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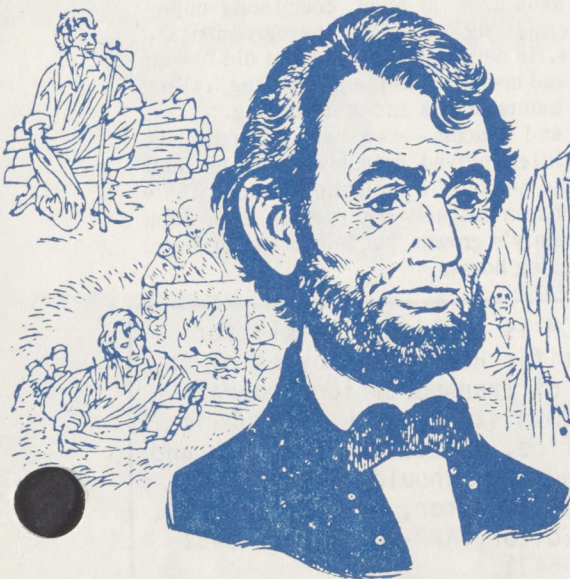


U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Intercom

A Salute!

to ABRAHAM LINCOLN
and GEORGE WASHINGTON...
FEBRUARY BIRTHDAYS



FEB. 22

FEB. 12

Great Americans Mark Birthdays in February

George Washington and Abraham Lincoln—one called to unify an idealistic, rebellious young nation, and the other to heal her self-inflicted wounds. The fact that both were flesh-and-blood men is often lost to us in their legend now, though it is easier to realize with the rail-splitting, tale telling, compassionate Lincoln than with General Washington: aristocrat, plantation owner, a man of highest character but somewhat aloof.

Even in his own day, Washington, who was absolutely sincere in his commitment to duty and refused any salary for his services as General of the Continental army other than his expenses, was worshipped as a demi-God. So much so that John Adams was to make a rather blustering comment to the Continental Congress in 1777:

"I have been distressed to see some members of this house disposed to idolise an image which their own hands have molten. I speak here of the superstitious veneration that is sometimes paid to General Washington. Altho' I honor him for his good qualities, yet in this house I feel myself his superior. In private life I shall always acknowledge that he is mine."

He had not the intellect of Thomas Jefferson, nor the fire of Patrick Henry. But Washington had a handsome and noble bearing which could inspire and unify men. And, suggests Marcus Cunliffe in his biography, in his very literalness and solidarity he could bring actuality to the project of independence and dispel the air of daydream that hung over it.

In Lincoln the nation needed, and found, not a con-



quering hero, but a man who could love his enemies. He visited make-shift hospitals and the soldiers' camps, feeling great personal grief at the rift in a democracy which had provided freedom such that a backwoodsman could occupy its highest office.

The account comes to us from a personal friend of Lincoln's of a patriot woman of the West who appealed to President Lincoln to set up hospitals in the North where the Army of the Mississippi could recuperate in a more invigorating climate. Among other reasons she said, with feeling: "If you grant my petition, you will be glad as long as you live."

With a look of sadness impossible to describe, Lincoln said: "I shall never be glad any more."

While fulfilling his duties at the White House, Lincoln's habits remained as simple as they were at home in Illinois. He never alluded to himself as the President, nor as occupying the Presidency, and referred to his office as "the place." Disregarding the remonstrances of his friends, Lincoln frequently walked the streets of Washington at night, completely unprotected, considering any check on his movements a great annoyance. He delighted in seeing his old friends from the West, and met them on the old footing, falling easily into his habits of talk and story-telling.

Washington and Lincoln—two very different men whose personalities proved uniquely able, in their time, to meet the needs of a struggling nation. There have been other men uniquely equipped to meet other times in the country's growth, but few at such critical and destiny-shaping hours.

