



US Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Intercom

Anaheim Stadium

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**Where
Is
The
Control
Tower?**

COVER STORY...

If you look very carefully at the cover photo of the Anaheim Stadium, the control tower is perched precariously on the edge of the roof to the left of the light standards.

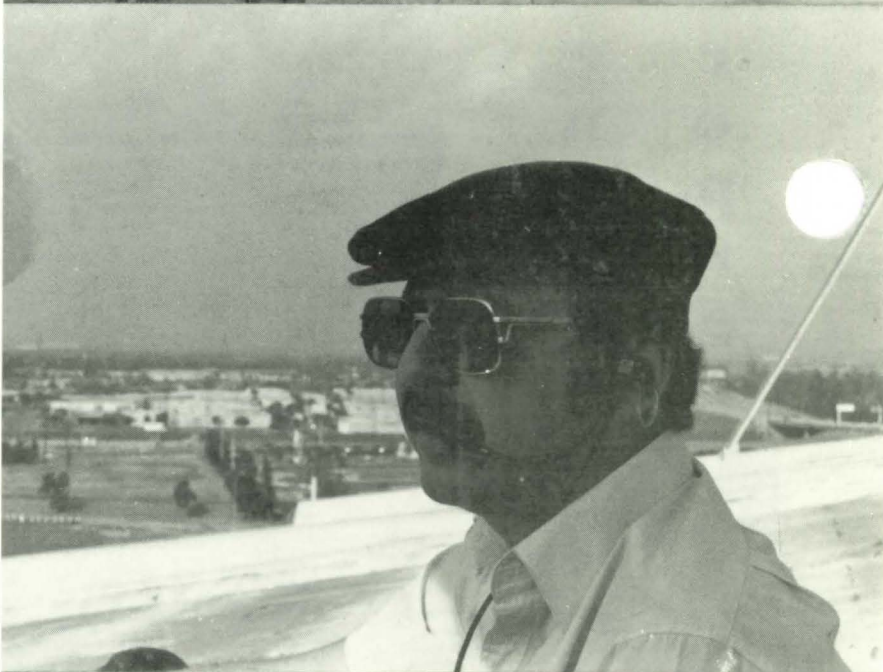
Approximately 1500 air traffic operations were handled during HAI's three-day 35th annual convention recently held in Anaheim, Calif.

The temporary tower was manned eight hours a day by personnel from Fullerton Tower under the management of Don Litvak. Controllers on duty were: Ron Gagner, Robert Richards, Art Yarnell, Steve Collins, Dan Burstein, William Hughes, and Pamela Burger.

Placing the tower in its needed location was a challenge assumed by Airway Facilities personnel Ken Champagne and Mack Humphrey. Without their expertise (blood, sweat and tears), the success of this operation would not have been possible.

Thousands of visitors swarmed to the Anaheim Convention Center where leading helicopter manufacturers had an opportunity to display their latest technological advances in the state of the art.

Don Litvak paid tribute to all FAAers who worked so hard to make flying to and from the Anaheim Convention Center both safe and enjoyable. He expressed special appreciation to all the controllers and Airway Facilities personnel and to Mr. Bill Jones, HAI Safety Director, and Roy Carlin, Hughes Helicopter, Inc., for the opportunity to provide air traffic services at their 35th annual convention.



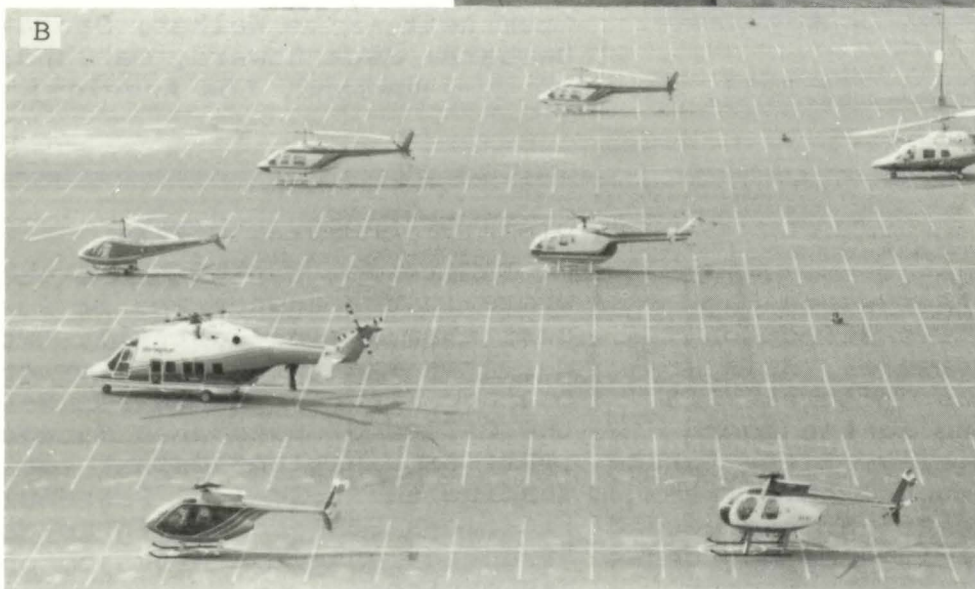
Above photos:

Top: From left--Controllers Dan Burstein and Art Yarnell. At the right is AF Technician Mack Humphrey.

Below: Don Litvak, manager of the temporary tower at the HAI meet.

Cover photos by Art Yarnell.

HAI's
35th Annual
Convention
at Anaheim



A --- From left - The Control Tower manned by: Mack Humphrey, AF Technician; Art Yarnell, ATCS; and Dan Burstein ATCS

B --- Many helicopter manufacturers displayed on the flight line.

C --- Ready for Take-Off - Many convention attendees were treated to demo rides.



PILOT WEATHER BRIEFING TECHNIQUES INSTRUCTORS COURSE

Western-Pacific Flight Service Station Evaluation and Proficiency Development Specialists attended the course at the Reno Flight Service Station. The specialists pictured will begin conducting field training sessions in April. Left photo: First row from left--Jack Woods, Reno; Rich Leary, San Diego; Bill Woodard, Las Vegas; Foy Pulliam, Sacramento; Frank Sierra, Jr., Honolulu; and Steve Shackelford, Fresno. Back row from left--Mike Walker, Santa Barbara; Jack Howard, Oakland;

Bill Ford, Lancaster; Jim Ball, Ontario; Jim Howland, Los Angeles; and Frank Moss, Phoenix.

FROM OUR READERS

A California FAAer wants the agency to improve its selection process for supervisors. He's written Intercom as follows: "It is very frustrating to see poor management, especially at the first-line level. Although I have witnessed poor management at the second level (and higher) it does not generally affect the non-management employee directly. Certainly there is a screening process (other than what we have) to identify losers as far as management is concerned? Industry has battery after battery of tests for this specific purpose. Undoubtedly we could adapt some of this valuable information to the Agency. I request my name be withheld."

ALCOHOLICS ANONYMOUS MEETINGS AT R.O.

Alcoholics Anonymous meetings are being held at the Regional Headquarters. Both old and new members are welcome. For information, please call Anne Clayton, Aviation Medical Div., Ext. 6300.

STAMP OF APPROVAL GIVEN

FAAers now can bid on a job anywhere in the agency and it won't cost them a dime--actually two dimes which is the going rate for a U.S. postage stamp. The reason is the Office of Personnel Management's (OPM) prohibition against employees sending their SF-171, Personal Qualifications Statements, in so-called "franked" envelopes for job openings has expired.

However, the Office of Personnel and Training cautions that other agencies may not accept applications filed in these postage-paid envelopes. Also, franked envelopes may not be used to mail job applications or resumes outside the Federal Government. If the agency has to lose someone, it's certainly not going to pay the postage.

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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.

TEAMWORK PHILOSOPHY SHARED

The following excerpts are from a recent letter from Manager Jim Webb to all Las Vegas Airway Facilities Sector personnel:

"An efficient and effective operation cannot flourish without teamwork and a cooperative spirit. To develop high morale and a spirit of good teamwork, will require each of us to put forth greater efforts and shall be one of our most important goals.

"The word teamwork is generally taken to mean working together, or cooperating. Certainly these are important attributes, but I would like to submit some new thoughts on the subject.

"FLEXIBILITY: Regardless of your training, speciality, or experience, you should be receptive to new ideas, be able to adapt quickly to changing conditions, and to absorb a certain amount of failure or setback without losing drive.

