
ARCHIE LEAGUE MEDAL OF SAFETY
11TH ANNUAL
Archie League
MEDAL OF SAFETY AWARDS
MARCH 4, 2015


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As we celebrate the 11th annual Archie League Medal of Safety Awards, it's important for us to remember that the work our members perform day in and day out to ensure our National Airspace System is safe and efficient is nothing short of heroic.

Named after the first air traffic controller, Archie League, this award captures what our membership and profession is all about, putting our unique skills, mindset, training, and experience to the maximum effect to positively influence the events under our control.

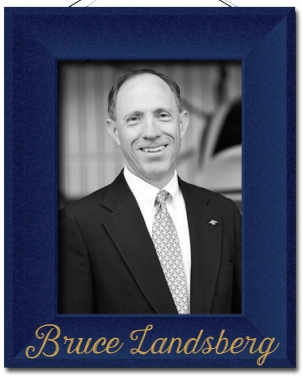
Our program tonight will highlight dedicated men and women who demonstrated the very best examples of skill and professionalism this year. Each of our award winners was faced with a unique situation in which their ability to think quickly and remain calm under pressure was tested. These nine flight assists represent our members' relentless commitment to safety.

To our award winners and all our nominees, congratulations on a job well done! And to all of our NATCA members who nominated these deserving individuals, thank you for your commitment to this program and to our profession. Enjoy the banquet!

Paul M. Rinaldi
President

Patricia C. Gilbert
Executive Vice President

SELECTION COMMITTEE

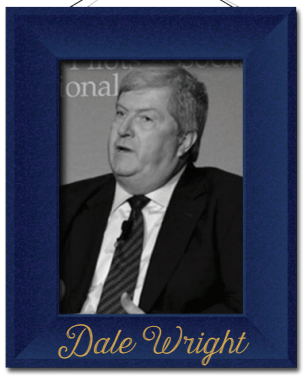


Bruce Landsberg is the former president of the AOPA Foundation and the Air Safety Institute and led activities there for more than 22 years. During his tenure, the organization was nationally recognized with numerous awards for aviation safety leadership and educational program excellence. The Foundation assists AOPA to preserve the freedom of flight, including safety programs, preserving airports, improving the image of general aviation, and growing the pilot population.

Bruce continues as Senior Safety Advisor to AOPA and the Air Safety Institute, writing the monthly "Safety Pilot" column in AOPA Pilot magazine, as well as a popular blog in AOPA ePilot. He also continues his liaison duties with the FAA, NTSB, NATCA, the National Weather Service, and various industry groups.

A former U.S. Air Force officer, he holds a bachelor's degree in psychology and a master's degree in industrial technology from the University of Maryland. Prior to coming to AOPA, he held management positions with Cessna Aircraft Company and FlightSafety International.

Bruce has logged more than 6,000 hours as an Airline Transport Pilot (ATP) and holds gold seal flight instructor certificates. He has been an AOPA member for more than 40 years and is a proud aircraft owner.



Dale Wright is NATCA's Director of Safety and Technology, as well as a retired air traffic controller. After entering the U.S. Air Force in 1975, he began his air traffic control career at Berlin Center in Germany before later relocating to England AFB in Louisiana.

Joining the FAA in 1983, Dale spent 17 years serving at Charlotte and Atlanta air traffic control facilities. Dale is a Charter Member of NATCA and served as the Facility Representative at Charlotte from 1994-2001 before being appointed as the Air Traffic System Requirements Service (ARS) liaison and Joint Planning and Development Office (JPDO) liaison in Washington, D.C., from 2000 to 2005. After returning to his hometown of Charlotte for two more years of air traffic control duties, Dale retired in September 2007 after 32 years of loyal government service and took over the director position he holds today.

Dale has served a variety of national-level committees, as both a Southern Region member and the chairman of the National Finance Committee. In addition to these significant union roles and his history of air traffic control experience, Dale is an instrument rated pilot and aircraft owner.

