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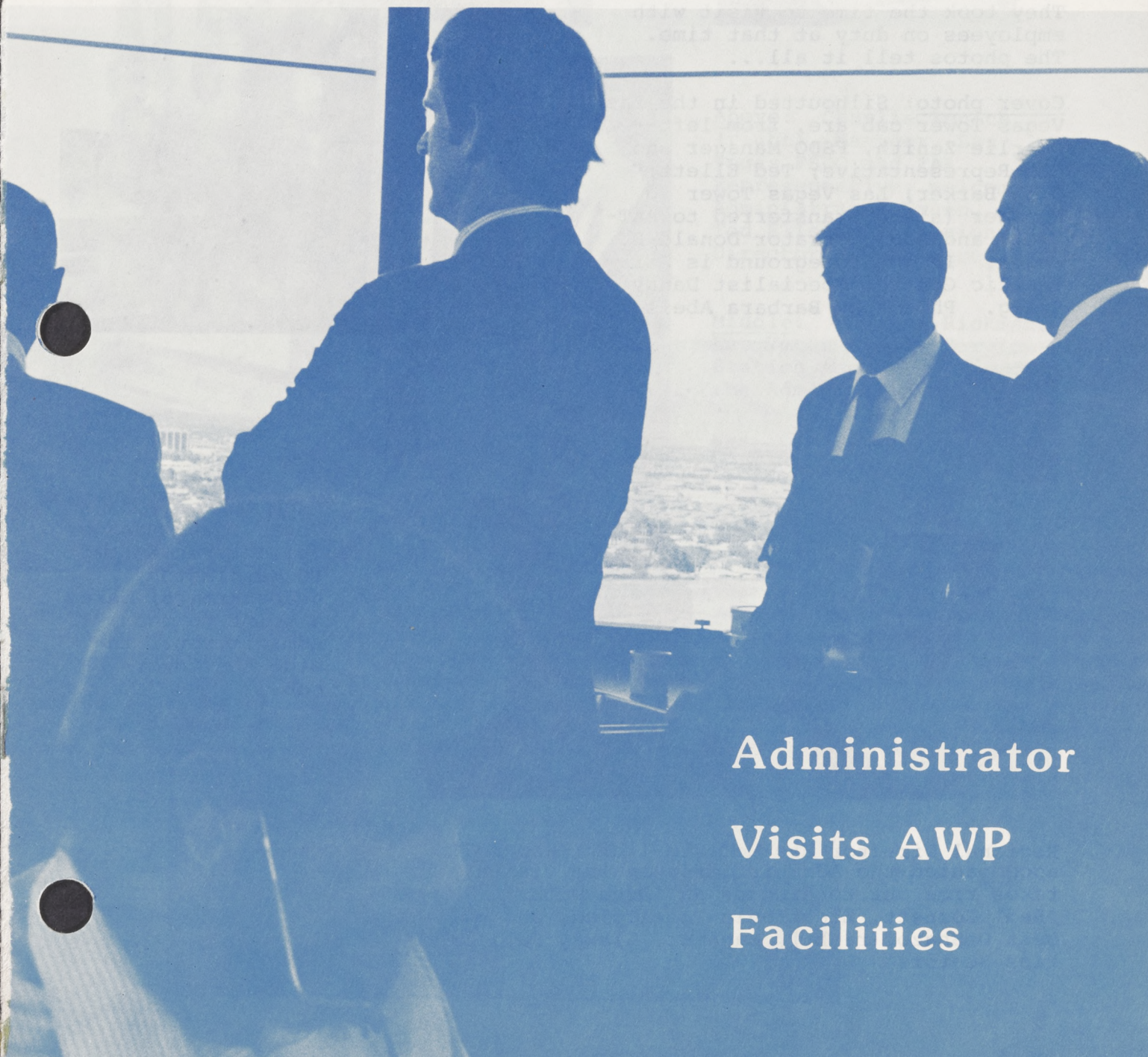
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US Department  
of Transportation  
**Federal Aviation  
Administration**

# Western-Pacific Intercom

A blue-tinted photograph showing the silhouettes of four men in suits standing in front of a large window. They are looking out at a cityscape and a body of water. The scene is backlit, creating a strong silhouette effect.

**Administrator  
Visits AWP  
Facilities**

## Cover Story

FAA Administrator Donald D. Engen recently paid his first visit to the field with a whirlwind tour of several FAA facilities in the Western-Pacific Region including those in Las Vegas. He and Special Assistant Ted Ellett visited Las Vegas Tower, Flight Service Station, Airway Facilities Sector and the Flight Standards District Office. They took the time to visit with employees on duty at that time. The photos tell it all...

