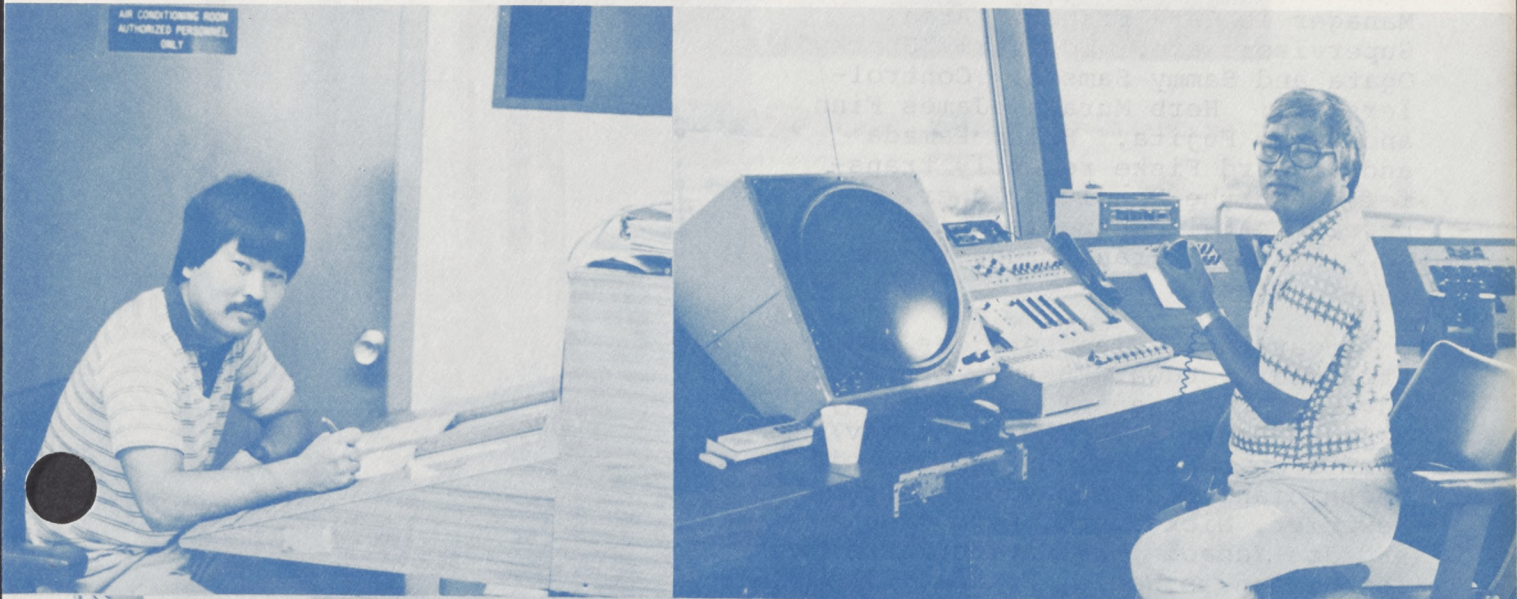




U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Western-Pacific Intercom



## HILO TOWER

## Cover Story

This week, INTERCOM features the people at Hilo Tower, located on the "Big Island" of Hawaii. This island is also known as the Orchid Isle and Volcanic Island, and is large enough to contain all of the other islands combined.

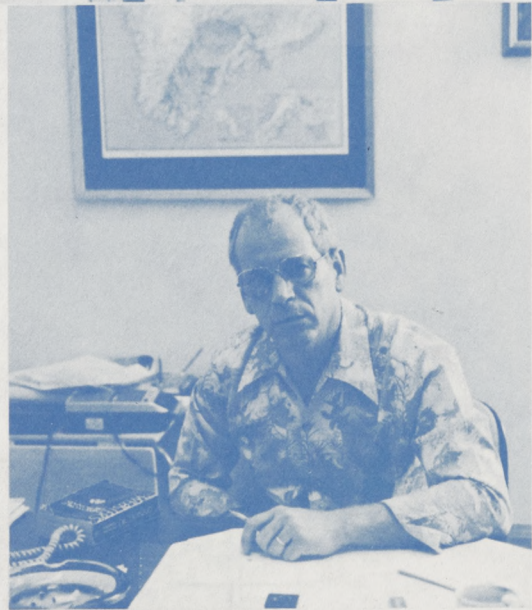
Hilo Tower is a full range radar approach control tower/TRACAB with ARTS II equipment. The Air Traffic Manager is Gary Fisher. Area Supervisors are: Woshiaki "Sharky" Ogata and Sammy Samson. Controllers are: Herb Murata, James Finn and Randy Fujita. Brian Yamada and Richard Fiske recently transferred to the Honolulu Tower. Developmental controllers are: John Hardman, Frank Prunesti and Frank Vernes.

