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Western-Pacific Intercom



DOT HEROISM AWARDS

Cover Story

by Russell Park

As the crowd applauded, Flight Attendants Sally Nelson and Vonnie Voet worked their way to the presentation area amidst the glare of the television lights and the flashbulbs blinking. The scene, right out of a Hollywood movie, was in the lobby of the FAA/Federal Building of the Western-Pacific Region where FAAers and friends had gathered to participate in the Department of Transportation/FAA Act of Heroism Award ceremony for the two young flight attendants. Also on hand, to make the presentation for the FAA Administrator was Regional Director Mac McClure, along with officials of Air Resorts, Continental and Northwest Airlines.

Sally Nelson (now a Flight Attendant with Northwest Airlines in Seattle, Wash.) and Vonnie Voet (now a Flight Attendant with Continental Airlines in Honolulu, Hawaii) were flight attendants for Air Resort Airlines on December 16, 1984, assigned to Flight 953 departing Birmingham, Ala., when shortly after takeoff, a power loss and fire occurred in the right engine. The aircraft subsequently crashed and burned at Jasper, Ala.

The awards read: "The actions of Ms. Voet and Ms. Nelson in preparing their passengers for the emergency landing, and then directing the evacuation rapidly and efficiently did, without question avoid a potential disaster and loss of life." The details of the acts were: On December 16, 1984, at about 12:20 pm, CDT, Air Resorts Airlines Flight 953, a Convair 440, N44828 departed Birmingham, Alabama. On board, in addition to the crew, was the East Tennessee State University basketball team enroute to a game at Oxford, Mississippi.

Ms. Sally Nelson, age 22, had just completed her ground training as a flight attendant with the airline, and was receiving operating experience under the supervision of Ms. Vonnie Voet, age 23. Shortly after takeoff the flight attendants noticed smoke and oil coming from the right engine. Ms. Nelson began putting away loose articles while Ms. Voet checked with the flight deck crew, who advised the flight attendants to prepare the passengers for an emergency landing.

They quickly instructed their passengers to fasten seat belts, and to grab their ankles. Both flight attendants then stationed themselves near the rear service door/emergency exit, and repeated the instructions to the passengers.

After the impact, when the aircraft had come to a stop, Ms. Voet opened the rear service exit. When the emergency slide did not inflate, she called for the passengers to "follow me," jumped to the ground, and assisted and directed the evacuation.

Ms. Nelson remained in the cabin and went forward to assist the passengers. She observed one passenger attempting to open a right over-wing escape window (directly into the fire) and directed him to the left side emergency exits. Ms. Nelson had to climb over passenger seats, baggage and other debris that had fallen into the cabin aisle, and stop some passengers from gathering up their belongings before leaving the aircraft. She made her way to the cockpit, and when she was assured that the flight crew had safely exited, she returned once again down the cabin aisle to ensure that all of the passengers had escaped. Ms. Nelson was the last person to escape from the burning aircraft, exiting through the left rear service door. She then ran to the gathering of passengers where she and Ms. Voet reassured them, checked for injuries and tried to calm them.

Twelve passengers received minor cuts and bruises. One passenger suffered a crack to his right ankle. There were no fatalities or serious injuries.

Ms. Nelson received an award for Extraordinary Service, and Ms. Voet an award for Distinguished Service.

The scene took on a more real look as Mac read the awards. As the ceremony concluded, a line formed in front of the recipients as each person spoke words of gratitude and congratulations.

Cover photo: Regional Director Mac McClure (right) proudly poses with Flight Attendants Sally Nelson and Vonnie Voet along with officials of Air Resort Airlines. Second from left is John Hull, manager of the FAA's Flight Standards District Office at San Diego.

Cover photo by Elly Brekke.

FAA HONORS HEROINES



Top right: Flight Attendants Vonnie Voet, left, and Sally Nelson, right, stand before assembled crowd while Regional Director Mac McClure reads details of the "Acts of Heroism".

Middle left: Vonnie Voet receives official congratulations from Director McClure.

Middle right: Director McClure pins official medal on Sally Nelson.

