



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

Western-Pacific Intercom



NATIONAL HONORS FOR ED HERRERA

Cover Story

By Caleb Logan

Ed Herrera, Systems Accountant, Regional Accounting Division, recently received a Certificate of Achievement from the FAA National Headquarters, Office of the Associate Administrator for Administration, Brooks Goldman. This award was recommended by FAA's Director of Accounting, Ernest Keeling.

Ed earned this award for his participation in the development of the FAA Employee Permanent Change-of-Station (PCS) Pamphlet. Development of a National PCS Pamphlet was a complex undertaking which demanded a sustained period of commitment and dedication over a long period of time by the constructing team, which included Ed.

In a memorandum to the Associate Administrator for Administration, Mr. Keeling stated that the working group responsible for the design, development and publication of the pamphlet should be recognized for their outstanding achievement and service to fellow FAA employees. He said: "The value of the pamphlet became a reality by the fact that the entire two years' supply has virtually been exhausted and must now be reprinted."

The certificate Ed received reads, in part, "For the high degree of professionalism and dedication demonstrated in the successful development and publication of the FAA Employee Pamphlet - Permanent Change-of-Station. This certificate recognizes the extraordinary services given to the Federal Aviation Administration and its employees."

FAA Accounting Managers were concerned about better informing FAA employees about the Federal Travel Regulations (FTR's) when they were making a PCS move at government expense, and held a national telecon at which it was concluded that the national PCS

Pamphlet should be developed and published.

Mr. Keeling said: "FAA management, as an integral part of the Human Relation and Relocation Assistance Programs, identified the need to better inform FAA employees of entitlements when making a permanent Change-of-Station at government expense. The employee, after completing his/her PCS, experiences difficulty in presenting a claim and, in many cases, finds exceptions and disallowances are made to items claimed, because of the failure to follow the travel regulations. Disallowances cause discontent to the employee concerned and adds to an already heavy work load in the voucher examination activity. These results are not in the interest of the FAA or the employee.

"On July 6, 1983, a national telecon was held with all FAA accounting offices and this problem was discussed. Without exception, each agreed that a national pamphlet would solve many of the existing problems and they would wholeheartedly support its development. . . ."

"The pamphlet is the most current up-to-date publication available to FAA employees making a PCS and has reduced many of the issues the employees were experiencing in presenting a claim. It also has been adopted as a pertinent part of the agency's change-of-station informational packet now being produced at the request of the Administrator. . . ."

Coming from the University of Texas as a graduate in Accounting and the Civil Aeronautics Board, where he served for two years, Ed has been with the FAA Western-Pacific Region Accounting Division for more than six years. The FAA family is indeed proud of you, Ed Herrera.

Cover Photo: From left--Frank Cantrell, Regional Director Mac McClure, Ed Herrera, Mike Johnson, David Jensen and Charles Elston. Cover Photo by Rafael Riera.

Phoenix FSDO Awards



Eldon Gubler (right), Manager of the Scottsdale/Phoenix Flight Standards District Office, is shown proudly presenting Outstanding Performance certificates to: Top--Robert "Ted" Curtis, Principal Operations Inspector; Middle--Aviation Clerks Bette Bieher (left) and Barbara Zvonek; and Bottom--Principal Operations Inspectors Barry Phillips and Robert Kruse. (Article and photos by Chris Kandziora)

Stroke Prevention Screening



As a result of a staff meeting presentation by Ms. Ebba Gamer of the Downey Community Hospital on the dangers and prevention of strokes, Long Beach Flight Standards District Office (FSDO) personnel requested to be examined by the hospital's mobile stroke screening service.

It became a family affair with both personnel and their families having the opportunity to be examined by professional technicians. The exams were held in the district office conference room, using an ultrasound carotid duplex scanner. This specialized diagnostic equipment produces a computerized recording of the inside of the carotid (neck) arteries. The reading and an employee-completed questionnaire were interpreted by the hospital cerebrovascular specialists. The entire procedure took about 10 minutes per person. The completed report was then sent to each individual tested.

