), using Morse Code. He used this home-brew equipment and mode of operation 10 years before acquiring radio-telephone equipment.

Today, the state-of-the-art for amateurs has been perfected by pioneers like Alan Glass to a highly technical, complex, sophisticated electronic system that uses solid-state integrated circuitry. As in FAA, vacuum tubes are fast becoming collectors' items.

There are four FAA retiree ham nets operating on Eastern time and one on Pacific time. Retirees tend to live in the sunbelt, in the south and southwest; however, there are some living in most states of the union, including Alaska and Hawaii.

To tune in on those nets, try Mondays on 14280-14283 KHz at 11 a.m. Eastern time or 14240-14283 KHz at noon Eastern time.

A west Coast net operates Tuesdays through Saturdays on 7230 KHz at 9 a.m. and 4 p.m. Pacific time.

A Florida net operates at 9 a.m. Eastern time on Sundays over 7265/3952 KHz. If you are up on your code, now largely called International Morse Code, try Mondays at 10:30 a.m. Eastern time over 14072 KHz.

Being a ham radio operator is lots of fun, especially if you build your own equipment. But it also can be helpful in times of disaster, when telephone and telegraph lines are down and the ham operator is the only means of communication. ■

People

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.

Aeronautical Center

■ **Cleophas L. Cox,** superintendent of the Management Training School, promotion made permanent.

■ **Jerry D. Hines,** chief of the NAS Exchange and Repair Section, Supply Management Branch, FAA Depot.

■ **Frederick L. Larson,** unit supervisor in the Radar Training Facility Section, Air Traffic Branch, FAA Academy, promotion made permanent.

■ **Walter R. O'Connor,** deputy director of the Transportation Safety Institute.

Alaskan Region

■ **Billie B. Cox,** manager of the Anchorage TRACON, from the Knoxville, Tenn., Tower.

■ **Robert A. McMolin,** supervisor of the Fairbanks Central Maintenance Facility's Radar Unit of the Fairbanks Airway Facilities Sector.

■ **Sevard E. Wagenius, Jr.,** unit supervisor in the Electronics Section, Maintenance Branch, Airway Facilities Div., from the Juneau AF Sector.

Central Region

■ **Frank F. McArthur,** area supervisor at the Cedar Rapids, Iowa, Tower, from the headquarters En Route/Terminal Requirements Branch, System Programs Division, Air Traffic Service.

■ **Douglas R. Murphy,** assistant manager for operation at the Kansas City ARTCC.

■ **Gwyndolyn L. Pearson,** supervisor of the Travel and Transportation Section, Accounting and Disbursing Branch, Accounting Division.

■ **William S. Rising,** *manager of the* Omaha, Neb., Flight Service Station, from the Kansas City FSS.

■ **Hersey L. Wright,** assistant manager for plans and programs, Kansas City ARTCC.

■ **Dwight A. Young,** manager of the Technical/Administrative Support Staff, Aircraft Certification Division, promotion made permanent.

Eastern Region

■ **Barry M. Boshnack,** supervisor of the ATC Facilities Section, Electronics Engineering Branch, AF Division.

■ **Joseph J. Givens,** manager of the Washington National AF Sector Field Office of the Capital AF Sector.

■ **Donald W. Juul,** manager of the Harrisburg, Pa., General Aviation District Office, from the Farmingdale, N.Y., GADO.

■ **Joseph G. Kucala,** area manager at the Greater Pittsburgh, Pa., Tower.

■ **Vincent A. Laurentino,** manager of the New York TRACON AF Sector Field Office of the Metropolitan New York AF Sector.

Great Lakes Region

■ **Jay A. Angel,** manager of the Muskegon County, Mich., AF Sector Field Office of the Michigan AF Sector.

■ **John L. Armstrong,** area supervisor at the Springfield, Ill., Tower, from the Indianapolis, Ind., Tower.

■ **Raymond M. Astrowski,** assistant manager for technical support at the Chicago AF Sector, from the Environmental Engineering Section, Operations Engineering Branch, AF Division.

■ **Thomas A. Benkert,** maintenance mechanic foreman in the Ohio AF Sector.