Bottom left: Part of the reception line is shown in lobby ceremony. (Photos by Elly Brekke).

CROWD ATTENDS CEREMONY



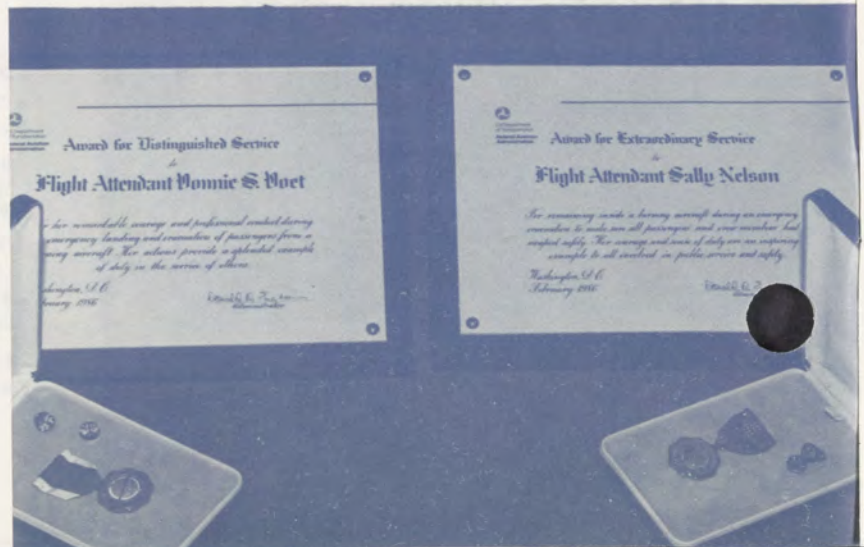
Top left: Crowd acknowledges the arrival of award recipients.

Middle left: Vonnie Voet and Sally Nelson listen to opening remarks.

Middle right: Crowd watches as media do their work.

Below right: A look at the actual plaques, medals and rosettes.

(Photos by Elly Brekke.)



Your Survey Input Is Valuable

"I want to encourage each employee to complete one of the agency's 1986 Employee Survey forms." So said FAA Administrator Donald Engen during a recent interview. "We want all employees to realize fully what the survey responses do for the agency and the work environment," he added.

The survey findings communicate, to all levels of FAA, a direct unfiltered view of how employees feel about:

- Working FOR the FAA
- The workings OF the FAA

The responses straight from each employee, show:

- What works
- What has been accomplished
- What needs to be done

"Deputy Administrator Jones and I specifically requested some additional items for this year's survey—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," Engen noted.

The survey findings are the driving force for local, regional, and national action planning, and for the follow-up personal interviews held locally with employees to see 'how goes it'.

"The survey is one major way that each employee can communicate directly with all levels of management and all employees can participate in decisions that improve their own work environment," Engen concluded.

But that participation requires action by each FAA'er—and that action is taking the time during your work day to fill out the survey form with thoughtful, accurate responses—and send it in.



Flight Standards Division Awards



Recent Letters of Appreciation were presented to Tina Rabb of the Situation Monitor Staff and to John Norris of the Flight Standards Branch.

Congratulations, Tina and John!



Financial And Management Resource Division Happenings

In keeping with the Human Relations spirit, several awards were given out in the Financial and Management Resource Division recently. Carl Carlson, AWP-43A, received an Outstanding with a Quality Within-Grade presented by the Division Manager Jacqueline Smith. Letters of Appreciation were presented to Dionicio Baca, AWP-43C; James Green, AWP-43C; John Hawkins, AWP-43C; Gerard Murphy, AWP-43C; Shirley Reed, AWP-43C; Harold Thompson, AWP-43C and Joyce Webb, AWP-43C by Supervisor Gary Newkam, Computer Operations Center.

In addition, the monthly traditional birthday celebration was extended to Nelson Phillips-Brookshire, AWP-44A; Dan Mack, AWP-42; Bea Mathewson, AWP-40; Karen Rodriguez, AWP-44B; Judy Shigemura, AWP-44A and Andrew Wroblewski, AWP-43B.

