

86-10
Mar. 10, 1986

Public Affairs Office
AWP-5

FAA
Western-Pacific Region
Los Angeles, CA 90009
(213) 536-6431



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

Western-Pacific Intercom



HONOLULU FSDO GEM OF THE PACIFIC

Cover Story

By Jeffrey Walker

Question: What Western Pacific Flight Standards District Office is farther from Regional Headquarters in Los Angeles than Nova Scotia, and has a district larger than three times the entire land mass of the United States?

Answer: Honolulu FSDO-13.

The Flight Standards District Office prefers to think of "lucky" FSDO-13 as the Gem of the Pacific. The people here are friendly and the weather is usually "severe" clear.

Office manager is Charles Zenith. His staff consists of: Accident Prevention Specialist, James Martin; Operations Unit Supervisor Samuel Inouye; Operations Inspectors Robert Beal, Samuel Matsumoto, Robert Hamblin, Lawrence Meacham, Davidson Luehring, Patricia Orcutt, Marion Tilton, Berlin Blair, David Purtill and Jeffrey Weller; Airworthiness Unit Supervisor Richard Teixeira; Airworthiness Inspectors Donald Lowry, John Mapel, Thomas Murata, Herbert Young, Ellsworth Ching, Frank Nakamura, William Chang, Guy Wagatsuma, Yoshio Isobe and Robert Nashiro; Clerical staff members Jean Ganiko, Jane Shirae, Janis Miller, Denise Mishma and Katherine Quong.

Some of these people are portrayed in this special issue.

Cover Photos:

Top left--Berlin "Berl" Blair, originally from Seamen, Ohio, gained most of his aviation background in the central United States flying charter and commuter aircraft out of the Chicago area before moving to Hawaii in 1971. Berl then flew charters and commuters around the islands for 10 years before joining forces with Honolulu Control Tower under the development program.

Top right--David Luehring, after retiring from the Navy as a pilot a year ago, has been flying commuters around the islands for the last year. Additionally, David was a written test examiner before joining the office. He enjoys flying his "Baby Great Lakes" and is a licensed balloonist, as well as a sailplane enthusiast.

Bottom left--The home of the FAA is Oklahoma, and also for Janet "Jan" Miller, who hails from Ardmore, Oklahoma. Jan worked for the FAA in Oklahoma City in Aero-medical Certification, and was the secretary to the chief psychologist at the Civil Aeromedical Institute (CAMI). Jan also worked at Pacific Regional headquarters in the personnel department. When the Honolulu-based region consolidated in Los Angeles, Jan went to work for the personnel department at Fort Shaftner, then to the Honolulu Veterans Administration before accepting her position in the Honolulu FSDO.

Bottom right--Dave Purtill came from the Dallas/Fort Worth area where he worked for the Department of Defense as a flight technician for the Texas National Guard. Dave gained most of his aviation experience in the United States Army where he started out as an air traffic controller. He then went through the flight training program to become a helicopter pilot. Dave also worked as a flight instructor in the general aviation industry.

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

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

Elly Brekke
Russell Park
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More Gem Of The Pacific People



Above--Charlie Zenith came from the Las Vegas Flight Standards District Office. He replaced J.O. Larson who retired last July. Charlie has spent more than 25 years in the FAA and is well known in the Western-Pacific Region. Not only has he been in the Las Vegas, Phoenix, Los Angeles and Burbank field offices, but has also been in the Flight Standards Branch of the Regional Office. We feel very fortunate to have Charlie in Honolulu. "Aloha" Mr. Zenith!



Above right--The Avionics Section is getting a much needed hand from Robert "Bob" Nashiro. Bob transferred into this office from the Honolulu Flight Inspection Field Office, where he was working as the avionics shop supervisor. He is originally from Honolulu, and we are indeed happy to have him in our office.

Below right--Jeff Weller originally came from Dayton, Ohio, but spent the last 10 years as a Fixed Base Operator in the San Francisco east bay area. Jeff gained most of his aviation experience by flying helicopters in the Army, and in owning his own flight school which specialized in acrobatic airplanes and helicopters. Jeff started his aviation career as a skydiving instructor, and has competed nationally.

