



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

# Western-Pacific Intercom

*We hold these truths to be sacred and undeniable ;  
that all men are created equal and independent, that  
from that equal creation they derive rights inherent and  
inalienable, among which are the preservation of life,  
and liberty, and the pursuit of happiness.*

*Thomas Jefferson*



## The Price Of Freedom Lest We Forget...

Have you ever wondered what happened to those brave men who signed our Declaration of Independence?

Well, five were captured by the British as traitors and tortured before they died; 12 had their homes ransacked and burned; two lost their sons in the Revolution, and another had two sons captured; nine of the 56 fought and died from wounds or hardships of the Revolutionary War.

What kind of men were they? Well, 24 were lawyers and jurists; 11 were merchants; nine were farmers and large plantation owners, educated men of means--but they signed the Declaration of Independence knowing full well that the penalty would be death if they were captured. They signed and pledged their lives, fortunes and sacred honor.

- Carter Braxton of Virginia, a wealthy planter and trader, saw his ships swept from the seas by the British Navy. He sold his home and properties to pay his debts and died in rags.
- Thomas McKean was so hounded by the British that he was forced to move his family almost constantly. He served in Congress without pay and his family was kept in hiding. His possessions were taken from him, and poverty was his reward.
- Vandals or soldiers looted the properties of Elery, Clymer, Walton, Gwinnett, Heyward, Rutledge and Middleston.
- Francis Lewis had his home and property destroyed. The enemy jailed his wife and she died within a few months.

- At the battle of Yorktown, Thomas Nelson, Jr., noted that the British General Cornwallis had taken over the Nelson home for his headquarters. The owner quietly urged General George Washington to open fire, which was done. The home was destroyed and Nelson died bankrupt.
- John Hart was driven from his wife's bedside as she lay dying. Their 13 children fled for lives. His fields and grist mill were laid waste. For more than a year he lived in forests and caves, returning home after the war to find his wife dead and his children vanished. A few weeks later he died from exhaustion and a broken heart.
- Norris and Livingston suffered similar fates.

On Monday, July 5, we will enjoy a holiday from work to celebrate the signing of the Declaration of Independence - July 4, 1776. How many of us, though, remember the words of this most eloquent statement of our American creed? What more appropriate way to celebrate this Fourth of July than to re-read what it's all about and to rededicate ourselves to these principles for which our forefathers lived and died. Lest we forget.....



## Human Relations Policy Statement Adopted

In accordance with the Administrator's June 3 letter to regional directors, FAA has adopted a Human Policy Statement that embodies the idea that people are the agency's most important resource. Signed by the Administrator, the statement was distributed at the June 16 Regional Director's meeting and will be reprinted as a poster in headquarters and the field in the near future. The text follows:

- The people of FAA are our most important resource in fulfilling FAA's primary mission of providing for the "safe and efficient use of the Nation's airspace, facilities, and the vehicles that travel therein."
- Our employees can more effectively contribute to this mission by being afforded a real and continuing opportunity to influence their work environment and by participating in decisions which affect them. Given this opportunity, employees should be prepared to engage in meaningful discussions and efforts which will enhance the accomplishment of FAA's goals.
- I expect all managers and supervisors to demonstrate affirmatively their commitment to this policy. They will be responsible, jointly with their employees, for the creation and maintenance of an atmosphere which promotes positive human relations and open communication.
- As Administrator, I call upon every FAA employee to join me in a pledge that the resources of the agency will be directed to achieving the goals of more effective human relations and full utilization of our human and organizational resources.

