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July 15, 1985

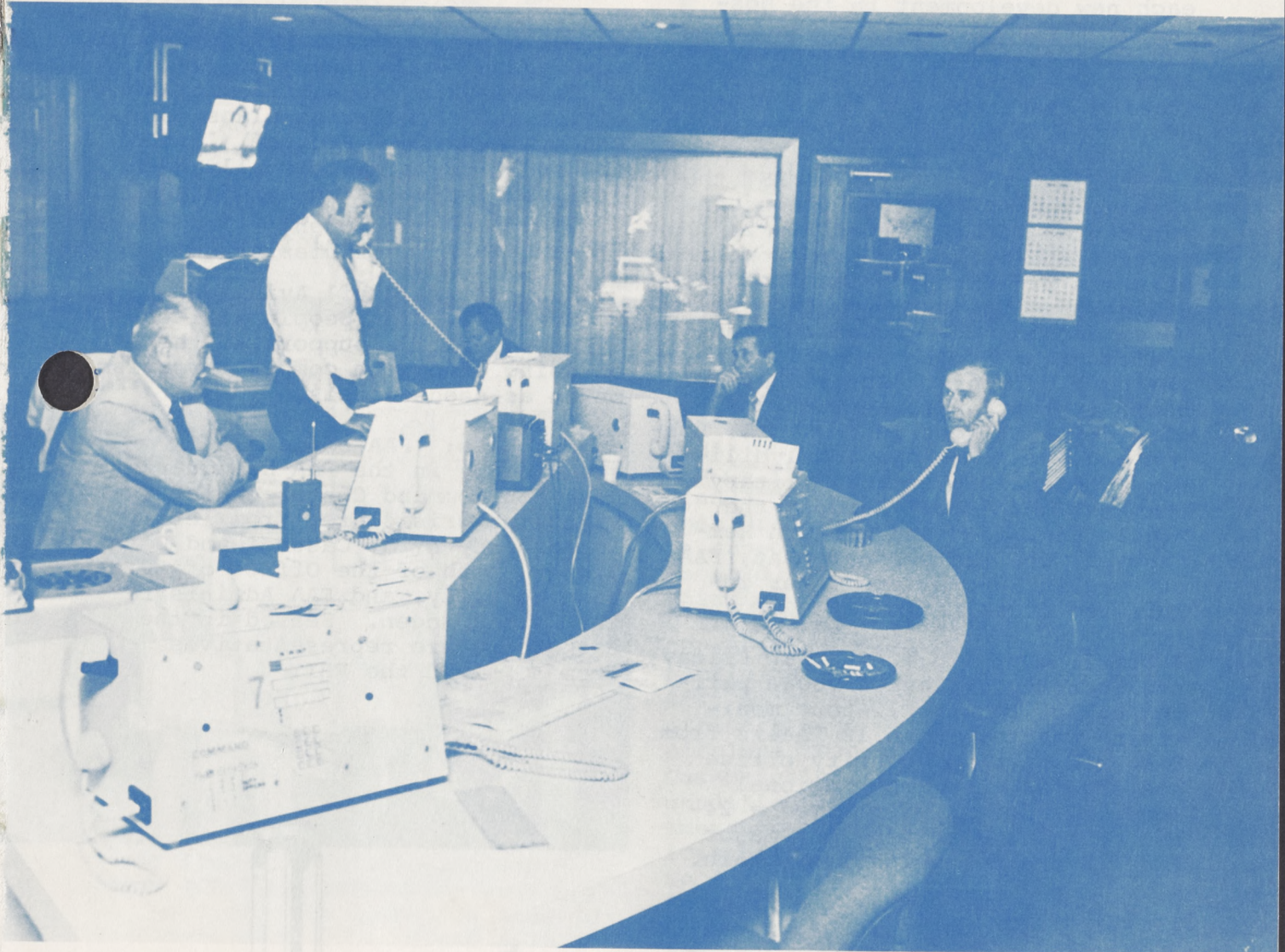
Public Affairs Office
AWP-5

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

Western-Pacific Intercom



ON THE HIJACK WATCH

Cover Story

Following the hijacking of TWA Flight #847 by Muslim Shiite terrorists shortly after take-off from the Athens Airport on Friday, June 14, Americans everywhere anxiously followed news accounts for each new development in the hostages' tortuous odyssey. Nowhere was this vigil more constant or detailed than in the FAA Aviation Command Center on the tenth floor of the FAA headquarters building.