Letters We Like To Receive

Controller Ron Wagner, at Falcon Field Tower in Mesa, Arizona, was recently given a "pat on the back" by a professional pilot who is also a pilot examiner and accident prevention counselor. In a letter to Air Traffic Manager Zeke Clark, Charles Harral stated, in part:

"I was administering a Private Pilot Flight Test in Cessna N6138Q at about 12:15 P.M. on December the 20th, 1985, and the applicant and I were entering the traffic pattern at Falcon Field to do some touch and gos to complete his certification. As I recall, we were downwind for touch and go on runway 4 left, and a Cessna P210, N6299P had been cleared to land on runway 4 right. Mr. Wagner was the controller on duty at that time. I was giving instructions to my pilot applicant as to the type of landing I wished him to perform when I heard the controller instruct 99P to "GO AROUND!" I remembered being startled by the instruction, and I looked at the runway to see what the problem was, and could not discern anything that was apparent. The controller then instructed 99P to reenter left downwind at his convenience, and he was cleared to land. I was still wondering what the reason for the go-around was when I heard the pilot of 99P state 'That was close, wasn't it?' and the controller merely replied, 'Yes, Sir!' I completed my touch and go and heard the tower advise 99P to turn off and taxi to parking and monitor Ground Frequency. I then figured out what had happened.

"Evidently the pilot of the Cessna P210 had neglected to extend the landing gear prior to his touchdown on 4 right, and the sharp eyes and attention to detail of Mr. Wagner averted a very costly and needless accident. Having been a pilot for over 24 years, and seeing many gear up landings, I am familiar with the costs of repairing airplanes damaged in this fashion, at today's prices, these costs can "Another point that I wish to stress was the professionalism exhibited at all times by Mr. Wagner. There could have been a lot of chatter on the frequency, and Wagner could have chastised the pilot for committing the error. It would have justified, certainly. Instead, Wagner made no mention whatsoever, and the pilot had only his conscience and ego to contend with, and this is poetic justice, as the incident will be much more on his mind than if he had attempted to defend himself against a self-righteous tower controller.

"I was impressed, and the psychology used by Wagner was superlative! His skill and professionalism in his field are true examples of the ideal controller, and if nothing else, his alertness and dedication to his duties save general aviation from another blackeye and a front-page picture and article in the newspaper."

Congratulations, Ron on a job well done. Your professionalism reflects favorably on the entire FAA family.

Welcome To Public Affairs -- Elly Brekke

The Regional Public Affairs Office is very pleased to announce the arrival of Elly Brekke, Public Affairs Specialist.

Elly comes to Public Affairs from the Regional Air Traffic Division, where she served as an obstruction evaluation specialist for 10 years. In that capacity, Elly worked extensively with the public and aviation consumers conducting numerous public meetings, entering into controversial negotiations with construction sponsors and organizing and participating in seminars and symposiums throughout the region.

Elly is an active member of FAA Toastmaster Club #3449, and is studying photography at night school.

WELCOME ABOARD, ELLY!



Hotline Paying Dividends

FAA's Safety Hotline is beginning to pay big dividends. Established last June by the Administrator at the request of Secretary Dole, it has helped to identify and correct problems before they could become incidents or accidents.

Through February 12, FAA received 331 legitimate aviation safety calls, alerting the agency to potentially dangerous situations. These involved such things as pilots operating in an unsafe manner, failure to perform required maintenance, blocking of emergency exits and so on.

The calls resulted in 253 closed

investigations, 17 percent of which uncovered violations of the Federal Aviation Regulations. Many others brought to light other correctable, unsafe conditions.

Joe Stevens, Manager of the Hotline Operations Center, noted that the agency now has a system in place that can react immediately when necessary. For example, FAA had safety inspectors on the scene at the Lafayette, Indiana, airport less than an hour after receiving a hotline call to investigate a report that a pilot had illegally filed an instrument flight plan and made an instrument approach to the airport.

Aviation Education Where Do We Go From Here?

By Major Joan Emerson, CAP

Having the responsibility for aerospace education is an exciting challenge. As educators, we deal with a constantly new and ever-growing field, a technologically fascinating world of tomorrow that we actually live in today. It is easy to spark that enthusiasm in those we teach, and we find our tasks easily bolstered by our students' romance of space. By nature, man seeks to make known the unknown, to conquer the seemingly unconquerable. We've set our goals high, and we have made them the reality of our world.

