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June 30, 1986

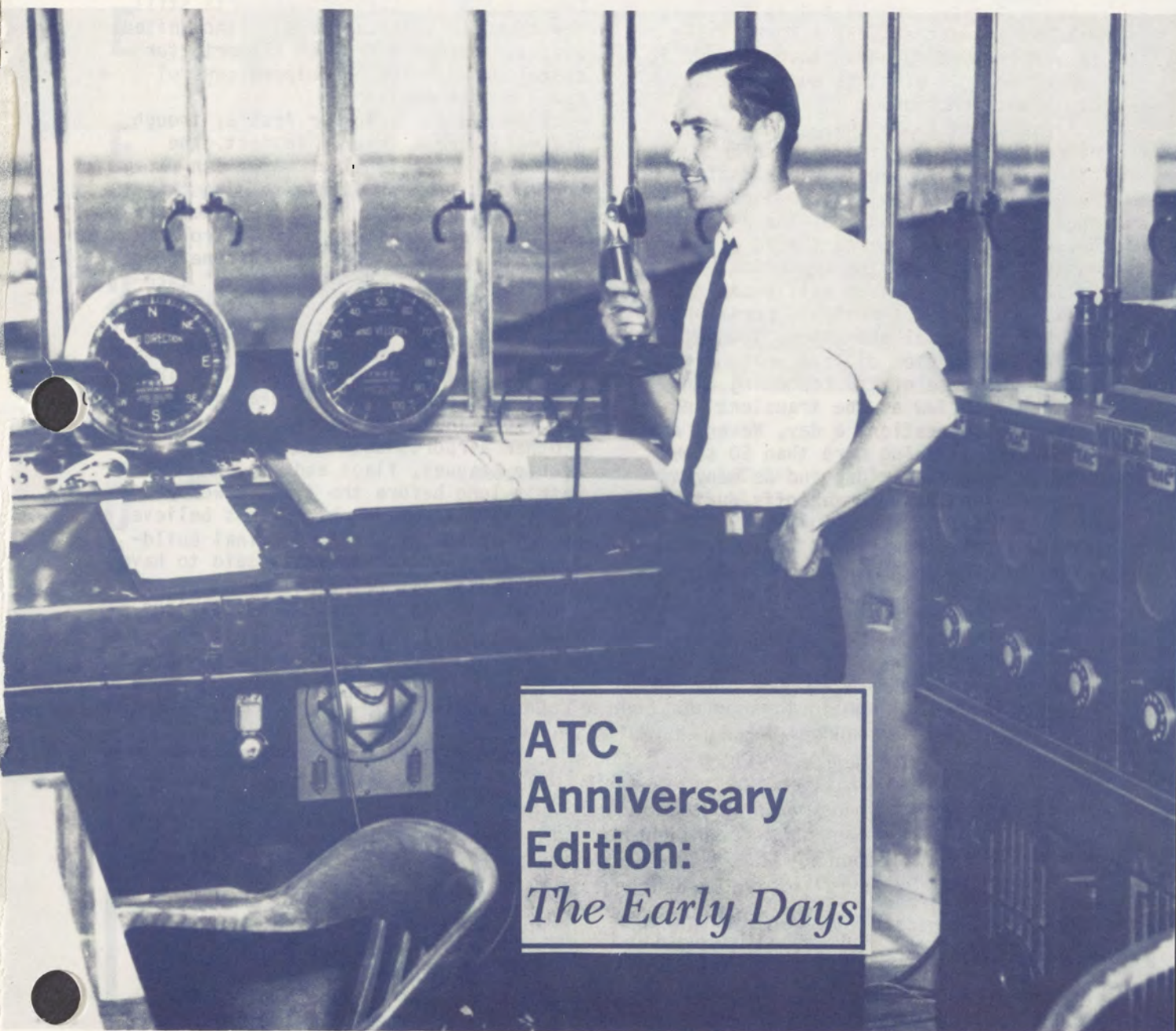
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FAA
Western-Pacific Region
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(213) 297-1431



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

Western-Pacific Intercom



**ATC
Anniversary
Edition:**
The Early Days

50 YEARS OF EXCELLENCE

COVER STORY

By Frank Burnham
West Coast Editor
Airport Services Management
Magazine

This year the nation's air traffic control system celebrates its 50th anniversary.

While the system now and in the past has had its detractors, a look at the last half century shows that without it our network of airports and airways could not function.

As early as 1931, the growing number of commercial, military and private airplanes was beginning to pose a safety hazard for the pilots and passengers of those craft. A report of the Aeronautical Chamber of Commerce (based on information from 150 of the approximately 1,110 airports then in existence) showed that some 57,000 transient operations and 502,000 local operations took place during one quarter of that year.

