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# Western-Pacific Intercom



## FAA FLIGHT SIMULATOR

## Cover Story

Richard Reed (right), Principal Avionics Inspector, Van Nuys Flight Standards District Office, recently completed the new Digital Avionics Training Course conducted for the FAA by the Boeing Commercial Airplane Company.

Morrell Furman (center), Boeing instructor, is shown reviewing cockpit instruments with Kenneth Higbee, FAA Eastern Region, in the 757 and 767 maintenance simulators.

Reed joined the FAA in 1969 as a Flight Inspector and worked in the Denver and Los Angeles areas for six years. For the next six years he worked for Airway Facilities.

Prior to coming to the FAA, Reed worked for the Department of Defense in Sacramento at the Ground Electronic Engineering Installation. Reed and his wife Grace live in the Valley and have a daughter Jeannie attending California State University in Northridge. He has been with the Van Nuys Flight Standards District Office for three years.

The course is designed to provide FAA Safety Inspectors an in-depth understanding of digital avionics applications in modern aircraft. Practical training is emphasized throughout the course with about 30 percent of available time spent in hands-on training activity.

Boeing was awarded a contract in March 1985 to develop and conduct a series of five-week courses for FAA Avionics Safety Inspectors. (Cover Photo and story material provided by Airliner Magazine).



## Employees, Union Roles Vital to 1986 Survey

The 1986 Employee survey will be distributed to each FAA employee at the beginning of June through the regular internal mail system at their worksites.

Administrator Engen has encouraged employees to participate, pointing out that, "This is your opportunity to influence the goals and direction the FAA will take in human resource management and in accomplishing its mission."

"After two years of work in trying to develop a better work environment and more effective human resource management, it's time to evaluate our progress and see how far we still need to go."

Associate Administrator for Human Resource Management Charles "Gene" Weithoner said he would like to see this year's participation increase from the level of 54 percent in 1984 to 75 percent or more. To this end, the FAA has actively sought the support of those unions that are the exclusive representatives of FAA employee groups. Both the National Association of Air Traffic Specialists (NAATS) and the Professional Airways Systems Specialists (PASS) have endorsed the participation of their bargaining unit members in the survey. Many of the local unions representing other smaller groups of FAA employees also have expressed their support for participation in the survey by employees in their bargaining units.

All employees will have the opportunity, if they wish, to take work time and complete the survey.

### Western-Pacific

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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material and  
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# San Diego FSS Ground Breaking

Ground breaking ceremonies for the new San Diego Flight Service Station were recently held at Montgomery Airport. Acting Mayor of San Diego Ed Struiksma attended the ceremony and welcomed the new facility to Montgomery. The Mayor expressed happiness that Montgomery Field -- a growing, progressive airport -- is the site of a new Automated Flight Service Station. Mayor Struiksma was introduced by Airport Manager Jerry Groomes who also welcomed the facility and its people to Montgomery.

Charlie Aalfs, representing Regional Director Mac McClure, saying, "The people of this facility are those who will continue to provide excellent services, and I know the excellent staff here in San Diego will do just that."

Regional Contracting Officer Joan Zubarik was presented a Letter of Appreciation from the people of San Diego FSS by Air Traffic Manager Stan Stanicek, which stated in part, "We greatly appreciate the many hours of dedicated work you put forth on our Automated Flight Service Station project. We know there were many obstacles along the way from sources both within and outside the Agency. You handled each of these situations in an excellent manner. We owe you a debt of gratitude. Thank you for a job well done!"

The FAA expects to occupy the building during mid-July 1986. Scheduled commissioning is mid-April 1987.

*PHOTOS: Top--Mayor Struiksma, third from right, turns the first shovel of dirt at the site of the upcoming San Diego FSS. Assisting in the ground breaking ceremonies are, from left, National Association of Air Traffic Specialists Representative Johnny Grayson, Traffic Management Branch Manager Charlie Aalfs, San Diego Flight Service Station Manager, E. "Stan" Stanicek, Contractor Jim Routh and Airport Manager Jerry Groomes.*

*Center--The ceremony attracted on-lookers from San Diego FSS, local air traffic facilities, user groups and the community. Below--Joan Zubarik receives a Letter of Appreciation from Stan Stanicek.*



## The News In Brief



### Paul A. Gibson

FAA's FY 1986 \$80 million supplemental budget request is halfway to final passage in the Congress. On May 8, the House approved the "catch-all" supplemental spending bill that includes the agency's request. The Senate Appropriations Committee mark-up of the total supplemental spending bill occurred on May 15 and is expected to be debated on the floor before the full Senate shortly.

