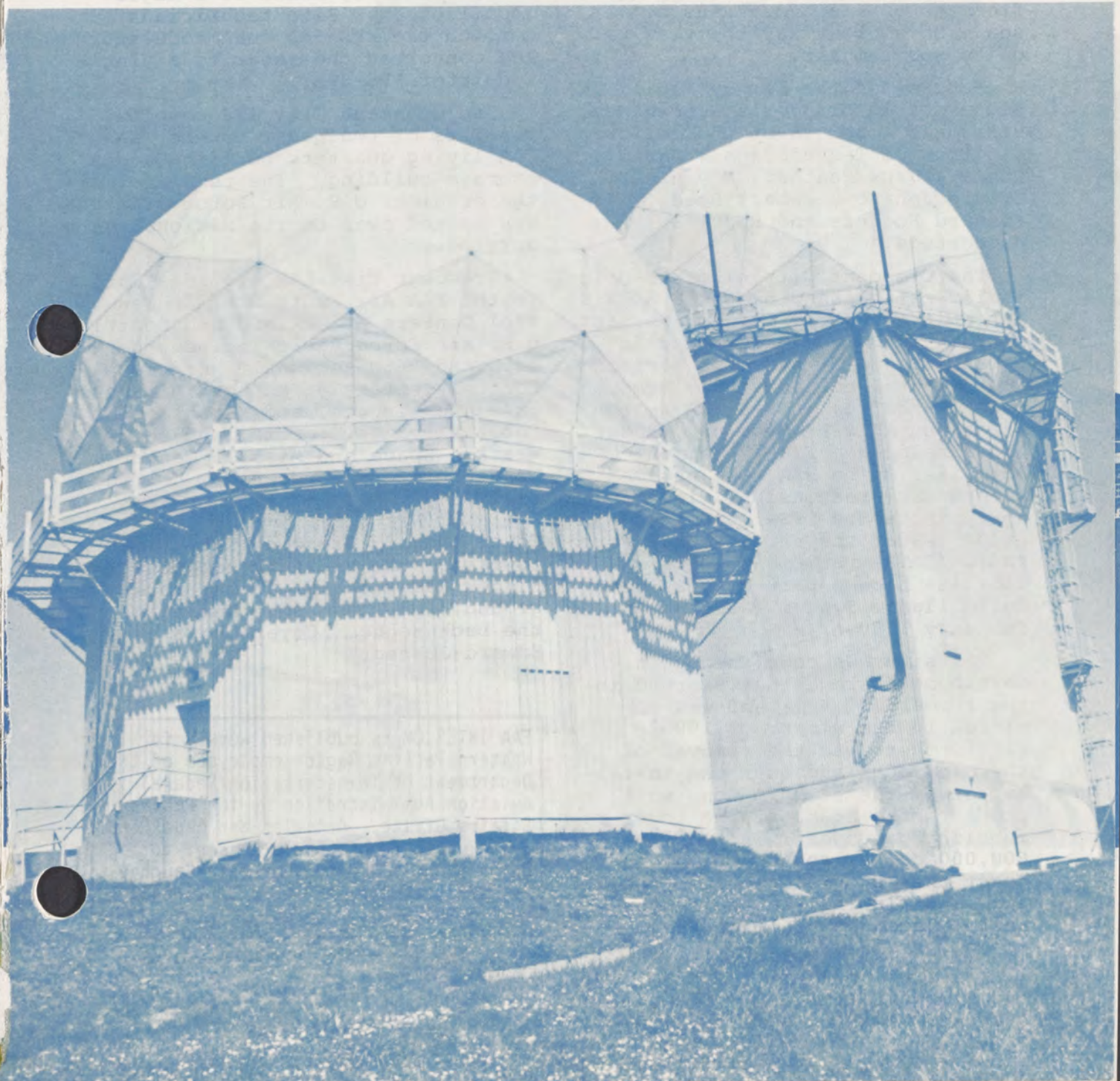




U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Intercom



Cover Story

The Crescent City Long Range Radar (LRR) is located 37 miles south of the Oregon border in Redwood National Park. The site sits atop a hill overlooking the Pacific Ocean, the mouth of the Klamath River, and redwood forests ranging from the coastal mountains to the sea. On a clear day the view is quite spectacular.

Manager of the Airway Facilities Sector Field Office is Warren Moell. His staff consists of the following Electronics Technicians: David Dunlap, Jack Feather, Roy Hiner, Edward Johnson, Robert Reed, Richard Rodgers and Rudolf Rugenstein.