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## The News in Brief

- A National Airspace Review task group, made up of Air Traffic Service representatives and their Canadian counterparts, met in Washington the week of June 21 to develop a formal Memorandum of Agreement on the notification procedures to be followed when facilities, such as NAVAIDS, are shut down. Formalizing the process is expected to allow quicker adjustment in ATC procedures and airspace designation between the two countries following such a shutdown. This same task group, chaired by Sid Wugalter, chief of the ATS Airspace Regulation/Obstructions Branch, will meet for three weeks in August and for another three weeks in late November to discuss other measures for increasing compatibility in U.S./Canadian airspace and ATC procedures.
- One of aviation's greatest shows --the Experimental Aircraft Association's annual Fly-In Convention and Sport Aviation Exhibition--is scheduled this year for July 31-August 7 at Oshkosh, Wis. The theme of this year's meeting is "Forgotten Partnerships in Aviation." It will highlight aircraft design and development contributions of EAA and NASA.
- The agency is helping to keep things quiet over the Hollywood Bowl during the summer concert season. FAA will adjust traffic flow patterns at nearby airports and will ask pilots to avoid the area on the ATIS radio broadcasts. The bowl area will be easy to locate during the evening concerts since two white searchlight beams will cross in the sky directly above the stage.

## Aviation Did Well In 1981

Aircraft accidents accounted for only 2.6 percent of all transportation fatalities last year with more people dying in recreational boating than all of aviation. National Transportation Safety Board figures on transportation deaths in 1981 show aviation had 1,399 fatalities out of a total of 53,496. General aviation had 1,265 deaths, commuters and air taxis had 130 and the air carriers had 4. As usual, motor vehicle accidents accounted for most of the total fatalities with 49,125, of which 5,811 involved motorcycles and pedalcycles. Commercial and recreational marine accidents had 1,596 deaths, railroads 629 and pipelines 19. Another 728 people were killed at grade crossings.

## Logistics Division News

Congratulations to Nita Koyama on her temporary promotion as Support Services Supervisor, Administrative Operations Section, Materiel Management Branch. Welcome aboard to Thomas Williams, File Clerk, and Otis Coleman, Mail Clerk, our temporary employees working in the Administrative Operations Section. Farewell and congratulations to Louise Stiles, Support Services Supervisor, Public Utilities and Building Management Section, Real Estate & Utilities Branch. Louise is returning to LAX Hangar with a promotion. Farewell also to Ruby Ross, Contract Specialist, Contracting and Acquisition Management Branch, who resigned on June 25 to pursue a life of leisure. Congratulations to Marge Booth on her promotion as Procurement Agent, also in the same branch.

## Houston Gets G. A. Field

General aviation pilots on the Texas Gulf Coast got some good news recently when the President paved the way for the use of Ellington Air Force Base as a civil airport. The president announced that the government will convey a large portion of the land occupied by Ellington to the City of Houston for airport use. He noted: "The continued use of this property as an airport is the most practical and economical way to solve the severe airport capacity problem in the Houston-Galveston metropolitan area... Houston has made a firm commitment to invest in improvements for the airport property." Ellington was declared surplus to Air Force needs in 1976. Details of the transfer are being worked out.

## Flight Instruments Failed

The Atlanta Tower supervisor called for a qualified pilot/controller after seeing on radar that the pilot of the single-engine airplane that previously had reported instrument problems was flying in circles. That's when pilot/controller James J. Gould went to work. He told the "shook up" pilot how to stay on course by keeping his wings level. He then initiated no-gyro vectors back to the Bear Creek satellite airport and prescribed a reduced engine rpm setting that brought the plane down at a rate of 500 feet per minute and allowed it to break out of the overcast just above the runways. The pilot took over at that point and brought his plane in for a safe landing. During the month of May, 75 flight assists were reported. Flight service stations were responsible for 40 of these, while terminal facilities accounted for 28 and centers handled 7. There were 115 persons on board the aircraft involved.

## JAPANESE CAB OFFICIALS VISIT LAX TRACON

Officials from the Plans and Training Division of the Japan Civil Aviation Bureau (JCAB) recently visited the Los Angeles TRACON as part of a nationwide orientation trip. Messrs. Anishi, Nakano and Ihara also visited the FAA National Headquarters, Mike Monroney Aeronautical Center, San Francisco Tower and the Honolulu Center. The JCAB is the Japanese equivalent to our FAA. One of the officials stated that since the FAA air traffic controllers strike they have been sending their new controllers to Canada and France for on-the-job familiarization and training, but hope to resume training them in the United States.