Not long after 2:59 a.m. EST that Friday, when FAA duty officers in the center first alerted the 24 federal and civil elements concerned with the hijacking, members of the Office of Civil Aviation Security began manning the global command and control network established by the duty officers. Active participants in this audio network included TWA offices in New York, London and Paris, the National Military Command Center and military commands throughout Europe, the Middle East, and the Western Hemisphere, the State Department, FAA offices in Europe, and other interested organizations.

Starting at 5 p.m. on that Friday, the security employees began pairing up for regular 12-hour monitoring shifts. Some 12 FAAers from FAA headquarters security office and several more from regional security offices maintained a 24-hour watch and served as a major link in the communications chain.

In the Western-Pacific Region, Civil Aviation Security Division personnel were very much involved with the hijack vigil, providing emergency support to the national effort to combat terrorism.

Three representatives from the Honolulu Civil Aviation Security Field Office (CASFO) have been on special assignment conducting evaluations of select Far East and South Pacific area airports to assure security measures at acceptable levels.

Other representatives from the San Francisco and Los Angeles CASFOs are on special assignment to Washington headquarters to assist in establishing an anti-terrorism office and formulating plans for FAA's Air Marshal Program. One of the individuals has actually been assigned duties as an Air Marshal on select United States air carrier international flights.

Our Regional Civil Aviation Security Division people will continue to provide support to the on-going effort to combat terrorism on an as-needed basis.

Cover photo: FAA officials standing by in the FAA headquarters Aviation Command Center during the hijacking crisis are, from left, foreground--A. J. Casucci and Donnie Blazer, both of the Office of Aviation Security, and FAA Administrator Donald Engen. Seated in the background are representatives from AOPA and the FBI.



Chauncey Walker

Lauded By

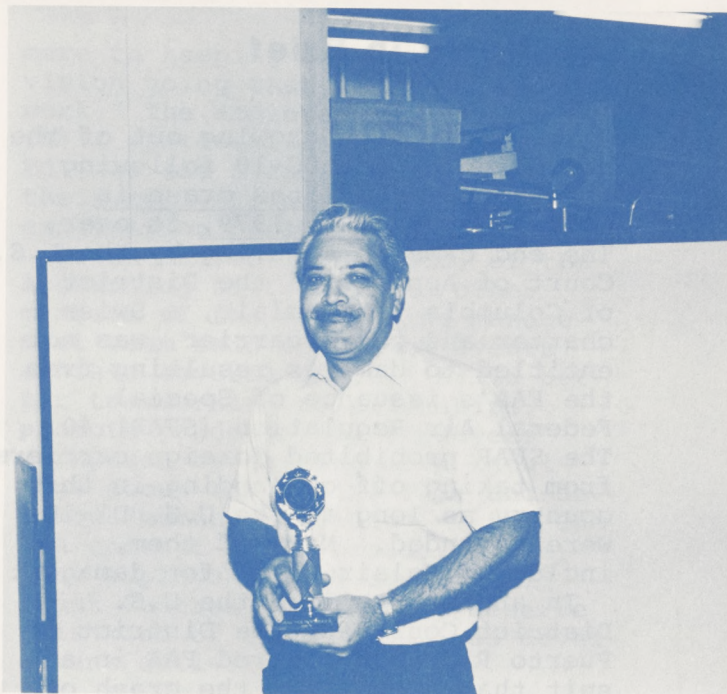
L.A. FEB

It will come as no surprise to those FAAers who have come in contact with the helpfulness and expertise of Chauncey Walker, Logistics Division, that he was recently honored by the Los Angeles Federal Executive Board.