The Crescent City site was originally established by the U.S. Air Force in the early fifties as part of the Semi Automatic Ground Environment (SAGE) system. Most of the original equipment was removed and replaced by an FPS-64A Search Radar, an ATCBI-5 Secondary Radar and a relocated FYQ-47 Common Digitizer. The FAA also assumed maintenance responsibilities of a newly installed FPS-116 Height Finder Radar and the U.S. Air Force radio (GATR) equipment. The facility became part of the Joint Surveillance System (JSS) in February 1980.

The site has come through a development stage that started in the summer of 1979, and was completed in the winter of 1983. First, there was the removal of the old radar and then the installation of the new. A long wait preceded the start of the tower refurbishing project. A two-year 600,000 dollar construction contract then provided new heating, air conditioning, an engine generator, suspended ceilings, carpet-

ing, lighting, etc. Equipment air filters had to be changed frequently to keep construction dust out. Each piece of equipment had to be raised to allow placement of new flooring. Pots and pans were strategically placed to catch dripping rainwater prior to sealing the tower. Also, during construction a decision was made to improve the reliability and maintainability of the radar by means of a major modification. Site technicians removed the FPS-64A dual modulators and converted the radar to a single modulator FPS-66A.

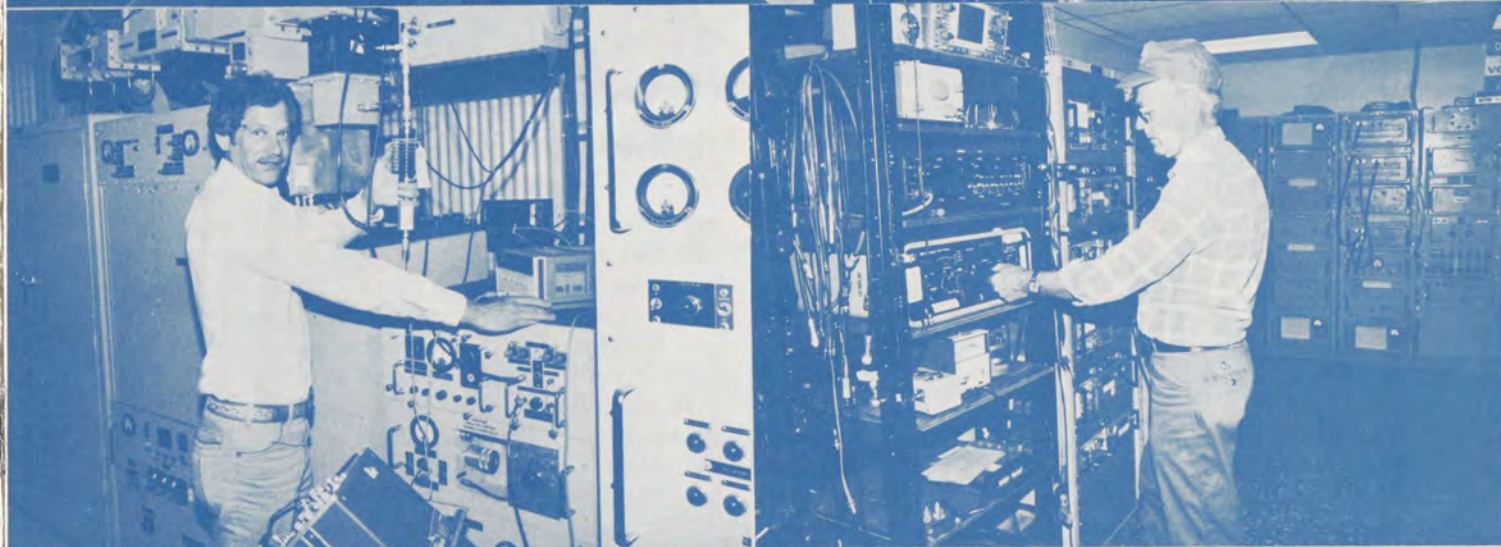
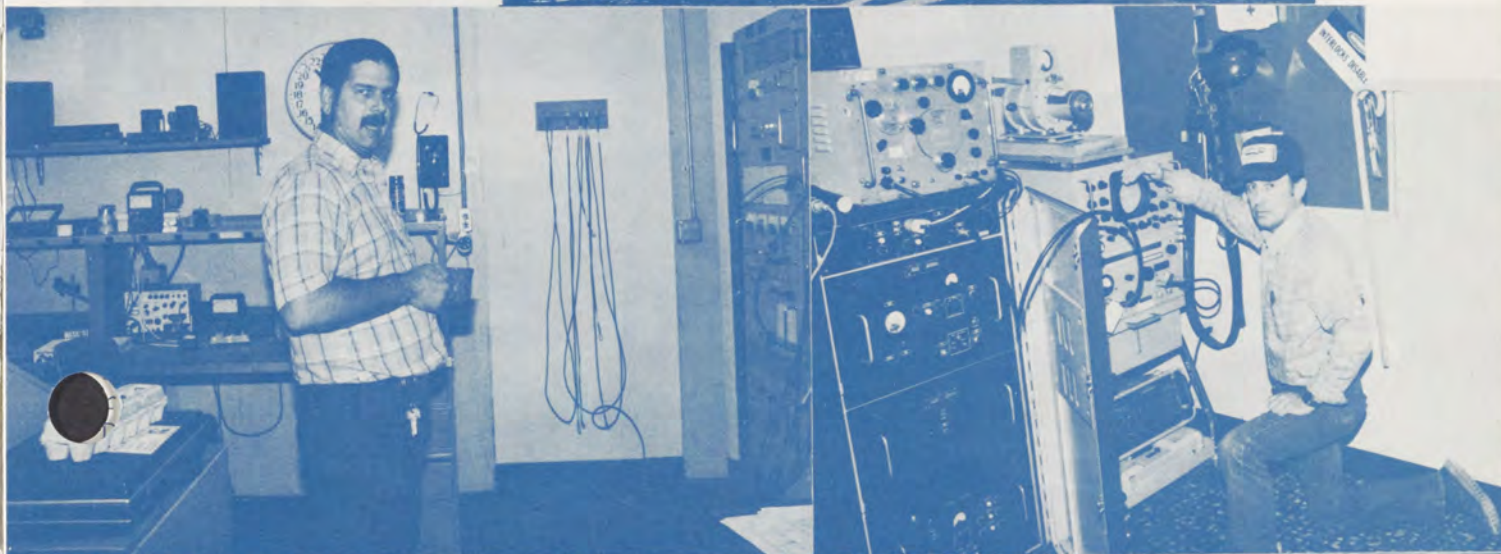
The Crescent City JSS complex consists of two radar towers, an FAA living quarters building and a storage building. The remainder of the original U.S. Air Force Station was turned over to the National Park Service.

