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

# Western-Pacific Intercom



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**25TH  
ANNIVERSARY**

## Cover Story

May 10, 1985, marked the 23rd anniversary of the inauguration of air traffic control service from the Gillespie Tower, in El Cajon, California. To commemorate this event, an open house was held over the weekend of May 11 and 12, 1985.

Located in the city of El Cajon, some 10 miles northeast of San Diego, Gillespie Field, operated by San Diego County, was originally constructed by the U.S. Government in 1942. During World War II it was used by the Marine Corps as a paratroop training facility. The Airport was deeded to San Diego County in 1953.

The anniversary and open house marked the culmination of a year of sometimes feverish activity around and within Gillespie Tower. During 1984, the building received a complete exterior facelift. Wrapped in scaffolding like a cocoon, the structure first was covered with a layer of exterior plywood, then sheets of foam insulation, and finally a color-coat of stucco material. New roofing material and wooden decking on the cab and balcony and a paint job completed the project. The tower staff endured several weeks of noisy drilling and pounding, as well as falling debris. Occupants of upper floors were treated to the unaccustomed sight of workmen peering into upper level windows.

Following a brief respite, the second and more difficult chapter of the renovation began, as a total modernization was started. From July 11, 1984, to December 3, 1984, tower personnel provided service from a small portable control tower, sometimes affectionately referred to as "Taco Tower" or "The Duck Blind," as well as various other appellations. For their excellent work under these difficult conditions, air traffic personnel were presented a group Special Achievement Award. Many expressions of appreciation also went to the outstanding group of Airway

Facilities personnel who helped plan and accomplish the modernization, and who so capably supported the air traffic operation while the work was being done.

With the old standard metal consoles removed, the tower cab was stripped down to bare floors and walls; even the carpet and ceiling panels were removed and replaced. New custom-built wooden laminated consoles were installed and outfitted with the latest state-of-the-art equipment, including an Integrated Communications Control Switching System (ICCSS). The electronics equipment room was also rehabilitated and modern equipment installed, and all control equipment and wiring were replaced. An interior paint job completed the project, and left the facility almost entirely renewed for its second 23-year period.

During the history of Gillespie Tower, records show that 91 people have been assigned here at one time or another. The current roster includes: Manager - Ed Ray; Secretary - Lorraine Jones; Area Supervisors - Art Perry and Walt Martin; Controllers - Sue Brewer, Rita Carstens, Mike Garcia, Stan Haar, Jim Hoeksema, Verne Latham, Ed Mastrangelo and Patty Miller; and Developmental Specialists - Glory Radford and Charlie Baratta. Airway Facilities technical support is provided by Doug Northington.

Air Traffic operations at Gillespie Field declined from a high of almost 307,000 in 1979 to a low of 192,000 and are currently just over 196,000. A resurgence in hangar construction on the airport gives promise of increasing activity. The airport

(continued on page 8)

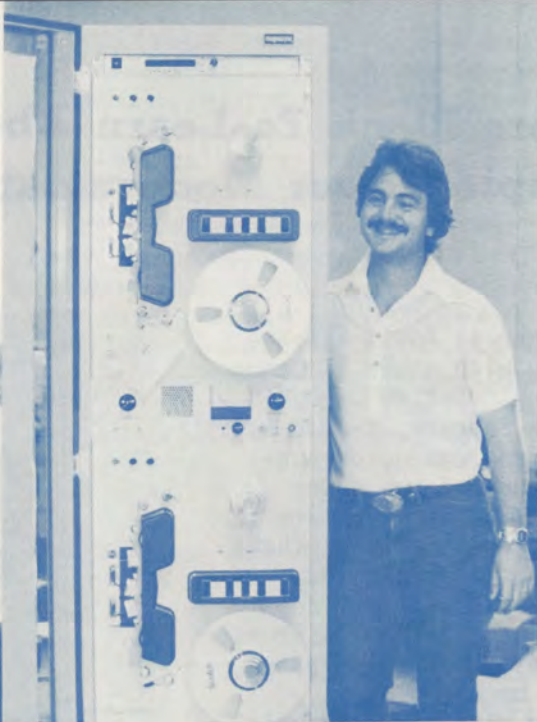
Cover photos: Among the many visitors to the Gillespie Tower Open House were: Top right-- Dottie Campbell of the El Cajon Chapter of The Ninety-Nines (the international organization of women pilots) and John and Matthew Hausotter. The "future air traffic controller" getting hands-on experience (bottom right) is little Loretta Gibson of Lakeside, California. Cover photos by Lorraine Jones.

