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**Federal Aviation  
Administration**

# Western-Pacific **Intercom**



# Cover Story

World aviation is celebrating its 200th anniversary this year and next. At the same time, the Federal Aviation Administration is celebrating its 25th anniversary.

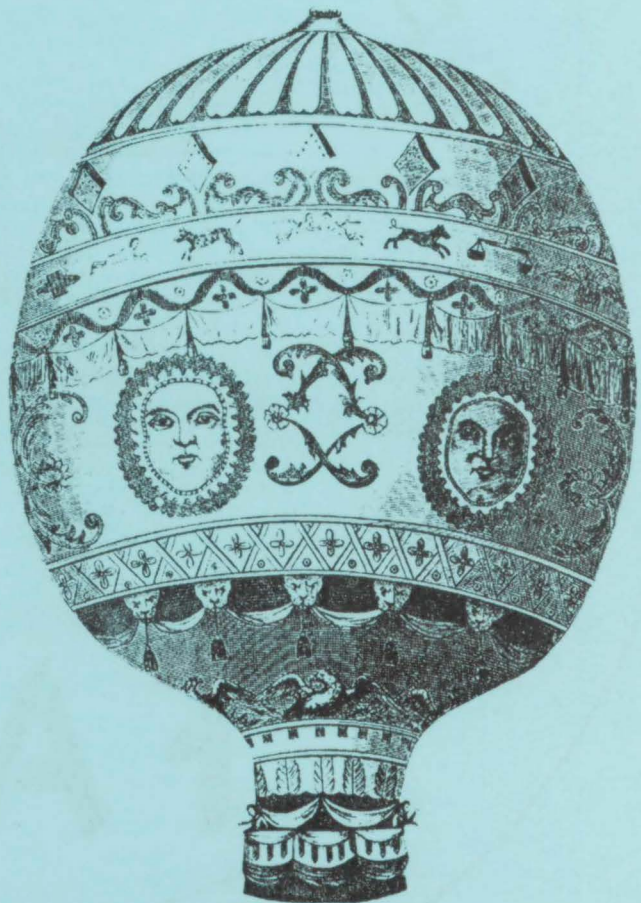
It was on November 21, 1783, when the first man-carrying hot air balloon, a Montgolfier, was flown 5 miles across Paris from the Bois de Boulogne with Jean Francois Pilatre de Rozier and the Marquis d'Arlandes the first men to become airborne. Shortly afterward, on December 1, 1783, J.A.C. Charles, with a passenger, made a two hour flight from Paris in his hydrogen balloon. The world was entering into the first stage of aviation.

In the U.S., the birthplace of powered, controlled flight, the U.S. Government was entering its second stage of aviation awareness with passage of the Federal Aviation Act in 1958. The Act, signed into law by the President on August 23, 1958, repealed the Government's previous recognition of the importance of civil aviation - the Air Commerce Act of 1926, the Civil Aeronautics Act of 1938 and the Airways Modernization Act of 1957.

The new Federal Aviation Agency, an independent agency, assumed full scope of its statutory responsibilities on December 31, 1958. Previously, aviation matters had been handled by the Department of Commerce. The Department of Transportation Act, signed by the President October 15, 1966, brought together previously scattered transportation elements, including FAA. The agency's name was changed to Federal Aviation Administration when DOT began operations on April 1, 1967.

Aviation has seen many changes, and brought many changes, to the universe since that first Montgolfier balloon. We've seen blimps, dirigibles, gliders, propeller-driven airplanes, jet aircraft carrying up to 500 passengers as well as cargo, rocket ships carrying instruments to far plants in the solar system --and, in the future, men and women to other planets and other solar systems.

An impressive history? You bet! It is with justifiable pride that we point to ourselves and our accomplishments as we celebrate the 25th Anniversary of the Federal Aviation Administration.



## 35 Years for Don Jefferis

Don Jefferis (left), ARTS IIIA Unit Supervisor, Los Angeles Airway Facilities Sector, was recently presented with his 35-year career service emblem by Wally Ward, Sector Manager. Don has served in the U. S. Marines and in the FAA at Hawaii, Reno and Los Angeles. Congratulations!

Photo by "Mo" Mochkzuki.

