



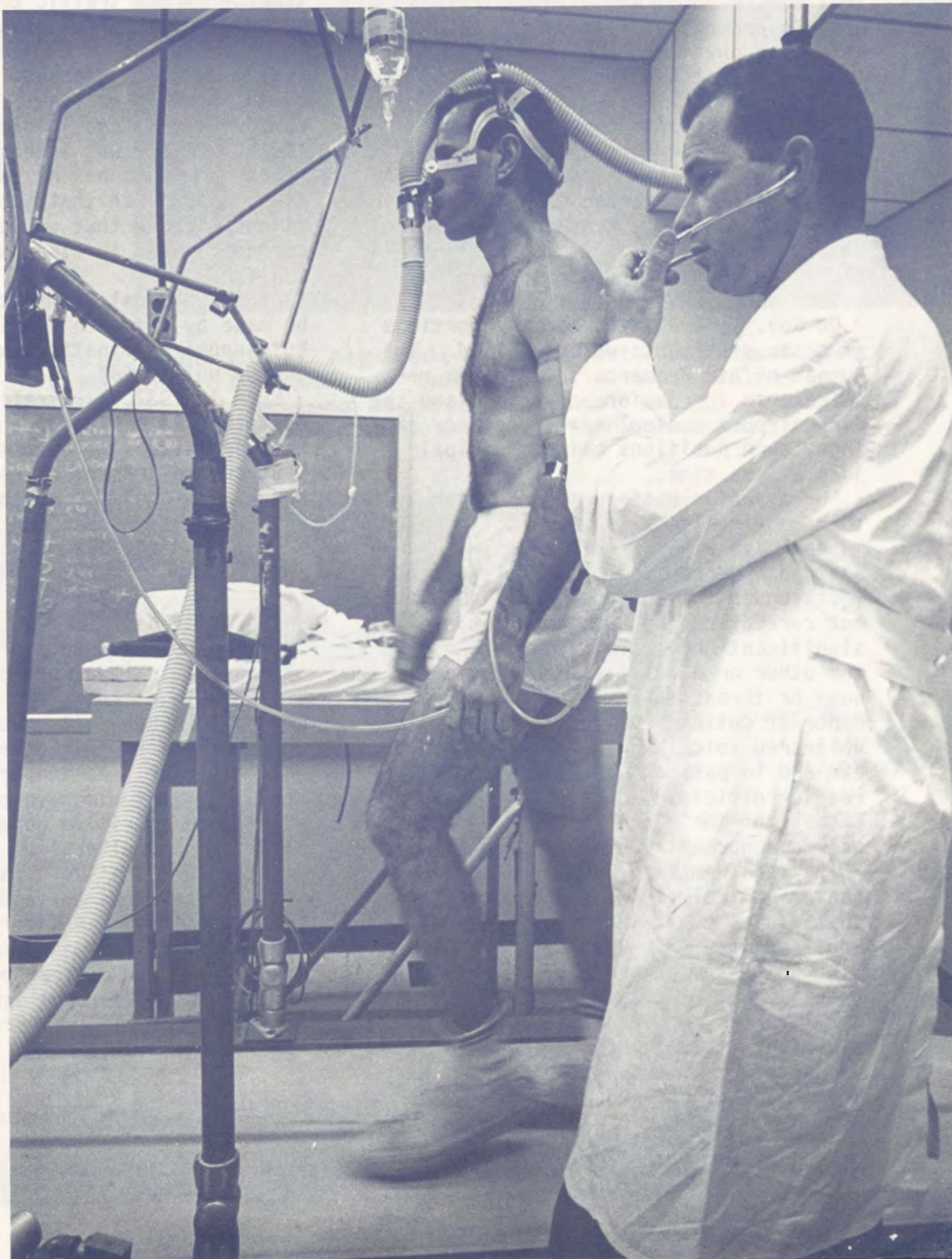
U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Intercom

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Cover Story

by J. Robert Dille, M.D., Manager
Civil Aeromedical Institute (CAMI)

Even before the airlines opened the doors of the first airway traffic control center in December 1935, the Federal Government recognized the need to establish physical requirements for controllers as it had for pilots nine years earlier.