But reality is ever-changing and often times not at all as we would choose for it to be. With the tragedy of Space Shuttle Challenger, we are forced to confront that which we have not acknowledged, even to ourselves. And, at the same time, we must be able to counsel those that we teach. Nothing prepares us, as human beings, to deal with catastrophes of such magnitude; yet, as is evidenced by our continued survival, we do go on. Nothing comes without a price; it is the being in a position that does not allow us to establish that price that is the most frustrating. As a nation, we have been lulled by NASA's incredible record. Yes, we will have a manned space program; yes, we will orbit, walk, and rendezvous in space; yes, we will go to the moon. Our perception of program has almost always been exciting blast-offs, dazzling pictures from space, footprints on the moon, triumphant returns, and ticker tape parades. The triumph of the Space Shuttle program was so complete that a lift-off was no longer considered to be sufficiently newsworthy as to rate live coverage by the major networks. We were not prepared to confront the reality.

As educators, we must now confront that reality. We must deal not only with our own grief, but also with the thoughts and griefs of students struggling to understand. Much had been made of the inclusion of a teacher in the shuttle's crew; a nation of children has learned much too soon and much too harshly that often the world is not fair and that life can deal some awfully hard blows. Here, too, technology has become our foe ... probably every one of our students has seen exactly what we saw when triumph turned into tragedy. Always it is harder to deal with difficult things we have actually seen and that are indelibly imprinted in our minds for all time.

Being responsible for our cadets' education means that we also have the responsibility for helping them to deal with the difficult times. We must talk with them both as educators and as fellow human beings struggling to understand how such a disaster could befall our dreams. With the added strength and assistance of our Chaplains, we can help our cadets find guidance and insight as they work to put this horror into perspective. We must make time to talk; give time to begin to understand and to accept; take time to remember, to share, and to care. Where do we go from here? NASA's constant goal of "doing it right" gave our nation 56 manned space missions, that pushed back the frontiers of our knowledge and dared us to reach even further. We neglected to acknowledge the technological miracles involved in every mission and we came to expect success. But our complacency was forever banished in one horrifying instant that, ironically, came one short day following the 19th anniversary of the disastrous Apollo 1 fire.

Once again we are reminded that life is fragile and that those who dare to reach out do indeed risk much. The road we now choose to follow will determine the strength of our resolve. If we are indeed to reach for the stars, we must acknow-

ledge to our students -- and to ourselves -- that astronauts are in the risk business. Advance technology does not erase that risk. Courage and bravery will continue to be the hallmarks of those who would lead us to the stars. Challenger's astronauts accepted the risk in exchange for an opportunity to teach all of us from space. Their dream took them on a rocket ride eight miles up and into the hands of God.

The continued exploration and the ultimate conquest of space is the best gift we can give, the last best acknowledgement of the sacrifice of the Challenger Seven. For only in building the space stations and flying the missions to unlock the secrets of space can we prove that we do indeed honor their commitment and reaffirm our vow to one day make their dreams our Nation's reality.

(Editor's Note: Major Joan Emerson is Director of Aerospace Education California Wing U.S. Air Force Auxiliary (Civil Air Patrol) for all the more than 100 CAP units in the state of California. She is also a teacher.

This article was written by Major Emerson for the California CAP publication, Bear Facts.)

Engen Writes NASA Chief For FAAers

On behalf of all FAAers, Administrator Engen has written the following letter, reprinted in part, to William Graham, Acting Administrator of NASA:

"We of the FAA were shocked and saddened by the nation's loss of Challenger and those seven gallant people who were the crew. On behalf of the FAA, I want you to know that I will make available our personnel and assets as you desire in support of your efforts.

"Our thoughts are with you and the families and many friends of the Challenger crew."

What's In-- What's Out

Of all those lists of "What's In" and "What's Out" that appear in the media each year, perhaps the most pertinent to government employees was the one in a recent Business Week: Here are a few examples of "What's In":

Corporate (Organizational) Culture - Get everyone singing the same song and hope they're in key.

Out-Sourcing (Contracting Out) - when you can't afford to make it yourself.

Demassing (RIF) - The latest euphemism for firing people.

Pay for Performance (Merit Pay) - It used to be known as piecework.

Touchie-Feely Managers - The boss is a really nice person. He or she also is still the boss.

ATCs Direct Rescue

Chicago O'Hare controllers played a big part recently in the rescue of two people who had ditched their aircraft in icy Lake Michigan.

Controllers Rick Remley, Doug Fralick, and Robert Mischkelane swung into action as soon as the pilot of the light aircraft radioed that he was "losing it." They immediately alerted Coast Guard and Chicago Fire Department helicopters and asked a pilot on the scene to circle the ditching area.

Using radar, the controllers then pinpointed the exact ditching spot and gave the choppers updated vectors as they sped to the rescue. With this help, the helicopters quickly located the downed plane and a Coast Guard rescue team was able to pluck the two survivors from the water-logged aircraft before it sank.

