



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

# Western-Pacific Intercom



**BIG  
BAND  
BOOGIE**



# Cover Story

By Russell Park

For most people, an early childhood dream is nothing more than a fading memory. Not so for "Lenny" Schaustal, Principal Airworthiness Inspector at the Van Nuys Flight Standards District Office. Not only is Lenny part of the "big-band" revival, but he could be on the brink of fame and a place in musical history. It all started when Lenny was five years old in New York with the inevitable music/trumpet lessons. The lessons "took" real well and his first paying job was at age nine playing "taps" for a Memorial Day ceremony.

At age 23, after a "gig" with the U.S. Marine Corps Marching Band, Lenny put down the trumpet and didn't pick it up again for 18 years. Two weeks out of the service, he met his wife, "while on a blind double-date with the drummer," and ended up settling into a job as an aircraft mechanic, eventually working for several airlines. "Working in aviation," he said, "I had to work weekends and nights and just couldn't make it to rehearsals any more, so I had to give up the music." That was 1959.

It was not until nearly two decades later that Lenny, then a 41-year-old airline maintenance foreman living in New Jersey, rekindled his musical flame by joining a big band. Hired by the FAA in Detroit in 1980, he kept up his musical moon-lighting until 1983 when he moved to Canyon Country, California, a few miles north of Los Angeles, and began a year-long search for musicians. Last year, two years after moving to Canyon Country, Schaustal, 49, put together the 17-piece Swing Shift Band, composed of people who held on to their love of music from an earlier time.

"I have some top-notch players who were gonna put it away because

there was no one to play with, really," Schaustal said, "but we got them back on top again."

The band was in full swing last New Year's Eve for its performance during the largest organized party that night in the Santa Clarita Valley, at California Institute of the Arts.

For smaller gigs Schaustal, who is the band's musical director, uses a core of seven players. The band is composed of men and women ranging in age from 18 to 67, playing five saxophones, four trombones, four trumpets, a piano, drums, bass and guitar. Most are Santa Clarita Valley residents, but one drives from Thousand Oaks and others from Palmdale and the San Fernando Valley.

"The band's repertoire runs from Moonlight Serenade and In the Mood to California Dreamin' and Proud Mary," Lenny said. "Beat It is the newest one we have," he added.

Lenny and Nancy, his wife of 26 years, have two children; daughter Teresa living in New York, and son Lenny in the San Fernando Valley.

At the moment Lenny is looking at some dates at the Hilton and the Sheraton, along with a possible recording date.

"It's gone full circle and we're at the very beginning of the big band again," he said. "Who knows? We may be at the right place at the right time."

**Cover Photos:** The Swing Shift Band with Lenny Schaustal, playing trumpet in the lower right-hand corner.

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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

## The News In Brief



The Supreme Court will hear oral arguments on the constitutionality of the automatic deficit reduction feature of the Gramm-Rudman-Hollings law April 23. A ruling is expected in June or July. The budget-balancing legislation lost its first court test Feb. 7 when a Federal District Court three-judge panel ruled the process unconstitutional because it vests executive power in the Comptroller General.

Despite horrendous weather over much of the country in February, average daily ATC delays for the first two months of 1986 are running below the figures for both 1984 and 1985. The average number of delays of 15 minutes or more for January and February this year was 842, compared with 1,105 for all of 1984 and 915 for 1985.

A supervisory aerospace engineer at the Technical Center's Fire Safety Branch was honored as DOT's Engineer of the Year in a Feb. 19 ceremony by the National Society of Professional Engineers. Acting ADL head Frank Frisbie presented Richard Hill with the award for his work in accident investigation and the development of new FAA fire safety standards.

The Eastern Region, in an emergency revocation action, has pulled the license of U.S. Air Captain Robert Farris, Jr., following his involvement in an accident at the Erie, Pa., International Airport on Feb. 21. The agency said Farris operated a DC-9 in a reckless manner by landing on a slick runway with a tailwind component. The airplane slid off the runway, injuring one passenger.

The Canadian Aviation Safety Board (CASB) recently announced it will conduct a public inquiry May 12-16 into the rising numbers of runway incursions at that country's airports. In 1985, there were more than 200 incursions reported, a hefty increase from the 1984 figure of 124 and triple the 1983 total of 73. CASB has extended an invitation to FAA officials to attend the hearing and share information on the agency's work in preventing runway incursions.

