

81-50  
Dec. 11, 1981

Public Affairs Office  
AWP-5

FAA  
Western-Pacific Region  
Los Angeles, CA 90009  
(213) 536-6431



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

# Western-Pacific Intercom

Military  
And  
Former  
Military  
Help  
Control  
Traffic



## Cover Story

Featured on this week's Intercom cover is Susan McDonald, Air Controlman Second Class, U. S. Navy, stationed at Miramar Naval Air Station near San Diego, California. Susan is one of the military controllers on loan to the FAA and is currently assigned to Los Angeles Tower.

Within the first few days of the air traffic controllers' illegal job action on August 3, approximately 700 military controllers from all branches of the military service were made available to the FAA.

Initially, we welcomed 119 military controllers to the Western Region, and now the Western-Pacific Region has more than 140 military controllers working in 27 control towers and TRACONS.

We also have on board 156 newly hired GS-9 controllers and have placed them in 34 control towers and TRACONS.

Ivan Hunt, Chief of Los Angeles Tower, says that both the military and the newly-hired GS-9s on assignment at the facility are "working out very well." Ivan says, "I think the military personnel assigned to the FAA are the best the military had to offer. These people are learning exceedingly fast; they are doing an excellent job; and their attitude is terrific!"

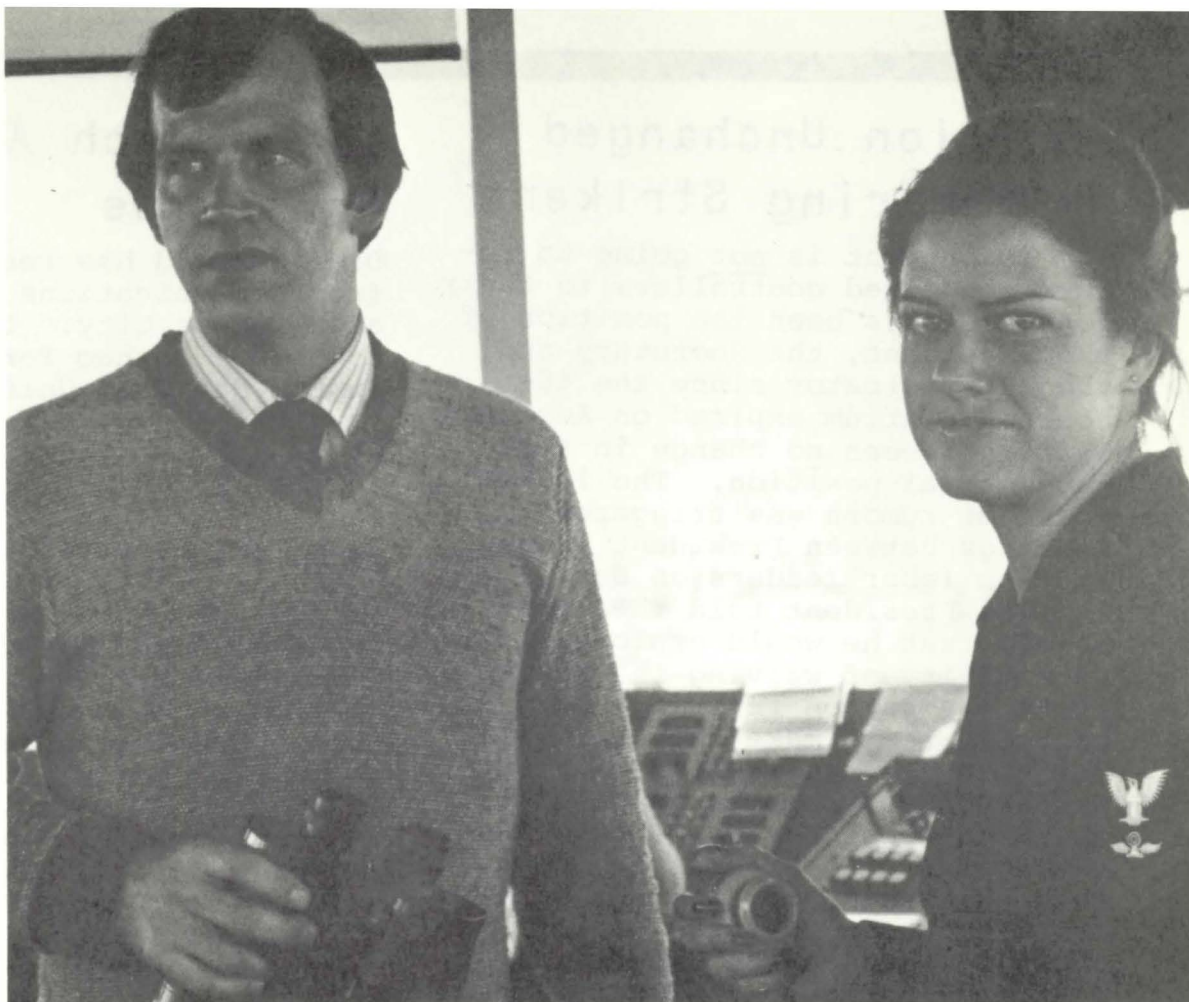
Bob Smith, Chief, Air Traffic Division, agrees and adds, "The attitude, esprit de corps and performance of both military and GS-9 controllers is just exceptional. Within a few weeks after their arrival, they are out of the classroom and working operational positions, providing our non-striking controllers and supervisors with much needed relief." Cover photo by Barbara Abels.

