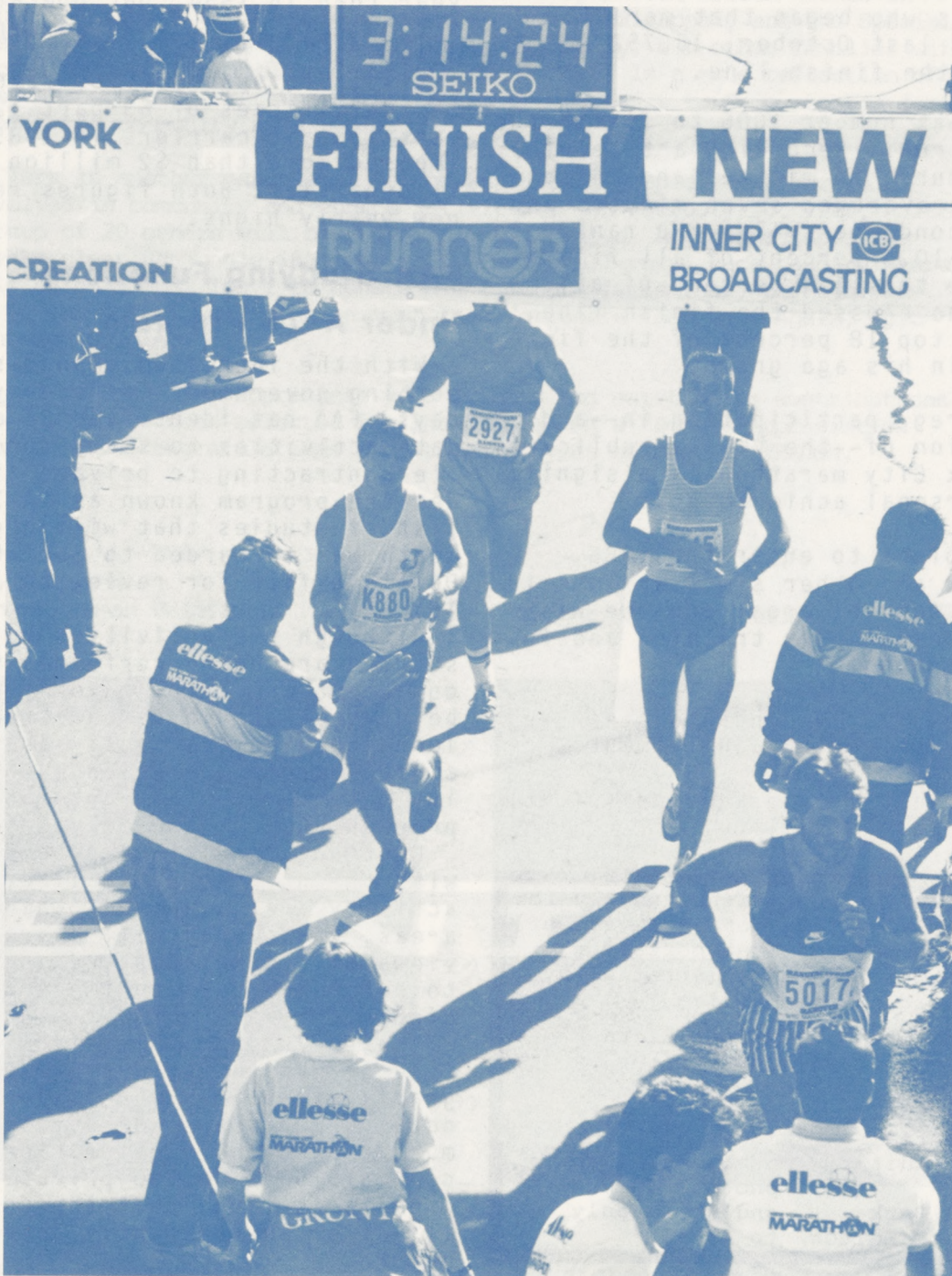




U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Western-Pacific Intercom



FAA  
MARATHONER

## Cover Story

After participating in several lesser well-publicized marathon runs in the Los Angeles area, Gregory Edwards, an Aerospace Engineer in the Aircraft Modification Section of the Western Aircraft Certification Office (Regional headquarters fifth floor), decided to enter the New York Marathon. Of the 18,160 participants who began that marathon run held last October, 15,752 crossed the finish line.