Reinstated air traffic controllers who wish to contest the amount of their overtime back pay must pursue their claims before the Merit Systems Protection Board (MSPB), according to a recent ruling of the U.S. Claims Court. MSPB has previously approved FAA's method calculating overtime back pay in a number of decisions. However, the final decision of the board can be appealed to the U.S. Court of Appeals for the Federal Circuit.

## Bill Lindsey Luncheon Set For March 28

Bill Lindsey, Manager of the Nav-aids/Communication Section, Airway Facilities Division, has been selected as AF Sector Manager for San Juan, Puerto Rico. A buffet luncheon is scheduled in Bill's honor for Friday, March 28, 11:30, at the Hacienda Hotel, 525 North Sepulveda, El Segundo. Those interested in attending should contact Hilde Mueller in the Regional Office at ext. 1450. Cost, including gift, is \$10.



# Santa Clara County Airmen's Association

P.O. Box 13, Santa Clara, Calif. 95052

20 December 1985

Ms Marty Landers, Manager  
Oakland Flight Service Station, FAA  
P.O. Box 2368  
Airport Station  
Oakland, Ca 94614-0368

Letters We Like To Receive

Dear Marty;

Our Association would like to express our appreciation to you and Mr Terry Lankford of your facility, for him being our guest speaker at our monthly meeting.

Terry gave an excellent presentation, keeping everyone's undivided attention with his outstanding combination of subject knowledge, humor, and wit. We had many positive comments about his excellent job, reflecting favorably on your facility and the FAA.

Thanks once again for an educational and entertaining speaker.

Sincerely,  
*Paul Terry*  
Paul Terry, President

STATE OF NEVADA MILITARY DEPARTMENT  
152 TACTICAL RECONNAISSANCE GROUP  
NEVADA AIR NATIONAL GUARD  
1776 NATIONAL GUARD WAY  
RENO, NEVADA 89502-4494  
(702) 788-4500

14 January 1986

Mr Ed Couch, Mgr, Reno ATCT  
1900 National Guard Way  
Reno, NV 89502

Dear Ed

During the past several months we have passed through a difficult time. The runway extension project certainly tested the flexibility of our respective professional capabilities.

All of our flyers felt your controllers did a superb job getting us in and out of Reno. My flying supervisors were very aware of your efforts in building the traffic holes for ANG departures and recoveries. While I won't advertise the fact, it appeared we were getting a lot of priority treatment. It is no small compliment to report not a single sortie was lost to Air Traffic Control during the entire project.

Please accept this picture as our recognition of your efforts and please relay to your controllers the outstanding performance they displayed. Also, Ed, thank you for your daily effort and concern in support of our flying operation.

Sincerely,

*John A. Molini*  
JOHN A MOLINI  
Colonel, NVANG  
Air Commander



## Letters We Like To Receive

E. A. HANSON, M.D.  
JERRY F. TOLLER, M.D.  
J. W. LOCKWOOD, M.D.  
INCORPORATED

466 DEL NORTE AVENUE  
YUBA CITY, CALIFORNIA 95991  
916 671-2020

January 8, 1986

Facility Manager  
Flight Service Station  
Santa Barbara Airport  
Santa Barbara, California

Dear Sir:

On Sunday, December 29, 1985 I came to your office for an IFR preflight briefing. The gentleman who provided this for me was extremely courteous, informative, and helpful. For this I am very grateful and my congratulations to you and your staff on your friendly professionalism.

After all, that REALLY is the way to start a complicated IFR flight...isn't it?

Many thanks.

Sincerely,

*John W. Lockwood*  
John W. Lockwood

## Capsule Glimpses . . .

### Meet

## Terri Guerrazzi

Terri Guerrazzi holds a unique position at the FAA. She is presently an Airworthiness Safety Inspector at the Los Angeles Flight Standards District Office (FSDO), and one of the few women avionics inspectors in the nation.

It is no accident that Terri is where she is today. Perhaps it all started in 1976, when she enlisted in the United States Air Force. With high entrance scores, Terri was able to select training in aircraft avionics, a field which combined her interests in aviation and modern technology. During her advanced training, and with the help of hard work and high achievement, Terri was selected for the Tactical Jet Fighter Program, the F-15 Eagle. This was particularly exciting, Terri says, since at that time, the aircraft was on the cutting edge of technological avionic sophistication. During her remaining years in the Air Force, Terri nurtured her interest in the modern aviation industry.