Captain Charles “Chuck” Hogeman was appointed as Aviation Safety Chairman for the Air Line Pilots Association, International (ALPA), on Aug. 1, 2011. He carries out the Association’s strategic safety priorities for its 51,000 represented pilots at 31 U.S. and Canadian airlines. Captain Hogeman is ALPA’s representative on the Commercial Air Safety Team (CAST) and also serves on the Aviation Safety Information Analysis System (ASIAS) executive board. He also serves on a number of FAA Aviation Rule-making Committees.

Captain Hogeman began his professional flying career in 1977 with Commuter Airlines in Binghamton, N.Y. In 1978, he joined Denver-based Aspen Airways as a line pilot and spent 13 years there, eventually advancing to become director of training and chief pilot. In 1991, he joined United Airlines and was subsequently selected as a pilot instructor in the B757/B767 and B777 training programs. From 1996 until 2000, he managed the development of United’s line operational simulation training program for all United fleets and served on the Airline Transport Association’s (ATA) AQP Working Group. He currently flies the Airbus 320 for United.

He holds an associate degree in aeronautical engineering from Daniel Webster College, a bachelor’s degree in business management from Southern New Hampshire College, and a master’s degree in technical communication from the University of Colorado.

NATCA members nominated their colleagues to receive the Archie League Medal of Safety. The selection committee chose the award recipients from the nominees in each region.

ALASKAN REGION

Parker Corts
Anchorage Center

Anchorage Center NATCA member Parker Corts, a six-year air traffic control veteran, and a private, single engine instrument-rated pilot, was working the southeast Alaska sector on August 8, 2014, when he noticed a Comanche pilot was having trouble navigating. Corts cleared the pilot, who was inbound to Juneau, to the LYNNS intersection to begin the LDA X 8 approach into the airport.

For unknown reasons, the pilot was unable to find the intersection, so Corts vectored the aircraft for the localizer. He patiently gave multiple vectors and altitudes to the Comanche pilot, trying to keep the aircraft on course.

After issuing the aircraft a heading of 100, Corts noticed the pilot was not flying the heading, even though he had read back the clearance correctly. Instead, the pilot was flying a 010 heading and heading directly for higher terrain. At that point, Corts' expertise and instincts as an air traffic controller and pilot kicked in. He knew something was not okay in the aircraft.

Corts: *N67P, fly heading 1-0-0, vector to intercept the localizer, proceed inbound, maintain 7,000, report established on the localizer.*

N6267P: *67P to turn 1-0-0 to intercept the localizer and maintain seven until doing so.*

Corts: *N67P, say heading.*

N6267P: *67P is heading 0-1-0.*

At no time did the pilot offer that he was having trouble, but he clearly was unable to maintain headings or altitudes, find fixes, or tune in to VORs. Finally, the pilot mentioned that his equipment did not appear to be working correctly. Corts, knowing full well the implications of malfunctioning equipment near terrain, immediately enlisted the assistance of another aircraft in the area. He asked the pilot to relay several vital transmissions to the aircraft in distress. Corts, through the assisting pilot, was able to help the Comanche pilot in navigating to an area where he could maintain ground contact.

Corts: *N67P, roger, do you have any reference at all or are you straight in the clouds?*

N6267P: *67P still in the clouds.*

Corts: *Okay, N67P, roger, I'm going to try and take you southbound through a cloud break. The ceiling's been reported at 5,600 feet, turn 30 degrees left, I'll give you a "stop turn" when you need to stop turning. Turn at a standard rate.*

N6267P: *67P turning left and maintaining 8,000.*

Corts: *N67P, stop turn.*

N6267P: *67P stop turn.*

N6267P: *67P has excellent ground reference right at this moment.*

When Corts could maintain communications with the Comanche, he gave the pilot locations of nearby airports and their weather conditions. He assisted the pilot in finding another airport with better conditions: Gustavus. Because of Corts and his quick thinking, the Comanche pilot made a visual approach into Gustavus and landed safely.

"On August 8, Parker Corts exemplified what it means to be a NATCA professional. He acted using both his air traffic control and pilot instincts to identify and mitigate a dangerous situation. Parker realized the pilot was in trouble before the pilot himself realized it and did not hesitate to do everything in his means to ensure a safe landing, including relaying several vital transmissions through another pilot in the area. I commend Parker on his efforts and am immensely proud to have him representing the Alaskan Region."