Airway Facilities services are provided by Edward Brady, Manager, Nav/Comm Unit, and Tokiwo Nagata, Manager Radar/ARTS SFO. The Nav/Comm crew consists of: Electronic Technicians Bill Agbayani, Warren Newcomer, Nick Nuevo, Hiro Tanaka and Joe Yadao. The Environmental Technician is Wesley Fukuda. The Radar/ARTS crew consists of Electronic Technicians Jim Boetcher, Jim Parker and Norman Suzuki.

Serving as secretary for both Air Traffic and Airway Facilities is Alice Imano.

Hilo is the alternate airport for Honolulu International since General Lyman Field is the only other island airport that can accommodate fully-loaded "heavy" aircraft.

Perhaps Hilo is better known as the only active volcanic island in the United States. In 1983, Madame Pele put on her spectacular display 17 times -- one eruption shot up 1500 feet into the air. Spectators from the tower cab have a safe ringside seat.



Above photos: Hilo tower itself and Air Traffic Manager Gary Fischer.

Cover photos:

Top--from left--Randy Fujita and Area Supervisor Sammy Samson.

Below--from left--Nav/Comm Electronic Technicians Bill Agbayani, Warren Newcomer, Hiro Tanaka and Nicanor Nuevo.

# MORE HILO TOWER



More people at Hilo Tower are:

Top--Controller Richard Fiske.

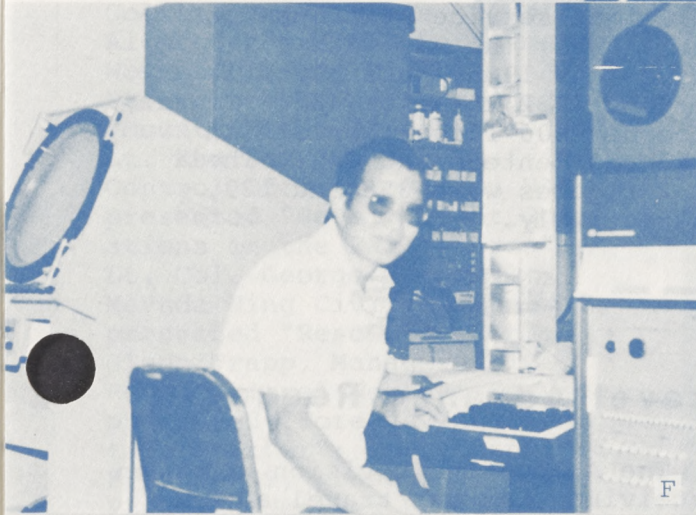
Middle--Brian Yamada (left), Controller, and Bill Downie, who serves as controller, data systems specialist and evaluation and proficiency development specialist.

Below: Alice Imano, AT/AF Secretary.

MORE...



# HILO



A--Frank Vernes, Developmental Controller.

B--Jim Nielsen (left), Special Assistant to the Regional Director, and Tokiwo Nagata, Manager, Hilo Radar.

C--Ed Brady, Manager, Hilo Nav/Comm.

D--Controller Jim Finn.

E--From left--Radar Electronic Technicians Norm Suzuki, Margaret Chesnek (since transferred to Oakland Center), James Boetcher and Jim Parker.

F--Norm Suzuki, Radar ET.

G--Controller Herb Murata.

H--Sharky Ogata, Air Traffic Area Supervisor.



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## Don Bonga Receives Award



Don Bonga (right), Maintenance Worker, Hangar Maintenance Unit, was recently presented a Letter of Commendation by Wally Ward, Los Angeles Airway Facilities Sector Manager.