"JOB DEPTH: The absence of one member of our team should never be permitted to paralyze our operation or lower its effectiveness. When one member is absent, another should be able to perform his duties. We need to maintain proficiency in all pertinent work areas.

"MINIMUM OF ROUTINE SUPERVISION: Each one should be able to function with a minimum of supervision and should learn to accept responsibilities commensurate with the position.

"IMPROVEMENT VERSUS GROWTH: We should press forward on two fronts simultaneously. We need to develop a desire for maintaining and improving status quo. We also need to be actively interested in breaking through established patterns, and in maintaining a constant search for new methods, new ideas and new objectives.

"These four characteristics provide only a few of many possible measures for our team's effectiveness.

"There is a story about the fellow who came dashing into the station as his train was pulling out. 'I guess I didn't run fast enough,' he panted. 'Oh, you ran fast enough,' said the station attendant, 'you just didn't start soon enough.' We must start today--not tomorrow--in carrying out our programs and objectives."

35 YEARS FOR JOHN KATSIGENIS

John Katsigenis (left), Assistant Manager, Las Vegas Airway Facilities Sector, was recently presented a 35 year Career Service Emblem by Sector Manager Jim Webb. John was also presented a letter of congratulations from the Western-Pacific Regional Director.



WEATHER BLAMED FOR CRASH

An old weather problem with a new name has been blamed by the National Transportation Safety Board for bringing down a Pan American World Airways jet outside New Orleans last July 9. The Board found that the Boeing 727 encountered severe "microburst-induced wind shear" only seconds after taking off from Moisant International Airport in heavy rain, lost altitude rapidly and then crashed. The recently defined microburst phenomenon is a powerful, but small scale, downdraft that spreads horizontally when it hits the ground, causing the sudden change in wind speed and/or direction known as wind shear.

NTSB absolved the flight crew of any responsibility for the accident, noting that they lacked sufficient time to recognize and react to the wind-shear encounter. However, the Board did cite as a contributing cause "the limited capability of current ground-based low-level wind shear-detection technology..."

The Board incorporated 14 safety recommendations in its report. Their goals include improved airport wind-shear alert systems, expedited development of airborne wind-shear detection equipment, upgraded pilot training, better pre-flight weather dissemination and further research into the effects of heavy rain on airplane performance.

LAS VEGAS AFS NEWS

Congratulations to JIM STRAWN on receiving his 25-year Career Service Emblem and also his receipt of a Letter of Appreciation from the Lancaster Sector Manager for his teaching efforts on microprocessor technology.....WOODY HARKCOM received a Letter of Appreciation from the Las Vegas Flight Service Station Assistant Manager for his professional work.....A special kudo to Bill and Ida Griffith, Tonopah, who received an Honorary Lifetime Membership in the Nevada State PTA. They are the only Tonopah residents who have received this award which has been given to approximately 6,000 state residents over the past 40 years.

FAA LAUDS SANTA ROSA FLIGHT INSTRUCTOR FOR AIDING LOST PILOT

John Runyon, a flight instructor in Santa Rosa, recently received an FAA Letter of Recognition for voluntarily leaving the traffic pattern to go out and locate a lost pilot. Not only was the lost pilot located, but Runyon led him back to the airport for a safe landing. The presentation was made to Runyon in the presence of his boss by Air Traffic Manager Sam Fabela, Area Supervisor Eric Mercer and Controller John Pelafigue.



25 YEARS FOR DON GEHRKE

Congratulations to Donald Gehrke, Electronics Technician at the NAV/COMM Unit, Guam Airway Facilities Sector, on his 25 years of federal service. Don (right) is shown receiving his service letter from Alex Hammond, Manager, Airway Facilities Division. Best wishes for many more years, Don!

