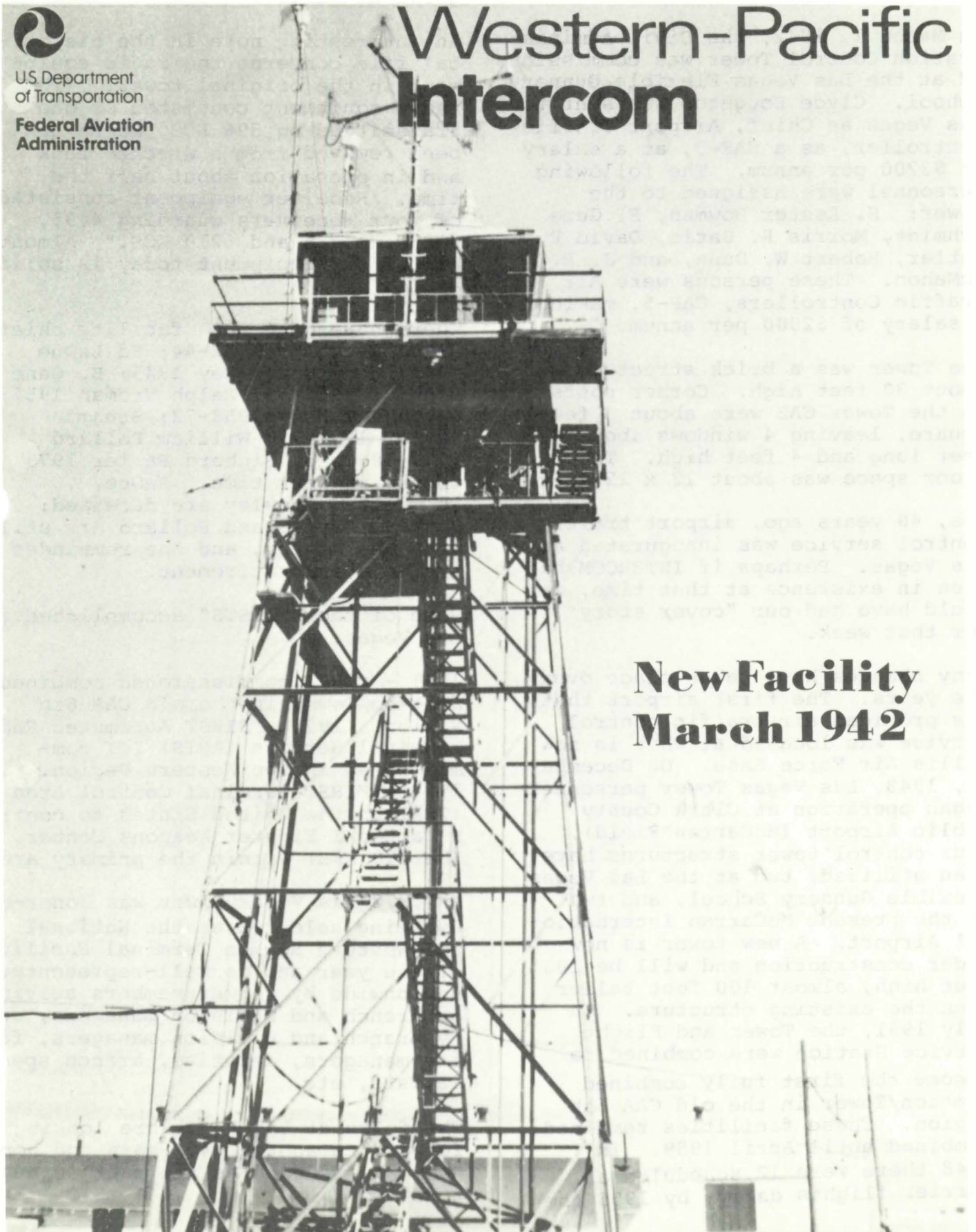




U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Intercom



**New Facility
March 1942**

COVER STORY

On March 1, 1942, the Civil Administration Control Tower was commissioned at the Las Vegas Flexible Gunnery School. Clyde Boughton was sent to Las Vegas as Chief, Airport Traffic Controller, as a CAF-9, at a salary of \$3200 per annum. The following personnel were assigned to the Tower: H. Lester Bowman, E. Gene Schmidt, Morris R. Batie, David P. Butler, Robert W. Dunn, and J. R. McMahon. These persons were Air Traffic Controllers, CAF-5, making a salary of \$2000 per annum.