## Quick Passage Of Pay Bill Urged By DOT/FAA

Both Deputy Transportation Secretary Darrell Trent and the FAA Administrator were on Capitol Hill last week to urge "expeditious approval" of the Air Traffic Control Revitalization Act of 1981, which would increase premium pay for controllers and other operational personnel. Testifying before the House and Senate Committees, Trent said: "The employees covered by this legislation have assisted us in providing a level of aviation safety unequalled anywhere else in the world. Let us recognize them for the valuable services they have already given us and the responsibilities they will shoulder in the future by enacting this legislation." In his prepared statement, the Administrator noted that there is a new level of "teamwork and dedication" in the ATC system. "These people are proud, and deservedly so, of the contributions they have made to their country," he added. "I can assure you it has not been without personal sacrifice on the part of many people." He concluded by urging the committee to grant "early and favorable consideration" of the proposed legislation.

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

## Sketches Of Two Military And Former Military ATC'ers At LAX



### Rick Pfahler

Rick Pfahler was a student at Cleveland State University before coming to Los Angeles Tower as a GS-9 controller. He had applied and had been on the register for an ATC position in the Western Region for nearly three years.

Rick's background includes four years in the U.S. Air Force and controlling traffic at a Visual Flight Rules (VFR) tower in northern Michigan. "It was nothing like LAX," Rick remembers, "this is quite a change."

Rick has always been interested in aviation. As a teenager he worked part-time at night loading airplanes at The Flying Tiger Line. "In fact," Rick says, "That is how I became interested in Air Traffic Control." Rick likes being an FAA controller and says that one of the things he likes about the FAA is the "professionalism." He says he is real happy that he ended up at a busy airport like LAX. "I can't imagine going back to that VFR tower in northern Michigan."

### Susan McDonald

Susan McDonald is an Air Controlman Second Class with the U.S. Navy and was stationed at Miramar Naval Air Station near San Diego, Calif. as a tower supervisor before coming to LAX Tower.

Susan's first assignment with the Navy was in Bermuda where she controlled both civilian airliners and military traffic.

She has been in the Navy for five years and has just re-enlisted for another three years.

Susan loves anything to do with aviation and is also a student pilot. She only has six more hours to go to earn her B.S. and then plans to go on for her Masters degree in aviation management. Susan especially enjoys the exciting atmosphere at LAX. She says, "The first few days everyone was just working on adrenalin and I just love the team spirit that came out of it." She also says that the FAA people she works with "have been just wonderful!" Photos by Barbara Abels.