SCOT MORRISON
ALASKAN RVP

CENTRAL REGION

Travis Arnold
Omaha TRACON

Omaha TRACON (R90) NATCA member Travis Arnold is an experienced controller. He served in the United States Air Force from 2001-2007, during which time he deployed to Iraq twice. In February 2008, he became a civilian controller at Des Moines ATCT before transferring to R90 in January 2009.

On Dec. 13, 2014, Arnold was working the Lincoln sector at R90. The weather was IFR with 800-foot ceilings and eight mile visibility, which warranted all arrivals into Lincoln be ILS. N4120S was being vectored for the ILS approach when Arnold noticed the pilot seemed to be struggling with the headings he was given. Arnold initially thought the winds were causing the discrepancy in the headings the pilot was flying, and he quickly issued corrective headings.

When the pilot was near the final and cleared for the ILS runway 18 approach, Arnold once again noticed that the pilot passed across the final approach course. Arnold immediately made the pilot aware of this and issued a corrective heading again to get the pilot turned back towards the localizer. Even though the pilot acknowledged the turn, Arnold knew something was not right.

After the pilot called Arnold to ask if he knew what was happening, Arnold asked the pilot if his gyro was working. The pilot responded he was receiving crazy readings from his instruments.

Arnold decided to turn the aircraft back towards Lincoln by issuing no-gyro turns to the pilot. He advised the pilot he was a little higher than the last assigned altitude, but wanted to make sure the pilot was straight and level prior to issuing the no-gyro vector. The aircraft was.

Within seconds of issuing a turn, Arnold noticed the aircraft was descending below the minimum vectoring altitude. He issued a low altitude alert and instructed the pilot to climb

to 3,000 feet. The pilot acknowledged. However, the aircraft continued to descend. Arnold issued another low altitude alert and again instructed the pilot to climb. He immediately instructed the pilot to stop his turn and climb to 4,000 feet. The pilot mentioned he had ground contact and was currently at 2,000 feet. He proceeded to climb to 4,000 feet again and was eventually able to fly above the clouds where he was able to get his equipment working again.

Later communication with the pilot revealed that originally the pilot did not realize he had descended. However, once he was near the cloud base and he saw the ground, he just wanted to land the aircraft safely in the nearest field. It was because of Arnold that the pilot had the confidence to once again climb through the clouds, get his equipment working, and safely land at Lincoln.

"I am incredibly proud that Omaha TRACON has its first Archie League Award winner in Travis Arnold. This was a wonderful save. Travis's calm and cool professionalism resulted in earning the full confidence of pilot Mike Bukstein. Travis was reassuring and displayed great judgment. His masterful controlling skills, including issuing no-gyro vectors, brought Mr. Bukstein and his aircraft safely down through the clouds. Mr. Bukstein has flown on and off since 1959. Travis has been in the FAA for just seven years. But on this day, it was about skill, not experience."

KEVIN PETERSON
CENTRAL RVP

EASTERN REGION

Joe Rodewald
Potomac TRACON

On October 5, 2014, NATCA member and Potomac Consolidated TRACON veteran member Joe Rodewald was working Charlottesville approach when he noticed two aircraft squawking VFR in the same vicinity. The aircraft appeared to be on converging courses at the same altitude. Rodewald immediately began broadcasting in the blind in hopes that one or both aircraft were monitoring his frequency.

Rodewald: *Traffic 10 miles east of Charlottesville westbound you have traffic at your 11 o'clock and two and a half miles northeast bound indicating 4,900.*

Rodewald: *Traffic eight miles northeast of Charlottesville, northeast bound traffic at your one o'clock, one and a half miles westbound indicating 4,600.*

When the aircraft were two miles apart, the pilot of N811LJ, who was proactively monitoring the frequency, acknowledged and answered Rodewald's calls. He responded, "looking." Rodewald continued to make traffic calls until the pilot reported the traffic in sight.

