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Administration**

Western-Pacific Intercom



A NEW DIVISION IS BORN

Cover Story

by Linda Klock
 Management Analyst
 Financial Management Resources
 Division

In line with other regions' creation of similar organizations, the Western-Pacific Region has combined Accounting, Budget and Management Systems Divisions into a single organization. As of March 30, 1986, the Financial and Management Resources Division (F&MRD), AWP-40, is officially recognized as the division where the budget, management analysis, accounting and ADP services and expertise are located. There are two staffs -- Budget and Systems Staff, AWP-41 and Management Analysis Staff, AWP-42; and two branches -- Information Resource Management Branch, AWP-43 and Accounting Branch, AWP-44.

The F&MR Division still provides the same high level of service to the region and the agency as its components have in the past; the contact points established over the years have not changed. Division Manager Jacqueline "Jacque" Smith, formerly Air Traffic Assistant Division Manager, is excited about the challenge she sees facing the Financial and Management Resources Division. With the "resources" represented by various internal groups--computers, fiscal controls, management information, accounting systems, budget allocations and analytical services--the division has been designed to perform as a smooth running machine.

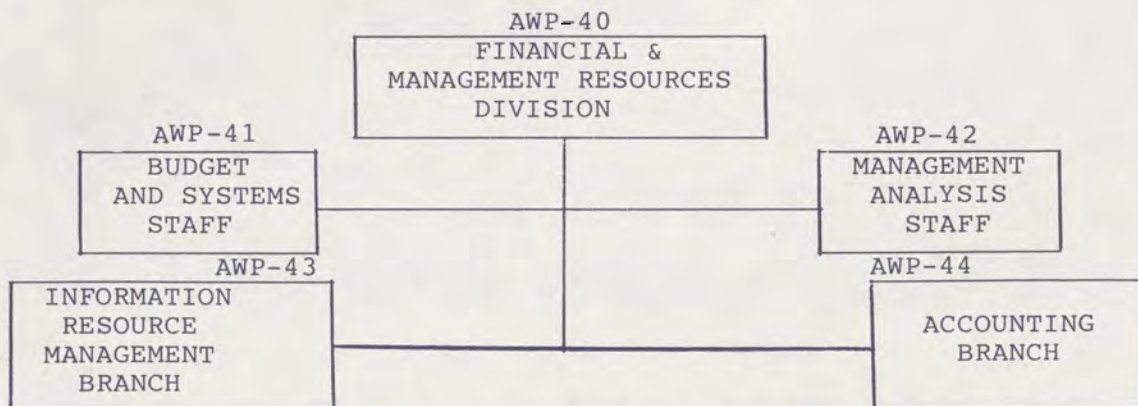
The different areas of expertise are easily identifiable and accessible by regional personnel; however, being unified within one organization gives Jacque the ability to integrate the efforts of the people on short notice and/or involve them in long-term projects. This will lend a flexibility to these "resources" that will have a positive impact on the Western-Pacific family and the rest of the FAA.

Photo: What's new? AWP-40 is! Pictured are some of the folks of the newly-organized Financial and Management Resources Division of the Western-Pacific Region. (Photo by Elly Brekke.)

Western-Pacific

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Meet
the
People
of
AWP
- 40



Top left: (from left) AWP-40 -- Evelyn Carles, Bea Mathewson, Barbara Heckrotte.

Top right: (from left) AWP-42 -- Sandy Monge, Evelyn Mosquera, Linda Birk, Linda Klock, Dan Mack.

Middle left: (from left) AWP-43 -- Mateel Johnson, Marilyn Ramsey, Andrew Wroblewski, Gerald Clarett, Anita Johnson.

Middle right: (from left) AWP-43 -- Chris Johnson, Mat Pespisa.

Bottom left: (from left) AWP-40 -- Delbert Hudson, Jim Wilson, Gene Huang, Rick Cambra.

Bottom right: (from left) AWP-43 -- Joyce Webb, Gary Newkam, Don Baca.



Top left: (from left) AWP-44 -- Marion Stevenson, Judy Shigemura, Lan Conghuyen, Daisy Hyatt, Tanya Shahid.

Top right: (from left) AWP-44 -- Alice Kimura, Sharon McIntosh, Regina Terrazas, Janie Harris, Shirley Ebbatt, Nelson-Phillips Brookshire.

Middle: (from left) AWP-44 -- Erika Clark, Mildred Ramos, Mike Johnson, Kim Gross, Ethel Jones, Tina Reddix.

Bottom left: AWP-40 -- Jacque Smith

Bottom right: AWP-40,-41,-44 -- Frank Cantrell, Shirley Rubera, Jennie Flinders, Ed Herrera.



Top left: (from left) AWP-41,-44 -- Ed Herrera, Belva Lindblad, Kathy Thompson, Dave Jensen, Frances Boutcher, Jim Nugent.

