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Public Affairs Office
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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



EDWARDS RAPCON

Cover Story

by A. L. Randolph
Staff Writer
Antelope Valley Press

He hunches over a console, intent on the bright green slashes, blips and numbers that dance an inscrutable choreography across his scope.

Nearby, inside this cavernous room, are others like him. They, too, are studies in concentration, keeping a watchful eye on the scope in front of them.

There are no windows in the room, but only fluorescent lights that cast a bluish glow.

Sometimes a little talk arises among several of the scope watchers, but it is hushed. And brief.

He is staring purposefully at the scope, absent-mindedly tapping out a rhythm with a pencil. Rat-a-tat-tat, rat-a-tat-tat, in quick succession. The left hand he uses to work a typewriter-like device that, instead of keys, has illuminated squares.

He depresses a square marked "enter" and talks to a voice on the other end in a well-modulated monotone.

The words come out clipped, precise, confident.

"Willy two-two turn right heading zero seven zero."

He pauses and hits the square again. His eyes do not leave the scope. "Willy two-two descend and maintain seven thousand."

Welcome to the world of the air traffic controller at Edwards RAPCON, the Federal Aviation Administration Radar Approach Control facility at Edwards Air Force Base.

It's been around since 1961, but Edwards RAPCON is probably one of the better kept secrets in the Antelope Valley.

Why that is, is a puzzle, since the facility provides critical air traffic control information for virtually every major military and commercial aircraft flight test program being conducted in the United States today.

Edwards RAPCON operates between 6 a.m. and 10 p.m. with a staff of 26 controllers. Each continually monitors aircraft movements within an assigned sector, which together make up the 24,500 square miles under Edwards RAPCON jurisdiction.

This huge chunk of airspace swallows up much of Southern California, from Palmdale to Bishop to Las Vegas to Bakersfield.

It is a region about 256 miles long and roughly as wide, and includes both the highest and lowest elevations in the contiguous United States: Death Valley, which lies 282 feet below sea level, and Mount Whitney, which towers to 14,495 feet.

The primary job of Edwards RAPCON controllers is twofold. They maintain FAA-required separation among aircraft flying on instrument flight rules within a special airspace sector designated R-2508, and control IFR arrivals and departures at various military and civilian airports within R-2508.

Aircraft on instrument flight rules using William J. Fox Airfield in Lancaster, for example, talk to Edwards RAPCON, as do IFR aircraft at Air Force Plant 42 in Palmdale, Edwards Air Force Base and George Air Force Base, among others.

When departing one of these airports, pilots call Edwards RAPCON as they climb to cruise altitude. Arriving pilots talk to installation controllers before they enter the airport control zone, which extends five miles from the airport.

Another responsibility assigned to Edwards' Radar Approach Control is helping keep high-performance military jets in R-2508.

To stay within this area, for example, an F-15 fighter must turn about every 10 to 12 minutes.

Depending on the speed and heading of the aircraft, controllers may call out heading information almost every minute to aircraft approaching the perimeter of R-2508.

It makes a fair amount of noise on the radio, but this communication is part of what is necessary to make the demanding job of test flying as safe as possible, according to Edwards RAPCON.

"We serve, really, as the eyes of the pilot...when his eyes are inside," said Ollie Spires, Edwards RAPCON assistant air traffic manager.

Tiny pinpoint dots on the controllers' screens represent VFR aircraft. "Data blocks" - small numbers adjoining a slash mark - indicate IFR planes and give the controller pertinent information on aircraft speed and heading.

Signals from planes overhead are picked up on the ground by one of 10 RAPCON radar sites and relayed, via microwave, to a huge computer at the radar approach control facility. The signals are put in digital form by the computer, appearing on the controllers' scopes as computer-generated images of slashes and dots.

Within the confines of R-2508 is other airspace set aside for special use, including Military Operating Areas (MOAS); Air Traffic Control Assigned Airspace (ATCAA's); Terminal Approach Control Airspace, and Restricted Areas.

Altitudes under the control of Edwards RAPCON controllers vary from ground level to infinity depending on the area, although most of the air traffic flies at between about 18,000 feet and 60,000 feet above sea level.

"Is the system safe, you ask? Damn right it is, because of controllers like these," Spires said.

In addition to 26 controllers, the Edwards RAPCON staff includes five supervisors, three staffers, one administrative assistant and three facility managers.

But even those who routinely use Southern California airways may not realize what a unique resource the Edwards' Radar Approach Control really is.

For starters, the facility is one of only nine such FAA radar approach control facilities in the United States.

Controllers at Edwards RAPCON monitor air traffic movements in the largest chunk of controlled airspace in the world: R-2508, which encompasses about 20,386 square miles. It is an area comparable to the size of West Virginia. Also little recognized is the amazing diversity of aircraft that have been, and are being, tested in R-2508 under the watchful eye of Edwards RAPCON controllers.