The News In Brief



1985 was a banner business year for U.S. airlines. During the year, a record 380 million passengers took to the air and paid a record total in air fares even while taking advantage of innovative discount fares. In all, 28 percent of the U.S. population flew during the year, which topped the previous record of 27 percent set in 1984.

In the fifth and final phase of the agency's General Aviation Safety Audit (GASA), FAA inspectors found a 93 percent compliance rate with federal regulations. During this phase 168 corporate executive fleets, contract cargo operators, travel clubs, and skydiving operators were inspected.

General aviation aircraft deliveries and billings were down overall in 1985, but the industry showed gains in several lines of business, according to the General Aviation Manufacturers Assn. Aircraft shipments for 1985 totalled \$1.42 billion as compared with \$1.68 billion in 1984. At the same time, there were a number of encouraging trends such as more turboprop deliveries, rising exports, greater demand from commuters and package express firms, multi-aircraft fleet buys, and increased sales to military and government customers.

Federal Retirement "Tax Free" Period

Senator Paul S. Trible (R-Virginia) introduced on January 29, a resolution urging that the Senate oppose the provision contained in the House version of the tax reform bill which eliminates the period in which Federal annuities are tax free immediately after retirement while the retiree withdraws his own contributions to the pension fund. The Senate leader on civil service matters, Senator Ted Stevens (R-Alaska), also opposes the change, as does John Warner (R-Virginia). While Trible's measure is a non-binding "sense of the Senate" resolution, passage would provide a clear signal that the Senate intends to omit the House provision from its version of the tax reform bill.

The Trible resolution maintains that although subjecting retirees to immediate taxation of their annuities would produce additional revenues, those benefits would eventually be cancelled by the need to provide retirement eligibles who would leave Federal service upon enactment of such a tax provision and the high costs incurred by the need for training of new employees and lost efficiency.

FAA Commissions First AFSS Family

After licking some software problems that postponed the event for two months, FAA commissioned its first flight service automation system (FSAS) "family" on Feb. 12. The family unit includes the central data processing system at the Cleveland Center and the AFSSs in

Dayton and Cleveland, Ohio, and Bridgeport, Conn.

The FSAS contractor, E-Systems of Garland, Texas, now has completed equipment deliveries to eight families. The next commissioning of an FSAS family is expected in April.

FAA Pulls

Certificates

Of Airline

Crewmembers

In an emergency action, FAA has revoked the certificates of a three-member American Airlines flight crew for "recklessness" in attempting to land a Boeing 727 at Harlingen, Tex., on Feb. 7. The flight, which originated at the Dallas/Ft. Worth Airport, had 121 passengers on board.

The crew of American Flight No. 844 reportedly made three unsuccessful ILS approaches to the Harlingen airport and, on the third try, actually touched down some 450 feet short of the runway and took out a series of approach lights before becoming airborne again. The crew then continued on to San Antonio and landed.

Later that day, the captain and flight engineer were part of another crew that flew the 727 on a non-revenue flight back to Dallas/Ft. Worth. A subsequent inspection revealed that the aircraft had sustained substantial damage when it struck the approach lights at Harlingen.

The crewmembers may appeal the FAA action to the National Transportation Safety Board but the revocation order will remain in effect during appeal process.

Name Change In

Flight Standards

FLASH! FLASH! The Flight Inspection and Procedures Staff, AWP-220 is now--Flight Procedures Branch, AWP-220. Please change your records.

Letters We

Like To Receive

Controllers at Palomar Tower recently received a nice letter from a student pilot who stated in part: "Gentlemen: Recently my father and I had a chance to visit your control tower. Being a student pilot at Palomar, I was interested in seeing the ATC system at work. What I saw impressed me very much. You controllers truly do have your work cut out for you. I now realize more than ever the importance of communications with the tower and I'll be more careful when I fly. This note is just to compliment you on your work and your hospitality and thank you for the opportunity you have given us."

Sincerely,
Laura E. Guarantiello

Hats off to the folks at Palomar!

Wedding Bells

At Fresno



The many friends and co-workers of Nita Koyama (Fresno FSDO) and Jay Jacobsen (Fresno AFSFO) will be happy to hear the news of their marriage on November 9, 1985.

As you may recall, both had worked in the Regional Office: Nita in AWP-52.1 and Jay in AWP-462 until he was selected as the Manager for Fresno Radar AFSFO.

Nita reports they have settled in the mountain community of Coarsegold, where they are enjoying the good country life, clear air and no more Los Angeles traffic jams.