Top right: (from left) AWP-44 -- Tim Thornton, LaSundra Reed, Almetta Baker, Don Bonner, Jose Cardena, Kathy Warner, Bonnie Jacobs, Melanie Barnes.

Bottom left: (from left) AWP-44 -- Belva Lindblad, Angelita Victorio, Jim Nugent, Ruth Lubaus, Janet Douglass, Mary Donatelli, Bill Santos, Doug Melikan, Jim Abbott, Rick Marquez.

Bottom right: (from left) AWP-44 -- Betty Hashigami, Jack Mason, Lee Horlocher, Karen Rodriquez.

Unavailable for photos:

Clayton Chong, Ingrid Hasson, Susie Koga, Richard Feldman, Carl Carlson, Barbara Gillespie, Caleb Logan, Ruth Dennis, Nancy Ito, Ken Elsing, Jim Green, Gerald Murphy, Shirley Reed, Mike Peters, Marlene Wolgat, Bob Fitzpatrick, Jean Pearson, John Rivers, John Hawkins, Harold Thompson, Joe Edone.

Story by Linda Klock ** Photos by Sandy Monge **Layout by Kathy Thompson

The News In Brief



The Technical Center has awarded a letter-contract to Bendix Communications Corp. of Baltimore for a microwave landing system (MLS) that will be used to obtain flight test data for terminal instrument procedure criteria development. Scheduled to be delivered in September, the new MLS will replace the center's outdated Bendix "basic narrow" microwave system.

Despite all the publicity to the contrary, FAA security chief Billie Vincent told Congress recently that there is no "plastic," or "non-metal," handgun now on the market that "is not reasonably detectable by present technology and methods in use at our airports today, nor to my knowledge is anyone on the threshold of developing such a firearm." Vincent was referring particularly to the Austrian-made Glock 17, which is commonly billed as a "plastic" handgun although it's 80 percent metal by weight. However, in the May 15 testimony, Vincent said, "It is important that our research and development activities be pursued with a full appreciation of the possibility that firearms technology could at some point threaten to outstrip state-of-the-art technology" for detection equipment.

The National Air and Space Museum's (NASM) flying model of a prehistoric pterodactyl made an inauspicious public debut at the Andrews AFB Open House May 17, plunging 400 feet to the ground immediately after being released from its tow line. The computer-controlled, wing-flapping replica was decapitated on impact, ending a string of 21 perfect test flights and forcing the beast into what may be a second extinction. Disappointed dinosaur watchers will have to wait until June 20 for the premier of "On the Wing," the new NASM film that features the creature in better form.

Official congratulations to the agency on the 50th anniversary federal air traffic control continue to stream in. The city of Monterey, Calif., recently proclaimed July 6, the date of the 50th, Air Traffic Control Day.

FAA Is Standardizing Engen Tells Congress

FAA has made significant progress in standardizing its aviation inspection and surveillance programs, Administrator Engen told a Congressional aviation panel on May 22.

"My sense is that FAA has grown too 'decentralized' over the years," Engen said. "We have been and will continue issuing stronger policy guidance and directives from headquarters to better assure a national program rather than a number of regional ones."

Engen cited as one example of increased standardization the National Work Program, which details a surveillance program designed to create a more balanced inspection program nationwide. Engen also noted increased inspector staffing, improved hiring procedures, and enhanced training as other examples of recent improvements in the inspection program.



Eleanor Hilliard

Friends of Eleanor Hilliard will be saddened to learn of her death on May 2. Eleanor retired from the Regional Accounting Division in the early 1970's.

Condolences may be sent to Eleanor's daughter, Mrs. Bobby Wettencamp, c/o 676 North Towne Ave., Claremont, Calif. 91722.

Phoenix Employees' Picnic

Photos and story
by Norm Lavinder
Phoenix TRACON

The Federal Aviation Club of Arizona (FACA) recently held its annual picnic for all FAA employees and families at the La Pradera Park in Phoenix. FACA was organized four years ago to provide a way for all FAA's different divisions in the Phoenix area to meet and strengthen friendships. With the annual family picnics and holiday dinners, this goal continues to be met.

Photos: (from top down):

Top--Four sky divers from the Wild-horse West Parachute Club dropped in. Sherri Balver, guest, and Monica Weber, controller from Scottsdale Tower, served as ground crew (left). Waiting for the landing are--from left--retired Phoenix Tower supervisor Lew Carrifee and his wife Gaye; Melissa McLemore; Falcon Tower controller Bill McSpadden with baby Ben on his back; Rose Marie Magnan, Airway Facilities Sector (AFS) Imprest Cashier; guest Curtis Clark; Christine Kandizora, Flight Standards District Office (FSDO-7) and Barbara Zvonek, Phoenix Airway Facilities Sector Field Office.