PHOCUS ON PHOENIX AFS

Robert Evanston, Electronics Technician (Training Relief) is on a 60-day detail to the Regional Office to assist with training..... Albert Boisvert, Staff Engineer, will also be detailed to the Regional Office (AWP-463) to conduct tech evaluations in the California area..... Judy Murphy, one of the developmental trainees, has transferred to the FAA Academy in Oklahoma City. Good luck, Judy!..... Congratulations to Barbara Schwitters, Administrative Assistant (formerly Administrative Services Clerk), on her recent promotion.... Congratulations, also, to the following sector personnel who were recently presented awards: RILEY PORTER, Assistant Sector Manager; O.C. BAUGH, General Supply Specialist; GERRY BROWNING and DONALD KIRSCHNER, Electronics Technicians,

Davis - Monthan/Tucson Airway Facilities Sector Field Office (DMA/TUS AFSFO) - Quality Within-Grade Increase Awards with Outstanding Ratings; GEORGE DUCHATEAU, Environmental Systems Technician; BARBARA SCHWITTERS, Administrative Services Clerk; HARWIN FEEMSTER, Electronics Technician, and JORDAN MADISON, Systems Performance Specialist, DMA/TUS AFSFO; RUSSELL O'MARA and DAVID SHUTE, Electronics Technicians, Phoenix AFSFO - Special Achievement Awards with Outstanding Ratings; and Career Service Emblems were presented to PAUL JOHNSON, Electronics Technician, Prescott AFSFO - 30 years; JORDAN MADISON, Systems Performance Specialist, DMA/TUS AFSFO - 25 years; and WILLIAM JOHNSON, JR., Electronics Technician, Phoenix AFSFO - 15 years.

BURT JONES RECEIVES SAA

Burt Jones (right), Operations Specialist, Airway Facilities Division, Maintenance Operations Branch, was recently one of the recipients of a Special Achievement Group Award based on his contribution to the preparation of the procurement package for the Host Computer System. Burt served as a member of an Ad Hoc Interservice Task Force established by the Associate Administrator for Engineering and Development to prepare the necessary technical documentation for the host system procurement. This very large task was completed on the expedited schedule only because of the very effective performance of the team members. The award, approved by the Administrator, was presented to Burt by the Western-Pacific Regional Director, W. C. "Mac" McClure.





MARION TILTON RECEIVES 15-YEAR CAREER SERVICE EMBLEM

Marion Tilton (above left) recently received a 15-year Career Service Emblem from James Forsyth, Supervisor, General Aviation Unit, Honolulu Flight Standards District Office. Marion's FAA career started in 1971 at Seattle FSDO 61, then Boise GADO 1. He now serves as a Principal Aviation Safety Inspector (Operations) at the Honolulu FSDO. Prior to joining the FAA, Marion worked as a pilot for various air taxis and has also worked for a Boeing subcontractor in hydraulic engineering.

DIRECTIVES PAPER CHANGES

New FAA Form 1320-10, Directives Typing Guide, has replaced the former typing guides for odd and even pages. The new form has the blue line guides on the front and back. The typist merely selects the proper side in order to have the correct margins for hole-punching. However, typists are cautioned to type ONLY on the side selected. Typing on both sides causes printing problems. Of course, we will use the existing supplies of typing guides, FAA Forms 1320-10 and 11, until they are gone.

CAREER MILESTONE AT GUAM

John Sexton, Air Traffic Control Specialist at Guam CERAP, was recently presented with a dual diamond studded pin honoring his 35 years of dedicated government service. John began his government career as an Air Force Air Traffic Controller. In 1957 he entered the FAA as a controller at Chicago Center. Other tours of duty have included Phoenix and Oakland Center, Guam CERAP, Edwards RAPCON, FAA Academy, Southern Regional Office, Balboa CERAP and a second tour to Guam CERAP in October 1981. Congratulations, John!

RENO AFS AWARDS

Congratulations to the following who recently received awards at the Reno Airway Facilities Sector: From left--RON SANDOVAL, 25-year Career Service Emblem; DEENA GIROLA, 30-year Career Service Emblem; JACK NEELY, Special Achievement Award for hole drilling and emplacement of grounding rods at 19 VORTAC/RCAG facilities throughout the jurisdiction of the Las Vegas and Reno AF Sectors; and NORMAN LANTRIP, Letter of Appreciation for assistance during the illness of a supervisor at Winnemucca, Nevada.



HONOLULU ARTCC VISITORS

Honolulu ARTCC was recently visited by the Pauoa University Extension Homemakers' Club of Honolulu. The visit was arranged by former FAAer Joe Uahinui who retired from Airway Facilities 12 years ago. Joe's wife, Ruth, is a member of the club which has been active for nearly 40 years. During the visit the club members met several "old classmates and long lost relatives" among the FAA employees at the ARTCC. Also Joe, who helped install the ARTCC equipment in the early 60's, noted that some of the "neat" wiring done then was still in place and being used. Airway Facilities technicians Francis Benevides and Harley Holderbaum served as guides and coordinators during the visit.



