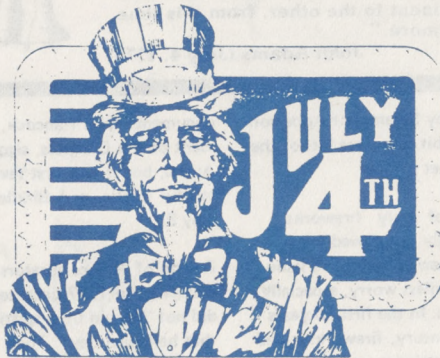


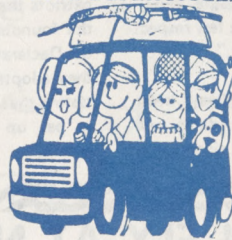


U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

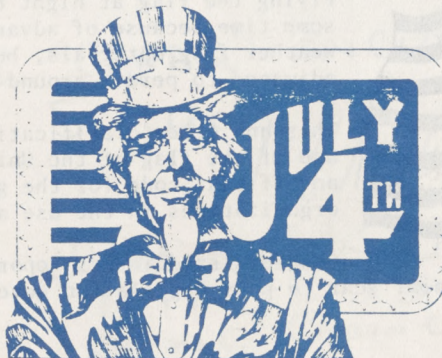
# Western-Pacific Intercom



Over the Holiday  
**DRIVE DEFENSIVELY**



Have a SAFE July 4th weekend!



# Cover Story

## 'T WASN'T EASY PICKING INDEPENDENCE DAY

The Glorious Fourth of yesterday will be reborn this July at the peak of the Bicentennial celebration. A nostalgic celebra-

Then only a providential dog fight under the speaker's platform might offer a chance to escape for a closer inspection of

the second president, thought Americans should celebrate on July 2, when the Continental Congress voted approval of the



"This day should be commemorated as the day of deliverance, by solemn acts of devotion to God Almighty . . . It ought to be solemnized with pomp and parades, with shows, games, sports, guns, bells, bonfires and illuminations from one end of this continent to the other, from this time forward forevermore."

John Adams (July 4, 1776)



tion of July 4th, the kind America's forefathers knew, would include patriotic oratory, flag waving, lemonade in the park, fireworks at the lake, pageantry, picnicking, parades, and plenty of free-wheeling fun with family and friends.

Also add a bit of dissent, controversy, and protest. History records that this, too—seeing things another way—has had a long and traditional role in observances of Independence Day, the National Geographic Society says.

Sometimes the protest was merely aimed at long-winded speechifying that kept boys muttering and squirming on hot afternoons when there was more watermelon to be eaten, firecrackers to be lit, and a mouthful of ice slivers to be begged from the ice wagon.

the Stanley Steamer or Apperson Jack Rabbit that were hits of the Main Street parade.

Fourth of July fireworks, increasingly outlawed, have always been an explosive issue and an endless worry, especially to parents. In the first 30 years of this century, fireworks killed 4,290 Americans, or almost as many as the 4,435 who died in the Revolution that Independence Day marks.

Criticism of a Fourth of July goings-on could be highly personal. Charles Biddle of Philadelphia heard the brand-new Declaration of Independence read to some of his fellow townspeople and declared, "There are few respectable persons present."

The date itself has always been controversial. John Adams, one of the Declaration's signers and

document. John Hancock, president of the Congress, signed it July 4, but it was first revealed to the public—and Biddle—on July 8.

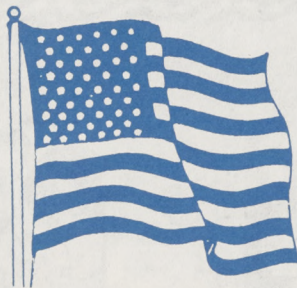
Fourth of July celebrators were castigated in 1827 because they did not "refrain from spitting on that hallowed day." They were admonished in 1825 for not realizing that "public sentiment does not, at the present day, require that a man should get intoxicated to show his patriotism."

During those early celebrations, few citizens may have been brave enough to remind Fourth of July patriots that six months before the founding fathers approved the Declaration of Independence, they adopted a resolution protesting that they had "no design to set up an independent nation."



## THE FLAG CAN FLY AT NIGHT

A new law signed July 7, 1976, permits the display of an all-weather American flag for patriotic effect 24 hours a day, if properly illuminated during the hours of darkness.