Next--Mike Weber, controller at Phoenix TRACON, was the first sky diver to land, and he quickly divested himself of the gear.

Next--Just one step away from landing is Mike Hildebrand.

Next--Airway Facilities Sector Manager Riley Porter, Electronics Technician George Gould and Archie's mother-in-law Jill Curtis give careful attention to Airway Facilities Sector Assistant Manager Archie Millhollon as he describes how to play the ball game, "Over the Line."

Bottom--Sheila Millhollon; Al Boisvert, Radar Sector Field Office; Rex Gould and his father George, Phoenix Airway Facilities Sector Field Office pay close attention as Jill Curtis demonstrates the proper batting position for Archie Millhollon. Jill's tiny size belied her batting ability - she got a hit every time she came to bat.



REGIONAL ESSAY CONTEST WINNERS



In addition to winning state honors, (detailed in a recent INTERCOM issue) the **Western-Pacific Region winners** of the third annual Aviation Education Essay Contest are:

Lawrence Ault = Elementary

Michelle Otake - Junior

Johathan Woodard = Senior.

Special thanks go to the following individuals who volunteered their time and effort to be judges for the regional winners:

Audrey Schutte - National Transportation Safety Board Accident Investigator and member of the San Fernando Valley Chapter of the Ninety-Nines, Inc. (the international organization of women pilots).

Lee Nichols - Los Angeles Department of Airports Public Relations Office, editor of the Department's newsletter and former teacher.

Frank Burnham - West Coast Editor of Airport Services Management Magazine and author of the FAA book, *Cleared to Land*.

We thought INTERCOM readers would be interested in exactly what these young people wrote as their winning essays. Here they are:



Aviation In My Community

By Lawrence Ault, 5th grade
West Sedona Elementary
Sedona, Arizona

The airport in my community has a great effect on the residents of Sedona. The airport has grown from the year 1967, when it had only four planes, to now in 1986, when it has about 90 planes. About 100 planes a day go in and out of the Sedona Airport, and even more on weekends.

The size of the airport is adequate enough and will be for years to come. The runway now covers the entire length of the mesa. Therefore, the runway cannot be made longer for larger planes. Jack Seeley, owner of Sedona Air said, "By the year 2000, a larger airport will probably be constructed somewhere in the Verde Valley." This future airport would be able to land jets that carry 100 to 300 passengers.

Sedona is very fortunate to have two schools for training pilots. One is operated by Jack Seeley and the other by Bob Jackson. It costs about \$3,000 to get a pilot's license. In interviewing, Jackson and Seeley both said that they really enjoy flying. According to Mr. Seeley, competition in flying is with yourself to be as perfect as possible. Mr. Seeley said, "You make a perfect landing every once in a while, and that's a thrill!"

The Sedona Airport also provides help to the community in emergencies. The airport is the headquarters for the Civil Air Patrol. The Civil Air Patrol is a part of the Air Force. Its main function is to find lost airplanes. Many searches have been organized from the airport to find lost planes in the Grand Canyon and elsewhere. Jack Seeley is not a member of the Civil Air Patrol, but as a veteran pilot, he has also

helped in other emergencies. For example, Seeley had to talk down a 78-year-old woman whose husband died of a cardiac arrest while at the controls of a plane. It's not just having an airport that is important. It's also having quality people to do the job.

One of the most important things that an airport can provide a community is medical help. Our airport provides ambulance work. We have planes to shuttle people from hospitals to their homes or to transfer them from Marcus J. Lawrence Hospital in Cottonwood to other hospitals such as the one in Prescott. If someone in Sedona is really ill, a small executive jet can land on our mesa to take the sick person to a large medical center. Planes from the Sedona Airport have been carried organs from hospitals around here to Tucson for transplants.

The airport in any community, and especially in Sedona, is also important for a variety of other reasons. First, there is tourism that airports support. Bob Jackson described our airport as "the frontdoor of Sedona," because so many tourists arrive in Sedona through the airport. Second, the airport in Sedona has a freight service. Every day planes leave the airport for Phoenix carrying banking and medical lab work. Third, an airport is important because it provides jobs. Some of those jobs are restaurant and motel workers, airplane mechanics, pilots, and office workers. Fourth and last, the airport provides recreation. The fun of being a pilot is that you can fly on a sunny day over the red rocks or the Grand Canyon. You can get in a plane and fly to Las Vegas or to California to go swimming and still be able to be back all in one day.

I am really glad that I live in a community with an airport. I would feel really cut off if our community didn't have one.

