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Logistics Division Awards

COVER STORY...

Logistics honorary awards were recently presented to Marx Tyler, Chief, Logistics Division, at the 1981 National Logistics Chiefs Conference held in Oklahoma City. Presenting the awards was Frank Frisbie, Director of Logistics Service in Washington headquarters.

Regional Director H. C. "Mac" McClure presented the awards to Regional Logistics personnel at a special ceremony held at Regional headquarters. Receiving the awards were: Dorothy Gragg, Chief, Procurement Branch, representing the Western Region for "Superior Performance in Exceeding the Fiscal Year 1981 Minority Business Enterprise Program Goal." The Region's goal was \$1,300,000; the total actual dollars awarded was \$2,135,561.

The second award went to Larry Kruse, Transportation Specialist, also in the Procurement Branch, for "Superior Performance resulting in Significant Cost Savings in the Western Region Logistics Transportation Program." During Fiscal Year 1981, the Western Region handled 241 movements of household goods. Of these, 127 were interstate moves and 114 were intrastate moves. By use of the actual expense method, rather than the commuted method, the Government realized a savings of \$134,383.04 for the interstate moves and \$131,773.00 for a total of \$266,156.04.

Cover photo: From left--Regional Director H. C. "Mac" McClure, Dorothy Gragg, Larry Kruse and Logistics Division Chief Marx Tyler. Cover photo by Barbara Abels.

AIRPORT RESTRICTIONS OPPOSED

The continued spread of airport curfews and other airport use restrictions "could cripple our air transportation system and stifle this nation's economic development." That's the view of the FAA Administrator who told Southern Methodist University Air Law Symposium on Feb. 18 that the agency will take a stronger stand. First of all, he said, the agency will "intervene positively" in cases where airport use restrictions are under consideration to help the communities find better ways of achieving noise reduction. However, in cases where communities are unwilling or unable to provide a rational solution, he noted that the agency will initiate legal action, if necessary, to prevent the loss of valuable airports. That contrasts with the present FAA posture of waiting for private parties to bring suit. In addition, the Administrator noted that the agency's Chief Counsel is drafting comprehensive legislation that would make local airport use restrictions subject to FAA "review and approval." He said he expects the legislation will be ready for introduction as early as this summer.

REMINDER:

Just a reminder that March 7-13 is National Women's History Week. In celebration of the occasion, the Federal Women's Subcommittee will be presenting a program on March 9 in Room 3E-26-34, third floor, Regional headquarters. The program will be conducted at 9:30 a.m. and again at 2:00 p.m. Please plan to attend and become familiar with women's heritage and contributions in history.

WOMEN IN AVIATION -- FROM BALLOONS TO JETS

"Woman, when really determined, seems to be more daring than man."

--John Wise
First American Balloonist

"Balloonatics" - France's Madame SOPHIE BLANCHARD became the first woman to earn her living as a balloonist. For more than a decade, she thrilled French audiences by going aloft and performing stunts in her hydrogen-filled balloon. At a Paris exhibition in 1819, Madame Blanchard performed a spectacular stunt by setting off fireworks from her balloon. She was unaware that her balloon was leaking gas. The gas caught fire and flames swept to the top of the balloon. Thousands below cheered, not aware that her fiery descent of death was not a planned part of her program.

American LUCRETIA BRADLEY achieved a measure of fame with only one flight in 1855. As she ascended two miles, she was so overwhelmed by the sight below that she forgot about the hydrogen-filled bag above her head. The balloon had expanded to its limits and exploded. Lucretia Bradley came down rapidly and her crash landing in a New Jersey field knocked the wind out of her. She got up and walked away unhurt. She retired, having had half an hour of supreme joy and a few seconds of genuine terror.

Pioneer Pilots - Known as the "champion flyer of her sex in the whole world," HELENE DUTRIEU of France set a record for women pilots when she flew one hour in 1909. In 1911, she set an American endurance record for women by flying around a course for 37 minutes. When she died in 1961, she was still honored as one of the great women pilots of the early days of flight.