## Visitors Flock To Learn About Gillespie Tower Modernization

At the right is Doris Ritchie who, along with other El Cajon Ninety-Nines' Dottie Campbell and Dottie Sanders, served as hostesses and conducted continuous tours of the tower during the 25th Anniversary Open House celebration. The Ninety-Nines also offered four-cents-a-pound airplane rides and many of the visitors took advantage of this opportunity to become better acquainted with the airport's activity. Western Sun furnished the use of their planes for these rides. Photos by Lorraine Jones.



## From Old To New: Gillespie Modernization



Identification from top left to bottom right--Before the modernization..... the tower's temporary home for five months.....the wiring was challenging..... and---at top right--does Airway Facilities Doug Northington look happy with his new recorder?.....and the final photo is a small glimpse of the NEW LOOK!

Photos by Lorraine Jones.

## More Gillespie



Top: Developmental Controllers Charlie Baratta and Glory Radford.

Middle: Air Traffic Control Specialist Rita Carstens (left) and Facility Secretary Lorraine Jones.

Below: Air Traffic Control Specialist James Hoeksema.

## More Gillespie



Left--From the top--Air Traffic Area Supervisor Walt Martin; Air Traffic Control Specialist Verne Latham; and (below) Air Traffic Control Specialist Stan Haas.

Right--Air Traffic Control Specialist Sue Brewer (back to camera at right); and (below) Facility Manager Ed Ray entertains visitors in his office during "Awareness Week".

# Gillespie



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Top: Left--Airway Facilities Technician Doug Northington and Air Traffic Facility Manager Ed Ray. At the right is Area Supervisor Art Perry.

Middle: Air Traffic Control Specialist Mike Garcia at the old console (left) and at the new console on the right. See how much happier Mike is with the new equipment.

Right: Air Traffic Control Specialist Ed Mastrangelo.

Controller Patty Miller was unavailable for the photo-taking session.

All photos by Facility Secretary Lorraine Jones.



## List Of People Assigned To Gillespie Tower At One Time Or Another

(Total: 100)

Abel, Ron	Helmer, Andy
Adcock, Patty	Holland, Don
Agenbroad, LeRoy	Henshall, Jerry
Anderson, Lew III	Hoeksema, James
Avanzino, Rita	Johnson, Ed
Bamburger, Rick	Jones, Lorraine
Baratta, Charlie	Kirkland, Don
Batchelor, Burton	Lapple, Gary
Beeson, Don	Langham, Dan
Borrell, Gary	Latham, Verne
Brewer, Susan	Lewis, Spencer
Brickett, Don	Lofton, Mike
Burkhardt, Jim	Malizia, John
Burns, John	Martin, Walt
Carstens, Rita	Mapes, Sonny
Cherry, Bob	Mastrangelo, Edward
Clancy, John	Miles, Norm
Clark, Randy	Miller, Jeff
Clause, Hal	Miller, Laura
Cline, Tom	Miller, Patty Barnum
Cregeen Mort	Mills, Greg
Delaney, Frances	Mitchell, Steven
Detlefson, Bill	Morrow, Don
DuBois, Phillip	Mydlow, John
Dubler, Sheilla	Nelson, Neil
DuBrava, Wayne	Newman, Dick
Even, Donna	O'Connell, Bill
Fernandez, Ray	Orr, George
Fitzgerald, Fred	Perry, Boni (Bourne)
Flaherty, Kenneth	Perry, Art
Forrest, Ken	Prock, Gary
Garcia, Mike	Phillips, John
Gibby, Steve	Polara, Pete
Haar, Stan	Ray, Ed
Hart, Terry	Radford, Glory Severt
Heis, John	Rinder, Ron



Gillespie Tower during application of exterior treatment.

