



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

Western-Pacific Intercom



SO LONG, UNIVAC 70/35

Cover Story

By Linda Klock

On September 22, 1984, a not quite major historical event took place in the Western-Pacific Region. The computer workhorse of the region, the Spectra Univac 70/35, was laid to rest from its 14-year tour of duty.

In February 1971, the FAA Western Region changed out the IBM 1401 card system to a Univac 70/35 card, tape and disk operating system. The 70/35 has faithfully served this region in supporting the Personnel Management, Logistics, Budget, Management Systems, Civil Rights, Airway Facilities, Medical, Air Traffic Divisions, for Western, Northwest and Rocky Mountain Regions. It also served as the backbone of the FAA administrative, payroll, and accounting systems for these regions.

To give the final salute to the trusty equipment was Walter Moon, Manager, Management Systems Division; Michael Peters, Supervisor, Computer Center Operations Section; Gary Newkam, Lead Operator; and Mathew Pespisa, Program/Analyst, who once was a computer operator and worked "closely" with the 70/35.

When the Univac 70/35 began its duty in Western Region in 1971, it was the same period of time that the Data Processing Branch was created under the now Management Systems Division. Before this time, the ADP operations was under the Administrative Services Division. The Branch was transferred to the Management Analysis Division, which was renamed to the Management Systems Division.

During the past 14 years, there have been many people involved with the Operations Section. For example, the first Data Processing Branch Manager was Howard Lindell, who retired just as the Univac 70/35 was being installed. He was replaced by Lindale Smith, who just recently retired and whose position was filled by Richard Cambra. The Operations Section Chief's position had been filled by John Rivers, now one of our Budget Analysts; Ed Johnson, who has transferred to Southwest Region as a Computer Programmer; Dennis Boocock, who has since transferred to Washington D.C. to the Treasury Department. Michael Peters is the current Supervisor, Computer Center Operations Section.

The current operators who have spent many a long hour with the Univac 70/35 are as follows: Harold Thompson and Gary Newkam, Lead Operators; Gerald Murphy, Genevieve Lacy and Shirley Reed, Computer Operators; and Jim Green, Computer Assistant. Don Baca, the Tape Librarian, has continually supplied the operators with the specific tapes necessary to run the massive number of reports processed by the 70/35. These men and Women have worked a great deal behind the scenes that we as a region have not been aware of.

As we take this opportunity to say "Good-Bye" to our old friend for a job well done. We also take this opportunity to give a BIG THANKS to the many men and women who have faithfully supported this region and the other regions quietly, efficiently, and effectively without our realizing it. "Thank you, for a job well done!"

Cover photo:

From left--Wally Moon, Manager, Management Systems Division; Mathew Pespisa, Program/Analyst; Michael Peters, Supervisor, Computer Centers Operations Section; and Gary Newkam, Computer Operator.
Cover photo by Barbara Abels.