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Ontario FSS Happenings

Writer: Chuck Burge
Photography: Scott Hipp

Several facility people were recently honored with Letters of Appreciation: Bob Dean for his work in providing Service "B" training to area military bases, and Scott Hipp and Gene London for their work in supporting facility projects. Ignacio Melgoza received a Letter of Appreciation from a pilot to whom he provided a weather briefing. The pilot plauded Ignacio and advised, "I have never in the past six years been treated so courteously, thoroughly and with so much consideration for my (weather) briefing needs." Larry Berg received a Letter of Appreciation from the chairman of the Traffic Management Subcommittee to the Olympic Planning Group for his efforts while serving on the 1984 Olympics committee.....Dave Wittenburg and Dennis Floyd achieved facility ratings; Dave also achieved Full Performance Level status.....Ontario FSS has bid a fond adieu to Steve Pasecky, who left for a position with the Department of the Air Force at Norton Air Force Base, and Richard Smith, who has departed for Therman FSS. Good luck Steve and Richard!..... Wedding anniversaries still abound at Ontario FSS: Ben Clarke and his wife Annette, 28 years; Marty Krueger and his wife Amber, 31 years; and Steve Pasecky and his wife Ellen Jane, their first anniversary. Congratulations to all!.....Ontario FSS recently received a certificate of appreciation from a local employment training agency for involvement in the "Summer Youth Employment and Training" program....Jerry Marcum received his 25-year (Ruby) Career Service Pin.....Welcome aboard to Tom Rash, from Thermal FSS.....Last, but definitely not least, congratulations to Larry Ciarlo and his wife Marsha on the birth of a bouncing baby boy, Larry, Jr.



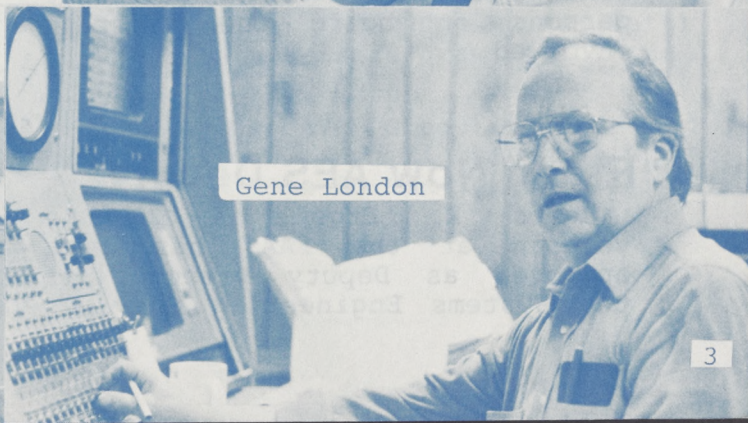
Ignacio Melgoza



Larry Berg
(SATCS)



Jerry Marcum
(AATM)



Gene London

Teaming Up for Safety

Two Pennsylvania flight service station specialists recently teamed up with center controllers and airborne commuter pilots to help a disoriented VFR pilot find an airport under a cloudy October sky. The pilot radioed in to say he needed assistance but then wasn't heard from again.

Rather than waiting and hoping for another transmission, Jerome F. Bator and Robert Gordon of the Bradford, Pa., FSS, took matters into their own hands. When they got a call from a commuter plane in the area, they asked the pilots on board to relay their messages to the lost plane.

After a successful relay was set up, the specialists learned that the lost pilot was heading west, in and out of clouds, and all mixed up. At Bator's suggestion, the commuter pilot helped the confused airman to locate himself with his on-board navaid equipment. When this was only partially successful, Bator got in touch with the Cleveland Center.

The specialists and the commuter pilots then coached the lost airman until he "squawked" his identification on the transponder. That allowed the center to pinpoint the pilot's position and vector him to nearby Wellsville Airport, where he landed safely.

During the months of October and November, 161 flight assists were reported. Flight service stations were responsible for 56 of these while terminal facilities accounted for 68 and centers for 37. There were 131 persons on board the aircraft involved.

Etgen Now AES Deputy

James R. Etgen, a 26-year veteran at the FAA, has been approved as Deputy Director of the Systems Engineering Service.

FAA to Unveil Forecast

FAA's resident forecasters are putting the finishing touches on their projections of aviation growth in the 1985-1996 fiscal year period and plan to unveil them this month at a one day meeting in Arlington, Va.

