



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

Western Intercom



Right Person -- Right Job

Cover Story

In an effort to recruit the right person for the right job, Oakland Flight Service Station has come up with a winner. Jeanette Daviton was brought over from the Social Security Office in San Francisco to be trained as an Air Traffic Teletype Operator. She had worked teletype in that office, but making the transition to the Air Traffic format and jargon can be a real barrier to some people.

Barriers, however, are not new to Jeanette. She has been deaf and mute since birth.

Since there had been no previous examples to refer to, the Oakland FSS training staff hurriedly reviewed the teletype portion of their training plan to see if it was adequate to accomplish this unique task. The plan appeared all right, but a critical point was the selection of an instructor.

Jose Mandawe, Oakland FSS Program Specialist, volunteered to conduct the training. He monitored and evaluated the training program to make sure that it and Jeanette were compatible.

Jose's extensive teletype background turned out to be a big plus for the program. Jeanette came through her training with flying colors and received a Letter of Appreciation from John Andrews, Chief, Oakland Flight Service Station, for her diligence and determination.

Jeanette has now been working the teletype position on her own for several months with a perfect record.

To some people--like Jeanette--barriers are just goal markers! Cover photo of Jeanette Daviton by Jack Howard.

First Female Navigator Checked Out by FAA

The first FAA-certificated female flight navigator was recently checked out by Bob Morrison of the New York Air Carrier District Office. She is Karen Cox, who flies with the hurricane hunters from the Miami office of the National Oceanic and Atmospheric Administration (NOAA). She took her check ride from Morrison, who is one of the agency's few navigation specialists and covers the whole East Coast, in a C-130 on a flight over the Gulf of Mexico from Miami to San Antonio. Cox is a NOAA Corps Officer, a graduate of Kings Points Merchant Marine Academy and the Air Force flight navigation course at Mather AFB in Sacramento, Calif.

Lancaster AFS News

Congratulations to the following who have contributed a total of 125 years of service to the FAA and the Federal government: Lewis Heide for 25 years, Bill Slaton and Ray Nelligan for 30 years each, and Hal Bolton for 40 years. We also congratulate Lonnie Freyler, an electronics technician at the Edwards Automation Sector Field Office, for the Quality Within-Grade Increase Award he received for the excellent work he is doing. Hal Bolton, Chief of the Daggett Sector Field Office, received a Letter of Appreciation from Bob Frehse for the comments of appreciation for Hal's courtesy and consideration that were received by a pilot who recently landed at the Daggett Airport. It is nice to see when the public shows its appreciation to the FAA.

FAA Set For Space Shuttle

FAAers are ready for the flight of Columbia. If all goes according to plan, controllers at the Miami and Los Angeles Centers will be involved in the first flight of the space shuttle. Miami controllers will make sure that airspace around Cape Kennedy is clear for the planned April 10 launch, while Los Angeles controllers will clear a final approach corridor for the reusable shuttle's landing at Edwards AFB in California.

Los Angeles Airway Facilities Sector Facts

We are happy and proud to boast of our own John Romero for receiving the annual Administrator's Award for Excellence in EEO. John traveled to Washington, D.C., to receive this award presented personally by former Administrator Langhorne Bond. Congratulations, John! Congratulations also to Eugene Parrell for his performance while detailed as Technical Support Officer and to Carl McGee in special recognition for his significant contribution to the Nav/Comm Unit's 99.5 percent Preventive Maintenance accomplishment since July 1980. Letters of Appreciation were given to Ernestine Landers and Vivian Newman of the Logistics Unit for their timely completion and smoothness in accomplishing the unloading and storage of CAT III Instrument Landing System (ILS) equipment in the Sector. Goodbye and lots of luck to Alton Johns, Environmental Unit, who is resigning to sharpen his skills in the private sector

