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FAA  
Western-Pacific Region  
Los Angeles, CA 90009  
(213) 297-1431



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

# Western-Pacific Intercom



## BEA APPRECIATION DAY

# Cover Story

Story and Photos by  
Elly Brekke

"To Bea Mathewson with sincere appreciation and recognition for exemplary devotion to duty and performance excellence. Your dependability, cheerfulness and helpfulness are an inspiration to us all."

So reads the plaque awarded to Bea Mathewson by Regional Director Mac McClure in a special ceremony recently held in the Regional Executive Conference Room. Bea is a clerk/steno in the Financial and Management Resources Division.

Bea was in for a big surprise when she returned from the award ceremony to find the entire office filled with balloons, streamers, coffee, punch, cake, snacks and -- most importantly -- scores of Bea's co-workers and friends. This became a special day for Bea. Her friends had decided to show their feelings for her by creating a "Bea Appreciation Day" on her birthday.

Bea is that always-caring and cheerful voice on the end of the AWP-40 telephone. She is eager to please and ready to help, energetically running interference for Division Manager Jacque Smith.

Devotion to duty is one of Bea's outstanding qualities. She exhibits a pride in her work and a close identity with the FAA organization. She thoroughly researches any problem given to her, providing energetic assistance to the hilt.

Bea's dependability and helpfulness have solid roots. Originally born in New Orleans, Bea moved to San Francisco as a five-year old child with her widowed mother, her brother and sister. The family finally settled in the Los Angeles area, taking up residence in Hollywood.

After graduating from Hollywood High, Bea studied at the University of California at Los Angeles, Woodbury Business College and the University of Southern California. She entered the business world by working for an insurance company, but when World War II broke out, she left to train with the Red Cross. Bea was sent overseas to New Guinea and the Phillipines, where

she helped rehabilitate sick and wounded soldiers. Bea was in Manila even before MacArthur arrived!

After the war ended, Bea stayed in Manila working as secretary in the office of Major-General Heileman, Chief of Staff, United States Armed Forces. Here, she was in charge of logistics for the entire west Pacific. Bea is not easily rattled; she's been through the war, literally!

Returning to the United States, Bea worked with the Director of Labor Relations at the Hollywood Turf Club for 24 years. After retirement from her position, she decided to continue her career. And, that's how Bea joined the FAA family in 1975.

Her first assignment in the FAA was in Word Processing. She later moved into Management Systems Division as a Computer Operator and Secretary. Bea is now an important part of the Financial and Management Resources Division--she keeps track of meetings, schedules and everybody's whereabouts; prepares travel orders and directives; and keeps the office humming in tune. As Division Manager Jacque Smith puts it, "Without Bea, the violins are not so sweet."

Bea exhibits a zest for life and enjoys learning. She has taken courses over the years in subjects ranging from Accounting to Anthropology. She loves ancient Greek, Roman and Egyptian history. Currently, she is learning about Religions of the World.

Bea's exemplary life has encouraged her daughter Mimi to become a successful businesswoman with her own company in publicity and management training for chief executive officers.

As her award so accurately stated, Bea is an inspiration to all who know her. The FAA family is proud to have her in its midst.

Cover photo: Bea Mathewson, far left, is overjoyed by the surprise party given her in honor of "Bea Appreciation Day." Wearing "Bea #1" badges, fellow FAAers joined in the celebration. Some of the well-wishers are, continuing from left, Deputy Director Keith Potts, Financial and Management Resources Division Manager Jacque Smith, Director's Office Secretary Iris Noguchi, Special Assistant to the Director Joe Alvarez and--hidden behind Joe--Secretary Patricia Zeman.

# BEA APPRECIATION DAY

Right: Bea receives an appreciation placque from Regional Director Mac McClure at a special ceremony in the Executive Conference Room.

Middle: Many, many friends and co-workers anxiously await Bea's return from the ceremony to the Financial and Management Resources Division so the surprise celebration can begin.

Below: During the ensuing festivities, Director's Office Secretary Verna Wong, left, congratulates Bea, and chats with Bea and her daughter, Mimi.



BEA



## The News

### In Brief



FAA has released a NOTAM advising pilots and air travelers that radiation from the Chernobyl nuclear plant accident near Kiev in the Soviet Union poses no threat to flights of U.S. air carriers anywhere in the world. The only potential concern, according to the NOTAM, would be flights below 20,000 feet near Kiev and the reactor site.