AVIATION EDUCATION ESSAY CONTEST WINNERS

Aviation In My Community

by Michelle Otake, 9th grade
Moanalua High School
Honolulu, HI

From the time the hot-air balloon was first flown all the way to the time the last Space Shuttle flight took off, we can see how aviation has a great influence on man. Since aviation has such a huge influence on just about everyone everywhere, I feel that it especially affected the way my community is today.

First of all, aviation has helped the farmers in my community in several ways. One way that it helps agriculture grow and become better is by having airplanes fly above the fields and spraying them in which the spray would try to kill off insects, rodents, and weeds that interfere with the growth of crops. Another way it helps is by having airplanes fly above the fields once again, and this time, instead of spraying crops, they would "seed" the fields, which is a much quicker and easier method than actually going into the fields and planting seeds with your own hands.

Second, aviation has helped conserve plants and animals that were once in danger. In order to help protect plants from being destroyed in a forest fire, an airplane or helicopter would fly over the forest and pour water onto the burning trees. Animals can also be conserved by aviation. For example, if some-kind-of animal is in need of help, whether it needs food or protection, then aid to the animal can arrive very, very fast by a helicopter or an airplane.

Third, aviation has helped save a great deal of lives in the past as well as at the present. If a person or even a huge group of people were in an unfortunate situation concerning their health and safety, help would be delivered by an airplane or helicopter, which is faster than any other means of transportation at the present. By delivering aid through airplanes and helicopters, the "patient" would have a greater chance of being rescued.

Fourth, because it is quite difficult to build railroads and highways between towns and cities resulting from surface conditions, my community depends heavily upon aviation for transportation. Since a lot of tourists come here from different ethnic groups, aviation helps my community economically.

Besides tourism, aviation also serves for military purposes in my community. Here, there are quite a few bases and posts which carry all sorts of aircraft, ranging from jets to helicopters and bombers to aircraft carriers.

Also, aviation has a great influence on the mail we receive and send out just about everyday. Now we can mail and receive things a lot faster if it has to be done in a hurry by airmail.

Another way aviation has affected my community is by the research that can be done in the air, in which more knowledge is gained. By gaining more knowledge, more developments can be made within my community for a better and safer place to live in. This means that over the past years, my community has been expanding (and still is) from aviation. Thus, aviation not only offers community expansion, but it also offers many careers in the future that will eventually lead to bigger and better technological advances.

In summary, aviation has greatly affected my community in many different ways. It influenced agriculture, conservation of plants and animals, saving lives, tourism, military purposes, mail, research, knowledge and city development. But of course this isn't the end of my list for my community because as time changes so does people and when that happens, so does our aviation technology.

Aviation In My Community

by Jonathan Woodard, 12th grade
Tucson High School
Tucson, Arizona

High Flight

On, I have slipped the surly bonds
of earth,
And danced the skies on laughter-
silvered wings;
Sunward I've climbed, and joined the
tumbling mirth,
Of sun-split clouds...and done a
hundred things,
You have not dreamed of...wheeled and
soared and swung,
High in the sunlit silence. Hov'ring
there,
I've chased the shouting wind along,
and flung,
My eager craft through footless halls
of air.
Up, up the long, delirious, burning
blue,
I've topped the windswept heights with
easy grace,
Where never lark, nor even eagle flew.
And, while with silent, lifting mind
I've trod,
The high untresspassed sanctity of
space,
Put out my hand, and touched the face
of God.

- John Gillespie Magee, Jr.

Since time began, it has been man's yearning to soar like a bird amongst the clouds. The above poem describes one man's fascination with flying, yet its poetic imagery could compel even the most grounded individual to want to fly. The dream of flying became somewhat of a reality with the invention of the

Regional Essay Winners Continued

first hot-air balloon. Man's greatest step to flight was taken with the Wright Brothers triumph at Kitty Hawk. Then, large scale improvements were made in aviation during the first and second world wars. Whereas today, such commercial aircraft as the Concorde can fly half-way around the world in a matter of hours. Aviation has even branched-off into Aerospace, the field responsible for the revolutionary-retrievable space shuttle, as well as dreaming up such futuristic vehicles as the intra-atmosphere rocket-planes. Nevertheless, all these advancements in aviation have affected people's lives, around the world, in many profound ways. At present, the two most significant contributions that the aviation and aerospace industry has made to the community of Tucson, Arizona are the addition of millions of dollars to Tucson's revenue and the tens of thousands of jobs available for Tucsonans.

A local newspaper headline asked recently which industry is "taking flight", so to speak, in Tucson. The article that followed told about, of course, how aviation constitutes nearly 18,000 jobs in Tucson, and that this field has shown, is showing, and will show for some time to come, marked growth increase, in "leaps and bounds". Also in the article, local analysts broke-down Tucson's various aircraft-related employers into the following groups, labelled: "municipal", "manufacturing", "high-tech", and "military". These groups each contribute to Tucson's "wealth" in varying ways and degrees, and make the aviation industry the potent force that it is in Tucson's economic community, today and for years to come.

