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Cover Story

The "new" Las Vegas Tower was dedicated last fall in a ceremony held at the entrance to the new structure.

The program included flag raising by the Nellis Air Force Base Honor Guard, welcoming address by Air Traffic Manager Richard Barker, invocation by Reverend Larry Gerber, a dedication address by Regional Director H. C. "Mac" McClure, and presentations by the following: Mrs. Thalia Dondero, Chairwoman, Clark County Commission; Major Brian Haugen, USAF Thunderbirds; and Ed Couch, then at Regional Air Traffic and now Manager, Reno Tower, for the Air Traffic Controllers Association.

The ceremony was concluded with a ribbon-cutting by Air Traffic Manager Richard Barker and the first chief of Las Vegas Tower (March 1942), Clyde Boughton. Refreshments and guided tours followed the ceremony.

Of special note is that four former chiefs of the tower were there. They are Clyde Boughton, Ralph Vroman, Stuart Hayter and William Pollard. Also attending were several former members of the Las Vegas Tower staff, both Air Traffic and Airway Facilities personnel. Deputy Director Richard Devereaux can boast of being one of the former Air Traffic members and was also in attendance.

Pictures of four of the five FAA/CAA towers that have served Las Vegas were presented by the Air Traffic Controllers Association. Tower No. One was missing and Clyde Boughton confirmed that a picture obtained was, in fact, the original and this now will be included to complete the collection.

Open house was held last October for airport employees and the public. Approximately 1500 attended during the three days and everyone seemed greatly impressed with the new quarters.

Because of the limited number of FAAers who could be on the tour, the tower staff prepared a video tape, "A History of Aviation in Las Vegas". It was shown to all those waiting in line and contained actual footage of a motion picture showing the first landing and take-off of Western Air Express at Las Vegas in 1926. Many were so impressed with the tape they watched it a second and even a third time. Ovariations followed each showing and a copy was since sent to FAA Administrator J. Lynn Helms. Special thanks to Bill Heyer, George Etter, Bob Remley and Bob Herrell for the many hours, both on and off the clock, for this superb look at the past.

We would certainly be remiss if we did not mention the wives who contributed to the three very successful days. They were: Carolyn Vanderpool, Lee Mikes, Michele Hanks, Carol Kemple, Carolyn Keen, Gina Sutton, Jan Rosgen, Caroline Junge, Nancy Kerns, Betty Lundberg, Jan Tucker and Barbara Heyer. These lovely ladies provided refreshments and conducted tours. The Clark County Department of Aviation Tour Director, Diana Rankin, also assisted with six of her tour guides.

And last, but definitely not least, a very special thanks to all present and former FAAers who attended. Thanks to all, it was an occasion which will be long remembered.

Cover photo by John Katsigenis.



Las Vegas Tower Dedication Ceremony



A--Regional Director Mac McClure (right) delivers the dedication address. From left--Clyde Boughton, the first chief of Las Vegas Tower (1942); Congresswoman Barbara Vucanovich; Reverend Gerry Gerber; and Deputy Director Dick Devereaux.

B--Richard Barker (left), present Manager of Las Vegas Tower, accepts new USAF Thunderbirds picture from Maj. Brian Haugen of the USAF Thunderbirds.

C--Ed Couch (left) making presentation from the Air Traffic Controllers Association to AT Manager Richard Barker.

Photos courtesy of Lee McDonald, Las Vegas News Bureau.

More Las Vegas Dedication



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A--The dignitary line-up--from left--
Clyde Boughton, Stuart Hayter,
Ralph Vroman, Richard Barker,
Commissioner Jack Petetti, Congress=
woman Barbara Vucanovich, Regional
Director Mac McClure, Rev. Gerry
Gerber, Deputy Regional Director
Dick Devereaux, Commissioner Thalia
Dondero, Commissioner Karen Hayes
and William Pollard.

B--The first tower chief, Clyde Boughton,
and the present tower manager,
Dick Barker, congratulate each other
on a job well done.

C--Richard Barker and Clyde Boughton
cut the ribbon.

Photos courtesy of Lee McDonald,
Las Vegas News Bureau.