Greg was number 1606 to finish the 26-mile run. Recording a time of three hours, 14 minutes and 24 seconds, he averaged seven minutes and four seconds per mile. He ranked in the top 10.5 percent of all finishers, the top 11.4 percent of all males who crossed the finish line, and the top 18 percent of the finishers in his age group.

For Greg, participation in--and completion of--the highly-publicized New York City marathon is a significant personal achievement.

Greg plans to enter the 1986 marathon and other similiar runs in the Los Angeles area, and we wish him success in his training and future planning.

The FAA family congratulates Greg on his outstanding achievements.

Cover Photo: Greg Edwards (right) steps into finish line.

FAA INTERCOM is published weekly for Western-Pacific Region employees of the Department of Transportation/Federal Aviation Administration by the Public Affairs Office.

H.C. McClure  
Director

Rafael Riera  
Copy Editor

Barbara Abels  
Public Affairs  
Officer/Editor

Please submit  
material for  
publication and  
photos, in black  
and white only,  
to AWP-5.

Russell Park  
Associate Editor

## Engen Cites The Facts

FAA made significant gains in 1985 in improving the efficiency of the air traffic control system and quality of its safety surveillance activities, Administrator Engen told the Wings Club in New York recently.

For example, the Administrator noted that the ATC system handled three percent more operations last year than in 1984, but operational errors were down by 26 percent and delays by 18 percent.

Also, FAA suspended or revoked the certificates of 63 part 121 and part 135 air carriers in 1985 and imposed more than \$2 million in civil penalties. Both figures represent new yearly highs.

## FAA Studying Functions Under A-76 Program

With the increased emphasis on cutting government efficiency these days, FAA has identified 24 candidate activities to study for possible contracting to private firms under the program known as "A-76." The list of studies that will begin this month was forwarded to Secretary Dole's office for review on Jan. 15.

Although the activities to be studied are being performed throughout the agency, the major impact is being felt at the Aeronautical and Technical Centers. Activities include payroll operations, R&D facility maintenance, and automatic data processing, to name only a few.

Contractors will compete directly with the government in 17 of the 24 activity areas. In the other seven areas, the agency will conduct reviews of its methods and staffing to determine ways to improve efficiency.

The "A-76" tag comes from the Office of Management and Budget program's circular number. The circular details a process whereby an agency must bid on its own functions in competition with the private sector when it is found that the function is not of an inherently governmental nature.

## People Appreciation Week "Progress Through People"

In an effort to expand on the Region's "People Appreciation Week," Phoenix TRACON's Human Relations Committee wanted to solicit ideas concerning employees who have made significant contributions in the community which reflect favorably on FAA employees as a whole. With that in mind, two individuals were identified which we feel truly represent "progress through people."

Skip Paschke has been involved in many community and church activities this past year. He has given many aviation related briefings to various community groups during the year; however, this is not Skip's only area of expertise. You see, Skip has a very special son in his family who was born with Down's Syndrome. Because of this, Skip has become an expert in the education of the handicapped and has accepted many invitations to speak to various groups on mental health, Down's Syndrome, education for the handicapped, and the Special Olympics. Skip's involvement with not only his family, but other families with handicapped children throughout the State of Arizona, is a true reflection of "progress through people." These attributes are a credit to Skip, to his family, and benefit the community as a whole.

Walter Clark is another example of "progress through people." Walter is very involved in community and church activities. On February 20, 1986, Walter and a group of 20 others will be traveling to Cordova, Argentina, spending three weeks clearing jungle in order to build a small rural back country church. Walter is using annual leave to donate his time and feels that, through this effort, he can contribute to those much less fortunate than we. Again, "progress through people."

To Skip and Walter - "We appreciate your efforts and outstanding contributions." Therefore, you have been selected for Phoenix TRACON's "People Appreciation Award for 1986." Congratulations from the employees of Phoenix TRACON.

*Keith L. Elliason*

Keith L. Elliason  
Chairperson, Human Relations  
Committee

*Richard W. Miller*

Richard W. Miller  
Manager, Phoenix TRACON



Above, from left--Keith Elliason, Chairperson HRC, Skip Paschke, Winner and Dick Miller, Manager, Phoenix TRACON. In right photo Walter Clark, Jr. is flanked by Keith Elliason and Dick Miller.