The Bureau of Air Commerce hosted a conference on airport and airway traffic control in Washington, D.C., Nov. 12-14, 1935, which recommended that applicants for an operator's license should meet physical requirements "which shall include good eyes, ears and good voice (clear diction and good radio voice)."

On Nov. 1, 1937, the medical portions of those sentiments were codified. The Bureau of Air Commerce set minimum requirements for junior, associate and senior airport control tower operator ratings, such positions being municipal jobs at the time.

For a junior rating, the operator had to have visual acuity of at least 20/20 in each eye without correction; an average depth perception of 30 millimeters (just under 1-1/4 inches) or less without correction; no double vision; no significant abnormalities of one eye to the other or disease of the eye, ear, nose or throat that would impair performance of duties; the ability to hear the whispered voice at eight feet with each ear and to pass an eye test based on reading official aeronautical maps; no disease of the mental or nervous system; and no abnormality of the personality.

The requirements for associate and senior controllers were the same except that vision could be 20/30, provided the applicant had served as an operator for six months the preceding year.

The annual renewal of tower operator certificates required a physical examination within the preceding 45 days, conducted by a medical examiner of the Department of Commerce authorized to do so.

The Bureau of Air Commerce took over the first three airway traffic control stations in Newark, Chicago and Cleveland with their 15 controllers on July 6, 1936, but only four or five who had been commercial pilots had ever met any physical standards. Clearly, a change was in order.

A 1938 U.S. Civil Service Examination announcement for a Civil Aeronautics Authority airway traffic control operator did include physical standards. They included vision of at least 20/200 in one eye without glasses, corrected to 20/30; hearing at least 15 feet in each ear; arms and legs intact except that loss of digits not interfering with functions would not be cause for rejection; and speech that was normal and without accent that would interfere with communications in clear and lucid English.

Rigid physical examinations were to be made by a federal medical officer, but annual examinations were not required until 1966.

Even in 1937, air traffic control was described as a high-pressure occupation. Most facilities were so short-handed that controllers often worked 10-12 hours a day, six or seven days a week without overtime pay for an annual salary of about \$2,000. All their earned annual leave was rarely granted. Fatigue with irritability, inattentiveness and disinterest was described. It would be another 30 years before this reported stress and fatigue were studied. By then, however, no unique levels of stress were generally found.

Nevertheless, to address matters of ability as well as temperament, selection testing to improve performance and reduce attrition began in 1941 for military controllers and in 1956 for civilian air traffic control specialists. Research to develop improved tests continues. A flight Safety Foundation study of physical qualification for air traffic control personnel was completed in 1958, and debate continues on some of the medical standards as well.

--continued on page 4--

Aviation

Medicine

Heritage



Over the years, the Civil Aeromedical Institute has conducted research into medical standards for airmen -- both pilots and controllers -- as well as into aspects of flight safety, such as tests of seats and shoulder harnesses using anthropomorphic manikins.



Cover Photo:
The fitness of airmen in meeting standards has also been a concern of FAA's Aviation Medicine. Here, an airman takes a pulmonary function test on a treadmill.

Aviation Medicine Heritage

Cover Story continued from page 2

Although phenomenal growth and technological improvements have taken place in air traffic control over the half century it has been a federal function, aviation medicine contributions, unfortunately, have been spotty and mostly of recent vintage. True, there were early medical standards and examinations required, but there was no medical participation in that 1935 conference, and the 1938 medical standards, as today, were from the Civil Service Commission and its successor, the Office of Personnel Management.

However, the Office of Aviation Medicine now does participate in OPM deliberations and has sponsored research to determine functional color vision requirements for controllers. Regional medical personnel monitor ATCS health and provide data for analysis to a health information system. Civil Aero-medial Institute psychologists provide lectures on stress management, determine job attitudes of FAA employees through national and local surveys and are involved in analytic research on every aspect of the selection, training, career progression and performance of air traffic controllers.



Dr. Jess McKenzie (standing) and chemist Russell Moses operate a Hem-O-Scan at CAMI to evaluate the interaction between oxygen and blood in disease studies.