D--From left--James Panter, Assistant Air Traffic Manager, Las Vegas Tower; Gene Lawing, Manager, Air Traffic Division (now retired); Frank Jones, Acting Deputy Manager, Air Traffic Division; and Stuart Halsey, retired. Photo courtesy of John Katsigenis, now retired.

E--From left--James Panter; John Katsigenis, Assistant Sector Manager, Las Vegas Airway Facilities Sector (now retired); and Dale Shriver, Area Manager, Las Vegas Tower. Photo courtesy of Lee McDonald, Las Vegas News Bureau.

F--From left--Frank Powell, Las Vegas AFS; Sherry Seward, Las Vegas Tower Secretary; Carol and Jim Kemple, Las Vegas Tower; and Deputy Director Dick Devereaux. Photo courtesy of John Katsigenis.

Editor's Note:

The following article was written by David Clarke, Data Systems Specialist at Las Vegas Tower, and published in the McCarran International Airport "FLYER". It is reprinted here with permission from the editor, Diana Rankin.

Reminiscing...

by David Clarke

Twenty-seven years of continual change and growth in the world of aviation have taken place since this air traffic controller first reported for duty at Las Vegas Airport Control Tower in 1956. In those days the control was an open frame, steel structure, with a glass enclosed cab, affectionately referred to as the "fish bowl on stilts." It was located on the west side of the airport, just south of the Hughes Service Center. The terminal was a single story rambling adobe-style building, and the gates were literally "gates" in a chain link fence through which passengers boarded the various flying equipment serving Las Vegas.

The airport was way out of town then. Not having radar, we helped pilots find the runways by telling them to look five miles south of the city on the east side of the Los Angeles highway. A little unsophisticated perhaps, but it worked.

The tower was a noisy place. We didn't use headsets, so all the radio transmissions were heard on loud speakers, over the clatter of the teletype machines. We were a combined facility then, Tower and Flight Service, all-in-one. The separation of Tower and Flight Service and establishment of a Ground Control Position heralded the coming of the "big time" to Las Vegas Tower and confirmed the need for a new and better building.

Ramp areas and taxiways on the east side of the field were completed early and went unused for many months. One of TWA's pilots, a sports car enthusiast, organized a road race to take advantage of this fine surface. We controllers enjoyed a magnificent spectacle from our vantage point through our ever-present binoculars.

The new terminal and control tower grew out of the desert as we watched. Soon the carriers were using their new facility, but we could only admire our new tower longingly for two more years, while construction problems were being solved and equipment was installed.

At last the great day arrived and we moved across the field into our present location. We had monitored from the new facility to get a feel for the new perspective, but it still took a couple of weeks to get used to seeing the traffic patterns from our new position. Some of the first traffic decisions we made were somewhat embarrassing. One thing we discovered was that the floor of our new cab was the same elevation as the high point on the airport located at the intersection of Runways 1 and 7. This made visibility of the west ramp areas very poor. However, this was a small disadvantage compared to the pluses of having a modern, comfortable, and reasonably quiet building. We also had another big plus - RADAR - the big eye in the sky. Instead of relying on mental pictures and notes, we could now actually see airplane positions.

Later radar was equipped with a radar beacon, greatly simplifying identification of aircraft making our operation more efficient. Then came the ARTS III. This computer system actually tracks identified aircraft on radar display, remembering aircraft identification, air speed, direction and registered altitude.

We are now facing the new challenges which come with any new facility; but being higher, the new tower gives us the much-needed view of the west ramp areas and lets us see over the new additions to the terminal.

Twenty years of change and innovation have taken place since the move into the "Old" Las Vegas Tower. The "New" Las Vegas Tower is like a giant that looms skyward, dwarfing the once magnificent structure of the early sixties.



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Happy Retirement In Paradise

James M. Cox (right), Manager of the Honolulu Airports District Office, was recently presented a special "Aloha" gift by John Gordon, Acting Area Coordinator, wishing Jim well at his aloha retirement luncheon. Jim's many FAA friends on the mainland also wish him a very happy retirement!

Photo by Daniel S. Matsumoto.



New Airport Area Concept Set For Validation

Controllers and pilots in Austin, Texas, and Columbus, Ohio, have been getting ready for weeks for an operational evaluation of the new Airport Radar Service Area (ARSA) concept that eventually could replace the present Terminal Radar Service Areas (TRSA) nationwide.