## Flight Assists Up in '83

FAA's air traffic control specialists recorded only a slight increase in total flight assists last year, but they made each one count for considerably more. As a result, the number of people "saved" in these flight assists was up by more than 400 over the previous year.

Year-end figures for 1983 show 2,323 people on board the aircraft involved in the 1,005 flight assists. This compares with 1,899 persons and 959 flight assists in 1982.

Flight service stations continued to show the way with 459 "saves" in 1983, just slightly under the 1982 total of 462. Towers recorded 406 flight assists in 1983 and centers had 140. Their 1982 figures were 358 and 139, respectively.



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## Travel Advance Requests

The Accounting Division has been receiving numerous travel advance requests with very short lead time before the travel begins. Approving officials should insure that advance requests are forwarded to the Accounting Division in sufficient time to allow processing by our office. A MINIMUM of two weeks should be allowed. This will avoid late receipt of advance checks by the traveler.

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## Oldest Controller Retires

At the age of 64, the man who was FAA's oldest working controller has hung up his headset at the Nashville Airport Tower.

John Hettish spent his entire 24-year FAA career at Nashville, riding a motorcycle to and from work in all but the coldest weather. He was a favorite of former Administrator J. Lynn Helms who frequently cited him as an example of the "can do" spirit that has characterized the air traffic control workforce during the rebuilding program.

A long-time aircraft owner and a new boat owner, Hettish seems all set for retirement but first he has to paint his house in Murfreesboro, Tenn. He says he's been putting that off too long.

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, or Beth Caughey, Assistant Editor, AWP-5, 213/536-6431 or FTS 966-6431.

## Mountain Flying Safety Seminar

The first Mammoth June Lakes Airport/Mountain Flying Safety Seminar was held last year with aircraft coming from all over California and Nevada.

Our Regional Flight Surgeon, Dr. U. A. Sexton, presented a two-part presentation on "Medical Factors for Pilots"; Carl Borchers, Reno Accident Prevention Specialist, presented "Flight Proficiency" and "The Pilot's Role in Collision Avoidance, Density Altitude/Aircraft Performance Workshop"; the McClellan AFB Para Rescue Team presented "Mountain and Desert Survival"; Lt. Ken Sharpe, Air Traffic Control Officer, Fallon NAS, presented "Naval Flight Operations in the Fallon Area"; Lt. Col. George Cordingly, Nevada Wing Civil Air Patrol, presented "Rescue or Not"; Glenn Trapp, Manager, MIC Reno National Weather Service, presented "Forecasting Mountain Weather"; Terry Lankford, Fresno FSS, presented "Flight Planning/Weather Briefings"; and LCDR Norm Hicks, Search and Rescue Coordinator for Fallon NAS, presented "Mountain Search and Rescue".

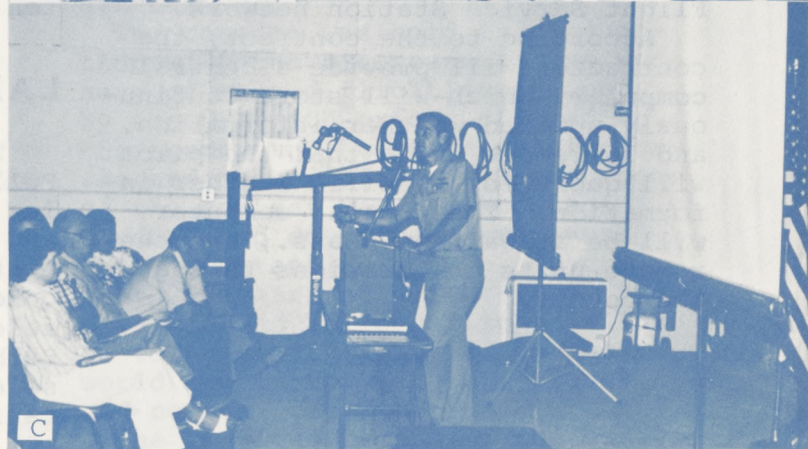
An Air Show and a Fly-In breakfast was also held on the weekend. The weather was excellent and all activities went without incident. Over 260 aircraft flew into the seminar.

A--Density Altitude Display.

B--Dr. U. A. Sexton, Regional Flight Surgeon, addresses the group.

C--Lt. Ken Sharpe, Fallon NAS, who is also an FAA Accident Prevention Counselor, speaks to the group.