The agency has levied a maximum civil penalty of \$1,000 against tennis star Martina Navratilova for attempting to carry a concealed weapon and ammunition aboard an airplane at San Francisco International Airport March 2. The .38-caliber Smith and Wesson and ten rounds of ammunition were detected in Navratilova's carry-on bag during routine screening.

A search and rescue satellite that would have been used to aid survivors of aircraft and ship accidents was one of the cargo losses in the May 1 in-flight explosion of a NASA Delta rocket launched from Cape Canaveral. The satellite was to have been put into a geosynchronous orbit to augment an international satellite-aided search and rescue system credited with saving 525 lives since its inception in 1952. Currently there are four such satellites in orbit, one American and three Russian.

The controller recruitment advertising described in last week's INTERCOM reaches a lot of people, but it isn't as effective as word-of-mouth from FAA employees, says APT staffing expert Dee Richard. "Although advertising generates many inquiries, recruiters have found that applicants who follow through and become controllers are more likely to be those who were contacted personally by FAA employees. So any time you get a chance to talk to a potential controller, do what you can for the ATC system."

## Damage Suits Dismissed

A judge in the United States District Court in Washington, D.C. has dismissed damage suits against FAA and the Department of Defense by families of passengers killed when a Korean Airlines 747, Flight 007, was shot down by a Soviet fighter in Sept. 1983.

The judge asserted there was nothing in tape recordings of telephone calls to support the plaintiffs' contention that Air Force radar operators had contacted FAA controllers to alert them to KAL 007's possible peril. Even if government officials had been negligent in not somehow warning the KAL crew, the judge wrote, the Soviets' "unnecessary act of aggression" would remove any liability from federal employees.

An FAA statement released after the ruling said, "It has always been the contention of the FAA that our air traffic controllers at the Anchorage ARTCC had no knowledge of KAL 007's departure from its flight course and that they had no means of ascertaining that the flight had strayed from its assigned course."

## Traffic Up/OP Errors Down

The performance of the air traffic system continues to improve in 1986 with controllers handling more traffic with fewer errors and only slightly more delays.

During this year's first three months, overall operational errors decreased by 24 percent, including a 33 percent reduction for the enroute centers, as compared to the same period in 1985. This continued the improvement trend begun in 1985, when operational errors were down 25 percent from the 1984 total.

Meanwhile, air traffic increased three percent at the en route centers and 22 pacing airports as compared with the same period in 1985. But delays also were up about six percent due in large measure to very poor weather during February and March. In those two months, weather accounted for 76 percent of all delays in contrast to 68 percent figure for all of 1985.

## Retirees' Corner



Bill Breniman, former Chief of Planning and Technical Branch, Operations Division of the FAA, writes to INTERCOM as follows:

"Your INTERCOM is my 'window on the past' and while I have outlived longevity tables by a wide margin, I find considerable pleasure periodically, when my INTERCOM arrives, of looking at the happy faces of those in FAA who have taken over from us old 'codgers' of the CAA. I read about the systems and equipment, but much of it invented or perfected since I retired. You are living in an era of history that is truly absorbing. The new technologies, invented and developed, bring more changes in a few short years than we experienced in a lifetime.

"I have watched flying go through three or four generations and while I was in on the early pioneering, I think each generation has contributed an equal share of expertise, considering the 'state of the art' as the other. Taken as a whole, we have built one of the most outstanding organizations in the world. I have been very happy to have been a part of this great service to mankind.

"Since retirement, I have devoted my time to recording the history of early day communications. It has been good therapy and is perhaps one of the reasons I like to receive INTERCOM, which I must confess carry superb professionalism and interest. Thank you, and I would like to extend my best wishes to friends of early days who remember me."

**(Editor's note:** Bill tells us he was involved in the editing and publishing of the first regional news letter in our organization -- "V-Regionnaire." We always enjoy hearing from FAA retirees, and we hope you enjoy Bill's letter as we did.)

## Tucson FSS Award



Alan Shumaker, Tucson Flight Service Station, recently earned a Sustained Superior Performance Award with an exceptional performance appraisal.

Congratulations, Al!