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

Letters We Like To Send

FEB 05 1986

Ms. Lee Walkling
2021 W. Olive #28
Burbank, California 91506

Dear Ms. Walkling:

Thank you for your letter of January 10, 1986, expressing concern for the safety of passengers and aircraft flying within the National Airspace System. Let me assure you that the Federal Aviation Administration shares your concerns and that we are totally committed to meet the challenge of maintaining a safe environment for all who fly.

I will attempt to address your concerns about the safety of air travel. In early 1985, the FAA inaugurated an improved near-mid-air collision reporting system which included follow-up actions and recommendations that will improve flight safety. The result has been an increased pilot awareness of flight liabilities that may be encountered when flying in and around a major metropolitan area, such as Los Angeles. We have encouraged pilots to report any safety related event in order that we can investigate and take corrective action where necessary. These actions could include enforcement against erring pilots, air traffic control procedural changes and further regulating the use of the airspace.

Currently, the FAA has in place regulatory airspace known as a Terminal Control Area (TCA) which prohibits flights in the normal approach and departure paths of Los Angeles International Airport (LAX) without specific approval of the air traffic controllers at LAX. These rules have been in effect for some time and have proven to be an affective deterrent to possible mid-air collisions. Additionally, more and more general aviation aircraft are being equipped with sophisticated avionic devices which enhance safety. These devices, when installed, permit easier flight following by radar.

Some of the most recent actions that the FAA has taken to increase flight safety, is the implementation of Airport Radar Service Areas (ARSA) around busy airports throughout the United States. Airports in the Los Angeles area that were included in this program are: Burbank, Ontario, March AFB, Norton AFB, and the Santa Ana area. Because of this new regulatory action taken by the FAA, pilots are now required to contact the appropriate air traffic control facility and obtain air traffic control service while operating within the airspace surrounding these airports. Additional airports

will be included in this program during the coming months. We are confident that incidents such as those reported in the newspaper article attached to your letter will be reduced, if not eliminated by the implementation of this new program.

Our goal in the FAA is to promote aviation while maintaining a safe system for public use. A safe system does not necessarily mean more government regulation; however, where safety dictates, we are committed to take prompt action to ensure the public's safety.

In summary, let me assure you again that the FAA is totally committed to maintaining a safe environment for the flying public, and will continue to make safety our number one priority.

Sincerely,

Jack C. McMillen
Manager, Quality Assurance Branch
Air Traffic Division

Norm Leckenby Retires

Norm Leckenby, the man who taught many Airway Facilities Sector Office personnel and AWP-460 personnel the difference between a "Fairy Tale" and a "Sea Story," has retired. While he only worked for the FAA 10 years, Norm retired with approximately 40 years of government service (30 with the U.S. Navy). After a Hawaiian vacation with his wife, Norm plans to become active in General Aviation as a Charter Pilot and by rebuilding/restoring aircraft at Salinas, California Airport.



Above photo: Norm Leckenby (second from right) receives his retirement certificate from Supervisor Ken Key while Charlie Chamness (left) and Wayne Pry (right) look on.



Golden Gate AFS News

Letters of Appreciation were received from Environmental Engineering to Bob Nelson, Francis Osgood and Rocky Riberal for their Environmental Technical Inspection assistance; from Captain Piccioni, NAS Moffett Field, to John Turberville for installing the BRITE II equipment and providing on-site training; to John Reese from Rozelia Cusic, Palo Alto Tower, for excellent service including installation of the Magnasync recoder and construction of a temporary alarm device; to Tony Beals who provided a tour of the control tower for the Home Economists in Business, R&K Distributors; from Bay TRACON to Rocky Riberal for designing, testing and installing a new plexiglas status information board for the control room; from William Behan, San Jose Tower Manager, to Dick Fong for "...extraordinary efforts in restoring San Jose's BRITE radar presentation to peak efficiency..."; from Marty Landers, Oakland Flight Service Station, to Gene Cole and Bob Nelson for assisting in the Watsonville Antique Fly-in; from Airway Facilities Division to John Bowman for his contribution to the development of an action plan to improve human relations in the AF Division; from Ken Pirl, Oakland Center AFS, to Gene Cole, Dan Hill, Howard Bolton and Clarence Bryant for providing facility tours to the Center employees; from Harold Carnahan to Bill Chinn, Arlie Williams, Milas Turney, Fred Lavell, Dick Fong, Bob Leone, Rudy Horabuena and Jon Gerard for all pitching in and replacing the RML-6 antenna; and from Don Matthews, Oakland Center, to Les Drummond and Gordon Choi for resolving the numerous installation problems on the Half Moon Bay RMLR.