D--Some of the many interested pilots attending.



## Minority Firm Gets Talking Computer Contract

The agency has awarded a \$20 million contract to a minority business firm for a computerized voice system that will provide weather information to pilots at 16 locations. Input Output Computer Services, Inc., of Waltham, Mass., will install and subsequently lease to FAA a nationwide system of talking computers that pilots can query for weather information through their touch-tone telephone.

The system, which was developed by FAA and tested in the Columbus, Ohio, and Washington, D.C., areas, is known as the Interim Voice Response System because it is expected to be in use only through September 1988. After that time, FAA will have a permanent version operating as part of the upcoming Automated Flight Service Station network.

According to the contract, the contractor will provide a central computer, which will store continuously updated weather information, and 16 remote units that the pilot will query for specific weather information. The central computer will be at Waltham, Mass., and the remote units at locations throughout the country.



## Federal Women's Program Committee Notes

The Analysis of the Career Development Questionnaire dated Nov. 28, 1983 has been reviewed and discussions held with Deputy Director Dick Devereaux, Polly Bryan and Marcie Thomas. They will meet with each division for implementing and attaining the goals listed in the Action Plan. Further information on the survey will follow.

## Flight Ban Eyed

Should flights be banned or limited over nuclear weapons production facilities in the interest of national security?

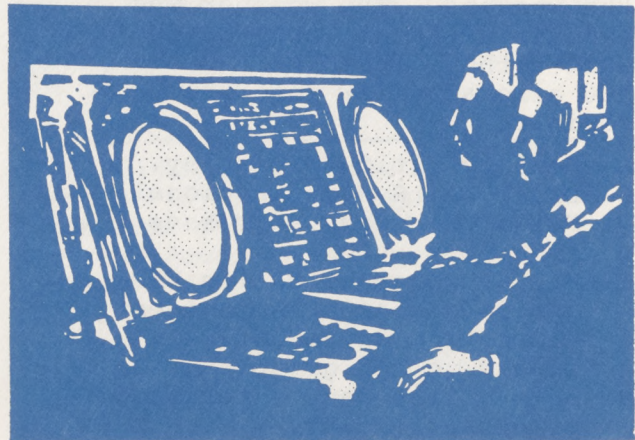
That's a question FAA is asking in an advanced notice of proposed rule-making that was issued because of the concerns of the Department of Energy and the national security council.

The FAA notice proposes the establishment of prohibited airspace at nine DOE nuclear facilities, which include Los Alamos, N.M., Oak Ridge, Tenn. and Livermore, Calif. Helicopter flights would be banned entirely from these areas. Overflights of fixed-wing aircraft below certain altitudes also would be affected.

FAA is planning to hold a public hearing on the notice March 13 at its Washington Headquarters. Written comments also are being solicited.

## LAX TRACON News

Three more join the ranks of Full Performance Level at Los Angeles TRACON. Bob Sawyer, Kurt Mayo and John Dutto have recently completed the training program. Welcome aboard.....Jim Miller has been selected as a supervisor at Santa Barbara and Ed Flippen has been selected as an Area Manager at Ontario TRACON. Congratulations!





## State Winners in Aviation Essay Contest Announced

The Western-Pacific Region has announced the state winners in the FAA's National Aviation Education Essay Contest. They are:

### Arizona

Nanci Bandes, a senior at Saguro High School in Scottsdale.

Tammy McMains, a seventh grader at Palominas Elementary School in Hereford.

Dawn Perfetto, a sixth grader at La Senita School in Kingman.

### California

Shalini Shah, a senior at Edison High School, Huntington Beach.

Robert Hock, an eighth grader at Andrew Carnegie Junior High in Orangevale.

Jeff Trapp, a sixth grader at West Valley Center for Enriched Studies, Woodland Hills.

### Hawaii

Matthew Bunson, a senior at Damien Memorial High School in Honolulu.

Craig Sunada, a ninth grader at Maryknoll High School in Honolulu.

Keri Uesugi, a sixth grader at Wahiawa Elementary School in Wahiawa.

### Nevada

Christina Alberti, a tenth grader at Churchill County High School in Fallon.

Tiffany York, a ninth grader at Kenny C. Guinn Junior High in Las Vegas.