The Tower was a brick structure about 30 feet high. Corner posts on the Tower CAB were about 3 feet square, leaving 4 windows about 8 feet long and 4 feet high. The floor space was about 12 x 12 feet.

Yes, 40 years ago, airport traffic control service was inaugurated at Las Vegas. Perhaps if INTERCOM had been in existence at that time, we would have had our "cover story" for that week.

Many changes have taken place over the years. The first airport that was provided air traffic control service was located at what is now Nellis Air Force Base. On December 18, 1948, Las Vegas Tower personnel began operation at Clark County Public Airport (McCarran Field). Four control tower structures have been utilized; two at the Las Vegas Flexible Gunnery School, and two at the present McCarran International Airport. A new tower is now under construction and will be 180 feet high, almost 100 feet taller than the existing structure. In July 1951, the Tower and Flight Service Station were combined to become the first fully combined Station/Tower in the old CAA 6th Region. These facilities remained combined until April 1959. In 1948 there were 12 scheduled air carrier flights daily; by 1955 the

count "ballooned" to 42. Today, the average air carrier count is 360 flights per day and, of course, other aircraft operations have grown as well.

An interesting note in the historical file concerns the radio equipment in the original tower. "The radio equipment consisted of one transmitted on 396 KCS, which had been removed from a wrecked tank and in operation about half the time. Receiver equipment consisted of four receivers guarding 4495, 3105, 3117.5 and 6210 KCS." Almost all of our equipment today is solid state.

There have been nine facility chiefs: Clyde Boughton 1942-44; Ed LaDue 1944; Gerald Crowley 1945; E. Gene Schmidt 1946-56; Ralph Vroman 1957; Ralph Petersen 1958-72; Stuart Hayter 1972-77; William Pollard 1977-79; and, Richard Barker 1979 to the present time. LaDue, Schmidt and Crowley are deceased; Barker, Hayter and Pollard are still with the Agency, and the remainder are enjoying retirement.

Some of the "FIRSTS" accomplished at Las Vegas:

1951 - FIRST commissioned combined Station/Tower in the old CAA 6th Region. 1972 - FIRST Automated Radar Terminal Service (ARTS) III commissioned in the Western Region. 1974 - FIRST Terminal Control Area (TCA) in the United States to contain a Tactical Fighter Weapons Center (Nellis AFB) within the primary area.

In 1978 Las Vegas Tower was honored by being selected as the National and Western Region Terminal Facility of the year and is well-represented nationwide by former members serving as branch and division managers, deputy branch and division managers, facility managers, deputies, branch specialists, etc.

The folks at Las Vegas are looking forward to another 40 years and hope they are as good as the past 40 have been.

THE WAY WE WERE

Forty years ago, in September 1942, the agency established the Pacific Islands Office at Honolulu to meet the increased tempo of military operations. This office constituted the nucleus of what later became the Pacific Region....

Twenty years ago, on September 4, 1962, FAA assumed responsibility for the civil administration of Wake Island, which had previously been under the jurisdiction of the Navy Department.... Ten years ago, on September 1, 1972, Boston's Logan International Airport became the first airport to be certificated by FAA under a prescribed set of safety standards, as provided for by the Airport and Airways Development Act of 1970. The Act required all U.S. airports serving

scheduled air carriers to have FAA operating certificates by May 21, 1973.... Five years ago, on September 15, 1977, FAA withdrew from Aerosat, following a congressional cutoff of funds. Aerosat, a U.S.-European project designed to increase communication capacity over the North Atlantic, had long been marked by controversy over shared ownership, radio bands and costs... Last year on September 4, FAA announced it would hire temporary employees, drawn largely from furloughed airline pilots, to support the strike-depleted ATC work force by performing such non-control duties as distributing flight strips, operating simulator training equipment and providing clearance information.