## Ontario/Daggett/Needles/Blythe FSS Happenings

By Chuck Burge

Jack Moore, Ontario Flight Service Station Facility Manager, announced that Ontario FSS handled 581,703 flight service operations during the last twelve-month period (ending September 30th), which is an all-time-high for the facility! Jack also announced the selection of two new Area Supervisors: Chuck Stewart from Daggett FSS and Jerry Rowland from Santa Barbara FSS were the selectees. Additionally, four new Full Performance Levels have been selected to fill vacancies at Ontario. They are: Bob Manning, Oakland FSS; Ray Kalenda, Imperial FSS and George Mankey and Frank Garcia from Las Vegas FSS. Two other recent arrivals are Jim St. John from Chino Tower, is already fully checked out and Lee Daniel from the FAA Academy at Oklahoma City. Additionally, Bob Hansen arrived from Lancaster FSS and is fully checked out at Daggett and Orrin Kelso arrived to Blythe FSS from Lancaster. A hearty welcome to all!

In other personnel actions, Nacho Melgoza (Ontario), departed for Prescott FSS; Bob Dean and Howard Irwin were recently selected for temporary Quality Assurance and Training Specialist (QATS) positions at Ontario. Bob attended Facility Instructor Training and both Bob and Howard will attend Model I equipment training in October. Chuck Burge was selected as Area Supervisor at Daggett FSS. Bob Williams, a long-time Ontario FSS member, departed Ontario for Oakland FSS. Gene London, Jim Ball (Ontario) and Ed Murch (Blythe), left federal service to pursue other career opportunities. Good luck to all in your future endeavors!

In other personnel notes, Dave Serna achieved Full Performance Level (FPL) status at Ontario FSS and Tom Dunn (Ontario), was selected as the facility's Flight Service Station Operations/Procedures Committee (FSSCOM) representative. Supervisory Air Traffic Control Specialist Jack Woods (Ontario) attended the "Supervisor's Course-Phase II" at Lawton Oklahoma, and Air Traffic Manager Jack Moore, SATCS Bob Dirks, Dale Conner and Eddie Nelson (Ontario) attended an "Employee Participation Group Effectiveness training" course at Ontario.

Four Ontario people recently celebrated wedding anniversaries. Facility manager Jack Moore and his wife Norma celebrated their 30th anniversary and Assistant Air Traffic Manager Jerry Marcum and Ursula celebrated their 33rd, Eddie Nelson and Carol their 11th, and Jim Soucek and Linda their 13th. Congratulations to each.

Daggett FSS recently upgraded its weather observation capability with addition of a new "Digital Readout Hygrothermometer." Chuck Stewart says that the new equipment provides remote reading of the temperature and dew point and eliminates the need to physically leave the facility in inclement weather.

Ontario FSS people were involved in providing weather briefings and flight plan filing service for two recent air rallies. Tom Rash briefed 30 people involved in the "Jim Long Memorial" rally from Brackett Airport, to Columbia Airport in California. Also, Beverly Clark, Chuck Andries and Lee Daniel attended a "Summer Flight Rally" at Rialto Airport and briefed 25 people.

## Performance Awards

### About At

### Ontario FSS

Recognition of Ontario Flight Service Station people and their work has been plentiful recently. Right photos--from top down--Bruce Jones (right) is congratulated by supervisor Jack Woods for being awarded an outstanding rating and a Special Achievement Award. In following two photos, also receiving Special Achievement Awards were Dale Cunningham (left) and Pat Powell (left) both are receiving congratulations from supervisor Jack Woods.

Tom Rash (right) and Bob Pavicic (left) in next photo are awarded pins in recognition of 15 years federal service. Supervisor Bob Dirks (center) congratulates both award recipients. Scott Hipp (Ontario), not pictured, was also awarded his three-year federal service pin.

And in the last photo, Ben Clarke (right) is congratulated by Ontario FSS Air Traffic Manager Jack Moore upon the occasion of Ben's retirement from Federal service. Ben served 18 years with the FAA, 14 of which was spent at Ontario FSS.

Additionally, Ontario secretary Janet Snyder was honored with an outstanding rating and a "Quality Within-Grade" award. Janet also received kudos in the form of a letter of appreciation in the form of a letter of appreciation from Bob Dirks for her "excellent secretarial and administrative support... (her) professional attitude... and devotion to her job." Other honorees were: Jim Soucek (Ontario) who was awarded a letter of commendation by facility manager Jack Moore. The letter cited Jim's "commendable performance" as a Flight Service Specialist during the past year. Congratulations to all!