Flying the flag at night has been technically possible for some time because of advances in outdoor lighting and all-weather flag materials, but the Federal Code was never adjusted to permit around-the-clock display of the flag.

This and other clarifications pertaining to the display and use of the flag of the United States was made to establish an official code for the guidance of civilians and civilian organizations in the use and display of the flag.

Congress said in its report that it is appropriate in our country's Bicentennial year to pass legislation governing the use of our flag.

Graphic Cover Design By Rafael Riera,

# Letters We Like To Receive

## Editor's Note:

Cuts off to Mickey Long and her crew at Santa Barbara Flight Service Station.)

Charles R. Hutchinson Jr.  
29661 Quigley Drive  
Laguna Niguel, Calif. 92653

(714) 495-4919

April 18, 1985

FACILITY CHIEF  
SBA  
AMARILLO FSS  
FEDERAL AVIATION ADMIN.

SBA  
AMARILLO, CALIF. RE: MY CALL TO ~~AMARILLO~~ SBA = FSS  
07<sup>35</sup> PM LOCAL APR 18, 1985

DEAR SR:

I WANT TO THANK YOU, AND PARTICULARLY, THE YOUNG MAN WHO BRIEFED ME ON THE WEATHER SBP - SM X - CMA - SNA FOR FRIDAY APRIL 19, 1985

MY SON'S CARDS ENCLOSED  
SINCERELY

Charlie

ANY OF MY SONS WOULD ENJOY MEETING YOU PERSONALLY

CHARLES R. HUTCHINSON, JR  
A+P - COMMERCIAL INST.  
SINGLE ENGINE - FLT ENGR  
25,000 HOURS - ADVANCE GRD.  
INST. - PAN AM RETIRED . 40 YRS



## Sacramento FSS Performance Awards

The following Sacramento Flight Service Station Employees recently received Performance Awards. They are:

Photo 1--Loren Manges (right), Air Traffic Control Specialist, receives a Special Achievement Award from his supervisor, Ralph Guerriero, for the quality of his performance in his duty functions. Loren is also on the Aviation Education Team. Congratulations, Loren. Keep up the good work--and thanks!

Photo 2--Steven McKinty (right), Air Traffic Control Specialist, receives a Quality Within-Grade Increase from his supervisor, Ralph Guerriero, for his outstanding performance. Steven has been selected for the Terminal Option. Upon completion of his training in Oklahoma City, he will report to Sacramento Metro Tower. Congratulations, Steven!

Photo 3--Raymond Sicotte (right), Air Traffic Control Specialist, receives a Special Achievement Award from his supervisor, Ralph Guerriero, for his quality performance. Keep up the good work, Ray!

Photo 4--Emmett Johnson (left), Air Traffic Control Specialist, receives a Special Achievement Award from his supervisor, Kelly Van Vleck, for his outstanding performance. Thanks, Emmett!

Photo 5--Laurence Cook (left), Air Traffic Control Specialist, receives a Special Achievement Award from his supervisor, Ron Wenstrom, for sustained superior performance. Larry is the first Program Specialist at Sacramento FSS, and, as such, he stepped into the position "cold" and did an outstanding job. Larry is also the designer of the FSS remodeling project. Doing a terrific job, Larry -- keep up the good work!



GEORGE DEUKMEJIAN  
GOVERNOR

# State of California

## Office of the Adjutant General

P. O. Box 214405 - 2829 Watt Avenue  
Sacramento, California 95821



AUTOVON 466-6605  
(916) 920-6605

April 29, 1985

### Letters We Like To Receive

Mr. Will Cope  
2401 N. Ashley Ave. 310  
Fresno, CA 95341

Dear Mr. Cope,

I would like to take this opportunity to thank you for taking time out of your schedule to accompany me and my staff of the 144th Fighter Interceptor Wing on our recent visit to Colorado Springs. Hopefully your trip was both enjoyable and informative. It is gratifying when members of the community express an interest in the California National Guard, and Fresno has always been a very supportive home for both Air and Army Guard units.

The California National Guard is dedicated to serving the communities that support it. If we can be of assistance to you, please do not hesitate to call COL Boone, for Air National Guard matters, or COL Lockwood for Army National Guard matters in Fresno, or my office in Sacramento.