A good indicator of FAA's heightened emphasis on surveillance and enforcement activities is the fact that it has initiated certificate action against 81 air carriers since Dec. 1984. The agency began proceedings to suspend or revoke 62 airline operating certificates during 1985 and added another 19 certificate actions through April 1986. In the month of April alone, it initiated seven actions, including two against Part 121 (large aircraft) operators.

FAA received a birthday card of sorts recently from the Aerospace Medical Association in connection with the fiftieth anniversary of the government's role in air traffic control. A resolution from the Washington, D.C.-based group was sent to Secretary Dole conveying "respect and gratitude to the pioneers of the technology of air traffic control as well as to air traffic controllers and maintenance personnel, past and present."



We are saddened to report the death of Paul A. Gibson on March 11. Paul was a retired Aerospace Engineer of the Aircraft Modification Staff in the Western-Pacific Regional Aircraft Engineering Division.

Paul was truly an aviation pioneer, excelling in the "Golden Era" of Aviation, which spanned the time frame from "Jennys to Jets." This modest and unassuming gentleman, with a terrific sense of humor, has touched and enriched the lives of many people in aviation. He was respected and admired by the aviation community for his attitude, his common sense, his willingness to provide help and assistance, and his practical no-nonsense approach to handling problems and projects.

His flying career spanned over a period of some 50 years. He has flown many aircraft including the De Havilland mail plane, the keystone Bomber, most general aviation aircraft, Douglas DC-3s and 4s, a number of restricted category ex-military aircraft, the DC-9 and helicopters. Paul was the father of the Supplemental Type Certificate (STC) program.

Paul leaves his wife Rita; son Johnny, a master Sergeant in the U.S. Air Force; daughter Kathy, a graduate chemical engineer and a business consultant; son Bob ("Hoot"), Commander U.S. Navy, an astronaut; son Don, a mechanical engineer; daughter Pat, a purchasing agent for the Grace Company; son Richard, a recording artist, and eight grandchildren.

Sincere condolences are extended to Paul's family.



**Top left:** Deputy Director Keith Potts briefs attendees at the Women's Transportation Seminar on career opportunities in the FAA.

**Top right:** Bill Withycombe, Assistant Manager, Flight Standards Division, tells the "Flight Standards Story."

**Middle:** From left--Fran Vandiver, Air Traffic Control Specialist from LAX TRACON (who kept listeners spellbound with her excellent presentation); Jacque Smith, Manager of Financial and Management Resources Division (AWP-40); Barbara Abels, Manager, Public Affairs Staff (AWP-5); and Rose Marino, Chairperson of the Regional Federal Women's Program Committee.



**Below:** Cathy Trujeque, Civil Rights Staff, Regional Federal Women's Program Director.

## Watch Your Pay

There has been some confusion as to what constitutes a waivable overpayment of pay. For example, some employees are under the misconception that an erroneous overpayment of pay may be waived simply if it was caused by an administrative error through no fault of their own, without other considerations. FAA Order 2770.2D, implements standards for collection and waiver of claims for erroneous payments of pay and allowances. Generally, depending on the facts existing in each particular case, an overpayment may be waived if it is found that the erroneous payment of pay occurred through administrative error and there is no indication of fraud, misrepresentation, fault or lack of good faith on the part of the employee or any other person having an interest in obtaining a waiver of the claim. However, it is important to remember that the General Accounting Office (GAO) places a heavy responsibility on the employee to assure that he/she is being paid correctly. For example, below are some recent rulings/standards issued by the GAO:

1. Any significant unexplained increase in an employee's pay which would require a reasonable person to make inquiry concerning the correctness of his/her pay ordinarily would preclude a waiver when the employee fails to bring the matter to the attention of appropriate officials.