Billed as the agency's Tenth Annual Aviation Forecast Conference, the February 20 meeting will feature top-speakers from government and industry, including Administrator Engen and Senator Mark Andrews of North Dakota, Chairman of the Senate Appropriations Subcommittee on Transportation and Related Agencies.

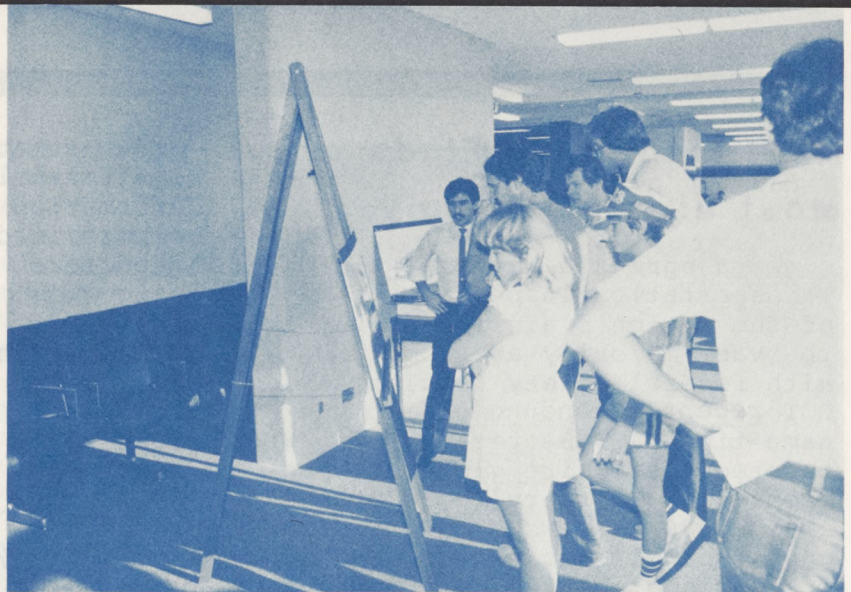
An overview of the "FAA Aviation Forecast 1985-96" will be provided by Harvey Safeer, Director of the Office of Aviation Policy and Plans. He will define the growth forecasts and detail how this will impact on FAA's air traffic control facilities.

Safeer notes that last year's forecast document was extremely accurate in its 1984 growth projections. For example, it foresaw a return to profitability for the airlines in 1984 and, indeed, the industry finished the year showing its first net profit since 1980. Also, the forecasts for operations at FAA facilities turned out to be within one or two percent of the actual figures.

However, Aviation Forecast Branch Manager Gene Mercer says the focus at this year's meeting will be on the long term projections rather than the short term forecasts. This is reflected in the conference theme, "Aviation in the Decade of the 1990s."

A former Airway Facilities technician, Etgen began his career with the FAA as a radar technician at Wright Patterson AFB, Ohio, in 1958. Prior to his new appointment, Etgen served as the Manager of the International Assistance Division in the Office of International Aviation.

San Jose Open House



Last fall, San Jose Tower celebrated its 27th anniversary. To commemorate the event, the facility Human Relations Committee held an Open House on a Saturday from 10 a.m. to 6 p.m. Guests were treated to facility tours, punch and cookies, and a slide presentation showing the history of San Jose International from 1939 to the present. Drawings and a model of the new terminal complexes, on which construction has already begun, were also on display. It was a lot of work, but all felt it was well worth it. Not long after, Controller Don Bennett and his wife Kelly celebrated the birth of their first child, daughter Lindsay Anne, and discovered a whole new world at 2:30 a.m.

Top photo: ATCS Anthony Wakin (far left) shows visitors future airport plans.

Middle: ATCS Dan Myers (left) shows friends drawings of the new terminals.

Below: ATCS Greg Kingery (second from right) talks with visitors in the tower cab.

NATI Inspection Finds Most Airlines Comply

Last spring's National Air Transportation Inspection (NATI) of the nation's airlines found that the vast majority are complying with federal safety regulations, DOT recently announced. At the same time, DOT Secretary Dole, who ordered the "white glove" inspections last February, noted that over 1,000 FAA inspectors and back-up personnel involved did "a highly professional job of carrying out this unprecedented, comprehensive inspection effort." The Secretary then summed up the findings of the three-month inspection by observing, "We found that 95 percent of the carriers were in compliance with federal rules."