While a third of the reporting airports had as few as one transient and five local operations a day, Newark and Chicago were seeing more than 50 scheduled departures per day and as many as 50 to 60 landings and takeoffs during peak periods.

In contrast, Newark had 355,503 operations in 1984 while Chicago O'Hare reported 713,372--the most in the nation. The top 10--O'Hare, Atlanta, Van Nuys, Los Angeles, Dallas/Ft. Worth, Denver, Long Beach, San Francisco and St. Louis--reported more than 5,200,000 operations last year.

In the mid-1930s, mail, passengers and cargo were carried regularly along 73 established airways that were visually marked with rotating beacons and low-frequency radio range stations. When the government became interested in promoting the revenue-producing aspects of aviation, Congress passed the McNary-Watres Act, which encouraged air carriers to operate large aircraft with more room for passengers. The act also established a monetary premium for operators equipping their aircraft with a two-way radio.

International air traffic rules had been agreed upon as early as 1919, but

it took the United States until 1926 to establish similar rules. This came with the establishments of the Bureau of Air Commerce. Air traffic control at the time was provided by the carriers themselves and the operators of major airports.

Aviation historians say that the first air traffic controller was a young aircraft mechanic named Archie League, hired by the city of St. Louis. The year was 1929 and the city asked League to "organize" the air traffic at busy Lambert Field. European airports still continued to outpace those in the United States. London's Croydon Airport, for example, had a radio-equipped control tower a year earlier.

There was no radio for Archie, though. Nor was there a tower. In fact, the young mechanic's shelter was a sun umbrella that, along with a folding chair, he moved from runway to runway, depending on wind direction. His control implements were a pair of flags, one red, the other green. He "controlled" takeoffs by signaling with his flags--green for go and red for hold position. League also carried a large cloth wind tee that he laid out and anchored with iron rods. He transported his gear around the field in a wheelbarrow.

Other airports soon had their own Archie Leagues, flags and all. And it wasn't long before the first tower was built--at Cleveland, historians believe, on top of the airport's terminal building. Although the tower is said to have had a radio, its principal means of control was the light gun. The Cleveland tower, called by some an "architectural absurdity," had a major drawback. It,