Taylor, Lee	
Thomas, Gene	Rising, Greg
Thompson, James	Rodgers, Chuck
Turner, Kent	Roger, Jean Paul
Vick, Greg	Schuster, John
Watts, Joe	Schwerke, John
Weyant, Chuck	Sillsbee, David
Woodyard, James	Smith, Gordon
Wooley, Garvis	Stratte, Rolf
Young, Hap	Strobridge, John

### COVER STORY (continued from page 2)

features parallel east/west runways (27L/R) and a north/south intersecting runway (17/35). Approximately 650 aircraft are based here, including several helicopters operated by the San Diego Sheriff's "ASTREA" unit.

Challenging work, a refurbished and comfortable facility, friendly people and a pleasant area in which to live, all combine to make Gillespie Tower a popular place to work. Come visit and you will know why.

# Air Traffic Controllers' Career Enhancement Workshop Scheduled For Oklahoma City



Are you interested in the future development of your career but are not sure how to plan for it or how to implement your plans? On November 21 and 22, 1985, Professional Women Controllers, (PWC) will be conducting a Career Enhancement Workshop designed to help interested air traffic controllers plan and prepare for their future choices.

Open to any air traffic controller, whether PWC member or not, this two day workshop will consist of three modules or areas of concern: planning your career, preparing yourself for the changes, and presenting yourself on paper and in person in order to see the changes take place.

What jobs and career paths are available in the FAA/ATC structure and the importance of planning for them will be covered in the Planning module. Air traffic personnel, who are at various levels on the career ladder, will share their experiences in career development: what decisions they had to make, and what worked and didn't work for them in their efforts to get where they wanted to be. Discussions on what you may gain or may have to give up if you decide to move up the ladder will be held to help give workshop participants a better perspective.

During the Preparation Module, the documents and programs used in job changing will be discussed. These specifically include the Supervisory Identification and Development Program (SIDP), Individual Development Plan (IDP), Appendix 14, Merit Promotion Plan (MPP), and the Professional Exchange Program (PEP). During the session on Appendix 14, workshop participants will be divided into three smaller groups in order to concentrate on the information specific to each option.

Presenting yourself on paper (your bid package) and in person will be the focus of the Presentation module. During this session, each workshop participant will learn how to prepare and then actually develop an effective bid package. How to project a positive and professional image will also be part of this module.

Since each participant will be developing an IDP and preparing a bid package, the workshop will require some pre-work on the part of each participant in the gathering of background information on training and school experience, work history, skills and knowledge areas, and general experience. Participants will also be expected to make a commitment to other participants in the area of followup.

The Career Enhancement Workshop will be held at the Saddleback Motel in Oklahoma City, Oklahoma. Registration fees will be \$45.00. For more information on the workshop, please send a stamped, self-addressed business envelope to:

Professional Women Controllers  
Career Enhancement Workshop  
P.O. Box 44085  
Oklahoma City, OK 73144