After serving five years in the military, Terri found a job in the electronics industry. Dissatisfied with this type of work, she began searching for a means to rekindle the personal fulfillment she experienced in her aircraft avionics training. Opportunity knocked in October 1983 when Terri was selected by the FAA as an Avionics Aviation Safety Inspector at the Scottsdale FSDO near Phoenix, Arizona.



While in Scottsdale, Terri became active in the surveillance and inspection of air taxi and avionics repair stations. Her transfer to the Los Angeles FSDO provided the opportunity for her to become an Airworthiness Safety Inspector, specializing in avionics. Recently, Terri has been working with general aviation, and acting as assistant to the Principal Avionics Inspector for a major airline.

Terri sums up her feelings about her career when she says, "For the past two years, I have found myself in the enviable position of working in an industry and performing a job which I truly love. I have found the career I was searching for with the FAA."

Terri spends free time golfing and playing racquetball. Her other interests include biking, photography, sailing, camping, fishing theatre and literature. She is currently pursuing her goal to earn a degree in management.

# Public Law 83-737

## Travel Benefits Changed

Several years ago, on September 8, 1982, legislation was enacted which drastically changed the eligibility requirements of PL 83-737. This is the law which provides government-paid travel for certain employees who work in overseas and foreign locations to take leave at their home in the United States or its possessions. All regional employees were advised at that time of the changes through letters and Intercom items. Since that time, a number of questions have arisen and we feel that further explanations and interpretations are necessary.

The original law, PL 83-737, allowed an employee who was appointed or transferred to a post of duty outside the continental United States (48 contiguous states) to receive government-paid transportation for himself and his immediate family to travel to his actual home from where he was appointed or transferred to a post of duty outside the continental United States to take leave. The employee had to complete a tour of duty of a specified period of time at this location and agree to return and complete another tour of duty of a specified period of time. In 1982, the law was changed with respect to employees serving in Alaska and Hawaii. PL 97-253, effective September 8, 1982, added the states of Alaska and Hawaii to the term "continental United States." Therefore, on and after September 8, 1982, PL 83-737 travel benefits only apply to employees working outside of the continental United States, Alaska, and Hawaii.

Another law, PL 97-346, also effective on September 8, 1982, "grandfathered" those employees who were serving at a post of duty in Alaska and Hawaii on September 8, 1982. These employees kept their PL 83-737 eligibility, but only as long as they continuously remained in the state, i.e., Alaska or Hawaii, where they were working on September 8, 1982.

A number of questions have arisen concerning the eligibility change. The following questions and answers should help to answer these questions. If you have further questions, please send them to the Human Resource Management Division, Operations Branch, AWP-14. They will be answered in future issues of Intercom.

**Question:** In 1978 I was reassigned from the Central Region to Guam. I have served continuously in Guam for several tours, taking leave and using PL 83-737 travel back to my home in Kansas. I now plan to accept a reassignment to Hilo, Hawaii in early 1986. Will I continue to receive PL 83-737 travel benefits while I am working in Hilo?

**Answer:** No. You will not be eligible because you will be assigned to a post of duty in Hawaii after September 8, 1982. Also, you cannot be "grandfathered" because you were not working at a post of duty in Hawaii on September 8, 1982. This is so since Guam is not a part of Hawaii, nor are Samoa and Kwajalein.



Question: I was working at the Honolulu ARTCC on September 8, 1982. I have worked there continuously since that time. I now have been selected for a promotion to the Guam CERAP. I have two questions. Will I continue to receive PL 83-737 benefits while at Guam? Will I be eligible for PL 83-737 benefits when and if I return to Honolulu?

Answer: When you promote to Guam you will continue to receive PL 83-737 benefits but only because you will be assigned to a post of duty outside the continental United States, Alaska and Hawaii. When and if you return to Hawaii, you will lose your PL 83-737 benefits. When you were permanently assigned to Guam by reason of promotion, you broke your consecutive tours of duty in Hawaii. The law is very specific in requiring consecutive tours of duty following the tour of duty in which September 8, 1982, fell for "grandfather status." This also is true for promotions, ingrades, or downgrades to Samoa, Kwajalein, and Tokyo.

