



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

Western-Pacific Intercom



Outstanding Volunteers

Cover Story

The Western-Pacific Region had two nominees for the Secretary's Award for Volunteer Services: Alan Docken and Robert Snoddy.

Alan is a Supervisory Air Traffic Control Specialist at the Fresno Flight Service Station, and Bob is a Proficiency Development Specialist at the Los Angeles Center Airway Facilities Sector.

Both were honored by receiving a Special Commendation Award for Outstanding Volunteer Service from the Secretary, Department of Transportation, and a Certificate of Achievement from FAA Administrator Donald D. Engen. Presentation was made by the Administrator during his recent visit to the Regional headquarters.

Alan Docken was honored for his dedicated service in volunteering his time to assist the Fresno community in teaching the Hmong people of Asia the English language. Since the Viet Nam conflict, the Fresno area has been considered the capital of the Hmong refugees. Using his own time, Alan took a tutoring course and teaches the English language to the refugees eight hours a week. Because of Alan's efforts, the Hmong people are better prepared to seek employment, have less need for Federal assistance programs and, most importantly, can take an active part in their community.

Bob Snoddy uses his public speaking talent and instructor ability to provide Christian teaching and counseling to young men who are in the Mira Loma Juvenile Ward Center in Lancaster, California. Bob is an active member of the Christian Jail Workers, Inc., a volunteer prison ministry organization. Each week, Bob spends eight to ten hours preparing for the three-to-four-hour-long Bible study classes he conducts each Sunday evening. An added "plus" for Bob's efforts is

that chaplains from other facilities have noted a marked difference in the behavior of wards who have first passed through the Mira Loma facility.

The FAA family salutes both Alan and Bob for their unselfish acts of voluntarism!

Cover photo: At the awards ceremony, from left--Regional Director Mac McClure, Bob Snoddy, Alan Docken and FAA Administrator Donald D. Engen. Cover photo by Barbara Abels.



Dick Mitchell Earns AF Leadership Award

Richard Mitchell (left), System Performance Specialist at Miramar Naval Air Station ARTS facility, receives the San Diego Airway Facilities Sector Leadership Award for the quarter ending September 1984 from his supervisor, Peter Tarasiewicz. Dick's selection was based on his excellent job performance in the areas of ARTS-IIIA equipment, training development for Air Traffic and Airway Facilities personnel, and for his effort in developing, as well as implementing, the DTE interface.

Wedding Bells Ring For AT Manager



Air Traffic Division personnel recently held a coffee/cake celebration in honor of Newlyweds Wayne Newcomb, Air Traffic Division Manager, and his bride, Berta.

Above photo: The newlyweds-- Berta and Wayne Newcomb.

Left: A few of the celebrants--from left--Sam Tyson, Pat Faux, Mary Ann Davidson and Debbie Hosler.

Below: Elly Stanson (left) and Assistant Air Traffic Manager Jacque Smith.

Phocus On Phoenix

Welcome Aboard to: Manuel Hernandez, Electronics Technician, Tucson Sector Field Office; Robert Guy, Environmental Systems Technician, Tucson SFO; Mark Thomas, Environmental Systems Technician, Prescott SFO; Lyle Thurman, Environmental Systems Technician, PHX AFS; and John Puchalski, who joined our staff as a Proficiency Development Specialist. We welcome all of you and hope that our association will be mutually beneficial.

We have several promotions to report: James Cambier, Supervisory Electronics Technician, Nav/Comm Unit, Phoenix SFO; Edward Clutter and Gerry Browning, Electronics Technicians both from Tucson SFO. Ernest Mitchell, Electronics Technician; and Edith Hutchison, Electronics Technician. Congratulations to all of you!

Billie Chrestman, Administrative Officer; George DuChateau, Environmental Systems Technician; Susann Johnson, Administrative Assistant; and Albert Boisvert, Staff Engineer, were all recipients of Outstanding Ratings with Sustained Superior Performance. Donald Hannum, Electronics Technician, Tucson SFO, received an Outstanding Rating with a Quality Within-Grade Increase. David Lyons, Supervisor, ARTS/Comm Unit; Jordan Madison, Systems Performance Specialist; Marshall Mills, Donald Hannum, Richard Christensen, Robert Watson, Lester Hair and Kent Willson, all Electronics Technicians at our Tucson Sector Field Office, received a Group Special Achievement Award for "Team Effort during the ARTS 111A Installation". Congratulations to all of you!