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Western-Pacific

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H.C. McClure
Director

Rafael Riera
Copy Editor

Barbara Abels
Public Affairs
Officer/Editor

Talameo Salanoa
Word Processor

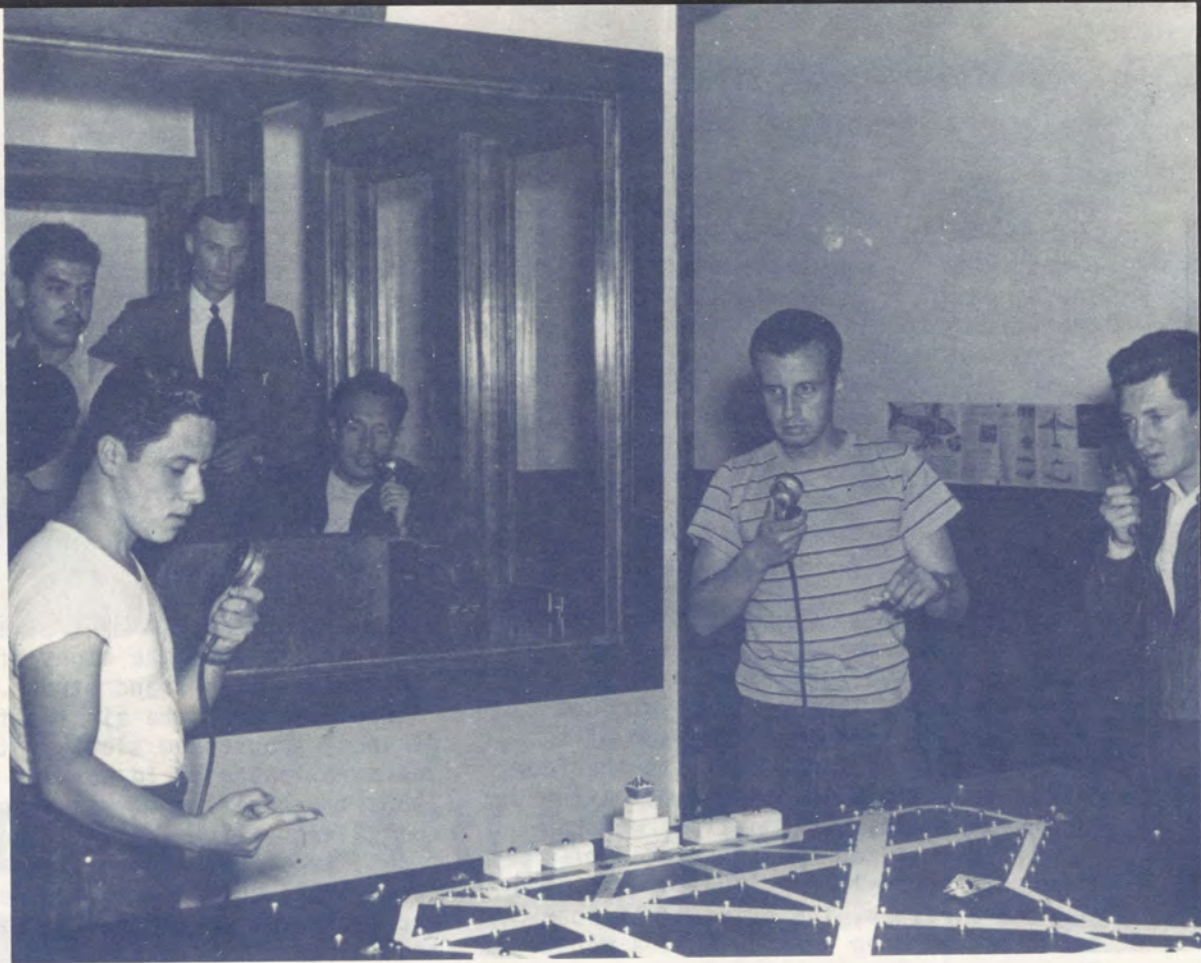
Elly Brekke
Russell Park
Assoc. Editors

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Above: FAA Academy - ATC Lab - 1955.

Below: Newark Air Route Traffic Control Center - 1936.



Cover photo:
Controller
Bill Darby -
Newark Tower
1936.

like many early towers that followed it, was constructed with many small window panes (lots of frames to block the view) and a glass roof (ideal for spotting overhead traffic but uncomfortable on a hot, sunny day).

Air route traffic control centers, the ARTCCs we know today, had their beginning in 1935 as airway traffic control stations, established and operated by American, Eastern, United and Trans World under an interline agreement. The stations were at Newark, Cleveland and Chicago. Newark was the first, and the first 15 controllers were trained there. By early 1936, the Cleveland and Chicago stations were in operation.

In July 1936, the Bureau of Air Commerce "scraped together" the sum of \$175,000 and, by agreement with the four airlines, officially assumed operation of the stations. This action, unfortunately, was marked by a harbinger of things to come--labor disputes. Working for the airlines, the original 15 controllers had been earning \$200 a month. Their new employer, the U.S. government, wanted to pay them only \$2,000 a year, or \$167 a month. The men at the new Chicago station (the term center did not originate until 1938) decided to quit at the end of the pay period and so notified the Bureau of Air Commerce.

Retired FAA veteran Lee Warren, one of the controllers at that Chicago station, reports "that it took a lot of long-distance calls and cajoling for the leaders to convince us to stay."

They did, however, and benefited from the rapid expansion of the system with subsequent rapid advancement.

By any of today's standards, the first centers were archaic. There was no standard layout. Each one was arranged as the staff saw fit. Central to each, though, was a large map table usually covered by a sheet of plastic. On the table were "shrimp boats" made of metal, tagged with flight identification, and moved along as reports on airplanes' progress were received. Blackboards on one wall displayed flight data.

There was no direct communication with the aircraft. Instead, airline communications stations, the Interstate Commu-

nications Stations (now known as Flight Service Stations) and the few towers relayed information from the aircraft by teletype.

Many of the centers were makeshift affairs. For instance, Washington Center at Hoover Airport had five men, a map table, two teletypes, a control board, telephones and chairs jammed into just 125 square feet--25 square feet per person, or an area five by five feet.

At the Chicago station, housed on the second floor of the Midway terminal, the only ventilation was a single window positioned just above the exhaust fan from the airport restaurant. By the late 1930s, Warren says, "controllers were beginning to show the signs of overwork, crowded conditions and stress."

Development of the air traffic system of today progressed slowly until the years following World War II. In the 1950s the benefits of war-inspired technology--very-high-frequency communications, the VHF omni-directional radio range (VOR) and radar--were recognized and employed. Since that time, and with technology from the space program, the electronic sophistication of the system has continued to evolve.

From Archie League's wheelbarrow-borne "mobile tower," the system has grown to encompass 426 VFR towers, 260 radar approach controls (including both those associated with towers and those operating independently), 21 centers and more than 11,000 men and women. With all its sophistications, its success or failure still reads "people."

FAA Administrator Donald Engen puts it this way: "We have seen many technological improvements in the first 50 years of air traffic control. Despite major technical advances, the system at all stages relies upon a great deal of human interaction. It is especially dependent upon repeated human judgments about the performance of equipment as well as judgments about the performance of the many other people involved in the aviation system. I suspect that we will never really minimize our reliance upon the powers of human judgment."