## Position Unchanged On Rehiring Strikers

The government is not going to return the fired controllers to their jobs. That's been the position of the President, the Secretary and the Administrator since the 48-hour moratorium expired on August 5. There has been no change in that fundamental position. The latest round of rumors was triggered by meetings between President Reagan and top labor leaders on Dec. 1 and 2. The President told the labor chiefs that he would explore the possibility of waiving the present statutory ban on rehiring the fired controllers to make them eligible for other Federal positions. But White House spokesmen emphasized that the President would not give the strikers their old jobs back. This point also was made by Deputy Transportation Secretary Trent and the Administrator in Congressional testimony on Dec. 2. Trent said the President understands the commitment we have to those who stayed on the job. The Administrator noted that the present safety level could not be maintained if the strikers were returned and said that he had communicated that view to the President.

## Mike Brega Retires

Mike Brega, Chief of the Long Beach Engineering District Office No. 48, is retiring after 35 years service. A dinner in his honor will be held on Friday, Jan. 22, at the Long Beach Elks Club, 4101 E. Willow St., Long Beach, Calif., Tiffany Room. No host bar, 6:30 p.m.; Roast Sirloin of Beef Dinner, 7:30 p.m. Dinner is \$15, including tax and tip. For reservations, please contact Patty Bloch, 213/421-1759. Make checks payable to Henry Camper no later than Jan. 8. Come help us celebrate with Mike!

## Long Beach AFS Grapevine

Diana Mahood has recently returned from Communications Equipment class at Oklahoma City. Congratulations to Thomas Durham for his promotion in the Nav/Comm Unit.

## San Diego CFC

The San Diego Combined Federal Campaign completed another record-breaking effort. By collecting \$3.4 million, this campaign continues to be second only to the Washington, D.C. effort. The Air Traffic Control Tower at Palomar, with Carol Emerich as keyperson, led the FAA offices with an excellent 143.3 percent of their dollar goal. The San Diego Air Carrier District Office, with Tom Vandervelde as keyperson, was second with 138.9 percent of their dollar goal. Congratulations to all the FAA people who made this such a successful year.

## Bob Payne Retires

Bob Payne, Manager, Airway Facilities Sector, Long Beach, is retiring on Dec. 18. A retirement dinner in his honor has been set for Friday, Jan. 15, at the Golden Sails Inn, 6285 E. Pacific Coast Highway, Long Beach, Calif. No host cocktails, 6:30 p.m.; Dinner at 7:30 p.m. Choice of Roast Beef or Roast Chicken Kona Kai. Tickets are \$11 per person (including tax and tip). For reservations call: Angie Howdershell, FTS 796-2614 or 213/421-9413. Make checks payable to Harry C. Kanarr. Please indicate choice of meal. Come one, come all -- let's give Bob a grand send-off!

# Three More Pilots Added To Rolls



The Western-Pacific Region has three new pilots who have recently completed their flight training and received their Private Pilot certificates with ratings in airplane, single-engine, land. They are:

A--John Tompkins, Manager, San Diego AFS, who received his flight training at Western Sun Flight School, Montgomery Field, San Diego, in a Piper Cherokee Warrior. John has since checked out in a Cessna 152, a Cherokee Archer and a Cherokee Dakota.

Photo by Garry Wohlleib.

B--Royal Mink, Regional Planning and Appraisal Officer, AWP-4, who received his flight training at Gunnell Aviation at Santa Monica Municipal Airport in a Cessna 152. Photo by Barbara Abels.

C--Barbara Abels, Public Information Specialist, Public Affairs Office, AWP-5, who received her flight training at Southwest Skyways, Torrance Municipal Airport, in a Cessna 152. She has since checked out in a Cessna 172.

Photo by John Norman.



## The News In Brief

For those who might have been vacationing in Bolivia and missed the great budget confrontation that partially shut down the Federal Government on November 23, here's a quick rundown on the current situation. The Congress has passed and the President has signed a continuing resolution that extends financing of government activities at present levels through Dec. 15. This will give the Congress time to work out a substitute budget package that it is hoped will be acceptable to the President. DOT/FAA, meanwhile, is in better shape budgetwise than most agencies, since a House/Senate conference committee has reached agreement on its Fiscal Year 1982 appropriation. All that is needed now is a favorable floor vote in both houses and a Presidential signature. That could happen before Dec. 15.