Chauncey received a trophy from the Los Angeles FEB for his outstanding support of the FEB for the past several years.

CONGRATULATIONS, Chauncey, on a job well-done!

Photo by Rafael Riera.



CHP Pilots Honored



California Highway Patrol pilot Robert Kurtz (far left) and CHP observer Don McCoy (second from right) receive FAA flight safety awards from Sacramento Flight Standards District Office Manager Brad Pearson. Looking on in support of his officers is Leonard DeGroff (far right), Chief of the CHP Valley Division.

The awards were earned by the CHP officers because of their participation in the save of a lost pilot recently. These CHP officers were on patrol in their airplane when they heard a lost Cessna pilot in marginal weather conditions calling for help on emergency frequency. The CHP pilots offered their assistance to Air Traffic. Stockton Approach Control Area Supervisors Kurt Cooper and Joe Savage vectored the CHP airplane for a successful intercept of the troubled Cessna.

The CHP pilots then took over and led the Cessna out of marginal weather conditions for a safe landing. This effort speaks well for the CHP safety program and typifies the fine support the CHP provides the FAA state-wide.



The News In Brief

The litigation growing out of the grounding of the DC-10 following the American Airlines crash in Chicago on May 25, 1979, is over. The end came in a ruling by the U.S. Court of Appeals of the District of Columbia that Balair, a Swiss charter and cargo carrier, was not entitled to damages resulting from the FAA's issuance of Special Federal Air Regulation (SFAR) 40. The SFAR prohibited foreign carriers from taking off or landing in this country as long as the U.S. DC-10s were grounded. Many of them, including Balair, sued for damages.

In another ruling, the U.S. District Court for the District of Puerto Rico has cleared FAA in a suit that arose from the crash of an overloaded PA-23 at Isla Grande Airport on February 11, 1983.

Allegations against the FAA were that a controller had failed to alert the fire and rescue crews quickly enough, and that there had been a negligent inspection of the rescue equipment.

The Hastings Construction Co. has been awarded a \$1.7 million contract to build a tower at the Kansas City Downtown Airport. The 75 ft. tower is scheduled to be completed by the fall of 1986.

The National Business Aircraft Association's Fly Around Saturated Sectors (FASST) telephone lines have logged over 10,000 calls since they were established six months ago. The toll-free service collects daily traffic information from the FAA's central flow control facility and then passes it on to users looking to make congestion-free flight plans.



A.A. Meeting 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.

Rancho Murieta AFSS Site

The FAA has marked another important milestone in its Automated Flight Service Station (AFSS) Program with a lease award on June 7 to Rancho Murieta Airport, Inc. for AFSS facility space at Rancho Murieta, located about 20 miles from Sacramento, Calif. This facility will be part of the national program to replace the current 315 manual flight service stations with 61 automated facilities.

The lease contract provides for a 10,000-square-foot building to be constructed at Rancho Murieta Airport in accordance with FAA requirements, and covers a 20-year lease term. A competitive bidding process was utilized, and offers to provide space for the new facility were received from several locations. The final site selection was based on the lowest overall cost.

This new Automated FSS is scheduled to be commissioned in 1988. The FAA estimates this facility will have a maximum staffing of approximately 85 employees with an average annual payroll of \$2.1 million.

Currently, FAA plans call for the AFSS network to be fully operational in 1989. The Western-Pacific Region will have eight Automated Flight Service Stations: one each in Nevada (Reno), Arizona (Prescott) and Hawaii (Honolulu), and give in California (Hawthorne, Riverside, San Diego, Rancho Murieta and another site yet to be announced).