Crescent City LRR provides data to the FAA Air Route Traffic Control Centers at Oakland and Seattle. U.S. Air Force users include the 25th and 26th Regional Operations Control Centers at McChord Air Force Base, Washington, and March Air Force Base, California, and the Western Space and Missile Center at Vandenberg Air Force Base, California.

Cover photo: Crescent City radar towers -- the Military Height Finder Radar (MHFR) in the foreground, the Long Range Radar in the background. Cover photo by Edward Johnson.

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Crescent
City
ARSR



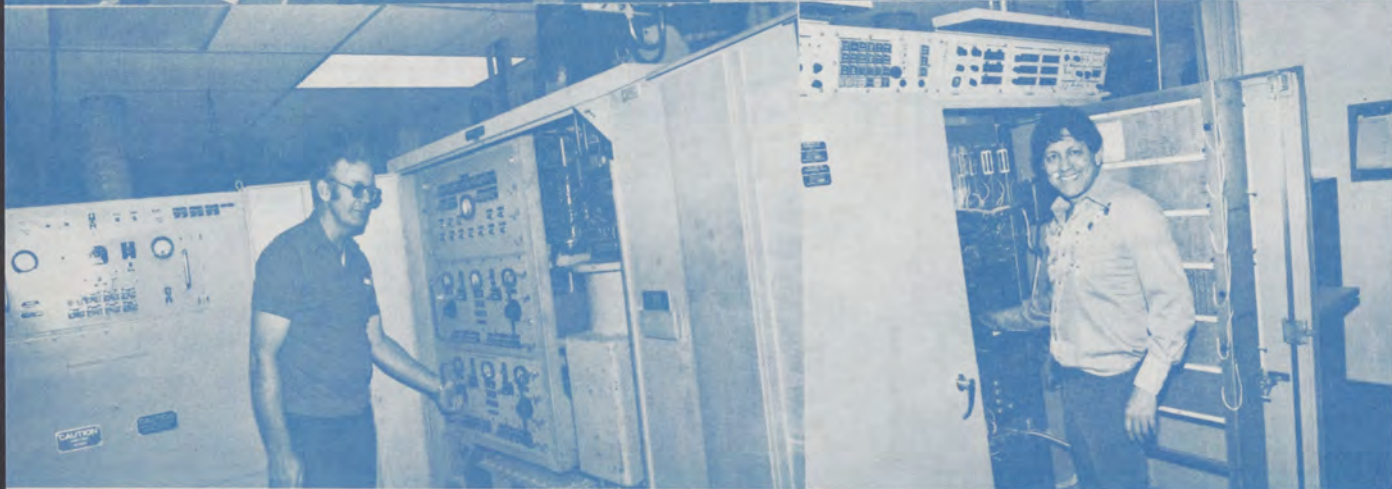
Top—Crescent City ARSR from the south side of the mouth of the Klamath River.