Special thanks to Len Samuels, editor of FAA WORLD, for providing INTERCOM with this story material.



Retirees' Corner

We recently heard from Al Le Fevre who tells INTERCOM:

"Have been active as Accident Prevention Counselor and Pilot Examiner since my retirement from the FAA after more than 30 years of service (retired 5/25/71)..."

"Long time (too long) since I have had a chance to visit the Regional Office. Miss my visits very much.

"Spending half our time at our home on

the Colorado River near Parker, Ariz."

(Editor's note: In his letter, Carl also tells us that he prefers to receive INTERCOM on a weekly basis. We are sorry to report that until further notice, this will be impossible. Because of current budget restrictions, the INTERCOM issues will be mailed to retirees once a month. Please bear with us during these times of belt-tightening.)

B e a c o n T o w e r



The above photo was taken by FAA Retiree Larry Cheskaty many years ago. Larry advises us that this beacon is the Whitewater Beacon that FAA removed from Whitewater Hill in July of 1972 and shipped to the Smithsonian Air and Space Museum where it is now on display. Larry says the beacon was Site 9, on Airway 51, Los Angeles-Phoenix Airway. Although now retired, Larry lives in La Mesa, California. Thanks, Larry, for sharing this information with INTERCOM readers during this 50th anniversary of Air Traffic Control.



Las Vegas Tower Participates in Career Days

Ten students from Professor David Brodersen's aviation class at Clark County Community College recently participated in a two-day Career Day visit and orientation of the Las Vegas Tower. The students received a greeting and briefings from Jess Ryan, Airway Facilities and Andy Anderson, Air Traffic Controller. Jess then gave the students a tour of all the Airway Facilities maintained at Las Vegas. This was followed by films and a briefing by Andy Anderson of the air traffic services available in the Las Vegas area. Following the briefings, the students were exposed first-hand to the working environment of the TRACON and the Tower CAB. At the conclusion of the second day, a question and answer period was held covering the prospects of employment with the FAA. The students concluded that the visit enlightened them all with the aspects of Air Traffic, Airway Facility Maintenance and employment with the FAA.

Dave Marino and Andy Anderson then spent a full day at Clark County Community College participating in the college's first "Career Days" program. The event started at 8 a.m. and continued through till 9 p.m. The entire day was spent actively answering questions and providing brochures for the students. The event was such a success that Las Vegas Tower is looking forward to participating in the school's Summer and Fall session Career Days.



Palo Alto Tower News

by Jan Trilo

As with all towers, we've seen our share of arrivals and departures this past few months. Our warmest welcome goes out to our newest developmental, Mark Gallipoli, who comes to us from the FAA Academy. Other inbound controllers are Ken Hougey from Oakland Flight Service Station and Bryan Fuller from Brownsville, Texas Tower. Our recent departures, who receive our fond farewells, include Tim Nelson (Fresno Tower/TRACON), Mike Stock (Edwards RAPCON) and Henry Lopez (Oakland Towers). Congratulations to you all on your promotions.

More congratulations are in order to Controllers David Borger and Rhonda Stuertzt for their rapid completion of training to reach Full Performance Level status. Kudos also to Walter C.C. Kerns on receiving an Outstanding rating with a cash award.

Palo Alto Tower held a two-day Open House in celebration of the 50th year anniversary of Air Traffic Control. The turnout was deemed an incredible success by pilots, non-aviation visitors and controllers alike. Cookies, brownies, punch and a good time were had by all.

Western-Pacific

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Please submit
material and
photos to AWP-5.

Former FAA Inspector Gets Top Reserve Job

Former Federal Aviation Administration Safety Inspector and Sacramento resident Richard E. Russell is the new Senior Enlisted Advisor to the commander of the Air Force Reserve, Major General Sloan R. Gill, effective June 1.

While serving in the two-year tour of extended active duty at Headquarters AFRES, Robins AFB, Ga., Chief Master Sergeant Russell will advise and inform the commander about matters concerning the morale and welfare of the Air Force Reservists constituting the command's enlisted force. Prior to his appointment, Chief Russell served as senior enlisted advisor to Fourth Air Force Commander Major General James C. Wahleithner. The headquarters is located at McClellan.