40 YEARS FOR SHIRLEY MERCER

While he was in Honolulu recently, Regional Director Mac McClure presented Shirley Mercer, secretary to George Harvey, Honolulu Area Coordinator, with her 40-year Career Service Emblem.

in 1942. After a brief time in Washington, D. C., she transferred to Hickam Air Force Base where she served several military commands. In 1957, she transferred to the FAA as secretary to the Regional Director, where she faithfully served until the recent regional consolidation.



ATA SUPPORTS PAY HIKE

The Air Transport Association (ATA), which represents the scheduled airlines in the United States, has thrown its weight behind the DOT/FAA effort to obtain pay hikes for air traffic system employees. In a statement urging action on the pending pay measure, ATA said, "The airlines strongly support the vigorous efforts of Secretary Lewis and FAA Administrator Helms to obtain final approval for the long-delayed pay package for air traffic controllers. Delaying tactics should not be employed to deny them the pay equity that was endorsed last year by both the House and Senate. Airlines, their passengers and shippers are grateful for the professionalism and dedication of working controllers and other air traffic control people who are serving the nation with distinction. The promises made them should be fulfilled, and promptly."

FIREFIGHTER STUDY AIRED

Crash, fire and rescue equipment at low-traffic-density airports is not cost effective, according to a study recently completed by H. H. Aerospace, under an FAA contract. When the study was made public at an FAA-sponsored meeting last month, aviation industry organizations indicated that they were not in agreement with this finding. The study also recommended that FAA set training standards for firefighters and that at least one firefighter at each airport should be trained as an emergency medical technician. Attending the meeting, which was chaired by Office of Airport Standards Director Leonard E. Mudd, was Associate Administrator for Airports William Shea, airport managers and representatives from industry. Currently, all recommendations in the study and the industry comments are being analyzed by the agency.

LEAVE RESTORATION OKAYED

The agency has been given the go-ahead by the Office of Personnel Management (OPM) to restore forfeited annual leave on a year-to-year basis during the exigency of public business created by the controllers strike. As forfeited leave is approved for restoration by appropriate FAA officials (such as facility managers), payroll offices will be notified and the results will show up on employees' pay and leave statements. Restoration of forfeited annual leave will be permitted as long as the exigency continues, provided it is properly scheduled in advance, approved and cancelled. However, the exigency may be terminated on a regional or facility-by-facility basis by the regional director if he determines that operational conditions have returned to normal. Employees then will have two years from the end of the leave year following termination of the exigency to use all restored leave. If that can't be done, OPM has agreed to review exceptional cases on an individual or facility basis.

WESTERN-PACIFIC REGION NAVIGATOR RECEIVES ACCOLADE

Mr. William "Bill" Molesworth of the San Francisco Air Carrier District Office recently received a Letter of Commendation from the Director of International Aviation for his efforts with the North Atlantic Systems Planning Group. Recently, the lateral and longitudinal separation within the North Atlantic Track System was reduced due to the increased capability of the various air carriers to maintain stringent navigation standards. Bill has been instrumental in helping operators achieve those new standards and is one of only two navigators employed by the FAA.

ALL-HANDS
MEETING
AT GUAM



Some of the scenes at the recently held all-hands meeting in Guam are:

A--Mac McClure, Regional Director (left), addressed the assembled group of FAA employees.

B--More employees gather to hear the Regional Director.

C--FAA Guam employees' wives.

D--From left--Airway Facilities Technicians Glenn Wong and Ed Mendiola along with several of the employee's wives in attendance.

E--From left--Roy Pickett, Guam Resident Director-Sector Manager; Mac McClure; and Walt Ryness, Assistant Resident Director-Sector Manager.

ONE BIG HAPPY FAMILY

Administratively, Imperial FSS, Yuma FSS and San Diego FSS are now combined and many personnel changes have been made. Jon Miller, Imperial FSS and Yuma FSS manager, has departed for LAS FSS. Stan Stanicek, SAN FSS, is now the AT Manager and Barry Lusk transferred from PRC FSS to take over as Area Supervisor at Imperial and Yuma. Congratulations to Sue Brewer, promoted to Gillespie Tower; Tom Weston promoted to Palo Alto Tower; and Robbie Robinson, Yuma FSS promoted to Imperial FSS. Ed McDonald will soon complete Phase IV check-out at Imperial and is assigned to Yuma FSS. Marcia Sessions, formerly at PHL FSS, has reinstated and assigned to Yuma FSS. Welcome aboard and we are proud to have you. Congratulations to Rod McNutt, Imperial FSS, for his well deserved Letter of Commendation for his performance. Rod also received a letter of appreciation from AT Manager Stanicek as a result of a letter from an appreciative pilot who stated "you provided me with the best treatment I have received in eighteen years of flying". This excellent service consisted of an accurate weather briefing and a thorough explanation of border crossing procedures. This proves the point "Professionalism Will Get You Somewhere".