The benefits to both employee and the FAA are obvious. The detection of a problem could quite possibly save a life or--at the very least--make the person aware of a problem so that proper medical treatment or a change in lifestyle might be initiated.

Final count? A total of 34 FSDO and also Long Beach Tower personnel and their families ended up taking part in the examination making a grand total of 61 people, many from the local aviation community, who took advantage of this opportunity.

Above photo: Downey Community Hospital Technicians perform the life-saving examination.



MORE STROKE PREVENTION.....

Top photos: Left--Awaiting examinations are FSDO Manager Art Pearsall's wife, Ilene, Mrs. Dolly Baldinger and FSDO Inspector Jim Baldinger. At the right is none other than Art Pearsall himself on the examining table.

Below: Left--Waiting their turns are Aviation Safety Assistant Patricia Twist and Mr. and Mrs. Chet Peters of Omaha Supply Co. On the table at the right is FSDO Inspector Paul Butler's wife, Ruth.

The News

In Brief

* Palwaukee Airport Tower controller Carol Behning was instrumental in saving the life of a student pilot distraught over marital problems. The man stole a Cessna 150 July 5 from Palwaukee Airport outside Chicago and went for a three hour flight. He told Behning at one point he planned to fly the plane into a restaurant where his wife worked. Behning was able to dissuade the pilot from his suicide mission and keep him calm until his wife and police arrived and talked him down to a safe landing using the tower radio.

* A U.S. District Court in Michigan has ruled in favor of the FAA in the case of Gaddis V United States, which involved a midair collision near Oakland-Pontiac Airport. The plaintiffs contended that the second aircraft should not have been cleared for visual approach. The court declared that in very busy VFR airport environments the FAA must balance safety against efficiency and, that in such cases, the pilots have the primary responsibility for separation.

* FAA is standing by its 1983 approval of an eight-exit configuration of 747s for fewer than 440 passengers, but will conduct a public hearing in Seattle Sept. 3-6, to reassess regulations on evacuation systems. Announcing the hearing at an Aug. 6 headquarters meeting, Craig Beard, Director of the Airworthiness Office, said, "The letters and testimony (on the overwing exits) raise challenges to the regulations, and the FAA is anxious to address these issues." He stressed, however, that U.S. operators would not be removing exits from any of their 747 fleet in accordance with the Administrator's recent Congressional testimony and personal correspondence with airline CEO's.

Operation Rain Check At LAX Center

The principles of Air Traffic Control is the theme of "OPERATION RAIN CHECK" which is continuing at the Air Route Traffic Control Center in Palmdale. This 12-hour course offers general aviation instrument pilots an opportunity to learn about the air traffic control system. Discussions are held on the nations airspace; radar services; flight plan processing; navigational aids, and many other facets of air traffic control. Supplemented by motion pictures, the control of instrument traffic, both terminal and enroute, are discussed at length. Participants are also permitted to sit at a radar position with a controller and observe the actual control of instrument traffic.

The course is conducted Friday evening and all day Saturday each week except holiday weekends. Reservations are now being accepted for September 6 and all non-holiday weekends thereafter until November 23. The Rain Check Program is in support of the National Airspace Plan which will be discussed in one of the sessions.

If you like to gain a better insight into Air Traffic Control and the pilot's interface, write to the Rain Check Coordinator at the Los Angeles Center or call (805) 947-4101, Ext. 237 or 254.

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Articles and black and white photographs should be sent to Barbara Abels, Editor, AWP-5, 213/536-6431 or FTS 966-6431.