Rodewald: *Traffic is now one mile apart converging.*

N811LJ: *1LJ has the traffic in sight, thanks for the call out.*

When the pilot finally got the other traffic in sight, the two aircraft were less than a mile and indicated

100 feet apart. Rodewald solicited flight following to N811LJ, and the pilot immediately accepted the offer.

Rodewald: *Seneca 1LJ, would you like flight following?*

N811LJ: *Uh, sure. 1LJ is VFR headed to Warrenton.*

Rodewald: *1LJ, reset transponder squawk 0-4-2-5.*

N811LJ: *0-4-2-5 for Seneca 811LJ.*

Rodewald saw a conflict and quickly took the necessary steps to fix the issue and keep his airspace safe.

"I love this story. Joe Rodewald was not talking to either of these VFR aircraft. Yet he displayed great alertness and situational awareness in recognizing they appeared to be on converging courses at the same altitude. Then he got to work, calling the traffic and trying to reach one or both of the pilots. Joe really showed what it means to be a professional. Joe's commitment to his profession and his fellow brothers and sisters is a testament to Potomac TRACON, the Eastern Region, and this entire great Union. I could not be more proud of Joe, and I congratulate him."

PHIL BARBARELLO
EASTERN RVP

GREAT LAKES REGION

Justin Krenke
Green Bay ATCT/TRACON

Adam Helm
Green Bay ATCT/TRACON

Mike Ostrander
Green Bay ATCT/TRACON

On February 13, 2014, Green Bay Tower/TRACON (GRB) NATCA member and former airline pilot Justin Krenke was working a satellite position in the TRACON when a Beechcraft Baron was inbound to Menominee, Wisc. (MNM) from Rochester, Minn. Because of known icing in the area, Krenke told the pilot to descent to 3,000 feet at his discretion. Upon initial descent, the aircraft did indeed encounter icing.

Due to the minimum vectoring altitude in the area, Krenke was not able to descend the pilot any further, however, he did offer a straight in approach to MNM. The pilot declined and asked to continue for the initial approach for which he was set up.

At this time, NATCA member and single engine instrument rated pilot Adam Helm passed through the TRACON on a break and he heard the pilot was concerned about the icing. After the pilot could not safely descend any further, he asked to climb above the icing conditions and informed Krenke that his gyro had spun. The controllers knew they needed to work quickly.

Krenke climbed the aircraft to 4,000 feet, while NATCA member Mike Ostrander quickly called Minneapolis Center to let them know they were handling the aircraft as an emergency, and the pilot needed to climb past 4,000 feet. Krenke climbed the aircraft to 6,000 feet, then 8,000 feet, in an effort to climb above the icing conditions.

Helm pulled weather reports from satellite airports to try to find one that had higher ceilings. He even called Minneapolis Center and Milwaukee TRACON to ask if they had any airports in their area with visual flight rule conditions. There were none.

The pilot began to descend and head towards GRB. Mindful of the icing and pilot-reported equipment malfunction, the controllers started to prepare for a possible emergency ASR approach to GRB. As time progressed, it became evident that the pilot was having an increasingly difficult

time maintaining headings and altitude due to the icing. About 20 miles from GRB, the pilot declared an emergency and descended below the minimum vectoring altitude in an attempt to get under the icing conditions.

The controllers jumped into action and relayed possible obstructions to the pilot. They also found an alternate airport where the pilot could land, Oconto Airport (OCQ). Helm called the Oconto police dispatcher and advised that there was an aircraft in distress that would be attempting an emergency landing at the uncontrolled satellite field, and that emergency services would be required.

Krenke vectored the aircraft over OCQ several times while Helm stayed on the phone with the dispatcher. The pilot stated that there were plows on the runway so he was not able to land. The controllers quickly told the dispatcher the plows needed to vacate the runway. On the next pass, they lost radar and communication with the aircraft, but the dispatcher relayed that the aircraft had crash landed.

Thanks to Krenke, Helm, and Ostrander, the pilot and his passengers survived the crash landing.