■ **Jay R. Bourne,** area supervisor at the Champaign, Ill., Tower, from the Mitchell Field Tower, Milwaukee, Wis.

■ **Claudia M. Brumbaugh,** area supervisor at the Bismarck, N.D., Tower, from the FAA Academy.

■ **Harry A. Christman,** area manager at the Mitchell Field Tower, Milwaukee, from the Lansing, Mich., Tower.

■ **James Cormican,** manager of the Pellston, Mich., FSS.

■ **Everson J. Ecoff,** assistant manager for system performance at the Indianapolis, Ind., ARTCC AF Sector.

■ **William C. Hirchert,** assistant manager for training at the Indianapolis ARTCC.

■ **Donald E. Hodgkinson,** manager of the Grand Rapids, Mich., AF Sector Field Office of the Michigan AF Sector.

■ **William L. Humphress,** assistant manager for quality assurance at the Indianapolis ARTCC.

■ **Roger S. Langdon,** area supervisor at the Lansing, Mich., Tower.

■ **Watson I. Searle, Jr.,** area officer at the Indianapolis ARTCC.

■ **Eston D. Shipler,** systems engineer at the Indianapolis ARTCC AF Sector, from the Minneapolis, Minn., ARTCC AF Sector.

■ **Joe F. Stephens** assistant manager for quality assurance at the Minneapolis ARTCC.

■ **Kenneth L. Stone,** maintenance mechanic foreman in the Wisconsin AF Sector, from the Chicago Midway AF Sector.

■ **James A. Tucciarone,** area supervisor at the Cleveland Hopkins (Ohio) Tower, from the Akron-Canton, Ohio, Tower.

■ **Michael L. White,** area supervisor at the Flint, Mich., Tower, from the Detroit, Mich., City Airport Tower.

Metro Washington Airports

■ **Robert L. Kobelka,** supervisory detective at Washington National Airport.

New England Region

■ **Joseph B. Fredette,** supervisor of the Electronic Engineering & Installation Section, Facilities Establishment Branch, AF Division, from the Operations Program Support Section, Facilities Operations Branch.

■ **Bryan R. Wilcox,** area supervisor at the Hyannis, Mass., Tower, from the Pensacola, Fla., Tower.

Northwest Mountain Region

■ **William L. Gowers,** assistant manager for military operations/plans & programs at the Seattle, Wash., ARTCC.

■ **Alfred A. Strandgard,** manager of the Management Information & Analysis Branch, Management Systems Division.

Southern Region

■ **Robert D. Adams,** assistant manager for airspace and procedures at the Jacksonville, Fla., Tower.

■ **Joseph S. Almand,** assistant manager for quality assurance at the Atlanta, Ga., ARTCC.

■ **William T. Avant,** area supervisor at the Memphis, Tenn., ARTCC.

■ **Gene H. Campbell,** assistant manager for traffic management/airspace & procedures at the Memphis ARTCC.

■ **Larry P. Connor,** area supervisor at the Jacksonville Tower, from the San Juan, Puerto Rico, Center/RAPCON.

■ **Larry G. Giles,** area manager at the San Juan Center/RAPCON.

■ **Larry D. Gray,** area supervisor at the West Palm Beach, Fla., Tower, from the Detroit, Mich., Metro Airport Tower.

■ **Leonard E. Jankowski,** assistant manager for quality assurance at the Memphis ARTCC.

■ **Walter Lucas, Jr.,** area supervisor at the Fort Myers, Fla., FSS, from the FAA Academy.

■ **Robert N. McDaniel,** assistant manager for military operations at the Memphis ARTCC.

■ **Robert D. McElroy,** assistant manager for airspace and procedures at the Atlanta ARTCC.

■ **David L. Morrow,** area supervisor at the Memphis ARTCC.

■ **Wayne K. Nunez,** area supervisor at the Tampa, Fla., Tower.

■ **Robert J. Owen,** assistant manager for plans and programs at the Atlanta ARTCC.

■ **Joseph L. Sellers,** area supervisor at the Memphis ARTCC.