Thanks to Chuck Cage for his development and instruction of the Granger training.

Thomas Loo was presented a cash award for his accomplishments with the San Francisco AFS NAPRS program.

Payment Saves Time/Money

Nine FAA employees have been honored for helping to develop a new module for the Uniform Accounting System (UAS) that lets the agency pay its bills more promptly and save money in the process.

The new subsystem, called "the cash management/prompt payment module," allows a financial transaction to be logged into the UAS system for automatic payment at a future date. The module automatically computes discounts for early payments and pays interest on late payments. It also generates reports on the reasons for lost discounts and interest penalties. The result has been to cut the costs of paying bills by reducing workloads on FAA accounting staffs and overtime requirements.

The FAAers honored for their contributions to the design, development and implementation of the new accounting process are: James Conahan, ASW; Fred Glassberg, AEA; Joseph Liposky, ACT; Louise Lathrop ACE; Rita Haley and Peggy Tolle, AAC; and Michael Zink, AVN. Each received a Certificate of Achievement.

In addition, project manager Stephen Newborn, AAA, earned a Special Achievement Award and Richard Angle, also of AAA, received the Treasury Department's Award of Distinction in Cash Management.

Dole Submits Legislation To Tighten Airport Security

Secretary Dole has submitted legislation to Congress that would for the first time make it a federal crime to enter airport secured areas without authority. The bill also would require extensive background investigations for employees who have access to secured areas.

Under the proposed law, unauthorized persons entering airport security areas would be subject to a \$1,000 fine and a year in prison, ranging up to a \$10,000 fine and 10 years in prison in cases involving criminal intent.

The proposed background checks would allow airlines, airport operators and related companies to request a Justice Department investigation of prospective employees who would have access to secured areas. This would include a review of FBI criminal records under controlled conditions designed to protect the rights of the individuals involved.

Arrow Suspends Flights

On Feb. 7, Arrow Air agreed to cease revenue flights with 10 of its DC-8's pending replacement of a total of 68 unapproved foreign parts on the aircraft.

The unapproved parts, ranging from valves and pumps to actuators and brake pads, were found on the aircraft. Arrow purchased the parts from a European firm and was unable to provide the required FAA documentation. Accordingly, Arrow Air was required to replace the parts before any further passenger

or cargo flights.

Since the FAA action and a concurrent Air Force announcement that it was suspending its charter contract with Arrow Air, the Miami-based airline has filed for reorganization and protection from its creditors under federal bankruptcy laws. Arrow, which was involved in an accident in Newfoundland in December that claimed 256 lives, plans to continue some charter and cargo service during the reorganization period.

Phocus On Phoenix

The Phoenix Airway Facilities Sector has several interesting items to report.

With mixed emotions, Phoenix Sector said farewell to Manager Kermit Clark. Kermit has now joined the ranks of the "happily unemployed" (FAA retirees, that is). Upon Kermit's retirement, Regional Director Mac McClure presented him with a Letter of Commendation for his excellent performance as Phoenix Area Coordinator.

Welcome to: Vicki Hendrickson, General Supply Specialist, arriving from Central Region; Wayne Stahl, Electronics Technician from Prescott Field Office; Kevin O'Brien, new to Environmental Support Unit; and to Helen Miller, General Supply Specialist, on board from Alaska.

So long to: Cynthia Whitney, transferred to the Regional Office; James Wylie and Charles Horlacher, retired; Lyle Adams, transferred to Washington, D.C.; and John Puchalski, moving onward to San Juan, Puerto Rico.

Congratulations to: Albert Boisvert, promoted to Phoenix Radar Sector Field Office Manager; Robert Guy, James Wylie and Floyd Howerton, for earning Special Achievement Awards; Dewayne Nolin, for receiving an outstanding Rating with a Quality-Within Grade; and to the following who received letters of appreciation: William Johnson, Philip Craig, James Cambler, Robert Elgines, David Sanders, Joseph Weber, Gordon Green, Robert Burke, Barbara Schwitters, Janice Proctor, Susann Johnson, Rose Marie Magnan and Cynthia Whitney.

Reno FSS Award

Lisa Kane, Air Traffic Control Specialist with Reno Flight Service Station, has been presented a Letter of Commendation for outstanding performance. Congratulations, Lisa!