Collectively, Tucson's seven largest aircraft/aerospace employers listed, "more than 17,400 people on their pay rolls last year". That's a comparatively large percentage of Pima County's 230,000 jobs." Under the "municipal" heading, approximately 700 people are employed between the Evergreen Air Center and the Tucson Airport Authority. The "nearly 400" employees at Evergreen do maintenance and repair on commercial aircraft; while, the "more than 300" of the Airport Authority are in charge of "overseeing the safe and smooth operation of a busy international airport." Both of the members of this "municipal" group do little for Tucson's revenue, but provide several hundred good jobs for the citizens of Tucson's community.

The industries which comprise the "manufacturing" and "high-tech" groups overlap somewhat in their work. Gates Learjet, AIResearch, and Hughes Aircraft corporations all generally deal with the same line of business, yet these are the companies that help make Tucson the rich economic community that it is. Gates Learjet moved to Tucson in the mid-1970's because they cited "two natural resources necessary for optimum efficiency in the aircraft industry". Those being people and climate. Recently, Gates almost left Tucson to consolidate its manufacturing at its base plant in Kansas; This startled the Tucson business community here. Yet, Gates reconsidered "based (at least) in part on the cold, hard facts that manufacturing efficiency is boosted by having a skilled and motivated work force, and that the aircraft business benefits by an



ideal dry climate which saves on everything from utility bills to sick-day losses." Gates Learjet currently employs "800" Tucson workers to build business and utility jets, and is part of Tucson's core-of businesses which create its "inviting economic climate." AIResearch come to Tucson "because it's a growth-oriented community interested in high technology." A division of the Garrett Corp., AIResearch epitomizes the growth potential available to take advantage of in Tucson. The company grew from "400-800" in 1985 (employees, that is) and is currently constructing a new "\$25 million plant" which would necessitate "1,200 people by next January and possibly 4,000 by mid 1990's." Without a doubt, things could not be much better for the company, its employees, or Tucson's economic community.

Hughes Aircraft, mentioned above, in addition to "manufacturing" and "high-tech" is also heavily involved in the "military" aspect of aviation in Tucson. Hughes, the largest private employer in Tucson with a payroll of "6,500 people", makes electronics hardware for the aerospace-defense industry. They deal heavily in government contracts for their electronic systems. This corporation is also part of that vital core, as

are AIResearch and Gates Learjet. In a different line of work, the "600" employees of the Air National Guard are "aircraft specialists ranging from pilots to line crews and support staff." The Guard is "military" in nature, yet its works serve like a "municipality" in that it provides several hundred jobs in aviation for Tucsonans. However, without a doubt, Davis-Monthan Air Force Base is the center of the aviation activities in the city of Tucson. With its "8,000 employees, usually classified as government workers," the base is a small, totally aviation-oriented community in itself. The people at DMAFB work with hundreds of different aircraft, as well as the aerospace defense systems of our country. Any Tucsonan can attest to the A-10's, F-14's, and many other airplanes that fly over the city daily; thus indicating that no one in the community here is left untouched in some way, shape, or form by aviation.

In all, air travel has thrilled many a person since history was first made at Kitty Hawk. The aviation industry, which surrounds and encompasses those thrilled with air travel, has also come along way. It has grown into a multi-million dollar business, capable of supporting a large portion of a city such as Tucson's economic stability. Yet, Tucson is by no means alone in being affected by aviation. Many aspects of human life, such as the arts, learning, food and recreation, but most importantly careers, have been changed or redefined by the achievements in aviation; furthermore this change is evident in nearly every corner of the globe. AVIATION has been, is, and will forever be carrying our world into the future.





International News

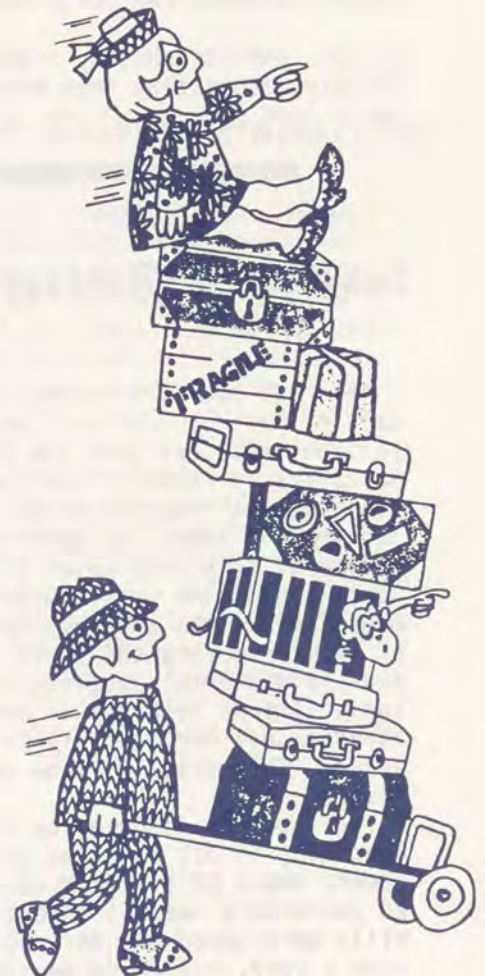
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EMERGENCY CARE ABROAD