During Phase I of the safety effort, nearly 14,000 separate inspections were made on the nation's 327 air carriers. This included all 110 large airlines, as well as commuter, cargo and charter operators. Although the majority of these were found to be in compliance, 43 were subjected to further inspections during Phase II.

As a result of these inspections, 16 air carriers were found to have serious deficiencies. Of these, three had their operating certificates suspended or revoked. Others voluntarily withdrew pilots from service for various periods while some grounded aircraft or surrendered operating certificates. One carrier had its operations specifications withdrawn and one had an aircraft airworthiness certificate suspended. However, all of the deficiencies found during this phase now have been corrected.

Also, as a result of the major inspection program, FAA is increasing its inspection force and instituting new training programs as well as other programs to improve inspector efficiency.

For instance, the agency is significantly upgrading its information procedures. A computerized system to relieve inspectors from spending time doing paper work chores is being developed. In addition, new guidance material and handbooks are being developed and new training courses are being organized.



Minority Business Program Has Banner Year

In fiscal year 1984 FAA's Minority Business Enterprise (MBE) Program logged its best performance since it was established in 1969. In all, over \$100 million worth of contracts were awarded to minority businesses. This was almost \$20 million over the goal of \$80.9 million set up in 1983.

According to Lucien Benjamin, Minority Business Enterprise Development Officer, the 1984 record was achieved through the cooperation of all FAA regions, centers, and headquarters offices.

Benjamin reported that the dollar value of minority business contracts awarded by the agency has more than doubled during the last five years. In 1979, MBE contracts totalled less than \$41 million.

Contracts awarded under this program run the gamut from simple construction contracts to complex electronic systems such as the Automatic Weather Observation System (AWOS).

Other major contracts awarded under the MBE include the solid-state direction finder, the remote maintenance monitoring subprocessing system, various air traffic control tower constructions, and ARTCC expansions.

San Carlos ATCT Happenings

Congratulations are in order for Mark Penn, Rob Voss, Rand Lanterman and Phyllis Caul for their recent selection and promotion to San Francisco Tower. Our best wishes go with them.

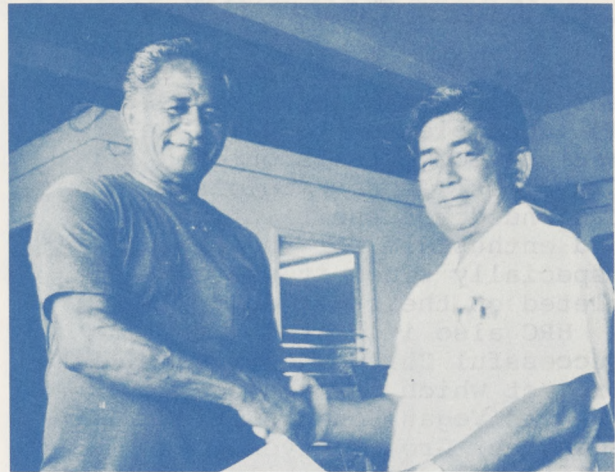
Kudos to Rick Carlton, who received a Special Achievement Award for his services in re-vamping the local training program, and to Oliver Campbell and Guy Heney who received Letters of Commendation for their assistance to aircraft landing at San Carlos.

San Carlos is becoming a pacesetter in Human Relations. A recent survey was taken on morale in the facility and the results were impressive. On a scale of 1 to 10, the survey indicated: Morale - 9.28; Co-operation Among Workforce - 9.33; and Communication with Management - 9.11.

Last but certainly not least, we would like to welcome aboard our new Air Traffic Manager Marvin "Ed" Holbert, who comes to us from Santa Maria Tower.

Aleda Lane Farewell

Aleda Lane, Real Estate & Utilities Branch, AWP-56, has left FAA after almost 23 years to start a new career adventure with Rockwell International. A good luck party was hosted for Aleda on Jan. 10 with many co-workers and friends gathering to bid her farewell. Bob Moline, Manager, AWP-56, was the master of ceremonies for the party which included gift presentations by Don Tom, AWP-401; Lloyd Golden, AWP-510; and Ron Kroeger, ALG-230, Washington Headquarters. Also, Regional Director Mac McClure stopped by and commented on his respect for Aleda's expertise and her achievements over the years. Aleda will be working at the Rockwell corporate office on Imperial Highway and assures us she will keep in touch.