"The extent of the 40-minute challenge presented by this Beechcraft Baron was significant. The aircraft encountered severe icing. Low altitude became an issue, and the pilot, Mr. John Laws, reported he lost his gyro. But Green Bay members Justin Krenke, Adam Helm, and Mike Ostrander met that challenge with determination, skill, and calm professionalism. Krenke also brought his considerable pilot experience and multiple ratings to help in the assist. As a result, the five people onboard the aircraft all survived. The fact that this pilot was flying for Wings of Mercy to help low-income medical patients only makes this flight assist more special."

BRYAN ZILONIS
GREAT LAKES RVP

NEW ENGLAND REGION

Kelly Eger
Boston ATCT

Sarah LaPorte Ostrander
Boston ATCT

On September 15, 2014, Boston ATCT air traffic controller Kelly Eger was working the local west position and Sarah LaPorte Ostrander was training someone on ground control. The airport was beginning to back up with traffic because of the evening rush, so the controllers were working quickly and efficiently.

JetBlue 405 was not going to make the departure sequencing time, so a new one was coordinated. Because of this, the JetBlue aircraft had to be taken out of the sequence of aircraft awaiting takeoff. Eger decided to move the aircraft across runway 22R at runway 15L. She told the pilot to turn onto runway 15L and hold short of runway 22R.

Eger: *JetBlue 405, Boston Tower, turn right on runway 1-5 left and hold short of runway 2-2 Right.*

JBU405: *Turn right on 1-5 Left, we'll hold short of runway 2-2 Right, JetBlue 405.*

Eger: *JetBlue 405, you have a release time of 4-8.*

The pilot responded correctly, so she continued and cleared a United flight for takeoff. The United flight began its initial takeoff roll and was moving swiftly down the runway when Ostrander observed the JetBlue aircraft not stopping, putting it on a direct collision course with the United flight. With United picking up considerable speed due to takeoff, the

planes were looking like they would be at the same spot on the runway at the same time. Ostrander quickly alerted Eger, who saw the incident at the same time, and Eger told JetBlue to stop.

Eger: *And JetBlue 405 hold short of 2-2 Right, stop.*

Eger: *Stop.*

JBU405: *We're stopped.*

JetBlue stopped just before the ASDE-X alert went off in the control tower. Thanks to Eger and Ostrander's teamwork and professionalism, United departed safely.

"This tremendous save by Kelly Eger and Sarah LaPorte Ostrander shows once again that great air traffic control is a team sport. Each of these members and all of their colleagues at Boston Tower work so well together and look out for one another. They display great professionalism and skill each and every shift in ensuring safety at one of the most challenging airports in the National Airspace System. It's small and compact and things happen very quickly. It takes quick reflexes and decision-making to work there, and Kelly and Sarah certainly displayed those traits and more on this September day last year."

MIKE ROBICHEAU
NEW ENGLAND RVP

NORTHWEST MOUNTAIN REGION

Mark Haechler
Seattle Center

Al Passero
Seattle Center

Matt Dippé
Seattle Center

On the evening of November 1, 2014, a Cessna Skyhawk departed on an IFR flight plan from Klamath Falls airport en route to Boeing Field airport. The aircraft was making a return flight, having flown a VFR flight that turned into an IFR flight earlier in the day. The pilot was unable to maintain VFR and flew into icing conditions, but did not have to declare an emergency.

On the return flight, however, the pilot ran into more trouble, including icing, downdrafts, terrain, and deviating from his course. Mark Haechler, a trainee at the time, was assisting the pilot before conditions deteriorated too much. As the pilot continued having problems controlling the airplane, Al Passero and Matt Dippé both came to assist him in getting the pilot to land safely.

Haechler: *N48E, report leaving 8,800.*

N3048E: *Uh, we are actually still at 8,500, so we will inform you when we leave 8,800, 48E.*

Haechler: *N48E, I'm showing you, ah, actually in a descent. I did show you at 8,600. Now I show you out of 8,400.*

N3048E: *Yeah, I think we were getting some downdrafts there. We're trying our best to get it up, 48E.*

Haechler: *N48E, I need you to expedite your climb to 10,000 for terrain.*

The trio declared an emergency and quickly began working together to help the pilot out of the inclement weather. The aircraft could not climb, so Haechler turned the pilot back towards lower terrain and Klamath Falls airport. Passero suggested one approach that the aircraft was already close to, but the aircraft was not DME equipped and therefore did not have the approach plate. Haechler, Passero, and Dippé quickly moved on to an alternate plan.