Above: From left--Don Polito, FAA Air Traffic Evaluation Specialist; Mr. Nakano; Jim Holweger, Chief, Los Angeles TRACON; and Messrs. Anishi and Ihara. Photo by Yukio "Mo" Mochizuki.



### CAPSULE GLIMPSES...

#### MEET BILL REYNOLDS, SACRAMENTO GADO CHIEF

William C. "Bill" Reynolds is chief of the General Aviation District Office at Sacramento. He began his FAA career in 1961 as a GS-12 Airworthiness Inspector at the Anchorage, Alaska, Air Carrier District Office (ACDO). After three years as a Principal Airworthiness Inspector, he was promoted to Air Carrier Maintenance Specialist at the Alaska Regional Office, served there for two years and was promoted to Chief, Fairbanks Flight Standards District Office, where he served for another two years. In 1975, Bill was promoted to the Alaskan Region Air Carrier Branch Chief position. In 1978, the Air Carrier and General Aviation Branches were combined and Bill assumed the Chief's position for the combined branch. In May 1981, Bill transferred to the Sacramento GADO as chief of that facility.

## ATCA Conference Set

"Today's Changes and Tomorrow's Challenges" will be the theme of this year's Air Traffic Control Association's (ATCA) conference in Atlantic City, N.J., Oct. 17 thru 22. The conference format has been revised to recognize the agency's future plans and programs. Lead-off sessions will address programs designed to meet ATC challenges and the National Airspace Review. Following sessions will address issues of broad interest, including: Airport Capacity, Weather Collection and Dissemination, Airborne and Ground Equipage, and the Rebuilding of the ATC System. The final session will address international air traffic control activities.