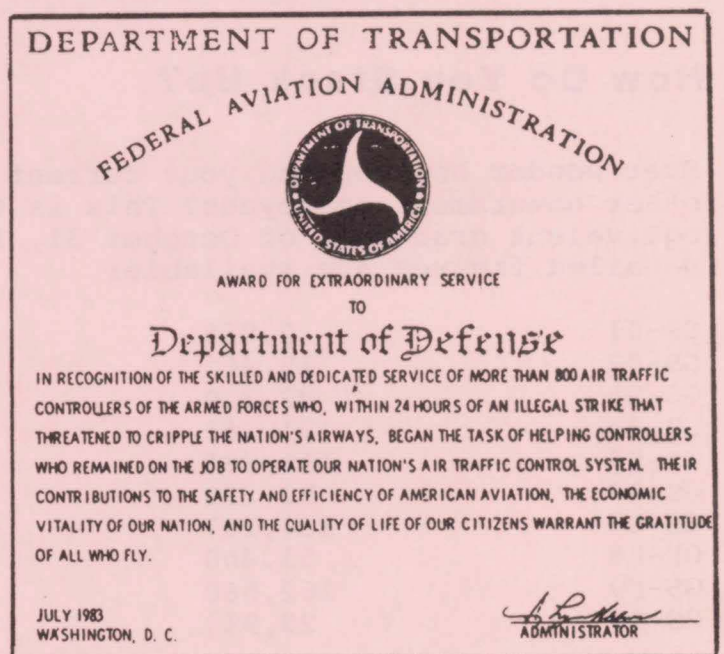


## Agency Thanks DOD For Controller Loan

When the FAA Administrator first called Defense Secretary Weinberger to ask about the loan of military controllers to fill in for strikers, the answer he got was, "How many do you need?" That spirit of cooperation prevailed in the months after the strike, with some 1,000 military controllers assigned to FAA at one time or another, until the last ones returned to their units at the end of June.

On July 18, FAA officially said thanks when the Administrator presented Secretary Weinberger with the agency's Award for Extraordinary Service at a Pentagon ceremony. At that time, the Administrator emphasized that military controllers had performed exceptionally well and had helped to keep the system running smoothly and safely.

Following his brief remarks, the Administrator shook hands with the military controllers who were there representing all who served with FAA. He then asked Lane Speck of the Air Traffic Service to read the award citation, which is the same as that on the certificate below.



## Good Neighbor SMO

Good neighbor Santa Monica they call us. We shared with the sick by visiting Jude in the hospital. Welcome back Jude. We share in the joy of pilots as the SMO VOR returns to service. We shared in a "slip-and-fall" accident investigation by explaining the day's rainy weather as recorded on the form. We even share in the occasional woes of our community by being noise conscientious. We would like to share greetings with all of you from all of us. We are: Ken Hall, Matt Dillon, Chris Gokey, Chris Taylor, Liz Hawn, Paul Lavelly, Scott Muir, Paul Callinan, Jude Cosby, Dave Diamon, Jeri Carson, and Steve Landon. The area sup. is Ron Gerber. The manager is Ron Morgan. We even shared William Shatner's chair as he filmed by our tower. Everybody say "Hi Liz!"



## How Do You Stack Up?

Ever wonder how you and your current grade stack up or compare to other government employees? This is the spread of jobs for GS and equivalent grades as of October 31, 1981, the latest date for which detailed figures are available:

GS-01	2,858	GS-11	170,224
GS-02	15,462	GS-12	173,026
GS-03	82,329	GS-13	115,603
GS-04	171,185	GS-14	61,401
GS-05	198,685	GS-15	37,803
GS-06	92,329	GS-16	888
GS-07	136,107	GS-17	188
GS-08	31,400	GS-18	89
GS-09	162,560		
GS-10	28,911	Total	1,481,048

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## Proud Award Recipients

Bob Anolin (center), Area Supervisor, San Francisco Tower, recently presented an Official Letter of Commendation to Robert Abbott (left), and a Special Achievement Award to Ralph Lent (right), Air Traffic Control Specialists at San Francisco ATCT. Congratulations!



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## 1958-1983 IT'S FAA'S 25TH Year

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### Bob Calleas Receives Award

Dean DeShazo, Manager, Reno Airway Facilities Sector, recently presented a Special Achievement Award to Bob Calleas (right) for outstanding performance during the past year. Bob is a Maintenance Mechanic at Fallon, Nevada.

### Senate Acts on '84 Budget-Opposes Rehiring Strikers

The Senate has approved a fiscal year 1984 FAA budget of \$4.420 billion, which is \$296 million less than the amount previously voted by the House of Representatives. The differences in the two versions consist primarily of lower Senate funding of the airport-aid, operations, and facilities-and-equipment appropriations.

A joint House/Senate conference committee is now working on a compromise bill that will go back to the floor of both houses for a vote by the full membership.

In approving the money bill, the Senate delivered a strong statement against rehiring any fired controllers. The lawmakers warned that reinstating the controllers "would be a serious mistake that could result in grave consequences."

