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Mar. 7, 1983

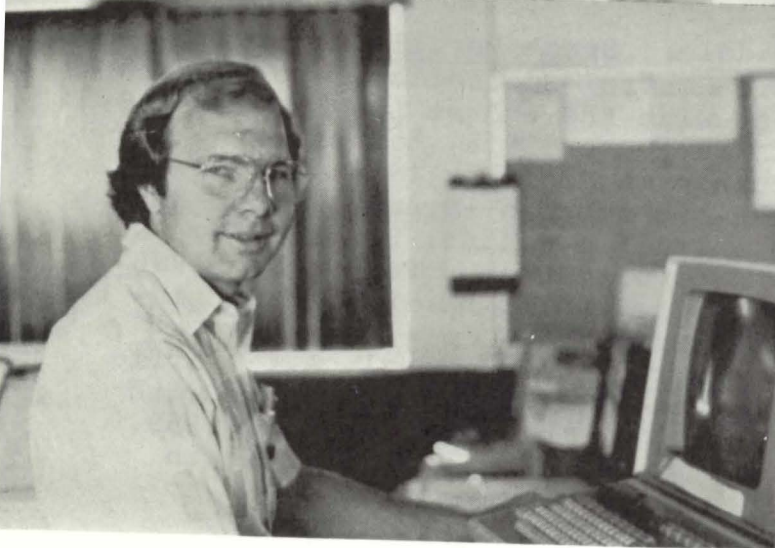
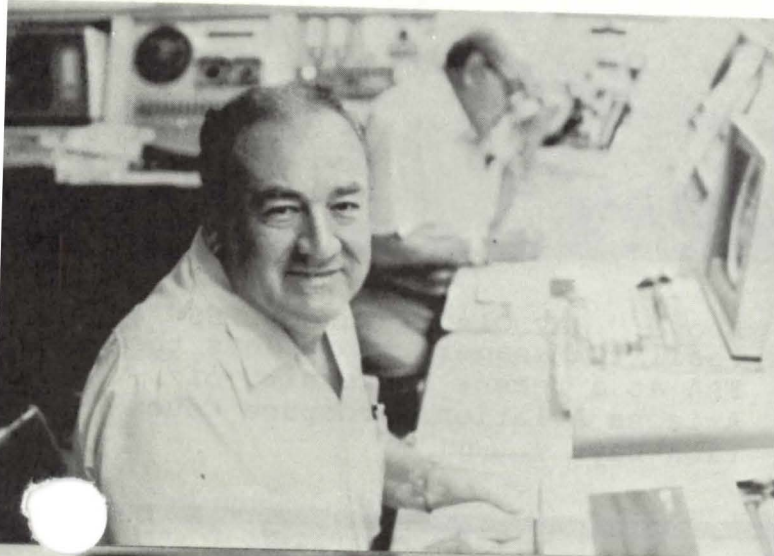
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US Department
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**Federal Aviation
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Western-Pacific Intercom