2. If the recipient of the overpayment is furnished with documentary records (Earnings and Leave Statements, SF-50s, etc.) and information which, if reviewed, would cause a reasonable person to be aware of or suspect the existence of error, but he/she fails to review such documents or otherwise fails to take or initiate corrective action, waiver request will generally be denied.

3. If an employee was aware or should have been aware of errors in pay resulting in overpayments, the employee cannot reasonably expect to retain such payments, but should expect the Government to seek recovery.

4. An employee is not without fault, when, by reason of his position, his responsibilities, his service longevity, his experience, or his prior participation in an activity, he/she is or should have been aware of an overpayment and should have taken corrective action.

5. Where an employee requested optional life insurance but the agency erroneously stopped deducting the premiums, request for waiver of overpayment was denied since the employee continued to be covered by the optional insurance and was not free from fault in failing to examine leave and earnings statements which would have put him on notice of the error.

6. GAO states they have generally held that government employees must be charged with at least some knowledge of the facts of the Federal pay structure, including the statutory waiting periods between within-grade increases. Standard Forms 50 are issued to employees to enable them to verify their pay, and we have consistently held that employees so situated have a duty to notice and report any errors or suspicions. Failure to do so places upon the employee the onus of at least partial fault in the matter.

7. Financial hardship, alone, resulting from collection cannot form the basis for the waiver of a claim.

Watch your pay closely and report any errors you believe may have occurred to the appropriate officials.

## News From Paso Robles

San Luis Obispo County Airport recently held "Airport Day 1986." A temporary tower was requested through Paso Robles Flight Service Station (FSS). Santa Maria Tower Manager John Covey provided planning, as well as two controllers--Ronald Braden and Bruce Barrett who provided excellent air traffic services. Paso Robles FSS Manager Rod Stahl was on hand to show the film "The FAA Story." About 5,000 people turned out for the six-hour program, which included static displays, aerobatics by Darrell Radford and his Christen Eagle II, several parachute drops, radio-controlled aircraft and a fly-by of two F-4's. The first pass of the F-4's was low and slow, but on the second pass, they went to afterburners at mid-field. This got everyone's attention!

If you are looking for air shows, Paso Robles Airport will be host to the Popular Rotorcraft Association International Fly-in on June 12 - 15; Ryan PT-22 Fly-in on the same weekend; the IAC San Francisco Chapter 38 competition June 19 = 22, and the annual Paso Robles Air Show on September 7.

## Top Facilities Named

The winners of the 1985 air traffic "Facility of the Year" awards are: Minneapolis Air Route Traffic Control Center; Houston Tower (radar); Long Island Tower (nonradar); and Dayton Automated Flight Service Station (FSS).

The Minneapolis Center broke all facility traffic records last year but still cut operational errors by more than 50 percent below the 1984 figure.

The center's human resource management team also developed computer programs that have been passed on to Washington for national implementation. Included are programs for personnel management and control of overtime. The Houston Tower provided IFR services for over 150 airports and handled 651,975 IFR services. The tower also was cited for its high morale resulting from the facility's management style.

At the Long Island Tower, formerly Islip-MacArthur, high morale was again a key factor in maintaining a record of zero operational errors during the year.

The Dayton FSS became an Automated Flight Service Station on Feb. 12, 1986, as a result of work accomplished during 1985. Besides being part of the first "family" of AFSSs to go operational with the Model One automation system, the Dayton station was the first air traffic facility to install the Type III Integrated Communications Switching System (ICSS).

These changes required well over 3,000 hours of instruction for station employees. Station manager Thomas Cummings credited his employees' positive attitude for his facility's success in making the changeovers successful.

All winners were specially congratulated when Associate Administrator Walter Luffsey made personal telephone calls to facility managers and their staffs shortly after the award winners were announced.

## Phoenix TRACON Awards

Robert Anderson and James Johnston of Phoenix TRACON recently earned Special Achievement Awards.

Congratulations, Robert and James!

## FAA Day at the Races

And they're off! It's time for FAA Day at the Races again. Civilair is sponsoring this annual outing to Hollywood Park on Friday, June 20 with post time at 2 p.m. Tickets are available at \$8.50 from Bob Kivitt and Linda Murray or through the Civilair Desk on the fourth floor in the Regional Office.