SAA For Albert Brown

Albert Brown (left), Maintenance Worker, Maui NAVCOM Sector Field Office, is congratulated by Noboru Nakao, Sector Field Office Manager, for his superior performance and Special Achievement Award. Al has been with the CAA/FAA since the early '50s.



FS Division Awards

The following Flight Standards Division personnel recently received awards: Quality Increase Award with outstanding rating - Amy Harbin, San Jose Flight Standards District Office (FSDO); Denise Mishima and Samuel Matsumoto, Honolulu FSDO; and John Thorpe, San Diego FSDO; Special Achievement Award with outstanding rating - Carl Borchers, Reno FSDO; Joseph Cincotta, San Francisco FSDO; Martha Hewlett, AWP-203; Barbara Zvonek and Bette Bieber, Scottsdale FSDO; Special Achievement Award (Special Act) - Charles Miller, AWP-205; Letters of Appreciation - Paul Bigler and Bradley Pearson, Sacramento FSDO; R. J. Jones, Oakland FSDO; Samuel Matsumoto and Ellsworth Ching, Honolulu FSDO; and William Molesworth, San Francisco FSDO.

Las Vegas Tower News

We at Las Vegas Tower feel safer since 14 people successfully completed the Human Relations Committee sponsored CPR class. These people are commended for their interest and enthusiasm for the class, especially since it was completed on their off-duty time.

HRC also initiated a very successful Child Identification project which was conducted by the Las Vegas Senior Citizens Volunteer Group. Several children and grandchildren of facility employees, relatives and friends participated.

Thanks to HRC we also inaugurated a monthly birthday celebration which is held in the breakroom, one day each month. Air Traffic and Airway Facilities employees with birthdays during that month are honored with traditional singing and serving of cake. The cakes are provided by thoughtful spouses and/or aspiring bakers and are excellent. The singing is provided enthusiastically by those in attendance, and is, well, loud.

Jay Hanks has transferred to Atlanta Tower. Good Luck and congratulations, Jay. Freddie Pritz's daughter, Candy, age 9, has auditioned for "Fame". The results aren't in yet, but we're keeping our fingers crossed. Andy Anderson, Air Traffic Asst. has been selected as a Temporary Training Specialist.

With Nevada being a gambling state, sometimes we don't have "good luck" stories; but, we have two for this past holiday: one a \$4,000.00 jackpot and the same day, one for \$1,000. Good way to celebrate the holidays.

Our latest HRC endeavor was a facility Christmas luncheon. The committee consisted of Jim Donnelly (Master Chef), Betty and Warren Lundberg, Jim and Candi Coyle, Barbara and Bill Heyer, Don and Gina Sutton and John and Marcia

Holman. The food was excellent and, of course, everyone ate too much. Many thanks to the committee and all the participants.



New "Orange Book" Published

FAA has told the Congress that it expects to commission 14 automated flight service station (AFSS) sites in the current fiscal year and a total of 46 over the next three years.

The new AFSS schedule is contained in a new report, detailing the agency's planned office and facility consolidation for the FY 1985-1987 period. The report updates one sent to Congress in Oct. 1983 for FY 1984-86. The documents are referred to collectively as the "Orange Book" because of the hue of their covers.

Forty of the new AFSS sites will require consolidation of existing FSSs to provide staffing and other support services. Consequently, the agency plans to close down 33 locations over the three year period for this purpose.

Another 54 FSS facilities will be closed as a follow-on to the commissioning of the Model-1 system at the AFSSs. That puts the three-year total at 87.

FAA estimates the savings that will begin to accrue after modernizing and consolidating these facilities will be over \$17 million annually.

In addition to detailing the FSS consolidation schedule, the updated Orange Book also notes that six airport traffic control towers which are currently closed, are slated for decommissioning and nine airway facilities sector offices will be converted into sector field offices. Also, the Guam International Field Office will be moved to Tokyo and the aircraft certification offices at Long Beach and Hawthorne, Calif., will be consolidated.