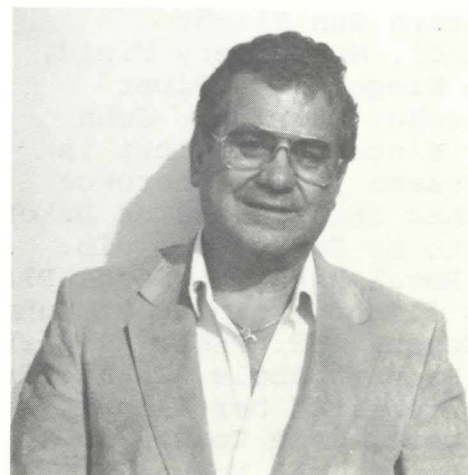
● FAA has closed the southeast Alaska "radar gap" with the commissioning of a new secondary surveillance radar at Biorka Island, near the town of Sitka. The new radar began operating Nov. 16, providing controllers at the Anchorage enroute center w-th a reading on all transponder-equipped aircraft operating along the Alaska panhandle. The final "gap" in radar

coverage on the busy Anchorage-Seattle air route will be closed next year when the Canadians commission a new long-range radar at Sandspit in the province of British Columbia. ● The National Aeronautics and Space Administration (NASA) has called for design proposals by Jan. 4 for a high altitude, solar powered, remotely piloted aircraft. The air/space vehicle would be propeller driven and would be capable of operating in the troposphere and stratosphere for months at a time. On a typical mission it would cruise above 80,000 feet and conduct remote sensing and communication relay missions. ● All 30 computer-based instruction (CBI) terminals for the Airway Facilities interim program are currently in place at selected Airway Facilities Sector offices throughout the country. Although many are in full operation, some are still being hooked up to telephone lines. Three CBI courses are now available to technicians in all mainland regions. They are: Electric Principles, Electronic Technician Qualification Course (initial portion) and ATC-BI, beacon interrogator systems. Additional courses are being prepared and will be available shortly.

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## Jim Gomez Retires

Jim "JZ" Gomez, Evaluation and Proficiency Development Specialist, Los Angeles Flight Service Station, has retired after nearly 33 years of Federal service. Jim began his career in the Balboa Canal Zone in 1946, returned to the U.S. Navy Department for a year, served at Ft. Bridger, Wyo., Balboa IFSS, Needles and Los Angeles FSS. Jim plans to travel extensively before joining his wife in the restaurant business in Santa Ana. Photo by Barbara Abels.



## Linda Anderson Receives DOT Secretary's Award For Excellence

Linda Anderson, Administrative Clerk at Los Angeles TRACON, recently received an Award for Excellence from Secretary of Transportation Drew Lewis in ceremonies held in Washington, D.C. Linda received the award in recognition of her outstanding performance in all aspects of her work. Linda joined the FAA's Personnel Management Division in 1971 as a Clerk-Typist under the Stay-In-School Program. She quickly moved to the Los Angeles Tower/TRACON's Administrative Staff where, for the past ten years, she has proven herself to be an extremely hardworking and dedicated employee. During this time she has received many performance awards.



Linda Anderson receives congratulations from Jim Holweger, Chief, Los Angeles TRACON. Photo by Yukio "Mo" Mochizuki.

## Where Hope Meets Help



The Valley Orthopaedic Clinic in Clexico, Calif., is a very modest place. Yet it has witnessed many medical miracles. A child who has never walked before has new braces. There are tears of pain, but his determination does not falter as he pulls himself; he knows that eventually he will gain strength. He has the Clinic--and hope. Since the Valley Orthopaedic Clinic was founded in 1961, over 5,000 children of all nationalities have been helped without charge. All contributions are tax-deductible. Forward contributions to the Personnel Management Division, AWP-10, prior to Jan. 8, 1982. Details are contained in Notice WP N 0001.15. Please give generously and put some Hope in your Christmas.



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## Awards

### Letters of Appreciation:

Larry Gardner, Civil Engineering Technician, Airway Facilities Establishment Engineering Environmental Section, from Chief, Field Maintenance Party, for the outstanding work he did on the Mt. Laguna Radar Site.