PAYMENT OF HEALTH PREMIUMS BY LWOP EMPLOYEES

A letter discussing the new changes to the Federal Employees Health Benefits Program was sent to all employees in the Region. The gist of the letter says that employees who wish to continue their health benefits when their pay is insufficient to cover the health benefit premium, including LWOP situations, must continue to pay their share of the health benefit premiums. Any employee who did not get a copy of the letter should ask his/her supervisor for one.

FAA RETIREES GATHER AT LAKE TAHOE

Approximately 100 retirees and families traveled by various means to attend the 4th annual get-together held recently at Lake Tahoe. The setting was in the Lush Hope Valley, 10 miles from Lake Tahoe, on the Carson River. Fresh mountain trout, eggs and coffee was the breakfast menu but master chefs Tom Hopson and Forrest Humrichouse (Oakland Center), with lots of help, served beef and pork prepared during an over-night pit barbeque. The weather was typically beautiful and the river was newly stocked for fishing. Games with prizes, entertainment and socializing added to the fun of the event. Don't miss the 5th re-union. Get on the mailing list. The hosts for 1983 will be: Bob Kirby 4019 Notre Dame Ave. Merced, CA 95340, 209/383-2345; Warren Broemmer P.O. Box 10050 So. Lake Tahoe, CA 95731, 916/544-6391; and Arlo Severns 113 Santa Teresa San Leandro, CA 94579, 415/483-6254.

AMERICAN RED CROSS BLOODMOBILE WILL BE AT REGIONAL OFFICE ON TUESDAY, SEPTEMBER 28

As a blood donor, you perform a life-saving service to someone each time you give blood. Fill out your donor card and get your appointment to come to the FAA Regional Office, 3rd Floor, Room 3E26, at a given time between 10:15 and 3 p.m., on Tuesday, Sept. 28. For further information, contact Don Polito, 536-6215

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.

TERMINAL
INSTRUMENT APPROACH
PROCEDURES COURSE
HELD AT R.O.



C



A



D

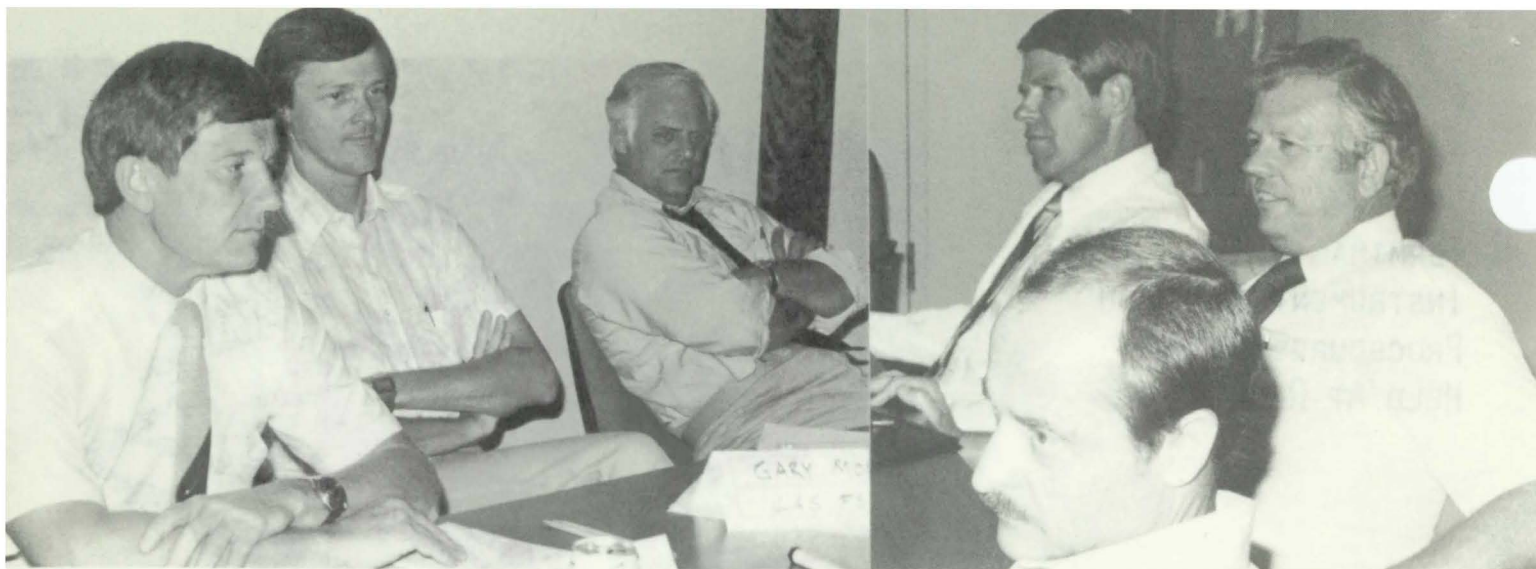
Air Traffic, Flight Standards and Military Procedures Specialists recently attended a 32-hour course on Terminal Instrument Approach Procedures criteria. The course was conducted in the Western-Pacific Regional Headquarters by DeWayne Hodges, a Flight Standards Aeronautical Information Specialist.