Middle: Electronics Technicians Richard Rodgers (left) and David Dunlap.

Below: Electronics Technicians Rudolf Rugenstein (left) and Edward Johnson.

Photos by Edward Johnson

More



Top--Electronics Technician Roy Hiner and Field Office Manager Warren Moell.
Middle: Electronics Technicians Donald Powers (now retired) and Robert Reed.
Below: Electronics Technicians Jack Feather (left) and Arthur Rodriguez (since transferred to Yuma).



FAA ADMINISTRATOR ADDRESSES PACKED CROWD AT REGIONAL HEADQUARTERS --

Administrator Donald D. Engen recently paid a visit to the Western-Pacific Region and held an all-hands meeting in the Regional Office Lobby followed by a question and answer session. The Administrator also participated in two awards ceremonies which will be covered in future issues of INTERCOM. At the right are Mrs. Engen and the Administrator's Special Counsel, Ted Ellett.

Safer Fuel Systems Sought For Light Planes

The agency is considering a requirement for crash-resistant fuel tanks and fuel lines in newly-designed general aviation aircraft to reduce the potential for fire following an accident.

FAA's intention was spelled out in an Advance Notice of Proposed Rulemaking soliciting public comments on the most efficient and economical means of achieving additional fire protection.

FAA pointed out that the U.S. Army has been using crash resistant fuel systems in some small airplanes and helicopters for a number of years with

apparent success. Also, full-scale crash tests at the FAA's Technical Center have demonstrated that flexible, bladder-type tanks, together with flexible hose assemblies, are effective in providing increased fire protection for small aircraft.

FAA specifically is soliciting comments on the economic impact of the proposed requirement and also asking for the results of any studies of fatalities and injuries caused by post-crash fires in small airplane accidents.

Grand Canyon Tower Controller Goes Beyond Call Of Duty

"I just couldn't leave until I knew for certain that they were safe."

These were the modest comments of Grand Canyon Tower Controller Gale Cotten who continued to stay on the job nearly an hour after the tower could have closed to be sure a pilot and his wife, flying a single-engine aircraft, low on fuel, in bad weather, landed safely at a nearby airport.

Here's what happened:

A driving snowstorm was descending on Grand Canyon Tower area when Gale Cotten received a call from a Piper Cherokee pilot requesting permission to land. Gale told the pilot of the bad weather and suggested he try an alternate airport. The pilot advised that he had to land at Grand Canyon because he was low on fuel. Learning that the pilot was not instrument-rated, Gale kept the tower and control zone open and gave him a special VFR clearance. Still the pilot was not able to land and continued circling south of the airport.

Even at Gale's urging, the pilot would not proceed to an alternate airport. Gale then learned the reason: the pilot had only one hour of fuel remaining. She then took charge, declared an emergency for the pilot and obtained assistance from Los Angeles Air Route Traffic Control Center.

Once LAX Center took control of the flight, Gale could have—in all good conscience—closed the tower and gone home to her family. But she didn't! By tuning in the portable radio in the tower, she learned that the aircraft was being vectored to Williams Airport. The pilot reported that he could not see it and now only had 10 minutes of fuel remaining.

Gale then called the Coconino County Sheriff's Department in

Williams. They sent a patrol car to the airport and put it on the landing runway. The pilot saw the flashing lights of the patrol car and made a safe landing.

End of story? Not quite. Gale subsequently received a letter from the pilot, which read:

"To the gal in the control tower on Feb. 20, 1985, at 6 p.m. Thanks for all your help in assisting in our safe landing at Williams Airport. You were great to 'hang in there' and obtain aid for us in what could have been a fatal day! You were wonderful! God Bless you for what you did for us. Our heartfelt thanks."

Jim Tokarski, Air Traffic Manager of the Grand Canyon Tower, is equally full of praise for Gale Cotten's efforts beyond the call of duty and issued her a Letter of Commendation. In Jim's words, "Gale remained on duty past closing time, assisted without being asked and took the necessary steps to ensure a safe landing could be made -- and all this was done without regard to any adverse reactions."