The kind of judgment Engen speaks about is that demonstrated by one of those controllers who followed Archie

(continued on page 6)



FAA Academy
Communications Lab
1955



LaGuardia Tower
1945

MORE EARLY DAYS



Original Airmail Plane - 1920s

League at Lambert Field. On a cold March morning in 1983, Wayne Dimmic was on his break when his supervisor rushed in and urged him back to work.

At his scope, Dimmic found that a Piper Dakota about 60 miles from St. Louis was cruising on autopilot with its pilot unconscious. The pilot's near-hysterical wife had been calling for help on another frequency; the calls were relayed to Kansas City Center by a corporate pilot in the area. The woman was not licensed but had taken a few lessons.

Dimmic knew that the woman would be lucky to navigate the aircraft to an airport and land it safely. The center directed her toward Lambert Field. As soon as Dimmic took over, the plane slipped out of autopilot and began to spiral toward the ground 4,500 feet below. Calmly, so as not to frighten her any more, Dimmic told her how to re-engage the autopilot, explained the instruments and began to guide her to St. Louis where there was rain, fog and heavy cloud cover. Dimmic later said he thought her chances were "slim to none."

"I thought I was going to be the last person she would ever talk to," he recalls.

The controller got her to Lambert and sweated out two aborted landing attempts before the woman got the Dakota on the ground. The landing was on a taxiway. The aircraft hit a grassy knoll and the nose gear collapsed. But the woman walked away. The pilot had sustained a heart attack and died later in the hospital.

Dimmic isn't alone in FAA records of "flight saves" credited to controllers, flight station specialists and other agency professionals. There were 959 such saves in 1982, 1,005 in 1983, and 1,069 in 1984. As of mid-December 1985, there already were more than 1,000.

There obviously is more to the air traffic control system than dramatic saves, but many of the other benefits rarely are recorded. However, problems or shortcomings in the system or the performance of the personnel are trumpeted loudly by the general media. In

fact, many general aviation pilots are aware only of the fact that the system sometimes cramps their style.

One such pilot, angry because he encountered traffic delays at Chino Airport, near Los Angeles, called Tower Chief Jim Welton on the telephone and asked: "Just what do you guys do to justify your existence?"

Welton says the guy had a good question: "I told him I needed to think about it and would call him back."

Mulling it around, Welton noticed an incident report on his desk about a controller who saw a Bonanza on final approach without its wheels down. The controller had notified the pilot and prevented a possibly nasty and certainly expensive belly landing.

Checking the incident reports for the year, he found 12 similar situations involving everything from single-engine aircraft to corporate jets. Taking the cost of the least-expensive of the aircraft involved, he came up with a dollar savings well in excess of \$2 million for the year. He also found that at least once a month his tower brought in a pilot who was lost or disoriented. Another savings in money and possibly lives.

"I added up the times our controllers noticed aircraft taxiing for takeoff with gas caps off and fuel spilling out, pins still in the gear, gust locks still in place binding control surfaces, or pitot tube covers still on—each one of these cases an accident waiting to happen if the controller had not notified the pilot," Welton concludes.

When he made his call to the pilot, the man listened thoughtfully and replied: "I guess you guys are worth the money."

Welton adds, "We're just a typical little VFR tower, and all these things aren't in our job descriptions. I guess we do it because we really believe in our responsibility for safety. Even I didn't understand completely. It took an irate pilot to show me what really goes on around here."

—Reprinted with permission
—Airport Services Management
Magazine

MORE

50th

ATC



Still More...

Top: Cleveland Tower - 1930

Middle: Left--Washington Center (Nov. 1943). Right--Kansas City Center - 1945.

Left: Controllers at Newark Center.