Few of us travel with the thought of a medical crisis, but even the most experienced traveler can have an accident. Take a few minutes before departing and plan for the emergency. Following are a few things borrowed from a local travel club to keep in mind by FAAers when contemplating official or tourist travel abroad:

- Do you know if your medical insurance will cover you while abroad?
- Must you pay cash? Don't count on paying with a credit card.
- In Europe, public hospitals are usually teaching institutions affiliated with a university, while private hospitals tend to specialize in one type of medicine.
- Keep complete and accurate records of all services rendered so you can be reimbursed on your return.
- Take along claim forms and have the doctor you use fill them out and sign them. These can be given to your insurance company.
- Most airlines have rules about taking on people who are ill; often they are very strict. If you are covered by insurance, you can always fly home by emergency evacuation.
- If you have a physical condition that might require emergency care, wear a bracelet or medallion that has critical information on it and carry a wallet-size ID card which includes your health problems, medication taken, and your doctor's name and telephone number.
- A medical emergency is a time when you may want your own doctor the most. If it helps you, by all means call him — the reassurance may be invaluable.
- Take along a supply of your prescribed or other medication to last while you are in travel status as it may not be readily available in other countries or available only under a different foreign name.



The Sacramento Scene

Congratulations to Controller Robert LaBonte, Area Supervisor Atanacio Almendariz and Controller Richard Fazio from Marysville Flight Service Station (FSS). These folks participated in the rescue effort during flooding in the Marysville/ Yuba County area and earned Special Achievement Awards for this special act.

Sacramento FSS Controller Emmett Johnson recently received his 25-year service career pin. Congratulations, Emmett!

Photos: Top--From left, Robert LaBonte, Atanacio Almendariz and Richard Fazio proudly display FAA certificates.

Below: Emmett Johnson, right, receives 25-year recognition from area Supervisor Jerry Judd.



Jose Nava Retires

After 29 years, 6 months, and 29 days of Federal service, Joe Nava has retired. Joe has been one of the mainstays at Phoenix Tower since his reassignment from Fullerton Tower on January 16, 1966. In addition to his duties at this busy Level IV Tower, Joe has been the crew scheduler for many years. His thorough knowledge of his co-workers and their skills, and his masterful juggling of people and positions resulted in minimum overtime use particularly in recent years. This skill will be sorely missed.

The facility honored Joe with a luncheon, an oil painting of the Tower, and a \$5 bill for each of the 20 years he's been at Phoenix. The bills were taped end to end, labeled with a year, rolled in neatly wrapped box, and accompanied by this poem.



From sixty-six to eighty-six
How the years go flying by!
The memories are a jumbled mix =
Some with a laugh, some a sigh.

Joe, wonder how many times you
Have walked the steps to the cab?
Or how many times the key you
Punched so the pilots could blab?

How many times was "roger" said?
Or initials "RN" spoke?
How many times your face red
As you coughed on cigarette smoke?

Wish we could give a dollar bill
For every "X" on the chart.
Those RDOs took some skill =
Scheduling's truly an art!

This gift will have to suffice
Because we've run out of bull.
Congratulations. It's been nice
To know you, Joe; now just P U L L!

Your Survey Answers Help All

With the 1986 Employee Survey forms now scheduled to be mailed June 6, Administrator Engen once again is encouraging every employee to participate. "We want each member of the FAA family to understand just what the survey responses do for the agency and for the people who work here," he said.

Specifically, the Administrator noted that the survey will provide a direct, unfiltered view of how employees feel about working for FAA and how they see FAA working for them. The responses will tell management what works, what's been accomplished and what still needs to be done. "Deputy Administrator Jones and I specifically requested some additional items for this year's survey," the Administrator continued. "We're

looking for some firm data from agency people in several new areas. This information will lead to actions directed toward improvement and excellence in the work environment." Local, regional and national action planning activity and follow-up personal interviews held locally with employees are part of this process.

Engen emphasized that the survey gives employees an opportunity to "communicate directly with all levels of management" and allows them to "participate in decisions that improve their own work environment. But participation in this process requires that employees first take the time during their work day to fill out the survey form with thoughtful, accurate responses," he said, "and to send it in."