## Phoenix TRACON

### Happenings

Air Traffic Control Specialist Constance Conroy recently became fully qualified at Phoenix TRACON. Folks at Phoenix are especially proud of Constance since she is the first female to check out at the facility. Congratulations, Constance!

The Phoenix Human Relations Committee recently conducted two seminars for all "Valley of the Sun Hub" employees and their families. The seminars -- which covered such subjects as retirement benefits, insurance counseling, and information on how to make your money grow -- were well-attended.

## Retirement Plan Pact Adopted For New Feds

Congressional conferees and White House officials reached a tentative agreement May 14 on a compromise pension plan for federal workers hired after Dec. 31, 1983. Congressional leaders have pledged swift action on final approval of the new retirement system, and, with the signature of the president, it will go into effect next January.

All of which is good news for post-1983 employees. Early approval by Congress most likely will mean newer FAA workers will be spared the 5.7 percent cut in take-home pay that was to have covered higher retirement payments resulting from the April 30 expiration of a 1983 interim retirement plan. The cuts, which were to have shown up in the May 20 paychecks, have been deferred and probably will be nullified.

The proposed retirement plan, modeled after private-sector plans, is based on a three-part system offering Social Security benefits, a modified civil service pension, and earnings from a voluntary, tax-deferred savings plan.

Under the new plan, fully covered employees could invest up to 10 percent of their salaries in an investment plan that would be tax-deferred until employees retired. (Such investments would be subject to limitations imposed as part of any future tax reform.) The government would then match up to four percent of each employee's investment. Employees hired before 1984 could join the investment plan, but would not get the matching contribution from the government.

Workers under the new plan could retire at age 57 with 30 years of service, but the system offers incentives to work until at least age 62. Under the current system, most employees can retire at age 55 after 30 years of service.

## FAA Tests Hotline In Central Region

The agency has expanded its toll-free consumer hotline to include the four-state Central Region. The hotline now is in operation in four regions (Eastern, Great Lakes and Southern in addition to Central) and 27 states as well as Puerto Rico, the Virgin Islands and the District of Columbia.

## Air Commerce Act Signed 60 Years Ago

Here's another aviation anniversary for those who track these sorts of things; Sixty years ago this month, on May 20, 1926, President Coolidge signed the Air Commerce Act and started commercial aviation on the road to becoming the multi-billion dollar business it is today. The act empowered the Secretary of Commerce to regulate and foster air commerce and establish, operate, and maintain airways and aids to air navigation.

The new legislation came just in time for the boom in flying that followed Lindbergh's trans-Atlantic flight in May 1927. Between 1926 and 1938, when the Civil Aeronautics Act was passed, U.S. airlines increased passenger enplanements from 5,782 to 1.3 million and revenue miles from 4.3 million to 69.7 million. The Civil Aeronautics Act was superseded in 1958 by the Federal Aviation Act which created the present FAA.

## Safety Improves In '86

Through the first four months of 1986, every segment of civil aviation is showing an improved safety record when compared with the same period in 1985. Even general aviation, which is coming off the best year in its history has recorded gains with fatal accidents down from 151 to 130 and fatalities from 285 to 243.

The airlines, commuters and air taxis exhibited similar trends with total fatalities down from 133 to 16 over the same four months last year. The airlines had no fatal accidents, commuters had one with three fatalities and air taxis had six with 13.

Callers dialing the 800-FAA-SURE hotline number can get answers to questions concerning child safety seats, airport security procedures, and carry-on baggage. Questions about FAA services such as airman examinations, aircraft certification, and facility operations also are welcome.



## Larry Statham Earns Letter of Commendation

Larry Statham (left), Area Supervisor at San Diego TRACON, receives a Letter of Commendation for the excellent handling of his position as chairman of the Facility Advisory Board for the past two years. Presentation is made by Air Traffic Manager Bob Vaughn.

## Questions & Answers...Selective Service Registration

### Selective Service Registration as a Condition for Federal Employment

The law now requires that men born in 1960 or later meet registration requirements of the Selective Service in order to be appointed to a position in an executive agency of the Federal Government. The following questions and answers give information relating to the requirement and its effect on being appointed to an executive agency position. The legal provision took effect November 8, 1985. It may be found at 5 U.S.C. 3328.