New York TRACON Dedicated

The New York TRACON was formally dedicated March 27, two and one-half months after it went on line. Eastern Region Director Murray E. Smith presided at the dedication ceremonies with Administrator-designate J. Lynn Helms and former Administrators Langhorne Bond and James Pyle at his side. They were joined by Congressman Raymond McGrath of New York, TRACON Chief Charles Stafford; Airway Facilities Sector Manager Fred Liebe, Supervisory Air Traffic Control Specialist Harry Breimann, and New York Center Chief Lou Pol, Sr. Also on the podium were Lou Pol, Jr., who handled the first plane at the TRACON, and Allen Isakowitz, who handled the first and last aircraft at the New York Common "I" over a period of twelve and a half years and more than 12 million aircraft. Following the ceremony, Helms spoke at a "Salute to Aviation" luncheon and left no doubt that he's happy to be with FAA. The Administrator-designate told his audience that he has flown all over the globe but said "nowhere in the world is there a team of equal dedication to service, efficiency and safety that matches our own here in the U.S." He added that he was "proud" now to be part of that team.

and to Dave Kelly, our CETA employee with the Hangar Maintenance Unit, whose appointment has ended. Dave was presented a Letter of Appreciation by the Sector Manager. Joe Metcalfe, our Technical Support Officer, is again a very proud father. His son, Joseph, a student at Long Beach State University, won 2nd place in the National AAU Collegiate Fencing Tournament. Congratulations to both father and son.

Neither Wind... Nor Rain... Nor Snow... Defeats Determined Electronic Technicians

Some times just aren't meant to be easy, as a couple of Santa Barbara electronics technicians recently discovered.

On March 4 at 10:30 p.m., the Santa Barbara Flight Service Station called Rick Larson to advise him that the Gaviota TACAN had gone out of service and they were unable to dial it back to service. By the time he arrived at the FSS the Gaviota VOR had also gone out of service. Rick was able to dial the VOR back to service, but he had to visit the site of the Gaviota TACAN.

The weather was very poor. Heavy rains and strong winds prevailed all evening. About a quarter of a mile off the freeway, Rick was stopped by a stream of water rushing across the roadway, approximately 25 feet wide by one and a half feet deep. President Reagan's ranch is just a short distance down the mountain from the Gaviota VORTAC and a station wagon containing Secret Service personnel was also waiting there. Both decided it was too risky to cross. Rick returned to the FSS and told them the situation. At 2:15 a.m., the rain had eased a bit so Rick decided to make another try. When he arrived at the stream, it was higher than the time before. The Secret Service agents informed him that the power was out and it was snowing at the President's ranch. Rick returned home.

At 7:30 a.m., Rick and Dick Jenkins, another electronics technician, headed for the Gaviota VORTAC. They were advised there was nine inches of snow on top, no power, and numerous trees were blocking the road. Deciding to go ahead anyway, they barely made it across the first

stream and four more were crossed before they reached snow level. Halfway up the mountain, they met a Secret Service jeep and again were told that due to snow and downed trees the road was impassable. Undaunted, they kept going until they were stopped by a large downed tree. They now had to proceed on foot, carrying a 50-pound oscilloscope. Being used to sunny California weather, the two technicians were finding it rough going. They had made it to the first gate and only had two more miles to go when another jeep drove down from the President's ranch. The agent said he would drive them to the VORTAC site if they would help clear some of the fallen trees from the road. Rick and Dick readily agreed. Another hour was required to get within a quarter mile of the site, using a chainsaw and winch to clear the road of fallen trees. No doubt about it, though, riding to the site through nine inches of snow with a 50-pound oscilloscope was certainly much better than walking. Just as Rick and Dick began to enjoy the ride, however, the jeep slid onto its side in a ditch--and so Rick and Dick began walking again.

The top of the mountain was in a fog bank with snow everywhere and the winds were gusting up to 30 miles per hour.

After a last 15-minute hike, Rick and Dick arrived at the Gaviota VORTAC. They cleaned off the accumulation of snow from the side of the antenna shelter, returned to the building, took off their shoes and wrung out their socks, placing them near the operating engine generator exhaust manifold to dry out. Now in their bare feet, they set to work to successfully restore the Gaviota VORTAC which provides vital radio navigation information to pilots.