Congratulations, one and all!

The News In Brief



The air traffic controllers register is now open indefinitely. To get on the register, applicants must obtain form 5000B from any FAA personnel office, the Office of Personnel Management, or the Special Examining Div., P.O. Box 26650, Oklahoma City, Okla. 73126.

FAA Associate Administrator for Policy and International Aviation Donald R. Segner returned to the private sector on June 3. He has been with FAA since April 1981. Among other accomplishments, he headed the U.S. delegation and successfully concluded aviation safety agreements with the Soviet Union and Japan.

Garland P. "Cass" Castleberry, Director of the Mike Monroney Aeronautical Center, has been named director of the Southern Region. He replaces Jonathan Howe who has been named president of National Business Aircraft Association. Castleberry, who was FAA's Princeton Fellow in 1974, began his FAA career in 1958 as an air traffic controller at the Memphis Center. He was brought into Washington as a management analyst in 1964 and has held increasingly responsible management jobs since.

The FAA Consumer and Community Affairs Liaison Division, APA-400, has revised and expanded its helpful consumer questions guide and the results are published in the front of the new May 1986 FAA Directory. Contained in these pages are tips to help the harried FAAer respond quickly and accurately to queries from the public on subjects ranging from airline service to aviation safety to aircraft noise. Also provided are a list of the 25 most asked questions, with the right answers, and information on the FAA Consumer Hotlines.



Towers Tighten Procedure



As a result of the May 17 near miss between two airliners at Chicago's O'Hare Airport, FAA is evaluating new relief procedures for persons working the local controller position there.

Under the new procedures, the local controller coming on duty will be assisted for a 30-minute period by the person he is replacing. The evaluation will run for at least 30 days.

In addition, Washington headquarters sent out instructions on May 23 to all terminal facilities directing controllers to state runway number following take-off clearance at any airport where more than one runway is active. Facility managers also were told to stress compliance with specific ATC handbook provisions which might have been a factor in the incident.

The agency presently is evaluating other recommendations from the National Transportation Safety Board, including one calling for establishment of a new local control coordinator position at O'Hare on a trial basis.

Contest Winners Named

The national winners of FAA's 1986 Aviation Education Essay Contest on how air transportation affects people's lives and the economy are: Alan Blount, 17, from Palisade, CO, in the senior high category; Brooks Thomas, 13, from Stillwater, OK, in the junior high category; and David Hershey, 11, from Omaha, NE, in the elementary school division.

Blount received two checks totaling \$1,500 for his essay and the other winners were awarded \$500 apiece. In addition, the three students' sponsoring teachers were recognized with checks for \$250 each. The cash awards and scholarships were provided by the Air Traffic Control Assoc., the National Business Aircraft Assn., and the Aircraft Owners and Pilots Assn.

FLIGHT STANDARDS INSPECTORS HONORED



In a recent ceremony held in the Flight Standards Division, two Aviation Safety Inspectors of the Flight Procedures Branch were awarded service career pins by Regional Deputy Director Keith Potts.

At left, Keith presents a 30-year service career pin to Richie Phillips. After serving two and one-half years in the military, Richie joined the FAA, and has been here for 27 and one-half years. At right, Harold "Hal" Gauer is pictured with Keith after presentation of Hal's 35-year service career pin. Hal joined the FAA in 1957 and has been in federal service since 1951.

Congratulations, Richie and Hal. (Photos by Russ Park.)

GOOD LUCK, SARAH RAMBO

When Sarah Rambo of the Flight Standards Division was recently promoted to Supervisor of the Riverside FSDO Operations Unit, friends and co-workers gathered to bid her adieu and wish her good luck. Some of the guests pictured standing to the right of Sarah are Assistant Flight Standards Division Manager Bill Withycombe, Situation Monitor Staff Manager Joseph Budro and Deputy Regional Director Keith Potts. (Photo by Russ Park.)



Return For 50th ATC "Originals"

Four of the "original" air traffic controllers, whose government service dates back 50 years, were reunited at Washington headquarters recently.