Cover photo: Silhouetted in the Las Vegas Tower cab are, from left—Charlie Zenith, FSDO Manager and FAA Representative; Ted Ellett; Dick Barker, Las Vegas Tower Manager (since transferred to AAT-320); and Administrator Donald D. Engen. In the foreground is Air Traffic Control Specialist Danny Craig. Photos by Barbara Abels.



Above: Dick Barker, Las Vegas Tower Manager (since transferred to Washington headquarters) makes a point to the Administrator inside the tower cab.

Regional Director Mac McClure (left) who accompanied the Administrator on the visits, takes time out to discuss an issue with "Red" Cornett, Electronic Technician, and Dean DeShazo (right), Manager, Airway Facilities Sector.

# More Las Vegas



Above: Charlie Zenith (right), Manager, Las Vegas FSDO and FAA Representative, welcomes Administrator Engen, Ted Ellett and Regional Director Mac McClure (left).



Middle: LaVerna Rickman, Las Vegas Flight Service Station secretary, greets the Administrator.

Below: Inside the Las Vegas Tower cab in the foreground is Air Traffic Control Specialist Danny Craig.





# Las Vegas

Top: The Administrator meets Atanacio Almendariz at the Flight Service Station (left) and Larry Barrett, Electronic Technician at the Las Vegas Airway Facilities Sector.

Below: At the Las Vegas Flight Service Station. From left--Larry Mitchell, Administrator Engen, Regional Director Mac McClure, Robert Ternahan and Manager Hugh Southerland.

More

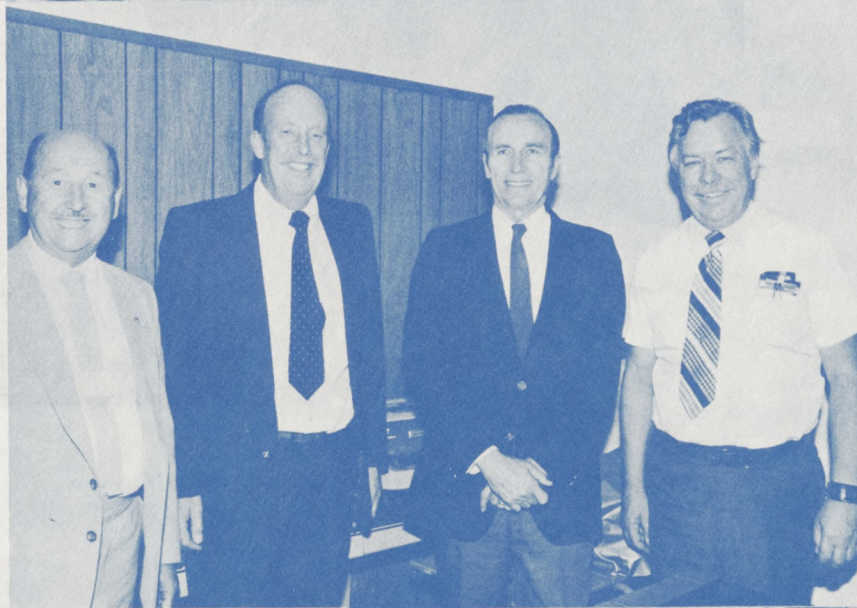


Above: At the Las Vegas Airway Facilities Sector. From left-- Ralph Hawley, the Administrator, Jim Wuollet and Manager Dean DeShazo.

Left: Shirley Robbins, Air Traffic Control Specialist at the Flight Service Station, chats with the Administrator.



# Still More Visit



Top: Controllers at Las Vegas Tower on duty at the time of the Administrator's visit are: From left-- Steve Corbett, Scott DeHart and Danny Craig.

Middle: From left--Flight Standards Manager Charlie Zenith, Principal Operations Inspector Paul Muskat and Principal Airworthiness Inspector Charles Miller.

Below: Airway Facilities Technicians Don Sutton and Jim Coyle greet the Administrator and Ted Ellett.