"The history of aviation is right here," said Spires, gesturing to an office map of Edwards RAPCON-controlled airspace.

And indeed it is. Military aircraft of yesteryear, including the controversial XB-70 bomber and the X-15 rocket-plane, routinely used R-2508. Modern-day aviation wonders - from the X-29 forward-swept wing aircraft to the B-1B bomber to Boeing's 767 and 757 transports - also fly there.

Photos courtesy Antelope Valley Press.



Principal users of R-2508 are planes from the Air Force Flight Test Center at Edwards, George Air Force Base, the Naval Weapons Center at China Lake and the Army National Training Center at Fort Irwin.

Operations at Plant 42 - mostly military pilots practicing takeoffs and landings - adds significantly to the air traffic volume handled by Edwards RAPCON controllers.

In addition, aerospace contractors, such as Boeing, Lockheed, and Northrop, bring their aircraft to R-2508, known for its near-perfect flying weather and sparse population.

"It is safe to say that every jet-type aircraft flying in the United States has performed some test function within the complex," said controller Newt Phillips.

On weekends, when the airspace is relatively uncrowded, controllers at Edwards RAPCON routinely handle up to 200 aircraft between 6 a.m. and 10 p.m., when the facility is open.

On weekdays, largely due to commercial and military aircraft test programs, it's a different story.

Controllers can find themselves juggling up to 1,200 aircraft each day, a rate that translates into an average of 90 airplanes hourly. . .

(Editor's Note: This portion of the excellent article by A. L. Randolph is reprinted here with permission from the Antelope Valley Press Newspaper.)

Cover photo: Controller Carl Sagerquist. Controllers in top photo--from left--Steve McDougall, John Katlaba, Newt Phillips, Pat Van Lingen, Mike Johnston & Carl Sagerquist.

The News In Brief

The General Services Administration has proposed a near total ban on smoking in the buildings it owns and leases, including FAA Washington Headquarters. Under the proposed regulations -- scheduled to take effect in the fall -- smoking would be limited to special areas of cafeterias and around vending machines. Government agencies have 60 days to comment on the proposal. After comments are received and studied, GSA will issue a final rule that will take effect immediately.

FAA has adopted stringent new fire safety standards for the baggage compartments of all future transport aircraft types. The rule will require the use of more flame resistant materials such as fiberglass. The rule also restricts for the first time the size of Class D Cargo holds to 1,000 cubic feet so as to limit the supply of oxygen available to feed a fire.

The Netherlands' ambassador to the U.S. and DOT Secretary Dole recently signed an agreement providing for closer cooperation between the two countries on aviation security. The agreement calls for the U.S. and the Netherlands to provide assistance to each other to counter terrorism aimed at air travel.

The Central Region has directed that some 6,400 potentially faulty altimeters be returned by July 1 to the manufacturer, United Instruments, Inc., of Wichita. In March the agency notified aircraft owners that the altimeters could have defective parts and give erroneous readings. As of June 15, 2,367 of the altimeters had been returned, with 501 found defective.

Panel OKs Supplemental

House and Senate conferees agreed June 18 to recommend to the Congress approval of an FAA supplemental budget that would give the agency an additional \$84.2 million for Operations in FY 1986. FAA's original request was for \$80 million.

The lawmakers also recommended authorization of a \$72 million transfer from the agency's Facilities and Equipment budget to help fund the Advanced Automation System.

The conference committee recommendations now go to a final vote before both houses. The bill then goes to the president.



Pausing to admire the ATC 50th year anniversary banner in the lobby of the headquarters building are: (from left) Special Assistant to the Deputy Administrator Lawrence Kotzker, Deputy Administrator Richard Jones, Mary Ellen Kraus, AAT; James Loos, AAT; and Walter Luffsey, Associate Administrator for Air Traffic.

Air Traffic Control.



Employee Groups Queried

The Office of Organizational Effectiveness conducted telephone interviews the week of June 16 to find out what issues Employee Participation Groups (EPG) are concerned about today. Information was gathered from EPGs, Human Resource Committees and Quality Committees.

The results will be used to develop recommendations for improving the employee participation process. These will be distributed to appropriate offices and services in headquarters, the regions and the centers. For more information call Harold Alexander on FTS 426-3437.

MEET JAY MAAG

FAA Coordinator

Orange County/Long Beach Area



J. "Jay" Henry Maag has been named the FAA Coordinator for the Orange County/Long Beach area. Along with his regular duties as the Air Traffic Manager at John Wayne-Orange County Airport Tower, Jay will serve as the local contact for the FAA with the public and news media.

Jay has been with the FAA in the Western-Pacific Region for over 17 years. He started his career at the Los Angeles Air Route Traffic Control Center, and served equal time at the Oakland Center as a Data System Specialist, Area Supervisor and Assistant Manager of Automation. He has also served as the Air Traffic Manager at the Santa Monica Tower.