In his civilian job in Sacramento, Chief Russell served as a Federal Aviation Administration Safety Inspector in the Sacramento Flight Standards District Office. He has more than 5,500 hours of civilian flying time as a flight instructor, examiner and pilot in helicopter, multi- and single-engine aircraft and seaplanes.

Chief Russell has four children, Edward, Richard, Susan and Jennifer. He is married to the former Shelia Davis of Johnson City, Tenn., also an Air Force Reservist.



ATC Employees Turn 50 With the System



Administrator Engen has sent out birthday greetings to five current employees -- three controllers and two electronic technicians -- who were born on July 6, 1936, the same day the Federal Government began its involvement in controlling air traffic. The birthday celebrants are James Burleigh, Little Rock Airway Facilities Sector; Gary Crosby, Atlanta Center; Gordon Ernest, ATR-730; Robert Jury, Red Bluff, CA, Sector Field Office; and Robert Purdy, Cleveland Center.

"You and the air traffic control sys-

tem both share a special birthday on July 6," wrote Engen. "You both turn 50." The Administrator then detailed the great changes in ATC technology that have been made since the five FAAers were born. "But one ingredient has not changed: the people who operate and maintain (the system). You and your fellow professionals can take pride in the contributions that you and the ATC system have made to the Nation's economy, its social well-being and the needs of national defense. Many happy returns of the day."

The News In Brief

FAA has issued a Notice of Proposed Rulemaking announcing its intention to issue an Airworthiness Directive that would require air carriers to make repeated inspections, and repairs if necessary, of any cracks in the frame structure and skin around the nose area of their Boeing 747s. The NPRM was prompted by the discovery of frame cracks in some 747s after skin inspections were dictated by an AD the agency issued in February. Comments on the proposed AD must be received by FAA on or before August 22.

When Washington headquarters' new electronic telephone system becomes operational on July 14, the new FTS number for the Administrator's Hotline will be 267-9532. The "800" numbers for the Safety Hotline (255-1111) and the Consumer Hotline (FAA-SURE, or 322-7873) will not change.

The Southern Region has issued a letter seeking a \$44,000 civil penalty from Amerijet International, a Ft. Lauderdale-based Part 121 operator. The firm allegedly operated a B-727 on 44 passenger flights in violation of an airworthiness directive that requires maintenance to prevent undetected, prolonged operation of an engine starter. The

agency is asking for the maximum penalty because it asserts Amerijet conducted the flights knowing it was violating the AD.

FAA and the Greater Orlando Aviation Authority are sponsoring an "Airport Certification and Safety Conference" in Orlando, FL, July 7-10. The meeting brings together U.S. and foreign airport officials to discuss such subjects as airport emergency planning, aircraft accident investigation, hijack crisis management and proposed changes in airport certification rules. Speakers include representatives from the FAA, U.S. Office of Foreign Disaster Assistance, airport authorities and aviation user groups.

The Society of Airway Pioneers has published its 1986 Airway Pioneer and mailed it out to its members. The 156-page publication provides past and present CAA/FAA and National Weather Service (NWS) employees with information on the activities of their friends and former colleagues. Membership is open to employees and retirees who have 20 years of service with CAA/FAA or NWS. To join up, write The Society of Airway Pioneers, 28719 Blythewood Dr., Rancho Palos Verdes, CA 90274.

Travel Rules Adopted

A spate of new regulations that, among other things, increase employee travel subsistence allowances went into effect July 1. The new rules, which were published in the Federal Register as a supplement to the Federal Travel Regulations, establish a new maximum per diem allowance of \$126, depending upon the locality. The rules also reduce the need for employee record-keeping by eliminating itemizing.

Among the rules that will affect most FAA travelers are the following:

Lodging and per diem reimbursements now will be computed for each travel day based on lodging receipts and a fixed amount for meals and incidental expenses (M&IE). The total must not exceed a maximum daily amount set by various

locality rates.