Question: I currently work at the Honolulu FSDO and have worked there continuously since 1978. For personal reasons, I plan to take a downgrade to the Anchorage, Alaska FSDO. Since those employees serving in Alaska on September 8, 1982, are "grandfathered", will I continue to keep my "grandfather status" when I reach Alaska?

Answer: No. The law requires consecutive tours of duty following the tour of duty in which September 8, 1982, fell. As in the previous question, when you take a downgrade and move to Alaska, you will break your consecutive tours of duty in Hawaii. You will not be eligible when you report to Alaska because you will be assigned there after September 8, 1982. You cannot be "grandfathered" there because you were not working in Alaska on September 8, 1982. In addition, you will not be eligible for subsequent PL 83-737 travel benefits since Anchorage is not a "hard-to-fill" location where these benefits would be authorized.

Question: Are there any exceptions to these laws?

Answer: Yes, one. Agencies may authorize PL 83-737 travel from locations in Alaska and Hawaii, when such an expenditure of money is necessary in order to recruit and retain employees. Currently, there are no locations in Hawaii where we have a problem recruiting and retaining employees.

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## New York And New Orleans

### Named Top AF Sectors

For the second year in a row, the New York Center Airway Facility Sector has been named the AFS facility of the year in the en route center category.

And joining it in the winners circle this year is the New Orleans sector, which came out on top in the general NAS category. The New Yorkers were picked from a list of six ARTCC regional winners and the New Orleans crew from among eight regional winners in its category.

Both national winners were judged outstanding in such areas as facility performance, manpower/workload, personnel/general sector management, and human relations.

The two winners also have an established track record for excellence, the New Yorkers now having put together back-to-back victories at the national level and the New Orleans sector having won the Southwest Regional Airways Facility Superior Achievement Award in 1982, 1983 and 1984.

Among the New York sector's most innovative accomplishments during the year was the design and development of a prototype "Printer Control Module" which will be used nationally with the host computer in the en route centers to speed the implementation of the state-of-the-art Flight Data Input/Output printer. The 100 sector employees are responsible for maintaining seven long range radar sites as well as the IBM 9020 mainframe computer and associated display equipment in the center.

The New Orleans sector racked up savings or cost avoidances of more than \$54,000 during FY 1985. At the same time, facility reliability was very close to perfect with a 99.67 percent record, despite reduced staffing and expanded responsibilities. The sector also responded to two hurricanes during the rating period and completed installation of Second Generation VORTACs in its area.

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### Saves Up In '85

FAA's most dramatic service--the flight assist--helped almost 1,200 aircraft with nearly 2,100 people on board during 1985. The 1,181 assists last year was 10 percent higher than the 1,069 recorded in 1984. However, the 2,093 people on board the aircraft involved in the 1985 flight assists was well below the 2,852 "saved" in 1984.

Almost half the saves, a total of 529, were carried out by terminal facilities. Flight service stations were responsible for 436, and en route centers for 216.

### FAA Asks DOT For Help With Distribution Problems

The Director of Management Systems, AMS-1, has requested the Director of Administrative Operations, M-40, Department of Transportation, to help alleviate FAA's distribution problems. Help is needed in accomplishing timely distribution of publications which are critical to air safety, vacancy announcements and release of back-ordered items such as Air Traffic handbooks, briefing guides, and other directives and publications.

## Service Deposits Due Before Retirement

Employees who are retiring or leaving the government for other reasons and who served in the military after 1956 must make their service deposit payments before they leave and must make these payments to their employing office.

This means that employees cannot make these payments from the proceeds of the lump sum payment represented by their check. Also, those employees planning to make these payments shortly before leaving the government should keep in mind that the payment must be in the form of a money order or certified check.

## A Note From Stu Hayter

A recent retiree from the regional Air Traffic Division, Stu Hayter, writes to INTERCOM:

"Dear Friends, Thank you all for the kind thoughts which were expressed in the memory book presented to me on February 26, 1986.

"A special thanks to those of you who were able to attend my retirement luncheon and give me that special personal send-off that will always remind me of my friends in the FAA.

"Keep 'em flying!"

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

## New Security Devices Now Being Developed

Although present security systems at the nations's airports have proved highly effective in stopping potential hijackers, FAA still is looking for ways to do it better. Testifying before the House Subcommittee on Crime, FAA's Civil Aviation Security Director Billie Vincent said the agency currently is testing two promising prototype devices for detecting weapons and explosives.