## The News in Brief

● Gregory Karam's widely praised handling of the burning Air Canada jet at Cincinnati, which already has earned him the personal congratulations of President Reagan, has been picked by the Air Traffic Service as the Outstanding Flight Assist for June. It was one of 78 flight assists reported during the month. In all, flight service stations were responsible for 35, terminal facilities accounted for 30 and centers handled 13. There were 329 persons on board the aircraft involved.

● Dr. Daniel Montgomery has taken over the Southern Region's human resource specialist's job vacated by Jim Boone who became the national program manager in Washington. A licensed psychologist, he previously was director of Florida State University's Counseling Center and held a position as adjunct professor at FSU's School of Social Work. As he took over his new post, he said, "Almost everyone would agree that good human relations in the work place is desirable, but the problem is how to translate lip service into action. This is the challenge we face in the Southern Region in the years ahead...."

## Crackdown on Hijackers

The Cuban government is getting tougher with aircraft hijackers, handing out prison sentences of up to 20 years to those who make it to Havana. Previously, the average sentence was two and a half years.

Details of the policy change were contained in an unprecedented diplomatic note from the Cuban government that for the first time provided U.S. officials with a listing of hijackers and the sentences given them.

Received June 15, the day after the latest hijacking from the U.S. to Cuba, the note made clear that homesick Cubans who hijack an airplane to their homeland will not be reunited with their families but will be tried and sentenced to long terms in prison.

Concurrent with the receipt of the note, FAA took action to tighten security on airline flights to and from south Florida. These measures include the assignment of Air Marshals to airline flights on a regular basis to deter potential hijackers.

The Cuban note indicates that their government there began handing down stiffer sentences to hijackers, up to 20 years, beginning in mid 1981.

# Play it SAFE...



# ACCIDENTS SPOIL VACATIONS

## New Logotype

### Symbolizes Quiet Flying



As you can see, the National Business Aircraft Association (NBAA) is now using a special logotype to help make pilots more aware of the benefits of quiet flying. The logotype combines an illustration of a jet aircraft flying through billowing clouds with the slogan, "Quiet flying is a good business." The logotype is a symbol of the NBAA's Pilot Awareness Program which makes pilots conscious of their responsibilities in noise abatement procedures. It will be used in publications, posters and other NBAA promotional materials.

## Tech Center

### Landmark Gone

One of the Tech Center's best known and oldest landmarks has disappeared. The phototheodolite system, including the three distinctive towers have been replaced by a laser tracker. The theodolite optical tracking system was used to measure the performance of aircraft, airborne equipment and ground-based guidance systems.

## Hayward Tower Is Still Here

Hello to the rest of the Western-Pacific Region from Hayward Tower. Many things have happened here since the last time an article appeared in the Intercom. Hayward now has its full complement of controllers with 10 journeymen all relatively new to the FAA and three trainees anxious to join the ranks of the Full Performance Levels. In addition, we've gained a new Area Supervisor, Tom Carman, who arrived from Bay TRACON in June....Now the bad news--we've lost two people. Nadine Franklin transferred to Burbank Tower and we all wish her luck at her new facility. Larry Wright, Area Supervisor, will be departing in August for his new position at Sacramento Approach Control. Larry will be missed by all the controllers at Hayward who all owe some part of their control expertise to his patient guidance.

## Modesto Tower

### Receives Thank-You



Modesto Tower recently received the following letter from Lyle and Patricia Wilhelmi of Richland, WA: "We enjoy flying into Modesto Airport. The service is excellent. Congratulations on your new runway surfacing. Assistance from the tower is always prompt and courteous. Transmission quality from the tower is excellent from a distance of 100 miles. The addition of limited access to the general aviation section of the airport is much appreciated.

"Modesto rates among the top general aviation airports we've flown into. Thank you very much."

We would like to add our congratulations, also. Keep up the good work!

## To: All Civilair Baseball Fans

For the first time ever an Olympic Baseball Tournament will be played in the United States. Don't miss this historic event in 1984.

This is baseball's largest involvement ever in the Olympic Games. There will be 27 countries from around the world competing to earn their place among the six teams who will participate in the 1984 Olympic games.



The United States, serving as host, will automatically qualify as a participant. The remaining five teams will be determined through international baseball competitions to be played during 1983. These are the Asian Baseball Tournament, European Baseball Tournament and Pan American Baseball Games.

Through special arrangements with the Los Angeles Olympic Organizing Committee, our season ticket locations will be available for purchase through the Dodgers at a reduced price. To be assured of our same Dodger season seat locations and parking, similar to Playoff and World Series Games, for Olympic Baseball competition, we must remit full payment before August 31, 1983.