#### Who must register with the Selective Service?

Men aged 18 through 25 who were born in 1960 and later years must register. This law applies to male U.S. citizens and male aliens residing in the United States, except that men are not required to register if they are--

- \* On full-time active duty with the U.S. armed forces;
- \* Lawfully admitted nonimmigrant aliens (for example, those on visitor or student visas, and members of diplomatic or trade missions and their families).

Since illegal aliens were not legally admitted as nonimmigrants, and they are "residing in the United States," they must register.

Refugees, applicants for asylum, and persons who entered the country as parolees are "residing in the United States" and must register.

Are members of the Reserve Forces and National Guard considered to be on active duty with the armed forces?

Only members serving full-time are considered to be on active duty. When such men are released from active duty they must register at that time unless they've reached age 26 or are already registered.

Members of the National Guard and Reserve Forces who are not on full-time active duty must register.

Cadets and midshipmen at the service academies do not have to register.

#### Do veterans have to register?

Yes, men born in 1960 or later years must register even if they have already served in the armed forces.

#### Do American Indians have to register?

Yes.

#### Do handicapped men have to register?

Yes, if they are unable to register on schedule due to circumstances beyond their control—such as hospitalization or institutionalization—they must register within 30 days of release. Handicapped men living at home must register if they are reasonably able to leave the home and go into a public place. A friend or relative may help a handicapped person fill out the registration form if he can't do this by himself.

#### Do incarcerated men have to register?

Men who can't register because of incarceration are not required to register while confined but must register within 30 days after parole or release.

Do men who have a conscientious objection to military service for moral, ethical, or religious reasons have to register?

Yes. At this time, Selective Service is only registering men, not classifying them.

#### When must a man register?

A man must register within 30 days of his 18th birthday. If he wishes to, he may register up to 30 days before his 18th birthday.

A man aged 25 failed to register but is now applying for a Federal job. If he registers at this time, will he be eligible for Federal employment even though he registers much later than his 18th birthday?

Yes. The only men barred from Federal employment are those who failed to register before the 26th birthday.

Can a man aged 26 who failed to register with the Selective Service register now in order to be eligible for Federal employment?

No. If he did not register before turning 26 he is barred from Federal employment unless he can show that his failure to register was not knowing or willful.

If a male Federal employee aged 26 never registered with the Selective Service, can he be fired?

A man hired on or after November 8, 1985, who was required to register but did not do so before reaching age 26 can be fired unless he can show his failure to register was not knowing or willful.

#### Where does a man register?

A man registers at any U.S. post office, or at any U.S. Embassy or Consular Office overseas.

#### How does a man register?

Registration is a simple process that takes only about 5 minutes. The man picks up the blue and white Selective Service System registration form (SSS Form 1) from a supply at the post office and fills in his name, address, telephone number, social security number, and date of birth. He then hands the completed form to the postal clerk and shows some identification (such as his driver's license or birth certificate). After the clerk examines the identification and checks the form to be sure it is readable and complete, the registrant signs and dates the form. The postal clerk validates the form with the post office cancellation stamp and forwards it to the Selective Service.

A post office mistakenly refuses to register a man who should be registered, such as an applicant for permanent residency or a refugee. Should this post office be reported?

Yes. You should report the problem to the Selective Service at area code 202 or the FTS code, then 724-0648. Describe the problem and give the exact location of the post office, including the zip code.

#### Where can I get more information about Selective Service requirements or procedures?

You may contact the Selective Service at:

Registration Information Bureau  
Selective Service System: National Headquarters  
Washington, D.C. 20435

Area code 202 or the FTS code, then 724-0780

## NTSB Recommends Steps To Curb Runway Errors

The National Transportation Safety Board (NTSB) has given FAA a dozen recommendations to reduce the potential for airport ground collisions that might result from "runway incursions." The May 14 report followed a special NTSB investigation of 26 such runway incidents over the past year.

The Board's recommendations included improved training of tower controllers, ranging from the use of simulation practices to memory aids; better control tower supervision and coordination; greater standardization in operating practices for both controllers and pilots; improved reporting and investigation of incidents; and adequate runway and taxiway signs.

However, FAA already has initiated a

number of actions on its own to reduce the incidence of runway incursions and this fact was recognized in the Board's report. These actions include a series of FAA directives to airport control tower managers that spell out various actions to minimize runway error problems, as well as safety alerts to airport operators identifying conditions that contribute to runway errors and providing general information on the marking of taxiway/runway intersections. New regulations also have been proposed to limit the access of ground vehicles to airport operational areas. In addition, the agency established a special task group in December 1985 to coordinate the various efforts underway to curb runway errors.