Accounting Division

Goes To Palmdale

By Caleb Logan

Nearly 35 Accounting Division employees with their families took off on a Saturday recently and made the journey to the Los Angeles Air Route Traffic Control Center (ARTCC) located in Palmdale.

These, were given a tour of the Center, arranged for by Gary Mayers Assistant Manager for Training and hosted by Ed Case, Building Expansion Coordinator in the Environmental Unit and Stanley Barker, Supervisory Electronic Technician in the Data Unit of the ARTCC.

Mike Johnson, Manager, Accounting Operations and Analysis Branch, accompanied by Mike Smith, Supervisor of the Contracts and Payables Section in the Examination and Classification Branch, organized and sponsored the trip and tour of the Center.

The two-hour tour included a 20-minute film about the operations of the Center. It also included a view and explanation of the computer center, the types of radars, the alternate power supply system, and the air traffic controllers' center. Afterwards, they picnicked in a nearby park with food, refreshments and games.

This event, as well as others sponsored by the Accounting Division, is of great significance for the Accounting employees and management. For the employees, it was educational--they learned more about the diversity of skills and operations of the FAA. They said that the trip was "exciting and a lot of fun," and the tour was "educational and we learned a lot about the Los Angeles Center."

Most of all, the people expressed appreciation for the concern of their supervisors for the entire human relations development program. As one individual put it, "It shows that some managers are willing to take the extra effort needed to show their employees that there is

more to keeping the Accounting Division going than work, work, work." The employees also extended their appreciation to Gary Mayers, Ed Case and Stanley Barker for their well-organized and detailed explanation of the center.

Frank Cantrell, Manager, of the Accounting Division, and other members of the Accounting management team said that such events achieve several goals: build better teamworking relationships; promote pride in the employees' workplace by gaining more knowledge about the entire FAA; and develop "human relations" -- the One FAA concept--on a broader scale. "Our employees work hard," said Frank Cantrell, "and they deserve this kind of human relations development activity."

Shea Off To North Dakota

FAA's Associate Administrator for Airports William (Bill) Shea never has been one to stand on the formality of titles.

But, just for the record, he's about to trade in his Associate's title for that of Professor Chairman of the Aviation Department of the University of North Dakota's Center for Aerospace Sciences.

His new job will permit Shea to combine his love of aviation with his long-time interest in aviation. A pilot with more than 6,500 hours in his log book, he also is a former teacher and holds a Master's degree in Education. He was Chancellor of Hawthorne College in New Hampshire from 1962 to 1968.

Shea has been the FAA airports chief since joining the agency in May 1981. He previously served as the Director of Aviation for the Port of Portland in Oregon. His last day at FAA will be July 31.

Alaska's "Springback" Reduces Accidents

The Alaskan Region has successfully completed "Operation Springback," its special emphasis safety program designed to counter the traditional spring-time surge in aviation accidents in the nation's "flyingest state."

During April and May, when the program was in effect, there were 25 accidents and three fatalities in Alaska as compared with 28 and two during the same period in 1984. Moreover, regional officials believe this year's statistics could have been considerably worse if FAA safety inspectors had not presented such a high profile at airports around the state.

Overall, FAA staffers surveyed some 1,800 pilots and more than 1,290 aircraft at 63 airports. They provided direct assistance to over 688 pilots, uncovered 36 aviation discrepancies, and investigated nine violations of the Federal Aviation Regulations.

"We are very pleased with the results of this special safety program," said Alaskan Region Director Franklin Cunningham. "An analysis will be made to determine the success and cost of the program to see if we can repeat it again in the fall when the accident rate normally goes up again."

PWC Officers Announced

The Professional Women Controller (PWC) organization has once again elected Kate Beebe from the FAA Academy as President. Other officers chosen at the group's recent convention in Denver were: Vice President, Debbie Canter, Cleveland ARTCC; Secretary, Sally Weed, Albuquerque ARTCC; Treasurer, Nancy Shelton, Southwest Regional Office.