■ **James W. Summers,** assistant manager for airspace and procedures at the Miami, Fla., ARTCC.

■ **Gary Thingelstad,** area supervisor at the San Juan International Flight Service Station.

■ **Frederick D. Torrible III,** assistant manager for technical support at the Tampa AF Sector.

■ **Francis M. Triplett,** area supervisor at the Atlanta ARTCC.

■ **Thomas R. Wallace,** area supervisor at the Memphis ARTCC.

Southwest Region

■ **Paul Bagley,** chief of the NAS Coordination & Implementation Staff, Airway Facilities Division, promotion made permanent.

■ **Clarence E. Basham,** assistant systems engineer at the Albuquerque, N.M., ARTCC AF Sector.

■ **James D. Brannon,** unit supervisor in the Albuquerque ARTCC AF Sector.

■ **Dorothy R. Brown,** supervisor of the Accounting Operations Section, Accounting Branch, Resource Management Division, from the Accounts Payable Section.

■ **Richard Y. Flores,** assistant systems engineer at the Albuquerque ARTCC AF Sector.

■ **Kenneth R. Friar,** manager of the Moisant Tower in New Orleans, La., from the Port Columbus, Ohio, Tower.

■ **Perry L. Gibson,** manager of the Little Rock, Ark., Tower, from the Tri-City Airport Tower in Bristol, Tenn.

■ **Jack L. Hardy,** manager of the Houston, Tex., Intercontinental Airport Tower, from the El Paso, Tex., Tower.

■ **Dennis L. Holton,** supervisor of the Operational Standards Section, Maintenance Operations Branch, AF Division, from the headquarters Terminal Automation Program, ATC Automation Divi-

sion, Program Engineering & Maintenance Service.

■ **Junior Wallace Horne,** area supervisor at the Tulsa, Okla., FSS.

■ **James R. Lynch,** area supervisor at the Redbird Airport Tower, Dallas, Tex., from the Monroe, La., Tower.

■ **Joseph A. Mitchell,** assistant systems engineer at the Albuquerque ARTCC AF Sector.

■ **Daryl D. Olson,** assistant systems engineer at the Albuquerque ARTCC AF Sector.

■ **Thomas G. Patterson,** assistant manager for program support at the Oklahoma City AF Sector.

■ **Ralph A. Picchione,** assistant systems engineer at the Albuquerque ARTCC AF Sector.

■ **Rodney L. Runck,** assistant systems engineer at the Albuquerque ARTCC AF Sector.

■ **Patrick C. Serda,** assistant systems engineer at the Albuquerque ARTCC AF Sector.

■ **George Seyfried,** supervisor of the F&E Budgeting & Program Section, Program and Planning Branch, AF Division, from the Terminal Program Section.

■ **Gail L. Trowbridge,** area supervisor at the Albuquerque ARTCC.

Technical Center

■ **Willie M. Comeaux,** supervisor of inventory management, expediting and document control in the Materiel Section, Acquisition & Materiel Services Branch, Administrative Systems Division, promotion made permanent.

■ **John M. Fabry,** technical program manager, Advanced Systems Concepts Branch, ATC Systems Technology Division, from the Technology Applications Branch.

■ **John Michael Frank,** supervisory flight test pilot, Guidance & Airborne Systems Branch, Engineering Division, promotion made permanent.

■ **Robert D. Till,** Technical program manager, Guidance & Airborne Systems Branch, promotion made permanent.

Photo by Barbara Abels.

Miraculous Recovery

Four people were in the Piper Cherokee. The pilot was dead; his wife, Jane Turner, in the back seat had had six hours of a 10-hour "pinch hitter" flying course; Dorothy Matthews, also in the back, knew nothing about planes and neither did 78-year-old Editha Merrill in the right seat to whom fell the job of flying the plane. They were less than five minutes from crashing into the mountains of the Mogollon rim of Arizona if they continued straight and level.

Thanks to Mrs. Turner's handling of the radio, Mrs. Matthews' holding the pilot off the controls and the quick action first of Maj. Thomas O'Connell, then of Capt. Forest Tucker, both of the Civil Air Patrol, and finally of Jack Seeley, a commercial pilot and certified flight instructor, and Bob Baker, a retired airline pilot, all providing airborne guidance, Mrs. Merrill flew the plane down to a hard but safe landing at Luke Air Force Base.