The one-year validation period got underway December 22 at Austin's Robert Mueller Municipal Airport and January 19 at Port Columbus International Airport. The ARSA concept is one of many recommendations developed to date by the ongoing National Airspace Review.

So far, more than 350 pilots have been briefed at 15 FAA-sponsored pilot meetings in the Austin area. Another 400 have attended meetings around Columbus.

Generally, pilots have reacted favorably to ARSA, which promises better service than TRSA and, at the same time, will be less restrictive than Terminal Control Areas (TCA). One particular selling point is the fact that no additional equipment, beyond a two-way radio, will be required for ARSA operations.

Weslie Goheen, Assistant Manager of the Austin Tower, said controllers also have reacted positively to ARSA, which gives them more flexibility in spacing arriving and departing traffic. They also like the idea that ARSA participation is mandatory, which means that pilots are under positive control at all times. TRSA participation is voluntary, which produces a traffic mix.

Enroute Centers Expand

FAA took the first step in Jan. to prepare air route traffic control centers for their expanded role in the future automated system. Since the Seattle Center will be the first en route facility to undergo expansion, Headquarters planners will turn over drawings and specifications for the modernization project to the Northwest Mountain Region. The material was prepared by the Advanced Automation Program Office and the Program Engineering and Maintenance Service.

Groundbreaking for the Seattle Center expansion is scheduled to take place in July 1984. The agency plans to expand all 20 domestic centers to accommodate the host computer systems, which will replace the present IBM 9020s.

In addition, the new wings also will provide space for control room expansion. After the new computers, sector suites, and other equipment are installed, the system will be able to handle air traffic on into the 21st Century.

The new wing at Seattle is expected to be completed by the spring of 1985, and similar wings at other centers are scheduled to be completed by early 1987.



Eugene Schmidt

Friends of FAA Retiree Eugene Schmidt, will be saddened to learn of his death on January 3, after a long illness. Prior to his retirement, Gene served as an Electronics Technician at Bakersfield Airway Facilities Sector. Our sincere condolences to his family.

Tech Center Modernized With Third New Building

The FAA Technical Center is rapidly becoming the world's most modern aviation technical and research facility. On January 23, ground was broken for the third major building construction project at the Atlantic City site. First, there was the Flight Operations building, dedicated in 1967; second, the Technical building, May 1980; and now the Technical Support Facility (TSF), which will house functions currently performed in 26 separated, outmoded buildings.

The TSF, which is scheduled to be completed by January 1986, is located between the other two new buildings. The major portion of the newest structure will contain 43,500 square feet of warehouse space; 32,600 square feet of shops and storage; 12,800 square feet of office space, and an additional 19,500 square feet of outside storage.



Guam IFSS Decommissioned

After serving the flying public for more than 36 years, Guam IFSS was decommissioned on Dec. 1, 1983. Once an integral part of the air traffic system in the Pacific, the station started back in 1947 and proudly and efficiently performed its assigned tasks throughout the years. The facility was staffed by more than 20 people at its peak during the Viet Nam era and by a mere eight when it finally closed. Its primary function, HF air-ground, was turned over to Honolulu ARINC and other tasks transferred to Honolulu FSS and Guam CERAP. It is not without a bit of nostalgia that we bid a fond farewell to Guam IFSS.

Accounting Employees Of the Month



In the above photo, Judy Shigemura, October Accounting Employee of the Month, congratulates Marion Stevenson and Ruth Dennis (right), November Employees of the Month. Each month a deserving employee will be chosen from the Examination and Classification Branch and the Operations and Analysis Branch. Ruth Dennis, Examination and Classification Branch, was selected by her fellow employees. Western-Pacific Payroll's loss was definitely the Branch's gain when Ruth joined the Accounting Division in December of 1982. Her energy, diligence and warmth has been an inspiration to all who know her. Marion Stevenson, Operations & Analysis Branch selectee, is the senior accounting technician and backbone of the General Ledger Section. Before coming to the FAA 10 years ago, Marion worked at the U.S. Navy Purchasing Office, Ft. MacArthur and the Long Beach Naval Shipyards. Although a graduate of Compton High School in Los Angeles, Marion hails from Palestine, Texas, and spends many vacations there visiting relatives and friends. She is married, has two children and four grandchildren.