Again, thanks for your participation. I speak for all men and women in the National Guard when I say "we really appreciate it."

Sincerely,

Willard A. Shank  
Major General  
The Adjutant General

Editor's Note: Hats off to Will Cope,  
Air Traffic Manager at Fresno Tower.



## FAA Seeks Hires For Airway Science Program

Administrator Engen wants to hire at least 100 more graduates for the Airway Science Demonstration Program in 1985. Most of these will come from the 24 colleges with FAA recognized airway science curricula and will join the agency at the GS-7 level.

In a letter to FAA's associate administrators and field directors, Engen said that the agency has a commitment to fill 20 to 30 percent of its ATC, aviation safety inspector, computer specialist, and electronic technician vacancies from the Airway Science program.

The demonstration program was established under provisions of the Civil Service Reform Act of 1978. The 24 schools with approved curricula range in size from Ohio State University to Elizabeth City State University in North Carolina. An additional 25 colleges and universities have applied for curricula approval.

## Air Traffic Employee Wins Magazine Award

The Eastern Region's Sherell Carper has won Good Housekeeping's seal of approval. An operations specialist in AEA Headquarters and the first black female controller in the New York metropolitan area, she was named in the May issue of the magazine as one of "100 Young Women of Promise." Carper was nominated by a national black women's professional group of which she is a member to appear in a special 50th anniversary issue of the venerable magazine.

## AFSS Equipment Delivered to Field

The Automated Flight Service Station program passed a major milestone June 1 with the first shipment of the basic Model I package to the field.

The Cleveland en route center received the Flight Service Data Processing System (FSDPS), which will be linked by dedicated communication lines to the displays and associated equipment delivered to the Cleveland, Dayton and Bridgeport (Conn.) FSSs.

FSS specialists using the new automated system will have much faster access to a larger data base than is presently the case. They will be able to call up weather and other aeronautical information for almost instantaneous presentation on the displays.

Following installation of the automated equipment at these locations, it will undergo an extensive testing period before it becomes operational. The first commissioning of an automated FSS now is scheduled for December.

According to Ralph McDonald, manager of the Bridgeport FSS, all three stations and the Cleveland Center will make the switchover at the same time.

McDonald said that by the time the equipment is commissioned, specialists will be familiar with it and the switchover operation will not disrupt service.

Equipment deliveries to other locations will continue at the rate of one FSDPS "family" a month over the next year. A total of 13 FSDPS packages involving a total of 37 FSSs, are expected to be delivered by August 1986.



# The News In Brief

● In a move to make air traffic control in the busy East Coast corridor more efficient, some New York Center airspace will be transferred to the Washington Center on June 15. As a result, Washington Center controller will be able to hand off flights directly to the New York TRACON, a move that will simplify procedures for planes arriving in the Big Apple from the south and southwest.

● The temporary control tower at Martha's Vineyard, Mass., resumed operation on May 22, and will remain open through October 30, to handle the large number of vacationers that will be flying into the popular resort this summer. Staffing the tower are controllers temporarily assigned from the facilities at New Bedford and Providence, R.I.; and

New Bedford and Lawrence, Mass. The tower manager is James Courtney from Providence.

FAA granted exemptions to 17 of 113 small operators that petitioned for exemption when the new noise regulations for older, four-engine jets went into effect January 1, DOT Assistant Secretary Matt Scocozza told Congress recently. Scocozza said that FAA's "judgement call" to exempt the small operators was necessary to avoid grounding a number of them. He also noted that all exempted operators had firm contracts for hush kits to quiet their older, noise jets.

The annual report on the National Airway System for FY 1984 has been sent to Congress. The 32-page report highlights FAA's accomplishments during the year in Air Traffic Control, Aviation Standards, Systems Maintenance,

## R.O. People Can Reduce Costs

The Regional Office Copy Machine Center has been in operation since January 28, 1985. The purpose of this Copy Center is to reduce the cost of copy machines and printing costs. However, since January of this year, copies made by building employees at the following locations have increased by approximately 34%, as shown below:

SAVIN COPIER ROOM #	AVERAGE MONTHLY COPIES	AVERAGE MONTHLY COPIES
	OCT 84 THRU JAN 85	FEB THRU APR 85
6E4	8,367	15,801
6W36	20,707	23,992
4E9	25,535	32,442
4W9	22,012	31,437
3E24	15,904	20,021
TOTAL MONTHLY AVERAGE	92,525	123,693 34% increase

Our maintenance costs include a monthly minimum of copies made. Increased copy usage increases the excess copy charge and requires purchase of additional copiers.