In addition to his many accomplishments in the field, Jay has also completed two tours in the regional headquarters in Hawthorne, Calif., where he has served as a staff specialist in the Human Resource Office and then as an Airspace and Procedures Specialist in the Air Traffic Division.

Jay and his wife Ellen will celebrate their 30th anniversary in November by taking a golfing vacation to Hawaii. They have two married children and two grandchildren.

Wohlleib Earns Scholarship



Garry Wohlleib receives a scholarship from National University for \$750 based on job performance, motivation, leadership and management potential. Sandra Elwood, Associate Dean from National University is making the presentation.

An Outstanding for Virginia Agilar



Virginia Agilar was presented an Outstanding Rating with a Special Achievement Award based on her performance. Virginia came to the San Diego Airway Facilities Sector as an upward mobility candidate in the General Supply Specialist field. She completed the training program outlined and has since received a promotion.

Congratulations, Virginia. Presenting the award is Henry Harris, Assistant Sector Manager.



Memorandum

Manager, Flight Standards
District Office-7

Please convey my thanks to Chris, a most charming lady, who was kind enough to accommodate a recent request.

We were in dire need of an Advisory Circular for contractor guidance; the usual points of contact were of no avail. When I called your office, Chris offered to forward a photocopy. It arrived this morning, much to our delight.

We on the air traffic side are only too aware of the demands placed on Flight Standards folks. Notwithstanding, Chris found the time to help a "neighbor." The gesture is genuinely appreciated.

James R. Dea
James R. Dea



STATE OF HAWAII
DEPARTMENT OF EDUCATION
Mr. Don Chong
Honolulu ARTCC

On behalf of the eighth grade science students of Wapahu Intermediate School, thank you for a very informative tour around the whole FAA building. We enjoyed learning about the instruments, and mostly enjoyed the opportunity to handle the computer and learning about tracking of airplanes. Please extend our thanks to all other staff members who took care of us.

Dwayne Bueno a student of Mrs. Kobayashi
Mrs. Kobayashi
Wapahu Intermediate School

Mr. Don Chong
Honolulu ARTCC

Thank you for guiding us around the Place. We loved the film you showed us when we came. The second film I saw was the funniest film. I wish we could come back and you could tell us more about the things.

Yours Truly,
Joey Portela



LETTERS WE LIKE

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 43D STRATEGIC WING (SAC)
APO SAN FRANCISCO 96334-5000

Mr. Arthur Chase
FAA, Guam Airway Facilities Sector Field Office

1. Thank you for a job well done during the 1986 Overseas Combined Federal Campaign! As your unit CFC Project Officer, you were directly involved in helping enrich the lives of numerous individual less fortunate than ourselves.
2. Your unit contribution of \$1,633 helped make this year's campaign an overwhelming success.

Robert J. Isaak
ROBERT J. ISAAK, Colonel, USAF
Commander



County of Los Angeles
Office of the Sheriff
Hall of Justice
Los Angeles, California 90012



Mr. Steve Pansky, Area Supervisor
John Wayne-Orange County ATCT

On behalf of the Los Angeles County Sheriff's Department and specifically, the Sheriff's Aero Bureau and Major Narcotics Crew, I would like to thank you and your staff for the outstanding assistance rendered about noon on May 5.

A helicopter crew from our unit, in conjunction with major narcotics investigators, were involved in a surveillance in the John Wayne Airport/Costa Mesa area. The surveillance turned into a vehicular pursuit at the time of arrest and the suspects were armed. Communications by radio became a problem.

At first request, your tower operators understood and cooperated and in a highly professional manner, made the Costa Mesa Police helicopter aware of this pursuit of armed suspects. The pursuit terminated with a traffic collision and suspects were apprehended. Little or no injuries were sustained by private citizens at the scene. Without your staff's cooperation, the arrest of these two suspects and recovery of evidence would have been very difficult.

Once again, on behalf of my staff, thank you for your cooperation.

Sincerely,
SHERMAN BLOCK, SHERIFF

Robert L. Hart
Robert L. Hart, Captain
Commander, Aero Bureau

SPECIAL THANKS TO STEVE PANSKY,
IRMA ORTEGA, JOE SANTORO, STEVE
EDWARDS AND RICHARD BRITZ FOR
A JOB WELL DONE.

Thomas B. Huntington, Jr.
Thomas B. Huntington, Jr.
Acting Manager, Orange Co. ATCT

TO RECEIVE

Mr. Don Chong
Honolulu ARTCC

Dear Mr. Don Chong,
I would really like to thank-you so very much for guiding us in the FAA. We also really thank-you for letting us watch films. I really enjoyed going there - I wish I could really come back. Well, hope you have a very good Easter.

Sincerely,
Ilona Kamaka



The CONTROLLERS at
GILLESPIE TOWER

Last Sunday we departed to overfly the Lakeside Rodeo Grounds to take pictures. This was the second time we asked permission to fly close to the traffic pattern and you were very cooperative on both occasions. I can honestly say that the controllers in Gillespie Tower are the friendliest and most cooperative. It is a real pleasure to hear a patient voice over the radio after a long cross country or hard hour of IFR currency practice. Thanks for your help guys and gals, you are appreciated.