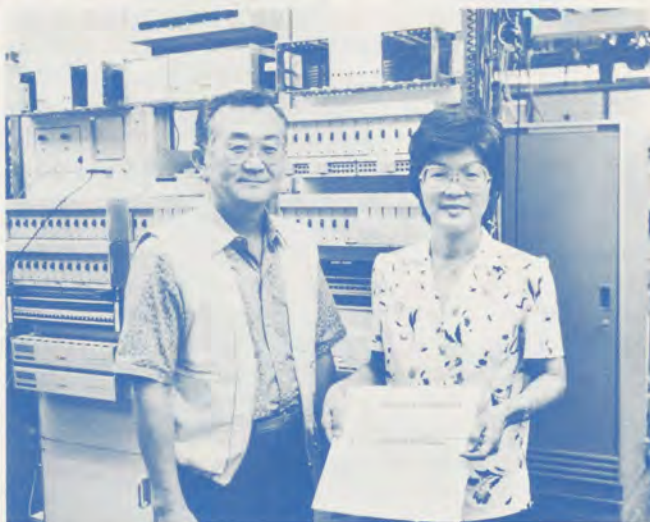
## FAAer's Daughter Earns Top Honors



Harry Chin, Electronics Technician at Burbank Airway Facilities Sector Field Office, is bursting with pride over the accomplishments of his daughter, Deanna Chin. Deanna recently graduated from Rio Mesa High School with the following awards and scholarships: - Associated Student Body "Most Dependable" Award; American Association of University Women Scholarship; Camarillo Chamber of Commerce Youth Achievement Award; Camarillo Pleasant Valley Republican Women's Club Scholarship; Filipino Community of Ventura County Scholarship; The Hope of America Plaque; Interact Service Scholarship; California Scholarship Federation Seal-bearer and Life Member Award; North Oxnard Rotary Club Scholarship; Presidential Academic Fitness Award; Rio Mesa High School Key Club Scholarship; Soroptimist Youth Citizenship Award; Ventura County Chinese-American Club Scholarship; Carmen Camarillo Jones Award; Joel McCrea Award for Scholarship; The Elmont Michaelson Scholarship; Leadership and Service Award from Camarillo Optimist Club and Rio Mesa High School Award for Outstanding Scholastic Achievement.

The scholarships totaling over \$4,000.00 will give Deanna a good start as she enters University of Southern California. Congratulations to Deanna on these well-deserved Awards and Scholarships.

## An Outstanding For Lorraine Heya



Lorraine Heya (right), Administrative Assistant, receives an Outstanding Performance Certificate and a Special Achievement/Service Award from Sector Manager Ed Kaneko. Congratulations Lorraine!



**50 Years of ATC Excellence**

The logo, designed by Carol Klimek, sales promotion manager for Sperry's Computer Systems Division Marketing, will commemorate 50 years of air traffic control which will be celebrated in 1986.

## Report On Regional Relocation Services

George Leddicotte, of the Homeequity Company, visited the Regional Office on August 16, 1985. Mr. Leddicotte met with Regional Director Mac McClure and Deputy Director Keith Potts. Keith recently moved to this region from Washington headquarters and was among the first group of employees to use the relocation services. He reported that he was extremely well satisfied with the efficient way the sale of his house was handled.

Mr. Leddicotte then gave a briefing to 60 Regional office personnel, answering many pertinent questions.

To date, 115 employees have been processed by the contractors (Homeequity and Chemexec) since July 1, 1985, when 440 relocation packages were initially mailed out. Approximately 20 percent of those processed have accepted the contractors appraised value offer and received their equity checks. Feedback from the majority of the employees has been very satisfactory.

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## Jack Melano Earns Special Achievement Award

Jack Melano (left), was presented a Special Achievement Award from John Humphries, Airway Facilities Assistant Sector Manager, at the Los Angeles Air Route Traffic Control Center in Palmdale. Jack is a Systems Performance Specialist who maintains the software of two major computer systems. He was recognized for his contribution in the development and implementation of data gathering programs of the National Airspace System. Congratulations Jack!



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## Quality Performance Award For Eugene Tiede



Eugene Tiede (left), was recently presented a Quality Performance Award by Robert Cox, Airway Facilities Sector Manager at the Los Angeles Air Route Traffic Control Center in Palmdale. Eugene is an Electronics Technician assigned to a major computer system. He was recognized for superior performance of his duties. Eugene has been a Computer Specialist since 1980. Congratulations Eugene!



## The News

### In Brief

\* FAA has grounded Southeast Air, Inc., a small charter air service operating out of New Bedford, Mass. The Company's certificate was revoked Aug. 30 after inspections found discrepancies in aircraft maintenance, operational practices and record-keeping that threatened safety. The 22-employee airline flies three small planes for charter throughout the Northeast.

\* The National Transportation Safety Board has ruled that last summer's midair collision near the San Luis Obispo, Calif., airport between a Wings West Airlines Beech C-99 and a Rockwell Commander, was caused by the failure of both pilots to follow recommended communications and traffic practices for uncontrolled airports. The head-on collision killed all 17 persons aboard the two planes. The Board recommended to FAA, among other things, that it require air carriers to comply with the Airman's Information Manual traffic advisory practices for uncontrolled airports.

\* Secretary Dole's August visit to China has produced several developments in the budding U.S.-Sino aviation relationship, including further discussions on an aviation technical cooperative agreement and the possible establishment of air cargo operations between the two countries. While meeting in Beijing with her counterparts, the Secretary also discussed a request by Northwest Orient airlines to open an office in China and obtain a permanent license.