---

## AF Pilot Program Could Expand Contractors' Role

The agency has received approval from Secretary Dole's office to develop a Statement of Work that is expected to lead to a pilot program to test the cost effectiveness of giving contractors an expanded role in maintaining selected ATC equipment and facilities.

In announcing the move, Administrator Engen emphasized that should the pilot program go beyond the Statement of Work phase it will be limited in scope and all affected Airway Facilities personnel will be offered continued employment with the agency. He also noted that the program will not affect field operations until 1988 at the earliest.

"We are seeking to keep in mind the needs of our AF employees as well as respond to the need to at least consider new ways of doing business," Engen said at a national Telecon. "Our interest is to do that as equitably as we can."

Three contiguous FAA regions have been selected to participate in the pilot program--Eastern, Great Lakes and Southern. Contract maintenance in these will be limited to facili-

ties at low-activity airports which have a VFR (non-radar) tower or no tower at all. Contractors at these locations would be responsible for maintaining a variety of communications and navigation equipment if an evaluation of the costs involved show that the cost of doing the work by contract is lower than a comparable government estimate.

Although approximately 500 full time equivalent AF positions could be affected by the program, the agency plans to offer reassignments to all displaced employees. Although some relocations will be involved, no one should lose his or her job. The target date for awarding a contract, depending upon the completion of the Statement of work, is early 1987, but the impact won't be felt in the field until 1988 because of the lead time required by the contractor to recruit and train personnel. The pilot program is expected to run several years, during which time the results would be evaluated and a decision made on the future role of contractors maintaining ATC equipment and facilities.

---

## Radar Repair Crew Delivers In Blizzard

No one is likely to confuse the FAAers in the ARSR Pedestal Overhaul Program Office at the Aeronautical Center with television's "A Team," but both seem to do their best work under adverse conditions.

Thus, when the Air Route Surveillance Radar (ARSR) at Watford City, N.D. developed problems during one of the area's worst blizzards, the Oklahoma City crew was called in to deal with the situation. Within 48 hours, they were on the scene despite drifting snow and temperatures that ranged down to 35 degrees below zero.

Lenard Maldonado of AAC-43 and George Tennison of the Overhaul Program brought the supplies and

equipment in a tractor-trailer rig with the rest of the crew flying to the scene in a chartered plane, bringing arctic clothing with them.

This group consisted of Team Leader Joe Wallis and Equipment Specialists David Kennedy from the Overhaul Program and Billy Poteet, Jess Jameson, Bob Crane, and Tom French, all of AAC-43, and all volunteers.

Ignoring the adverse weather conditions, the crew had the radar repaired and back in operation in near record time, earning the highest praise from Center Director Garland Castleberry. He called their extraordinary performance "typical."



**Barbara Adams**

**Jay Henderson**

We are saddened to report the sudden death of Barbara Adams (Henderson) and Justice (Jay) Henderson in an automobile accident on January 26. Both were long employees of the Flight Standards Division; Barbara as an Administrative Officer; and Jay, who retired in August 1982, as an Airworthiness Inspector. Expressions of sympathy may be sent to: Henderson/Adams Families, 22706 Evalyn Ave., Torrance, CA 90505.

---

## **Good Response - Cross Option**

Air Traffic is reporting an excellent response to its Cross Option Program that solicited controllers in terminal facilities and flight service station specialists with previous FAA radar experience to transfer to the en route center option. In all, 410 applications for the program were received.

Final selections will be made after applicants complete a special screening. Initially, they will be given intensive on-site training with traffic simulators at one of the seven centers participating in the program. Those that pass this phase will undergo a 90-day assessment program in one of the participating centers. Upon successful completion of this temporary assignment, they were permanently assigned to the center of their choice. Those centers currently in the program are New York, Cleveland, Indianapolis, Chicago, Minneapolis, Los Angeles and Oakland.