Gale herself says, "I just felt it was my duty to stay. It really was a team effort all the way. Everyone was really concerned for the safety of the pilot and his wife."

Gale was born in Ohio, raised in Phoenix, Arizona, and attended Arizona State University. She joined the Air Force in 1970 and became an Air Traffic Controller. Gale's first assignment with the FAA was Beaumont TRACAB, Texas, in 1977, where she met and married her husband Tim. She is the mother of three-year-old Timmy and two-year-old twins Tommy and Billy. A life-long dream to live at the Grand Canyon was realized when she transferred to Grand Canyon Tower in November of 1982.

Accounting Employees Of The Month

Ethel Jones, Operations and Analysis Branch and Barbara Gillespie, Classification and Review Branch, (was not available for photo-taking session) were both recently selected as Employees of the Month award. Ethel has been with the government for 13 years, starting with the U.S. Air Force in Ft. Hood, Texas. She came to the FAA in 1979 to work for the Payroll Branch, but moved to the Defense Contract Administration Service Region upon Payroll's departure to Oklahoma City. She returned to the FAA in November, 1983 to help ease the heavy workload created by the Uniform Accounting System. She is presently working with Accounts Receivable and Inter-Office Transfer Vouchers. Being the eldest child of a large close-knit family, she returns frequently to Oklahoma to spend time with family and relatives and to give her children a taste of the good, clean, country atmosphere. She loves to cook, sew, and decorate. Always with a smile and a good word for everybody, she is a pleasure to work with. Barbara is a second-time recipient, having first earned the award in February, 1984. She is an Accounting Technician in the Classification and Review Branch and is a very energetic and hard worker. She can be counted on to lend a hand with the heavy workload and to be there with an answer when questions arise. Gregarious and outgoing, she has a variety of interests to fill her after-work hours including knitting, orchid-growing, and boating. Congratulations to Ethel and Barbara on this well-deserved award. Photo by Rafael Riera.



An Outstanding For Dan Grogan

A Quality Increase with an Outstanding Rating was recently presented to Daniel Grogan (right), San Pedro Sector Field Office, San Diego Airway Facilities Sector. Acting Manager Ray Amaro is shown congratulating Dan.

Car/Plane Seats Approved

After extensive testing, the FAA has made it easier for adults traveling with small children to use the same child safety seat both in motor vehicles and on general aviation and commercial flights.

Effective Feb. 26, under the new policy, seats built between Jan. 1, 1981, and Feb. 26, 1985, which bear NHTSA-approved labels may be used on aircraft. However, use of vest and harness-type child restraints built during the same period will not be allowed on aircraft.

Previously, FAA had approved 36 models totalling more than three million seats; the new ruling will make an additional six million restraints acceptable.

A new NHTSA rule now requires seats built after Feb. 26, for use in both cars and planes, to bear a red label indicating their dual-use approval.

Carry-On Baggage May Pose Potential Safety Problem

Administrator Engen thinks that some carry-on baggage poses a potential safety problem on airliners, and installing bigger and stronger overhead luggage bins is not the answer. Speaking recently to a Cabin Safety Symposium on the West Coast, he said, "We are getting some massive pieces of luggage going into those overhead bins that could become lethal missiles or impede prompt evacuation." He noted that FAA has received a petition for rule-making in this area and has responded by initiating a regulatory project to explore the need for additional restrictions on the size of carry-on items.



Outstanding For Barry Berkeley

Barry Berkeley (right), San Diego Flight Service Station, recently received an Outstanding Performance Rating from Area Supervisor June Turner, Congratulations, Barry!

International Meeting Held at Headquarters

Agency officials on March 4 & 5 met with four English CAA managers to exchange ideas about the two countries' air traffic control systems and ATC and AF training programs.

Dan Creedon, Roger Brubaker, and Bill Perry, all of ATO's Operations Division, brought the British ATC experts up to date on FAA's advances in flow control and traffic management units.

The CAA group also was briefed by Rod Bourne, ATR, on such innovations as sector suites and flight data processing. Bob Throne, AAT, filled the Britishers in on quality assurance, while Ed Kelly, APM, briefed them on technician training.

Lane Speck, Fred Martino, and James Busbee, all of AAT, explained some of the agency's latest ideas for training and staffing.



Security Manager Pinned

Jay Adsen (right), Manager of the Regional Civil Aviation Security Division, recently earned his 30-year Career Service Pin. On hand to participate in the pinning ceremony was none other than FAA Administrator Donald D. Engen (left). The FAA family extends hearty congratulations to Jay on achieving this milestone in his Federal career.

