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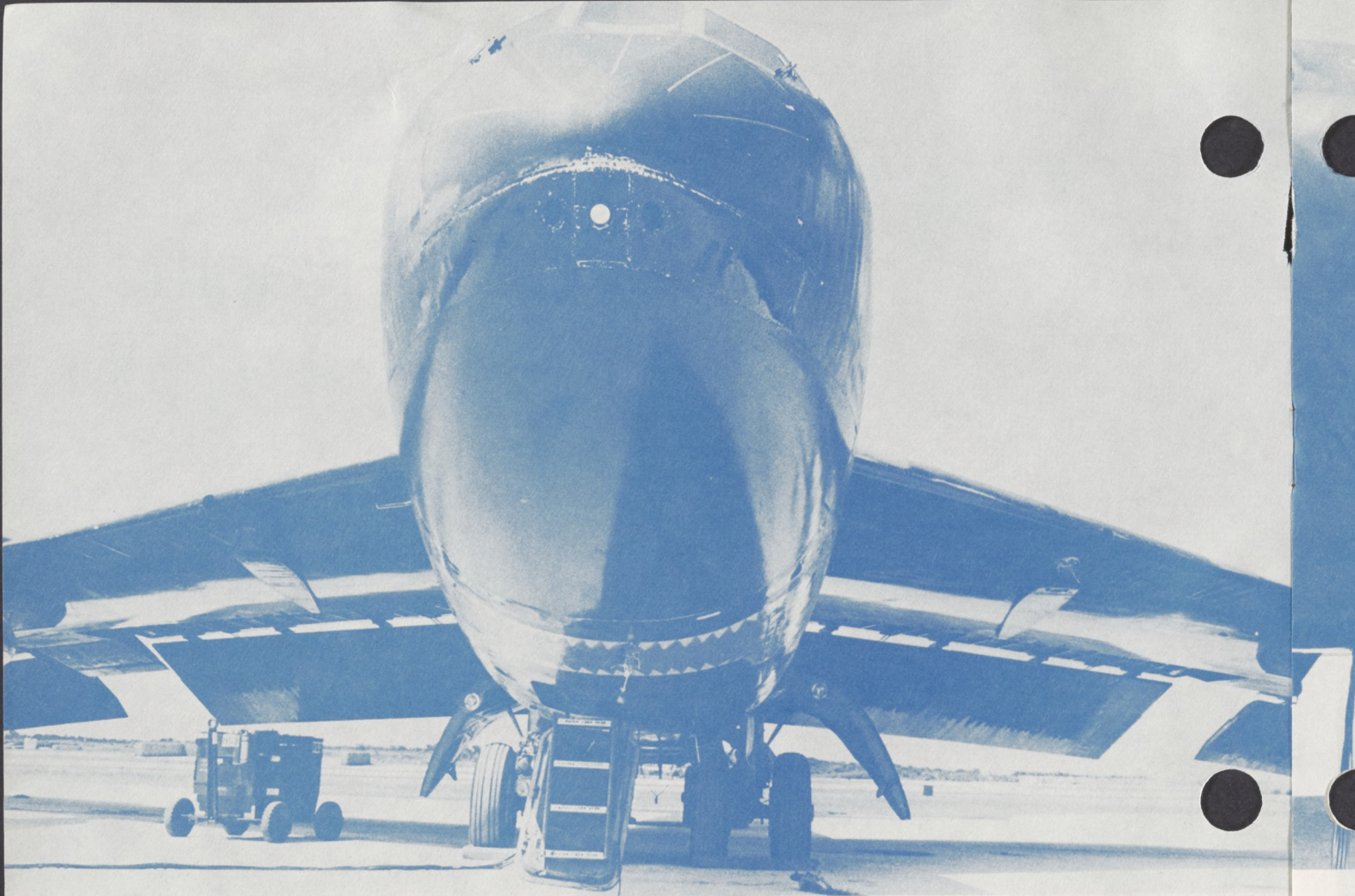


US Department  
of Transportation  
**Federal Aviation  
Administration**

# Western-Pacific Intercom

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## Cover Story

FAA Guam CERAP recently participated in the final flight of Strategic Air Command's "D" Model B-52.