\* The all new FAA Correspondence Manual is ready for distribution to agency secretaries. It will be packaged in a three-ring binder and tabbed for easy reference. The new version replaces the DOT manual which has been in use since 1980.

## Air Traffic Division Awards



The following Air Traffic Division personnel recently received awards:

### Sustained Superior Performance

Award - Leon Warner, Awp-530; Richard Britz, Santa Ana Air Traffic Control Tower; James Tokarski, Grand Canyon ATC Tower; Gary Neagle, San Diego TRACON; Thomas West, Reno Flight Service Station; Thomas Williams, Red Bluff FSS; Thomas Dray, Los Angeles ATC Tower; Leland Wingard, Concord ATC Tower; Alice Imano, Hilo ATC Tower; Frances Torres-Wilson, Hayward ATC Tower; Steven Edwards, Palo Alto ATC Tower; Mark Hidingier, Paso Robles FSS and Jennings Keele, Livermore ATC Tower.

Special Achievement Award - Mark Humphreys, Santa Ana ATC Tower; Kenneth MacNeill, Livermore ACT Tower and James Thompson, Livermore ATC Tower.

Quality Within-Grade Award - Kenneth Sizemore, Chino ATC Tower; Alfonso Miller, Livermore ATC Tower; Roosevelt Wright, Torrance ATC Tower; Rose Ludwick, Prescott FSS; Stacey Kaopuiki, Maui ATC Tower; Robert Woods, Lancaster FSS and Robert Fahrenbruch, Oakland FSS.

Letters of Commendation - Douglas Dorow, Lancaster FSS; Cheryl Palko, Falcon ATC Tower; Glenn Higa, Molokai ATC Tower and Mark Humphreys, Santa Ana ATC Tower. Congratulations to all on these well-deserved awards.



## New Marshalls on Board

The agency has closed out its initial recruitment effort for persons to be trained as Federal Air Marshals. The first class began a five-week training course on Sept. 9 and is expected to be ready for flight duties by the first of November. Additional classes will follow at two-week intervals until the training program is completed Dec. 20.

However, Dave Leach of the Office of Civil Aviation Security noted that the agency will continue to recruit and train Air Marshals at a rate of one or two classes a year for the indefinite future. This will insure the continued availability of Air Marshals to handle critical security assignments.

## "Employee Participation" A Must, Engen Says

Administrator Engen has signed a directive to strengthen the requirement that managers insure continued employee participation in the agency's decision-making process. At the same time, the Administrator gave managers more flexibility in determining the method or type of participation. He recommended facility advisory boards, human relations committees, quality circles or other less formal groups.

Essentially, the directive formalizes the Administrator's personal philosophy of participative management. The directive itself is a product of participative management, reflecting the attitude of employees as determined by the recent employee survey and subsequent oversight visits. All have underscored employee determination to have a voice in the agency's managerial processes.

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## DOT Proposes Raises In Civil Aviation Penalties

The Department of Transportation has submitted proposed legislation to Congress that aims to increase the civil penalty limit for safety violations by air carriers and commercial operators from \$1,000 to \$10,000 per violation.

The proposal is designed to shore up the eroding deterrent effect of the existing \$1,000 limit, which has been in effect since 1938. The proposed higher limits would not apply to operators of private and business aircraft.

In addition to raising civil penalties for operators involved

in the "carriage of persons or property for compensation or hire," the proposed legislation also would authorize, for the first time, a civil penalty of \$1,000 for failure to notify FAA of proposed construction of structures that could pose a hazard to air navigation. At present, criminal sanctions are authorized, but the drafters of the proposed law believe that civil penalties would provide a more effective means of assuring compliance with the construction notification requirements of the Federal Aviation Act.

## Summer Delays Down

The good news for air travelers this summer was that airport and airborne delays were down almost 30 percent from a year ago. During the June-July-August peak travel period, the average number of daily delays of 15 minutes or more in the air traffic control system was 960, which was below the 1,000 per day target established by FAA at the beginning of the summer. The 960 figure compares with a daily average of 1,351 during the summer of 1984. In all, delays were down almost 24 percent during the first eight months of 1985. The average daily delay over 15 minutes this year was 857, compared with a figure of 1,119 during the January-August period in 1984.