Congratulations to Lancaster Airway Facilities Sector Electronic Technicians Rick Larson and Dick Jenkins for a job well done!

Robinson Helicopter Production Certificate Signed



A



B



C



D



E


A successful Production Certification Board was conducted at the Robinson Helicopter Company on March 2 - 6, 1981, by personnel of the Flight Standards Engineering and Manufacturing Branch. The Production Certificate was presented to Frank Robinson, president, during ceremonies at his Torrance manufacturing facility. This action was the culmination of two years of concerted effort by Branch personnel to work with and advise the company toward this goal. Prior to the issuance of the Production Certificate, each aircraft submitted for airworthiness had to be inspected and flown by Branch personnel. A--F. "Jake" Karnowski, Chief, Engineering and Manufacturing Branch, signs the Production Certificate. B--Richard Devereaux (center left), Chief, Flight Standards Division, congratulates Frank Robinson, president of Robinson Helicopter Company. C--Participants in the Production Certification Board: Bill Eyre, Los Angeles Engineering Manufacturing District Office; Bobby Dickenson, Chief, Engineering Inspection Section, Southwest Region; Anthony Merrill, Chief, Engineering and Manufacturing District Office, LAX; Pat Dyjor, Long Beach Engineering and Manufacturing District Office; F. "Jake" Karnowski, Chief, Engineering and Manufacturing Branch; Gene Porter, Acting Chief, Manufacturing Inspection Section; Harold Ferris, Propulsion Section; Emery Nelson, Flight Test Section; and Marshall Burquest, Airframe Section. D--Bobby Dickinson of Southwest Region; and E--Robinson production line. Photos by Bill Eyre.

The News In Brief

During the next 90 days the National Telecommunications and Information Administration (NTIA) will be conducting a survey of FAA telephone activities at headquarters and selected regions and centers. Aims of the survey are twofold. First, by interviewing employees, it will identify sensitive information that is being relayed over the telephone or radio. Second, it will study the vulnerability to interception of the telephones being used. The conclusions of the survey will be included in a report to the Administrator. ● Vandals continue to cause problems for FAA at air navigation facilities. The latest example occurred at the Kitsap County Airport, near Bremerton, Wash. Vandals broke into locked containers and stole high intensity flasher light units, which are integral parts of the airport's instrument landing system. George H. Lewis, Chief of the Northwest Region's Civil Aviation Security Division, said vandals use the \$700-per-unit lights as decorations or as conversation pieces. And he noted that anyone caught with a stolen light unit will get all the conversation he or she can handle. ● Administering FAA's Aviation Safety Reporting System has highlighted the problem of human error in aviation for technicians at the National Aeronautics and Space Administration's Ames Research Center. To study the problems more thoroughly, the center plans to construct a human factors research facility. Scheduled for completion in 1983, the \$7.5 million facility will have two flight simulators. One will be a replica of a cockpit in current air carrier aircraft, and the other will represent a

Public Affairs Office
AWE-5

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Los Angeles, CA
90009
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U.S. Department
of Transportation
Federal Aviation
Administration

Western Intercom

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FAA INTERCOM is published weekly for Western Region employees of the Department of Transportation/Federal Aviation Administration by the Public Affairs Office. Articles and photographs should be received by the Editor, AWE-5, extension 6431, by 11 a.m., Thursday, for publication in the following week's issue.

cockpit of the future. ● The agency has issued a transport category type certificate for the new trans-continental Learjet Longhorn Model 55. The aircraft is a twin-jet corporate aircraft seating 10 passengers and two pilots. It has a coast-to-coast range and a cruising speed of about 500 miles per hour. It is the largest business jet produced by Lear and will sell for \$4 million. ● A controller has received a letter of removal for leaving the tower at Kent County International Airport, Grand Rapids, Mich., unstaffed during his one-man watch. According to tower chief Richard Wheaton, the controller was away from his duty post about 35 minutes. While he was away and the tower was empty, a Republic Airlines jet landed. After the airliner called the tower and got no answer, it landed safely with the aid of controllers in the Chicago Center. The controller may now appeal his removal.