Administrator Engen played host to the four ex-FAA employees at a June 2 ceremony in the headquarters auditorium and presented each with a bronze plaque commemorating their pioneer service. The guests of honor were John L. Huber of Vero Beach, FL; Emerson Mehrling, Fairfax, VA; John Tighe, Port St. Lucie, FL; and Lee E. Warren, Sun City, AZ. Plaques also were awarded in absentia to two other ATC pioneers, Hugh H. McFarlane and R. E. Sturtevant, who couldn't attend the ceremony because of ill health.

The controllers were part of a group of 15 people who joined the government on July 6, 1936, when it took over the operation of three ATC facilities previously established by the airlines at Newark, Cleveland and Chicago to control en route air traffic. Each spoke briefly at the ceremony and recalled the early days of ATC when their equipment consisted of a map table and a blackboard. As Mehrling put it, "We operated with equipment that had no moving parts."

They also talked about traffic peaks, noting that half of their business came at 8 a.m. and the other half at 5 p.m., prompting a controller in the audience to call out, "And it still does."

Following the ceremony, the four men were interviewed by FAA Historians Nick Komons and Ned Preston.

FSS Specialists Get Early Retirement Benefits

New legislation that for the first time will make flight service station specialists eligible for early retirement has passed both houses of Congress and needs only a Presidential signature to become law. The Federal Employees' Retirement System Act of 1986 also continues early retirement for terminal and en route center controllers.

For covered employees in all three options hired prior to January 1984, the new law carries over the guaranteed 50 percent annuity provision from previous early retirement laws. It also provides a modified formula for ATCSs hired after 1983.

The post-1983 controllers will contribute an additional 1/2 percent of their salary to the Federal retirement system above what other employees will contribute. In return, they will accrue a basic annuity at a rate of 1.7 percent of "high three" average pay for each of their first 20 years and one percent a year thereafter. Other employees under the new system will accrue an annuity at the rate of one percent for each year of service. The retirement ages for air traffic employees hired both before and after January 1, 1984, remain age 50 and 20 years of service, or 25 years of service at any age.

Like some other employees retiring early under the new system, ATCSs who select this option will receive a supplemental payment until they are eligible for social security at age 62.

The extension of the early retirement provisions to FSS specialists was achieved through the efforts of the National Association of Air Traffic Specialists (NAATS).

AETNA Refunds

Any employee or retiree who has been enrolled in the Aetna Indemnity Benefit Plan since May 1, 1985, is eligible for a refund. If you have not received a refund or an application for a refund, you can obtain an application from the Employee/Labor Relations Branch, AWP-16.

Upon completion of the application, mail to Aetna Indemnity Benefit Plan, P.O. Box 2831, Hartford, Conn. 06156-2831.

If you do not receive a check within four to six weeks after mailing the application, you may call toll free to inquire at 800/626-1915.

Career Planning Seminar Offers Good Advice

On behalf of the Federal Women's Program (FWP), Don Schmidt conducted a career planning seminar in the Western-Pacific Regional Office. Don, former Assistant Manager Oakland Center and now Manager New York Center, presented the seminar to over 50 people representing various organizational elements. Feedback has been very favorable; participants conveyed that the seminar addressed relevant issues.

Don, who has long been an advocate of career planning and employee development, has been active in this field for the past 17 years. He developed a video tape of the seminar, available for viewing by contacting FWP Manager Cathy Trujeque at 213/297-1443.

Photos: Above--Don Schmidt displays a few of the many career plans developed by seminar graduates.

Below--A captive audience listens intently as Don explains the steps involved in preparing a personal career plan. (Photos by Elly Brekke.)



Charlie Honda Marks 25 Years



On behalf of the Manager of Airway Facilities Division, Acting Honolulu Center AF Sector Manager Gene Daniel, right, presents Systems Engineer Charlie Honda with a letter congratulating him on 25 years of federal service.