## NTSB Cites Pilot In China Airlines Incident

A China Airlines Boeing 747 took a 31,000-foot uncontrolled nose dive on the West Coast last year because of the captain's "preoccupation" with an engine problem and his failure "to monitor properly" the airplane's flight instruments. The captain's over-reliance on the autopilot after losing thrust on the No. 4 engine also was cited by the National Transportation Safety Board as contributing to the Feb. 19, 1985, incident.

NTSB's analysis of the aircraft's digital flight data recorder showed that the airplane rolled to the right, nosed over and entered an uncontrollable descent as the crew was attempting to restore normal power to the right outboard engine. The captain managed to pull the 747 out of the dive at an altitude of about 9,500 feet but the aircraft suffered major structural damage as a result and two of 274 passengers and crew received serious injuries. The flight then was diverted to San Francisco and landed without further incident.

## New Pay Rules Issued



The Office of Personnel Management (OPM) has issued new pay-for-performance regulations that aim to link more directly within-grade pay increases, quality step increases and cash awards to employee performance appraisal ratings. The regulations also require that raises and awards be based on a current rating, now referred to as a "rating of record." They will affect General Schedule, Wage Grade, and some Senior Executive Service employees.

The Office of the Secretary (OST) recently circulated a draft of a new departmentwide directive to implement the regulations and, despite a short deadline, FAA's human resource management organization was able to include some employee comments. The directive is expected to become effective later this year and will be reported in INTERCOM.

## AIRWAY FACILITIES RECOGNIZES

### 240 YEARS OF DEDICATION



At a ceremony recently conducted in the Airway Facilities Division office, the AF workforce took time out to pay tribute to seven co-workers who recently achieved significant milestones in their careers which, together, add up to **240 years** of service to the U.S. Government and the people of the United States.

The FAA family is proud to recognize 30-year recipients: Norm Butner, AWP-423; Bruce Walters, AWP-424; Jim Stagner, AWP-424; Charley Chamness, AWP-464; and Don Loomis, AWP-464.

A first for the Region -- and perhaps the agency -- was formal recognition for **45 years** of service to **two** AF field personnel: Henry Bolton, Lancaster Airway Facilities Sector (AFS) and Robert Barrows, San Diego AFS. Each of these gentlemen has spent two-thirds of his life in service to his country. Our hats are, indeed, off to Henry and Robert!



**Top photo:** From left--Bruce Walters, Don Loomis, Jim Stagner and Charley Chamness receive congratulations for 30 years of service from Alex Hammond, Manager, Airway Facilities Division. Camera shy: Norm Butner.



**Middle:** Robert Barrows (middle) receives 45-year certificate from his wife, Erica, as Regional Director Mac McClure proudly watches.

**Below:** Henry Bolton receives his 45-year career certificate from Mac McClure.

Letters  
We

Like  
to  
Receive



### Children's Home

March 20, 1986

Mr. Jerry Martin  
Stockton Air Traffic Control Tower

BOARD OF DIRECTORS  
OFFICERS  
Peg Irish  
President  
Florence Kamigaki  
First Vice President  
Richard H. Elkington  
Second Vice President  
Elinor Eley  
Recording Secretary  
Dorothy Pulas  
Corresponding Secretary  
Lou Ann West  
Treasurer

MEMBERS  
Thelma Bridges  
Norma Buntington  
Glady Canis  
Elinor W. Eley  
Richard H. Elkington  
Ruth Grove  
Phyllis Grube  
Ede Gunter  
Lu Harries  
Peg Irish  
Florence Kamigaki  
Bill F. Hobbs  
Lynn Lyon  
Leslie McHerson  
Jeanette Michaels  
Warne Pahl  
Judith Pratt  
Bunk Primack  
Dorothy Pulas  
Eugene Rice  
Rene Roberts  
Jean Trues  
Lou Ann West  
Aur. Williams

ADVISORY COMMITTEE  
Chief Julie Cecchetti  
Mr. Under Ernst  
Mrs. Edward Fay, Jr.  
Mrs. Leo Fitzgerald  
Mrs. Darrell Grahm  
Mr. Reed Robbins  
Mr. William Scott  
Mrs. Donald Stewart  
EXECUTIVE DIRECTOR  
Mark S. Phelps

On March 17, 14 students and four staff of the Children's Home were hosted by Mr. Cavagnaro to a guided tour of the Stockton Airport Tower. The facility was a new and interesting experience; Mr. Cavagnaro made it more so with his informative and friendly manner.