Don Runner
Part Runner

Mr. Don Chong
Honolulu ARTCC

Dear Mr. Chong,
Belated thanks for the wonderful tour. You provided experiences that will be with our students for the rest of their lives.

Thanks also for the written material. It's very useful and informative.

Aloha,
Matt Nihama
Waimanalo Elementary

EG&G ENERGY MEASUREMENTS

Las Vegas Area Operations

EG&G ENERGY MEASUREMENTS INC. P.O. BOX 1912 LAS VEGAS NEVADA 89125

Mr. William J. Maloney
Las Vegas Air Traffic Control Tower

Dear Mr. Maloney:

As the project scientist for Teal Ruby Cal Site Experiment, I want to comment on the ATC support that EG&G/EM received in the preparation phase and conduct of the mission over Lake Mead 09 April.

The test included EG&G/EM's Citation II airborne platform flying at various altitudes and preplanned courses that traversed the primary approach to the instrumented runway at McCarran. During the mission window ATC personnel exceeded all expectations of the pre-coordinated requirements by keeping the Citation clear of traffic and sequencing inbound aircraft around the mission area, often times to the chagrin of those pilots.

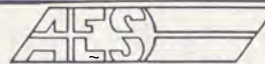
The cooperation of your personnel was noteworthy and deeply appreciated. I especially want to extend a note of gratitude to Dale Shriver. Dale's efforts were immeasurable.

In our experience of dealing with ATC nationwide, we have never received better service and interest than we did during this mission. I express my thanks to all the Las Vegas personnel for a job well done.

Respectfully,
EG&G Energy Measurements, Inc.

David L. Hawley

David L. Hawley, Ph.D.
Data Acquisition Section
Multispectral Remote Sensing Department



AIRCRAFT ENGINEERING & SERVICE, INC.

Mr. Wayne Newcomb, Manager - Air Traffic Division
Western-Pacific Regional Hq. FAA

Dear Sir,

I represent Aircraft Engineering & Service, Inc., an FBO at Deer Valley Airport, Phoenix, Ariz. On May 5, there was a major traffic problem at the airport. Not the type of problem that controllers are used to handling, such as gear up landings or loss of radios in flight, but a real traffic accident. Our parts runner was involved in a head on collision on Deer Valley Road, just off the airport property.

The controllers were not only maintaining ATC, but also observed the accident. They notified the Paramedic, Fire Dept., Police and also called me. The Paramedic and Fire Dept. were on the scene before the dust had settled. Unfortunately our parts runner was hospitalized.

I would like to commend the controllers for their prompt and positive actions. They are a credit to their profession and an asset to the aviation community here at Deer Valley Airport. A heartfelt thank you.

Fred Smith
Fred Smith
Shop Supervisor

Reid Hillview News

Reid Hillview Tower congratulates and bids farewell to three Air Traffic Control Specialists. Dean Johnson will pursue his career goals at Burbank Tower/TRACON; Douglas Macaulay and Kevin Duffy will soon join the crew at Oakland Tower.

Congratulations to new full performance levels Crystal Baumbach and Christopher Bock; and welcome to Jim McFarland from Vermilion, Ohio.

Controllers Kevin Duffy, Douglas Macaulay and Christopher Bock received Official Letters of Commendation for a job well done working heavy traffic the weekend of the Watsonville Air Show.

Congratulations!

Cut Costs -- Cut Copies

The Regional Office Copy Machine Center has been in operation since January 28, 1985. The purpose of this Copy Center is to reduce the cost of copy machines and printing costs.

Our maintenance costs include a monthly minimum of copies made. Increased copy usage increases the excess copy charge and causes machine outage. The Copy Center is for your usage. Please help us reduce costs by utilizing it as much as possible. The following procedures are included for your information:

1. If you require more than 25 copies of an original or a total of 25 copies are required for one job, use the Copy Center.
 2. Prepare WP Form 1720-4, Printing Request, and send with your original to AWP-52A, Copy Center, Room 1N18. Please include justification if RUSH.
 3. Copy materiel must be in camera ready form. Do not include photographs, drawings and other illustrations unless required to relate entirely to the transaction of public business.
 4. All transparencies are to be done by AWP-52A, Copy Center, to prevent damage to copy machines.
 5. Show a realistic completion date. Routine copy work requires three work days to include pickup and delivery.
- Please call Chauncey Walker, x1636 if you have questions.

AT System Employees To Get NBAA Award

In recognition of the 50th anniversary of the air traffic control (ATC) system, the National Business Aircraft Association will present its 1986 Award for Meritorious Service to Aviation to the men and women who operate and maintain that system. As winners of this award, the FAA controllers and technicians will join such aviation greats as Lindbergh, Rickenbacker and Doolittle. The presentation ceremony will take place on September 30 at the NBAA convention in Anaheim, CA.