Mt. Laguna LRR Reunion

A 25-year reunion of folks who have passed through Mt. Laguna Long Range Radar Airway Facilities Sector Field Office since 1962 is being planned for April or May 1987. That may seem like a long way off -- but the planning group is looking for a show of interest, as well as current addresses of all "Ex-Laguanites."

Those sending in addresses, along with start and stop dates of duty tours, will be sent a 25-year roster and will be kept informed of the reunion planning progress. Please send the information to John Scott, P.O. Box 39, Mt. Laguna, Calif. 92028, or phone 619/473-8544.

Phone Number Correction

Please make a correction to FAA Order 1100.72B WP SUP 23, WP Appendix 2, Page 2, "Western-Pacific Region FAA Coordinator Program." The corrected FTS number for the Sacramento area, Bob Lamora, is 460-4020; the commercial is 916/4020.

Proud Parent Corner

Los Angeles Airway Facilities Sector's Rod Hanson and his wife Mary are proud of their son Tim, a Business Administrative student at Kansas State University. Rod's son received a full scholarship to quarterback the football team at K-State while attending Goldenwest Junior College.

Tim's athletic abilities have been recognized for some time. He received an outstanding athletic award from Westminister Johnson Junior High; while at Westminister High School, he lettered three years in baseball, two years in football and one year in basketball. In his senior year he earned "the Leo" in athletics and was named athlete of the year. Rod reports that his son was selected by Westminister High School as an outstanding senior. From high school, Tim attended Goldenwest Junior College and was selected by the coaches at the junior college PAC-9 conference as first team quarterback.



It's Roses For L.A. Center Controllers

After a bout with bad weather, Dick Anderson of Las Vegas Tower called the Los Angeles Center Traffic Management Unit to say thanks for the help. Because of thunderstorms in all quadrants and over the airport, Las Vegas had put out numerous arrival restrictions. Mac Havens, Traffic Management at the Center, said the real work had been done by Area D. While he would gladly pass on the compliment, he would accept a bottle of his favorite beverage. As Mac spread the story, controller Carol Warren punched the Las Vegas line saying, "forget the bottle, send flowers and I like roses!" Normally, that would have been the end of the story, but not in this case. A week later, a dozen red roses were delivered to the Center. The inscription: "To teams 25 and 26, Thanks for a job well done," signed Las Vegas Tower. A fitting tribute for those who rose to the occasion!



Photo: Los Angeles Center Controllers Terry Miles and Carol Warren enjoy a rose bouquet, thanks to Las Vegas Tower.

CAPSULE GLIMPSE MEET LINDA GOODRICH

by Maryan Milam with John Hull
San Diego FSDO

San Diego National University graduate Linda Goodrich has just earned the unique opportunity of being the first college graduate to be hired under the recently developed FAA-approved Airway Science Degree program. Her new FAA position is as an Airworthiness Aviation Safety Inspector with the San Diego Flight Standards District Office (FSDO).

The Airway Science degree is a joint effort between the FAA and several universities to help create a program that produces qualified applicants for positions within the FAA. National University is one of six universities in the country that offers all five FAA-approved airway science degree programs. Linda utilized this program to graduate with a Bachelor of Science degree in Airway Science with an emphasis in aircraft systems management.

Linda's love of aviation began years ago when she used to sit at the airport and watch airplanes coming and going. Her desire to fly prompted her to buy a Cessna 150 and earn her private pilot's license. During the next few years, she vacillated between professional singing and flying. The moment of truth came when an opportunity to sing with the San Francisco Metropolitan Opera arose. Linda said, "This was a very difficult moment for me. I had been singing professionally and practicing for about six to seven hours a day just for an opportunity like this. Now the decision, which would have been easy before, to go with aviation or sing was very critical. I decided to take a drive over to Oakland Airport, living in San Francisco at the time, and hang around for awhile. I ran across a couple of guys working on a DC-3 they had just bought. After talking for awhile I made my decision. I'll get my Airframe and Powerplant (A&P) Mechanic Certificate and go for it."