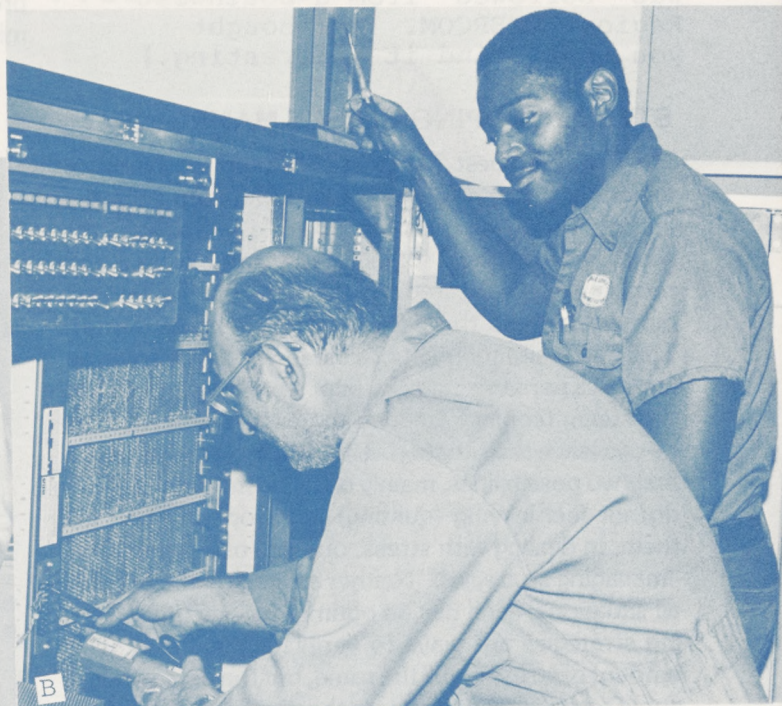
So Long Spectra Univac



A--Shedding a few "tears" at the farewell ceremony are Computer Operators Shirley Reed (left) and Genevieve Lacy.

B--General Services Administration personnel on hand to help out are: Onnik Balyan (left), GSA Air Conditioning Specialist, and Bill Holt, GSA Electrician.

C--Univac engineers performing "surgery" are: Tim Robinson (left) and Ron Nishiyama. Photos by Barbara Abels.



(Editor's Note: The following article by Karen Rymer, ASW-14, was "borrowed" from a Southwest Region INTERCOM. We thought you would find it interesting.)

STRESS: COPING VERSUS MANAGING

Stress can best be exemplified by a chemistry experiment. If one sets a beaker of water on a bunsen burner, three solutions are possible to alleviate the heat. The chemist can: allow the water to boil and release the steam...reduce the heat on the bunsen burner...or take the beaker off the bunsen burner. This same situation is possible in the work environment. If a person is under a lot of stress he can: release the steam (coping)...reduce the heat (managing)...or he can leave the situation. This article will address the first two possibilities, mainly because most employees do not feel leaving (quitting) is an option open for them. In dealing with stress, one can use "coping" or "managing strategies." Neither strategy is the best for all situations; each has an optimum usage time. Coping strategies are ways to ventilate the stress. The amount of stress is still the same, but the person takes some sort of action to release the pressure. The action can be constructive or destructive.

Examples of such coping strategies are:

- Blowing up/yelling
- Nagging
- Complaining
- Door slamming
- Overeating
- Exercise: jogging, walking, running, aerobics, calisthenics
- Dancing
- Gardening
- Housework
- Change your environment by redecorating your office, apartment or house
- Hobbies
- Groups (AA,WW)
- Medication
- Meditation
- Alcohol/drugs
- Relaxation Training
- Mysticism
- Shopping

The other avenue open to someone is "managing strategies." These strategies are based on trying to

change the situation (reduce the heat). Instead of reacting to the stressful situation, a person will try to prevent the situation. Some of the ways a person might reduce the heat include:

Changing the meanings attached to something

- Labeling and relabeling
- Becoming committed
- Saying no
- Faith development
- Reducing/eliminating guilt
- Using one's imagination
- Accentuating the positive
- Surrendering/letting go
- Conflict management
- Time management
- Planning/prioritizing
- Formulate one's aims, goals, and objectives
- Become assertive
- Improve communications
- Use problem-solving techniques
- Use support groups
- Moderate habits
- Self Understanding
- Tolerance/forgiveness
- Build relationships

Remember, stress is something you do to yourself. If you don't like it, look for strategies to reduce it or change it. You are in charge of you!



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.

Regional Office

Mailroom

The Regional Office mailroom services are being performed by J. B. Industries. Pick up and delivery of all mail (including material ordered from the contract printer) are considered to be a part of this service. The normal delivery and pick up schedules are from 9:30 a.m. to 10:30 a.m., and 1:30 p.m. to 2:30 p.m.

It is important that all personnel in the Regional Office and field offices help the contractor move the mail expeditiously and correctly. In order to accomplish this, there are several items that bear mentioning. The first relates to mail leaving the Regional Office for delivery to field offices. Please designate the city where the facility is located. As an example, if mail is to go to the ATCT at Hawthorne, route it as "Hawthorne ATCT" not HHR ATCT. Also, please complete the "From" Part of the Route Slip. This is necessary because any mail that is routed by use of a location identifier will be returned to the originating office for correction. Mail that is sent out in envelopes and is pre-addressed should have the originating routing in the upper left hand corner in case the envelope should be returned to our mail room by the U. S. Postal Service. A final item pertains to in-coming mail from the field offices. If a facility is sending a quantity of mail that is intended for several offices in the building, address the envelope to the Mail Room (AWP-52A), and mark the envelope CONSOLIDATED MAIL.