Fresno FSS News

On June 6, 7 and 8 the Fresno Flight Service Station (FSS) established and manned a temporary FSS in support of the 29th Merced West Coast Antique Fly-In. The event proved to be very successful with over 2,700 aircraft flying in for the gathering. This event provided an excellent opportunity to observe and study aircraft of an earlier era.

Fresno FSS has welcomed aboard two new area supervisors: Thomas Anthony (from Red Bluff) and Ken Mahorney (from Arcata).

Welcome also to new trainees Christopher Beale and Stephan Savino. Chris and Steve are both mid-way through their training and doing a great job.

During the month of March and April, Bob Thompson participated in Career Days at Edison and Visalia High Schools. Bob also participated at a pilots' meeting at Chandler Airport. Thanks Bob, for a job well done.

Congratulations go to the following for their achievements: Carl Olson, who made a 4.0 Grade Point Average on his first semester in the Airplane Power Plant and Air Frame course; Blake Lewis who just completed a course in the art of horseshoeing; Stephen Shackelford, who graduated from Fresno City College with an AA degree and has been invited to teach at the college; and to James Shingledecker and Blake Lewis for their Outstanding Performance Ratings.

To Smoke Or Not To Smoke. . .



To smoke, or not to smoke? That was the question, and the subject of the "Great Debate" at a recent FAA Toastmasters dinner meeting in Torrance, Calif. With Glenn Cross taking the side that smoking should be banned, Cathy Beam countered that smoking is a personal right that cannot be taken away.

The audience listened to pros and cons, then answered question posed by Glenn and Cathy. It seems Cathy's point of view presented the convincing philosophy when the Toastmasters voted and then awarded her the "Best Speaker" trophy.

Glenn put up a good fight, and sums up his position by saying, "I still believe that if you plan to smoke when others are present, then you should not exhale." Cathy's reply == "Got a light?"

Photo: Not only do Glenn Cross and Cathy Beam not see eye-to-eye, they are back-to-back on the smoking issue.

(Photo by Elly Brekke.)

654 Pilots Experience Controller Viewpoint

by Ron Sautter

"Operation Raincheck" is alive and well in the Oakland Bay area. Bay TRACON employees initially offered 12 "Operation Raincheck" classes August 26 through October 2, 1985, but very quickly found out they had to extend the program when the entire 12 classes were filled in four days.

The two-day program consists of a comprehensive briefing on Air Traffic Control procedures, demonstration of radar Air Traffic Control simulation and, best of all, a chance to monitor controllers. With cooperation of the San Jose and Oakland Flight Standards District Offices

(FSDOs), completion of the Raincheck Program was credited toward their pilot proficiency program. A lesson plan was developed for standardization and 12 controllers were trained as Raincheck Program instructors.

One of the most positive aspects of the program was the success in getting many "low time" pilots to attend. The program also gave many FAA employees the opportunity to enhance their communication skills before a group of 20 or more pilots. All of the raincheck instructors received a Letter of Commendation for the outstanding manner in which the Raincheck Programs were administered. Several pilots were so enthusiastic that they requested yearly recurrent training.

Operation Raincheck temporarily ended on May 6 but will resume in the fall of 1986.



Retirees' Corner

Recently retired Logistics Division Manager Marx Tyler writes to his FAA friends as follows:

"Thank you one and all for a fantastic party. Glenna really enjoyed the roast as I also did. It was good to see so many of my retired friends as well as the many others who attended.

"Words are insufficient to tell you how I felt nor what you all have meant to me these past years. Knowing you has made me a better person, and I won't forget the years spent with you.

"Thank you so much for the wonderful party -- gifts -- but most of all for sharing my years with the FAA.

"Sincerely, (signed) Marx"



Air Traffic Assistants Recruited

FAA has the "Help Wanted" sign out for Air Traffic Assistants to work in towers and enroute centers systemwide. Applications for these GS-5 = 7 positions will be accepted through July 31 at Office of Personnel Management Federal Job Information Centers.

Air Traffic Assistants perform such support functions for controllers as delivering departure clearances to pilots and operating teletype equipment. They also operate the computer equipment used to simulate air traffic situations for training exercises.

Inspectors Needed

There's a critical need for aviation safety inspectors in the Washington headquarters Aviation Standards organization. The positions are at the GS-13 and 14 levels in the air carrier operations and general aviation operations/avionics and airworthiness fields.

Those selected for these positions are entitled to return rights within four years of their transfer to Washington, if they so desire. Interested applicants are asked to apply immediately since AVS expects to fill these jobs by the first week in August. For more information see announcement AVS-86-296 or call FTS 426-8007.

Controller Staffing On Target

FAA is on schedule to meet its controller work force goal of 14,480 by the end of the current fiscal year and 15,000 by the end of FY 1987. Associate Administrator for Air Traffic Walter Luffsey told Congress on June 12. In May, the work force increased by 132 to a total of 14,168.