The schedule and prices are as follows:

<u>DATE</u>	<u>GAMES</u>	<u>TIME</u>	<u>COST PER SEAT</u>
July 31 Tuesday	2 Games- Preliminaries	4:00 pm	\$10.00
August 1 Wednesday	2 Games- Preliminaries	4:00 pm	\$10.00
August 2 Thursday	2 Games- Preliminaries	4:00 pm	\$10.00
August 3 Friday	2 Games- Preliminaries	1:00 pm	\$10.00
August 4 Saturday	2 Games- Preliminaries	10:00 am	\$10.00
August 5 Sunday	2 Games- Preliminaries	1:00 pm	\$10.00
August 6 Monday	2 Games- Semifinals	1:00 pm	\$15.00
August 7 Tuesday	2 Games- Finals	4:00 pm	\$20.00



Please send your choice of dates, number of seats and check in full to AWP-60 not later than August 20, 1983. Our ticket order to the Dodgers will be final, no returns. Tickets will be sent in June of 1984.

## 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.

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

## Long Beach FSDO News



It was a "triple play" recently at the Long Beach Flight Standards District Office. All three clerical/administrative personnel received Outstanding Ratings with Quality Increases within two months of each other. Walter Daigle, Manager, Long

Beach FSDO presented the awards to: A--Carole McClure, Administrative Officer; B--Patricia Twist, Aviation Safety Assistant; and C--Michele Lansford, Aviation Clerk. Congratulations everyone!

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## Stress Management Seminar Held

A three-hour "Stress Management Seminar" was recently conducted at the MCAS El Toro Officer's Club for Air Traffic and Airway Facilities personnel from Coast TRACON, John Wayne - Orange County and Long Beach Towers, and San Diego Airway Facilities Sector. The Regional Training Branch, AWP-17, authorized this pilot program for AT/AF operational personnel with the overall objective toward minimizing FAA employee job pressures and enhancing job performance. A participant of the "Stress Management Seminar" should be able to: identify causes and consequences

of stress and how one reacts to stress, evaluation in one's body where he/she carries stress, practice methods of reducing or redirecting stress on the body, and utilize relaxation exercises not only to reduce overstress effects, but to revitalize and energize the mind and body.

Among the 27 personnel in attendance was the Regional Flight Surgeon, V.A. Garred Sexton, M.D. The Stress Management Seminar was well received by all attendees and, hopefully, more such seminars will be conducted elsewhere within the FAA Western/Pacific Region.



## WHO WAS EDWARD WARREN?

On June 24, 1784, Peter Carnes and his balloon were in Baltimore as advertised. Howard Park, a wooded area immediately to the north of the city, had been chosen as the launch site. The publicity had attracted "a numerous and respectable Congress of People, whom the Fame of his superb Balloon had drawn together from East, West, North and South."

Baltimore had gone "Balloon Mad," remarked a disgruntled sales clerk who was forced to remain at his post while the rest of the city flocked to Howard Park. "Every store but our own and a few others were shut," he noted to a friend.

All of the flights made early on June 24 were unmanned tethered ascents. It is quite possible that Carnes had already attempted a secret ascent himself, only to discover that the balloon would not support his own considerable bulk.

Nevertheless, the crowd "generally appeared highly delighted with the awful Grandeur of so novel a Scene, as a large Globe making repeated Voyages into the Airy Regions, which Mr. Carnes' Machine actually performed, in a manner that reflected Honour on his Character as a Man of Genius, and could not fail to inspire solemn and exalted Ideas in every reflecting Mind."

As Carnes was preparing the balloon for the final ascent of the afternoon, Edward Warren, a 13-year-old Baltimore lad made his way through the crowd and volunteered to be sent aloft on a tethered ascent. Carnes must have known that his balloon, with a lift of only 469 pounds, would scarcely leave the ground with his own 234 pound bulk on board. The sudden appearance of a light-weight young volunteer provided Carnes with the perfect way to cap his exhibition.

Warren "behaved with the steady fortitude of an old voyager." He "soared aloof" to the loud applause and cheers of the crowd, all of which "he politely acknowledged by a significant wave of his hat." When Warren returned "to our terrene element," a few minutes later, a collection was taken up among the spectators so that he might have a reward with "a solid instead of an airy foundation and of a species which is ever acceptable to the residents of this lower world."

This is a significant moment in American history. For the first time, a citizen of the United States had left the ground in a flying machine. We ought to know more about him. What impelled him to step out of the crowd that day, and where did he go when his short flight was over? But we do not know these things. The afternoon of June 24, 1784, was Edward Warren's single moment on the stage of history.

(Excerpt from "The Eagle Aloft: Two Centuries of the Balloon in America," by Tom D. Crouch, to be published by The Smithsonian Institution Press in November, 1983.)

*Celebrate!*

the 200th Anniversary of  
BALLOONING