The following employees have received Letters of Appreciation:

James Wylie, Electronics Technician, PHX SFO; George Gould, Electronics Technician, Safford SFO; Edith Hutchison, Electronics Technician, PHX SFO; Robert Dealing, Supervisory Electronics Technician, Tucson SFO; Richard Christensen, Electronics Technician, Tucson SFO; James S. Cambier, Supervisory Electronics Technician, PHX SFO; Gerry Browning, Electronics Technician, Tucson SFO; Robert Benge, Environmental Systems Technician, Tucson SFO; Carlos Manuel, Electronics Technician, PHX SFO; Archie Millhollon, Assistant Manager for Technical Support; Ernest Mitchell, Electronics Technician, PHX SFO; James Stosberg, Electronics Technician, Tucson SFO; Miguel Villafane, Electronics Technician, Tucson SFO; Robert Burke, Electronics Technician, Prescott SFO; R. Duane Owens, Electronics Technician, Safford SFO Globe; Floyd Howerton, Nav/Comm Technician-In-Depth; and Susann Johnson, Administrative Assistant.

Some of these recipients received more than one Letter of Appreciation. We are proud that so many of our employees were given this recognition.

Career Service Emblems were presented to: 30 Years -- Robert Elgines and Joseph Weber, Electronics Technicians, ARSR SFO; and John Ramos, Electronics Technician, PHX SFO; 25 Years -- David Sanders, Electronics Technician, ARSR SFO; and Jose Gallegos, Environmental Systems Technician, for 15 Years of Service.

And lastly, but certainly not least, we have two employees who have joined the ranks of the "happily unemployed" (in other words they have retired): Dale Grunseth, Electronics Technician, Tucson SFO; and George DuChateau, Environmental Systems Technician. We hope their retirements are fulfilling and rewarding.

Career Milestone For Rick Yorsky

Richard Yorsky (left), Air Traffic Control Specialist at Reno Flight Service Station, was recently presented his 15-year Career Service Pin by Charles Kakigi, Manager, Reno FSS. Rick served at Lancaster and Elko Flight Service Stations and at Reid-Hillview Tower prior to being assigned to Reno FSS. Congratulations Rick!



Regional FAA Coordinators Named

The FAA Coordinator Program (formerly the FAA Rep Program) has been revitalized in the region. The FAA Coordinator will represent the Regional Director and the agency at public and private meetings, conferences, etc., involving FAA interest; actively participate in Federal Executive Boards and Associations and various community activities; promote the "One FAA" posture among FAA facilities within their geographic area in dealings with the press and the public; foster and enhance the principles of Human Relations; and encourage the common use of resources by adjacent facilities -- just to name a few of the responsibilities. In the field of public information, each FAA Coordinator will serve as the local source of aviation information for his/her area following Orders 1200.8B and WP 1210.9.

The FAA Coordinators and the areas they will serve are:

Phoenix...Kermit Clark, Manager
Phoenix AFS.
Tucson...Patrick O'Sullivan,
Manager, Tucson Tower/TRACON.
Antelope Valley...Bob Cox,
Manager, Los Angeles Center AFS.
Arcata...Dean Spring, Manager,
Arcata FSS.

Fresno...Will Cope, Manager,
Fresno Tower.
Los Angeles...Jim Holtsclaw,
Manager, Los Angeles Tower.
Oakland...Ben Kennedy, Manager,
Oakland Towers
Ontario...Jim Welton, Manager,
Chino Tower.
Orange County/Long Beach...
Ralph Odenwald, Manager,
Orange County Tower.
Sacramento...Bob Lamora, Manager,
Sacramento AFS.
San Diego...John Tompkins,
Manager, San Diego AFS.
San Fernando Valley...Charlie
Aalfs, Manager, Burbank Tower.
San Francisco/Marin County...
Eddie Lewis, Manager, San
Francisco Tower.
San Jose...Tom Hartliep, Manager,
Reid-Hillview Tower.
Santa Barbara...Louise "Mickie"
Long, Manager, Santa Barbara
FSS.
Las Vegas...Dean DeShazo, Manager,
Las Vegas AFS
Reno...Ed Couch, Manager, Reno
Tower.
Honolulu...George Harvey, AHNL-1.
Each FAA Coordinator will serve
in that capacity in addition to his/
her regular duties as manager.

FAA to Study Privatizing FSS Functions

In a General Notice to all FAA air traffic employees, Administrator Engen has announced that the agency is taking action on an Office of Management and Budget passback request that FAA study the feasibility of privatizing the service being provided by flight service stations. The study is slated to be completed by mid-May.

In the GENOT, Engen said, "This study that we have been asked to do is just that, a study. No one should be concerned that a decision of this significance is imminent, or that privatization of flight service stations is a foregone conclusion."

The Aviation Safety Office, with the support of other offices, is responsible for the study, which will examine the capability of the private sector to perform any or all of the functions of FSSs.

Women Techs Organizing

Women technicians are moving to organize a professional association similar to the Professional Women Controllers (PWC), which was established in 1979. Letters asking for ideas recently went out to the agency's approximately 140 female airway facilities technicians.

Maureen Beharelle, AGL, said responses have been positive, and a trial balloon newsletter is now in the works. She noted that because of their lesser numbers, the technicians did not envision an organization as formal as PWC, but, she said, they want to get something going. Beharelle added that PWC has invited technicians to meet each other and get pointers on how organizations work at the controllers' convention, which will be held in Denver, May 2-5.