N3048E: *Still getting some downdrafts, unable to climb. Can you give us some vectors around the terrain, please, 48E?*

Haechler: *N48E, uh, you are below my terrain and unable to climb, I am now declaring this an emergency. Turn right heading 0-2-0 for, uh, terrain.*

N3048E: *0-2-0, 48E, roger.*

Haechler: *N48E turn right heading 1-4-0, vector for terrain, and once you climb to 10,000, I will have on course for you, sir, but my minimum IFR altitude in your area is 8,800.*

Because the aircraft had become an emergency, the controllers decided to have the Skyhawk pilot fly the approach, while vectoring him to the final approach course. This would allow the controllers to step him down to the airport gradually while still monitoring his actions. Throughout this, the pilot repeatedly turned west and they would have to correct his course to get him back on track.

Haechler: *N48E, I show you westbound, sir. You should be established on a 3-1-4 radial proceeding towards Klamath Falls VOR.*

N3048E: *You're telling us to do the VOR DME runway 1-4, right, 48E?*

Haechler: *N48E, affirmative, sir. I need you established on the Klamath Falls 3-1-4 radial.*

Eventually, the pilot broke out of the weather and was able to see the airport. Haechler, Passero, and Dippé were then able to transfer him to the tower where the pilot made a safe landing.

"This year's Archie League Award winners from the Northwest Mountain Region have again shown that teamwork is one of the keys to success in air traffic control. Al Passero, Matt Dippé, and Mark Haechler worked as a team to ensure a positive outcome, after a general aviation aircraft found itself in flight conditions that led to an emergency being declared. As usual in the Northwest Mountain Region, high terrain and IFR weather were a factor. To make this year's awards even more special for me, the winners are controllers from the D Area at ZSE, my facility and area of record."

JIM ULLMANN
NORTHWEST MOUNTAIN RVP

SOUTHERN REGION

Sarina Gumbert
Central Florida TRACON

Just before noon on October 24, 2014, Sarina Gumbert, a seven-year veteran controller at Central Florida TRACON (F11), was working the Departure Radar West (DRW) position. The day before was the final day of the National Business Aviation Association conference, so traffic was slower than the previous few days.

At the time, Gumbert was working only one other aircraft when N7876C entered her airspace and called her. N7876C was a Cessna Citation Mustang that just departed Runway 36L from Orlando International Airport (MCO). The tower controller at MCO had assigned N7876C a 015 heading after departure, which he correctly read back. When the pilot of N7876C called DRW, he stated that he was turning right to 015. The read back was correct. The DRW position typically covers a range of about 45 to 50 miles of airspace. Looking at this much airspace, it is somewhat difficult to observe, in a split second, when an aircraft is not flying the correct heading, especially when a pilot says the heading you expect him or her to state.

Gumbert immediately observed the errant heading the pilot was flying and instead issued a 360 heading and asked him what his assigned heading was. The Citation pilot again read back 015. Gumbert's experience and instincts told her otherwise, though. Without hesitation, she told the pilot to turn left immediately and called out traffic that was departing the east complex of the airport. At this point, N7876C was tracking 097 degrees, aiming directly at JetBlue 94, who had just departed Runway 35L at MCO.

Gumbert: *N76C, Orlando Departure, radar contact. And, uh, turn left heading 3-6-0, please. What was your assigned heading?*

N7876C: *0-1-5.*

Gumbert: *06C, turn left immediately, traffic departing the east complex out of 700 an E-190. It appears you're eastbound.*

Gumbert: *N76C, traffic alert. Traffic immediately beneath you E-190, 1,000 feet. Say your heading.*

After changing the pilot's heading, there was no response from him. Gumbert continued to maintain her professionalism and calmly issued a traffic alert before again asking the pilot of N7876C his heading. Finally, he casually replied that his heading was 360. Gumbert then issued the Citation an immediate left turn to 270. Instead of questioning the pilot's actions, she instantaneously attempted to mitigate the situation.