John Romero

Receives

National

EEO

Recognition



Wally Ward and John Romero

John S. Romero, an electronics technician at the Los Angeles Airway Facilities Sector, was recently awarded the FAA Administrator's Superior Achievement Award for Equal Employment. Langhorne Bond, former FAA Administrator, made the presentation earlier this year at Washington headquarters. John was one of six members who received this national recognition. His citation reads, "During January, 1979, to October 1980, John S. Romero, although involved in a very demanding technical work schedule, unselfishly contributed more time, energy and innovation than anyone else in his Sector, and was largely responsible for the success of the EEO program at the Los Angeles Airway Facilities Sector."

John was also awarded an FAA medal for his accomplishments. He has been with the FAA 21 years.

Above right: John Romero (right) and Wallace E. Ward (left), Manager, Los Angeles Airway Facilities Sector, with the plaque John received from the Administrator. Photo by Wukio Mochizuki.

FSS Modernization Alive and Well

Budget cuts or no, the Flight Service Station Modernization program is scheduled to continue on course in FY 1982. That's the word from DOT Deputy Secretary Darrell Trent, who pointed out that \$49.8 million is included in the FY 1982 budget request to continue the FSS

automation program and "initiate a multi-year program to modify, expand, or--where necessary--to construct (FSS) buildings at selected airports having significant general aviation activity." Testifying before the House Appropriations Subcommittee on Transportation on March 23, Trent said a companion effort is underway using research and development funds to further enhance the FSS system through the use of pilot self-briefing equipment. He noted that these should be available for production in 1984.

Fresno Airway Facilities Sector News

We bid farewell to Johnnie Doty, Environmental Systems Technician of Bakersfield Sector Field Office, and to Laralee Seargeant, our Administrative Services Clerk, who recently transferred from the Lancaster Sector. Both Laralee and Johnnie are joining private industry. We wish them good luck in their new endeavors. Congratulations to William A. Weeks, Staff Engineer, on his Special Achievement Award with cash. We also congratulate Jimmie Timmons and Clark Estell on completion of 25 years of Government service. The career service emblems were presented by Mel Haworth, Sector Manager. Eldon "Chris" Christopherson conducted a two-day class on Motorola Link equipment. This class was conducted at the Fresno Sector Office and considered a success by all who attended.

FAA Begins Computer-Based Instruction In Field

Starting this fall, the agency will make a limited number of FAA Academy courses available to certain airway facilities sectors, thereby somewhat reducing current requirements for travel to the Academy. Each participating sector will receive a complete set of equipment including a video monitor and video tape recorder, an audio tape/slide projector, an electronics training lab kit, manuals and workbooks, an on-line CBI terminal, and specially-designed carousel. Students will sign onto the CBI terminal to receive their lesson assignments and take tests. A typical lesson assignment might be to look at a specific video tape or slide tape, read a section of a workbook, take a computer-assisted instruction lesson, or perform an electronics lab experiment. An Academy instructor will be available to answer questions via the telephone or the CBI terminal. The next article will describe the kind of courses that will be coming available.

After Hours Training Offered in Writing And Speaking Skills

The Training Branch is trying to arrange an after-hours training course in "Writing and Speaking Skills for Management", English 252, a four-unit upper division credit course, with California State University, Dominguez Hills. The course will be conducted in the Regional Office, 3rd floor training room, on Mondays and Wednesdays (the only days an instructor is available) from 4:15 to 6:15 p.m., starting in late April and lasting for 10 weeks, provided we have at least 15 enrollees. The cost of this training will be

\$120 for tuition plus about \$20 to \$30 for books. Each student must pay the tuition and book cost; however, the Training Branch will refund the full amount at the end of the course provided that the training is completed with a grade average of "C" or better. Employees who wish to participate in this program should submit a memo through their supervisor to the Training Branch, AWE-17, as soon as possible, but no later than April 15.