Lodging Taxes May be Exempted

In order to save money in the agency budget, employees traveling on official Government business are reminded that seeking exemption from paying hotel room taxes is definitely encouraged but is not mandatory. Since the laws on these exemptions vary from one place to another, it is not feasible to come up with across-the-board rules.

Because of this variability, travelers should contact the organization they are visiting before they set out to determine what laws are in effect in that location. In this way, when an exemption is possible, the traveler can get the necessary information ahead of time and arrange to have the required forms available.

Personnel Hotline Calls Continue to Increase

FAAers throughout the system are increasingly using the information sources available to them. For instance, use of the "personnel hotline" has jumped from an average of 98 calls a day in February 1984 to 201 a day during February of this year.

The purpose of this hotline is to help employees across the country keep abreast of changes in the Civil Service Personnel System. Besides the hundreds of calls that come in each week from individual employees, some facilities, such as the Chicago Center, transcribe the hotline message and post it on their bulletin board. This increases exposure to the message while reducing calls to the five-phone rotary hotline. The number of the personnel hotline is still FTS 426-3934.

FAA Radar Air Traffic Control At Guam CERAP

By Willis Cannon, Jr.

Many people think that all Radar is alike. Not so! The FAA in Guam uses three types of radar at the Guam CERAP (Center En Route and Radar Approach Control) located on Anderson Air Force Base (AFB).

The word radar is an acronym for Radio Detection and Ranging. Each radar system works for a different purpose, but all work for one goal: the ultimate safety of each person aboard every aircraft that takes off from or lands on Guam.

The mission of the Guam CERAP is to provide a safe, orderly, and expeditious flow of civil and military air traffic within a 250 nautical mile radius of the Mt. Santa Rosa long range radar site.

The radar equipment at Guam constantly monitors arriving and departing aircraft. FAA controllers operate the complicated and expensive equipment inside the CERAP building working hand-in-hand with the air traffic controllers in the U.S. Air Force Anderson AFB and the U.S. Navy, Naval Air Station Agana airport traffic control towers.

Radar sites for the three different radar systems are located on or in close proximity to Anderson AFB, and they are checked constantly by FAA electronics technicians.

One type of system is the Air Route Surveillance Radar (ARSR). This system displays aircraft as far away as 300 nautical miles and can detect weather echoes out

to 150 to 175 nautical miles. The CERAP usually has a very good "picture" of typhoons/tropical storms when they are within the radar coverage. The ARSR is issued primarily for control of aircraft more than 35 miles from Guam. It aids in the transition of a departure into the oceanic en route control environment, and the transition of an inbound aircraft from the oceanic en route to the approach control environment. The radar is displayed on a horizontal Radar Bright Display Equipment (RBDE). The radar controllers use plastic "shrimp boats" to help retain identity of each aircraft.

Another radar system is the Airport Surveillance Radar (ASR). We use this to direct aircraft within the terminal area about 35 miles around Guam. This ASR system is equipped with an Automated Radar Terminal System (ARTS II). The ARTS II is a computer that "tags" each discrete radar target with a data block that provides the controller with the aircrafts identification and altitude. The ASR/ARTS system is used to provide arrival and departure radar service and ASR ground directed radar approach. By issuing the proper vector headings and recommended altitudes, the radar controller can direct the aircraft to any of the four runways at Anderson AFB and safely control the aircraft down to an altitude of 400 feet above the runway when it is one mile from the landing threshold.

When necessary, due to weather conditions at Anderson AFB, the

(continued on next page)

Guam CERAP

(continued from previous page)
third radar system, Precision Approach Radar (PAR), is used to direct an aircraft down an electronic glide path and runway centerline down to an altitude of just 100 feet above the runway at 1000 feet from the landing threshold. The radar controller literally "talks the pilot down."

Inside the CERAP building are tons of complex transmitters, receivers, interphones, weather equipment, and test equipment. If you stood in the control room of the Guam CERAP and listened to the controllers, you may hear, "Air Guam 100 radar contact, maintain runway heading until reaching three thousand three hundred before proceeding on course to Saipan." "Aloha zero zero one, two miles from the outer marker, turn right heading zero four zero, maintain two thousand three hundred until established on the localizer, cleared for ILS runway six left approach, contact Navy Agana tower on one one eight point one, report the outer marker inbound." "Swan two six, one mile from touchdown on glide path, turn left heading zero six two slightly right of the centerline correcting slowly, at decision height, on course, on glide path, over the approach lights, over landing threshold, contact Anderson tower on two three six point six." "Saipan radio Guam CERAP inbound continental five five two, Boeing seven two seven estimated Saipan a two two three four ILS approach." "Demon zero seven cleared for high TACAN runway six left approach, wind zero six zero at one zero gusting to one eight altimeter two niner eight eight." and that's the way it is in the Guam CERAP, 24-hours a day every day.