Jack Smith Earns Award

Jack Smith (right) receives a Quality Increase Award from Tonopah Airway Facilities Field Office Manager Jack Olsen. Jack, a technician stationed at Ely, Nevada, was given the award for outstanding performance in connection with his facility assignments. He maintains various navigation and communications sites throughout the areas of Ely, Current, Eureka, Pioche and Caliente, Nevada. Congratulations, Jack!



Las Vegas Sector Awards

An awards ceremony was recently held at Las Vegas Airway Facilities Sector. Those receiving awards for their outstanding performance are, from left: Gary Trachet, Electronics Technician - Quality Within-Grade Increase; Harvey Theiss, Jr., Engineering Technician - Quality Within-Grade Increase; Bernie Padget, Technician-in-Depth (Environmental) - Special Achievement Award; and Kneeland Giusti, Electronics Technician - Special Achievement Award.

The News in Brief

FAA will have the "Help Wanted" sign out for air traffic controllers all during the month of April as part of a continuing program to recruit highly qualified ATC trainees to fill vacancies created by retirements, transfers and other personnel actions. Applications may be obtained from Office of Personnel Managements offices as well as FAA personnel offices.

Administrator Engen will testify of the results of the Controlled Impact Demonstration (CID) at a Congressional hearing tentatively scheduled for April 2. In addition to his oral Testimony, he will show a videotape depicting what happened both inside and outside the test airplane throughout the-impact scenario.

Through the first two months of 1985, general aviation is improving on its outstanding safety record of 1984. Preliminary figures from the Office of Aviation Safety show a drop in fatal accidents from 68 to 56 and deaths from 127 to 112.



Outstandings For Gubler and Huber



Eldon Gubler (left), Manager, Scottsdale Flight Standards District Office, is presented with an Outstanding Performance Award by Clyde DeHart, Manager, Flight Standards Division.



Thomas Huber (right) of the San Diego Airway Facilities Sector, was recently presented with a Special Achievement Award for sustained superior performance with an outstanding rating. Presentation was made by Tom's supervisor, Fred Stubbe (left).



International News

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

Taiwan Controllers Train at Honolulu



Ray Zazzetti, (center), Air Traffic Manager at the Honolulu Tower, is shown receiving a friendship plaque from the visiting Taiwan Controllers who spent a week of familiarization at the Honolulu Tower and a week at the Honolulu ARTCC. They are from the left: Becky Lin, Grace Sun, Jerome Hwang, and Ralph Lee. (Photo by Richard Reimann)

UFOs Visit Alaska

Anchorage, Alaska, skies were dotted with a flock of mysterious, bright amber lights recently which even controllers at Anchorage International Airport could not explain. Controllers saw as many as 14 lights in the cold night sky.

Some glowed alone while others appeared to be flying in loose formation. The lights seemed to climb slowly into the night sky before hovering and then disappearing about 30 minutes after they appeared.

The police and FAA officials were swamped with phone calls from nervous citizens concerned about UFOs.

The mystery was solved when several plastic dry cleaning bags, sooty from candle smoke, were found hanging limply on power lines around the city. A local citizen, who grew up in Anchorage, said he knew what the lights were all about because he had sent similar ones up when he was a kid. "You take a plastic garment bag, he explained, "and place a cross in the bottom made of soda straws, then add a light piece of paper board with birthday candles on it, light the candles and up it goes."

"The colder the weather, the better," he added. "In fact, in really cold weather some have been known to rise several thousand feet."

FAA officials subsequently announced that the balloons could be a serious hazard to aviation and that a fine of \$1,000 for each balloon could be levied against - the experimental balloonists.

The "UFO" show then stopped abruptly:

FAAers Star as Speakers

A quartet of FAA managers will be featured as speakers at the Sixth Annual Communicating for Safety Seminar in Orlando, Fla., May 15-17. Sponsored by Eastern Airlines and Embry-Riddle Aeronautical University, the seminar will provide professionals from all segments of aviation an opportunity to exchange ideas and information about safety. Attendees will include controllers, airline pilots and corporate pilots, among others.

FAAers scheduled to speak include Jack R. Ryan, Director, Air Traffic Operations, who will discuss the "Current Status of the ATC System." Also speaking will be three program managers from the Technical Center, Caesar Caiafa, Leo Garodz, and Bill Westfield, who will talk about the Controlled Impact Demonstration and how the results will lead to improved safety.