The afternoon was enjoyed by everyone. You and your staff are to be commended for complete professionalism.

Sincerely,

Thomas C. Young  
Program Assistant



**Northern Air**  
MURRAY FIELD

4102 JACOBS AVE., EUREKA, CA 95501

March 25, 1986

Mr. Richard Merriman  
Oakland Flight Standards  
District Office

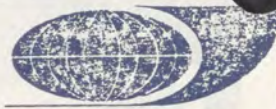
I am writing to express appreciation for your office's service, and in particular, service from Mr. R. J. Jones. We receive prompt attention from you for our needs.

On February 25, Mr. Jones was here to present the "On Landings" accident prevention program. While he was here, we were able to complete a base inspection and an FAR 135 check ride.

Mr. Jones accomplished a great deal; his efforts are greatly appreciated.

Sincerely,

Kedric R. Rutz  
Chief Pilot



AIR SERVICES INTERNATIONAL

7300 East Evans  
Scottsdale, AZ 85260-2178  
(602) 948-2150

April 10, 1986

Mr. Chuck Ralston  
Manager, Scottsdale  
Air Traffic Control Tower

Dear Chuck:

On behalf of Air Services Int'l and Arizona Dept. of Public Safety pilots, our thanks to you and your staff for the efforts in recurrent training completed this week.

The training was conducted efficiently and safely due to your tower personnel.

Thank you again,

Gary E. Mercer  
Chief Pilot

IBM

International Business Machines Corporation

704 Quince Orchard Road  
Gaithersburg, Maryland 20878

April 1, 1986

Mr. John Ball  
Manager, Livermore Air  
Traffic Control Tower

Dear John,

Please accept our sincere thanks for arranging our tour of Livermore Tower. Your people's interest and enthusiasm made our visit interesting and educational.

A special thanks to Tony Stas; his time and patience was appreciated by our group. We are concerned about understanding today's Air Traffic Control environment. You and your people have been a great help.

Sincerely,

W. D. Bryden, Jr.  
Segment Manager  
FAA AAS Program

April 10, 1986



W. NEIL ANDERSON - AGENT  
Auto-Life-Health-Home and Business  
3200 S FAIRWAY SUITE B 93277 P.O. BOX 3005  
VISALIA, CA 93278 PHONE (209) 732-4738

Mr. Edward Hammond  
Manager, Fresno Flight Stan-  
dard's District Office

Dear Mr. Hammond,

Thank you for providing such quality safety programs as the series on "Landing."

Our flying club, Tulare County Airplane Owners & Pilots, met last week and discussed importance of such programs. They were well received and attended, and many positive comments were made on the program quality and the professional stance of Mr. John Roach.

Sincerely,

W. Neil Anderson  
President

Letters We

Like to Receive



GAIL McCULLOUGH  
ASSOCIATE

April 6, 1986

Mr. Edward Hammond's  
Manager, Fresno Flight Stan-  
dards District Office

Dear Mr. Hammond's,  
As an Accident Prevention Counselor and Director of the West Coast and Antique Fly-In here in Merced, I would like to comment on the FAA's "Landings" seminar conducted by John Roach. Attendance has been much above previous years. The FAA is on the "right track" and John is doing a fine job! Continue the fine work!

Sincerely,

  
Gail McCullough

# HATS OFF...

# TO CFC



## "GOLDEN EAGLES"

The Los Angeles County Combined Federal Campaign recently announced that this year's campaign has reached, and in fact substantially exceeded, the goal for 1985-1986.

The goal for this year, established by the Los Angeles CFC Campaign Cabinet was \$3,100,000; the total raised, however, was \$3,250,000. This represents an increase of 16 percent over the amount raised last year. What an outstanding achievement for the Federal employees in Los Angeles!

The FAA Western-Pacific Region is proud to have over 100 individuals who have qualified for a "Golden Eagle" by giving a fair share. These folks were awarded with a golden pin, in the likeness of an eagle, to signify their support and generosity in the CFC.