Tommy Paullus, Airway Facilities Establishment Engineering Branch, Electronics Section, from Chief, Torrance Tower, for his exceptional work on the Torrance Tower modernization project.

Carlo Middleton and Al Rachman, Long Beach AF Sector, from Chief, Edwards Radar/Comm unit, endorsed by Acting Manager, Long Beach AFS, for providing on-the-job training review of the ASR-8 and then administering ASR-8 practical certification to a radar technician.

Nick Heineck and Kenneth Champagne, Long Beach AF Sector, from Acting Chief, Long Beach Tower, for their assistance in setting up display for Long Beach Airport Day.

John Gardner and Austin Smith, AF Program and Planning Branch, from the Airway Facilities Division.

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## Ozone Rule Changes Proposed

FAA has published a notice of proposed rulemaking that would exempt cargo jets and some narrow-body, four-engine jets from complying with the regulations that limit cabin ozone levels on high-altitude flights. Under the proposal, cargo-only jets would be exempted because there are no passengers to worry about and the flight crew is considered capable of recognizing and dealing with the problems associated with exposure to high ozone levels, such as shortness of breath and eye, nose and throat discomfort. Also exempted would be narrow-body, four-engine jets scheduled to be re-engined or retired by December 1984 when new noise limits take effect. However, the exemption for jets getting new engines would only remain in effect until the job is completed. FAA adopted the ozone rule in January 1980 but let the airlines choose their method of compliance. For example, they could use filters or other devices to prevent ozone build-up or fly routes that avoid areas of high ozone concentrations.

## War On Printing Costs

To continue its support of government-wide cost-reduction programs, FAA's Office of Management Systems is embarking on a campaign to cut the high cost of printing and distribution of printed materials. To date, 18 publications have been suspended. This represents a savings of almost \$150,000 and a reduction in warehouse stocking of 52 percent. To continue the campaign, the director of the Office of Management Systems has been designated the control point for monitoring FAA publications. That office has announced that before a publication will be considered, the following questions must be answered in the affirmative:

- Is this necessary?
- Is this the best way to communicate the information?
- Is this material unduplicated?
- Is it prepared in the most economical format?
- Is it scheduled to avoid premium printing costs?

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## Supreme Court Turns Down PATCO Challenge

The Supreme Court has turned down a PATCO challenge to the right of Federal courts to block strikes and other job actions by Federal employees. In denying the union's request for a hearing, the Justices let stand a lower court decision that the Federal Labor Relations Authority's jurisdiction over labor disputes does not preclude the Federal courts from intervening in these matters. The case stemmed from the August 1980 "slowdown" at Chicago's O'Hare Airport when an FAA request for an injunction was denied by a Federal judge who agreed with PATCO that FLRA had exclusive jurisdiction in this area. That ruling subsequently was reversed on appeal by the 7th U.S. Circuit Court of Appeals in Chicago.

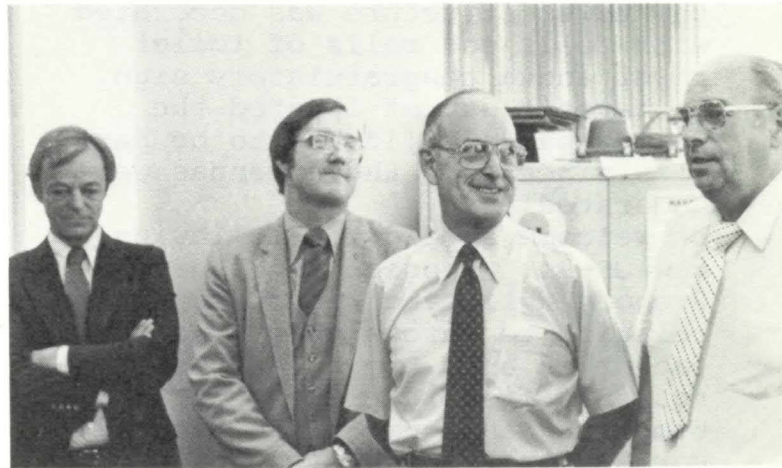
## Van Nuys Tower Personnel Earn Kudos

Dean Cooper, Chief, Van Nuys Tower, recently received a thank you letter from Nordskog Industries of Van Nuys which stated, in part, "We...want to extend our warmest thanks to you and your people for your vigilance in alerting the fire department...It seems a DWP transformer blew and ignited our paint booth at the Stagg Street Plant. The timely notification of the fire department and their quick response minimized the damage. Thank you again for your help." Congratulations to the Van Nuys crew for a job well done!