## **Flight Standards**

### **Division**

### **Awards**

OUTSTANDING WITH QUALITY INCREASE  
Denise H. Mishima, Honolulu FSDO

### LETTERS OF APPRECIATION

Elaine Lauer, AWP-200  
Richard Teixeira, Honolulu FSDO  
James Ford, Oakland FSDO  
Brenda Johnson, Oakland FSDO  
Alfred Adams, Scottsdale FSDO  
Martin Gallagher, San Francisco FSDO

## **GA Safety Record Show**

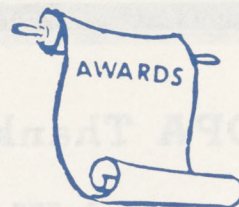
### **Upturn For '85**

With public attention focused almost exclusively on air carrier accidents in 1985, the fact that general aviation was quietly putting together the best safety year in its history almost escaped unnoticed.

That oversight now has been corrected with the release of preliminary National Transportation Safety Board (NTSB) safety statistics for 1985, showing new GA lows with 2,742 total accidents 490 of them fatal, and 937 fatalities. The accident rate per 100,000 flight hours was down 10.5 percent from the previous year and the fatal accident rate was down 11.6 percent.

Commuters also showed improvement last year when compared with 1984. Accidents dropped from 21 to 17, fatal accidents from seven to six, and fatalities from 48 to 35.

The airline safety record in 1985 was marred by four fatal accidents in scheduled service and three in non-scheduled operations with a total of 526 fatalities. However, the accident rates were not out of line with those for other recent years. Scheduled carriers, for example, had the fourth lowest accident rate per 100,000 aircraft hours in the last 10 years and the fifth lowest fatal accident rate.



## AOPA Thanks FAA

### For Good Work

In an open letter to all FAA employees, the president of the world's largest pilot organization wrote to "publicly thank you for the fine work you do and for your efforts on behalf of general aviation."

John L. Baker, president of the 265,000-member Aircraft Owners and Pilots Association, acknowledged in the open letter that "these words probably come as a surprise, when you consider that AOPA has never been reticent about criticizing and complaining about specific issue." Nevertheless, wrote the AOPA president, "while we will continue to voice our positions in support of the legitimate concerns of our members, our differences with the agency do not reflect our sincere belief that in you this nation has the most proficient, most dedicated aviation professionals of any government agency in any country."

In an editorial in the December issue of the AOPA Newsletter, Baker discussed "systematic destruction of the credibility" of the FAA and aviation user groups. "This tends to discredit all of aviation in the eyes of the non-flyer," wrote Baker. "In the climate which is being created, it will take very little to stimulate an aggressive political reaction to what are basically technical problems. A 'political solution' to aviation problems has never resulted in benefits to the users."

Noted Baker, "while we have problems, they are technical in nature and can best be solved by an informed and highly motivated team of users and the FAA."

As an example, Baker cited AOPA's newly created Fly-A-Controller program, which is a cooperative effort of AOPA, FAA and the Air Traffic

Control Association. The program where general aviation pilots will give familiarization flights to controllers, will greatly enhance communications between pilots and controllers. "This program will result in a mutual exchange of information that can only improve the services given and used within the air traffic control environment," said Baker.



### 1986 Budget Update

In his recent message to all employees, Administrator Engen announced spending restraints he was imposing as a result of the 1986 budget and noted that further reductions would be forthcoming as a result of the Gramm Rudman legislation. At that time, he did not know what the results of this law would be, but the office of Budget has since learned the extent of these cuts. For instance, in the Operations Appropriation the reduction will be \$115 million. This is on top of \$55 million that resulted from the FY 86 congressional budget figures. In addition to the spending restrictions already imposed, the agency is considering several other options for absorbing the reductions. One of the Administrator's objectives in considering alternatives is to minimize any adverse impact on employees. He has stated that RIFs are unlikely in any large numbers this year; however, furloughs remain a possibility. INTERCOM will continue to keep employees informed as decisions are made about how the reductions will be achieved.