TUCSON FSS

Cover Story

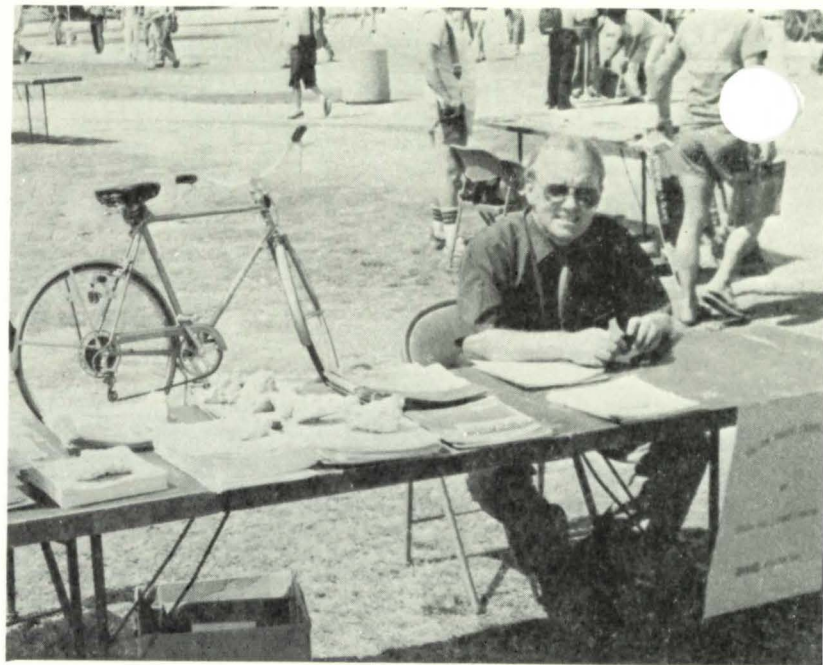
Tucson Flight Service Station is a Level II facility located 50 miles north of the Mexican border and some 90 miles southeast of Phoenix. The station has ten specialists and one area supervisor who handled nearly 11,000 flight plans in calendar year 1982. This is in addition to the standard services provided, which includes domestic flight plan filing, pilot weather briefings, tie-in FSS for Davis-Monthan Air Force Base base operations, and last--but not least--Direction Finding (DF) assistance for the occasional lost and confused pilots flying out of the interior of Mexico to the United States.

Facility records place the original commissioning date of the first Tucson Flight Service Station at November 1, 1931. The building was constructed in the desert, just northwest of what is now the Davis-Monthan AFB main gate.

In the mid 1930s, the station moved on to Davis-Monthan AFB as a joint military/CAA (FAA) operation and in 1948, the shift was made to the Tucson International Airport.

On October 10, 1958, Tucson FSS moved to its present location, at the base of the Tucson Tower building.

Cover photo: From left--Top: Luis Palacio, Air Traffic Control Specialist, one of the fortunate persons to have spent his entire FAA career at Tucson FSS, arriving in October 1967; and, at the right, is Jay Olson, who is the tenth Facility Manager since the inception of the Tucson FSS some 51 years ago. Jay began his career with the FAA/CAA at Ukiah, Calif., in April 1957, and has held his current position at Tucson since May 1981.



Above: Jay Olson, Tucson FSS Facility Manager, represents the FAA at a recent University of Arizona Aviation/Aerospace Education Day.

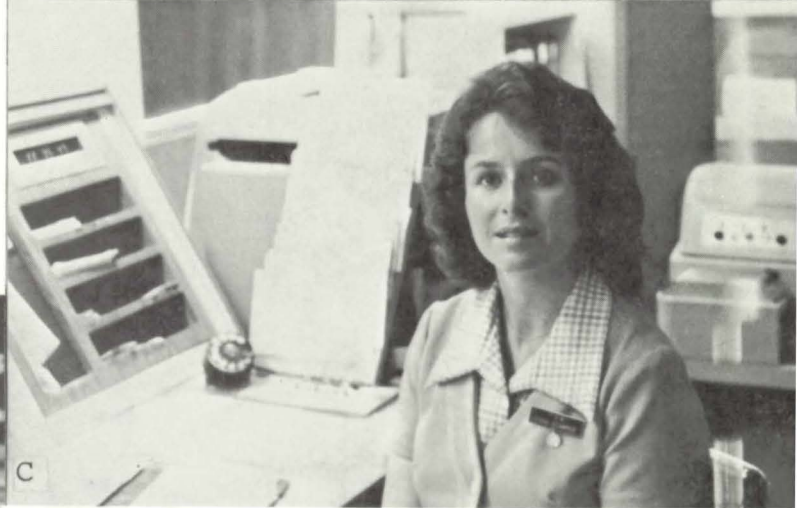
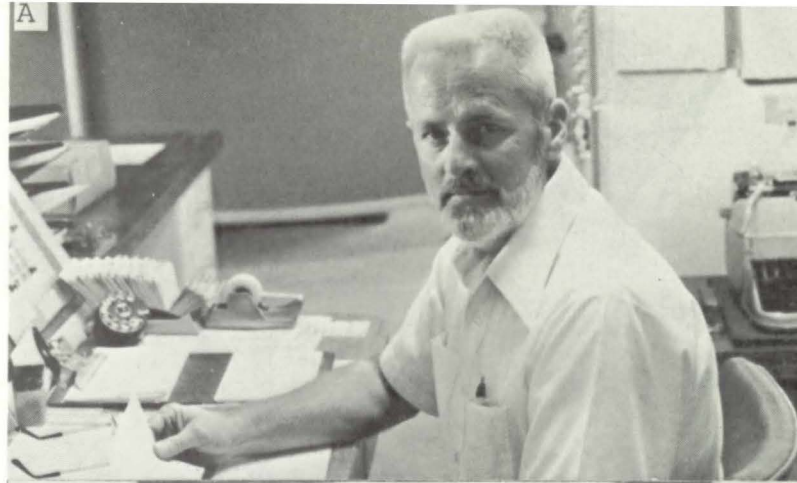
Middle: Bruce Pertile, Air Traffic Control Specialist, who started out with the FAA at Los Angeles FSS in September 1976, transferring to Tucson in December 1978; and in the right photo--Brenda Dickinson, Air Traffic Control Specialist, who came to Tucson FSS in May 1980 after beginning her FAA career in April 1977.