On the whole, he noted that the staffing of terminals has gone well, with FAA achieving 103 percent of the controller staffing standard of 5,988.

In the harder-to-staff en route centers, he noted that FAA now has 84 percent of the staffing standard of 5,519. He cited the "cross-option" program of transferring volunteers from terminals to selected centers as one means for increasing en route staffing.

Luffsey firmly rejected the idea of hiring fired controllers to meet the requirements of hard-to-staff facilities. "At this juncture," he said, "I would emphasize that rehiring controllers who were terminated for striking is not a consideration, nor, for that matter, will it be."

FAAers Team Up To Save

The Lufkin, TX, Flight Service Station and the Houston Center recently teamed up on a flight save involving a non-instrument rated private pilot who was lost in the clouds and on the verge of vertigo.

After receiving the pilot's near-hysterical call for help, Lufkin FSS specialist Roger Parker first calmed the man down and then dealt with the vertigo problem. He told the pilot to concentrate on the artificial horizon and not look outside of the cockpit. Following Parker's advice, the pilot succeeded in controlling the plane and climbing to an altitude where it could be "seen" by the Houston radar. Houston center controller Francis Kozar took over and guided the plane until it broke out on top of the 7,200 foot ceiling. He then vectored the aircraft to College Station, TX, where it descended through a hole in the broken cloud cover to a safe landing.

During the month of April, 85 flight assists were reported in the ATC system. Flight service stations were responsible for 33, terminal facilities for 32 and centers for 20. There were 337 persons on board the aircraft involved.



International News

EEAINE CARTER, INTERNATIONAL AFFAIRS SPECIALIST, AWP-4(F)

COMM'L: (213) 297-1333
FTS : 984-1333

Paradise Gets A Little Harder To Enter And Depart

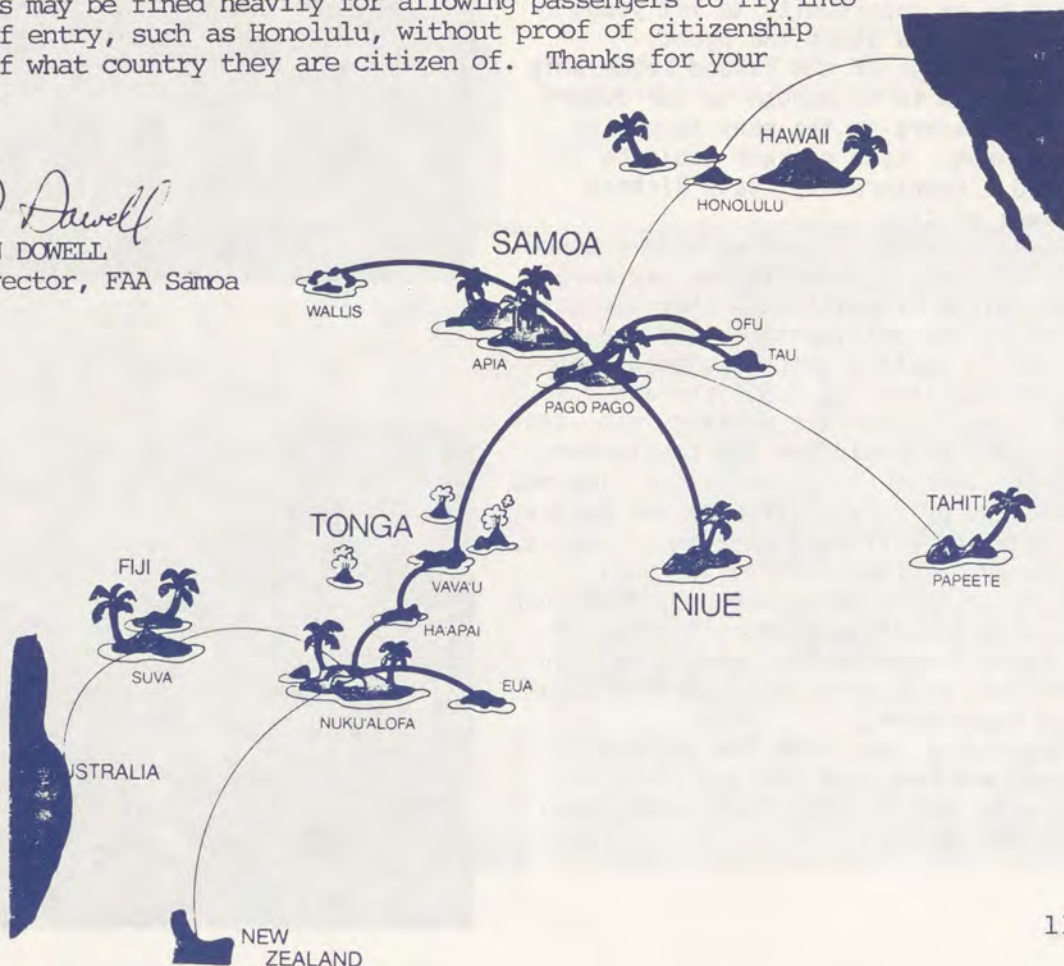


DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
OFFICE OF THE RESIDENT DIRECTOR, ATUT-1