Soon after starting the A & P program at Alameda City College, her husband was diagnosed as having cancer and they moved back to San Diego. About a year later he died and that made Linda even more determined. "Losing him was devastating to me, Linda said. It made me



realize how precious life is and how important doing what makes you happy is. Flying and working on aircraft made me happy, this was where I belonged."

After receiving her A & P mechanics certificate from Miramar College Aviation Maintenance Technician School, she continued her education at National University on a scholastic scholarship and continued earning pilot ratings of commercial, instrument and multi-engine. Linda is one of three women in the state of California to be FAA-certified to work as an airplane mechanic.

With her strong aviation background, Linda first started her own company, LindAero Services, where she free-lanced as an A & P earning money to continue her education and flying. Then she met her new husband and together they restored a North American AT-6, a World War II advanced trainer for combat flying. They have used the AT-6 in a company they created called Raylin Services. Linda and her husband performed flying specialties from ash dispersal at sea to carrying executives, making movies and commercials.

In addition to being the first airway science graduate hired by the FAA, Linda is also among the very few women worldwide to hold the position of an Airworthiness Aviation Safety Inspector. However, she is not lacking female companionship in the San Diego FSDO inspector work force, because two women Operations Aviation Safety Inspectors were already onboard. But that is another story for another time.

Welcome to the FAA Family Linda, we wish you a long and happy FAA career.

(Photo by Don Smith.)

Jones To Leave Agency

Deputy Administrator Richard Jones has announced that he will resign from FAA July 15 and return to the private sector. Jones came to the agency as deputy administrator two years ago. Before that he was an Eastern Airlines captain and a senior partner in a prominent law firm.

Speaking of his stint as deputy administrator, he said, "My two years with FAA have been the most challenging of my aviation career." Administrator Engen said Jones would certainly be missed. He added, "Dick Jones was the first active airline pilot to work for the administration in a senior capacity and that experience, plus his law background, made him an ideal partner in the executive office."

Order Cancelled

Please cancel order WP 7233.6, Los Angeles AFSS Transition Plan. The transition of the Los Angeles FSS into the Hawthorne FSS is complete, and the consolidations planned for 1987 have been deferred.

Carry-On Baggage Rule Proposed By Agency

The agency has tackled the controversial subject of carry-on baggage by issuing a notice of proposed rulemaking to require U.S. airlines to exercise greater control over the items passengers take on board their flights. The proposed rule is aimed at keeping improperly stowed carry-on luggage from creating safety problems in such situations as emergency evacuations.

Under the proposal, the airlines would be required to establish an "approved program" for monitoring carry-on luggage prior to boarding, so flight attendants would not be burdened with the last-minute task of finding stowage space for excess items. These programs could be tailored to fit different aircraft and operational conditions but all would have to be approved by FAA.

The agency has scheduled a July 16 hearing in Washington headquarters to discuss the proposal.

New Award Established

A new award, called the "on-the-spot" award, has been added to FAA's repertory of awards. This award is a type of Special Achievements Award based on a special act or Service but is designed for simplified processing. Normally, these awards may be granted up to \$100 but, during the current temporary reductions in authorized amounts for all awards, on-the-spot awards are limited to a \$25 honorarium.

A new presentation form, FAA form 3450-19, is being sent to headquarter, region and center offices.



Leo Francis Hummer

We are saddened to report the death of FAA Retiree Leo Francis Hummer on April 27 following complications after lung surgery.

Leo, 70, was born in Salt Lake City, Utah and had been a CAA/FAA employee for 39 years. He had served as chief controller at Lindbergh Field, Salt Lake City, Los Angeles and Long Beach airports. He retired in 1975 in San Diego, Calif. His last position was at the Radar Air Control Facility at Mirimar Naval Air Station. From 1958 to 1964, he was traffic control section chief in Washington D.C. During World War II, he won a citation for meritorious service with the Air Transport Command in North Africa.

Leo is survived by his wife Nomah of San Diego; a son Leo F. Hummer, Jr. of Sonoma, Calif.; three daughters, Nomah A. Hummer and Mary M. Wood of San Diego and Monica Wilga of Rancho San Diego, Calif.; and four grandchildren.