U.S. DEPARTMENT OF COMMERCE
C.A.A. AERONAUTICAL CENTER
AIR TRAFFIC CONTROL BRANCH



WHO/WHERE ARE THEY? --

920M



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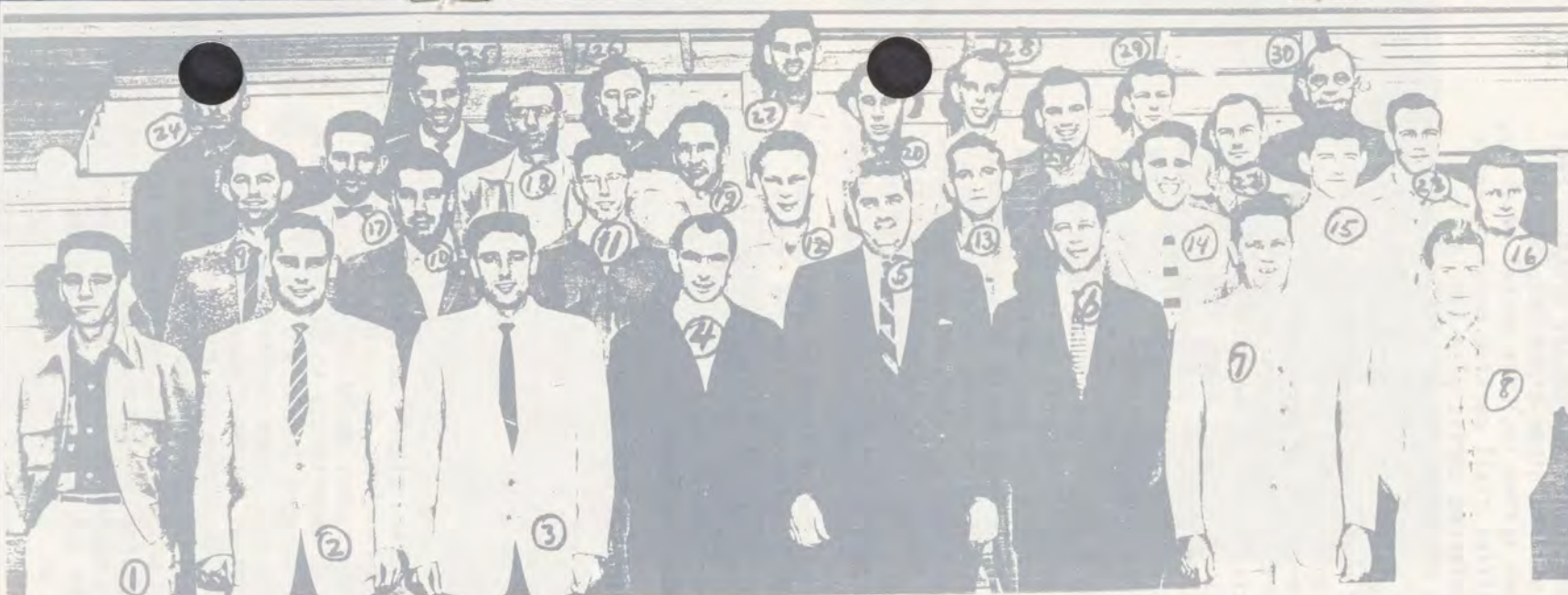


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A BIT OF ATC HISTORY



- 1 - John Ruth
- 2 - Robert S. Ray, Jr. (originally assigned to MIA ARTCC)
- 3 - Pete Papello, Jr.
- 4 - Glenn Phares (originally MEM ARTCC)
- 5 - Jim Satterfield
- 6 - Cecil A. Prescott (originally MEM ARTCC)
- 7 - James Jones (Gen. Mark Clark's personal pilot in WWII)
- 8 - Jestes
- 9 - James R. Sandusky
- 10 - Bob Grubb
- 11 - Edwin E. Ray (currently Manager, Gillespie Tower, El Cajon, CA)
- 12 - Ed Mould
- 13 - Odie Page
- 14 - A. J. Scheksnyder, II
- 15 - Frank Kepley

- 16 - Ronald Perlson
- 17 - Nichols
- 18 - A.L. Wiginton
- 19 - Harris
- 20 - Moore
- 21 - R. E. Schaeffer
- 22 - Walter Petermann
- 23 - Johnson
- 24 - Erland Stephens (Fairbanks, Alaska at one point)
- 25 - Edgar Hill
- 26 - Donald W. Olney
- 27 - Richard Radykowski
- 28 - Billy Tharp
- 29 - Harry Matthews
- 30 - Willingham

The above photo was furnished by Ed Ray, Manager of the Gillespie Tower. This photo--and the people in it--constitute a unique bit of the history of the ATC system. In February 1956, this group was the vanguard of the rapid expansion of the then CAA air traffic control workforce. The expansion had something to do with a tragic collision over the Grand Canyon. The class was split into two classes due to the large number involved, and became the first classes to go through the new school.

Ed Ray has some of the identifications--but not all. The best information we have is shown below (we're not certain of the spelling in all cases. Among the instructors for these classes are some fairly well-known names: **Lynn Hink**, **Perry Bolyard** (Oakland Center a thousand years ago), **Loren Foot** and **George Rabel**.

The News In Brief



The new Director of the FAA Aeronautical Center in Oklahoma City is James Richardson, who moves up from the Deputy's job he had held since 1980. He succeeds Garland Castleberry who has been named Southern Region Director. Richardson has been at the Aeronautical Center since he was named chief of the FAA Depot in 1974. He began his FAA career as a supervisory electronics technician in 1958.

Administrator Engen has directed the Office of Airworthiness to develop an NPRM proposing that the maximum distance between exits on all carrier aircraft be 60 feet. He also stipulated that the maximum distance between any passenger seat and the nearest exit be 30 feet.