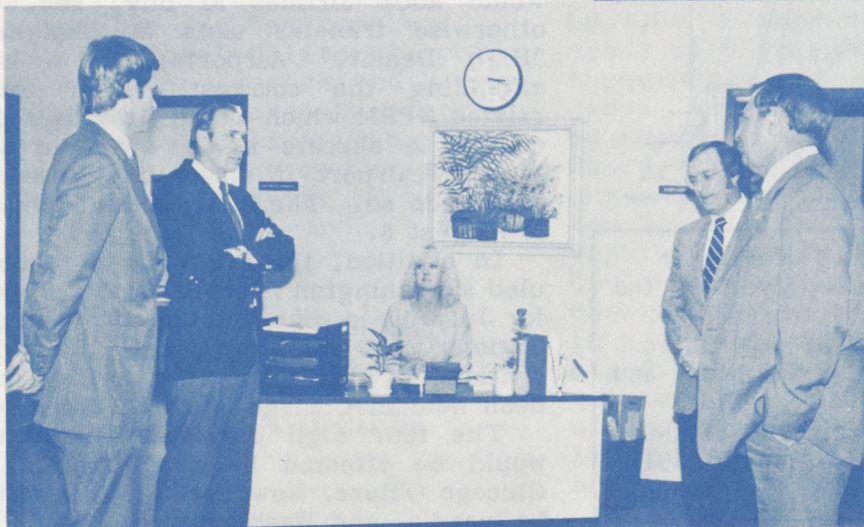


Still more employees meeting the Administrator and his party are:

Top: Deena McFarlane-Girola at the Las Vegas Airway Facilities Sector Office.

Middle: At the right--Charlie Zenith, Wanda Chappell and Evelyn LaBar from the Flight Standards District Office.

Below: Mary Ann Larson, Administrative clerk-typist at the Las Vegas Tower.



## FAA Nabs "Arch" Offender

There have been ten reported flights under the Gateway Arch in St. Louis since the 630-foot stainless steel landmark was completed in 1965. However, most of these flights occurred at night, and the pilots got away without a trace.

That changed on April 6, when a helicopter pilot threw the FAR's to the winds and flew under the Arch on a sunny afternoon in front of hundreds of riverfront strollers and tourists. After taking his helicopter through the Arch, he reportedly flew down the Mississippi and under two bridges.

Accordingly, FAA is proposing to ground Gerald Leonard of Louisiana Helicopters, Inc., for 90 days for violations ranging from flying in a careless manner to flying at too low an altitude to recover from engine failure. Joseph P. Brennan, Associate Regional Counsel for the Central Region, hopes that this proposed punitive measure will serve as a deterrent to other thrill-seekers bent on continuing this dangerous tradition.

This view is echoed by H. G. White, who heads up the Flight Standards District Office at Lambert St. Louis International Airport. "The only stand we can take on this is one of being very firm," he says.



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.

## ATC Recruiting/Training Programs Expanded

In order to fill out controller ranks and accommodate future attrition, the controller register will be open twice a year--in October and April--beginning FY 1985.

In addition, applicants will be able to select up to three FAA regions--rather than one--in which he or she will receive employment consideration.

Also next year, the FAA Academy training program will be expanded by 27 percent in the center option, 25 percent in the terminal option, and 11 percent in the FSS option. The radar training facility will continue to operate at maximum capacity.

During the May 1984 recruitment period, 14,700 individuals applied to take the ATC written examination. These applicants, along with well-qualified candidates from the Airway Science Curriculum, and the Predevelopmental and Cooperative Education programs, will be among the first to attend the expanded Academy classes.

## More Time Granted On Slot Proposals

In response to industry requests, FAA is extending the comment period on its Notice of Proposed Rulemaking (NPRM) that would allow airlines to buy, sell, and otherwise transfer slots at designated "High Density" Airports, as well as extending the comment period for a related NPRM which would provide a procedure to allocate newly available slots at such airport if scheduling committee cannot do so. The new comment deadline is August 6.

In addition, the agency has rescheduled a Washington hearing on the proposal for July 30 to give aviation trade organizations more time to prepare their presentations. Field hearings already have been held in Chicago and San Francisco.

The four high density airports that would be affected by the proposal are Chicago O'Hare, New York's Kennedy and LaGuardia, and Washington National.

## EEO Complaints

### Investigators Appointed

Carolyn Schmid, Flight Standards Division, and Raymundo Garcia, Airway Facilities Division, have been appointed to serve as Discrimination Complaints Investigators on a collateral duty basis. They will conduct investigations in the region and elsewhere in the agency upon request of the Director of Civil Rights, ACR-1. Both recently completed the investigators training course at Management Training School in Lawton, Okla.