Gumbert: *N76C, turn immediately, heading 2-7-0. Immediately.*

N7876C: *2-7-0, 76C.*

The Citation and JetBlue aircraft narrowly avoided one another during takeoff, a result of Gumbert's vigilance and expertise.

"There are three things I love about this award: first, that it is going to a very deserving member who has shown dedication and passion for safety at each point in her career: from the Air Force, to two years at a contract tower, then to Orlando (MCO) Tower, and now at Central Florida TRACON; second, that this is a wonderful example of extreme calm and skill under pressure when a split-second decision needed to be made forcefully to ensure safety; and third, that this great NATCA local now has its first Archie League Award winner. This is what air traffic controllers are really paid to do."

VICTOR SANTORE
SOUTHERN RVP

SOUTHWEST REGION

Hugh McFarland
Houston TRACON

On September 16, 2014, longtime Houston TRACON NATCA member Hugh McFarland received a call from a distressed pilot who had become stuck on top of solid Instrument Flight Rules (IFR) weather. The pilot was only Visual Flight Rules (VFR) certified, and had encountered the weather conditions while en route from Kerrville, Texas, to David Wayne Hooks Airport, just north of Houston. After flying towards Houston for almost two hours, the pilot knew he needed more help.

After McFarland received the call from the pilot, he immediately began to make a plan to get the pilot safely on the ground. The weather the pilot was stuck on top of was almost 8,000 feet thick, and the conditions extended hundreds of miles around the Houston area. There was almost no chance the pilot could have flown his Cessna 172 to an airport with reported VFR conditions with the remaining fuel he had on board.

The decision was made to attempt a descent through the weather and have the pilot land at Houston Executive Airport (TME).

As a Beechcraft Baron aircraft owner and certified multi-engine instrument rated pilot himself, McFarland understood how critical it was that the pilot be able to land at TME. For 20 minutes, McFarland acted as the pilot's navigation equipment and eyes through the weather. He prepared the pilot for the descent into TME, helped the pilot load up his GPS with the airport's information, constantly reminded the pilot of his airspeed, bank angle in the turn, to stay calm, to breathe, to trim the aircraft, and to ensure the carburetor heat was on to prevent icing, among other things.

McFarland: *N59G, you're doing great, just keep the wings nice and level and airspeed about 85-90 knots, enrichen the mixture just a little bit more. Not all the way, but just a little bit.*

McFarland: *N59G, if you're having to apply carburetor heat, go ahead and pull the carburetor heat knob out.*

N4859G: *Carburetor heat has been out, thank you.*

McFarland: *Roger.*

McFarland: *N59G, doing great, about another 500 feet to go, just continue southbound, heading 1-8-0, wings nice and level at 1-8-0, and just maintain 2,000 when you get there. About another 500 feet to go.*

McFarland: *N59G, when you're ready, just make a standard-rate turn to the left, it'll be just about 10 to 15 degrees of bank to the left, into a 0-9-0 heading, just due eastbound, just nice gradual turn, and use the turn coordinator and your attitude indicator to make just an easy turn to the left, about 15 degrees of bank.*

McFarland also used landmarks to help assist the pilot in finding the airport. At 700 feet mean sea level, the pilot finally saw the ground. As the pilot descended lower, McFarland lost radar contact with the aircraft, but continued to provide the position of TME relative to the last known position of the aircraft until he heard the pilot had safely landed his aircraft.

"I have always been very thankful for my fellow ATC brothers and sisters who are also experienced pilots, as some situations require more than just an experienced controller. On September 16, 2014, Hugh McFarland, both a highly experienced controller and pilot, used those skills to assist an aircraft stuck on top of an 8,000 ft. layer. The pilot was VFR-only rated, and Hugh went above and beyond to help this pilot descend and navigate through thick IMC conditions, from 8,500 to 700 ft., where he was able to get the ground in sight, and land safely. Great job, Hugh!"