Arizona's 1985 Aviation

Safety Awards Banquet

Arizona's 11th annual Aviation Safety Awards Banquet was recently held at the Holiday Inn, Metro Center in Phoenix. This event is sponsored annually by the Arizona Safety Advisory Group in conjunction with the FAA's Accident Prevention Program. The purpose is to call attention to the significant contributions that particular people make to safety in aviation. Special recognition is given to flight instructors, maintenance technicians and air traffic facilities, which by the nature of their profession and activity are in a position to materially effect the safety of flight in the performance of their duties.

1985 winners announced at the banquet in the various categories were: Arizona Air Traffic Facility of the year - Tucson Flight Service Station; Flight Instructor of the Year - Joseph LaPlaca, from Lake Havasu, Arizona; and Arizona Maintenance Technician of the Year - Robert R. Brackett, President and Manager of Brackett Aircraft Co. Inc., Kingman, Arizona.

Also, the Arizona Pilot's Association Air Safety Award for the individual contribution to aviation safety was presented to Gale Cotten, Air Traffic Control Specialist, of Grand Canyon Tower.

Guest speaker was Robert J. Serling, noted aviation author/writer of many novels/books on aviation. Master of Ceremonies was Preston Westmoreland, KTAR Radio talk show host and pilot. Gary Koch, FAA Western-Pacific Region Acting Assistant Division Manager, Flight Standards Division and Accident Prevention Coordinator, attended the banquet to represent the Region. Approximately 350 people attended the highly successful affair, which is one of the aviation highlights of the year in Arizona.



Top photo: - Safety award recipients and trophies and plaques given. On left is Tucson Flight Service Station Manager Jay N. Olson accepting the Air Traffic Facility of the Year Award for Arizona for his facility. In the center is Joseph LaPlaca, winner of Flight Instructor of the Year award for Arizona. On the right is Robert R. Brackett, winner of the Maintenance Technician of the Year award for Arizona.

Below: - Gale Cotten, Air Traffic Control Specialist at Grand Canyon Tower, receives the Arizona Pilot's Association Air Safety Award for individual contribution to aviation safety.

Consumer Hotline Working

FAA has begun testing a toll-free Consumer Hotline in the eight-state Southern Region. The hotline (800-FAA-SURE) is designed for citizens with complaints or inquiries about such matters as airport security procedures, child safety seats, or FAA user services, like examinations, aircraft certification, and facility operations.

Callers using the Consumer Hotline will receive prompt return calls from appropriate FAA officials. The hotline cannot respond to complaints about airline "service" problems, such as smoking, lost luggage, cancellations or refunds, which are not within FAA's jurisdiction. Such calls should go to the airlines' customer relations offices.

Houston FAAers Lend a Hand

Several employees of the Houston Center recently put the agency's "One FAA" credo to the test by aiding an ailing colleague from the Western-Pacific Region and making him feel at home in a strange city.

Merle Clure, manager of the Honolulu Center and a man with a history of cardiac trouble, was on temporary detail in Los Angeles when he experienced grave problems with his heart. After being admitted to an L.A. hospital, doctors there recommended that he be transported immediately to Houston's Methodist Hospital where he could undergo very complex surgery.

Arrangements were made and Clure's wife and daughter flew with him to Houston, a city where they had no friends or relatives to lend support in this critical time. The Western-Pacific Air Traffic Division contacted Arnie Price, Air Traffic Manager at the Houston Center, and asked for

help. The outpouring of assistance provided by Price and several others, principally Jim Eastham, Automation Supervisor, and Hans Vogel, Automation Specialist, both of whom were taught by Clure at the FAA Academy, made all the difference for Clure and his family.

The Houston FAAers met the Clures at the airport, provided transportation to the hospital, and found lodging for the family within walking distance of the hospital. Also, Vogel, who is trained in counseling families of coronary patients, was able to lend his expert help.

Clure is now recuperating in California. Price says there have been many volunteer efforts in the center's past: "It's so characteristic of this center; I'm very proud of all our people."

Miami Drug Probe Concluded

The agency has completed its investigation into alleged drug use by employees at the Miami Center. Six employees were cited initially in this investigation, which was announced June 13. As the probe progressed, six more employees were implicated.