For this remarkable feat, Don Judd, FAA accident prevention specialist at the Phoenix Flight Standards District Office presented each participant with an Aviation Safety Certificate of Recognition. Here, from the left, are Judd, Matthews, Merrill and Seeley.

Washington Headquarters

■ **Donald J. Rozzano,** manager of the Data Systems Branch, Operations Division, Air Traffic Service, from the ATC Command Center.

Western-Pacific Region

■ **Charles B. Aalfs,** manager of the Burbank, Calif., Tower, from the Airspace and Procedures Branch, Air Traffic Division.

■ **Nelson D. Ames,** area manager at the Oakland, Calif., ARTCC.

■ **Walter A. Clark, Jr.,** area supervisor at the Phoenix, Ariz., TRACON.

■ **Francis E. Davis,** manager of the Sacramento, Calif., TRACON at McClellan Air Force Base, from the Houston, Tex., Intercontinental Tower.

■ **Edwin K.H. Fong,** operations field unit supervisor in the Honolulu Maintenance Engineering Section, Maintenance Operations Branch, AF Division, at Hickam Air Force Base.

■ **Joseph C. Foster,** assistant manager of the Phoenix TRACON, from the North-est Mountain Region's Operations anch, Air Traffic Division.

■ **Charles S. Kakigi,** manager of the Reno, Nev., FSS, from the Guam IFSS.

■ **Terri A. Landon,** area supervisor at the Reno FSS.

■ **William F. Maloney,** assistant manager of the Los Angeles TRACON, from the Tucson, Ariz., TRACON.

■ **Jerry M. Marcum,** assistant manager of the Ontario, Calif., FSS.

■ **Robert H. Moll,** area supervisor at the Santa Barbara, Calif., FSS, from the Guam IFSS.

■ **Ronald A. Nichol,** assistant manager of the Oakland TRACON, from the headquarters Terminal Procedures Branch, Procedures Division, Air Traffic Service.

■ **John C. Olson,** programs officer at the Honolulu, Hawaii, Tower.

■ **Charles A. Stinnett,** assistant manager for technical support at the Los Angeles AF Sector.

■ **Paul H. Strybing,** assistant manager of the Sacramento TRACON at McClellan Air Force Base, from the headquarters En Route/Terminal Requirements Branch, System Programs Div., Air Traffic Service.

Retirees

Morris, Norma C.—AC
Wakefield, Johnny G.—AC
White, Kenneth J.—AC

Cernick, Clifford—AL
Riedel, Robert A.—AL
Wilson, Robert G.—AL

McCutcheon, Donald E.—CE
Weiss, Henry L.—CE

Buck, Alice E.—CT
Jones, Marion H.—CT
Lehman, Charles S.—CT
Solomon, Burdette J.—CT

Burtness, Theodore N.—EA
Cole, William R.—EA
Datlow, Nathan—EA
Hall, Elsie M.—EA
Haubenstein, Joseph H.—EA
Lilley, Marvin E.—EA
McCarthy, Paul J.—EA
McPhillips, John H.—EA
Miller, James F.—EA
Ring, Dennis J.—EA
Stocker, Kenneth L.—EA

Bledsoe, Billy G.—GL
Burke, John C.—GL
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anson, Rose-Marie R.—GL
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Depaolo, Alfred G.—NE
Lane, Perry T.—NE
Minahan, James A.—NE

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Denham, Clyde I.—NM
Fluckiger, Max—NM
Grasser, Robert L.—NM
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Hendrix, Lloyd W.—NM
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Ervin, Jack P.—SO
Farley, Ray C.—SO
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Hying, Francis V.—SO
Loy, Homer W.—SO
Manning, Randall C.—SO
McCord, William A.—SO
Sullivan, John P.—SO
Ward, James C.—SO

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Beehler, Myron L.—SW
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Mitchell, Arthur N.—SW
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Hillary, Karl A.—WP
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