Below right: Joe Wenzl, Air Traffic Control Specialist, who began with the FAA at Omaha FSS in June 1959. Five moves later, Joe arrived in Tucson in December 1979.

Not available for photos were: Gary Mabey, Air Traffic Control Specialist, who began his FAA career in June 1973, transferring to Tucson FSS in January 1976; and Alan Shumaker, Developmental Trainee, who left the FAA Academy and came on board at Tucson FSS in September 1982.

Story and Photos by Jay Olson.

Tucson
Flight
Service
People



A--Marv Clark, Area Supervisor, who began his FAA career in January 1967, transferring from Prescott FSS to Tucson FSS in October 1980.

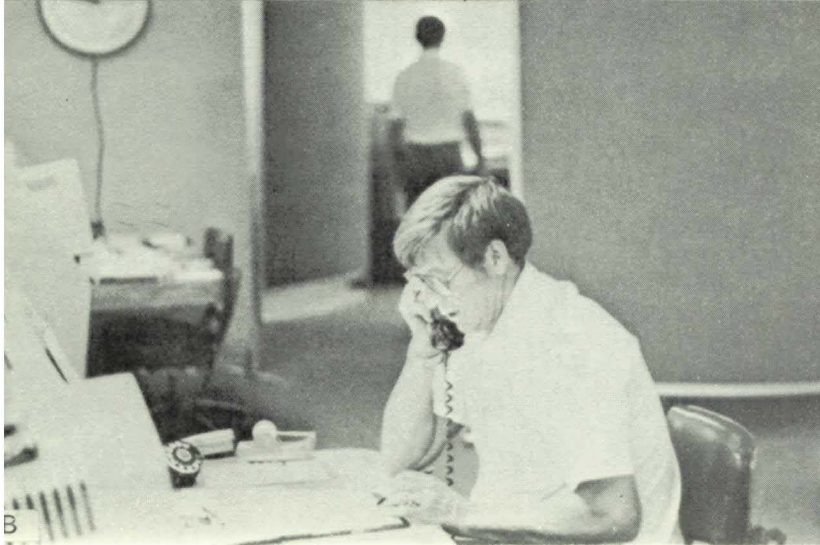
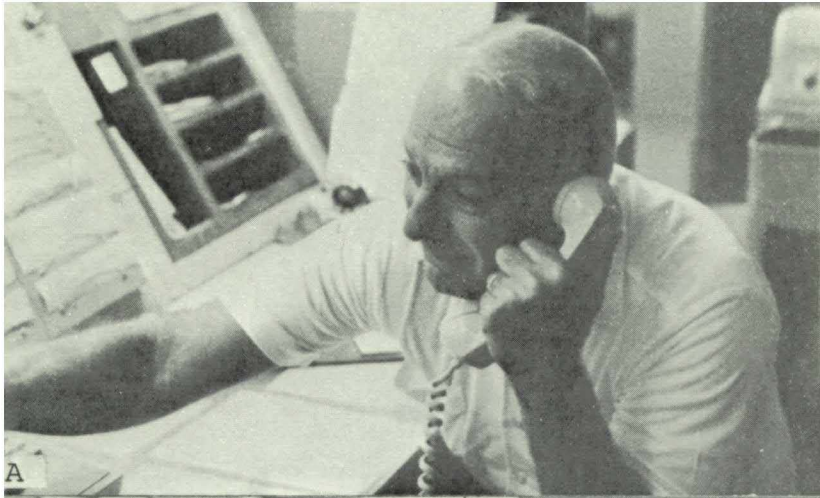
B--Carmen Simbari, Air Traffic Control Specialist, who started his FAA career in March 1957 at Blythe, Calif., transferring from San Diego FSS to Tucson FSS in October 1961.