Commenting on the good news, DOT Secretary Dole pointed out that these gains have been achieved despite an almost three percent increase in air traffic this year. She added, "I think FAA and its controllers deserve a lot of credit for developing and implementing new procedures that have allowed it to handle more traffic safely with fewer delays. I also want to commend the aviation industry for continuing voluntary measures to avoid peak-hour bunching of flights that was such a major contributor to last summer's delay situation."

## AFSS Sites Picked

Sites for three more of the projected 61 AFSSs have now been selected, bringing the total to 60. They are Raleigh, N. C., Oakland, Calif., and Great Falls, Mont. Selection of the 61st and final site in Puerto Rico has been put on indefinite hold.

At the Great Falls site, the

facility will be built by the community and leased to FAA for \$1 a year. At the other two sites the structure will be built by FAA.

## Deputy Flies With Lightning Study Group

Deputy Administrator Dick Jones recently described his flight on a Convair-580 with the FAA Technical Center based "Lightning Study Group."

Jones, who most recently completed a long career as an Eastern Airlines captain, was on board the FAA's specially equipped Convair to learn first-hand about "one of FAA's real-time research programs." Deputy Administrator Jones explained that the lightning study flights are an essential part of "Fly by Wire" new technology research. He noted that throughout the flight the FAA research aircraft was in contact with the Washington Center. "This was good to know," he said, "because we were near one of the busiest East Coast corridors during an extremely violent thunderstorm. It was dark and turbulent in the clouds, but now and then we would break out into the most magnificent sunshine under a brilliant blue sky."

The FAA Convair has taken almost 40 lightning strikes over the course of the past year and a half, and a significant amount of valuable data has been collected. Flying the plane was test pilot, Jesse Terry, and co-pilot was Al Bazer. Mike Glynn was the project engineer. All three men are assigned to the Technical Center at Atlantic City.

## Meet Ben Kennedy

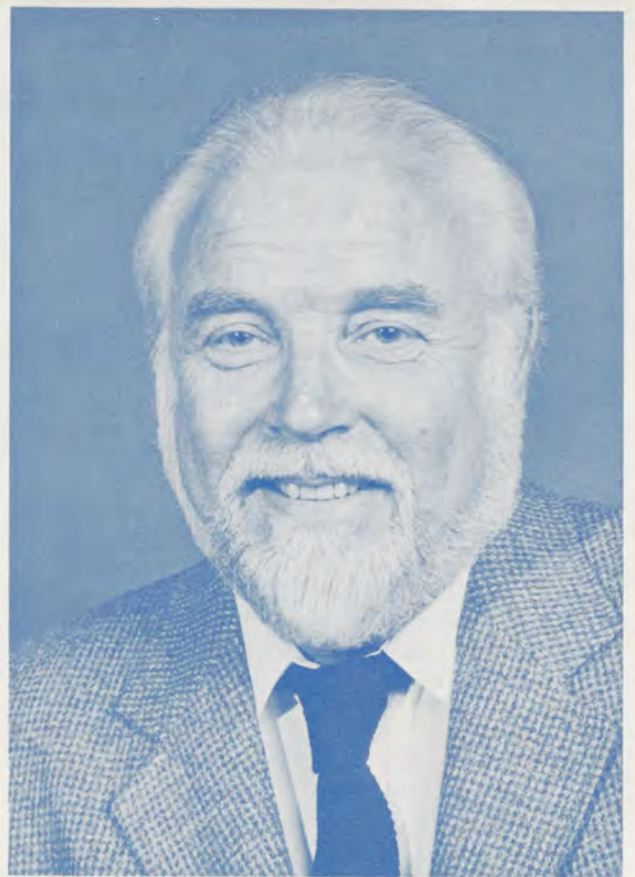
### FAA Coordinator

Ben Kennedy has been named FAA Coordinator for the San Francisco East Bay Area. Along with his regular duties as Air Traffic Manager of Oakland Air Traffic Control Towers, Ben will serve as the local contact for FAA with the public and news media.

Ben was raised in Berkeley, Calif., he served in the United States Army 82nd Airborne Division during the Korean conflict as a Commissioned Officer. Upon discharge from the service, Ben was in Radio Broadcasting for several years before starting his career in the FAA.