Secretary Cites FAAers

Five FAA managers from Washington and far-flung FAA offices were among the 11 DOT employees recently presented the Special Secretarial Award by Secretary Dole for their persistent and successful efforts to provide employment and development opportunities for women.

The FAAers selected for the award were: Robert L. Goodrich, Director, Aviation Standards National Field Office in Oklahoma City; David J. Kohn, Manager, Seattle FSS; Peggy L. Smith, Manager of Airway Facilities' Program Support Branch, Alaskan Region; Frederick Osgood, Acting Manager of the Information Resources Management Program Office in Management Systems; and Curtis P. Hathaway, Manager of the Materiel Management Branch in the Southern Region's Logistics Division.

The awards were presented at a dinner celebrating the success of the Secretary's 10-Point Initiatives Program.

SAA For Wally Hernandez



Roland "Wally" Hernandez (right), Flight Data Processor at the Los Angeles TRACON, proudly receives a Special Achievement Award presented by Area Supervisor Dave Des Armier. Wally, a highly regarded TRACON employee and everyone's friend, recently returned to his first love—flying for an airline as a flight engineer. Congratulations, Wally!

Airlines Have Record Low Accident Rate In 1984

In 1984, airlines achieved a new record low total accident rate and the second lowest fatal accident rate ever, the National Transportation Safety Board says. Also, general aviation chalked up two safety "firsts," according to the Board's report.

Actually, 1984 was a fatality free year on regular passenger carrying airline flights. The single fatal airline accident was the crash of a Zantop International Airlines cargo plane that killed three crew members and a lone, non-revenue passenger.

In all, the airlines had only 12 accidents for a rate of 0.22 accidents for every 100,000 scheduled

departures. This was 47 percent lower than the 1983 rate and 20 percent below the previous lowest rate, recorded in 1980.

Although general aviation total and fatal accident rates were down only slightly, safety records were established in 1984. For the first time on record, there were less than 3,000 total accidents and less than 1,000 fatalities.

For commuter airlines, the rate for total accidents was virtually unchanged. However, the number of fatal accidents, six, was substantially higher than 1983's record low rate, although it was still the second lowest in a decade.



Lily Williams (left), Administrative Officer at Oakland AFS, and Deena McFarlane-Girola (right), Administrative Officer at Las Vegas AFS, receive the Director's Certificate for Achievement for outstanding performance, dedication and professionalism in the administrative area. The awards were presented by Acting Regional Director Frank Cantrell (not shown) and Shirley Thompson (middle), Awards Coordinator for the Airway Facilities Division.

AF Division Administrative Officers Workshop

Last fall, the Airway Facilities Division hosted a workshop for all Airway Facilities Sector Office Administrative Officers. Those attending were: Art Chase, Guam AFS; Pat Morita, Honolulu ARTCC AFS; JoAnn Tome, Honolulu AFS; Jo Wilkerson, Lancaster AFS; Mahdeena Girola, Las Vegas AFS; Carol Spiller, Los Angeles Center AFS; Jan Ellis, Los Angeles AFS; Marsha Walsh, Oakland ARTCC; Lily Williams, Oakland AFS; Billie Chrestman, Phoenix AFS; June Smith, Red Bluff AFS; Sharon Kjos, Riverside AFS; Barbara Kish, Sacramento AFS; Betty Sears, San Diego AFS; Karolyn Grimes, San Francisco AFS. Attending from the Regional Office AF Division were: Marcie Thomas, Administrative Officer (AO), AWP-462a, Workshop Coordinator; Renae Phelps, Manpower and Training Specialist, AWP-423; Mary Anderson, AO, AWP-450; and Shirley Thompson, AO, AWP-405.

Interaction between top Regional Office personnel and the Administrative Officers covered subjects such as issues relating to Sector consolidations, changes to Personnel Management, accounting, training and labor relations. The Administrative Officers also had the opportunity to meet Ock-Ju Noh, manager of the Human Resource Management Division, who gave an overview of her new office function.

re AF

Administrative

Officers

Workshop

Top photo: Lindsay Smith (right), Special Projects Staff, Personnel and Training, Department of Transportation, was special guest speaker at the workshop. At the left are Marsha Walsh, Administrative Officer at Oakland Center, and Carol Spiller, AO at Los Angeles Center at Palmdale, Calif.