Carolyn Schmid joined the FAA in 1980 and worked in Personnel Management Division and the Office of Human Relations prior to her present position as Secretary for the Situation Monitor Staff. Before joining FAA, Carolyn worked in private industry for production and consulting firms, and with the Retired Senior Volunteer Program. She graduated from Southwestern High School in Flint, Michigan, and has attended Los Angeles City College.

Ray Garcia, a Supervisory Electronics Technician who manages the Airway Facilities Sector Field Office at John Wayne Airport, has been with FAA since 1970. He previously served in the U.S. Air Force and worked with the California Air National Guard. Ray graduated from Garfield High School in Los Angeles and has completed courses in several California colleges. He recently received a commendation from Regional Director McClure for his participation in the assessment of the region's Human Relations efforts.

**Games of the  
XXIIIrd Olympiad  
July 28-August 12,  
1984 Los Angeles,  
California**



### Lorrin Bush Presented SAA

Lorrin Bush (right), Maintenance Mechanic with the Kona Sector Field Office, is presented with a Special Achievement Award for his contribution during the pre-installation work of the 2nd Generation VORTAC at the four sites on the Big Island of Hawaii. Sector Field Office Manager George Nakano is shown making the presentation.

### Monterey Tower News

Another successful antique fly-in was held in Watsonville, Calif., May 25-28. The 20th annual event brought in many diverse type aircraft with varying speeds from slow-experimental to sophisticated civil jets. A temporary tower, provided by the Hayward, Calif., Air National Guard, was manned by Monterey Tower controllers, Jim Pio, John Collier, Ken Powell, Jon Opdyke and Area Supervisor, Dan Martin. These individuals handled just under 4,000 operations for the four-day event in a very professional and outstanding manner. This fine service was recognized by the presentation of Special Achievement Award certificates to the controllers involved and a cash award to be shared equally.

## Debtors Beware

If you owe FAA any money, you may want to get out of the red quickly because on June 30, the FAA and all other federal agencies got tough and began to assess penalty and administrative charges on delinquent debts owed by their own employees as well as foreign governments, nonprofit organizations, commercial firms, and private individuals.

In the FAA's case, the vast majority of these debts are owed by employees for such things as overpayments of leave, outstanding travel accounts, and valuation charges on moving insurance.

These measures were adopted to comply with the Debt Collection Act of 1982. The penalty and administrative charges will be tacked on to interest charges which have been accruing on delinquent accounts for some time.

For the average in-debt employee, the penalty charge will be 6 percent per annum for billings that are more than 90 days past due. The administrative charge will be \$12 per month per delinquent account and will be assessed when the debt becomes delinquent (30 days from the billing date).

## New Orleans Airport Gets Enhanced LLWAS

The nation's most advanced Low-Level Wind Shear Alert System (LLWAS) went operational at New Orleans' Moisant Airport the week of July 2, after a brief shutdown to permit installation of new equipment. It is designed specifically to detect violent downward rushes of air called "microbursts," like the one blamed for the Pan American accident at New Orleans on July 9, 1982.

The enhanced system has twice as many boundary sensors for measuring wind speed and direction as the one it's replacing—10 instead of five. It also has higher capacity, more advanced computers that compare readings from the boundary sensors with the center field sensor and signals an alert when wind shear conditions are detected.

In addition, a complete recording system has been installed at Moisant to collect data for an operational test to be run on the enhanced system over the next year.

## ALPA Speaks to Airports

Stressing its common interest with FAA on safety matters, the Air Line Pilots Association (ALPA) is the latest industry organization to participate in the "Who Speaks for Aviation" symposium series sponsored by the FAA airports complex in Washington Headquarters.

Following the pattern of past symposiums, the ALPA speakers explained the purpose, structure and goals of their organization with the ALPA President, Captain Henry Duffy, setting the tone. Particular emphasis was given to airport safety with the chairmen of two concerned ALPA committees—Captain Dave Haase of TWA and Captain Tom Lindeman of Western Airlines—leading the discussions. Also participating from ALPA were staff members Joe Schwind and Bob Dodd. FAA hosts were Quentin Taylor, Deputy Associate Administrator for Airports, and Leonard "Chip" Mudd, Director of the Office of Airport Standards.

The symposium series was initiated earlier this year by the Airports Human Relations Committee to foster improved communications and better understanding between FAA and industry representatives. Previous sessions included meetings with the National Business Aircraft Association (NBAA) and the American Association of Airport Executives (AAAE).

## Deputy Left Speechless

It's something of an exaggeration to say FAA Acting Deputy Administrator J. E. "Sandy" Murdock was left speechless on a recent trip to Phoenix to address the National Federation of the Blind (NFB). No lawyer is ever left speechless.