## Supcom Meets To Insure Communication

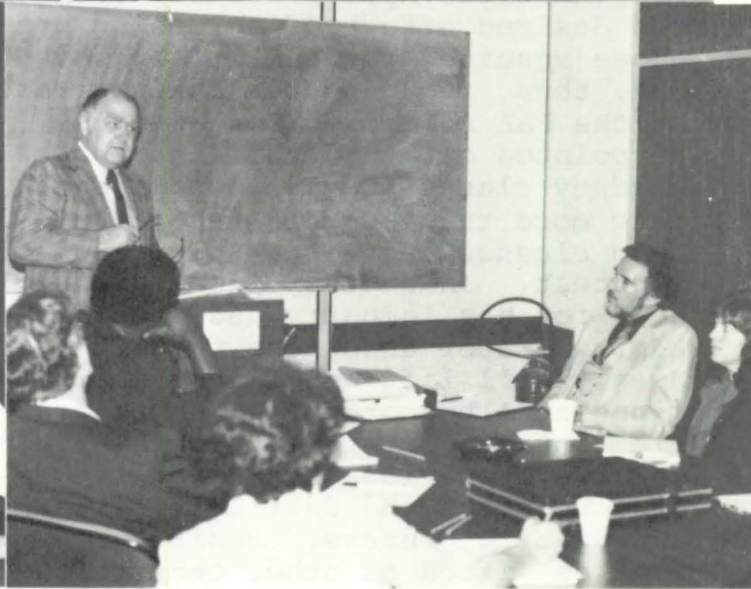
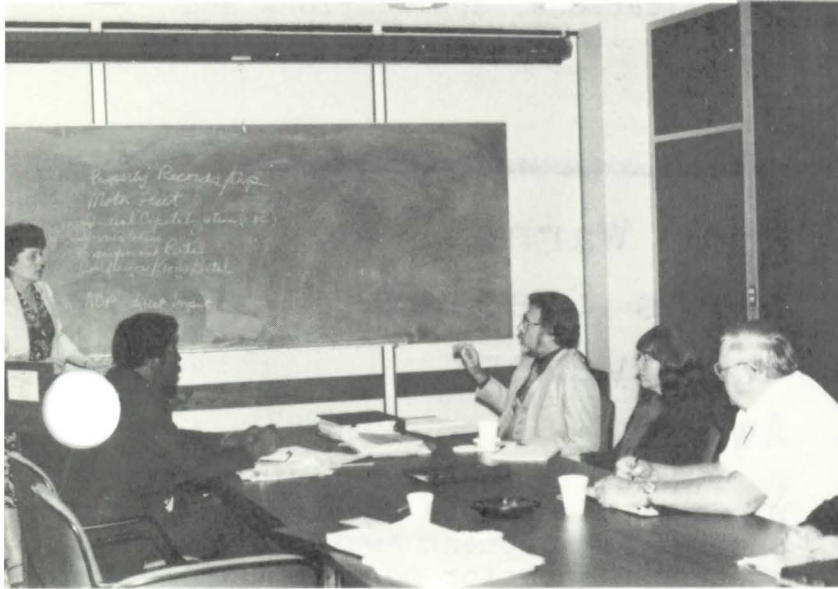
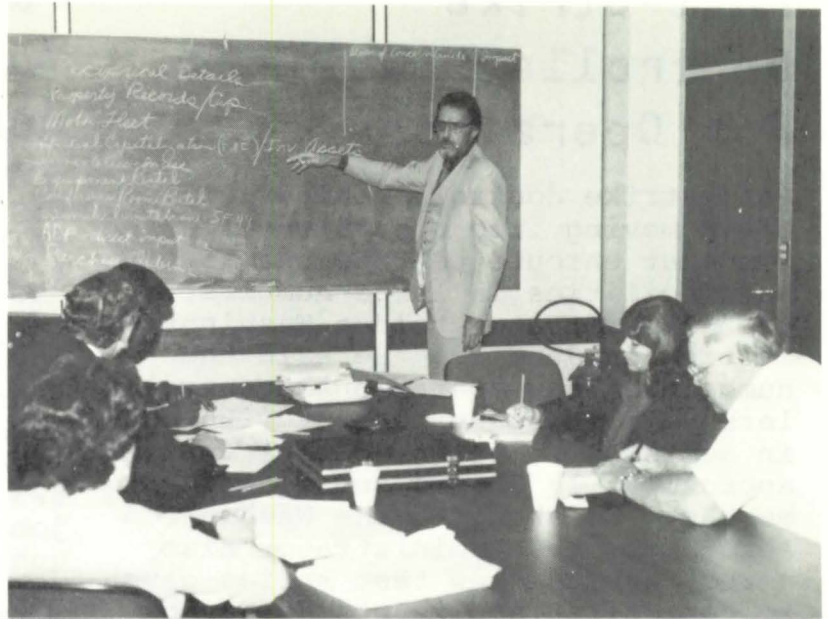
National representatives of the first line supervisors committee (Supcom) met in Washington this month with the Administrator and top Air Traffic Service officials to discuss means for keeping the communication channels open from the field to top management. As a part of this effort, a report outlining some of the key problems associated with the rebuilding of the ATC system will be produced by the Supcom representatives. Some topics to be included are flow control, staffing and overtime, system capacity, the accelerated training program and the management selection process. The national Supcom group includes a center, tower and flight service station representative from each region. During the meeting, Supcom representatives were readily recognizable to headquarters employees because of a special pin they wore that shows two hands holding the world and says "SUPCOM... the future is in our hands." This pin now will be distributed to first-line supervisors throughout the system.

## AFSS Program on Target

The automated flight service station (AFSS) program is moving ahead on schedule with seven of the 61 planned AFSS locations now selected and approved. The latest site is MacArthur Airport at Islip, N.Y., where the city will construct a new building and lease it to FAA. Previously announced locations are at airports serving Terre Haute, Ind.; Green Bay, Wis.; Dayton, Ohio, and Bridgeport, Conn. The agency also plans to use the existing Cleveland FSS and a new building constructed by the agency at Arapahoe County Airport, Colo. For purposes of the AFSS program, FAA has divided the 50 states into 61 flight plan areas, each of which will be served by one of the new automated facilities. To minimize the cost of the program to the taxpayer, the agency is offering communities that would like to have an AFSS at their airport the opportunity to provide the building space and lease it to FAA under terms that are advantageous to the Government. FAA is holding meetings in each area to publicize and explain the program and has, in fact, already held 21 of these meetings. In addition, letters are being sent to airport operators and notices are being put in appropriate publications. In this way, the agency expects to get a selection of offers which should result in the lowest possible cost to the taxpayer.