When coming to American Samoa, please bring your unexpired passport. Carrying an expired passport can cost you a \$50 fine. Immigration is enforcing positive proof of citizenship when arriving or departing Pago Pago and when arriving in Honolulu from Pago Pago. This can still be satisfied with a birth certificate, but not a driver's license. Many people who visit American Samoa travel on to other destinations or visit other islands in the Samoa Island chain. If you think you might, you will need your passport.

Airlines may be fined heavily for allowing passengers to fly into U.S. ports of entry, such as Honolulu, without proof of citizenship regardless of what country they are citizen of. Thanks for your cooperation.

Sherrel D. Dowell
SHERREL DEAN DOWELL
Resident Director, FAA Samoa



Student Managers Participate In Guam's "Island Leadership Day"

In February 1986, then Acting Resident Director Dan Sato was contacted by the Department of Youth Affairs (DYA) of the Government of Guam about FAA's participation in "Island Leadership Day" to be held on April 25, 1986. "Before Dan left to return to his regular job as Assistant Manager of the Honolulu Airway Facilities Sector, he encouraged me to keep in touch with DYA," said Juan Taisague who is now the Acting Resident Director.

Where Dan left off, Juan picked up and coordinated FAA's participation with the Director of DYA. He decided that participation of Guam's FAA management team would be an opportunity to let young islanders know about the agency.

"The purpose of the Island Leadership Day program is to expose to our future island leaders to the many facets of management. Each manager would be assigned a counterpart," said Richard Calamba of DYA.

First, the participating middle school students were exposed to the way people interrelate at meetings. They participated in the FAA-sponsored Service Improvement Meeting which included representatives from the U.S. Navy and U.S. Air Force. After the meeting, each student went with his/her FAA counterpart, toured some of FAA's facilities, learned about the primary mission of the agency, and studied different management styles.

Letters of Appreciation for participating in the program were given by Juan Taisague to Willis Cannon, Air Traffic Manager; Mike Musgrove, NavAid Unit Supervisor; and Jerry Marta, Acting Radar Unit Supervisor.

"Art Chase, who took the pictures, showed what we were talking about and kudos to him for excellent photography," says Juan.





Photos: Top left--Participants in the Service Improvement Meeting--from left --Willis Cannon, Barry Johnson (Willis' counterpart), Juan Taisague, Rose de Guzman (Juan's counterpart) and Mike Musgrove.

Top right--Other participants include from left--MSgt Campbell, MSgt Kline, MSgt Martin, all of 27 ISS Sqdn; Leia Quintanilla (Jerry's counterpart); Jerry Marta (face hidden); Willis Cannon; Barry Johnson (hidden); Juan Taisague (facing away from camera) and Rose de Guzman (back to camera).

Middle left--Mike (center) explains FAA's missions and functions to Rose (left), Alan Sapalaran (right), Leia (not shown) and Barry (not shown).

Middle right--Manager Willis Cannon illustrates one of FAA's functions to the island's future leaders.

Below left--Mike and Alan caught by surprise! They were supposed to be shuffling papers.

Below center--Jerry Marta explaining to "Supervisor" Leia Quintanilla why he goofed on the Personnel Compensation and Benefit (PCB) forms shown on corner of desk.

Below right--Willis Cannon (right) explains to "Manager" Barry Johnson the Operating Error Reporting Procedures.

(Photos by Art Chase.)



Relocations Update



by Natalie Greenberg
Employee Benefits Specialist

On October 1, 1985, a relocation service contract, naming ChemExec Relocations Systems, was implemented by the Department of Transportation (DOT). The purpose of the program is to help relieve the many anxieties often experienced when relocating by providing service options such as Guaranteed Homesale, Marketing Assistance, Property Management and Homefinding/Mortgage Counseling. There is no charge to the employee for any of these services.

The Relocations Coordinator advises there are many repeatedly-asked questions. Following are some of these, with appropriate answers. More Questions and Answers will appear in subsequent issues of INTERCOM.

Question #1:

Is an employee eligible for the Guaranteed Home Purchase Service if he/she has signed a contract of sale on the residence at the time that ChemExec initiates relocation services?

Answer:

If the employee has found a buyer on his/her own before beginning ChemExec's service, the employee should not be offered those services unless the contract later becomes null and void. The purpose of the Guaranteed Home Purchase Service for FAA/DOT is to ensure the transferred employee has a buyer for the home at the former duty station.

Question #2:

Do you have to use the appraisers ChemExec recommends, or do you have the option of choosing your own appraisers?