The regional officers are:

Alaskan, Susan House, Anchorage FSS; Central, Libby Wallis, Kansas City ARTCC; Eastern, Janette Sroka, Erie Tower; Great Lakes, Kathryn Higgins, Quad City Tower; New England, Carol Cidlewicz, Boston ARTCC; Northwest Mountain, Rocky Wisniewski, Seattle ARTCC; Southern, Janet Ellis, Atlanta ARTCC; Southwest, Jackie Miner, Dallas FSS; and Western/Pacific, Francie Prijatel, Regional Office.

FAAer Saves Diving Jet

One minute the two-engine business jet was flying normally at 39,000 feet about 35 miles west of Denver and maintaining regular communications with Denver Center controller John Shisler. Then the pilot was squawking the emergency beacon code and the aircraft data block showed the jet was climbing rapidly.

That was the beginning of an 18-minute drama for Shisler, who had to overcome a severe communication problem to guide the aircraft to safety. The jet, destined for Salt Lake City, had experienced a "primary pitch trim runaway," which caused it to climb almost vertically until both engines flamed out. Decompression followed, necessitating the use of oxygen masks which turned out to have defective microphones.

Since Shisler was unable to establish two-way radio communication, he asked the pilot to activate the "Ident" button on the plane's transponder to acknowledge receipt of transmissions. He did and with rudimentary means of communication, Shisler established that the pilot wanted to be diverted to an alternate airport. So, Shisler provided the pilot with the necessary vectors to nearby Krenmling Airport where he landed safely a short time later.

Additional EEO

Counselors Appointed

Additional EEO counselors were recently appointed by the Civil Rights Officer, AWP-9, to serve employees working in the Regional Office and commuting area. Six new EEO counselors completed the required training program and are prepared to counsel employees who believe they have been discriminated against because of race, color, religion, sex, national origin, age or handicap. They are: Glenn Cross, Electronics Engineer, Airway Facilities Division, AWP-462, FTS 966-6316; Yasoko (Micki) Hines, Secretary, Management Systems Division, AWP-60A, FTS 966-6409; Eduardo Herrera, Systems Accountant, Accounting Division, AWP-20, FTS 966-6141; Karen McDonald, Air Traffic Technician, Air Traffic Division, AWP-530, FTS 966-6182; Clifford Weinan, Electronics Engineer, Airway Facilities Division, AWP-463, FTS 966-6450; and Gertrude Williams, Administrative Assistant, Airway Facilities Division, AWP-460, FTS 966-6155.

EEO counselors inquire into allegations of prohibited discrimination raised by employees, or applicants for employment, and make efforts to resolve the issues informally. Information about this program may be found in Order WP 1400.4.



BY CALEB LOGAN

Mary Hedrick

Friends of Mary Hedrick, formerly of the Accounting Division, will be saddened to learn that she died of a heart attack on June 22. After serving for many years as a Voucher Examiner, Mary retired in October, 1969, and moved to Victorville. Expressions of sympathy may be sent to her surviving spouse, Ray Hedrick, 16351 Wimbleton, Victorville, CA 92392

An Eye-Opener

At LAX Tower

Los Angeles Tower enjoyed a change of pace on a recent Saturday morning when 18 classic and antique aircraft arrived to take part in an airline's open house. Besides the usual "traffic a 727 over the approach lights," pilots were startled to hear things like "follow the Stearman downwind, he's following the P-52 short final." There were even a couple of instances of "no, I've never heard of one either, but that's what it is." Thanks to the cooperation of Los Angeles TRACON and the pilots involved, the operation went smoothly and the people at the airport enjoyed a little variety in their airplane watching.

Civilair Notes

Las Vegas Trip

Circle October 11, 12 & 13, 1985 on your calendar!! Reservations going fast for the Las Vegas Trip via AMTRAK. Leaves Union Station at 2:10 p.m. Friday. Arriving Union Plaza Hotel at 8:50 p.m. Returns on Sunday, 7 a.m. arriving Union Station at 2:05 p.m. Cost per person (double occupancy) \$99.00 (this includes train fare two nights lodging at the Union Plaza Hotel, room tax and baggage handling).