BLANCHE "BETTY" STUART SCOTT, a black woman, was the first American woman to solo. She was also the only woman to be taught personally by famed pilot and aircraft designer Glenn Curtiss. She gained fame in performing daring feats which made her the darling of spectators at exhibitions. Blanche never obtained a pilot's certificate. She later died as the result of a plane crash.

HARRIETT QUIMBY was the first American woman to become a licensed pilot. She was the first woman to pilot a plane across the English Channel in 1912. Harriett's plane had problems during a Boston air meet in 1913, and she and her passenger were both thrown from the plane and fell to their deaths. In only one year of flying, Harriett Quimby had become one of the world's famous women pilots.

One of the Greatest - The flying achievements of America's AMELIA EARHART are well known. She had crossed the Atlantic and a long stretch of the Pacific. While attempting an around-the-world flight in 1937, the plane carrying Amelia and her navigator friend, Fred Noonan, was lost at sea. It was not until 1960 that wreckage of a plane of the mid-1930s was found in the Bay of Saipan. The remains of Earhart and Noonan were not found.

The Jet Age - On May 18, 1953, JACQUELINE COCHRAN became the first woman in the world to break the sound barrier at Edwards AFB, flying an F-86 Sabre Jet. Before that memorable day was over, she set a new speed record for a pilot of either sex. Still another first for Cochran during 1960 was to fly at Mach 2, twice the speed of sound, as a passenger in a Vigilante. By 1962, she was the only woman with national and international records for jets in speed, distance and altitude.

The Future?? - Women will continue to make aviation history. They will do so because they want to and because they have something to contribute, just as women have done so since Helene Dutrieu.



HOW TO HANDLE PRESS CALLS

All field facility chiefs and office managers are reminded that responses to calls and requests from the local media (radio, television and newspapers) should be prompt, courteous, accurate and factual. Coordination should be effected with the Regional Public Affairs Specialist either before the interview or as soon thereafter as possible. Call Barbara Abels, x6431, for guidance to avoid duplication of efforts and to obtain a regional position. Conversely, when an incident occurs in your locality which might generate press interest at a regional level,

please continue to rush the facts to Public Affairs, x6431. In the case of the Pacific area, guidance may be provided by Area Representative George Harvey.

It is the policy of the Western-Pacific Region to ensure that the American public be kept informed about FAA's responsibilities and activities and to cooperate fully with the news media regarding all coverage of FAA activities. We appreciate the cooperation and support of all FAA employees in maintaining and improving our agency's public image.

THE NEWS IN BRIEF

● The new control tower at Philadelphia International Airport will be dedicated April 30, by the FAA Administrator. Controllers moved into the 10-story structure, across the field from the old tower, on Dec. 4. Among the advantages of the new facility is that it affords controllers an unobstructed view of all operational areas, something they didn't have in the old tower. Construction of a garage on the airport had blocked their view of one crosswind runway.

● Employees planning to visit the Aeronautical Center in Oklahoma City should contact Student Housing Services (FTS 8-749-2551) to see if FAA rooms are available before making reservations in commercial hotels. The center has contracted for a number of rooms around the city to assure that trainees at the Academy will have a place to stay. When these rooms are not occupied by trainees, they are available to other FAAers.

AL HAIDLE RETIRES

Albert Haidle of the Los Angeles Air Carrier District Office retired from the agency on February 10. Al, also known as "The Hat," has been in the LAX ACDO since November 1970 as a B-727 specialist and has been generally known as THE authority in that aircraft. Al started his flying career in 1939. He instructed Army Air Corps pilots in the civilian pilot training program. In 1943, he went to the China Burma India Theater and flew the Hump in C-46 aircraft through the end of the war. After returning to the States, Al flew with many of the non-scheds including Great Lakes, 20th Century and Slick, as well as instructing General Aviation pilots. In 1961, Al came to the FAA in Alaska, then went back to Slick Airways. This only lasted a few months and he then rejoined the FAA at the Kansas City ACDO in 1965 and has been an Airman Certification Inspector since. We all wish Al fond farewell and know he will enjoy his retirement on the local golf courses and his spread in Montana.