Pilot's Decision Caused Airline Crash, NTSB Says

The National Transportation Safety Board has determined that the pilot's decision to continue flight after the loss of electrical power from both aircraft generators was responsible for the Air Illinois commuter crash which claimed ten lives last October.

As contributing factors to the accident, the Board cited the failure of the airline's management to provide proper recurrent training and FAA's failure to maintain adequate surveillance of the carrier's training program.

All seven passengers and three crewmen were killed when the Hawker-Siddeley-748 crashed into a field while en route from Springfield to Carbondale, Ill.

Airworthiness Inspectors Meet With Engen



Administrator Engen met March 19 with a team of six FAA airworthiness inspectors to thank them for their efforts in promoting the concept of "standardization" in a series of seminars with fellow inspectors across the country.

Engen said standardization "is one of the hardest things to achieve," but noted that it "is vital—not only in maintenance, but in all aspects of the agency's dealings with the aviation industry.

Organized last summer to correct nonstandard practices identified in recent airworthiness inspections, the team developed the seminar materials at the Aeronautical Center and later held a successful prototype session for 25 veteran inspectors.

In October, the six-man team split into two groups and took the show on the road. To date, they have carried their message to 475 inspectors in 19 seminars and expect to increase that total to more than 650 by the end of May.

The team members are: Robert Seger (Project Manager), Richard Teixeira and Steve Badger, AWS-330; Raymond Myers, AEA-FSDO-63; Ed Thompson, ASO-FSDO-67; Paul Auchenbach, AVN-133; and Earl Hargrave, ASO-250.

Above photo: From left—Raymond Myers, AEA-FSDO-63; Ed Thompson, ASO-FSDO-67; Paul Auchenbach, AVN-133; Dick Teixeira, AWS-330; Administrator Donald D. Engen; Earl Hargrave, ASO-250; Steve Badger, AWS-330; Ray Ramakis, AWS-300; and Robert Seger, AWS-330.

Top Level Appointments Confirmed by Secretary

FAA veteran Garland Castleberry will take over as Director of the Mike Monroney Aeronautical Center at the end of March, succeeding Benjamin Demps, another veteran FAAer, who is moving to Brussels to replace the retiring Phillip Swatek as Director of the Europe, Africa, and Middle East Office.

Both of these appointments by Administrator Engen now have been approved by Secretary Dole along with two shifts in the Associate Administrator ranks at Washington headquarters. Charles E. "Gene" Weithoner was confirmed as the first Associate Administrator for Human Resource Management (AHR-1) with Brooks Goldman, former Management Systems director, taking Weithoner's old post as Associate Administrator for Administration. Both have been serving in these jobs on an acting basis since last October.

Castleberry and Demps both began their FAA careers in the mid-1950s as air traffic controllers. In addition to his early ATC service, Castleberry's resume shows he was Deputy Director of the Alaskan Region, member of the ICAO Air Navigation Commission and, most recently, Manager of the Special Projects Staff in the Administrator's Office. In 1974 he was awarded the Princeton University Woodrow Wilson fellowship and earlier won a Congressional fellowship.

Demps graduated from the controller ranks via the Executive Development Program and moved on to become Assistant Superintendent and later Superintendent of the FAA Academy. Prior to his appointment as Aeronautical Center Director, he was Deputy Director of the Western Region. In 1980 he was awarded a Presidential Rank Award for Meritorious Executives.

Alcoholics Anonymous Meetings at R.O.

Alcoholics Anonymous meetings are being held at the Regional Headquarters. Both old and new members are welcome. For information, please call Anne Clayton, Aviation Medical Div., Ext. 6300.

New Chief in Central Flow

Ed Newbern of the Southern Region has been named Manager of the agency's Central Flow Control facility in Washington, D.C. Newbern, who is currently manager of the Miami International Airport Tower, will replace Roger Brubaker, who was in charge of the facility during the very busy post-strike period and has now transferred to the Great Lakes Regional Headquarters.

Newbern, who has a total of 23 years controller experience, began his FAA career in the Wichita, Kansas, Tower after spending eight years controlling traffic in the Air Force. Before becoming manager at the Miami facility, he held such responsible jobs as Chief, Spirit of St. Louis Tower and Assistant Manager, Detroit, Michigan, Tower.

Stu Meriwether Retires

A luncheon was recently held in honor of Stu Meriwether, Air Traffic Representative at Nellis Air Force Base, who retired on March 1. Stu's career in Federal service included assignments in Hawaii, California and Nevada over the past 30 years. The event was attended by people from the Las Vegas FAA facilities, Nellis AFB, and the Air Traffic Division. Stu will begin his retirement in a new career with Hughes in Chili. The FAA family sends good luck and best wishes to Stu and his wife Barbara in their future challenges.