Also available for \$9.99 per person - Charter Bus Service from R.O. parking lot to Union Station and RETURN on Sunday.

Contact Linda Murray, AWP-52B, X6697, for reservations. A \$50 deposit is required and final payment no later than July 15, 1985. Make checks payable to Civilair. Hurry and sign up--the seats are filling up!!



HELICOPTER COMBAT SUPPORT SQUADRON ONE
NAVAL AIR STATION, NORTH ISLAND
SAN DIEGO, CALIFORNIA 92135

IN REPLY REFER TO:

3000
29 APR 1985

Lindbergh Air Traffic Control ^{TOWER} Center
7691 Pacific Highway
San Diego, California 92101

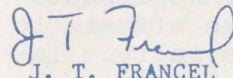
Letters We Like To Receive

Dear Sir,

On April 17, 1985 at 2 p.m., an HC-1 aircraft was involved in the rescue-at-sea of a 17 foot vessel with three individuals which had capsized off the La Jolla coastline. It was necessary to contact the U.S. Coast Guard once the distressed vessel was discovered. Despite the poor communications due to low altitudes and terrain, Lindbergh Field's controllers quickly and professionally contacted the U.S. Coast Guard Alert Desk. This action was followed by notifying Balboa Naval Hospital ensuring a medical team was standing by and vectoring the rescue aircraft directly to the Hospital Helo Pad which is under the flight path of Lindbergh Field. These actions ensured prompt delivery of two elderly survivors who were in need of emergency medical attention. Due largely to the timely and professional efforts of Ms. Lori Hickman an efficient life saving rescue was flawlessly completed.

I commend you and your department on a job well done. This is just one example of the high caliber of performance we have come to expect from your department. I extend my sincere appreciation to Ms. Hickman for her outstanding efforts in assisting the HC-1 "Fleet Angels" in accomplishing our 1674th rescue to date.

Sincerely yours,


J. T. FRANCEL
Commander, U.S. Navy
Commanding Officer

(Editor's Note: Hats off to James Dea and his crew at Lindbergh Tower. The person being commended is Lori Hickman, Air Traffic Control Specialist.)

GIORGIO



BY GEORGE HAESSLER



● FAA Softball Team Fights For Championship

The FAA Civilair sponsored softball team, The Screaming Eagles, is locked in a tight three-way battle for 1st place in the City of Manhattan Beach Softball League.

Driven by the inspired leadership of seasoned veteran Nick Boyiazis and spurred on by the torrid bat of clutch hitting Terry (the stiff) Ralph, the never-say-die Eagles have evened their record of 3-3 and are inching their way to the title.

Catch all of the exciting Eagle softball action every Monday night at Manhattan Heights Field, Manhattan Beach. Good seats are still available.

Airway Facilities Awards

● Congratulations to the following AWP-450 employees who recently received Special Achievement Awards: Civil Engineers Dan Hedani and Don Lingren.

Congratulations also to the following AWP-450 employees who received Letters of Appreciation: Leroy Early from Las Vegas AFS Manager for Leroy's work on the installation of the second generation VORTAC at Battle Mountain, Nevada; and to Joe Grasso, from AWP-460 Manager for Joe's expert technical assistance provided to AWP-460.

**Even ideas don't
work without
energy...
THINK
ABOUT IT!**

American Bar Association Schedules October Meeting In San Diego

The Forum Committee on Air and Space Law of the American Bar Association recently announced its third annual forum to be held at the InterContinental Hotel, San Diego, California on October 10-12, 1985. Featured speakers include:

Richard Jones
FAA Deputy Administrator;
Honorable Rudi M. Brewster
United States District Judge,
Southern District of California;
General James A. Abrahamson,
Director, Strategic Defense
Initiative Organization, Office
of the Secretary of Defense;
Stephen Merrett, Chairman,
Merrett Syndicated, Ltd.,
London;
John Baker, President, Airline
Owners' and Pilots' Association;
Charles Conrad, Jr., Corporate
Vice President, McDonnell Douglas
Corporation; and
H. Cushman Dow, General Counsel,
Convair Division, General
Dynamics.