More ARSAs

The number of Airport Radar Service Areas (ARSA) will increase to 60 on June 5 when seven more sites are scheduled to go operational.

ARSAs eliminate the potentially dangerous mix of known and unknown traffic by requiring all pilots operating in the area to be in contact with the air traffic control. A typical ARSA extends upward to 4,000 feet with a radius of five miles from primary airport with an outer ring up to 1200 feet extending five to ten miles from the primary airport.

The seven new ARSA sites are: Albuquerque International; Davis Monthan AFB (AZ); Greater Cincinnati International; Indianapolis International; Phoenix Sky Harbor; Tucson International and Wichita Mid-Continent.

Ellett For Stiffer Penalties

FAA Chief Counsel E. Tazewell "Ted" Ellett has urged Congressional approval of proposed legislation to strengthen criminal sanctions for falsifying aviation records and increase the maximum civil penalty for violations of the Federal Aviation Regulations. Ellett told the House Judiciary Subcommittee on Criminal Justice that fraudulently kept records "tear at the fabric of the aviation safety infrastructure."

Increasing the maximum civil penalty per violation from \$1,000 to \$10,000 also is necessary, Ellett said, to keep operators from accepting a \$1,000 fine as a less costly alternative to canceling a flight filled with passengers. "A potential penalty of \$10,000 drastically changes the economics of such an illfounded decision," he noted.

Some Get Backpay

Some FAAers may be eligible for backpay under a recent decision by FAA's Office of Personnel and Technical Training. Affected are employees who were asked to decide between a temporary promotion or per diem, or those denied per diem while on temporary promotion. Claim forms and additional information

are available from servicing human resource management offices. Claims should be filed with the General Accounting Office (GAO), citing the specific circumstances of each situation. GAO's address is 441 G Street, NW, GGD Claims Group, Room 5047, Washington, DC 20548.

Retiree Luncheon Set

The semi-annual Retiree Luncheon will be held at 11:30 a.m. on July 28, at the Hacienda Hotel, 525 N. Sepulveda Blvd.

Please make your reservations by calling Arvin Basnight, 213/373-7007; Phil Guindon, 213/670-8124; Bob Frehse, 213/542-6839 or Lynn Hink 213/596-3520.

Golden Gate AFS News

Congratulations to Paul Terry and Larry Bowen who were recently presented 30-year career service emblems and to Lowell Wilcox, William Kimball, Arlie Lloyd and Roy Hiner who received their 25-year service career emblems.

Congratulations are also in order to Warren Moell who received a Letter of Appreciation from AAC-400 and AWP-400 for pinpointing an overpricing problem.

Letters of Appreciation were received from Palo Alto Tower to Nathan Lyau for his "can do" spirit and outstanding support; from Mel Haworth to Deloris Anderson for her efforts in this year's "Operation Cleanup"—A total value of \$144,675.30 in excess property was submitted; again from Golden Gate Sector Manager to Dave Vodden for the extra effort he gave on the installation and training of the Second Generation VOR environmental sensor modification; from Gene Cole, Nav/Com Sector Field Office Manager, to Rudy Horabuena, Daniel Dunton, Steve Urquhart, Romeo Primicias, Robert Leone, Robert Nelson, Leonard Mummert, John Nishimura and George Wong for the outstanding job accomplished on the Localizer cable replacement project.

The Crescent City Radar Sector Field Office recently provided a facility tour for 60 students and three adults from Crescent Elk School. Tour guides were P. Golden, W. Moell, R. Rodgers and R. Rugenstein.



VPP Open Season

This announces an open season for joining the Voluntary Pledge Plan (VPP). All full-time, non-temporary employees of the Western-Pacific Region (this includes TAPER appointments except temporary limited appointments) are eligible to join this non-profit employees' pledge plan. The open season began May 19 and will end August 30, 1986. There will be no extension on this time period.

Briefly, the plan works as follows: Each employee, upon joining the VPP, completes a membership card and pays a \$5 membership fee. (Checks should be made payable to the FAA Western Federal Credit Union.) The card and check are given to a group trustee for maintaining the records of the group and for forwarding to the VPP Board. When a member dies, a check in the amount of \$2,500 is immediately sent to the named designee. At the end of the repledge period, a second check for the balance of the fund is forwarded.

VPP members are informed of a member's death by way of a notice sent by the VPP Board to each group trustee at offices and facilities throughout the region. In addition to the notification of death, this notice states the period of time within which members must repledge \$5 if they desire to continue membership.

Ask your supervisor or group trustee for more details. If your facility does not have a trustee, one should be chosen. Notify the Board of the selection so necessary information can be sent. Members should cooperate with the trustee for mutual benefit.

In the event of a death, provide the trustee with repledge money promptly, certainly before the end of the repledge period. Those who do not will be dropped from the plan and may not be reinstated.