The new rules provide reimbursement of transportation expenses and allowable per diem charges resulting from illness, injury or other personal emergencies.

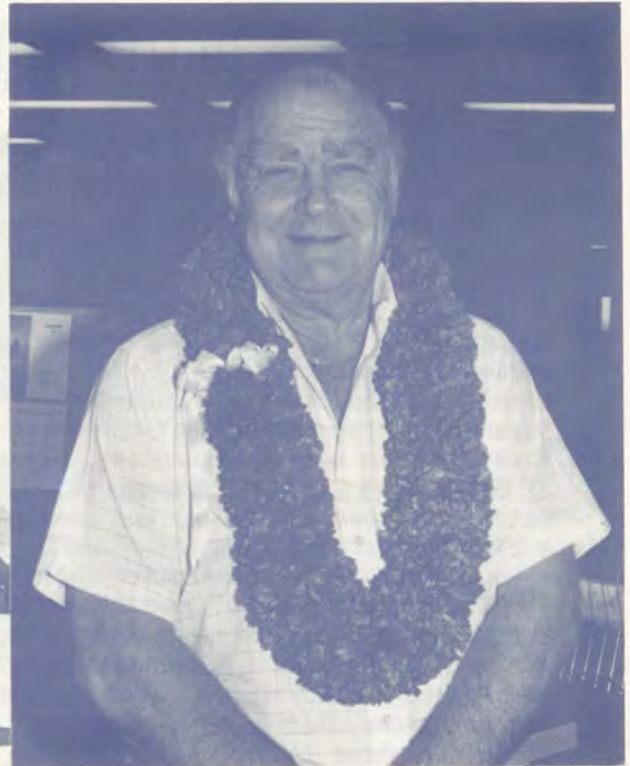
New directives on en route travel limit lodging expenses incurred on the day travel begins to the actual cost of lodging plus one-half of the applicable M&IE rate. On the day travel ends, the per diem allowance will be set at half the M&IE rate applicable to the preceding calendar day.

Travel advances will be limited to 80 percent of estimated travel expenses.

Any questions on these and other changes to the Federal Travel Regulations should be directed to your servicing accounting office.

LOGISTICS DIVISION --

PEOPLE AND AWARDS



Welcome aboard to Lloyd Golden, left, new Division Manager. Lloyd, who comes to Logistics from the Air Traffic Division, has replaced Marx Tyler, right, who is now enjoying the luxury of retirement. (Look for a feature story on Marx's retirement party in an upcoming issue of INTERCOM.)

Another new face in Logistics is Jannett Gibson, who has reported to the Real Estate and Utilities Branch.

So long to these folks who have left the Division: Gene Hutchinson, Ann Ta'a, Charles Mariott, Roger Oliver, Jim Barnett and Renae Hammond.

Congratulations to James Strite, who received his 15-year career service emblem and to Marge Booth, for earning her 25-year pin.

The following folks earned Outstanding Awards with a Quality Increase: Ann Ta'a, Etta Green, James Borsari, Judith Sullivan, Adrian Guy and Cheryl Peterson. Keep up the good work!

Letters of Appreciation have been received by Ann Ta'a, Stan Duarte, Dottie Gragg, Joan Zubarik, Aleta Lee, Chauncey Walker, Janice Beccue, Larry Kruse, Florence Placencia, Dave Morgan, Ruby Stewart, Ernest Foster, Roger Oliver, Paul Giras, Vivian Green, Shari Creighton, Michael Jones, Robert Moline, Audrey Parks, Cathy Beam and John Earl. Additionally, a Letter of Appreciation was addressed to all employees from Marx Tyler. These Logistics folks have been recognized by many facets of the FAA for their fine work and support.

Congratulations to the following people who received promotions in the Division: Florence Placencia, Linda Murray, Etta Green, Ernest Foster, Stan Duarte and Michael Terry.

(Photos by Elly Brekke.)

AIRPORTS DIVISION

AWARDS PRESENTATION AND CELEBRATION

In a recent ceremony and reception in the Regional Airports Division, birthdays were celebrated and career service pins were awarded. As the festivities began, Division Manager Herman Bliss wished "Happy Birthday" and presented cards to Airport Safety Compliance Inspector Sam Iskander and Supervisor Programming Section Howard Yoshioka. To Herman's surprise, Manager of Safety and Standards Branch Russ Hathaway turned the tables and presented a birthday card to Herman!