A--DeWayne Hodges.

B--From left--Betty Miller, Long Beach FSDO; Bob Ensten, AWP-534; and, in right background, Howard Trickey, Los Angeles FIFO.

C--From left--Jack Roberts, AWP-591; Gary Moore, Las Vegas FSDO; Jim McCann, Long Beach FSDO; Jim Hudman, Phoenix TRACON; and Lynore Stanson, AWP-539.

D--From left--Dennis Wallingsford, Santa Monica GADO; Bill Patterson, Las Vegas Tower; Hal Grindstaff, Marysville Tower; and Gary Slater, NAS, Moffett Field.



MORE TERMINAL INSTRUMENT APPROACH COURSE PARTICIPANTS--

Left Photo--From left--Jack Roberts, AWP-591, Gary Moore, Las Vegas FSDO; Jim McCann, Long Beach FSDO.

Right Photo--From left--Ralph Utterback, San Francisco ACDO; Norman Clark, formerly with AWP-505 and now with McClellan RAPCON; and Ed Couch, AWP-515.

GROUND BROKEN FOR FIRST LEASED, AUTOMATED FSS

The agency has marked another milestone in the program to automate flight service stations (FSSs) with a groundbreaking ceremony for a new facility at Terre Haute, Ind., Regional Airport. This is the first of 50 buildings that will be constructed and leased to FAA as automated FSS sites. Construction is being financed by the local airport authority. It will be leased to the FAA for one dollar per year with a Federal option to buy at minimum cost at the end of the 20-year lease period. Scheduled to open in the spring of 1984, the new facility will provide coverage for the entire State of Indiana. It will feature an automated data processing and display system that will permit FSS specialists there to provide a higher level of service to pilots. Current plans call for the network of 61 automated FSSs to be fully operational by the fall of 1988.

ULTRALIGHTS CONTROLLED

The agency has adopted new regulations for hang gliders and powered ultralight vehicles. Aimed at reducing the conflict between other airspace users and ultralights, the new rules will require ATC authorization to operate in airport traffic areas, control zones, terminal control areas, and positive control airspace. In addition, operations at night and in poor weather will be disallowed. Single occupant, recreational vehicles will be eligible to operate under these new rules only if they meet specific standards. Unpowered hang gliders must weigh less than 155 pounds empty. Powered ultralights must weigh less than 254 pounds with a fuel capacity of not more than five gallons and will be limited to 55 knots top speed. The stall speed for powered ultralights must not exceed 24 knots. Ultralight vehicles able to operate in this category are relieved from the certification and registration standards for regular aircraft. The new rules become effective October 4.

THE NEWS IN BRIEF

● Walter S. Luffsey, Associate Administrator for Aviation Standards, will receive the Aviation Week and Space Technology Distinguished Service Award for 1982. The award, which honors Luffsey for a lifetime of contributions to aviation safety, will be presented by the Flight Safety Foundation on September 8.