Seating will be in the "Pavillion of the Stars" section where admission is normally \$11. Enter through Gate four or five.

See you at the races! Hurry, seats are limited.



## Maintenance Operations Branch Awards

The Maintenance Operations Branch recently awarded Letters of Appreciation--To Andy Anderson, AWP-462, from AWP-420 and AWP-460, for his efforts in orchestrating the rearrangement of office space to accommodate additional staff--To Bob Warnke, AWP-463; Ron Riberal, Sacramento Airway Facilities Sector (AFS); and Larry Cramer, Lancaster AFS from APM-100 for their efforts in developing revised certification examinations for Mark 1B, ILS and the Second Generation VORTAC.--To Cliff Weinan, AWP-463, from Honolulu AFS for assisting Mt. Santa Rosa ARSR in obtaining a much-needed part. His action reduced an anticipated outage from 344 hours to 172 hours.--To Bob Bruns, AWP-466, for his outstanding job while assigned to AWP-422 on a 45-day detail.

Congratulations, all!

## Reno FSS Award

Carlton Maddox, Air Traffic Control Specialist at Reno Flight Service Station, has been awarded a Sustained Superior Performance Award. Carl has been cited for his performance during the period from February 1985 to February 1986.

Congratulations, Carl!

# FAA HOSTS WOMEN'S TRANSPORTATION SEMINAR



The Women's Transportation Seminar (WTS) recently held a meeting at the FAA hangar located at Los Angeles International Airport. The meeting was hosted by Louise Stiles, hangar manager, and Jacque Smith, Manager of Financial and Management Resources Division.

The members were presented with an overview of the different aspects of the FAA. The meeting concluded with a tour through Los Angeles TRACON.

WTS is comprised of people who are involved in any facet of transportation; this group is open to everyone in the FAA. For more information, contact Louise Stiles.

**Top:** Sign in please.

**Below:** Roy Robison, Assistant Manager, Los Angeles TRACON, addresses the group prior to taking them on a tour of the TRACON.

**Right:** Dick Muckle, Manager, Los Angeles Airway Facilities Sector, takes a moment to answer a question from the audience.



# HONORS FROM COAST TO COAST

Controllers Kevin Teare and Joseph Davies were recently honored by their peers at Coast TRACON. Both were presented plaques for their service as committee chairpersons.

Kevin Teare, the out-going chairperson of the Human Relations Committee, was commended for his outstanding efforts for the past year during which he led a facility attitude survey as a follow up to the Region's sponsored survey. He identified key issues and participated in the preparation of the action plan that resulted in the resolution of several identified problems.

Joseph Davies, Chairperson of the Facility Advisory Board, was commended for his service and dynamic leadership. His ability to pool input and his participation in planning were cited as key factors in the successful implementation of the Airport Radar Service Area (ARSA) at MCAS El Toro on January 16, 1986.

The presentations were made by new Human Relations Committee Chairperson Arthur Smith, with all levels of facility personnel in attendance.

Congratulations, Kevin and Joseph!

Photos: Top--Joseph Davies, left, receives recognition for his leadership as Chairperson of the Facility Advisory Board. HRC Chairperson Arthur Smith makes the presentation.

Next--Joseph and Kevin proudly display the appreciation plaques awarded by fellow Coast TRACON FAAers.

Below: Kevin Teare, left, is honored by Arthur Smith for his outstanding performance as past Chairperson of the Human Relations Committee.

(Photos by Kelly Polen.)



## DOT Official Visits American Samoa

Mathew C. Scocozza, Assistant Secretary of Transportation for Policy and International Affairs, was recently in Samoa representing DOT. He also acted as the President's Official Representative, at the invitation of Governor A.P. Lutali, for the April 17 Flag Day Celebration of American Samoa. During his tour of the island, he took time out to stop at the Samoa Sector Field Office and Pago Pago Tower and chat with those on duty.

In addition to the Flag Day festivities, Mr. Scocozza was treated to a traditional Usu (welcoming) ceremony by the Chiefs of the village of Tau. Those accompanying him at Tau in the Manu'a Island chain were American Samoa Government representatives, Department of Interior officials, U.S. Coast Guard from Honolulu and FAA's Resident Director and Sector Field Office Manager in American Samoa Dean Dowell.