## Hayward Tower Happenings



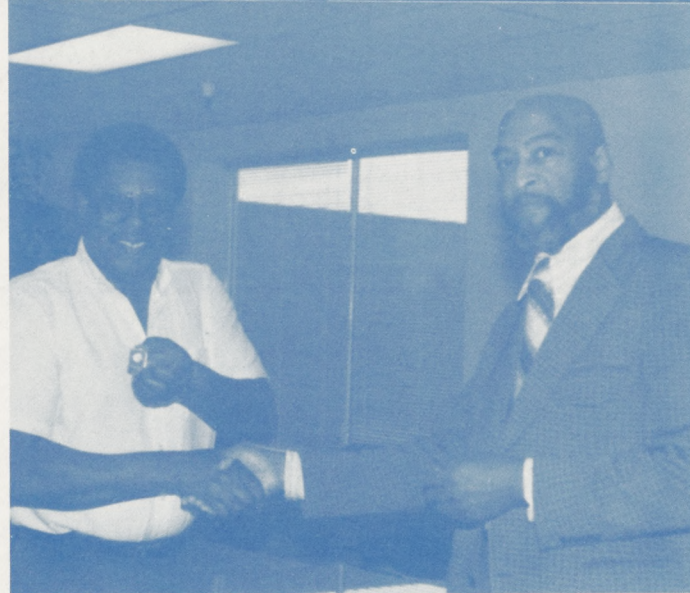
Hayward Tower people recently held an Open House for pilots. The Open House was a success and the pilot briefings were enthusiastically received. During one of the briefing sessions, Jimmie Turner (JJ) was presented with his 30-year service pin from Air Traffic Manager Thurman Gupton.

Congratulations to new Full Performance Levels Jim DeLong and Gary Amy who were recently checked out. Congratulations also to new parents Ora King and Jessie Gaines (Oakland Tower) on the birth of their son Canon, and to Dedra and Rich Thomas on the birth of their daughter Kimberly.

Welcome to Tianta Boyd who is assisting in the office. Tianta is a Stay-in-school student and is attending Chabot College, Hayward Campus, where she is majoring in Business Administration.

Top left: Bob Allen (second from left), Air Traffic Control Specialist gives a tour during the Open House.

Below: Jimmie Turner (left), Air Traffic Control Specialist receives his 30-year service pin from Air Traffic Manager Thurman Gupton.



**FAA-FAA-FAA-FAA-FAA-FAA-FAA-FAA-FAA-FAA**



---

## Jim Turner Retirement Party

Jim Turner, affectionately known as "Red" to his many friends in the Los Angeles area, has announced his retirement from the FAA. His career began in 1956 as an air traffic controller at Los Angeles ARTCC and spanned thirty years with positions and duties mainly in the Los Angeles area. The two exceptions were a three-year tour at Las Vegas Tower and his present position as Air Traffic Manager at Edwards RAPCON. "Red" has spent his entire career in the Western-Pacific Region, which accounts for two-thirds of his life, and he said that he considers his friends in the agency members of his extended family.

A retirement party to honor him will be held in the Officers Club at the USAF SPACE DIVISION on Saturday March 8. No Host cocktails start at 7 p.m.; dinner at 8 p.m. A choice of menu is available: Top Sirloin for \$18.00 or Coq Au Vin for \$17.50. Ticket prices include the price of the meal, gratuity and gift.

Reservations can be made by calling Pat Faux at 805/258-6300 FTS 799-1340; or Jerry Floyd 714/963-7557.



---

## CFC - Los Angeles Area Reaching A Goal

**By Herman C. Bliss**

As the calendar year 1985 came to a close, so did the Combined Federal Campaign (CFC). Our campaign moved along very well, riding high on the promotional momentum and leadership provided by our key persons.

The FAA came through, in what normally would be considered a bad economy year, by exceeding our accomplishments of last year. On behalf of myself, but more importantly, on behalf of the many thousands of needy and deserving people in the Los Angeles community, thanks to you all for your contribution to an outstanding campaign.

## New GPAD Ratings Added

Now you and your boss will have more flexibility in discussing and appraising your performance. The old three-level General Performance Appraisal Document (GPAD) System has been replaced by a five-level rating system. The two new ratings--"Exceptional" and "Partially Successful"--will keep the performance appraisal process in line with anticipated Office of Personnel Management requirements.

Action Notice A 3400.1, dated Jan 15, outlines the changes and explains when the new ratings should be used. Additional information on the new system may be obtained from your servicing Human Resources Management Division.

## Career Milestone For Agnes Nakamoto

Agnes Nakamoto, facility secretary, Honolulu Flight Service Station Air Traffic Manager's office received a 30-year award from Ron Harris FSS Air Traffic Manager. Agnes came to the FAA in 1962, Western-Pacific Regional Office, and transferred to the FSS in 1979. The rest of her career was spent with the Internal Revenue Service. Agnes is an essential part of the FSS team. She is known throughout the Pacific as a model employee and an excellent administrative specialist. Hopefully, she will serve our agency for many more years.