Further information is available from a group trustee, or from Board members, including VPP Chairman Bill Murray, AWP-10; Gayle Hodges, AWP-400a; Aleta Lee, AWP-50; James Mills, AWP-4 or James Holtscaw, Los Angeles Tower.

Government franked envelopes and FTS lines may not be used for VPP purposes.

50th ATC Anniversary Celebrations Scheduled

Celebration of the Anniversary of the 50 years of Air Traffic Control System has started into full-swing in the Western-Pacific Region. With the Public Affairs Office and the FAA Coordinators leading the way, various events and activities have been or are being held. Speakers have been before various groups around the region along with displays, participation in career days, tours of FAA facilities, displays and banners.

Due to budget reductions, some items have been cancelled or reduced in number; but the spirit and enthusiasm of the occasion remain. Banners have yet to arrive from FAA headquarters, but facilities such as Phoenix and Sacramento have put together their own items. Also, FAA people in Northern California and Hawaii have made their own celebration items. A pamphlet entitled "In These Hands" has been printed by the Region and is in the field for distribution.

The schedule for Open Houses is tentative at this time. Probably a contact to your local FAA facility is best to determine dates, times and any "special" requirements. Look for open houses in: Arizona--Tucson, June 29; the following points of contact will have information for areas specified: Prescott and Northern Arizona, Larry Bjork, 602/778-7810; Phoenix, Dick Miller, 602/261-4226; and Tucson, Patrick O'Sullivan, 602/629-6254. California--Los Angeles International Airport (Tower & TRACON), Santa Monica (Tower), Hawthorne (FSS & Tower), June 14; San Francisco, Oakland and Bay Area Facilities, June 14; Monterey (Tower), July 6; Sacramento and San Diego (not determined yet); Nevada--Reno (Tower), June 14; Las Vegas (Tower and TRACON), June 28; and Hawaii--Honolulu, June 14.



50 Years of ATC Excellence

Marvin Burrier Hangs Up His Headset

Friends of Marvin Burrier, Riverside Tower and the Inland Empire, are cordially invited to attend a retirement luncheon in his honor. The celebration will begin at 12:30 p.m. on Thursday, June 26 at Carlos O'Brians Restaurant, 3667 Riverside Plaza, Riverside, Calif.

Luncheon menu choices include Taco and Enchilada or Chicken Croissant or a Taco Burrito at \$8.25. Price includes tax, tip and gift. All interested persons, please contact J. Ashley at Riverside Tower by calling (714) 687-2114. Please RSVP by June 19.

Salute to Women Awards

The Federal Women's Program is instituting a Salute to Women Award to be presented on Women's Equality Day, August 26. Awards will be presented to approximately eight women in recognition of their outstanding achievements or contributions within the FAA and to the community.

Nominations will be accepted from supervisors, peers, subordinates or any other person having knowledge of a woman who meets the criteria.

For additional information or nomination forms contact Cathy Trujeque, AWP-9, 213/297-1443. Deadline for nomination is June 30.

FAAer Gets Birthday Call

When Administrator Engen called John Doster, Manager of the Allentown, PA, General Aviation District Office, recently to wish him a happy 70th birthday, Doster wasn't available. The 45-year FAA veteran was up flying, doing what he loves to do. However, after he landed, he talked with Engen and told him he would be glad to stick around FAA for another 45 years.

It was not unusual to find Doster flying. During his career he has accumulated 24,000 hours of accident-free flight time. As a FAA pilot, he has given over 7,500 check rides and nearly 1,700 pilots their jet ratings.



US Department
of Transportation
**Federal Aviation
Administration**



Burbank Tower/TRACON
4201 Empire Avenue
Burbank, California 91505

April 30, 1986

Ms. Joy Ann Morin
24848 Quigby Canyon Road
Newhall, CA 91321

Dear Ms. Morin:

Our Regional Public Affairs office has advised me that you have expressed a desire to receive aviation related material suitable for classroom use.

I would be very happy to provide such material to you. We have a variety of reading material, pamphlets, workbooks, etc. Some is geared to older children and adults, but we also have material which would be of interest to younger children.

Please let me know how I can be of assistance to you. I have enclosed my business card and, since I am your neighbor in Valencia, I have included my home phone number. Please call me at my home if it is more convenient for you.

Sincerely,

Gerald C. Walton
Air Traffic Manager

Enclosure

cc: AWP=5

Editor's Note: Hats off to Gerry Walton for an excellent response to a teacher interested in receiving FAA materials for her classroom. This is the kind of letter that we in Public Affairs feel good about sending to the public.

(In addition to being manager of the Burbank Tower/TRACON, Gerry serves as FAA Coordinator for the San Fernando Valley area.)

AVIATION EDUCATION