Many thousands of needy people in Los Angeles, as well as others who use the services provided through CFC support, will benefit from the fine work of the CFC volunteers and contributors.

On behalf of Regional Director Mac McClure, sincere thanks is expressed to all involved for their outstanding efforts.



Photo: Pictured are some of the FAA folks who comprise the Combined Federal Campaign "Golden Eagles." Photo by Russ Park.

# MORE CFC "GOLDEN EAGLES"...

## Office of Director

Mark McClure  
Keith Potts

## Planning Appraisal & International Liaison Staff

Robinette McCabe

## Regional Counsel

Dewitte Lawson

## Financial & Management Resources Division

Frank Cantrell  
Kathy Thompson  
Frances Boutcher  
Kim Gross  
Ruth Dennis  
Douglas Melikan  
Richard Cambra  
Sandra Monge  
Shirley Reed  
Harold Thompson  
Andrew Wroblewski  
Jacqueline Smith

## Flight Standards Division

Joseph Budro  
Linwood Moore

## Aviation Medical Division

Garred Sexton

## Civil Aviation Security Division

Fritz Sperling

## Airway Facilities Division

Jack Faletti  
Joe Riccardi  
Mike Schneible  
Gary Benson  
James Lougheed  
Robert Gayden  
Anita Moore  
Edwin Richardson  
Charles Llopis

## Airports Division

Ellsworth Chan  
Ellis Ohnstad

## Western Aircraft Certification Division

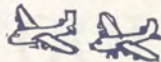
Donald Armstrong  
Everett Hinojos  
Roy McKinnon  
Walter Eierman



## Air Traffic Division

Wayne Newcomb	Harold Stull
Rose Marino	Eilis Andersen
Lilliana Gonzalez	Jim Ledford
Gary Fisher	Randy Pawlak
Jim Welton	Scott Gilliam
Jimmy Haralson	Bob Napp
Janet Duckworth	Dan Look
Bruce Greer	Don Allen
Michael Harne	John Crow
Walter White	Bill Reavley
Paul Dempster	Dean Jones
Raymond Mizell	Tim Savege
Ronald McEwen	Dennis Mayer
Holli Hoskins	Jean Enstad
Donald Kirby	William McRoberts
Ricahrd Morrison	Tom Kite
David Humphrey	Charles Topalian
Ronald Hayes	
Gregory Lucker	
Marvin Shappi	
Diane Mangels	
Lisa Daubenmire	
William Stone	
Tim Smith	
George Otis	
Ben Papa	
Tim Farrow	
Ted Blaine	
Marvin Stein	
Jerry Stone	
Gilbert Burnias	
Randall Peterson	
Art Barton	
Ed Freeman	
Dwight Medina	
Don Rozzano	
Donald Schaffee	
Pat Haughenberry	
Charles Fisher	
Bill Denton	
Nelson Aames	
Judy Howe	
Robert McDonald	
Charles Vomacka	

Letters We  
Like To Receive



Frank M. Schiavone  
Construction Inc.

Robert Vaughn, A.T.M.  
A.T.C. Facility  
N.A.S. Miramar  
San Diego, CA

March 24, 1986

Subject: Near miss

Dear Mr. Vaughn:

I am writing this letter to call your attention to the excellent performance of one of your Air Traffic Controllers.

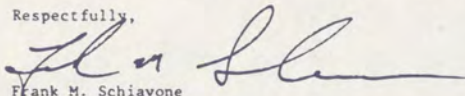
On March 21, 1986 I was V.F.R. from Riverside to Lindburg Field. I had been cleared to fly direct to the Mission Bay V.O.R. by San Diego approach. At approximately 2:45 pm. I was at 3500' M.S.L. just south of Del Mar, when I received a transmission I hope I never hear again. "Traffic Alert. Traffic Alert, for 8309L, suggest you turn to 090. immediately!!"

Mr. Tim Rominger issued this warning to me in a very clear, precise, and professional manner. It was given without excitement nor panic in his voice enabling me to react accordingly.

With all of the negative media crap about our over crowded skys, under trained and overworked Air Traffic Controllers, I thought it might be refreshing to hear from someone who appreciates the job you're

Many thanks again and "at-a-boy Tim" for a job well done!