All requests for materials that come from the Regional Office's Distribution Unit, such as forms, directives, charts, etc., should be directed to Thelma Herbert, AWP-52A, extension 6633. Any questions or need for assistance relative to mail service are to be directed to David Morgan, AWP-52A, extension 6209.

Jane Shirae Presented SAA



Jane Shirae, Aviation Clerk at the Honolulu Flight Standards District Office, receives a Special Achievement Award from Operations Unit Supervisor Frank Walley for her outstanding performance during the past year. Congratulations, Jane, on a job well done!



John Noel Receives Award

John Noel (right), Principal Airworthiness Inspector receives a Quality Increase Award with an outstanding rating from Eldon Gubler, Scottsdale/Phoenix Flight Standards District Office.



International News

FOR INFORMATION CONTACT ELAINE CARTER, INT'L. AFFAIRS SPEC., AWP-4F FTS: 966-6333

From the Great Wall to THE U.S.A.

LAX Tower was recently host to a film crew from the Peoples Republic of China. This documentary filming is the first of its kind; and, since formal relations opened recently between mainland China and the USA, it will inaugurate both pleasure and business travel here.

The film will depict a typical trip to Los Angeles and include footage taken in and from the LAX Tower. The Chinese are most interested in the airport, its environment and any safety-related factors concerning a flight to the United States. They wanted a firsthand look at the differences in our air traffic control working conditions as compared to theirs. The film crew was from the only television network in mainland China; therefore, at least half the population of China (an estimated one billion people) will view this documentary.

The China Airline (CAAC) Station Manager, Mr. Wu Dianyi, served as consultant and translator for the China Central Television (CCTV); Reporter Mr. Hu Cheng; and his crew, Messers. Yuan Jun and Yang Hong. They were very gracious and assured tower personnel of a "top-notch" film. The tour was conducted by Mike Roundtree, FAA Air Traffic Assistant and Chairman of the Human Relations Committee.

The Chinese called it Wan Li Chang Cheng - the Long Wall of Ten Thousand Miles. Completed during the Qin Dynasty from 221 to 206 BC, the Great Wall meanders across China like a long stone serpent serving at one time as defense fortifications against the invading Huns. Undoubtedly, this is the single most massive engineering feat ever undertaken by mankind.

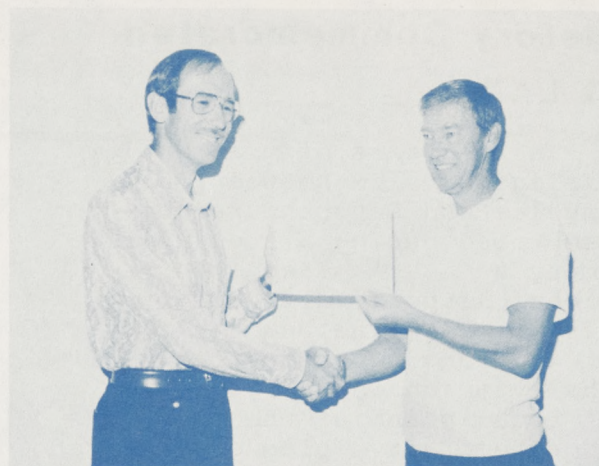
MTS Seeks New Home

The FAA is currently seeking competitive offers for a home for the Management Training School (MTS). Thirty-two bidders attended a pre-proposal conference held in September in Lawton. The organizations attending were from a wide variety of locations including Oregon, Oklahoma, Kansas, Illinois, North Dakota, Florida, and Michigan.

Cameron - University, which has been the home of the Management Training School (MTS) for the past 13 years, has announced that they will not bid on another long-term FAA contract. "Severe overcrowding conditions on campus" was given as the principal reason.

However, Cameron informally agreed to extend the current agreement for one year after the September 1985 deadline.

Although offers for the new locations are due Jan. 15, 1985, the selections process will not be complete until next fall when the winner will be announced.