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-4P, extension 6431, by 11 a.m., Thursday for publication in the following week's issue.

LAX AF SECTOR  
HOSTS FIELD  
LOGISTICS WORKSHOP



Jim Lougheed, Assistant Sector Manager, Los Angeles Airway Facilities Sector, recently hosted a position classification workshop for field logistics personnel. In attendance were: General Supply Specialists Phyllis Edmison of Fremont Air Route Traffic Control Center (ARTCC) AFS; Glenn Hass of Las Vegas AFS; Ernestine "Ernie" Landers and Vivian Green of Los Angeles AFS; Mike Albrecht of Sacramento AFS; Offie Baugh, Phoenix AFS; and Eston Miller, Riverside AFS. Numerous mutual logistical problems were discussed and ideas exchanged. Some of the items involved motor fleets, property records, reciprocal details, inventories, equipment and conference room rentals, purchase orders, ADP inputs, etc. Marx Tyler, Chief, Logistics Division, presented his views to the group and promised his support for reclassifying AFS field logistics personnel. All workshop participants agreed that much was learned during the four days which will greatly enhance their respective operations.

Top photo: Jim Lougheed making his LAX logistics presentation.

Left photo: Phyllis Edmison leads the discussion - from left--Offie Baugh, Jim Lougheed, Vivian Green and Glenn Hass.

Right: Marx Tyler, Logistics Division Chief, expresses his support to field logistics personnel on reclassification.

Photos by Yukio "Mo" Mochizuki.

## Post-Strike Controllers Qualify For Operations

Post-strike controller hires will begin moving into operational positions at enroute centers and terminal facilities in large numbers, the Administrator told a Washington meeting on June 22. He said the numbers of new operational controllers will increase sharply with 170 in September, 175 in October and approximately 330 in subsequent months. Speaking to the Washington Aero Club, the Administrator also noted that the new test series given to controller applicants is having the desired effect of screening out those unsuited for controller work and, thus, reducing the failure rate at the FAA Academy. For example, he pointed out that the last three Academy classes have had a passing rate more than 10 percent higher than classes recruited under the old test. In another piece of good news for his industry audience, the Administrator announced that the agency will lift all flight restrictions at Albuquerque air route traffic control center next month. This follows a previous easing of restrictions at the Salt Lake City and Seattle Centers. Restrictions will be lifted at other centers one by one as staffing permits. "We're going to take the restrictions off center by center across the country, instead of trying to absorb it all at once," the Administrator said.

## Human Relations Poster Distributed

Human relations posters, with the same message as the one recently published in INTERCOM, currently are being distributed throughout the agency. In all, 5,600 copies of the 9½ x 13-inch posters are slated to be distributed at Washington and regional headquarters, both centers and all field facilities. Field distribution will be one copy for approximately each five employees.

## Paris, Montreal Jobs Open

ICAO (International Civil Aviation Organization) has job openings both in Paris and Montreal. Paris has a two-year opening for a Technical Officer, meteorology. Salary is \$38,167 with a tax-free net of \$25,672 to \$27,612. The two-year opening in Montreal is for a Fellowships Officer. Pay is \$30,518 with a tax-free net of \$21,000 to \$23,104. Applications for both jobs are due in Washington headquarters, API-19, by July 30. Information about salary, duties, qualifications, applications and benefits is available at Personnel offices.

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## Rose Warne Earns Special Achievement Award

Rose Warne, Airports Division Secretary, recently received a Special Achievement Award for sustained superior performance.

Below: Rose Warne receives her SAA from Herman Bliss, Chief, Airports Division.