Middle: Workshop attendees, from left: Marcie Thomas, Administrative Officer (AO), Operations Section, AWP-462a; Shirley Thompson, AO, Evaluations Staff, AWP-405; Pat Morita, AO at Honolulu Center; and Polly Bryan, Federal Women's Program Manager, AWP-9.

Below: From left--Barbara Kish, Administrative Officer (AO), Sacramento AF Sector; June Smith, Administrative Assistant, Red Bluff Sector; Art Chase, AO, Guam Sector; Mary Andrews (in back), AO, AWP-450.2; Betty Sears, AO, San Diego Sector; Jo Ann Tome, Honolulu Sector; Janeth Ellis, AO, Los Angeles Sector; Carol Spiller, Los Angeles Center AO; Lindsay Smith, Department of Transportation Special Projects Staff; and, although I can only see the back of her head, it's Karolyn Grimes, AO at San Francisco Sector. Photos by Barbara Abels.



Engen to Give Awards

Administrator Engen presented 19 FAAers with the Eighth Annual Administrator's Equal Employment Opportunity Award for Excellence in a headquarters auditorium ceremony on Jan. 24 at 2:00 p.m.

The selection panel for the award had representatives from many facets of the FAA workforce, covering headquarters and the regions, the offices of Personnel and Training and Civil Rights, and included minority and women employees. Forty-six nominations were submitted. The recipients of the award are:

George W. Burnette, Personnel Staffing Specialist, Clement H. Monge, Hispanic Program Manager and Clarence E. Newbern, Air Traffic Manager, Southern Region; Walter S. Luffsey, Acting Associate Administrator for Air Traffic and Charles J. Hoch, Manager, Safety Analysis Division, Washington Headquarters; Barry S. Brayer, Supervisory General Engineer, Airway Facilities Division, H. C. McClure, Director, Martha F. Thomas, Administrative Officer, John J. Faletti, Manager, Establishment Branch, Western-Pacific Region; Linda K. Dimon, Equal Employment Specialist and William F. Sykes, Air Traffic Control Specialist, Central Region; John P. McCumiskey, Manager, Word Processing Branch and Rosetta Francis-Robinson, Equal Employment Specialist, Alaskan Region; Vernon H. Drewa, Jr., Manager, Dallas SFO II, Southwest Region, Shirley L. Peterson, Computer Systems Analyst, Jimmie K. Simpson, Jr., Supervisor, Technical Center; Kathleen J. Ziemer, Manager, Program Planning and Evaluation, Great Lakes Region; Leonard Hopkins, Air Traffic Control Specialists, and Henry L. Lewis, Manager, Field Office, AFSFO, Eastern Region.

ASDE Ordered by Engen In Place at Anchorage

The Airport Surface Detection Equipment (ASDE), ordered for Anchorage International Airport by Administrator Engen, has now been commissioned. The interim system was sent to Anchorage ahead of schedule at Engen's request to improve ground surveillance there. During his tenure on the National Transportation Safety Board, he headed a team investigating an accident at Anchorage and concluded that an ASDE was needed to cope with frequent fog conditions there.

The state-of-the-art system, built by Cardion Electronics, will enable controllers to see through even the heaviest fog. Before being installed at Anchorage, it was located at the FAA Technical Center.

New Radar Coverage Comes to Caribbean

The Southern Region's plan to extend radar coverage into the Caribbean took a significant step forward recently when a new secondary radar on Grand Turk Island, southeast of the Bahamas, was commissioned. Data from this facility is being transmitted to the Miami ARTCC for display on radar screens there.

A second radar, currently being installed at Nassau, will fill the gap between Miami and Grand Turk. This facility is a joint venture of FAA and the Bahamian government.

According to the agreement, FAA will loan certain equipment and provide technical and administrative assistance in exchange for the right to relay radar data to Miami. The new radar is expected to be completed by the end of the year.