Accounting Employees Recognized



For a number of years now, the Accounting Division has recognized employees who reach certain milestones in accumulating unused Sick Leave. For the Leave Year 1984, Michael Johnson and David Jensen reached such a notable plateau; Michael an unused balance of 750 hours, and David 1000 hours. Division Manager Frank Cantrell recently had the pleasure of presenting Certificates of Merit to Mike and Dave for this noteworthy achievement. Frank reports that he is very proud of the accomplishments of these two Branch Managers and extends hearty Congratulations.

Above photo: From left -- Frank Cantrell, Mike Johnson and Dave Jensen. Photo by Rafael Riera.

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.



Bill Crawford Retires

Bill Crawford (right), Electronics Engineer at the Tonopah, Nevada, Airway Facilities Sector Field Office, has retired after 34 years of government service. Sector Manager Jack Olsen congratulates Bill on his retirement. Bill and his wife Van were honored at a retirement luncheon in Las Vegas. Bill says he just bought a home and plans to make Tonopah his retirement abode. HAPPY RETIREMENT, BILL!



25 Years For Don Kramer



Don Kramer (right), Area Supervisor at Honolulu Tower, receives his 25-year Career Service Pin from Air Traffic Manager Ray Zazzetti. Don served in the U.S. Air Force as a controller from 1958 to 1962. He joined the FAA in the Central Region in 1963 as an Air Traffic Control Specialist. Don has been at Honolulu Tower since 1972. Congratulations, Don! Photo by Richard Reimann.

A call For Papers

FAA engineers who are interested in making their marks in the field of precise time engineering are asked to submit abstracts for the Seventeenth Annual Precise Time and Time Interval (PTTI) Applications and Planning Meeting scheduled for December 3-5 at the Dupont Plaza Hotel in Washington, D.C. The event is being sponsored by NASA and several Pentagon offices.

Precise time engineering is essential to many space age communications and measuring devices and for navigation equipment.

Abstracts of approximately 500 words should be sent to Dr. Joseph D. White, Naval Research Laboratory, Code 7771.1, Washington, D.C. 20374. The purpose of the meeting is to give managers, systems engineers, program planners, and industry a forum to review plans and trends in PTTI applications.

Richard Philipps Retirement Luncheon

Los Angeles TRACON proudly invites you to attend a retirement luncheon in honor of Area Manager Richard Philipps. Dick is retiring on May 16 after 36 years of government service, 28 years of which were served in various capacities at Los Angeles Tower and Los Angeles TRACON. The luncheon will be held on May 15, 11:30 a.m., at the Holiday Crowne Plaza Hotel, 5985 Century Blvd. (two blocks east of the entrance to LAX). Please contact Jim Strother, Gerry Feltman or Roy Robison no later than May 8 for reservations and further details.

Dennis Yap Receives Quality Within-Grade



Dennis Yap (left), Air Traffic Control Specialist at Honolulu Tower, is the proud recipient of a Quality Within-Grade Award based on Outstanding performance. Area Supervisor Ronald Ichimura (right) presents the award to Dennis. Photo by Richard Reimann.

Garry Wohlleib -- Outstanding



Garry Wohlleib (right), Environmental Engineering Technician at the San Diego Airway Facilities Sector, receives a well-earned Quality Within-Grade Award and an Outstanding Performance Rating. Presentation was made by Ron Rudolph (left), San Diego Assistant Manager for Technical Support.

Here's A Correction

Information on the Self Development Program contained in Intercom 85-9, dated March 4, referenced the Notice as WP N 3110.10. It should, of course, have been Notice WP N 3115.10. The Regional Training Branch apologizes for any inconvenience this may have caused.

Retiree Corner

Friends and former co-workers of FAA Retiree Paul McAfee (Air Traffic Division) will be pleased to learn of Paul's appointment as publisher of the General Aviation News in Carrollton, Texas. Paul's wife, Margaret, says Paul loves his work and they do have plans to "retire" back to California someday. Congratulations, Paul, from your FAA family!

Long Beach Manager Honored By Employees



INTERCOM recently ran the story of the tribute paid to Harry Kanarr by his fellow employees at the Long Beach AF Sector Field Office (85-7, page 6). In the above photo, Harry receives the Letter of Commendation from Regional Director Mac McClure at his work site. Employees pictured, from left, are: Val Herрман, Betsy Titherington, Jeff Brown, Tom Potter, Masashi Miyaoka and Clarence Bonin.

LAX Business Opportunities

Over 600 individuals from the business community in California attended the 1985 Business Fair held recently at the Los Angeles Viscount Hotel. The Fair, sponsored by the Los Angeles Department of Airports, brought together representatives from city, state and Federal agencies and Los Angeles International Airport businesses, to meet with small businesses, including minority and women owned businesses. Valuable information about airport purchasing opportunities and policies, and in other transportation related activities, was provided. Steve Rodriguez of the AWP Civil Rights Staff, along with officials from the Mayor's office, Cal Trans, the Small Business Administration, California SBA, and the Century Freeway Project, held a panel discussion on the role of government in promoting and monitoring opportunities for small businesses. Also on hand to explain what goods and services are purchased were representatives from major airport concessions, including United, Western, American and Continental Airlines, Host International, Marriott Corporation and Duty Free Shoppers. Success of the Fair was measured by the large number of one-on-one contacts between prospective buyers and sellers.