## Russ Anderson Retirement Dinner Slated

Russell Anderson--Electronic Technician at Paso Robles Radar Site--has announced his retirement. Russ began his career with the FAA in July 1958 as a Radar Technician at Los Angeles Airway Facilities Sector; two years later he was promoted to a radar supervisory position. He remained a Radar Unit Supervisor at Los Angeles AFS until December 1979, when he transferred to the Paso Robles Radar Field Office. Russ has worked as a Radar Technician for the past five and one-half years.

A retirement dinner to honor Russ is scheduled for June 29 at the world famous Madonna Inn on Highway 101 in San Luis Obispo, Calif. Cocktails will begin at 6 p.m.; dinner will be roast beef served at 7 p.m. The cost is \$15 including tax and gratuity.

Please make checks payable to Pat Tribbett, P.O. Box BD, Atascadero, Calif. 93423. For further information, call 805/438-5877.



## Civilair News

Anyone who has suggestions or comments for Civilair should contact their Civilair representative. They are: Elly Brekke, AWP-1 through 9; Todd Pearson, AWP-10; Mildred Ramos, AWP-40; Evelyn Carles, AWP-40; Linda Murray, AWP-50; Al Toll, AWP-200; Garred Sexton, AWP-300; Herman Dohman, AWP-400; Bob Kivitt, AWP-400; Denise Valle, AWP-500; Bob Bloom, AWP-600; Sharon Kennedy, ANM-170W; LaJuene Coffman, Hawthorne FSS; Mardy Franks, Los Angeles CASFO and Verna King, Los Angeles Airway Facilities Sector.

June 21 and 22 have been set aside as FAA Fundays at Knott's Berry Farm. At a savings of \$5.20, tickets are available for only \$8.75 per person (children under two years old are

free). The unlimited use ticket entitles the holder to visit the park on either day beginning at 10 a.m. Knott's Family Fun includes unlimited use of all park attractions (except Pan for Gold and Arcade Games), Camp Snoopy, shopping, dining, fireworks, dancing, wild west stunt shows, live entertainment, plus the all-new Dolphin and Sea Lion Show and Snoopy on Ice.

For tickets and information, contact Jane Presba at the Civilair Desk located in the Regional Office on the fourth floor, or see your Civilair representative. Tickets will not be on sale at Knott's.

Join in the family fun - See you there!



# BE AWARE OF CIVILAIR!

## Daggett FSS Happenings



## FSS Specialists Recover Stolen Aircraft

by Charles Burge  
Area Supervisor, Daggett FSS

Daggett FSS has experienced quite a turnover of personnel during the past six months. Controller Chuck Stewart departed for Ontario FSS and was replaced by Chuck Burge, arriving from Ontario FSS. Jim Kelley left for Ontario FSS and Bob Hansen moved on for an automation specialist job at Palmdale. New people to replace the outgoing Daggett members are Dave Serna, from Ontario FSS and Ken Snider, from Oakland FSS. The only employee left from "the old days" is Gwen Lebrun.

Ken Snider was recently awarded his FAA three-year pin. Daggett FSS presented AF Technician Peggy Miller a Letter of Appreciation for her excellent work during the changeover from teletype to computer access to Service B.

In July and August, Daggett Airport will once again be host to "Gallant Eagle," a military training exercise. Daggett FSS and the airport will be a beehive of activity during that period.

The U.S. Army National Training Center at Fort Irwin recently presented Daggett FSS with a Certificate of Appreciation for "exceptional service to the National Training Center and the United States Army." The certificate, signed by Brigadier General E.S. Leland, Jr., cited Daggett FSS for providing "inbound and outbound aircraft flight information and assisting the National Training Center in accomplishing key and significant portions of its aviation mission," and for "responding promptly, courteously, and professionally to all our requests and being particularly sensitive to our needs and requirements." Outgoing Daggett Area Supervisor, Chuck Stewart, accepted the certificate on behalf of everyone who has worked at Daggett FSS since June 14, 1984.

Finding one stolen aircraft is rare; but finding two, on the same day and on the same airport ramp, must be extremely rare. But, that is what Dave Serna and Ken Snider of the Daggett Flight Service Station (FSS) did recently. The real longshot, however, was the timing of their discovery.