The Forum Committee was formed three years ago to provide a group within the American Bar Association to develop discussions between the members of the Bar and industry concerning aviation matters of interest to industry, government and the legal profession. Any specific inquiries should be directed to Norman E. Nelson, Staff Director, American Bar Association, 750 North Lake Shore Drive, Chicago, IL 60611 (312) 988-5579).

FEGLI Open Season

Continues

Time is running out for employees to enroll in the Federal Employees Group Life Insurance (FEGLI) program or add to their existing coverage. The current "open season" which allows enrollments and expanded coverage without a physical ends July 1.

Eligible employees include those carried on FAA rolls in leave without pay status, individuals on sick or annual leave, reemployed annuitants, and certain recipients of Office of Workers Compensation Program benefits. However, coverage chosen during the open enrollment period cannot become effective until the employee has met the requirement of being on actual pay and duty status for at least 32 hours within a pay period. (Annual or sick leave represents a pay status only.)

Benefits Statement Issued

The Office of Human Resource Management has issued the 1985 Personalized Employee Benefits Statement and most FAAers should receive their copy this week.

This summary of benefits, presented in a convenient fold-out format, is designed to help employees and their families understand their coverage and explain which benefits take effect during such events as ill health, disability and retirement. It also should be used to make sure that employees' records and the agency's are the same. If they are not, employees should contact their local human resource management office. After the first statement issued last year proved such a success, Administrator Engen decided to make the summary an annual publication.

FAA Finds Continental Safe

FAA has determined after a six-week comprehensive investigation that Continental Airlines continues to operate in basic accordance with the Federal Air Regulations.

This evaluation is the second in-depth FAA study of the carrier since Continental's reorganization in September 1983.

The FAA inspectors, under the direction of the Western-Pacific Region, did uncover deficiencies in some of the airline's operational and maintenance procedures, including recordkeeping, pilot training and performing maintenance. The agency has initiated 19 enforcement actions against the carrier for violations primarily in these areas.

FAA described the deficiencies as the kind that have been found occasionally during inspections of other carriers and added that it has moved to ensure that Continental take immediate corrective action.

The special inspection, which ran from March 18 through April 26, 1985, required 10,000 man hours and covered 38 Continental facilities and six training simulators. Safety inspectors conducted 77 en route inspections and 14 cabin inspections and all relevant manuals and records were reviewed.

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.

Guam CERAP

People Honored

Willis Cannon, Air Traffic Manager of the Guam Combined Center Radar Approach Control facility on Andersen Air Force Base, has awarded the entire non-supervisory staff of the Guam CERAP with a Special Achievement Award based on Special Service during 1984.

Receiving the awards were Secretary Elizabeth Matanane and Radar Air Traffic Controllers Denny Cleveland, Toby Cooper, Tim Cornelison, Harold DeAtley, J. L. DeVoll, John Dobyns, Chester Edge, Steve Madick, John Sexton, Jim Teubert and Mark West.

During 1984 Guam CERAP provided flight assistance and alerting service to 120 aircraft who were experiencing inflight emergencies. Three of those aircraft were civil air carriers, and 117 were military aircraft including F15s, B52s, C135s, C130s and C5As. There were no operational errors by CERAP controllers during 1984, and they handled 63,751 Center en route aircraft and 32,726 Terminal instrument operations. The productivity count per controller was 9,648 aircraft. The controllers also provided 837 ground directed radar approaches to Andersen Air Force Base.