Answer:

If you wish to use appraisers that are not on ChemExec's list, you have the option of choosing your appraisers and should notify your relocation supervisor immediately of your choices, giving the appraiser's name, telephone number and professional qualifications. ChemExec

will review the appraisers to verify their qualifications and abilities and will advise you if they do or do not meet the DOT's appraiser guidelines. An excellent resource to use in evaluating the appraisers is your local real estate broker or local lender. Choose your appraisers carefully as they will be the ones who actually determine the market value of your home.

Question #3:

Why is it so important to have the Listing Addendum (Exclusion Clause) included as part of the listing agreement with the real estate broker when putting your house up for sale?

Answer:

The Listing Addendum (Exclusion Clause) protects your right to sell your home to ChemExec at any time. Without this clause you cannot sell your home to ChemExec until the agreement expires. Note too that the listing agreement should be for no more than 90 days.

The Most Vital Thing in Life

When you feel like saying something
That you know you will regret,
Or keenly feel an insult
Not quite easy to forget,
That's the time to curb resentment
And maintain a mental peace,
For when your mind is tranquil
All your ill-thoughts simply cease.
It is easy to be angry
When defrauded or defied,
To be peeved and disappointed
If your wishes are denied:
But to win a worthwhile battle
Over selfishness and spite,
You must learn to keep strict silence
Though you know you're in the right.
So keep you mental balance
When confronted by a foe,
Be it enemy in ambush,
Or some danger that you know,
If you are poised and tranquil
When all around is strife,
Be assured that you have mastered
The most vital thing in life.

--Airway Pioneer



1986

Airway Pioneer

The Society of Airway Pioneers advised that **THE 1986 AIRWAY PIONEER** has been mailed to all members. This 156 page book contains articles on the activities of FAA employees and retirees and a directory of members.

The Society is a volunteer, non-profit organization dedicated to CAA/FAA and NWS employees who for the past six decades developed, installed, maintained, and operated the National Airspace System.

The prime function of the Society is to publish annually **THE AIRWAY PIONEER** which provides past and present employees information on the activities of their friends and former colleagues. Membership is open to employees and retirees who have a minimum of 20 years service with the CAA/FAA or NWS. For further information contact the Personnel Office or The Society of Airway Pioneers, 28719 Blythewood Drive, Rancho Palos Verdes, CA 90274.

Copies of the 1984, 1985, and 1986 AIRWAY PIONEERS are available for your review in the regional and Washington Personnel and Public Affairs Offices.



Honolulu FSS Awards

Glenn Imamura, right, a specialist at Honolulu Flight Service Station receives an Outstanding Performance Rating Certificate from Area Supervisor Ed Ishisaka. Congratulations, Glenn!

Oakland Center Awards

Congratulations to Oakland Air Route Traffic Control Center folks who recently received awards. Earning Outstanding Ratings with cash awards are John Wojcik, Jeffrey Richards, Dennis Addison, Anthony Kolonie, Gary Gfroerer, Edward DeVille, Reed Sladen and Justin Seguirant.

Receiving Special Achievement Awards are William Anderson, Joseph Biggs, James Galbraith, Neil Irvin, Richard Lund, John Lyons, Fred James, James Williams, David Blair, Eugene Campione, Robert Deetz, Jr. and Diane Herbst.

And a final award to Harvey Johnson who earned a Cash Award for a Special Act.

Self-Determination

Our destiny is largely in our own hands. If we find, we shall have to seek. If we succeed in the race of life it must be by our own energies, and our own exertions. Others may clear the road, but we must go forward, or be left behind in the race of life.

If we remain poor and dependent, the riches of other men will not avail us. If we are ignorant, the intelligence of other men will do but little for us. If we are foolish, the wisdom of other men will not guide us. If we are wasteful of time and money, the economy of other men will only make our destitution the more disgraceful and hurtful.

— Frederick Douglass

Reprinted from Airway Pioneer

IRS Offers Humane Service

If you've given up trying to find your long-lost sister or trying to get a message to a missing person for humane reasons, the Internal Revenue Service may be able to help by forwarding your letter to that person.

This little-known service is available through your local IRS District Office.

To have your letter forwarded, you must send the missing person's Social Security number along with your letter. If the IRS has an address, your letter will be forwarded along with a letter from the IRS saying that the IRS has not divulged the person's address and explaining why the letter has been forwarded. The letter also states that the decision of whether or not to respond is up to the individual and that

the IRS will take no further action in the matter.

If no address can be found or the letter is returned as undeliverable, the letter will be destroyed. The requester cannot be notified of any action taken because of disclosure laws. Reasons considered humane include seeking a missing person to convey a message such as serious illness, imminent death or death of a close relative. Letters may also be forwarded to persons being sought for medical study to detect and treat medical problems. The IRS will not forward letters for persons attempting to trace family trees or seeking repayment of debts.

For more information, call the Los Angeles Disclosure Office at 213/894-5504.

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(F.T.S.) 984-1831