"LAST ZERO ONE cleared to the Fairchild Airport as filed. Maintain Flight Level Two Niner Zero."

With this clearance, Guam CERAP (Combined Air Route Traffic Control Center and Radar Approach Control) radar controller, John Sexton, passed to Andersen AFB Control Tower on the interphone line a final chapter of U.S. Air Force history about to be written. "LAST ZERO ONE" was the radio call sign of the very last B-52 "D" model to fly. This final flight on Oct. 12, 1983, was to be non-stop from Andersen AFB, Guam, to Fairchild AFB, Spokane, Wash., where it will be part of the Air Force Museum.

LAST ZERO ONE, tail number 60676, is a 28-year-old aircraft with many flying hours spent in the skies over Southeast Asia. It is also notorious for SPORTS--a red star on its side to indicate that its tail gunner had destroyed a MIG fighter aircraft. Three of the crew members on this last flight were younger than the aircraft.

Guam CERAP played a very important part of the USAF's B-52 bombing missions over Southeast Asia. The B-52's started arriving in large numbers in June 1965. The first ARC LIGHT mission was flown on June 17, 1965. Thirty B-52's departed Andersen AFB on a historic flight. This was the first time that the U.S. Air Force used its nuclear strike force to drop the



COVER STORY (continued)

conventional "iron bombs" and the first time that the giant B-52's had been flown in combat. The B-52 force was gradually built up to almost 200 aircraft just prior to the "Eleven Day War" when during the pre-Christmas season of 1972 hundreds of B-52's began to pound military targets in the North Vietnamese homeland.

"We were really busy back then," recalls Willis Cannon, the FAA CERAP Air Traffic Manager.

"In the beginning we launched 30 B-52's at a time. Later, we changed to 66 B-52's per day, and finally in December 1972 we launched 90 B-52's from Andersen in one strike force."

One particular day Willis recalls they had 30 B-52's returning from the west, 24 F-105 fighter/bombers and 12 KC-135 tankers from Honolulu. "Pan Am 842 was advised he would be number 67 to land."

Willis says that many times they would return with engines shut down and low on fuel and Andersen would be socked in by weather. "We would launch the strip alert KC-135 tankers and they would refuel the B-52's and head for an alternate airport. During those days we were staffed with 53 operational controllers and supervisors. Now we have 15. We developed special procedures to handle the arriving B-52's and on many occasions we were able to maintain a perfect spacing that had a B-52 touchdown on the runway every 102 seconds."

To recognize the FAA Guam CERAP's past and present, "excellent service and assistance," the U.S. Air Force invited Willis Cannon and Bert Pickett, Resident Director/Sector Manager, to join the military and island dignitaries on the reviewing stand to observe the LAST ZERO ONE departure ceremonies.

(continued on next page)

## Cover Story (continued)

The ceremony included speeches by Maj. Gen. C. Reuben Autery, Commander, Third Air Division, and by Col. Dudley M. Moorhous, Commander, 43rd Strategic Wing and aircraft commander for the last flight of the "MIG Killer." During the speeches, LAST ZERO ONE was parked on the south ramp just a few feet away being prepared by its crew for its final flight.

Further recognition was bestowed on the Guam CERAP when Colonel Moorhous invited Radar Controller Denny Cleveland to ride along as observer on this last flight. Denny has been in the CERAP continuously longer than any other radar controller. Being "totally immersed in aviation" as he puts it, Denny spends most of his off-duty time with the Navy Aero Club, his Micronesia seaplane operation, or at the various military or civilian flying operations' offices.

"For the FAA and Guam CERAP to be so recognized," comments Denny, "we must be doing something right. I know I am extremely honored to

have been selected to participate in this historic flight."

The flight was routine and after 12 hours and 8 minutes in the air the airplane landed at Fairchild. "We didn't have to shut down an engine or lose any hydraulic pumps or generators which is unusual for a flight of a "D" model B-52," Denny comments. "We were air refueled enroute by the Air Force's newest tanker, the KC-10 Extender-- the new and the old."