# Regional Director Pays Visit To Santa Monica Tower



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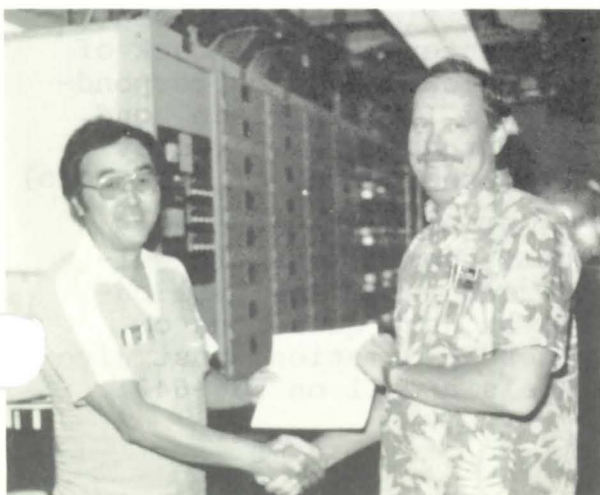


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Several weeks ago, Regional Director H. C. "Mac" McClure paid a visit to Santa Monica Tower. Jim Lougheed of the Los Angeles Airway Facilities Sector, was on hand with his camera and captured the above on film:

- A--Regional Director Mac McClure (left) and Santa Monica Tower Chief Jim Knolton.
- B--From left--Jim Knolton, Controllers Michael Bunch and Joe Davies, and Regional Director McClure.
- C--Jack Perkins, Los Angeles AFS Supervisor (left) and Electronic Technician Napoleon Jemison have opportunity to chat with Mr. McClure.



## An SAA For Carl Watanabe

Carl Watanabe (left) of Honolulu Air Route Traffic Control Center Airway Facilities Sector, recently received a Special Achievement Award from Sector Manager John Gordon (right). Carl received the award for his sustained superior performance of duties as an Electronics Technician in maintaining the En Route Automated Radar Tracking System (EARTS).



## Edith Dalton Retires

Edith Dalton (left), Secretary, Honolulu Air Route Traffic Control Center (ARTCC) Airway Facilities Sector, recently retired after 27 years of Federal service. At a luncheon held in her honor, Edith was presented with leis, gifts and a scroll which contained signatures and best wishes from her many friends. Making the presentation was Sector Manager John Gordon.

## Phoenix FSS News

Welcome back to Marvin Mandel, Team Supervisor, who has returned to work after extended sick leave. So long to Sarah Ingersoll who retired from the agency after 20 years of Federal service. Comings and goings include: Doug Young, who departed for Scottsdale Tower; Mark Welter to Deer Valley Tower; and Don Killian who will be going to Goodyear Tower this month. Chester Gray reported in from Jackson, Mich. FSS; June Libby from Gallup FSS; and Richard Cline has completed his training at the Academy and reported for duty.

## Civilair News-- Telephone Correction

Sam Iskander's correct telephone number is 213/536-6249 and not ext. 6248 as reported in a recent issue of INTERCOM. Sam has accumulated a list of Holiday sites through California, Nevada and Hawaii at very reasonable rates. There are Holiday cabins and condominiums available for your vacation pleasure. Give Sam a call on his correct extension, 6249.

## Submissions Welcomed

Contrary to most of the good things in life, there is nothing hard about getting an item in INTERCOM. We receive submissions in all kinds of ways--scribbled on paper napkins, on three-hole binder paper, typed on plain bond, speed memos, informal memos, buck slips, what have you. The important thing to remember is to get those INTERCOM items to AWP-4P and we do the rest. For offices without clerical capability, remember that as long as we can read your writing, your item will still be printed.

In addition, we welcome your photos for INTERCOM consideration. They must be black and white, preferably 35mm (although good, sharp, black & white polaroids are sometimes acceptable). Never, never write on the back of photos (sometimes it bleeds through). The best identification is a small number (1) centered on the back of the photo followed by a corresponding number and I.D. on plain bond. (This way your number isn't lost when we trim the border of the photo)

Remember--INTERCOM is your newsletter. All submissions are welcomed and considered for publication. If you have questions or need further information, just give Barbara Abels a call on 536-6431.