TIM SMITH
SOUTHWEST RVP

WESTERN PACIFIC REGION

Jesse Anderson

Brackett Field ATCT

On December 7, 2014, Jesse Anderson, a seven-year veteran air traffic controller at Brackett Field ATCT, was working a local control position when N1120Z was inbound from the east. Anderson, who was working two other aircraft at the time, told the pilot of the Cessna Skyhawk the ATIS information when he requested it, rather than having the pilot switch frequencies.

After, Anderson realized the Skyhawk pilot turned towards Cable Airport, a private, uncontrolled airport four miles northeast of Brackett, putting him and other pilots flying in the airspace in danger. Anderson quickly called N1120Z and told him to turn away from the airport, while giving traffic alerts. During this time, the pilot inadvertently joined the downwind for Cable and was in conflict with all three aircraft who were in the pattern.

Anderson: *Cessna 20Z, traffic 12 o'clock one mile opposite direction, altitude indicating 2,300.*

N1120Z: *Altitude 2,000, uh, 2,300.*

Anderson: *Cessna 20Z, traffic passing off your left, traffic alert 2,300 eastbound, type unknown.*

N1120Z: *Traffic in sight, 20Z.*

Anderson observed N1120Z turn northbound and told him to turn east instead, away from the other aircraft. Once established on a course away from Cable, Anderson then told the Skyhawk pilot to turn right on a suggested heading of 260. Once he observed N1120Z turn east, he told the pilot to continue his right turn and finally got him flying west towards Brackett again.

The pilot was now on the right track to land at Brackett Airport. However, he needed to climb to avoid terrain, so Anderson quickly issued him a safe altitude. As he was climbing, the pilot called Anderson and, sounding distressed, told him he was directly facing the sun and could not see the airport. Anderson swiftly and effectively worked the traffic and assisted the disoriented Skyhawk pilot. He continued to talk to him in a calm voice to help the pilot reorient himself and get the airport in sight.

N1120Z: *20Z, uh, up at 2,500, I missed the runway, I cannot see the runway because the sun is in my eyes.*

Anderson: *Cessna 20Z, continue westbound, you're lined for Cable airport, just continue westbound, do you have the 210 freeway in sight?*

N1120Z: *I see this, runway 2-4, it says Cable, Cable runway?*

Anderson: *Cessna 20Z, affirmative, that's Cable, just continue westbound, continue on that heading.*

N1120Z: *Continue heading, 20Z.*

N1120Z: *May I turn back on 2-6, Brackett, 20Z?*

Anderson: *Cessna 20Z, just continue that heading for Brackett, just go fly straight ahead on that current heading.*

N1120Z: *Oh I see I missed...oh I, thank you, thank you, thank you.*

N1120Z finally found the airport and safely landed. After landing, the pilot was audibly upset, scared, and had accidentally turned the wrong way off the runway. Anderson continued to direct the pilot to where he needed to be.

Anderson: *Cessna 20Z, you can turn right at Echo, that's the taxiway in front of you, cross the yellow hold bars, then contact ground 125.0.*

N1120Z: *Okay turning right here, 20Z.*

"A written description of Jesse's great work to ensure a safe landing for the pilot of this Cessna 172 doesn't tell the full story. You have to hear the audio recording to truly get a sense of the drama of this event and gain a fuller appreciation – as I did – for the calm professionalism that Jesse showed throughout this flight assist. Seven years into his ATC career, Jesse exemplifies the skill, focus, and commitment to safety that our members at Brackett display every day at this VFR tower. I extend my special congratulations to the facility for its first Western Pacific Region Archie League award winner."

HAM GHAFFARI
WESTERN PACIFIC RVP

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—A Daily News Photograph

A. W. League, airways controller for the United States Department of Commerce at the County Airport, is shown seated before one of two teletype machines placed in operation this week in the airport's new system of air traffic control. Linked with 30 other airports, the new system is expected to eliminate dangers of perilous flying conditions. Through use of the teletype each station will keep others informed on weather and planes will be held on the ground at starting points until clear conditions are assured.