C--Diana Stamper, Air Traffic Control Specialist, started out with the FAA at LAX FSS in May 1965 and moved to Tucson FSS in January 1977.

D--Jim Gould, Air Traffic Control Specialist, who signed on with the CAA/FAA in January 1949 at Mansfield, Ohio, FSS. Jim arrived at Tucson FSS in April, 1966.

Photos by Jay Olson.

More Tucson



Still more Tucson FSS personnel are:

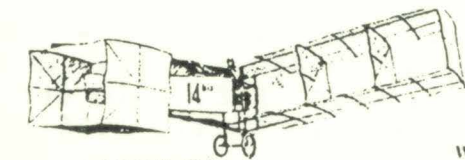
A--Frank Marino, Air Traffic Control Specialist, who shipped over to the FAA from the U.S. Navy in July 1967, and has been at Tucson FSS since October 1975.

B--Ron Mathews, Air Traffic Control Specialist, got his FAA start at Tucson FSS in August of 1974. After a brief stop at Douglas FSS, Ron returned to Tucson in December 1976.

C--Marie Bergmann, FSS Secretary. After a stint with the Department of the Interior, Marie decided on the FAA in April 1979. Along with her FSS duties, Marie also assists with the Tucson Tower/TRACON clerical functions.

Photos by Jay Olson.

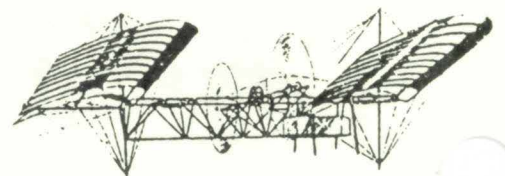
From These Unique Acorns Great Jet Transports Grew



SANTOS DI MONT



WRIGHT BROTHERS



LANGLEY

ORANGE COUNTY ATC FACILITIES JOINING GREAT

Air Traffic Control facilities in Orange County have established an ambitious air traffic controller hiring and training, and aviation user service and safety program, since the air traffic controllers strike in August 1981.

Don Fowler, Air Traffic Manager, Coast TRACON, advised that after the loss of 40 controllers due to the strike, 22 new controllers have been hired. These new controllers have completed various facets of the controller training program leading to journeyman. They now perform air traffic duties and responsibilities, along with the 14 controllers and supervisors who did not strike, for John Wayne-Orange County, Fullerton, Los Alamitos, Torrance and Long Beach Airports and El Toro and Tus-

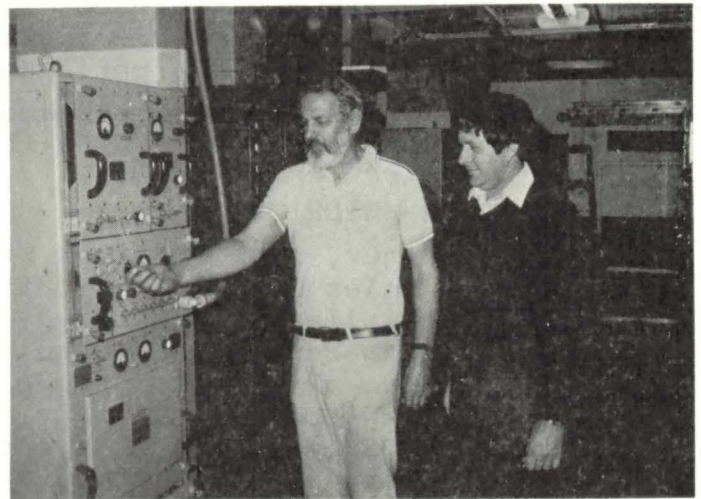
tin Marine Corps Air Stations. More than 425,000 aircraft instrument operations have been handled by Coast TRACON controllers since the strike, with minimal aircraft delays and an unblemished safety record.