Results of the investigation exonerated three employees, two air traffic controllers and one air traffic assistant, and they have been returned to duty.

Six employees were found to have used drugs during non-duty hours and have entered rehabilitation programs. The treatment programs range from six to 24 months with an additional 24-month monitoring period. The six currently are performing administrative duties and are not controlling traffic.

Three employees were removed from Federal service on August 2 for sales or possession of drugs on government property.

Edwards Air Force Base Fire Department Receives Administrator's Plaque

Frank Del Gandio, Manager, Accident Coordination Branch at FAA Headquarters, recently presented a plaque on behalf of Administrator Engen to Chief Willie Bell of the Edwards Air Force Base Fire Department. The plaque was presented to the Edwards AFB Fire Department in appreciation of their tremendous efforts in fire-fighting following the Boeing 720 Controlled Impact Demonstration at Edwards AFB last December.

During that demonstration, Edwards AFB firemen were inside the burning aircraft within minutes, with 13 firefighters receiving injuries, mostly due to smoke inhalation.

Ernie McIntosh, Airports Certification and Safety Inspector at the Regional Office, was on hand during the presentation. Ernie investigated the post-crash fire and produced the subsequent crash fire training film, for which he received a photo of the B1B bomber from Chief Bell in appreciation.



FAA Sends 10-Year Airport Plan To Congress

FAA has sent Congress the "National Plan of Integrated Airport Systems," which estimates that Federal, state and local agencies must invest \$18.3 billion in airport development over the next decade to keep pace with the projected growth of air traffic.

The document identifies development needs at 3,668 existing airports or proposed airport locations in the U.S., ranging from rural airfields to large commercial hub airports.

The plan gives top priority to expanding airport capacity which is already approaching saturation levels in some metropolitan areas. Roughly 68 percent of the total amount, or \$12.5 billion, is earmarked for this purpose.

In addition to capacity enhancement, the other major points in the plan call for upgrading airports to recommended standards, which carries a \$3.4 billion price tag, and launch-

ing airport maintenance projects, like rehabilitation of pavements and lighting systems, which accounts for the remaining \$2.3 billion.

Only about 13 percent of the \$18.3 billion would go to the construction of new airports, reflecting a trend toward expanding and making more efficient existing airports. The plan cites only a few major airport projects as promising over the next decade and notes that the construction of 66 "reliever" airports could provide an alternative means of reducing congestion at major airports. Also called for in the plan are 371 general aviation airports for small communities that do not have adequate facilities at present.

The new plan replaces the previous National Airport System Plan and will be revised and updated every two years.

Traffic Delays

Down In July

This year's downward trend in air traffic delays continued in July with a 19 percent decrease from the same month in 1984. And the drop would have been even more substantial had it not been for an unusually large number of delays caused by bad weather late in the month.

The average number of daily delays of 15 minutes or more was 1,020 last month, compared with 1,262 in July of last year. For the first seven months of the year, the average daily delay rate was 823, compared with 1,073 for January through July of 1984.

This year's drop in average daily delays, which climbed as high as 1,600 in October of last year, is attributable mainly to three factors: the establishment of advanced traffic management techniques to expedite traffic flows during busy periods; the continuing increases in the experience level of the controller workforce; and scheduling adjustments made voluntarily by the airlines late last year to avoid peaking.

Farewell Dinner For Clyde DeHart

Clyde DeHart is going to Boston as the Deputy Director. There will be a farewell dinner in his honor on September 6, 1985 at Del Conte's Restaurant in Torrance, Ca. For further dinner information contact Elaine Lauer at X6251 or Nina Nance at X6258.

FAA Toastmasters

Club 3449

FAA Toastmasters Club 3449 meets at the Regional Headquarters on the first and third Tuesdays of each month. The members meet from 11:30 a.m. until 1 p.m. on the fourth floor, Rooms 4W3/4W7.