As a result of a Treasury Department mistake, some FAAers have been receiving their paychecks late. The problem arose when Treasury switched check types, and their data processing system left the zip code off addresses. This situation has been rectified, but the Office of Accounting still recommends that employees use the Direct Deposit/Electronic Funds Transfer to make sure they get their checks on time.

President Reagan on June 6 signed into law the legislation that provides retirement benefits for all civilian Federal workers hired after Dec. 31, 1983. The new system includes social security, a modified civil service pension, and a tax-deferred thrift plan similar to plans available in the private sector.

FAA's Aero Center in Oklahoma City is now 40 years old. On June 6, 1946, the first plane load of employees and equipment arrived from Houston to set up the middle-of-the-country training, supply, support and records center which is now officially called the Mike Monroney Aeronautical Center. Happy Birthday!

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 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 Hotline.

All FAAers, retired or active, who had any affiliation with the old Detroit Center are invited to a reunion in Las Vegas, NV, Sept. 28 and 29. For details contact Jim Holtsclaw, FTS 983-2019.

Engen Cites Challenges In PASS Convention Speech

The job of the system maintenance technician will continue to evolve in the years ahead, providing new opportunities for those who meet the challenge, Administrator Engen told the Professional Airways Systems Specialists (PASS) convention on June 13.

In becoming the first FAA Administrator ever to address a PASS convention, Engen said the increasing use of new technology has been a mixed blessing for the union's membership. On one hand, "the new systems enhance your productivity on the job and make fewer demands on your time away from the workplace." On the other hand, "they also result in a reduced need for numbers of people to maintain the system.

"I'd like to be able to assure you that things are going to get much better soon," he added. "But that would be deceptive."

He noted that new ways to provide essential services at reduced costs must be found and cited "contracting out" as one alternative. However, he promised that the agency would carefully evaluate all such experiments to assure that safety and service levels are sustained.

Above all, Engen cautioned his audience not to become discouraged by events. "Let me encourage you to rise to the challenge. You can and should learn new skills while shepherding this new technology into operation. Let's manage the change needed in these dynamic times, so that we can move forward together."

JAMES DONNELLY

RETIRES



Recently, the venerable old Irishman, Automation Specialist, James "JD" Donnelly, retired from Las Vegas Tower. Before entering the CAA/FAA, JD held such jobs as butcher, florist, bartender, crop duster, commercial pilot, car salesman and Flight Officer during World War II.

JD's retirement party was attended by over 70 friends and five of his six children and his lovely wife, Gwen.

JD good-naturedly enjoys the jokes and kidding, gracefully accepted presents, token of many years of friendship and love. JD's son, Mike, has followed in his father's footsteps and is a controller at Chicago-O'Hare.

JD and Gwen have a cabin on Highway 89 just south of Hatch, Utah, where they plan to spend summers fishing, gardening, making cookies for grandchildren, visiting with friends who stop by and breathing the fresh mountain air.

Photos: Top--JD, left, receives a congratulatory letter for 38 years of service from the Regional Air Traffic Division. Regional Airspace Specialist Bill Patterson makes the presentation.

Below, left--Sherry Seward, Administrative Assistant at Las Vegas Tower bestows an official "RETIRED" license plate upon JD during the retirement festivities.

Below, right--JD and his wife Gwen enjoy the many presentations, as do his many friends and co-workers.

(Photos by FAA Retiree John Katsegenis.)



AF Pilot Program Set

FAA has received OST approval to solicit industry comments on a draft Statement of Work for a pilot program to test the cost effectiveness of contracting out additional maintenance of selected ATC equipment and facilities.

The Eastern, Great Lakes and Southern regions have been selected for the program, and specific locations are expected to be announced within 90 days.

Under the program, contract maintenance would be limited to facilities at low-activity airports with VFR (non-radar) towers or no tower at all. Contractors would maintain a variety of communications and navigation equipment if a costs-benefits study showed it was in the government's best interest.

Approximately 500 full time equivalent AF positions could be involved, but the agency plans to offer reassignment to all affected employees. AF management

has said it will take every possible action to assure continued FAA employment opportunities for displaced technicians.

The target date for awarding a contract is the fall of 1987, but the impact won't be felt in the field until mid '88 because of the lead time required for the contractor to recruit and train personnel. The program is expected to run several years with the results used to define the future role of contract maintenance.

The agency has placed an advertisement in the Commerce Business Daily announcing the availability of the draft statement and inviting all interested parties to a July briefing at the FAA Aeronautical Center in Oklahoma City. The Professional Airway Systems Specialists (PASS) previously was provided with a copy of the draft statement and briefed on its contents.