Orange County Tower News

Arrivals, departures and special events highlight the latest news from John Wayne Airport and the Orange County Tower. First we want to welcome our latest FAA Academy graduates Merle Warren and Joe Santoro. Their eager, intelligent looks will blend in perfectly with the wealth of new talent that has come our way in recent months. Congratulations to two more relative newcomers on their facility certification: Sheri Peterson and Tony Patrizio blazed through training just in time to fill the gaps created by the departure of Jack Evans and Fred Mauck. Later in the

summer, we lost SATCS Pete Carey to Los Angeles Tower and ATCS Mark Washam who followed Pete to the big city facility. Congrats on their promotions. Joining the full performance level ranks are controllers Steve McDougall, Tony Patrizio, Sheri Peterson, Joy Reed, Jim McCann, Karen Snyder, Debra Cooke and Richard Britz. Coming to Orange County in January was Jeff Miller from Gillespie Tower. Area Supervisor Jim Brantley is now on board and getting ready to take over a crew. We would also like to extend an invitation to all local control personnel to visit us in our new tower; it's great!

Human Relations Program

This week, INTERCOM interviews A. P. Albrecht, Associate Administrator for Development and Logistics. He gives us his point of view on one FAA and one ADL.

"We have just completed our first year of the formal human relations interaction between ADL management and employees. However, even expressing the situation this way reinforces the obsolete notion of two discrete entities within the ADL structure. I believe that increased recognition of the need for one FAA throughout the agency and within each major organizational element is what's important. The Human Relations effort launched by the Administrator has as one of its basic goals fostering this 'one FAA,' in concept and in fact. Achieving the goal requires commitment for each of us but is certainly one we can expect to accomplish. Our first year of HR interaction was a learning experience for everyone. Our second year should see us--all of ADL--making greater strides toward one ADL and one FAA. For my part, I hope that the distinction between 'management' and 'employees' is reduced to the point that the ADL team can truly work together to do the big job facing us. I sincerely believe this is a must if we are to successfully execute the National Airspace System Plan upon which the continued safety and growth of aviation in the U.S. is based."

San Jose AFSFO Telephone Number Changes



Effective immediately, San Jose Airway Facilities Sector Field Office telephone numbers are changed to: FTS 466-7717, Commercial (408) 291-7717.

Thompson Leaving FAA

If Administrator Helms was the "Father" of the National Airspace System (NAS) Plan, Jerry Thompson can be described as the obstetrician who delivered it. The 22-year FAA veteran spent most of 1981 heading up the task force that put the NAS Plan together for the Administrator. Those activities helped to win him a Presidential Meritorious Rank Award in 1982.

Now, having completed that task and two updates of the Plan as director of the Systems Engineering Service, he's leaving FAA to establish his own company. His departure date is sometime in March.

Thompson began his FAA career in 1962 as an electronics technician in the Western Region. He transferred to Washington Headquarters in 1970 and worked his way up through the ranks to become director of the Airway Facilities Service in February 1980. He took over his present post following the reorganization and consolidation of the agency's engineering activities in 1982.

Aircraft Thefts Drop Again

Either people are getting more honest or airplanes are getting harder to steal. In either event, aircraft thefts dropped again in 1983 for the fourth straight year.

Figures released by the Aircraft Owners and Pilots Association show the number of stolen aircraft declined seven percent in 1983 with 181, as compared with 194 in 1982. On the other hand, avionics thefts jumped 20 percent over the previous year.

AOPA noted that Federal efforts to stop drug trafficking in the Gulf States produced a marked decline in aircraft thefts in Florida, but apparently the smugglers are moving west. That's indicated by the fact that California led all states last year in stolen aircraft.