"Ken and I were talking about how difficult it is to keep up with which aircraft are on the 'stolen aircraft list'," Dave Serna said. "During that same conversation I was looking at the bulletin board, which contained a couple of stolen aircraft notices," he continued. "I stopped talking in mid sentence because what I saw was a call sign I had seen on the ramp at Daggett just a few minutes before." Dave had recognized the call sign from his observing aircraft on the ramp earlier that day. He called the Fixed Base Operator (FBO) to check the aircraft and verify the call sign, which turned out to be the very same one on the stolen aircraft list.

"Dave and I immediately got the full list of stolen aircraft out," Ken Snider added, "and during the subsequent search of that list we found a second stolen aircraft we recognized!" Again, through coordination with the FBO, confirmation of the second aircraft followed.

Dave and Ken immediately notified the proper authorities, and the recovery of the two valuable pieces of property was well on its way.

Dave and Ken, who themselves are general aviation pilots, received a great deal of personal satisfaction from helping to recover someone's lost property. They both feel they will be more aware of aircraft on the stolen aircraft list in the future. We'll finish this with just a word of warning. If you're flying a stolen aircraft, don't park it at Daggett!

## Retirees'

### Corner



Letters, we get letters! It's always good to hear from the retired segment of our FAA family. Here's one from Gloria Lonning who writes from Sequim, Wash.:

"Hi, I do so enjoy the INTERCOM even though I recognize fewer and fewer faces and names.

"There's several FAA retirees living here in our little community of SunLand -- Bill Dalton for one, former Air Traffic Division Chief, Great Lakes. We have fun every now and then reminiscing."

Mary Wetmore recently dropped a line which says:

"I'm still enjoying the INTERCOM.

"I see some of the Burlingame Office retirees around Burlingame or San Mateo. I have been recuperating from a fall I had before Christmas which caused me much trouble with my back.

"Please remember me to anyone I know in the Regional Office = take care. Love, Mary."

A note arrived from Lee Johnston postmarked Palm Desert, Calif. Lee writes:

"Just a little note to let you know how much I enjoy INTERCOM. It keeps me in touch with FAA news, but best of all it lets me know what's happening with my good FAA friends.

"Retirement is just "swell"; I highly recommend it for everyone as soon as possible. The time goes by much too fast, every day is a joy.

"The desert is a lovely place to live; plenty hot in the summer, but air conditioning makes it OK.

"So keep the news coming, and take care. Love, Lee."

We enjoyed hearing from retiree Jack Feeney who writes: "Like most people, I'd like to save Uncle money, but I'd still like to get INTERCOM. I still have a current Airline Transport Pilot Certificate, and I was flying before CAA or FAA were thought of. I'm still interested in what you folks are doing.

"Bill Krieger and I go back to 1940. Frank Allen and I go back to 1941. Arvin Basnight and I have mutual respect for each other. I could write about so many of them -- I never say "old friends", I say "long time friends.

"I'm still here -- don't forget me. Thanks, Jack Feeney."

Thanks for taking a moment to advise how retirement life is going. Keep those letters coming.

## Winestompers to Stomp in September

The FAA Retiree Amateur Radio Net, known as the "Winestompers," will hold its annual "stomp" at the Carson Valley Inn in Minden, Nev., on Sept. 11 and 12. Featured are a banquet Friday night, side trips and resort activities. Everyone is invited to have fun with these active retirees. Reservations may be made with the Carson Valley Inn, P.O. Box 2560, Minden, NV 89423 (about 15 miles south of Carson City on US-395). RVs are welcome.

More information may be obtained from Roy Post, 2207 Sweetwater Trail, Cool, CA 95614 (916/885-8367) or any of the "Winestompers." Among those on the net are: George Harper, Woodburn, Ore.; Bill Cruse, Vashon, Wash.; Al Horning, Springfield, Ore.; Don Trackwell, Seattle, Wash.; Bill Good, Fallon, Nev.; Carl Bassler, Leucadia, Calif.; John Kemper, Torrance, Calif.; Ray Anderson, Reno, Nev.; Lorin DeMerritt, Sebastopol, Calif.; Merrill Griffith, Leucadia, Calif.; Hank Gabriel, Hillsboro, Ore.; Johnny Conrad, Seattle, Wash.; and Ross Johnson, Westminster, Calif. The "Winestompers" meet on the air on 40 Meters (7230kHz) each day at 0900/1600 PT. The non-profit, no-dues, no-organization was started in the 1960's by CAA Hams including Jerry Whittaker, Bill Cruse and Charlie Fuller. It got its name when several met at George Johnson's vineyard in Oregon to help him pick grapes. Not many were picked, but the stomping, tasting and partying was so enjoyable, the name "Winestompers" seemed appropriate.