Ralph Odenwald, FAA Air Traffic Manager at John Wayne-Orange County Tower, advised that since the loss of 17 controllers in August 1981, 13 new controllers have been hired. Five have completed the tower controller training program while the remaining eight are progressing exceptionally well through various phases of training. John Wayne-Orange County Tower controllers have provided air traffic control service for more than 550,000 aircraft operations since the strike.

Both Don and Ralph forecast minimal aircraft delays, enhanced aviation user service and safety for Orange County Airport in the future.

SANTA BARBARA VORTAC REVISITED

Jim Delaini (left), Electronics Technician, Lancaster Airway Facilities Sector, and Jim Hussong, Airway Facilities Sector Field Office Manager, Oxnard, recently visited the Santa Barbara VORTAC to be a part in shutting down the old military version of the TACAN/DME system. The system is being replaced with up-to-date solid state second generation technology. Jim Delaini, who joined the FAA in 1958 at Santa Barbara, was on site during 1961 when the system was first commissioned and played a major part in maintaining the system for 19 years, until 1980 when he transferred to Lancaster AFS. Jim Hussong, who joined the FAA in 1960, worked on a like system for the first time in 1958 while in the Air Force. Jim says the system has always been a part of their livelihood and expressed a touch of sentimentality with its departure, knowing there must be other FAA'ers with similar backgrounds and sentiments.



SECTOR OF THE YEAR AWARDS

Airway Facilities sector offices in Des Moines, Iowa, and at the New York TRACON have been singled out by the agency for outstanding performance during 1982. A.P. Albrecht, Associate Administrator for Development and Logistics, announced that Des Moines was picked as the best in the nation in the General NAS sector category, and the New York sector came out on top in the en-route center category.

The managers of both sectors reacted to the news of their selection as Airway Facility of the Year in the same way, by giving their staffs full credit for the honor.

Cy Schulze, Des Moines Manager, put it this way, "It is always rewarding to be recognized for work you have done as an individual or a group. It was the whole team that can be proud of its accomplishments." Vincent Laurentino, who runs the New York TRACON sector, summed it up by saying, "This was a total effort by people who contributed the extra efforts to do those extra things that make a difference."

The winning sectors were picked on the basis of facility performance,

personnel development, staffing limitations and other general program areas. Of these, facility performance was the most important.

The actual award ceremonies for sector employees are scheduled to take place early this spring. At that time each sector will receive a Facility of the Year plaque and each employee will get an individual certificate of achievement for personal contributions.

The runner-up in the ARTCC category was the Atlanta Center, whereas the General NAS category had two runners-up, the Albuquerque and Cleveland sectors.

The winners and runners-up were selected from among regional winners which also included:

General NAS

Burlington, Vt.

Covington, Ky.

Denver, Colo.

King Salmon, Alaska

Oakland, Calif.

Pittsburgh, Pa.

ARTCC

Auburn, Wash.

Minneapolis, Minn.

Nashua, N.H.

LOS ANGELES CENTER POINTS WITH PRIDE

Keith Sumner, son of Norman Sumner, Los Angeles Center Air Traffic Control Specialist, was recently honored in a ceremony in recognition of his earning the rank of Eagle Scout. Keith received a plaque from the city of Palmdale and also one from his parents. He received several certificates of recognition and letters of congratulations from dignitaries, including the President of the United States. In order to receive this special award, Keith maintained a good attendance record in all troop activities, served his troop in various positions of leadership and earned a total of 33 merit badges. Congratulations to Keith and his parents!