AEU Professionalism Cited

Two European Region security specialists, David Forrest and Warner "Dusty" Rhoads, both performed "tireless work" during the hijacking of TWA 847 and the explosion on board TWA 840 and recently received plaques from Regional Director Benjamin Demps. The pair stayed on duty around-the-clock and were cited for "devotion to duty."

Following the hijacking of the Athens to Rome flight, which led to one fatality, the U.S. further tightened security at international airports. The explosion on the plane also flying between Athens and Rome, but going the opposite way, caused four fatalities.

Traveler's Help Available

FAAers scheduled for a business trip to Washington headquarters now can use the lodging assistance and reservation program set up in the Headquarters' Travel Management Center. The service is available to travelers who call 800-553-9100 between 9 a.m. and 5 p.m. (EDT) and ask for the "Group Desk." This desk will provide them with information on reasonably priced accommodations and then take care of reservations and other details. For more information call Deborah Osipchak on FTS-426-8141.

Chemical Abuse Meetings

Chemical Abuse Meetings are being held at the Regional Headquarters. Old and new members are welcome. For more information, please call Anne Clayton at x1300 in the Aviation Medical Division.



Charlie J. Westman

Friends of Charlie J. Westman will be saddened to learn of his death on May 7 after a bout with cancer. Charlie had recently celebrated his 76th birthday. He had many friends in the Western-Pacific Region having worked out the Seattle Flight Standards Carrier District Office for most of his FAA career. He had retired in 1972.

"Fly-A-Controller" Operating in Prescott



Twenty-seven members of Prescott Flight Service Station have signed up to participate in Aircraft Owner's and Pilot's Association's (AOPA) Fly-A-Controller Program. Hopefully, all will have the opportunity to fly during the year. Pilots on the facility staff have thus far taken up 11 specialists from the Flight Service Station and three from the Control Tower. Pilots from Prescott and Phoenix areas have taken another four specialists aloft, and the U.S. Army added five more in a Huey UH1.

Portions of the state covered by these flights have included Tucson, Phoenix, Prescott local area, Sedona, Oak Creek Canyon, Sycamore Canyon, Bagdad, Williams, Wickenburg and many other areas. Pilot groups that have contacted the facility in support of the program are: AOPA, The Experimental Aircraft Association of Prescott and the Phoenix East Valley Chapter of the 99's.

Photos, from left:

Phoenix 99's member Barbara Teague (left) preflights her Cessna 152 while flight watch specialist Diana Stamper gives the aircraft a little affection prior to her flight.

Flight Service Specialists Rose Ludwick (center) and Mike Milam (right) are about to get mauled--that is, AOPA pilot Ken Edney from Phoenix is about to take them aloft in his Maule 6 Rocket.

(Photos by Mike Liversidge.)

PWC Convention Report

On May 1 through May 4, Professional Women Controller's (PWC) held their annual convention at the Hershey Hotel, Philadelphia, Penn. Representatives from the Western-Pacific Region included: Ruthann Couch, San Francisco Tower; Lori Collins, Santa Monica Tower; Judy Harms, San Diego TRACON; Annette Gowan, Los Angeles TRACON; Rose Marino, Hawthorne Flight Service Station; Marty Landers, Oakland Flight Service Station; Joida Reed, Los Angeles TRACON; and Jacque Smith, Financial & Management Resources Division.

This year's speakers included Eastern Regional Director Joseph Del Balzo, Eastern Air Traffic Division Manager Ed

Spring, Southwest Air Traffic Division Manager Richard Failor and former Supervisory Committee (SUPCOM) National Chairman Wayne Reynold. Also present at the convention were representatives from AT&T and People's Republic of China.

Annual elections were conducted, and Rose Marino was elected as the area director for the Western-Pacific Region.

Next year's convention is slated for our region May 1-4, at the Ramada Renaissance Hotel, Long Beach, Calif. Anyone who would like to participate in the planning activities or who would like information regarding membership to PWC, please contact Rose Marino at Hawthorne Flight Service Station.

World Suspended For 1986

The May issue of FAA WORLD proved to be a bit prophetic in carrying an article on the economies resulting from the Gramm-Rudman-Hollings Act. WORLD now is one of them with publication suspended through the remainder of FY 1986. The WORLD staff plans to use the break to develop a new livelier format that will have greater relevance to the work force. See you in the fall.



VPP Open Season

The Voluntary Pledge Plan (VPP) open season is continuing through August 30, 1986. As outlined in a previous edition of INTERCOM, VPP members pledge \$5 after a member's death, and beneficiaries are immediately sent \$2500, with the balance of the fund forwarded at the end of re-pledge period.

All full-time, non-temporary employees of the Western-Pacific Region are eligible to join this non-profit employees' pledge plan. For further information, contact Chairman William Murray in the Regional Logistics Division.