All are welcome to the net and the "stomps" hope to see you!

## INTERCOM Article Style Guide

As many of you know, preparation of INTERCOM on a weekly basis is an enormous undertaking involving many, many hours of gathering material you send to us for consideration, editing that material, writing material ourselves, typing in final format, paste-up and layout....and thence to the print shop for final publication. Some of your submissions take a great deal more time than others and this delays your seeing them in print. YOU CAN HELP US BY OBSERVING THESE FEW STYLE RULES.



First of all, however, let's explain a little bit what we mean by style. Style means different things to different people. To a figure skater, it has to do with the way he or she holds the body and positions the hands, arms, legs or feet as the various moves are executed. In fashion, it has to do with color, fabric and cut of the individual's apparel. Style is a "characteristic mode of expression" in the fine arts. It is also a pointed instrument for writing, drawing engraving (also called a stylus).

However, to those of us involved with writing material for publication, it represents a consistency of proper grammar, spelling and punctuation and, as such, it is of great importance -- especially if we want to see our material in print.

While there are some minor variations newspaper to newspaper, and magazine to magazine (and sometimes wide variations in style are found in books by different writers produced by different publishers) most publications follow the guidelines set forth in the Associated Press Stylebook. INTERCOM editors, of course, try to follow suit because we want our employee publication to continue to look professional and reflect favorably upon the Western-Pacific Region and the FAA as a whole.

YOU CAN HELP US A LOT by observing the following style guidelines in preparing INTERCOM submissions in the future. This especially will help cut down the many manhours of effort we must put in editing the copy you submit -- and will speed up your seeing your "masterpiece" in print:

- FIRST AND FOREMOST -- please type your material on plain bond, double space between lines, use only one side of the paper -- and spell correctly. Use first and last names, along with appropriate titles, and forget about middle initials.

--Continued on next page--

## More INTERCOM Style Guide

- One of our major problems is abbreviations and acronyms. The first time you use an acronym, spell out the word and put the acronym in parenthesis -- then you may use the acronym throughout the article. Example: Flight Standards District Office (FSDO)...Quality Assurance Training Specialist (QATS)...Airway Facilities Sector Field Office (AFSFO)...Los Angeles (LAX). BUT, please don't use ZLA when you really mean Los Angeles Center (an employee publication must be written for new as well as long-time employees). Use only well-known acronyms such as FAA, DOT, IBM, FCC, FBI, etc.

- Names of awards such as SAA's and QWIGs should be fully written out the first time (Special Achievement Award (SAA)) to avoid confusion.

- Never abbreviate words like association or organization.

- Never use the percent sign %. Always spell out percent.

- The word federal is capitalized only when it is part of a proper noun, such as Federal District Court -- never when it is a simple adjective such as in federal government.

- The two letter abbreviations for states will not be used unless in conjunction with a zip code. The abbreviations such as Calif., for California; Ariz. for Arizona; and Nev. for Nevada will be used. Hawaii, Alaska, Idaho, Iowa, Maine, Ohio, Texas and Utah NEVER are abbreviated. Also, when the name of a state is used alone, it always is spelled out -- never abbreviated.

- NUMBERS ONE THROUGH NINE should be spelled out as these are. Those from 10 upward should take the numeric form such as 49, 164, 1,200, etc.

- When using the possessive form of it, such as in "The office lost its electricity," the spelling is its - no apostrophe. When it is a contraction of "it is," use the apostrophe -- it's.

- USE YOUR DICTIONARY.