Ontario FSS Happenings

Norm Hopkins, formerly with AWP-530, now has an office at the Ontario Flight Service Station. Norm will also be spending time at the new Riverside Automated Flight Service Station preparing to assume his duties as manager of the new facility. Prior to working with the Procedures Branch at the Regional Office, Norm was the manager of the Atlanta, Georgia FSS. He has also had tours at the Philadelphia, Utica, and Erie Stations.

Other new arrivals at Ontario are Jim Kelley, transferring in from Daggett FSS, Bob Jones from Shreveport FSS, and Gary Taylor from the Los Angeles Center. Welcome aboard to all.

Ontario is also losing personnel to other facilities. Doug Sage is going to a new job as an Automation Specialist at Los Angeles where he will be providing support for the new automated Flight Service Stations, and Dave Serna has recently been transferred to Daggett FSS.

Oxnard Tower News



Congratulations to Kathy Schudderkopf and Carl Slabicki on their recent marriage. Kathy, Air Traffic Control Specialist (ATCS) at Oxnard Tower, and Carl, ATCS at Burbank Tower/TRACON, met while both were in training. Best wishes to Mr. and Mrs. Slabicki!

Congratulations are also in order to Scott Thompson and Paul Swanson on their selections for Burbank Tower/TRACON. Welcome to Tom Atwill, ATCS, now on board at Oxnard Tower.

AF Employees Are Stepping Up

The Airway Facilities Division is proud to announce the following promotional selections for three employees:

Burt Jones, AWP-462, selected to Assistant Manager, Airway Facilities Sector, Los Angeles ARTCC (Palmdale). For the past six years Burt has done an outstanding job of keeping everyone informed on the latest Labor-Management Relations (LMR) issues. He has maintained excellent rapport with both the Union and the FAA Managers. We feel he has set a high standard for LMR in the Airway Facilities Division, and we bid him a fond farewell.

William (Bill) Lindsey, Supervisor, Navigation/Communication/Data Section, AWP-463, has been selected by the Southern Region as the Manager, Airway Facilities Sector, Puerto Rico. The grapevine says he plans to have plenty of room for a lot of house guests. We don't want him to get bored while on his (vacation) tour.

George Glanville, AWP-406, has been selected as Manager, Telecommunications Staff, AWP-406. George has served tours throughout the Region as well as in Washington. Prior to this selection he was an Electronics Engineer for the Staff.

Congratulations to all three on well-deserved selections.

Las Vegas Tower Awards

Congratulations to the following Las Vegas Tower people who recently received performance awards: Outstanding with Special Achievement Award to Donald Piet; Special Achievement Award to James Kemple, Rich Berry, Marcia Holman, Steve Corbett and Gary Stoutimore; Special Act to Harry Petrie and Eugene Stahl; Outstanding with Quality Within-Grade to David Clarke and Quality Within-Grade to Dwight Sosebee.

RIF Rules Amended

RIF regulations, recently amended by the Office of Personnel Management, provide a new formula for computing the extra length of service credit an employee is entitled to receive for performance ratings in determining retention standing during a RIF. The new rules also include major changes concerning assignment rights, competitive level, competitive area, removal of job erosion action from RIF coverage and RIF appeals and hearings.

Danger Pay Rules Issued

If FAA business takes you to Afghanistan, Columbia, El Salvador, Lebanon, or Uganda, you now will be entitled to receive a danger pay allowance. Designed primarily to cover travel by federal air marshalls but applicable to all agency employees, the guidelines allow for additional compensation of 25 percent above basic pay for duty in these five global hot spots. The danger pay rules are based on provisions in Title 5 of the U.S. Code and on standard State Department regulations.



Marion William Frampton

Friends of FAA retiree, Marion Frampton, will be saddened to learn of his death on January 3.

Marion resided in Grants Pass, Oregon, upon his retirement from the FAA after 37 years of service. He is survived by his wife, Edith; sons, William Frampton and John Andrews; daughters, May Guyot and Barbara Baker; 14 grandchildren and 12 great-grandchildren.

RECEIVED

AT Manager _____ TS _____

OAK - ATCT
OAKLAND, CA.

Sinaloa Middle School
2045 Vineyard Road
Novato, CA 94947
November 7, 1985

Facility Manager
Oakland Airport Control Tower
1 Airport Drive
Box 37
Oakland, CA 94621

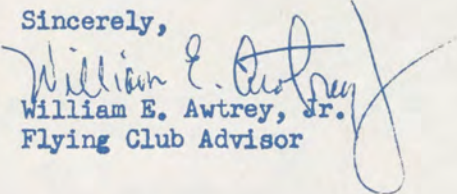
Dear Sir:

On Friday afternoon, November 1, 1985, a group of Sinaloa Middle School students, members of the Sinaloa Flying Club, were given a tour of the Airport Control Tower above the passenger terminal.