## New Phone Numbers

New phone numbers for the San Diego Airway Facilities Sector office are: 619/293-; FTS == 895

- 6948 - John Tompkins - SM
- 6947 - Henry Harris - ASM
- 5485 - Ron Rudolph - TSO
- 6344 - Betty Sears - AO
- 6343 - Sandy Zeilinger - AA
- 5121 - Tom Huber - PDS
- 6635 - John Svoboda - S/E
- 5342 - Garry Wohlleib -- TID
- 5286 - (TID NAV/COM/DATA)
- 5270 - Fran Draper - CA
- 5271 - Fran Draper - CA
- 5615 - Geo. Darakjian - GSS
- 5719 - Virginia Agilar - GSS
- 5781 - (Supv. GSS)

Please make note of these phone number changes and circulate to all in your organization who may have need to contact the San Diego Sector Office.

## Notice Cancellation

The Air Traffic Division has advised that notice WP AT N 1110.1 Flight Service Station Operations/Procedures Committee (FSSCOM) dated, 9/18/85, has been cancelled.

## AF Maintenance Operations Branch Happenings

Congratulations to Dick Muckle, who has been selected as the new Los Angeles Airway Facilities Sector Manager. A going away luncheon was recently held in his honor. We all wish him the best in his new endeavor at the LAX Sector.

Congratulations to John Crain, AWP-462, upon receipt of a quality within-grade award with an outstanding which was presented to him by supervisor Barry Brayer.

## Pre-Retirement Seminar

A pre-retirement seminar will be conducted in the Regional headquarters Room 3E26 on Feb. 19, 8:30 a.m.-3:30 p.m. All employees eligible to retire within three years are invited to attend. Those wishing to attend should call Ninfa Rivas, FTS 984-1928.

## 50th Anniversary Of Air Traffic Control



Did you know...Records show that the first manned flight took off from Tucson, Arizona, on February 20, 1910. The aircraft was a Curtis "PUSHER" biplane, piloted by Charles K. "MANBIRD" Hamilton, who had the aircraft brought into town by freight car. Spectators paid an admission fee to witness the flight from bleacher seats.

In 1919, Tucson was one of 32 cities in the U.S. designated to have a municipal landing field and on November 20, 1919, the first landing on the first municipal airfield in the U.S. was made in Tucson. In 1927, the Tucson airport was called Davis Monthan Field, and was the largest municipal airport in the United States. Colonel Charles A. Lindbergh dedicated the field that year.

Standard Airlines, predecessor of American Airlines, began serving Tucson in 1928 and regular airmail service began in 1930.

On May 22, 1937, Amelia Earhart landed at Tucson during her much celebrated, but ill-fated attempt, to circle the globe west to east.

The commissioning date of the first Tucson Flight Service Station (originally known as an "INSAC," Interstate Communications Station), was November 1, 1931. The building was constructed in the desert, just northwest of what is now the Davis Monthan AFB main gate. In 1947, the Flight Service Station, Tower,

and National Weather Service, moved to the current municipal airport site, five miles southwest of Davis Monthan. On October 10, 1958, the Tucson FSS moved to its present location in the Tucson Tower.

In 1972, the Tucson FSS was presented not only the Regional, but also the National Air Traffic Facility of the Year Award. Last year Tucson FSS was the recipient of the Arizona Pilots Association 1985 Air Traffic Facilities of the Year Award. In calendar year 1985, Tucson FSS provided the following services:

Pilot Weather Briefings Given -	34,253;
Aircraft Contacted -	27,014;
Transborder Flight Plans Processed -	7,872;
Total Annual Flight Services -	163,941.

During 1985, Tucson FSS also provided inflight emergency orientation assistance to eight aircraft, who were either completely lost or disoriented, all of which landed safely. Current facility complement consist of the following: Full Performance Level Specialists--Brenda Dickinson, Jim Gould, Gary Mabey, Norm Martin, Ron Mathews, Luis Palacio, Bruce Per-tile, Al Shumaker, Carmen Simbari and Joe Wenzl; Area Supervisor--Marvin Clark; Secretary--Marie Bergmann; and Manager--Jay Olson.

(Editor's Note: During this year-long observance of the 50th Anniversary of Air Traffic Control, we'll be running "Did you know..." articles as we salute our Air Traffic and Airway Facilities people in this region.)