LAX TRACON OPEN GOLF TOURNAMENT

Come to the First Annual LAX TRACON Open Golf Tournament. This inaugural event will take place at the beautiful Huntington Sea Cliff Country Club in Huntington Beach, Calif. Tee times will be from 9 a.m. to 11 a.m. on Friday, April 29 (you will be notified two weeks prior for your actual tee time). The entry fee will be \$37 and includes green fees and electric cart, buffet-style dinner afterwards, free beer and soda on the course, and gifts and prizes. We have some other surprises planned and a good time should be had by all. We are looking forward to seeing everybody at the course. For information contact Larry Viselli at 714/963-5564.

CONTROLLERS DO DOUBLE TIME AT CABLE AIRPORT AIR FAIR

A Letter of Appreciation from Chino Air Traffic Manager Jim Welton was recently received by Don Kirby and Charles Hogan (El Monte Tower), Robert Moffitt (Ontario Tower) and Wanda Boyle (Chino Tower) for their performance at a temporary tower for Cable Airport's Air Fair. A total of 1,279 operations were handled at the two-day fair. The letter stated, in part, "In spite of unreliable radios, very heavy traffic, a high percentage of no radio aircraft and numerous unusual situations, your performance was flawless. You insured that the traffic at Cable Airport moved safely and expeditiously at all times." Compliments were received from both pilots and the general public who attended the Air Fair, as well as thanks from the sponsors of the Air Fair, the Pomona Valley Pilot's Association, and Paul Cable, Manager of Cable Airport. Congratulations to all for a very difficult well done!

WELCOME TO FAA FAMILY

Congratulations to Sheree and Rory Geil (Air Traffic Plans and Programs Branch, AWP-510 and Airway Facilities Environmental Section, AWP-454). They became the proud parents of a 9 pound 5 ounce baby boy - Gregory Patrick. The happy event took place on Christmas. Reports are that all three are doing fine.

GINA COLE IN LIMELIGHT...AGAIN!

Looks like Gina Cole, daughter of Gene Cole, Manager, NAV/COM Sector Field Office, Oakland, is at it again. She took a third place in the 800 meter at the U.C. Berkeley "All Comers" meet, and her mile relay team took a second place in the trials for a meet that will be held at the Cow Palace in February. Good luck, and keep up the good work, Gina!

BAKERSFIELD CONTROLLERS AID STRANDED PILOT IN BELOW FREEZING WEATHER

Don Miller, Air Traffic Manager at Bakersfield Tower, recently received a letter from a pilot commending the life-saving actions of Controllers Thomas Petrakis and Richard Shine.

The pilot advised that he had taken two men up to Frazier Parks Mountains to work on a radio station when the weather turned bad and they were unable to fly out. He contacted Bakersfield Approach Control who relayed the necessary information for a rescue team to be dispatched. During the ordeal, one of the rescue party suffered a heart attack. The grateful pilot said if he had not been rescued, he could not have survived the night when the chill factor was minus 54 degrees F! Hats off to Bakersfield Approach Control for a job well done.

OAKLAND CENTER NEWS

Baysil Ward, Assistant Air Traffic Manager of the Oakland Air Route Traffic Control Center, recently accepted on behalf of the Center's employees, the Chairman's Award for "Outstanding Support" in the 1982 San Francisco Bay Area Combined Federal Campaign. The award was based on highest per capita giving and a 137 percent increase over 1981's contributions. Congratulations to Oakland Center!

CAREER MILESTONE FOR BOB SHERRARD

Bob Sherrard, Air Traffic Control Specialist at Tonopah Flight Service Station, has been presented with an emerald-studded pin honoring his 15 years of faithful government service. Bob entered the FAA at Paso Robles Flight Service Station and came to Tonopah in November 1980. Congratulations, Bob!

NEW TAX LAWS AFFECT 1982 TAX RETURNS

Recent tax law changes will have some effect on 1982 tax returns, the Internal Revenue Service said. The changes are as follows:

Gain on Sale of Principal Residence: Taxpayers may exclude up to \$125,000 of gain (\$62,000 if married filing separately) from the sale of their principal residences if they are age 55 or older on the date of sale and meet certain other tests.