● The rebuilding of the air traffic control system has reached a point where the Civil Aeronautics Board is reinstating a requirement that gives airline passengers double compensation if they are bumped from a flight and not provided with prompt alternative transportation. Suspended after the controllers' strike in August 1981, the double payment rule will go back into effect on October 1. "We feel the system is back enough to normal operations that the airlines can find alternative transportation (for the bumped passenger) within the time period," a CAB spokesman said.

● Another indication that the air traffic system is recovering is the fact that aircraft delays in August were at their lowest point since the agency began 15-minute-delay reporting in January 1982. The average daily delay of 15 minutes or more was 819 in August as compared with the 1982 high of 1,155 in March. For the entire eight-month period, January thru August, the average daily delay was 985.

RETIREE'S LUNCHEON

An informal Retirees Luncheon will be held Monday, October 18 at the Kings X Restaurant. Choice of Sirloin Tips or Red Snapper, \$7.00, including tax and tip, payable at the luncheon. Please make reservations and entree selections by October 13 by contacting Phil Guindon, 213/670-8124, or Fred Potter, 213/670-8769, 7222 Kentwood Avenue, Los Angeles, CA 90045. Let's hear from FAA and Credit Union Retirees. Restaurant is at 6835 LaTijera, in Westchester, just off the San Diego Freeway at Centinela.

BEYOND THE CALL OF DUTY

Santa Rosa Tower controller Renette Gallo stayed in and worked through the busiest traffic of the year during the Bohemian Grove Encampment, took a few days off, and five days later gave birth to a healthy and beautiful seven-pound baby boy, named Aaron. Dad, Steve Gallo, is a controller at Napa Tower and is as proud as a peacock as are all the honorary "aunts and uncles" at Napa and Santa Rosa Towers. But Renette just could not stay away. Ten days later, she was back to work on a part-time limited basis!.... Controller John Mueller, who is on his way to Tucson Tower, was recently featured in one of local fixed base operator's newsletters for serving as a phone relay to the Sheriff's office when a local pilot flying over his ranch home spotted two strange vehicles parked in front of his house and asked the tower to call police. The Sheriff's deputies arrived in time to stop, question and clear two suspects. Service is the name of the game!

ICAO JOBS OPEN

The International Civil Aviation Organization has two-year job openings in Montreal, Lima and Bangkok. The Montreal openings are for a Russian language officer, PC-13/82, and an evaluation officer, PC-15/82. The first pays \$30,518 gross with a tax-free net of \$21,600 to \$28,271; and the second pays \$48,661 with a tax-free net of \$30,776 to \$33,318. In Lima, the opening is for a technical officer RAC/SAR, PC-12/82, with a gross salary of \$30,518 and a tax-free net of \$21,600 to \$28,271. Bangkok needs a technical assistance officer, PC-14/82 and is paying \$38,167 with a tax-free net of \$25,672 to \$27,612. Applications for all positions are due in API-19 by September 29. Additional information is available at personnel offices.

The University of La Verne Announces a Program Presentation for **Bachelor's Degree** Programs in Business Administration and **Master's Degree** Programs in Management Being Offered at **LAX - FAA FACILITY**

Representatives of the University will be there to explain the program and answer individual questions.

Program Features

Classes meet once a week for 10 weeks

Opportunity to earn academic credit for learning acquired from professional experience

Practical instruction with a firm academic foundation is designed to benefit you both personally and professionally

Classes are held at convenient times in your area

All counseling and registration services are provided at the class site

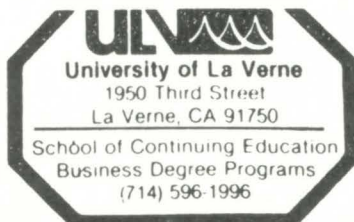
The University of La Verne is proud to be an equal opportunity institution

Place: Conference Room
FAA Facility
5885 W. Imperial Highway

Time: Monday, Sept. 13, 5:00 p.m.
Monday, Sept. 20, 6:00 p.m.

For further information contact

Beverly Miklich
(714) 596-1996



JAMES MANOLIS
Dean
School of Continuing Education
WILLIAM LOPER
Director
Business Degree Programs
JERRY FORD
Director
Business Degree Programs