He said one is the Thermal Neutron Activation (TNA) device, which uses low energy radiation to detect explosives. The second is the Vapor Detection Portal that detects vapors given off by explosives.

The TNA device is being tested to screen checked baggage and cargo, while the Vapor Detection Portal is

designed to check passengers.


Vincent noted that the schedules for development of these two systems have been moved up from 18 to 9 months. The testing phase of the TNA device is expected to be completed by the fall of 1987, and this phase of the vapor portal is scheduled to be finished by the summer of 1988.

While he emphasized innovations during his testimony, Vincent did point out that with the equipment currently in use over six billion persons and nearly eight billion pieces of carry-on baggage have been screened. Screening has resulted in the detection of more than 33,000 firearms, nearly 14,000 related arrests, and in the prevention of at least 113 hijackings or related crimes.



# FAA RETIREES . . . STILL A VITAL PART OF OUR FAMILY

### (Editor's Note to Retirees:



We love you. You are a vital part of our FAA family in the Western-Pacific Region. We are pleased to honor your request to mail you **Intercom** — **BUT** — during these days of tight budget restrictions, we have to find ways to reduce costs. In view of this, **Intercom** will now be mailed to you **once month** rather than weekly. We regret that this action is necessary, but we know you understand.)

Regional Director Mac McClure was recently a guest speaker at an FAA Retirees' luncheon held in Los Angeles. Speaking to the nearly 200 attendees, Mac outlined where FAA Western-Pacific Region is today and where we are going in the future, and responded to some pointed questions from the interested audience. Are FAA Retirees in this region still a part of our FAA family? You bet they are! Mac pointed out how much he appreciates the support of these dedicated people in their aviation community — many of whom are still very active in promoting aviation and striving to tell the FAA Story at every opportunity.

Among those retirees present, we know you'll recognize some of these names: Frank Allen, Paul Allison, Fran Baker, Arvin Basnight, Mr. & Mrs. Leroy Brown, John Brown, Jack Black, Mr. & Mrs. Al Carman, Bill Chapman, Mert Claar, Jack Cutter, Jerry Curtis, Leon Daugherty, Frank Deane, Chuck Demaree, Ruth Dennis, Lud Erzen, Bob Faul, Bob Frehse, Slick Gardner, Charlie Grosh, Phil Guindon, Gus Groen, June Harrison, Louise Herbison, Herchelmann, Alice Hines, Lynn Hink, Karl Hoffman, Ross Johnson, John Kemper, Bill Krieger, Chick Kobayashi, Wally Landford, Jeannette Lanphear, Mr. & Mrs. Earl Littleton, Rafael Lopez, Lavelle Lavorn, Barney Linden, Wes Martyn, Howdy Miller (Credit Union Retiree), Wendell Moore, Bernice McDonald, Mary O'Brien, Muriel O'Meara, Bob Patterson, Ralph Prey, Fred Potter (who spearheaded the gathering), Parke Potter, Frank Reed, Sara Richtman, Sarah Scally, Parry Schriver, Ed Seares, Florence Smith, O.K. Stampley, Joe Sorrano, Clancey Steene, Clyde Van Ness, Harry Vick, Mr. & Mrs. Ralph Vroman, Ray Van Buskirk, Mr. & Mrs. Oscar Wasykiewicz, George Whitenead, Bill Williamson, Hank Yellis, Jerry Yocom and last, but certainly not least, John Zentmyer.



# Professionalism

By Fred Laird

We hear the words "professional" and "professionalism" used frequently throughout aviation. We use both words repeatedly and without hesitation, but what are we saying? What do we really mean?

Aviation encompasses many different backgrounds and interests, and at times we step on each other's toes. One reason is the fact that we fail to communicate. We are afraid that if we open up to one another and share our ideas we may be criticized or ridiculed for even thinking of something so absurd. We are afraid that our ideas may get stolen and someone else will receive credit.

Just think how much more could be done if people weren't so sensitive and could give credit where credit is due. We must begin to communicate with each other. We have to be willing to share our ideas and experience if we ever expect to improve our overall level of competence within aviation. We must not be afraid of creativity. We must be professionals.

What is professionalism? How does it apply to aviation?

I believe professionalism is, in its truest sense, the unselfish desire to do the best you can possibly do with what you have to do it with. It's feeling good about the work you do and the profession you've chosen. It's the assurance of knowing that you, personally, have helped make your profession what it is.