Ken Pirl Honored

During a recent all hands meeting, Ken Pirl (right), Acting Oakland Airway Facilities Sector (AFS) Manager, was presented with a Quality Circle cup from the Oakland AFS employees in appreciation for his support. The cup is being presented by Alex Hammond, Airway Facilities Division Manager.

ARSAs Now Operational At Three Sites

The new Airport Radar Service Area (ARSA) concept moved from the evaluation phase to the operational phase at the Austin (Tex.) and Columbus (Ohio) Airports on March 14, with a third ARSA established at Baltimore/Washington International Airport.

ARSA is designed to improve the overall operational safety level at airports and to reduce the potential for near midair collisions. It requires all pilots in the service area to maintain radio contact with the airport tower and follow ATC clearances and instructions.

ARSAs are circular in shape with a radius of 10 miles and a ceiling of 4,000 feet. The concept was developed during the National Airspace Review as a replacement for the present non-mandatory Terminal Radar Service Areas at more than 130 airports.

The agency expects to issue a notice of proposed rulemaking in June for the remaining ARSA locations with implementation beginning in the fall.

Better Medical Kits Proposed for Airliners

The agency has issued a notice of proposed rulemaking that would require airliners to carry upgraded medical equipment and drugs for treating passengers who may suffer heart attacks or face other health-related emergencies in flight. The proposal would require that one medical kit containing equipment and drugs to provide basic life support during emergencies be carried on each passenger-carrying aircraft.

Present FAA rules require only basic first aid equipment on airline flights. The agency now believes these kits are inadequate for dealing with in-flight medical emergencies such as heart attacks, severe allergic reactions, acute asthma, insulin shock, protracted seizures, and childbirth.

FAA has estimated that there are approximately 21 in-flight deaths annually, mostly elderly persons suffering from serious illnesses. The agency believes that 10 percent of these might be prevented if improved medical kits are available.

NTSB Cites Pilot Error In Two Accidents

The National Transportation Safety Board (NTSB) has ruled that pilot error was the probable cause of a non-fatal DC-9 landing accident at Detroit's Metropolitan Airport last June 13, and blamed a combination of mechanical and pilot failure for the fatal crash of an Air Continental cargo flight near Windsor Locks, Conn., earlier that same month.

The fatal accident, in which two pilots and a passenger died, was caused by a sudden roll triggered by the failure of a spoiler to retract. However, NTSB said that flight tests indicate that such a roll is controllable when pilots react

immediately with opposite-to-roll rudder and aileron control.

In the USAir accident at Detroit, the Board cited a series of "inappropriate decisions" on the pilot's part. First, he did not compensate for a known wind shear condition and then misjudged the ability of his aircraft to climb. As a result, the plane touched down with the landing gear only partially extended.

In addition, the Board's report pointed to the first officer's lack of aggressiveness and recommended improvements in the formula used by controllers in transmitting wind shear information to pilots.

Meet Eddie Lewis FAA Coordinator

Eddie E. Lewis has been named FAA Coordinator for the FAA in the San Francisco/San Mateo/Marin area. Along with his regular duties as Manager, San Francisco International Control Tower, Ed will serve as the local contact for FAA with the public and the local news media.

Ed was born in Arkansas and raised in Monterey, Calif. He served in the U.S. Air Force during the Korean conflict as an air traffic controller, returning to Monterey after discharge.

He joined CAA/FAA in 1956 as an Air Traffic Control Specialist. He has served in many locations since that time -- Phoenix, Ariz.; Denver, Colo.; Oakland, Calif.; Santa Barbara, Calif.; Sacramento, Calif.; and Los Angeles.

Prior to his current assignment as San Francisco Tower Manager, Ed was Manager of the Sacramento Radar Approach Control Facility.

The Lewis family consists of a son who is serving in the U.S. Army at Fort Polk, Louisiana, as a heavy duty weapons mechanic.



Outstandings At Honolulu Center

Harry Ching, Motor Vehicle Operator (left) and Herman Kauhi, Electronics Technician receive awards from then Airway Facilities Sector Manager John Gordon. Henry received a Special Achievement Award and Herman a Quality Within-Grade Increase for their outstanding performance.



MADELEINE Z. BORDALLO
First Lady of Guam

TERRITORY OF GUAM
GOVERNMENT HOUSE
AGANA, GUAM 96910
U.S.A.

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(Editor's Note:

Needless to say, the
Guam Airway Facilities
Sector people are very
proud of this deserving
award.

We are pleased to be
able to share it with
the rest of the FAA
family and thank
Walter Ryness, Manager,
Guam AF Sector, for
the submission.)