Charitable Contributions: Persons making charitable contributions may deduct 25 percent of the first \$100 of charitable contributions (\$50 if married filing separately) even if they do not itemize. The maximum deduction is \$25 (\$12.50 for married persons filing separately.)

Working Couples: When both spouses work and file a joint return for 1982, they may deduct five percent of the qualified earned income of the spouse with the lower earnings. The maximum deduction is \$1,500.

Child and Dependent Care Credit: The maximum credit for 1982 can be as much as \$720 for one qualifying individual and \$1,440 for two or more. These amounts decrease after adjusted gross income goes over \$10,000.

IRA's: Taxpayers are allowed a deduction of up to \$2,000 for contributions to an Individual Retirement Arrangement, even if they are covered by an employer's pension plan.

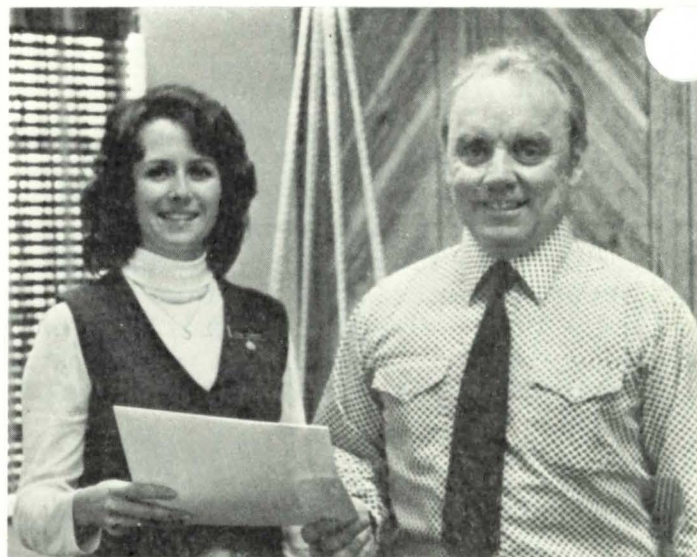
Certain Reinvested Dividends from Public Utility Companies: Taxpayers may exclude up to \$750 (\$1,500 on a joint return) of the dividends received in qualified common stock under the qualified reinvestment plan of public utilities such as gas and electric companies.

Reduced Tax Rate: The rate of tax for all brackets has been reduced for 1982. However, no additional computation is necessary because the reduction has already been built into the Tax Table and the Tax Rates Schedules.

Unemployment Benefits: Taxpayers who received unemployment benefits in 1982 may owe additional tax. Single taxpayers may owe more tax if their total income (including unemployment benefits) exceeds \$12,000. Married taxpayers filing joint returns may owe additional tax if total income is over \$18,000.

Exclusion for Qualified Interest from All-Savers Certificates: Those who invested in All-Savers Certificates are entitled to a lifetime exclusion from gross income of up to \$1,000 (\$2,000 if married filing a joint return) of qualifying interest from certificates.

Additional information on these topics appears in the instructions which come with the tax package, and in the free IRS Publication 553, "Highlights of 1982 Tax Changes," available by using the order form in the tax package.



DIANA STAMPER RECEIVES OUTSTANDING

Diana Stamper (above left), Air Traffic Control Specialist, receives an Outstanding Performance Rating plus Quality Increase Award from Jay Olson, Manager Tucson Flight Service Station, for her quality performance during the past year. Congratulations Diana!

J. F. COMES HOME

Ontario TRACON is pleased to have back J. F. O'Leary, III, Assistant Facility Manager, who recently transferred from Los Angeles TRACON. J. F.'s previous assignments have included Austin, Texas; Los Angeles TRACON; Washington Headquarters; Coast TRACON; Palo Alto (as Tower Chief); Regional Headquarters; LAX TRACON and now back home to Ontario where he started in 1967. Welcome back J. F.!