CAPSULE GLIMPSES...

MEET GARY TOSHIO

Gary is the new Chief of Technical Security Staff, Civil Aviation Security Division. Gary comes to us from Honolulu, Hawaii, where he served as the Regional Hazardous Materials Coordinator for a year and a half. Prior to that he served with the Civil Aviation Security Field Office in Honolulu since 1971 as an Aviation Security Inspector.



ADMINISTRATOR'S VIDEOTAPE EXPLAINS NEW NAS PLAN

The Administrator has videotaped a one-hour and 45-minute presentation for FAA employees describing the National Airspace System Plan. Sets of the three-part tape are being sent to all en route centers and to each regional and center director who will arrange for distribution to other field offices and facilities. Part One of the videotape provides a historical perspective of the 40 year evolution of the ATC system, describes future demands on that system, details the approach used in developing the plan, and highlights the Plan's sections on en route and terminal air traffic control. Part Two covers flight service stations, the ground-to-air system, inter-facility communications, auxiliary systems, and the ATC computer modernization. Part Three addresses improvements in weather services, outlines major system decisions on which the plan is based, and describes the results anticipated from implementation of the plan between now and the year 2000.

FURLOUGH SCHEDULERS SHOULD WATCH HOLIDAYS

Here's a list of government holidays between April and the end of September that might be useful to supervisors in planning furlough schedules. There are three paid holidays in that period. Monday, May 31; Monday, July 5; and Monday, Sept. 6. Furlough days, of course cannot be taken on these days. Also, as explained in a previous INTERCOM, holiday pay will be lost if the weekend is lengthened by scheduling furlough days on Friday and Tuesday, both immediately before and after the holiday. This could presumably be done with the May 30 and Sept. 5 holiday weekends since they fall between pay periods, but the extra long weekend would cost a full day's pay.

JIM MURRISON RETIREMENT

After 32 years of service, Jim Murrison, Airway Facilities Division, is retiring. A luncheon will be held on March 29 at the Quality Inn Hotel. If you wish to join us, please contact Margaret Vollum, x6450, or Flo Harmon, x6155, by March 19.

CENTRALIZED EOD FOR TRAINEES

In the interest of resource utilization, the FAA is centralizing the entrance-on-duty(EOD) processing for all newly-hired air traffic control trainees. This will save the agency more than a half-million dollars each year. EOD processing will begin at the Mike Monroney Aeronautical Center in Oklahoma City on March 1. It will include all appointment paperwork, ID cards, and briefings on benefits, travel, housing and student services. Travel orders, advances and voucher processing will also be handled at the Aeronautical Center. Pre-employment processing, commitments, facility assignments and T&A cards will remain regional responsibilities. The average monthly input will be 540 students, including terminal, en route and flight service station options.

HISTORIC SOLAR AIRCRAFT MAY BE SEEN AT SAN DIEGO AERO-SPACE MUSEUM

The Solar Challenger, which made aviation history by flying across the English Channel fueled only by sunlight, goes on display at San Diego's Aero-Space Museum in Balboa Park March 4 through 24. The Solar Challenger's historic flight on July 7, 1981, began at Cormeilles-en-Vexin, France, and covered 230 miles to the Royal Air Force base at Manston, England. The flight lasted five hours and 23 minutes as the Solar Challenger attained a maximum height of about 12,000 feet and a top air speed of some 47 miles per hour. The Solar Challenger was designed by Paul MacCready, President of Aero-Vironment, Inc., of Pasadena. The Solar Challenger exhibit will be opened to the public on March 4 and the aircraft will be on view during the Aero-Space Museum's regular hours, 10 a.m. to 4:30 p.m. daily.