It's a commitment to yourself to put out 125 percent without bias or self-serving thoughts or actions. It's not the "bottom line." It requires experience and knowledge and compels you to acquire more. You cannot accept second-best when you know that you have the ability to produce the very best.

You are a master designer. You design appropriate solutions to various problems. You live up to your commitments. "I can't" is not in your vocabulary because you know that somehow, somehow, you really can. It's tactfully telling someone that his or her suggestion is contrary to a good final result. It's planning realistic milestones for completion and not trying to find the cheapest way to finish the job just for the sake of finishing the job.

It's performing well under pressure. Over and over again you work against time and competition from other sources to do your best. Sometimes you even excel beyond your own expectations. The standards you set are far superior to the average standards set by others because you have to produce a masterpiece. You are recognized by your peers.

It's a habit. It makes you tell the truth. It's a self-awareness of knowing exactly who you really are and where you're coming from.

It's a willingness to conduct oneself in an open and honest fashion. It has to begin with you. It will then grow very rapidly as each one of us begins communicating with each other.

Professionalism reveals to us how good and how pleasant it can be for each and every one of us to work together in unity.

(Editor's Note: Fred Laird is Acting Manager of the Safety Regulations Division, Office of Program and Regulations Management, APR-200.)

--MTS Digest

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"What is confidence? It's going after Moby Dick with a boat, a harpoon, and a jar of tartar sauce." — (Reported by Tom Dodds in "Today's Supervisor".)

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# FAA Coordinators WESTERN-PACIFIC REGION

## ARIZONA

### Phoenix

Dick Miller, Manager  
Phoenix TRACON  
Sky Harbor Airport  
2800 Sky Harbor Blvd.  
Phoenix, AZ 85034  
FTS: 261-3684 COM: 602/261-3684

### Prescott and Northern Arizona

Larry Bjork, Manager  
Prescott Flight Service Station  
6500 Wilkinson Dr.  
Prescott, AZ 86301  
FTS: 761-4202  
COM: 602/778-7810

### Tucson

Patrick F. O'Sullivan, Manager  
Tucson Tower/TRACON  
Tower Building, 2nd Floor  
Tucson Int'l Airport  
Tucson, AZ 85706  
FTS: 762-6254  
COM: 602/629-6254

## CALIFORNIA

### Palmdale and Antelope Valley

Robert Cox, Manager  
LAX ARTCC Airway Facilities Sector  
2555 E. Avenue P  
Palmdale, CA 93550  
FTS: 799-1301  
COM: 805/947-4101

### Arcata

Dean Spring, Manager  
Arcata Flight Service Station  
Arcata/Eureka Airport  
Terminal Bldg., Second Floor  
561 Boeing Avenue  
Arcata, CA 95521  
COM: 707/839-1545

### Fresno

Ed Hammonds, Manager  
Flight Standards District Office  
Fresno Air Terminal  
4955 E. Anderson, Suite 110  
Fresno, CA 93727  
FTS: 467-5306  
COM: 209/487-5306

### Los Angeles

Jim Holtsclaw, Manager  
LAX Air Traffic Control Tower  
Los Angeles Int'l. Airport  
1 World Way  
Los Angeles, CA 90045  
FTS: 983-2069  
COM: 213/215-2069

### Oakland

Ben Kennedy, Manager  
Air Traffic Control Tower  
Oakland Int'l. Airport  
Terminal Bldg., Ninth Floor  
1 Airport Drive  
P.O. Box 37, Airport Station  
Oakland, CA 94621  
FTS: 536-7418  
COM: 415/273-7418

### Ontario

Jim Welton, Manager  
Air Traffic Control Tower  
Chino Airport  
7000 Merrill Ave.  
Chino, CA 91710  
COM: 714/597-1703

### Orange County/Long Beach

Ralph Odenwald, Manager  
Air Traffic Control Tower  
John Wayne Airport  
18990 Ike Jones Road  
Santa Ana, CA 92707  
FTS: 799-2363  
COM: 714/549-1466

FAA COORDINATORS (continued)

Sacramento

Bob Lamora, Manager  
Airway Facilities Sector  
9624 Kiefer Blvd.  
Sacramento, CA 95827  
FTS: 460-4020  
COM: 916/978-4020