Congratulations, my friend!

Your grounds and building have been selected for an award as one of our island's outstanding Government/Federal Buildings by the First Lady's Beautification Task Force. We of the Task Force commend you for the care and concern as expressed in the maintenance of your surroundings and we thank you for helping to keep Guam beautiful this way.

We cordially invite you to accept your award at a merienda at Government House on Sunday, February 17th, from 2 p.m. to 4 p.m. We hope you will join us.

In the event you are unable to attend, we ask you to please send a representative to receive your award. We look forward to seeing you there.

Sincerely yours,

Guadalupe C. Reyes
(for) MADELEINE Z. BORDALLO
Chairperson

FIRST LADY'S BEAUTIFICATION TASK FORCE CERTIFICATE OF AWARD

presented to

Dept. of Transportation - Federal Aviation Administration
1st Prize
for

Offic First Lady's Islandwide Beautification Drive

Madeline Bordallo
MADELEINE BORDALLO
CHAIRPERSON

17th
17th February 1985
DATE

Task Force Members: Guam Visitors Bureau; Guadalupe Reyes, Phil Flores, Frankie Malkin, Christie Anderson, Jess Aquinogoc, Laura Caso, Rosemarie Cruz, Cathy Gault, Dave Gault, Sonia Lujan-Sellers, John Palomo, Ester Sanchez, Gary Stillberger, Cdr. Sydney Thornton, LTC. Allan H. Kelmert.

Tuskegee Airmen Return To FAA For Black History Month 1985



Gerri McReynolds, Los Angeles TRACON and a member of AWP's National Black Coalition, introduces The Tuskegee Airmen.

the audience in a very professional manner the realism surrounding the role of the Black Pilot in the days of the segregated U.S. Army Air Forces. They have authored a book, "Lonely Eagles", now in its third printing, and are dedicated to the promotion of historical, scientific and social research and publications, as well as granting scholarships to deserving American youths seeking aviation and aerospace careers.

Representatives of the Tuskegee Airmen, Inc., an organization of America's first Black Fighter Pilots, gave their third annual presentation as part of FAA's Black History Month celebration. Their co-sponsors were the Regional Office of Civil Rights and the Western-Pacific Region Black Coalition. The Tuskegee representatives were: Col. Edward C. Glead, USAFR; Lowell C. Steward; and Capt. Henry Bowman, USAFR.

The Tuskegee Airmen, Inc., is a non-profit organization composed of former Army Air Force aviators trained at Tuskegee, Alabama, during World War II. These pilots shared in one of the most unique phases of the military history of the United States. They capture for

San Francisco ADO News

Congratulations to John Pfeifer, Airport Planner with the San Francisco Airport District Office. John recently received a Quality Increase Award with an Outstanding rating. Welcome aboard to Civil/Program Engineers Guillermo "Willie" Villalobos and Jorge Barrio. Prior to coming to the ADO, Willie and Jorge worked in the Regional Airway Facilities Division. Congratulations also to Lisa Thelen on her recent conversion to full-time permanent Clerk-Typist position.

Oxnard Tower News

Oxnard Tower people have been very busy lately. Congratulations to Mark Tellier on becoming Facility Rated. Welcome aboard to Scott Thompson, formerly with the Department of Defense at Point Mugu Naval Air Station. Other welcome additions are Gerry Gelardo, Bernie Martin and Kathy Smith. As always, it is hard to say goodbye to friends — Rick Brown left for San Jose Tower and Chris Kleen for Santa Barbara Tower. Good luck, Rick and Chris.

A Spate of Dramatic Flight Assists

Safety and saving lives is at the core of FAA's mission as was made abundantly clear in these recent dramatic flight assists:

* Peoria, Ill.: FAA controller Tom McDade, of the Peoria Airport Tower, spent a tense 39 minutes on March 21, which he said "seemed like at least an hour," talking a non-pilot passenger down to a safe landing. The pilot, who suffered a fatal heart attack, stayed conscious long enough to set up the emergency radio and transponder frequencies. After that, it was McDade, aided by an instructor called to the tower, who brought the plane in to a safe but hair-raising landing. McDade vectored the plane to the airport and a final approach while the instructor gave emergency flying lessons.

* Salt Lake City: In another apparent heart attack situation on January 5, Salt Lake City Center controllers teamed up with an American Airlines pilot to give a passenger flying lessons and guide him down to a safe landing. Controllers Melvin J. Brock and Max A. Hall received the first radio call from the passenger, who reported that his father, who was flying the plane, was unconscious and that he himself was not a pilot.

The controllers told the young man to continue flying straight and level toward his original destination, Billings, Mont. Shortly after this exchange, the pilot of American Airlines Flight 391 came on the radio and offered to give flight instructions.

While FAAers kept the plane on course for Billings, the American pilot instructed the passenger on speed and rate of descent.