Fremont AFS News

Congratulations to the following Fremont Airway Facilities Sector employees who recently received awards: Outstanding with Quality Increase Awards - Virgilio Torres, Supervisor, Environmental Support Unit; Russell Hall, Environmental TID; Alfonso Meza, CDC/DARC Systems Performance Specialist; and Diane Sanchez, Supply Clerk; Outstanding with Special Achievement Awards - Henrietta Dix, Computer Operator; Kenneth Bledsoe, Peripheral Device Repairer; and Ronald Aquilina, Electrician; Group Special Achievement Award Based on a Special Act - W. Chang, C. Coit, B. Green, T. Kimmel, D. Lawson, A. Trevino, F. Watson, and M. Winston, Display Unit Personnel, for their work on the Anti-Glare PVD installation; Adopted Suggestion Award - Maximo Mendoza, Engineering Technician; Career Service Emblems - 35 years: David Dart, Systems Engineer; 30 years: Rex Lary, CCC Systems Performance Specialist; Donald Olivera, Systems Engineer; and Laurence Taylor, Radar Electronics Technician; 25 years: Arnold Cantrell, CDC/DARC Electronics Technician;

Phyllis Edmison, General Supply Specialist; Samuel Emmer, Radar Electronics Technician; and John Chisholm, CCC Electronics Technician; 15 years: Henrietta Dix, Computer Operator; Marsha Walsh, Administrative Officer; and Pedro Tabo, Peripheral Device Repairer Congratulations to the following employees who both retired on Jan. 3: Robert Green, Display Electronics Technician, retired with 42 years of Government service and Dale Wertz, Radar Electronics Technician, retired with 38 years of Government service. We wish both a happy and healthy retirement. . . . Pat Murphy, Utility Systems Repairer-Operator, is very proud of his daughter Brenda. Brenda competed in the California State Talent Competition (1983) and won many awards which included five First-Place Awards, two Second-Place Awards, one Show of Champion in Acrobatics, and one Second-Place Grand Champion in the State of California in Acrobatics. These are just a few of the awards Brenda received. Congratulations to both Pat and Brenda!

Congratulations Never Too Late For Maui's Ray Hughes

Air Traffic Control Specialist Ray Hughes (right), Maui Tower, is presented a Special Achievement Award for his superior job performance. Making the presentation is Area Supervisor Bill Coelho. INTERCOM publicity for Ray is months overdue because of the volume of awards photos received, but our congratulations is well deserved!





Olympic Games -- How Gozit

A meeting recently held between the Federal Executive Board and the Los Angeles Olympic Organizing Committee (LAOOC) revealed the following information which we thought FAAers might find of interest:

- 12,000 athletes and coaches are expected to attend the Olympics and will be housed at the University of Southern California (USC), University of California at Los Angeles (UCLA), and the University of California at Santa Barbara (UCSB) between July 15 and August 14;
- 8,000 press representatives will operate from centers at the Los Angeles Convention Center and ABC Studios in Hollywood;
- 4,000 officials from various Olympics organizations and sport federations will also be in attendance;
- 1,000 special buses and 1,400 cars and vans will be used to transport the above people between Olympics villages, hotels, press centers and the 23 venue sites for the games;
- there are normally 100,000 visitors a day in Los Angeles during the summer; this is expected to increase to 230,000 a day during the games;
- the LAOOC will have 4,500 paid employees and 45,000 volunteers;
- the Rapid Transit District will add 500 buses to its current fleet of 2500;
- many companies will operate on a four day work week but are encouraged to start work two hours earlier to facilitate traffic flows;
- some downtown Los Angeles streets will be converted to one-way;
- freeways will operate as they now do with no special lanes except that the Vermont and Martin Luther King exits near the L.A. Coliseum will be restricted to buses;
- bus tokens will have 24 different Olympic logos and will cost 50 cents each; a special package of these will be available for \$24.95;
- all parking at the L.A. Coliseum will be restricted to buses; private parking nearby is expected to cost \$40;
- park-and-ride buses to the games will cost \$6 per person each way;
- shuttle buses near the game sites will cost \$2 and \$4 for express systems;
- the California Admissions Day holiday will probably be shifted to early August;
- special traffic studies have indicated the freeway system can handle the traffic from the games as they will not coincide with normal commuting traffic;
- 100,000 students will be selected from athletic and scholastic competition for free tickets to various events;
- a major effort will refurbish the infrastructure of the City and community support solicited to beautify the area.
- approximately three and a half billion dollars will be spent in the Southern California area;
- four recruitment centers for volunteers have been established in Westwood, Crenshaw, East Los Angeles and Long Beach; people must sign up in person rather than by mail;

CATCH THE OLYMPIC SPIRIT!!!!!!!!!!!!