Guests and visitors are ALWAYS WELCOME. Join the group and learn effective methods of communication and leadership. The Regional Director has approved one hour of administrative leave for employees to attend this educational function.

Contact Administrative Vice President Andy Anderson, ext. 6125, for further information.

EVERYONE IS WELCOME!



50 Years of Air Traffic Control Excellence
— A Standard for the World —

Oakland Tower Talk

Lewis Pilcher, retired Air Traffic Controller from Oakland Tower, got the first hole-in-one of his golf career during a golf tournament at Randolph Golf Course, Tucson, Ariz. Lew aced the 15th hole on the north course, a par three, 166 yards by using a four iron, what made this extra special was the car, a Chevrolet Citation, that Lew won for his hole-in-one. We won't report on his total score. Congratulations Lew.

Welcome aboard to Mike Motta, Don Brown and Ron Franson. So long to Joe Aramburu and Dennis Decker who are being transferred to Coast TRACON, Bill Glaser who is going to Fresno Tower and Brad Girod who is going to Phoenix Tower.

FAAer On Hand At Shuttle Landing

"How does it feel to be on the runway two hundred feet in front of a space shuttle just after it lands from completing a space mission?" If you ask Ernie McIntosh, Airports Division, he will tell you it's "awesome." Ernie was invited by the Chief of Edwards Air Force Base Fire Department to witness the landing of the Challenger earlier this year. Ernie expected to be on a hangar roof or a tower to see the event. Instead he rode in the fire department command vehicle.

One hour prior to the scheduled landing, all NASA and emergency vehicles were on Rosemond Lake bed ready for action. The runway for the landing is 7.5 miles long. Ten minutes prior to touchdown, no vehicles moved on the lake bed and no red beacons were allowed.

Shortly after the double sonic boom, the shuttle became visible, appearing to drop vertically to the runway threshold. At touchdown, dust rose from the contact with the surface. One of the many radios of the command vehicles announced, "the aircraft has stopped." At this time the fire command vehicle proceeded at high speed to two hundred feet in front of the shuttle for the first look at the overall condition of the craft. No other vehicles moved until an O.K. from the Chief.

According to Ernie, the view was fantastic. Each indication of smoke-appearing emissions from the shuttle were discussed and analyzed. After the Chief gave his approval, the decontamination team moved in for a survey of the aircraft body. Following their check, the special NASA vehicles moved in to purge the fuel tanks, recycle interior air, remove external equipment and place air-conditioned stairs and a small room at the exit door.



Top--Ernie McIntosh alongside U.S. Air Force personnel Col. Rochez and Chief Willie Bell.

Bottom--Astronauts departing Challenger.

A personnel bus with four astronauts arrived to assist the shuttle team depart the aircraft. At 38 minutes after touchdown, the entire crew left the shuttle for a ride to NASA and the welcoming committee.

Ernie says it was an experience of a lifetime. His one regret is that he did not get to see the monkey.



Buy U.S. Savings Bonds

We in the Western-Pacific Region, Public Affairs Office, AWP-5 hoped that everyone had a safe and happy Labor Day Weekend. Welcome!



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Southern California Retirees Picnic

The Southern California Retirees Picnic will be held on Wed., Sept. 25, at Live Oak Park near Fallbrook. From I-15 take Fallbrook off ramp, turn left on Reche Road and follow to the park. Bring lunch and drinks - from 10 a.m. until ???.

Announcing



The Third Chicago O'Hare Reunion

(For all FAAers who worked at airport)

WHEN: Saturday, September 14, 1985

WHERE: O'Hare Plaza Hotel
Kennedy & Cumberland
2 miles east of ORD
Courtesy bus available

HOW MUCH: \$17 per person — cash bar

For lodging reservations, call hotel:
(312) 693-5800 \$40 single/double

Industry reception: Friday night, September 13

For more info, call O'Hare ATCT