San Diego

John Tompkins, Manager  
Airway Facilities Sector  
8575 Gibbs Drive, Suite 101  
San Diego, CA 92123  
FTS: 895-5270  
COM: 619/293-5270

San Fernando Valley

Gerry Walton, Manager  
Air Traffic Control Tower  
Burbank-Glendale-Pasadena Airport  
4201 Empire Street  
Burbank, CA 91595  
FTS: 793-3359  
COM: 818/764-7493

San Francisco/Marin County

Eddie Lewis, Manager  
Air Traffic Control Tower  
San Francisco Int'l. Airport  
Room 603, Airport Branch  
San Francisco, CA 94128  
FTS: 466-2883  
COM: 415/876-2883

San Jose

Edge Ritter, Manager  
San Jose FSDO  
1387 Airport Blvd.  
San Jose, CA 95110  
FTS: 466-7681  
COM: 408/291-7681

Santa Barbara/Paso Robles

Rod Stahl, Manager  
Flight Service Station  
Paso Robles Municipal Airport  
P.O. Box 397  
Paso Robles, CA 93446  
COM: 805/238-2448

**NEVADA**

Las Vegas

Dean DeShazo, Manager  
Airway Facilities Sector  
McCarran Int'l. Airport  
5700-C S. Haven  
Las Vegas, NV 89119  
FTS: 598-6534  
COM: 702/388-6534

Reno

Ed Couch, Manager  
Air Traffic Control Tower  
Reno Cannon Int'l. Airport  
1900 National Guard Way  
Reno, NV 89502  
FTS: 470-5582  
COM: 702/785-3041

**HAWAII**

Honolulu

George Harvey, AHNL-1  
Manager, Honolulu ARTCC  
4204 Diamond Head  
Honolulu, HI 96850  
COM: 808/546-8641 or  
808/734-6631

(Editor's Note: FAA Coordinators serve on a collateral basis as the local representative of the FAA and the Regional Director with the public and with the news media, and serve as the local source of aviation information for their area. They all are doing a fantastic job of promoting our public image and deserve a round of applause.)

## IF YOU WERE BORN IN 1936....

by Lewis Adams Jr.  
AF Electrical Engineer  
Great Lakes Region

Did you know that, if you were born in 1936, soon you will be 50 years old?

And we were before television, penicillin, polio shots, antibiotics, Hula Hoops, and Frisbees? Before frozen food, nylon, dacron, Xerox, and the Doctor Kinsey reports?

We were before radar, fluorescent lights, credit cards, and ballpoint pens. For us, time-sharing meant togetherness, not condominiums. A chip was a piece of wood, hardware was hardware, and software wasn't even a word.

In those days, bunnies were small rabbits, and rabbits were not Volkswagens. We were before Grandma Moses, Batwoman, Superwoman, "The Grapes of Wrath," Rudolph the Rednose Reindeer, and Snoopy. Before DDT and vitamin pills, the white wine crave, disposable diapers, Jeeps, and the Jefferson nickel. Before Scotch tape, the Grand Coulee Dam, M&Ms, the automatic shift, and Lincoln Continentals.

In 1936, pizza, Cheerios, frozen orange juice, instant coffee, and McDonalds were unheard of. We thought that fast food was what you ate during Lent.

We were before FM radios, tape recorders, electric typewriters, word processors, and Muzak. We also were before electronic music, rock and roll, and disco dancing (and that's not all bad).

Almost no one flew across the country. Trans-Atlantic flying belonged to Lindbergh and Amelia Earhart and the FAA was unheard of.

We were before Israel and the United Nations, India, Pakistan, Indonesia, Iceland, and the Philippines were independent countries. Since 1936, 92 countries have become independent nations and 48 of them African.

We were before the man on the moon, hair transplants, pantyhose and drip-dry clothes, ice makers, dishwashers, clothes dryers, freezers and electric blankets. Before Hawaii and Alaska became states. Before men wore long hair and earrings and women wore pantsuits and tuxedos. We were before artificial hearts, artificial insemination, organ transplants, test tube babies, surrogate

mothers, hair dryers and AIDS. (Oh, how sweet it was!)

We were before Leonard Bernstein and Ann Landers, yogurt, plastics, the 40-hour week and minimum wages. In our time, we got married first—then we lived together. In 1936, grass was mowed, Coke was something you drank, and pot was something to cook in. We were before coin vending machines, jet planes, helicopters, pin ball machines, video games, and interstate highways.