During evaluation of external relations of the CERAP, one airline captain stated that the CERAP controllers had saved his airline untold amounts in full savings over the years through excellent sequencing and spacing.

During the approach of several typhoons or tropical cyclones, the CERAP personnel provided real time information to the weather forecasters whenever the storm was visible on their radar; and in several situations actually vectored typhoon reconnaissance aircraft into the "eye" of the storm.

On several occasions, the CERAP controllers were instrumental in assisting the Rescue Coordination Center in locating disabled boats and vectoring rescue aircraft to the scene.

The CERAP was also involved in numerous military exercises throughout 1984, including several air defense exercises, aircraft carrier operations and air transportability maneuvers.

The combined air traffic control experience of the CERAP controllers is 272 years. The two most experienced have been controllers for over 28 years each, and the newest controller has over three years experience.

FAA Coordinator

Activities At

San Fernando

Valley Area

Charles Aalfs, Air Traffic Manager, Burbank Tower/TRACON, and FAA Coordinator for the San Fernando Valley area reports that the following activities have recently been conducted on behalf of the FAA in the San Fernando Valley area:

Attended a Community Meeting with the Burbank-Glendale-Pasadena Airport Authority. The meeting concerned airport noise and what authority, user, and FAA are doing to reduce the noise effects on the surrounding communities..... participated at the Glendale College Career Fair.....and had a speaking engagement at the Northridge Rotary Club luncheon.



Miami Controllers

Charged With

Off-Duty Drug Use

FAA has reassigned six employees at the Miami en route center to administrative duties pending completion of an investigation into their alleged drug use during off-duty hours.

Miami center manager William Abernathy said the reassignments were made June 10 and 12 as a result of information provided by "sources within the FAA." He noted that the action was in accordance with "my responsibility to preserve the integrity of the air traffic control system."

Abernathy described the individuals involved as five controllers and one air traffic assistant but declined to provide further details while the investigation is in progress. "As of this time," he added "none of the employees has been charged with any crime nor have the allegations been proven."

Additionally, he emphasized that there were "no allegations of use of illegal substances on the job," and he added, "we have no indication of any adverse effect on performance."

If the drug allegations are sustained by the investigation, Abernathy said the agency has several options for dealing with the six employees. These range from firing to rehabilitation.

Letters We Like To Receive

Will Cope, Air Traffic Manager at Fresno Tower and FAA Coordinator for the area, recently received a letter of appreciation from the City of Fresno Airports Department thanking him and his staff for their participation in the first Salute to Aviation Open House. Gayle Ledford, Airports Public Information Officer, stated, in part: "Your involvement certainly con-

Administrator Engen Visits

Oakland FSDO

Administrator Donald Engen, accompanied by his wife and Ted Ellet, Chief Legal Counsel, recently made a surprise visit to the Oakland Flight Standards District Office (FSDO). His unscheduled visit was occasioned by a delay at the Oakland Airport while enroute to the People's Republic of China.

Oakland FSDO Manager Dick Merriman greeted Administrator Engen and described various office work activities and accomplishments. Dick introduced the Administrator to the office staff and several inspectors had the pleasant opportunity of meeting and talking with Administrator Engen and his party.

Inspector Winslow Lim has made an official trip to China for the FAA and spoke with the Administrator regarding the Chinese Civil Aviation Administration. Since 1979, Winslow has maintained contact with the Chinese Civil Aviation Administration providing technical assistance. The Administrator expressed appreciation for Inspector Lim's insight about Chinese Civil Aviation.

Administrator Engen thanked Dick Merriman and the Oakland FSDO people for their hospitality, and said that Oakland may figure in future FAA and Chinese Civil Aviation developments.

tributed to the success of the day. It is estimated that approximately 3,000 people attended the Open House. From the many positive comments that I heard during the day, the public seemed to enjoy the events, the displays and the drawing. . . ."

Manning the FAA booth at Fresno Air Terminal were Bob Thompson and Hal Mortensen.