Supervisor Standards Section Bob Bloom then introduced honored guests--Donna Murray, Yuma County Airport Authority; Jim Harris, Coffman & Associates and Bob Zicafoose, Franzoy-Corey. After the introductions, Herman presented a Letter of Appreciation to Supervisor Safety Section Ellsworth Chan stating, "Mr. Chan did it one more time!"

After the crowd finished its "ritual" singing of "Happy Birthday," Regional Deputy Director Keith Potts presented three career service pins to long-time federal employees. The first award was to Electrical Engineer Paul Beckman, who earned a 40-year pin. According to Paul, he "started with the FAA when the FAA started" -- 1958, that is. Prior to then, Paul worked with the Bureau of Reclamation. "It's been a privilege working with the FAA," Paul added. Keith also presented Paul with a letter of thanks, on behalf of Regional Director Mac McClure, for Paul's dedicated service.

Harry Bogovich

We are saddened to learn that former Sacramento TRACON controller Harry Bogovich, 1521 Oak Tree, Roseville, Calif., died on June 28, from complications of emphysema. Harry had worked as a con-



Russ Hathaway then was awarded a 30-year pin for his faithful service to the government. Russ, too, worked with the Bureau of Reclamation before joining the FAA family. "I've enjoyed being here," Russ commented as Keith presented the award. Russ also received a congratulatory letter from Mac McClure.

And finally, a 25-year pin was presented to Bob Bloom. As Keith congratulated him, Bob addressed the crowd stating, "You guys are super. Thanks a lot!" Bob was then presented a letter of congratulations and thanks from Herman Bliss.

The ceremony ended on a happy note, as honorees and guests enjoyed refreshments provided by Airport Division folks.

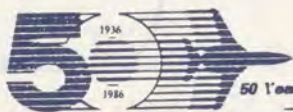
Photo - Airports Division folks celebrate birthdays and awards. Honorees include (from left) Paul Beckman, Sam Iskander, Howard Yoshioka, Bob Bloom, Russ Hathaway and Herman Bliss. Keith Potts assists with the presentations.

(Photo by Russ Park.)



troller at Coast TRACON and Sacramento TRACON prior to his retirement in the mid seventies.

Our sincere condolences to Harry's family.



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

ATTENTION ALL EMPLOYEES: Commemorative pins are now available for the 50th Anniversary of Air Traffic Control, which is a year-long celebration by the FAA family. Further information may be obtained from Jim Holtsclaw, Los Angeles Tower, 213/215-2069, or Jim Welton, Chino Tower, 714/597-1703.



Stabilizer Cited by NTSB In PBA Crash

The National Transportation Safety Board has issued a report citing the probable cause of the December 6, 1984, crash of a Provincetown-Boston Airlines (PBA) commuter flight as a failure in the plane's horizontal stabilizer.

The aircraft, a twin-engine Bandeirante, crashed shortly after takeoff from Jacksonville, FL, killing all thirteen people aboard. The plane's horizontal stabilizer was found 1,100 feet from the crash site. The Safety Board attributed the crash to a malfunction of the stabilizer's elevator control system or its elevator trim system, either of which could have caused the plane to pitch down, out of control.

As a result of the accident FAA required operators of the Bandeirante, a Brazilian-made aircraft, to install stronger elevator control rods and replace electric trim systems with mechanical ones. Special inspections of Bandeirantes also have been required since the PBA crash.

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.

FAA Toastmasters News



The FAA Toastmasters Club invites all employees to meetings held on the first and third Tuesdays of every month from 11:45 a.m. to 1 p.m. in the fourth floor conference room. Increase your communications skills, and have fun doing it!

Safety Hotline Update

FAA's Safety Hotline has recorded 506 calls since it was established a year ago to provide a confidential link to FAA for use by those in the aviation community who have legitimate concerns about possible violations of the Federal Aviation Regulations (FAR).