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## 40-YEAR PIN FOR STU HALSEY

Stuart Halsey, Air Traffic Plans and Programs Specialist, recently received his 40-year pin from Regional Director H. C. McClure. Stu has served in Air Traffic Control facilities at San Diego, San Francisco, Honolulu and Salt Lake City. He was a liaison officer with the Atomic Energy Commission during early atom bomb testing in Nevada, and worked in the Flight Standards and Airway Facilities Divisions in the Southwest and Eastern Regions as part of the Syracuse University Executive Development Program. In Regional headquarters, he served in the Procedures, Automation and Operations Branches before coming to the Plans and Programs Branch.



From left--Gene Lawing, Assistant Air Traffic Division Chief; Regional Director H. C. McClure; Stu Halsey; and Roy Richards, Chief, Plans and Programs Branch. Photo by Barbara Abels.

## Long Beach Tower Needs Your Help

Help! All those people who attended Mary O'Brien's and Dick Hansen's recent retirement party -- Long Beach Tower needs your help. When the party was originally set up, it was for only one of the individuals. The price of the tickets increased by \$5 each, but we forgot to include that information in the Intercom. Long Beach Tower is asking those who attended, or anyone who didn't get to donate to the gift, to help out by sending \$5 to K. E. Kuhlmann, c/o Long Beach Tower, 3601 East Spring St., Long Beach, CA 90806. We wouldn't ask if we weren't really in the hole. Thanks again to all those who made it a very enjoyable reunion.

## El Monte Tower Talk

El Monte Tower is alive and well! The first day the tower re-opened, the tower structure was decorated with rolls and rolls of toilet paper and a congratulatory sign. We haven't as yet located the guilty parties (it had to be parties since even the antennas were decorated!).

We welcome aboard the following new GS-9s: Douglas Kingsbury, Gregory Wylie and Robert Young (no relation to Marcus Welby, but his father is an M.D.). Paul Baker has returned from retirement for a temporary assignment and Richard Parise has reinstated after a resignation from Montgomery Tower several years ago. We also welcome Carl Gainer, recently selected to El Monte Tower from Los Angeles Flight Service Station. Two GS-7s, Philip Neisler and Tony Mills, are presently attending the Academy and will return to El Monte on Jan. 26, 1982.

## N.Y./Wash. Switch

Beginning Dec. 6, pilots flying high over Delaware, most of New Jersey, half of Pennsylvania and part of Maryland will be talking to a new set of controllers. On that day, four high-altitude sectors (18,000 feet and above), will be transferred from the N.Y. ARTCC to the Washington ARTCC. The temporary move is being made to provide relief for the N.Y. Center staff, which was hit harder by the Aug. 3 walkout than its Washington counterpart. To prepare for the Dec. 6 cutover, some 20 controllers and team supervisors from Washington have spent three weeks each in New York getting certified on the four sectors, named Coyle, Sea Isle, East Texas and Harrisburg. Radar and communications capabilities will be remoted from N.Y. via telephone lines. The letters of agreement between the N.Y. and Washington Centers (Cleveland was included, too, because its airspace abuts New York's) state that the sector will be returned to New York control when the staff there is prepared to handle them. Similar airspace switches are being considered for other enroute centers.

## Open Season Off Again

The Federal Employee Health Benefit (FEHB) open season has once again been postponed indefinitely. Although a Federal judge ordered it to begin on Dec. 7, the U.S. Court of Appeals, at the last moment, stayed the order. The Office of Personnel Management argued that the postponement was necessary "to keep premiums from climbing out of reach for government employees."