WILL TROY RETIRES

Willis M. Troy, Jr., Air Traffic Plans and Programs Specialist, has retired after 35 years of Federal service. Will began his career in aviation as a Tuskegee airman and started his FAA career at the Long Beach Flight Service Station in 1957. He was a journeyman controller and first-line supervisor at the Los Angeles Flight Service Station and served as chief of the FSS's at Salinas, Ontario and Indianapolis. Will was also a staff specialist in the Operations and Plans and Programs Branches of the Air Traffic Division. We all wish Willis the best in his retirement.





An awards ceremony was held recently at Regional headquarters, marking the finale of the Los Angeles County Combined Federal Campaign. Thanks to all concerned, the FAA and three other transportation agencies in the Los Angeles area were the highest per capita donors in the county. Of the 2,048 donors, \$83,581 was contributed with an average per capita gift of \$40.81. A whole-hearted "thank you" to all who made the 1981-1982 CFC a true success.

Photo A--Regional Director H. C. McClure (right) receives CFC commendation laque from CFC director, Rick Devereaux (left), Acting Deputy Director, presented the award. Merrilyn Basham (middle) Campaign Coordinator, represented Jim Nielsen, Campaign Chairman, who was cited for his outstanding and superior performance and leadership in the campaign.

Photo B--Individual awards were presented to CFC Keypersons, some of whom are in this photo.

Photo C--Division Chiefs or representatives who were present at the awards ceremony.

Photo D--A few of the Logistics Support people whose tireless efforts warranted their honorable mention at the ceremony.



AIR TRAFFIC CONTROL SYSTEM Is A-OK

Six months after the controllers' strike, the nation's airlines are running better than 75 percent of their pre-strike, peak-hour flights at the 22 "pacer" airports and looking forward to steady increases in capacity beginning in April. The agency projects a 90 percent operational level by October. The system also has shown itself flexible enough to handle 12 new airlines that began flying after the strike and now account for more than 100 operations a day. In addition, there have been no accidents that can be attributed to the strike and the key indicators of safety in the system all show improvements from pre-

strike levels. Near mid-air collision reports are down from 7.8 to 4.5 a week and operational errors from 11.7 to 6 a week. The Agency has been able to keep the number of flights at a high level by restricting the number of peak hours flights at the 22 "pacer" airports. These traffic peaks were redistributed over a longer period of time, resulting in a smoothing out of the peaks and valleys in the overall traffic flow. In some instances, airspace from hard-hit en route centers has been shifted to the control of adjacent centers that were less severely affected.

AVIATION PIONEER DEATH... BLANCHE NOYES

Blanche Wilcox Noyes, 81, a former actress who became a pioneer of U.S. aviation and served as the nation's first director of air route markings, died of lymphoma on Oct. 6 at George Washington University Hospital. She lived in Washington, D.C. Blanche, who made air safety her top priority, joined the old Bureau of Air Commerce, a predecessor of the CAA and the FAA, in 1936. During her 35-year government career, she arranged for thousands of towns and cities to display their names on rooftops and completed about 75,000 air markings across the country. She was one of the first 10 women pilots in the U.S. and, for many years, the government's only official woman flyer. During WWII, Blanche worked for the War Department lecturing new military pilots. She was a charter member of the Ninety-Nines, Inc., which she co-founded with Amelia Earhart, and a

member of numerous pilot's organizations, including the Society of Airway Pioneers, the Women's National Aeronautic Association and the National Aeronautic Association. She was inducted into the Aviation Hall of Fame in 1970 and was the first woman to receive a gold medal from the Commerce Department.

FAA Retiree Fred Wild tells us that Blanche was also a roommate of Amelia Earhart prior to the latter's marriage to Mr. Putnam. She is affectionately remembered by quite a few "old timers" as part of the late CAA and early FAA period.