FAA had played a very important role in Leo's life. Leo will be long remembered for his total dedication to duty, an extremely professional approach to his occupation, and a personality that made him a pleasure to work with.

Sincere condolences are extended to Leo's family. Expressions of sympathy may be sent to: Mrs. Mary Hummer Wood, 9068 Pentiction Way, San Diego, CA 92126.

INTERCOM PHOTOJOURNALISM GUIDE

First of all, you will note that we used the word "photojournalism" rather than "snapshots." Let's take a look at what these words mean according to Webster's Dictionary:

photojournalism - journalism in which written copy is subordinate to pictorial usage. Photographic presentation of news stories or in which a high proportion of pictorial presentation is used.

snapshot - a casual photograph made typically by an amateur with a small hand-held camera and without regard to technique.

Unfortunately, most of the photos we receive for publication in INTERCOM fall in the latter category.

We do not expect you to become professional photojournalists -- however, by working together and following a few simple tips, we **can do more with less** and your photos can look a lot better and will stand a much better chance of being published.

NUMBER ONE RULE -- photos should be **black and white glossy prints**. Polaroids do not print well unless they are exceptionally sharp in contrast (besides, cutting them to size is a chemical nightmare and very messy!). Color is unacceptable except in rare instances. **A 35mm camera works best.**

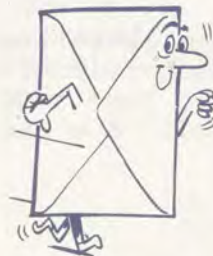
WHAT SIZE? Photos should be 3x5 or 4x5 for regular articles. The photos are then cut and taped together at layout time to save money in printing. Five photos taped together is charged to the FAA as one photo. Now you know why we don't want 8x10's or larger for regular inside articles.

COVER photos, however, are a different story. Here we prefer an 8x10 horizontal shot to fit nicely on the cover. It should be sharp and in good contrast. (Of course, you will submit a proposed cover story to go along with the photo). Call the Public Affairs Staff, AWP-5, ext. 1431, for guidance on cover photos and stories.

PULEEEEEEZE...DO NOT STAPLE, GLUE, TAPE OR WRITE ON THE BACK OF YOUR PHOTOS. Staples damage the print. Glue and tape is **very** sticky -- especially when it has set for awhile -- and writing on the back either bleeds through or makes ugly impressions. It hurts us too when photos are damaged trying to remove them from sticky paper backings, or trying to trim around staple marks.

WHAT DO YOU DO? **Lightly** place a small number in the middle of the back of the photo and correspond that number on a separate sheet of plain bond paper with the proper identification (from left). Do include first and last names along with titles and office/facility. Why numbers in the middle? Well, for one thing, during the trimming process numbers on the sides may be lost. Then we have no idea who is who.

(continued on next page)



INTERCOM Photojournalism Guide (continued)

Next -- package up the photos and the bond paper identification (and the article if there is one), protect with cardboard or several file folders -- and mail to AWP-5.

Last -- but not least -- Give us the photographer's name. We love to give photo credit in INTERCOM to the person who did all the work, but we seldom have the time to call you on each photo submission to conduct this search.

NOW....SOME PHOTO-TAKING TIPS...

Any photographer will tell you that composition is everything and film is cheap (it's the prints that cost).

- Do move in close and fill up the frame with your subject. You will note that many snapshots have lots of dead space in front -- with little dots that represent people in the background. If you fill up your frame with the people, you won't have this problem. **Remember...what you see in the viewfinder is what you get!**
- Take several shots (at least two or three) of your subject and vary the angle....remembering once again that film is cheap and one blink of an eye or wrong expression and your shot is ruined. You will never find a professional photographer relying on only one shot.
- Now choose the best print of each subject from a contact sheet or negatives to cut down on expenses.
- Pick a budding photographer in your office...remembering that we'll be happy to give this person a "byline" in INTERCOM.
- Do focus and check your camera settings.
- Do think of background (coffee cups, open file cabinets, trash baskets, inappropriate signs (sexy devil, etc.).
- Try to avoid the "grip & grin" award photos by varying the composition. (This is the boss presenting an award and the handshake.) Worst of all is both people shaking hands but "mugging" the camera (grinning at the photographer). Try to at least have them look at each other and concentrate on the recipient. There should be no doubt in the reader's mind **who** is being honored.
- Try to avoid taking the manager with each of a list of recipients. Think of how this will look when published. Better, instead, to take the manager with one recipient and the rest of the award recipients on the job.