Ben started his career at Salinas ATCT as an Air Traffic Controller in 1968. Other FAA assignments have included tours as controller at San Carlos ATCT, San Francisco ATCT, Bay TRACON and Supervisory and Managerial Positions at North Las Vegas, Tucson TRACON, Tucson Tower and now Oakland Towers.

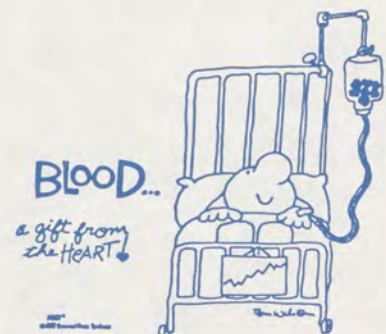
The Kennedy family includes spouse Gayle, a flight attendant with World Airways; a son, Robert; and daughters Karen and Kathi.



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## Honolulu FSS Happenings

Honolulu Flight Service Station Specialist Glenn Imamura, (right) is receiving his Outstanding Performance Award Certificate from his Supervisor Edwin Ishisaka. Glenn also received a Quality Within-Grade for his outstanding performance. Congratulations Glenn!



## Travel Tips

A NOTE FROM ACCOUNTING: LISTED BELOW ARE SOME OF THE ITEMS THAT ARE COMMONLY MISSING ON TRAVEL VOUCHER'S THAT CAUSE DELAYS IN PAYMENTS. WE HOPE YOU WILL USE THIS AS A QUICK CHECK LIST WHEN SUBMITTING TRAVEL VOUCHER'S.

1. SHOULD HAVE FULL NAME OF TRAVELER AS IT APPEARS ON THE PAYROLL MASTER (NO NICK NAMES).
2. COMPLETE MAILING ADDRESS. MAKE SURE ZIP CODE IS INCLUDED.  
  
NOTE: DELAYS IN PAYMENTS ARE ALSO CAUSED BY FREQUENT CHANGES IN ADDRESSES. IT IS ADVISABLE TO MAINTAIN ONE PERMANENT ADDRESS IF POSSIBLE.
3. SOCIAL SECURITY NUMBER.
4. COMPLETE TRAVEL ORDER NUMBER, AND IF IT IS AN LOA NUMBER WRITE LOA ABOVE THE TRAVEL ORDER NUMBER.
5. IN BLOCK 12 ON THE SF 1012 VOUCHER:
  - (A) IF A GTR IS USED ALL INFORMATION SHOULD BE LISTED WITH A COPY OF THE GTR ATTACHED TO THE TRAVEL VOUCHER.
  - (B) IF A TRAVEL MANAGEMENT CENTER (TMC) WAS USED TO OBTAIN AIRLINE TICKETS, LIST THE AGENCY'S NAME IN THE SPACE THAT THE GTR NUMBER WOULD HAVE BEEN LISTED AND ATTACH A COPY OF THE AIRLINE TICKET TO THE VOUCHER.
6. EMPLOYEE'S FULL SIGNATURE AND THE APPROVING OFFICIAL'S SIGNATURE AND TITLE SHOULD BE CLEAR. USE A COLOR OF INK THAT IS CLEAR THE SIGNATURE IS ORIGINAL.
7. AMOUNT CLAIMED ON THE FACE OF THE SF1012 IN BLOCK 13 SHOULD BE THE SAME FIGURE SHOWN IN "TOTAL AMOUNT CLAIMED" ON THE BACK SIDE OF THE SF 1012.
8. BLOCK 18: MAKE SURE THE COMPLETE APPROPRIATION IS SHOWN.
9. IF THIS VOUCHER IS TO BE FUNDED BY ANOTHER REGION, STATE WHICH REGION IS TO BE BILLED IN BLOCK 18.
10. WHEN ATTACHING ANY CHECKS OR UNUSED AIRLINE COUPONS, PLEASE STAPLE THEM TO THE FRONT OF YOUR VOUCHER.
11. MAKE SURE ALL YOUR LODGING, DRY CLEANING & OTHER RECEIPTS THAT ARE REQUIRED ARE ATTACHED FIRMLY TO THE VOUCHER.