MORE PLACES TO LAND

The number of U.S. airports, heliports and other landing facilities jumped to 15,831 in 1982, an increase of 355 over the previous year. Included were 12,596 airports, 2,712 heliports, 458 sea-plane bases and 65 short takeoff and landing (STOL) facilities. A total of 799 new facilities opened during the year and 444 closed, producing the net gain of 355.

The Administrator said the figures reflect the importance of airports to the nation. They not only provide a vital link in the transportation system but also are major economic centers, creating jobs, local spending and tax revenues.

Texas continued to lead all states with 1,484 landing facilities. Illinois had 908, California 843, Pennsylvania 696, Ohio 681, Alaska 666, Florida 529 and Minnesota 498.

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Articles and black and white photographs should be sent to Barbara Abels, Editor, AWP-5, 213/536-6431 or FTS 966-6431.

ONTARIO FSS NEWS

Ontario Flight Service Station welcomes Paul Thomas, assigned to the facility for pre-academy training. Paul left for Oklahoma City, Feb. 17.....Douglas Sage and David Saunders recently returned from the Academy. Jim Parris, from Boston FSS, joins them in facility check-out training.....Henry Whitney, Instructor of Aeronautics at Mt. San Antonio College, sent a Letter of Appreciation for "an extremely educational and pleasant tour" of Ontario Flight Service Station. Thanks to Area Supervisor Joe Cozzetto, and Controllers Marty Krueger, Eugene London and Bob Williams for their participation in sharing the Flight Service work environment with the aeronautics class.

EMPLOYEE DEATH

Friends of Homer Wormdahl, Manager of the Las Vegas FSDO, were saddened to learn that he passed away on Friday, February 18, following a cerebral hemorrhage. The family has requested donations be made to St. Jude's Children's Hospital, 505 N. Parkway, Memphis, Tennessee 38105. Condolences may be sent to Mrs. Wormdahl at 4426 Farmcrest Drive, Las Vegas, Nevada 89121.

CD-2s DELIVERED

Another major milestone in the implementation of the National Air-space System Plan was reached Feb. 11 with delivery of two second-generation, dual-channel common digitizers (CD-2s) to the FAA Academy. The units were quickly installed, tested and accepted and will be used for technician training.

A third CD-2 is scheduled to be delivered to the FAA Technical Center sometime in March. It will be used for field support activities.

In all, seven units are to be used for training and maintenance support. The other 120 CD-2s, ordered from AIL Division of the Eaton Corp, will be shipped directly to radar sites where they will convert radar returns into digital messages that the air traffic control computers can understand. The converted message is then sent to an ATC facility where the radar information is processed and the results are presented directly on the controller's display.

The dual-channel units, which can stay on the air even if one channel fails or is shut down for routine maintenance, will replace one-channel gear which does not have this capability.

Delivery of the common digitizers to field sites is scheduled to begin early in the fall of 1983 and be completed by April 1985.

FAA COLLEGE/UNIVERSITY PROGRAM GETS TENTATIVE APPROVAL

The agency has received tentative approval from the Office of Personnel Management (OPM) to conduct a five-year demonstration of its Airway Science Curriculum program which will be offered at various U.S. colleges and universities.

The demonstration project will determine whether the FAA approved course of studies, which was developed at the Administrator's direction, will provide the agency with better trained candidates for certain occupations. The OPM action is the first step in an approval process which includes Congressional review and an opportunity for public comment.

Final OPM approval, which is expected by late summer, would allow those who complete the model curriculum or who demonstrate equivalent training and experience to be eligible for certain FAA occupations, including air traffic controller, electronics technician, aviation safety inspector and computer specialist. They would start at the GS-7 level.

To date, more than 35 schools have expressed interest in establishing curricula, and 14 have submitted such curricula for FAA review. In general the college level curricula, which lead to bachelor's degrees, provide a broad foundation in math, science and management topics as well as in aviation.



MARY BLAUGH EARNS QUALITY INCREASE

Mary Blaugh, Clerk-Stenographer for the Standards Section of the Airports Division, was recently presented with a Quality Increase Award for outstanding performance. The presentation was made by Mac McClure, Regional Director, during Human Relations Week.