Senior Master Sgt. Gary Adams from Andersen's Pacific Tanker Task Force videotaped the LAST ZERO ONE and the KC-10 takeoff from the ground. Denny videotaped the departure ceremony from the ground, and the takeoff, air refueling and landing from the cockpit of LAST ZERO ONE. Spokane Tower controller Don Kent (formerly a Guam CERAP Area Supervisor) taped the landing at Fairchild. This is all being made into an amateur production. If anyone would like a copy, contact Denny Cleveland at Guam CERAP.

"LAST ZERO ONE, SPOKANE TOWER, CLEARED FOR YOUR FINAL LANDING."



## Michele Lansford Receives Award

Michele Lansford (right), Aviation Safety Assistant, Long Beach Flight Standards District Office, was recently presented a Quality Increase Award with an outstanding rating by Carole McClure, Administrative Officer. When there is a job to do, Michele is always there to do it. Congratulations Michele on a superior effort during the past year!



## Essay Contest Winner Controller for a Day

Christina Alberti, FAA Aviation Essay Contest winner in the senior category (grades 10 through 12) for the state of Nevada, recently served as Air Traffic Controller for a Day at Reno Tower/TRACON. She is a 10th grader at Churchill County High School in Fallon, Nevada. In addition to being Controller for a Day, Christina was interviewed by three local television stations and was presented a Special Certificate by Edge Ritter, Reno FAA Representative/Reno FSDO Manager, and Carl Borchers, Accident Prevention Specialist/Aviation Education Specialist.

Top photos: Right--Ed Couch (left), Reno Tower Manager, and Edge Ritter, Reno FSDO Manager, look on as Christina Alberti acts out her role as Air Traffic Controller for a Day.

Below: Left--Doug Mott, Supervisory Air Traffic Controller, works with Christina in the Reno Tower cab. Right: Christina receives her Special Certificate from Ed Ritter (right) and Carl Borchers. Reno Chapter members of The Ninety Nines, the international organization of women pilots, are in the background.

## Bob Akins Receives SAA

Congratulations to Bob Akins, Electronic Technician, Oakland Airway Facilities Sector, who recently received a Special Achievement Award.



## Betty Schultz

Friends of Betty Schultz, formerly with Personnel Management Division, will be saddened to learn that she passed away on June 27. Expressions of sympathy should be addressed to her sister and brother-in-law, Mr. and Mrs. Robert Frehse, 19610 Redbean, Torrance, CA 90503 or to her mother, Mrs. Amelia Schultz, at the same address. Friends may also wish to consider a donation to The American Cancer Society in Betty's memory. Our deep sympathy is extended to Betty's family.

## Raymond DeCastro

Raymond R. DeCastro, Airway Facilities Sector Honolulu (HUB), passed away on June 20 after a courageous battle with cancer. Ray served as the Sector Personnel Development Officer for the past seven years at the Maui and Honolulu Sectors. He started his career with the FAA in the early '60s. Besides his training achievements, Ray was a leader in the promotion of Quality Circles. Ray is survived by his wife, Marjorie Ann, five sons, two daughters and two grandchildren. Our sincere condolences to Ray's family.

## Ernie Southerland Retirement Party

Ernie Southerland, retired last January as Manager, Flight Test Branch, Los Angeles Aircraft Certification Office, ANM-100L in Long Beach, Calif. After undergoing several major back surgeries and with recovery well on its way, a delayed retirement celebration for Ernie is tentatively scheduled for July 26. Contact the Flight Test Branch, FTS 796-2866 or 213/548-2866 for further information.

## Jim Krueger Delays Retirement

Jim Krueger, Western Aircraft Certification Office, ANM-179W, has changed his retirement date to August 31. The Cake and Coffee Party in his honor will now be held August 31 at 9 a.m. in Room 5W3 at the Regional Office. All of Jim's friends are invited to attend!

## Guam Scholar

Sarah Teubert, daughter of Air Traffic Control Specialist Jim Teubert, Guam CERAP, was recently presented an award of honor for her exceptional scholastic record at the San Vicente School, Barrigada, Guam. Sarah is a fourth grade student at the school. She has a 98.4 grade average for the school year which was the highest grade of all the fourth grade classes. Keep up the good work, Sarah!

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## Earlie Nichols Presented Award

Earlie Nichols (right), Environmental Support Unit Technician at the Los Angeles Airway Facilities Sector, was recently presented a Special Achievement Award for his outstanding work during the past year. Louis Romero, Environmental Support Unit Supervisor, is shown congratulating Earlie on his award.