The above are only a few suggestions. If you want to learn more about photojournalism, why not enroll in a night school class? Elly Brekke has just completed such a course and will be glad to share details with you. She can be reached at AWP-5, ext. 1431.

Concord Tower Welcomes PSA

PSA recently started scheduled service at Buchanan Field Airport, Concord, Calif. The airline, using BAe146 aircraft, provides four roundtrips between Concord and Los Angeles International Airport. Flights begin at 7 a.m. and the last arrival lands at 9:15 p.m.

Photos: Area Supervisor Leland Wingard (left) and Controller David Feeney (right) on-hand for the first PSA BAe146 arrival (above).



Los Angeles Facilities Host VIP Visit

Almost on a daily basis, important people fly in and out of Los Angeles International Airport, but only a few stop to visit. On Friday, April 25, 1986, Los Angeles Tower and TRACON were honored with a visit from Senator Alan Cranston. He was presented a 50th Anniversary pin by Laurel Macurda, Los Angeles Tower and Kirk Strickland, Los Angeles TRACON. Senator Cranston was given a tour of both facilities and was introduced to the workforce. He got a firsthand look at the Air Traffic Control system at its finest.



Photo: While visiting Los Angeles Tower and TRACON, Senator Alan Cranston, center, receives a commemorative pin from Laurel Macurda, right, and Kirk Strickland.

Ray Henslee Retirement Dinner Set For August 2

Ray Henslee, Monterey Airway Facilities Sector Field Office Manager, is retiring after 30 years of Federal service. All his friends are invited to attend a dinner in his honor on Saturday, August 2, in the Townsend Room at the Elks Lodge in Salinas. No-host cocktails to begin at 6 p.m.; dinner at 7:30 p.m. For further information and reservations, contact Dick 408/372-1119 or Liz 408/375-1211 at Monterey.

Harold Norman Journeyman Of The Year Sacramento FSS

In April of this year, the Journeymen of Sacramento Flight Service Station voted to choose a fellow "Journeyman of the Year." Harold Norman received the honors which included a plaque and letter stating, "Your attitude of helpfulness along with your awareness of the importance to provide services to the aviation public is one we wish to recognize."

For the first time in his career, Harry was caught speechless. Cheers for a job well done and strongly appreciated by his fellow workers.



Aviation Education Materials -- In Short Supply

In the past months, the Public Affairs Office has sent tons of material to FAA Coordinators, schools, educators, students and requesting FAA facilities. From all reports we have covered the needs for material at Open Houses, Career Days and the like for this season. That leaves the regional Public Affairs

Office in short supply. We are out of many of the printed items. There are a few of some of the basic items, but that supply is going fast. It looks like it will remain that way through the fall and we will have to wait to see the Spring 1987 brings, so please bear with us.

IBM Gets Automation Support Contract

FAA has contracted with IBM to provide automation support services in the 20 domestic air route traffic control centers. The contract is part of a previously-announced program to reduce non-controller ATC staffing by the end of the fiscal year in line with a OMB mandate. Related contracts to perform the training functions in the centers already have been awarded.

The IBM contract sets an October 1 date to complete the transition to contract employees with each center scheduled to get 14 people. Some 322 FAA em-

ployees will be affected and Administrator Engen has pledged a maximum effort to find suitable positions for those displaced. Those eligible to control traffic will be returned to controller duties.

IBM will manage the over-all project with two sub-contractors supplying the personnel. NYMA of Greenbelt, MD, will be responsible for centers in the New England, Eastern and Southern regions with Diversified International Sciences Corp. of Columbia, MD, handling the remaining regions.