With this guidance and approach

control assistance from controller Steve Reed in the Billings Logan Airport Tower, the pilot's son managed to make a controlled crash and both occupants escaped uninjured.

* Grand Canyon National Park: Gale Cotton of the Grand Canyon National Park Airport Tower doesn't know the meaning of the word "quit." She was alone in the tower February 20 when the pilot of a low-on-fuel single engine plane radioed her that he was unable to land because of driving snow. She then contacted the Los Angeles Center and they vectored the plane to nearby Williams Airport. Although it then was well past the tower's closing time, she refused to leave and soon learned that there were no lights at the alternative field. She called the airport office, but no one answered. Still not ready to accept defeat, she put in a call to the local sheriff's office and urged the lawmen to light the runway with automobile headlights. With this make-shift help, the plane landed safely.

* Sitka, Alaska: ATC specialists don't get paid to prevent suicides, but sometimes it comes with the territory. When Janice Mathews of the Sitka FSS was alerted about a pilot bent on suicide March 19, she held the man's plane on the ground to keep him from taking off and intentionally crashing. By refusing to give takeoff clearance or turn on the runway lights, she gave local authorities time to catch up to the potential suicide.

* In January and February, 200 flight assists were reported. Flight service stations were responsible for 66 of these, towers for 81, and centers for 53.

Las Vegas Local Events

There may be a few facilities which can boast of having a husband and wife both working as controllers -- but where can you find two such couples? Las Vegas Tower, that's where! Jon and Marcia Holman and Rich and Adrienne Berry are full performance controllers at the Las Vegas Air Traffic Control Tower. Jon and Marcia are expecting a "junior controller" in September. Congratulations!

Las Vegas Tower Human Relations Committee commemorated Black History Month with a very attractive and informative display in the facility foyer prepared by Air Traffic Assistant Carolyn Stokely. She also prepared, in book form, a collection of historical accomplishments and contributions of Black men and women. To cap off Black History Week, Carolyn organized, cooked and served a "soul food" luncheon and dinner held in the facility breakroom. Even though the soul food feast destroyed everyone's diet, it was well worth it.

An Outstanding For Richard Mitchell



Richard Mitchell, Miramar Airway Facilities Sector Field Office (San Diego AFS), receives an Outstanding rating with a Special Achievement Award for sustained superior performance. Making the presentation is supervisor Peter Tarasiewicz.



Jones Is Confirmed by Senate

It's official. On March 18, the Senate confirmed President Reagan's appointment of Richard Jones as Deputy Administrator, ending the recess appointment which Jones has been serving under since Dec. 13, 1984. A recess appointment allows the President to appoint officials who require Senate confirmation while the Congress is not in session.

Prior to taking the second-in-command job with FAA, Jones served as a pilot with Eastern Airlines while also practicing law as a mem-

ber of the Virginia and Washington, D.C., bars. In addition, he has been secretary of the Flight Safety Foundation, served as secretary and treasurer of the Air Line Pilots Assoc., and chaired the Virginia Advisory Committee on Aviation.

Jones received his B.S. from Virginia Polytechnic Institute in 1958, and his law degree in 1964 from American University in Washington, D.C.

A former adjunct professor at the University of Southern California, he has published numerous articles on flight safety.

Engen's Q & A Session Recorded on Videotape

Administrator Engen held a question and answer session with more than 50 principal inspectors on March 21 at Washington headquarters, stressing the essential agency traits of service and consistency.

"We're in this together," he asserted. "We have one policy in the FAA, and it should be implemented with fairness and reasonableness."

The lively exchange will be coming soon to a video cassette player near you since it was videotaped and is being shipped to all the regions.

Engen fielded a range of questions covering revisions of handbooks, differences in interpretation of regulations between regions, training, the size of the inspector force, and Federal personnel procedures that affect FAAers.

Tom Huber Earns Sector Leadership Award



Thomas Huber (right), San Diego Airway Facilities Proficiency Development Specialist, receives the Quarterly San Diego Sector Leadership Award consisting of a \$750 scholarship. Making the presentation is Sandy Elwood of National University.

The News In Brief

Another reminder that we're getting older (and not necessarily better) is the fact that the Boeing B-17 Flying Fortress will celebrate its 50th anniversary this July. Boeing is planning three days of ceremonies (July 26-28) in Seattle to mark the first flight of this venerable bomber with many World War II types expected to participate. Boeing, Lockheed and Douglas together produced more than 12,700 B-17s, which distinguished themselves in the air war over Europe.

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FAA has grounded two more Part 135 (commuter/air taxi) operators for violating various operational, maintenance and training requirements. They are Spectrum Helicopter of Ridgefield Park, N.J., and Atlantis Airlines of Florence, S.C. Both received emergency suspension orders, Spectrum on March 20 and Atlantis on March 21.

The agency has proposed a re-alignment of the General Operating and Flight Rules" (FAR Part 91) to make them more understandable and easier to use. To cite just one example, the proposal would consolidate all of the equipment and operating rules for large and turbo jet-powered multi-engine airplanes in Subpart G of Part 91. The proposal was published in the March 20 Federal Register and specifies a comment deadline of July 19.