- USE GOOD TASTE. Please do not use "inside jokes" or gossip-type material. Remember that INTERCOM is distributed not just regionwide, but worldwide and frequently is read by other than FAA people. Be accurate and professional in your submissions. Still in doubt? Take a look at a weekly INTERCOM for format.

Just following these few simple rules will make your work more professional and more acceptable. It will also save the editors of INTERCOM a lot of needless work and insure that more of your material will be used.



50 Years of Air Traffic Control Excellence  
— A Standard for the World —

Back in 1978, FAA Retiree Dale Heister (former Los Angeles Flight Service Station Chief), lovingly and painstakingly put together a book entitled, "Airways" = End of Seat-Of-The-Pants Flying.

In the book's forward, Dale sums it up when he says:

"I am not a pilot, however, aeronautics has always been a favorite subject...so much so that I made it my career. My 29 years were spent in the Station 'option', and ranged from a five-men/women class E Station in Plymouth, Utah, to Chief for 11 years at the Los Angeles Flight Service Station which had a complement of 58 men/women. For many years it ranked Number One in the country in total workload activity.

"...Everyone who flies...for any reason, is indebted to many unsung designers, builders, and operators of the early Stations and Airways. These were the building blocks for today's sophisticated Air Traffic Control System, which serves as the model for the world.

"Perhaps I am the only one who really wanted to find out how it all began, and learn of the dedication and hardships accompanying the endeavors. If this is the case, so be it! When I began gathering materials in 1968, my ambition was to faithfully document the highlights of the developments. It may make for 'dry' reading, but be assured...it is factual!..."

This, then, is a book about airway beacons, radio ranges and the ever-present STATIONS. A personally autographed copy of this historic masterpiece is available on loan from the Public Affairs Office on a first-come, first-served basis, to honor the 50th Anniversary of Air Traffic Control. Contact Barbara Abels, AWP-5, ext. 1431, for further information.



50 Years of Air Traffic Control Excellence  
— A Standard for the World —

## Western-Pacific Region Aviation Essay Contest Winners



The third annual Aviation Education Essay Contest is now over. The FAA, in conjunction with the National Association of State Aviation Officials, the Air Traffic Control Association, National Aeronautic Association, the Aircraft Owners and Pilots Association and others, opened competition to students in grades 4 through 12 throughout the United States. Subject of this year's contest was: "Aviation in My Community," designed to encourage students to better understand airports and air transportation, their effects on people's lives and the career opportunities in aviation.

The **State Winners** are:

**Arizona** - Lawrence Ault, 5th grader, West Sedona Elementary School, Sedona; Tenna Crawford, 7th grader, Vulture Peak School, Wickenburg; and Jonathan Woodard, 12th grader, Tucson High School, Tucson.

**California** - Roberta Henneberg, 5th grader, George Washington Carver Academic School, San Francisco; Patty Monzon, 9th grader, Buchser Junior High School, Santa Clara; and Larissa Briscombe, Carlmont High School, Belmont.

**Guam** - Geoffrey Triplett, 6th grader, Saint John's School, Tumon Bay; and Geri Amparo, 10th grader, Sanchez High School, Tammuning.

**Hawaii** - Hue Cao, 6th grader, Waipahu Elementary School, Waipahu; Michelle Otake, 9th grader, Moanalua High School, Honolulu; and Mike Wetzell, 12th grader, Moanalua High School, Honolulu.

**Nevada** - Sean McManmon, 5th grader, George E. Harris Elementary School, Las Vegas.

Each state winner becomes eligible to become an FAA Regional winner who competes with other winners for the National prize of \$1,500 in the Senior division (10-12 grade); \$500 in the Junior division (7-9 grades); and \$500 in the Intermediate division (4-6 grades).

State and Regional winners receive trophies from the FAA, and other prizes and recognition vary from state to state but may include plaques, free airplane rides, introductory flight instructions, tours and other aviation-related prizes.

Watch INTERCOM for the **Regional Winners** and their winning essays.



PRESENTS

# FEDERAL AVIATION ADMINISTRATION

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**TICKETS NOT ON SALE AT KNOTT'S**

Those folks ordering by mail should send a self-addressed, stamped envelope to FAA Civilair; P.O. Box 92007 WWPC, Los Angeles, Ca 90009, Attn: Jane Presba. Include full payment for the quantity ordered.

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