Mr. Ed Enkerud, Supervisor, briefed the group on the functions of the control tower personnel and equipment. The students were able to observe air traffic controllers Rus Cerretti and George Holt in action, and to ask questions. It was an enriching experience for a small group of 8th grade boys who are highly interested in aviation.

We would like to express our sincere appreciation to you, to Mr. Dave Alley for setting up our tour, and to the three gentlemen who were so kind to us during our visit to the control tower.

Sincerely,


William E. Awtrey, Jr.
Flying Club Advisor

Letters We Like To Receive

Perception of the FAA



A recent issue of the FAA Eastern Region's *Intercom* focused its attention on an October conference held in Norfolk, Virginia, for that region's managers. Built around the theme, "Perception, Reality and You," the conference featured presentations by those who deal daily with perceptions of the FAA in Washington and those who cover aviation for the media. We thought you would be interested in reading some excerpts from these presentations as they reflect ideas and attitudes with which we, as FAA employees, must deal with daily. Here, then, are some of the things said:



Donald Engen, FAA Administrator: "Perception is important because it frames the support for action. Too frequently, perception is clouded by unknowledgeable or biased reasoning. Our role as keeper of the airspace must be to assure that what we do and why we do it is known by the public. Our job is to articulate clearly and not let misperception stand a chance. We have to deal with perceptions each day to assure that in reality we are going to make progress."

Steve Johnson, Congressional Aide: "Congress, like the electorate, doesn't think much about the FAA until something goes wrong... What you do, and many aspects of the national airways system, are so complex that many congressmen will never have more than a passing familiarity with the system as a whole. Those who would cut \$300 million from the FAA budget would do so, not because they believe the FAA could live without it, but because they wish to signal their unhappiness with constraints placed upon them. Congress really doesn't know what to do about aviation safety. If asked, most members would probably say that it has improved since deregulation, but only you know how it has improved... 1985 has not been a banner year for aviation. And, rightly or wrongly, this has made Congress doubt the friendliness of those friendly skies. The tendency is to act first before getting educated. Our job, as staff, is to educate our members."

Wendy Kaufman, National Public Radio: "You professionals know the real reasons for the air crashes. But the people who don't know these reasons only know that there was a period this summer when there was a plane crash every week. And that's very frightening... I think there is a defensiveness in the agency when the spotlight is turned on it. It doesn't matter that aviation is incredibly safe—safer than taking your car. The fact that statistics show that one in six Americans is afraid to fly is a reality. It may not make sense, but it is a reality."

==Mike Monroney Aeronautical
Center Intercom

Reg Stuart, New York Times, Washington Bureau: "The FAA is not being singled out by the news media. There are lots of things going on in the world and the FAA does not dominate the news day in and day out. But you are facing the cannon head-on and it may appear that way when the cannon goes boom. It is not the air crashes that cause you to get so much attention. It is because these accidents involve massive death... You're on the cutting edge of trying to keep safety in an industry that's very vulnerable to bringing, at some unexpected moment, sudden death to lots of people. That is hard to take. Your job is to let the public know that these are isolated incidents and not a trend. Don't feel the press is your enemy. It just isn't your friend every day..."

Gordon Gilbert, Senior Staff Editor, Business and Commercial Aviation Magazine: "As both a pilot and an editor, I don't have any problems with the system. I think the controllers are doing a heck of a good job. And, to bring in what our readers have to say—the people who fly business airplanes—they are quite happy with the situation. Therefore I may not be as critical as some of the press about the FAA. But I am critical of some of the journalists I work with. ...there is a lot of inaccurate information in the general media. Whether or not this is excusable, we can probably expect it to continue..."

Frank McGuire, Editor, Helicopter News: "The reason people yell at the FAA is that there isn't anybody else. If something goes wrong with an airplane, who is there to yell at? The FAA is it. Don't say the press is anti-FAA. The press reflects the public and you're the only people they can point to. You have a requirement to establish predictability and stability and people respect that. You are not a small operation and any large operation is necessarily sluggish. But, you're not working in a vacuum so far as the press, the public and the Congress is concerned. The reason that people are concerned about air crashes is that they are concerned about people... So, it's not the press against the FAA. It's 14,000 diverse members of the press reflecting the public's desire to know."