Statue Of Liberty Airspace Restricted For Celebration

Those planning a trip to New York for the big Liberty Weekend celebration next month shouldn't count on seeing it from the air. FAA has restricted flight in the airspace surrounding the Statue of Liberty from 0800 EDT July 2 to 1200 July 7. Generally, the restricted airspace reaches from the George Washington Bridge south to beyond Sandy Hook, N.J.

Eastern Region Accident Prevention Coordinator John Pallante "strongly advises" all pilots to avoid the area. Those entering it will be prosecuted by FAA to the fullest extent of the law.

Operation VAMP To Help Vacancy Info Distribution

The agency soon will begin testing a new Vacancy Announcement Microfiche Proposal (VAMP) in Washington headquarters and selected regions.

Under this new system, national announcements will be distributed in microfiche form to headquarters and all field offices participating in the test program. Employees will be able to check a comprehensive index and then print out any announcements that interest them.

If this 90-day experiment is extended nationwide, the Office of Management Systems expects VAMP will cut the waiting time between the preparation of the announcement and the opening date of the position by at least 50 percent. For more information contact your office administration manager.

Calling All Detroiters

A Reunion of Detroit Air Route Traffic Control Center folks has been slated for September 28 and 29 at the Imperial Palace Hotel in Las Vegas, Nev. Anyone having any affiliation with Detroit Center back in the "Good Old Days" is invited to attend; for details contact Jim Holtsclaw at Los Angeles Tower, 213/215-2069 or at home 213/378-8201. To inquire by mail, Jim can be reached at 320-D Calle Miramar, Redondo Beach, Calif. 90277.

Dick Schmeltzer Retires

Civil Engineer Dick Schmeltzer retired from the Airway Facilities Environmental Engineering Section on June 3. A luncheon was held in Dick's honor where his co-workers roasted him. Dick leaves with this note:

"Retirement to me is happiness in knowing that I have been fortunate enough to complete a highly satisfactory working career in civil engineering with the FAA, and that I am now free to pursue matters of personal interest for the remainder of my life."

Congratulations, and best wishes, Dick!

This person may be described as having a desire to advance in business or in a profession by improving communications with others. He or she may be facing the prospect of conducting meetings or acting as an officer in other organizations. When getting on his/her feet to speak, this person may possess one or all of the following symptoms:

- Tremor of hands and feet
- Perspiration on forehead
- Bags under eyes from lack of sleep over worry
- Quivering voice or no voice at all.

If you meet any of the above descriptions, you need the aid and comfort of Toastmasters International, composed of women and men just like you who have banded together for the purpose of self improvement.

For information about joining this "brave" group, contact a Toastmaster member, or visit a meeting on the first or third Tuesday of every month at 11:45 a.m. in Conference Room 4W3 in the Regional Office.

WANTED!



THIS PERSON IS WANTED BY FAA TOASTMASTERS!

Civilair News

Looking for some summer fun ideas? Civilair has the answers for you! How about a family outing to Magic Mountain? Civilair offers discounted tickets to FAA employees which may be purchased through the Civilair Desk on the 4th floor in the Regional Office for a price of \$11.95. That's a savings of \$4.00 per ticket over the gate ticket price. And -- no waiting in ticket lines! Discount tickets for children under four feet tall may be purchased for \$7.50; children under two years old are free. Venture out to Magic Mountain to enjoy the newest thrill -- the "Shock Wave" where brave souls will board the super thriller to STAND, not sit, in coaches careening their way through a half-mile of twisting steel, topped off by a startling journey through a huge, 360-degree vertical loop!

Civilair has more fun ideas for you. The annual FAA Civilair picnic will be held on September 13 at Gull Park Recreation area (same as the last two years) at the Long Beach Naval Station. Look for more details in upcoming INTERCOM issues.

What about a hayride/BBQ in Malibu sometime in August? Civilair is looking for a show of interest before finalizing plans for this fun-filled evening.

Please call Linda Murray at 213/297-1697 and let her know your thoughts about this event.

On the more "sophisticated" level, Civilair has reserved front and center seats at the Grand Dinner Theatre for the August 29 showing of EVITA. At a price of \$25.50 per ticket, costs include a buffet dinner, show, tax and tip. Call Al Toll at 213/297-0113 or Elly Brekke at 213/297-1431 for reservations. Seats are limited, so don't delay.

A weekend bus trip to Laughlin, Nev., on the Colorado River is in the making for early fall. Keep your eyes opened for more details on this fun-filled gambling weekend.

Don't forget, the Civilair Desk also has discount tickets for Disneyland, Spruce Goose, Queen Mary, Lion Country Safari, San Diego Zoo and lots of other places. Just call the desk at 213/643-8526, 10 to 2 p.m. weekdays except Wednesday for more information. And, have a happy summer!



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