In 1936, there were 5-&-10 cent stores where you could buy things for 5 and 10 cents! For just one nickel you could ride a streetcar, make a phone call, buy a Coke or enough stamps to mail one letter and two postcards.

You could buy a Chevy coupe for \$659. But who could afford that in 1936? Nobody. Sad, too, because gas was 11 cents a gallon, and the service station attendant pumped it for you. Then he cleaned the windshield and checked the oil. If anyone had asked us to explain CIA, LA, NATO, UFO, NFL, JFK, IUD, DOT, FAA, PATCO OR ERA, we would have said alphabet soup.

We were not before the differences between the sexes were discovered, but we were before sex changes. We just made do with what we had. And it wasn't all that bad.

As Walter Cronkite would say, "And that's the way it was—in 1936."

--Southern Region Intercom



### Gene Sullivan

Friends of Gene Sullivan will be saddened to learn of his death on February 21. Gene was a former manager of San Francisco Air Traffic Control Tower before retiring from the FAA.

The family requests than any donations be made to Saint Vincent de Paul.

# AVIATION EDUCATION

JACK ANDERSON

## Don't Let Tragedy Deter Learning

**C**hrista McAuliffe and her partners in space died that others might learn. She felt, friends recall, that there was so much we don't know, so much to learn, so much she wanted to teach.

As the first teacher chosen to explore space, McAuliffe was eager to turn the space shuttle into history's most dramatic classroom. She hoped to make schoolwork less forbidding by teaching the lessons of space on location. She wanted to use the excitement of space to attract students to the tough disciplines.

I am chairman of the Young Astronaut Council, which cosponsored the teacher-in-space launch. Fate doesn't always consult us as to the time or the place tragedy will strike. The Jan. 28 horror in the Florida sky, as McAuliffe's celestial classroom disintegrated, devastated us.

She had signed up her 8-year-old son, Scott, in the Young Astronaut Program. We brought his Young Astronaut chapter to Florida for the countdown. We also arranged with United Airlines to fly the teacher-in-space finalists, two from each state, to Florida.

The Young Astronaut Council without trepidation has urged the National Aeronautics and Space Administration to send another teacher to take McAuliffe's place. For we have merely scratched the surface of knowledge so beyond our understanding that we cannot be deterred by tragedy.

Indeed, as the technological challenges have increased, the educational standing of young Americans has fallen. If our children continue to

turn their backs on science, the future will belong to our adversaries. Here are the appalling facts:

■ In comparative tests, U.S. students are invariably outscored by students from other industrial nations. One review of international tests found that American schoolchildren "placed first never, placed last frequently."

■ The National Science Foundation reports that Japanese students far outperform Americans in math, science and problem solving. The Soviet Union produces four times as many engineers per capita.

■ If the trend isn't dramatically reversed, the United States could forfeit its technological leadership. Our country relies for its technology on a small scientific elite. In contrast, such rival powers as Japan, West Germany and the Soviet Union are building a broad base. From 70 to 90 percent of their high school graduates are proficient in science and math; just 6 percent of U.S. graduates achieve the same proficiency.

After the space shuttle disaster, we began a dialogue with Young Astronauts on our private electronic network, Astronet, which reaches into the schools of 500 major cities. The overwhelming majority want to continue space exploration.

Still, most American schoolchildren are shying away from tough subjects that are prerequisite to tackling the challenge of space. As Earl W. Foell, editor in chief of the Christian Science Monitor, put it, "No civilization can remain great if it succumbs to a way of life that esteems business speculation, lottery fantasizing and educational short cuts."

The above editorial by columnist Jack Anderson recently appeared in the Washington Post. It dramatically tells the story of why the Administrator and the FAA so strongly support the aviation and space education concept.

Many of you may not know that the FAA has established a working agreement with the Young Astronaut Program wherein FAA aviation education material is automatically sent to each Young Astronaut Chapter as it is established in the classrooms and/or schools. It has proven to be a very effective method of telling our Aviation Education Story and distributing our material.

With FAA, aviation and space being subjected to constant negative press, we are convinced that we need to intensify our efforts to promote aviation education and tell our positive aviation story to our schools and our communities.

Want to know how you can spread the word? Contact the Public Affairs Office, AWP-5, FTS 984-1431.

AVIATION EDUCATION — WE NEED IT NOW MORE THAN EVER!