But the prepared text of his remarks did disappear as Murdock was winging his way to Phoenix aboard a commercial jet. He theorizes that it was "permanently borrowed" by an anonymous passenger who apparently had read everything in the magazine rack.

Despite the loss, Murdock kept his speaking date and delivered an off-the-cuff address which went over well with his audience. Murdock was a bit more modest in assessing his performance but volunteered that he thought the speech had "contributed to the opening of a dialogue with NFB."

## Jones Committee Visits AT/AF Field Facilities

The Jones Committee has completed the second phase of its two-year review of the agency's Human Relations Program with a fast-paced tour of 14 AT/AF facilities in six regions.

During a five-day period, beginning July 5, committee members were constantly on the move visiting facilities in the following order: Chicago Center; Denver Tower; Los Angeles Tower, TRACON, Center, and FSS; Albuquerque Tower and FSS; Dallas/Ft. Worth Tower; Houston Tower and Center; Knoxville Tower; and New York Center and TRACON.

FAA veteran Larry Kotzker from the Deputy Administrator's staff coordinated the tour for the committee, which included Lawrence Jones, president of the Coleman Company, David G. Bowers of the University of Michigan, and Stephen H. Fuller of the Harvard Business School.

Kotzker noted that the committee members were well received and made to feel comfortable at all facilities. He said they talked to employees from all levels, both individually and in groups, and accomplished a great deal in a short period of time.

The first part of the committee's annual evaluation was completed last month when Jones and Bowers spent two days at FAA Washington Headquarters interviewing a cross-section of the agency's top managers.

During August, committee members plan to make individual visits to field facilities. They will then study FAA Employee Survey responses before reporting their findings to the Administrator.

## Survey Response Heavy

Responses to the FAA employee survey are pouring in. Dr. David Schroeder, who is conducting the survey from FAA's Civil AeroMedical Institute, reports that stacks of mail bags have been received. He also urges employees who haven't already done so to complete the questionnaire so their voices can be heard. Note that responses must be received by July 31 to be included in the final report.



## USN Reserve Swearing In Ceremony An FAA Affair

Captain Charles Johnson USNR (right), Principal Operations Inspector at the San Jose Flight Standards District Office, recently conducted the swearing in ceremony for Robert McDonough into the U.S. Navy Reserve at NAS Moffet Field while his wife, Robyn McDonough, Maintenance Inspector at San Jose FSDO looks on. As a weekend warrior, Charlie Johnson is Chief of Staff for Fighting 8787 Reserve Unit at NAS Alameda.

## AWP Director McClure At HQ on Detail

Homer "Mac" McClure, director of the Western-Pacific Region, is now at Washington Headquarters on a temporary detail as Deputy Associate Administrator for Human Relations Management. He said Administrator Engen has given him four months to put together the agency's Human Relations Management Program. He went on to explain that he will be working for Associate Administrator Gene Weithoner, but as far as human resource matters are concerned, he will report directly to the Administrator. "We hope to set up a model program at Headquarters," he noted, "that can be emulated by other agency offices."

# Spreading the Olympic Word

CITIU S  
S W I F T E R  
ALTIU S  
H I G H E R  
FORTIU S  
S T R O N G E R

The Olympic motto is "citius, altius, fortius". Commonly translated "swifter, higher, stronger," the motto reflects the aspirations and goals of the Olympic movement as well as its commitment to the pursuit of excellence through international sports competition.



## Olympic Symbols

### Olympic Rings

The Olympic rings symbolize the union of athletes from all five continents in a spirit of fair and friendly competition. The colors of the rings are blue, yellow, black, green and red. At least one of these colors is found in the flag of every nation of the world.



### Star in Motion

This is the exclusive logo of the 1984 Olympic Games. The star is a universal symbol of the highest aspirations of mankind, and its repetition connotes the spirit of competition between equally outstanding physical forms. The 13 horizontal bars portray the speed of the competitors as they pursue excellence, as well as referencing the original 13 colonies.



### Sam the Olympic Eagle

Sam is the mascot of the 1984 Olympic Games. He expresses the cheerful optimism of the Olympic spirit. As an eagle, Sam also embodies the ideals of the Olympic motto: "Swifter, Higher, Stronger."



### Pictograms

An integral part of graphic design at the Olympic Games since 1964, pictograms bridge the language gap in depicting the various Olympic sports. The pictograms for 1984 are a new series created especially for the Olympic Games.