Respectfully,



Frank M. Schiavone



INTERNATIONAL FEDERATION OF AIR LINE PILOTS ASSOCIATIONS

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NOP/22-86

February 28, 1986

Mr. Ronald D. Harris

Air Traffic Manager  
Honolulu Flight Service Station  
4204 Diamond Head Road  
Honolulu HI 96816

Dear Mr. Harris,

Thank you for your information regarding the facilities of the Honolulu Volmet.

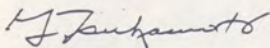
Your letter was given from George Jinbo, our Operation Manager to me yesterday.

I was so nice to provide such a detailed information, and I am sure we will be able to furnish more detailed data of reception in near future.

Thank you for your consideration.

Yours sincerely,

3594 Arlington Ave. • Riverside, CA 92506 • (714) 784-8521



Y. Tsukamoto  
Regional Vice President  
North Pacific

MAR 7 1986



## U.S. Bond Drive In Progress

The U.S. Savings Bond Drive is on-going through June 12 according to Regional Coordinator Bill Withycombe of the Flight Standards Division. To sign up for the payroll deduction plan or to increase your allotment, contact your bond drive coordinator. They are: Joan Sunshine, Logistics; Mateel Johnson or Erika Clark, Financial and Management Resources; Shirley Henshaw, Airway Facilities; Gail Sankey, Air Traffic; Russell Hathaway, Airports; Richard Boyle, Security; Joe Budro, Flight Standards; Jeffrey Hovious, Military Representatives; Renae Hammond, Human Resource Management and Lillian Snowden or Steve Goodman, Medical.

Bonds offer a systematic way to save for unexpected emergencies and unplanned expenditures. U.S. Savings Bonds build a financial cushion and are an attractive investment. Take stock in America — Buy Bonds.



**Buy U.S.  
Savings Bonds**

## PWC Meets in Philly

Susan House of the Anchorage FSS is the new vice president of the Professional Women Controllers (PWC) and Mary Brown from the Aeronautical Center is the organization's new secretary. Both were elected this month at PWC's eight annual convention in Philadelphia.

The three-day meeting featured a workshop on stress management and other sessions aimed at professional and career enhancement. Speakers included Eastern Region Director Joe Del Balzo and the Technical Center's Deputy Director, Arlene Feldman.

## Hilde Mueller Retirement Celebration Slated

Hilde Mueller of the regional Maintenance Operations Branch is calling it quits. A luncheon is scheduled to celebrate her retirement, and will be held on June 5, 11:30 a.m., at La Fiesta, 11855 South Hawthorne Blvd., Hawthorne, Calif. The menu will include seven hot entrees, two salads and fruit. Cost is \$6 per person, including gift, tax and tip.

For further information or reservations, contact Jarilyn Newman at 213/297-1563.

## Weithoner Testifies on Drug Use

FAA expects to begin routine drug testing of agency controllers, pilots, and others with safety-related jobs by the end of the year. Associate Administrator for Human Resource Management Charles "Gene" Weithoner told Congress on May 7 that the testing would take place during the employees' annual medical examinations.

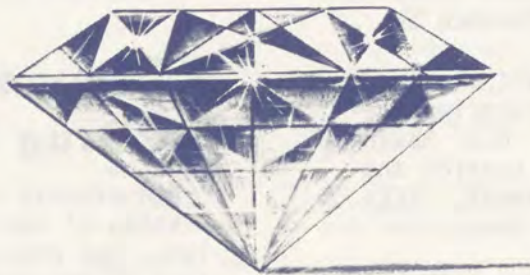
"The agency's medical staff is in the process of evaluating the qualifications of several laboratories which are competing to perform such drug screening on behalf of the FAA, and we hope to have this program in place this fall," Weithoner testified.

But Weithoner said there is "no reason to believe that illegal drug use is widespread within the agency, and, in fact, we are convinced it is not. Still, we believe that we have a special obligation because of our safety role to absolutely prohibit the use of illegal drugs by our safety employees whether such drug use is during off-duty hours or not."

Weithoner said that at the present time the agency has no plans for testing non-FAA employees in the aviation field, adding "although that issue is one we must continue to assess."



**HEALTHY**



**WEALTHY**



**AND WISE**

**BUY BONDS!**

**Contact Your Western-Pacific**

**Regional Coordinator for Details.**