The Copy Center is for your usage. Please help us reduce costs by utilizing it as much as possible. The following procedures are included for your information:

1. If you require more than 25 copies of an original or a total of 25 copies are required for one job, use the Copy Center.
2. Prepare WP Form 1720-4, Printing Request, and send with your original to AWP-52A, Copy Center, Room 1N18. Please include justification if RUSH.
3. Copy materiel must be in camera ready form. Do not include photographs, drawings and other illustrations unless required to relate entirely to the transaction of public business.
4. All transparencies are to be done by AWP-52A, Copy Center, to prevent damage to copy machines.
5. Show a realistic completion date. Routine copy work requires 4 work days to include pickup and delivery.

Please call Chauncey Walker, X6636 if you have questions.



Airports, and the National Airspace System (NAS) Plan. The report, which is required by the Airport and Airway Improvement Act of 1982 and should and should not be confused with the NAS Plan, is being distributed down to branch levels.

FAA has been following with interest a COMSAT/Mitre program that is scheduled to test air-ground communications via satellite in the North Atlantic area this August. The tests, which will use a maritime satellite and a Rockwell aircraft, will evaluate communication techniques for possible air traffic control use over the world's oceans. Overall management of the program is being carried out by the Office of the Associate Administrator for Development and Logistics.

## Velbert Monroe Retires

Palo Alto Air Traffic Control Tower Manager, Velbert Monroe is retiring August 3. Vel will be honored on Thursday, August 29, at a retirement dinner at the Red Lion Inn, 2050 Gateway Place, San Jose, Calif. A no host bar will open at 6 p.m.; dinner at 7:30. The dinner will include filet of salmon served with fresh lemon butter sauce, parsley potatoes, fresh vegetables or salad, rolls and beverages. The price is \$23 per person, including tax, gratuity and gift.

R.S.V.P. would be appreciated as soon as possible. Please send your check to Rose Cusic, c/o Palo Alto Tower, 1909 Embarcadero Road, Palo Alto, Calif. 94303. Checks must be recieved no later than August 15. For further information contact Steve Edwards or Rose Cusic at 415/856-1277.



## Joe Gibbs Retires

A retirement luncheon is planned for Joe Gibbs, Los Angeles TRACON Area Supervisor, July 31, at the Crownplaza Inn, 5985 Century Blvd., Los Angeles.

The luncheon begins at 11:30 a.m. The menu will include appetizers, garland of seasonal vegetables, rolls, butter, dessert, coffee, decaffeinated coffee or tea, crepes filled with seafood and topped with lobster sauce, and London broil, served with sauce bordelaise. Cost is \$17 per person and checks may be made payable to Tom Lemmons, c/o Los Angeles TRACON, 5885 W. Imperial Hwy., Los Angeles, CA 90045. Anyone interested in attending may R.S.V.P. before July 24.

## Jerry Yocom Retirement Party Sept. 20, 1985

After 36 years of dedicated service, K. G. "Jerry" Yocom has announced his retirement. In his many years of quality service to the flying public, Jerry has held numerous positions throughout the Western-Pacific Region. Most recently, his positions include staff specialist work in the Regional Office, and manager duties at both Long Beach Air Traffic Control Tower and Torrance Air Traffic Control Tower.

In testimony to Jerry's fine service to our Region, he was recently bestowed the Director's Award for outstanding achievement, for his dedicated performance at Long Beach Air Traffic Control Tower during and immediately following the strike. Long Beach FAAers are very proud of Jerry's accomplishments, and will miss him as their leader.

Jerry's retirement party and roast is scheduled for Friday, Sept. 20, with cocktail hour starting at 7 p.m., and the main event, the dinner and roast, starting at 8 p.m. The party will be held at the Long Beach Holiday Inn, 2640 Lakewood Blvd., in Long Beach. New York strip steak will be served. If you would like to attend this gala event, please R.S.V.P. by Sept. 13, to Virginia, at Long Beach Tower. If you have any input for the roast, advise her at that time. Cost is \$19 per person, including tax and tip.

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, AWP-5, 213/536-6431 or FTS 966-6431.