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## Structured Staffing Modified      Changes Proposed At High Density Airports

Administrator Engen has decided to abolish the structured staffing program for non-radar controllers. This means that all controllers in the GS-2152 series will progress to the full performance level without competition, provided they satisfactorily complete the training requirements and meet time-in-grade criteria. The agency will continue to adhere to its training certification and "up or out" policy to assure a quality level controller workforce. The change does not affect air traffic assistants.

The decision followed a review of the structured staffing program that began in February with input from working controllers, facility managers, and regional personnel. As a result of this review, the Air Traffic Service and Office of Personnel and Training recommended that the structured staffing policy be modified and the Administrator agreed.

In announcing the decision, Engen said the action shows the various elements of the Air Traffic System "are working together as a team to keep our system the best in the world."

FAA held hearings in June in Washington, Chicago and San Francisco on a proposed rule change that would allow the airlines to buy and sell slots at four designated high density airports.

The proposal is intended to give the airlines more flexibility in scheduling flights at Chicago's O'Hare Airport, New York's LaGuardia and Kennedy Airports, and Washington's National Airport. All four locations are covered by the agency's High Density Rule which restricts the number of instrument operations during specified hours to reduce congestion and delays.

FAA also is proposing a lottery mechanism that would provide a back-up to the present system in which slots are allocated by airline scheduling committees. The lottery would be used in the event the airlines are unable to agree on the allocation of new slots.



## Eastern Region Is Outstanding Handicapped

This year's outstanding handicapped employee is Juanita Otero, an information processing clerk in the Eastern Region's Logistics Division. In the Administrator's letter to her, he said, "You best exemplify the kind of courage and dedication that characterizes FAA's handicapped employees."

Otero has been partially paralyzed since she was 11 years old, but taught herself to get around with leg braces and crutches. She even commutes to work on the bus, despite the hardships that it involves, and can be counted on to show up even in the most inclement weather.

Once, when the word processing equipment she used was changed while she was out on leave, she learned how to operate the new and more complicated machine on her own time. She came in early and stayed late, which added to her commuting problems.

Supervisors said her work has been instrumental to the success of the Logistics word processing center, which consistently has been number one in the amount of work produced at the regional headquarters. Her "Outstanding" performance ratings reflect this fact as do the three promotions she's earned during her three years at FAA.

## FAA Keeps Hollywood Bowl Quiet

Once again, FAA is cooperating with music lovers in the Los Angeles area by warning pilots to avoid the Hollywood Bowl during the summer concert season. The agency also plans to adjust traffic flow patterns wherever possible to minimize noise in the area of the Bowl, which is marked by two crossed searchlights in the night sky.

## Haggerty Wins Outstanding ATCC Flight Assist of 1983

Two air traffic controllers were involved in the recently announced Outstanding Flight Assist of 1983, but only one got the award. The other is happy just to be alive and well.

The drama began last Nov. 11, when controller Nathan Flory of the FAA tower at Charleston, S.C., lost power in his single-engine airplane on a flight from Raleigh-Durham, N.C., to Gaithersburg, Md. That's where 1983's award winner, Leesburg Center controller, Ronald Haggerty got in the act.

Flory's engine had died 5,000 feet over mountainous terrain in the Shenandoah region of Virginia. Flory requested a radar vector to Charlottesville, about 25 miles away. Knowing that the plane could not glide that far, Haggerty suggested a vector to the Fork Union Airport, which was six miles away, but was not depicted on the radar display video map.

At that point, Haggerty used a sectional chart to fix the position of the plane in relation to the airport. Flory was unfamiliar with the area and was losing altitude. Haggerty called off landmarks from the sectional chart and continued vectoring until the pilot saw the airport. Flory made a powerless landing without damage to the plane or injury to himself or his passenger.

Haggerty began his FAA career at the Washington Center in 1968 as an air traffic trainee, and is now a Plans and Program Specialist.

Administrator Engen visited the Leesburg Center to present Haggerty with a plaque for his remarkable "save." After the ceremony, he spoke to the controllers as a whole and expressed his gratitude for their continuing effort.