Rusty Gilmore Receives Award

Charles "Rusty" Gilmore (right), Air Traffic Control Specialist, Reno Flight Service Station, is shown accepting a congratulatory handshake and a certificate for Sustained Superior Performance from Area Supervisor Valentine Pisarski. Rusty was cited for his outstanding performance at Lovelock Flight Service Station (FSS) and Reno FSS, March through September 1984.

TCAS II Contracts Awarded

The FAA has awarded two contracts, each valued at \$5.5 million, for 16 Traffic Alert and Collision Avoidance Systems (TCAS II) that will be installed and tested in airline and FAA aircraft.

The contracts went to the Bendix Corporation, which will provide seven TCAS II units, and to the Dalmo Victor Division of Bell Aerospace/Textron, which will produce nine. FAA will receive two systems from each manufacturer with the remainder to be used in the airline evaluation program.

Under the program, Bendix will work with United Airlines while

Dalmo Victor is teamed with Piedmont and Republic Airlines in order to establish industry-wide operational confidence in the new equipment.

TCAS II is intended to serve as a back-up to the air traffic control system by alerting pilots to potential midair collisions and telling them what evasive action they should take to avoid another aircraft.

The 16 units now under contract will provide only vertical collision avoidance instructions, but the FAA is continuing its work at the Technical Center to develop an enhanced version that will provide horizontal escape commands as well.

History Commemorated at LAX

Thirty years of trans-polar airline service between Los Angeles and Europe were commemorated during a special ceremony at Los Angeles International Airport, attended by airport, airline and civic officials and representatives of the aviation industry.

Focal point of the event was a commemorative plaque presented to the City of Los Angeles by Scandinavian Airlines Group (SAS) on the occasion of the first polar flight between Copenhagen and LAX on Nov. 15, 1954. The plaque, in a natural stone setting, was relocated to a picturesque garden north of the new Tom Bradley International Terminal.

The event also paid tribute to the role of the polar route in establishing Los Angeles as a major travel and trade center and to three decades of progress in commercial air passenger service. Scale models of the propeller-driven DC-6 aircraft used on the original flight and the jet-powered DC-10 serving the same route today were presented to SAS by Douglas Aircraft Co.

The first SAS polar flight departed LAX at 12:05 a.m. on Monday, Nov. 15, 1954. Civic leaders with a supporting cast of popular Hollywood entertainers boarded the Royal Viking DC-6 for the 25½-hour flight to Copenhagen, with two brief stops. A news magazine of that era touted, "SAS wants to fly over the top of the world."

Later, with the advent of the DC-7, also a propeller-powered plane, the number of stops was cut to one. Today's widebody, jet-powered DC-10s and 747s provide non-stop service with a 50 percent reduction in travel time.

Northern California HR Meeting

Over 50 people attended the quarterly Northern California Human Relations Committee Luncheon held at Concord's Sheraton Inn. The day-long seminar was co-sponsored by Concord, Napa and Livermore Towers. Paul Williams of Concord introduced the speakers. Marlene Larson of Livermore and Paul Molder of Napa helped plan and organize the program.

The gathering of air traffic managers and HRC representatives listened to Tom Carmen of Hayward open the day by discussing the possibilities of a career as a data systems specialist. Then Pat Faux presented the results of the HR task force committee and distributed copies of their recommendations. Gail Boucher, stress management consultant and instructor in psychology at Los Medanos College, presented an informative and entertaining introduction to stress management techniques. Gail's friendly, high-powered delivery delighted the group as she taught ways to identify stress and presented paths toward a balanced personal and professional life. Comments during lunch and after the program indicated many of the audience would like to hear more from this vivacious teacher.

The afternoon session featured Betsy Kirkhart, HR representative from the Regional Office, discussing the recent reorganization and directions of the HR effort. Marty Landers of Oakland Flight Service Station discussed the work of the management oversight team. Both Betsy and Marty responded to concerns about the status of the HR committees' progress with enthusiastic, sincere viewpoints. Minutes of the meeting will be distributed. If anyone doesn't get his copy, or is interested in more information about the seminar, contact Paul Williams at Concord.