More than 500 U.S. airports--501 to be exact--now have full Instrument Landing Systems (ILS) operational on at least one runway and another 104 have a partial system. In all, there are 852 ILS installations at airports across the country. Of this total, 718 are full systems and 134 are partial. Try that bit of FAA trivia on your A.F. friends some time.

Wind Shear Decision Is Probable Cause

The National Transportation Safety Board has determined that the pilot's decision to take off under conditions conducive to wind shear was the probable cause of the non-fatal accident at Denver-Stapleton International Airport last May 31. The United Airlines Boeing 727 suffered substantial damage when it hit a 13-foot high antenna a little over 1,000 feet from the end of the runway. However, the aircraft remained airborne and made a safe landing.

Based on this accident and the Detroit Metropolitan Airport non-fatal accident last June 13, the Board recommended that FAA conduct research to determine the most effective means of training all flight crew members in cockpit resources management. It recommended also that FAA, in cooperation with airlines and aircraft manufacturers, come up with a common wind shear training curriculum to be required in all airline pilot training programs.

An SSP For Bill Fry



Smoke Detectors Required for Airlines

The FAA has adopted a rule requiring airlines to install smoke detectors in the lavatories and galleys of their large aircraft, automatic fire extinguishers in lavatory trash receptacles, and more hand-held fire extinguishers in cabins.

Under the new rule, airlines are required to install the lavatory smoke detectors within 18 months of the April 29 effective date, and trash receptacle extinguishers within two years of this date.

The receptacle requirement was based on inspections made following a June 1983 fatal fire on an Air Canada jet which showed that many of the aircraft's receptacles had lost their ability to contain fire because of normal wear and tear.

The number of hand-held extinguishers would be increased from the maximum of two now required to as many as eight, depending on the number of passenger seats.

Two of the devices would have to be Halon 1211, or equivalent extinguishers, which are more effective than conventional ones in terms of range and power while emitting no toxins. Airlines will have six months to install the added extinguishers and one year for the Halon devices.

LEFT PHOTO:

William J. A. "Bill" Fry (right), Air Traffic Control Specialist at Stockton Flight Service Station, receives a congratulatory handshake and a Certificate for Sustained Superior Performance from Area Supervisor Jose Mandawe. Bill is a 16-year veteran of Stockton FSS with 24 years of service with the FAA.

An Outstanding For Ski Pisarski



Valentine "Ski" Pisarski (right), Reno Flight Service Station Area Supervisor, was recently presented with a Certificate for Outstanding Performance by Ken Krohn of the Regional Air Traffic Plans and Programs Branch. Congratulations!

Happenings At Phoenix FSS

Phoenix Flight Service Station has seen a flurry of activity since the announcement on Feb. 8 of the move to the new Automated Flight Service Station at Prescott. A partial staff reported to Prescott on April 1 and the first group of nine journeymen will report about the end of April. Approximately half of the people at Phoenix plan to move to Prescott -- the other half plan to retire, resign or transfer to some other location.

Other news includes promotions for: John Rupp and J. R. Armistead, two teletype operators who have been with the Phoenix FSS since August of 1969, who were promoted to Flight Data Aids at Phoenix TRACON; and Gary Gentry, controller for the last 12 years, who will be working for Flight Inspection in Oklahoma City. Congratulations!

Bakersfield Tower/TRACON

Welcome aboard to Mark Bohn, from San Diego Flight Service Station, and to Frank Ferrera who journeyed across the airport from Bakersfield FSS. Farewells to Randy Ryckebosch, leaving for Los Angeles Center, and John Kurtzman, going to Fresno Tower/TRACON.

Congratulations to facility Secretary, Joyce Graham, who was presented the Director's Certificate of Achievement and a Letter of Commendation from AWP-1 for exemplary service and contributions at Bakersfield Tower. Congratulations also to John Kurtzman on a recent and well-deserved Special Achievement Award.

ARTS II equipment is arriving at Bakersfield. Installation should be completed by May 1. No definite date has been set for commissioning.

New arrivals to the Tower Family are Victoria Teresa McGrath, born on Feb. 1. Father Kevin is a full performance level controller at Bakersfield. Welcome also to Chad William Curtis, born on Jan. 19. Proud Grandpa is Air Traffic Manager Don Miller.

Professional Exchange Program

One of Secretary Dole's initiatives to improve opportunities for women is the Professional Exchange Program (PEP). This program provides avenues for employees to cross functional and organizational lines to broaden their knowledge and perspective.

Diane Hughes, Chief of the Human Resource Staff of the Urban Mass Transportation Administration, is assigned to the Operations Sections of the Airway Facilities Division. Diane is working on several special assignments, sharing her experiences with AWP employees. For additional information on PEP, contact your staffing specialist in the Human Resource Management Division.