Jaymi Elliott, a fifth grader at Gordon McCaw School in Henderson.

The winners in the senior category (grades 10 through 12) will serve as "Air Traffic Controller for a Day", as well as receive a special certificate and other honors from the FAA.

Winners in the grades 7 through 9 and grades 4 through 6 competition will each receive a Beech Aircraft Company model airplane and a special certificate and other honors from the FAA.

The top entrants in each of the three grade levels will now compete with each other for the Western-Pacific Regional honors. Winners from each of the FAA Regions will then go on to National Competition where a winner from each grade level will be chosen. Top prize is a \$5,000 scholarship to the senior level winner. All three national winners will receive a plaque honoring Edward Warren, the first American to go aloft in a hot air balloon.

The contest was held in conjunction with the Bicentennial Anniversary of manned flight, sponsored by the FAA with prizes offered by the agency and aviation manufacturers and organizations. The purpose of the contest was to encourage students to develop an awareness and understanding of the impact that 200 years of flight—from the first manned balloon flight in 1783 to today's jets—has had on the world and on how we live, travel and communicate.

The required length of the essays varied from 300-600 words for the youngest category to 1000-1200 for the high schoolers. The essays had to be written in ink or typed and be original work. They were judged by an independent judging committee on the basis of historical accuracy, originality, interest, neatness, spelling, punctuation and adherence to the subject, "The Importance of Aviation to our Society."

Jim Mills, Regional Aviation Education Coordinator, is now arranging for appropriate presentation ceremonies throughout the Region.

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## FAA FAMILIES BAND TOGETHER TO....

By Dale Neds, Guam AF Sector

FAA Guam is not only a sanctuary for employees and dependents, but also for the "free & wild" animals of the island. During a year's extended dry season, it is very evident how many animals enjoy the protection of this government land.

The dry season on Guam brings about many changes in the land, in people, in plants, and in the animals that inhabit the island. Because of the lack of rain, the boonie areas all turn brown and look like they are getting ready to hibernate through a rough winter. The wild vines that normally make the boonies thick and impassible now die and boonie stomping becomes a hot but enjoyable sport. Boonie stomping will always provide lots of evidence of wild "boonie pigs", coconut crab and deer, but last year the animals came out in the open daily in search of food and water.

Noticed early in the season was a herd of boonie pigs, consisting of two or three boars, seven or eight sows and two piglets. The herd first opted for the mowed area behind the IFSS and headquarters buildings for the feeding grounds. Soon, however, the herd moved to an antenna field just outside the housing area to avoid the pack of wild dogs that were also in search of food. The herd had lost one piglet by then, but had acquired a few new members, now numbering 15. The herd appeared thin and hungry as if the dry season had already started taking its toll.

FAAers started taking an interest in the herd which was observed each evening in the same field. Many people slowed their vehicles and some stopped and got out for a closer look.

My family and I decided to "adopt" the herd and began leaving opened coconuts in the feeding area. After a month of feeding them coconuts every day, we thought we deserved a better look. We then left the coconuts and parked our vehicle on the opposite side of the field. During the following month we had proven ourselves harmless enough to park as close as 30 feet from the feeding area and managed to take the photo on the opposite page.

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## ....Help "Boonie Pigs" On Guam



During the second month we were concentrating so much on getting some good photos, that we missed the new herd of pigs that were appearing nightly close to the security guard building. The security guard informed us of the new visitors -- seven piglets and two sows. A week later, while coming into the FAA area, the guard pointed out yet another herd of wild pigs grazing near the recreation center. This herd numbered 10 and looked very healthy. We now know of at least two other groups of pigs in the area -- at least 42 pigs on FAA housing property and several others that have not even been counted.

The care of these pigs could not have happened without the endless effort of family and friends. The effort of gathering truckloads of coconuts, trimming the boonie area, and splitting a minimum of 20 coconuts a day, was a labor of love and sacrifice enjoyed by all.

The biggest joy is yet to come -- that will be experienced when the now pregnant sows enter the field with their little ones trailing behind.

*Editor's Note: We thank Dale Neds for sharing this heart-warming story with us and salute the people on Guam who participated in this caring experience. Thanks also to Sector Manager Bert Pickett who saw that the story and photo was submitted to INTERCOM.*

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