Above photo: From left--Front row: Vivian Carter, Mollie Bishop, Jane Nishimoto and Harriet Kawai; Back row: Francis Benevides, Doris Char, Ruth Uahinui and Harry Holderbaum.



A HAPPY DAY FOR PAUL GIRAS

Paul Giras (above left) Supervisor, Materiel Support Section, Logistics Division, is presented an Outstanding Performance Award by Materiel Management Branch Manager, Bob Carter. Paul was presented a 35-year service pin at the same time, making it a very special occasion. Congratulations!

JIM WEBB RETIREMENT DINNER

Jim Webb, Manager, Las Vegas Airway Facilities Sector, is retiring and a gala event is scheduled for Friday, April 29, at the Maxim Hotel, 160 E. Flamingo Rd., Las Vegas. No-host cocktails at 6:30 p.m. and a buffet dinner at 7:30 p.m., \$10 per person (includes tax and tip). Money must be received by April 15 to confirm your reservation. Make checks payable to John Katsigenis. Mailing address: FAA, Airway Facilities Sector, 5700-C South Haven, Las Vegas, NV 89119.

GUAM CERAP KUDOS

RICHARD MULLENS, TIM CORNELISON and MARK WEST, Air Traffic Control Specialist at Guam CERAP, recently received a Letter of Commendation from Area Supervisor Marvin Rovner for outstanding performance. The three were involved with the recovery of 10 B-52's that were returning from a Korea MINEX mission.

ATC BACK TO PRESTRIKE LEVELS

"I am pleased to report that the national air traffic control system is now handling 100 percent of pre-strike traffic levels. We will, however, continue to use flow-control procedures and other measures to prevent excessive traffic build-up during peak hours. Restrictions on pre-strike type of traffic will be reduced or eliminated by December 1983. Additionally, some staff and supervisory personnel will continue to control traffic until July of 1984, at which time we will have sufficiently qualified personnel on board so that supervisory personnel may return to their normal duties.."

"I have visited hundreds of FAA installations to observe our people at work...I was impressed by the motivation, dedication and efficiency displayed by our well-trained personnel. I know you will join me in sending them a 'thank you' for a job well done."

J. Lynn Helms, Administrator
Report to Congress
April 6, 1983

JONES COMMITTEE PRAISES HUMAN RESOURCES PROGRAM

The Jones Committee, an independent task group that studied FAA "management and employee relationships" after the August 1981 controllers strike, says the agency has made great strides toward improving the working environment since it issued its report in March 1982.

Following a two-day briefing, March 29-30, in Washington headquarters, committee chairman Lawrence M. Jones said "FAA has moved further since we issued our report than we would have thought possible, given the long-standing nature of the problem.... The FAA programs as described to us are truly exciting, very impressive, very close to the target, very powerful. In short, we were really impressed by the progress made to date."

SUPERVISORY TRAINING NOW REQUIRED BEFORE PROMOTION

Another step forward in the expanding human relations program took effect last month with a new requirement that all supervisors-to-be must successfully complete Phase I of the Supervisor's Course at the FAA Management Training School before being permanently promoted or reassigned. Previously, a new supervisor had a one-year grace period to take the training.

If a position must be filled immediately and the training course cannot be taken in a timely manner, temporary promotions or reassignments are authorized up to 120 days.

Provisions also have been made for extreme cases of operational necessity or humanitarian considerations.

Speaking for all three committee members, Jones credited the "solid commitment" of top FAA management for the successful implementation of the human resources program. "You've made a significant start," he added. "Of equal importance to us, you recognize there still is a long way to go."

Continuing, Jones noted that the beneficiaries of all this effort are not the working-level employees alone. "All levels of management and supervisors also will benefit as the strains caused by past inequities are eased for all" he added.

In addition to Jones, who is president of the Coleman Company, the other committee members are Dr. David G. Bowers of the University of Michigan and Dr. Stephen H. Fuller of the Harvard Business School. The three were invited to Washington by the FAA Administrator.