Ontario FSS Happenings

By Chuck Burge

Ontario FSS recently welcomed an old friend when Tom Rash returned to Ontario from Thermal Flight Service Station (FSS). With Tom's return there were some losses. Dave Wittenburg departed for Paso Robles FSS and Fred Werner was selected for La Verne Brackett Tower. Good luck to each!

Bob Dean was recently honored with a Special Achievement Award for his excellent performance during the past year. The award was presented to him by Larry Berg. Congratulations, Bob!

Several Ontario FSS people recently celebrated wedding anniversaries. Jack Woods and his wife Marilyn - 28 years; Jack Farnsworth and his wife Karen - 14 years; recent arrival Tom Rash and his wife Donna - 5 years; and two rookie couples -- Bob Pavicic and his bride Louise, and Nacho Melgoza and his wife Maria De Jesus - celebrating their very first wedding anniversary. Congratulations to all!

Jerry Marcum, Assistant Air Traffic Manager, has returned from Lawton, Oklahoma, where he attended the course, "Interpersonal Behavior and Problem Solving. Beverly Clark, Supervisory Air Traffic Control Specialist, attended the Secretary of Transportation's "Follow-up Seminar for Prospective Women Managers" in Washington D.C.

The facility has been receiving some very positive feedback from private pilots on a Letter to Airmen sent out to General Aviation pilots explaining the pilot weather briefing function. The letter was sent out to assist the pilots to better understand pilot weather briefings and FAA requirements for them. The pilots seemed to appreciate the "down to earth" way it was written and the helpful hints it offered.

Interested in an Air Traffic Control Position?

Individuals interested in applying for GS-7 entry-level air traffic control (ATC) positions should write or call the Special Examining Division in Oklahoma City during April. They have prepared an information packet to be mailed to interested individuals.

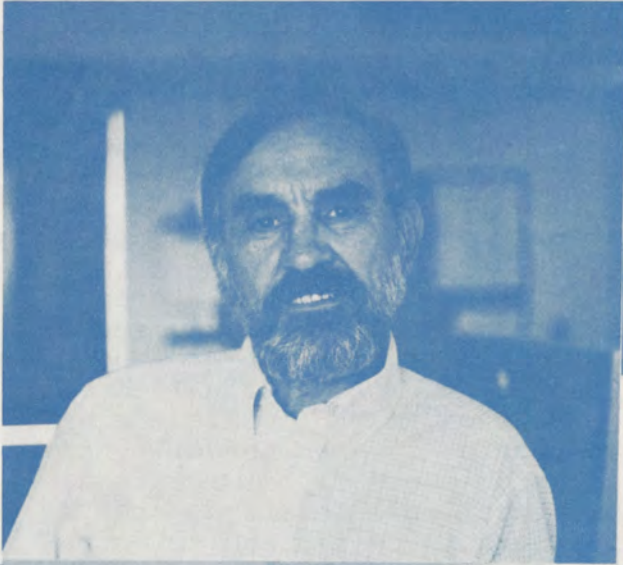
Applicants must take and pass the written ATC aptitude test. In addition, they must have three years of general work experience, four years of college, or a combination of the two to equal three years (each year of college equals nine months of experience). Aviation experience is not required. Since available positions are in the en route center and tower options, only individuals age 30 or younger may apply. A temporary exception allows applicants with certain specialized experience to apply through age 35.

Eligibles will be placed on the competitive register based on their test score. ATC positions throughout the FAA are filled from this register. When referred for employment consideration, applicants must pass a background security investigation and Class II flight physical. The X-118 medical standards are on file in your personnel office.

For an information packet, call FTS 749-4657 (commercial 405/686-4657) or write: Special Examining Division, AAC-80(IC), P.O. Box 26650, Oklahoma City, OK 73126.

Self Development Program Don't Miss Out

The summer semester will soon begin. Do not miss out. Get your request in now. If you need further information on the program, pick up Notice WP N 3115.10 -- or call the Human Resource Development Branch, AWP-17, on FTS 966-6220 or Commercial 213/536-6220.



Tucson Awards

Recent recipients of Sustained Superior Performance Awards at the Tucson Flight Service Station are Specialists:

Left--Carmen Simbari (top), Joe Wenzl (middle) and Bruce Pertile (below).

Above--Ron Mathews

Below--Diana Stamper.