As of May 31, 384 investigations resulting from these calls had been completed. Fifty-nine of the 384 probes, or 11.7 percent, uncovered actual FAR violations. Of the 506 total, 191 calls concerned air carriers. And of the 125 air carrier investigations that were completed by May 31, 20 produced evidence of FAR violations.

With the hotline now a year old and proving effective, its creators in the Office of Aviation Safety are moving to get the word around. Accident prevention specialists will be asked to distribute flyers about the program to airports and users across the country. The Safety Hotline's toll-free number is (800) 255-1111 and the local number is 426-9365.

Watch Charges For DHL Courier Service

It is in the Government's interest to use DHL Airways, Inc. to help reduce the cost of shipping small packages; however, there are a few facts you should know. Desk pickup, transportation and next day desk delivery is provided to the FAA under a contract which charges \$3 for the first pound and \$1.45 for each additional pound. There is an additional charge of \$10 for either pickup or delivery on Saturday (total \$20). Therefore, if you are having something picked up on Saturday which cannot be delivered until Monday, you are paying for a service you are not getting. DHL will attempt next day delivery and FAA is charged for the attempted delivery. Copies of airbills are considered an extra service and DHL charges \$5 for each one furnished to FAA. Please be careful when ordering these transportation services. It doesn't pay for FAA to use DHL services if these premium charges are paid. All DHL services are charged to your office's operating funds which should be monitored and funding restrictions considered.

In order to assure correct payment of DHL charges, here's what you should do:

a. When filling out DHL Forwarder Airbill to mail package, include the following information:

(1) Shippers Account No: The account number assigned to your office by DHL when starting the service.

(2) Shippers Reference: Your Cost Center Code.

(3) Description of Contents: include GSA Contract No. GS=008-72034. Also, always include contents you are mailing.

b. DHL will send the invoice directly to the office mailing the packages. Approve this for payment and include your accounting classification code. Send the Invoice to the Accounts Payable Section, AWP-44B.

Call Sherri McKenzie at FTS 984-1136 or 213/297-1136 if you have questions.

Phoenix AT Hub Awards

Congratulations to Patrick Hall of Phoenix TRACON upon earning a Special Achievement Award and to Richard Valentine for his receipt of an On-the-Spot Special Achievement Award.

Keep up the good work, Patrick and Richard!

Financial and Management Resource Division Awards

Recent Letters of Appreciation were presented by Division Manager Jacqueline Smith to Linda Birk, AWP-42; Richard Cambra, AWP-42; Evelyn Carles, AWP-40; Linda Klock, AWP-42; Bea Mathewson, AWP-40 and Evelyn Mosquera, AWP-42. Acting Supervisor Gary Newkam, Computer Operations Center, AWP-43C, presented a Letter of Appreciation to Dionicio Baca, AWP-43C.

Marilyn Ramsey, AWP-43B, was presented with three Letters of Appreciation and a promotion and Andrew Wroblewski, AWP-43B, was presented with an Outstanding Performance Award for Sustained Superior Performance, by Acting Branch Manager Gerald Claret, AWP-43.

Carl Carlsen, AWP-43A, was presented with a 15-year Career Service Emblem by Jacqueline Smith.

Kim Gross, AWP-44A, and Karen Rodriguez, AWP-44B, received Letters of Appreciation by Branch Manager Frank Cantrell.

Almetta Baker, AWP-44B, received a Certificate of Completion for Data General "Mathplan" by Supervisor David Jensen.

The traditional monthly birthday celebration was extended to Nancy Ito, Mildred Ramos, Marilyn Ramsey, Jacqueline Smith, Tim Thorton and Joyce Webb. All were "roasted and barbecued" by their fellow co-workers.

Congratulations, one and all!



Tucson Tower Open House

Tucson Tower held an Open House on Sunday, June 29. Tower personnel conducted tours of the Tower and Flight Service Station, gave out all kinds of literature on the FAA, showed the slide show "The FAA Story," and had an F-16 and an A-7 on display.

Over 400 people attended the Open House, which was held between 9 a.m. and 3 p.m. Excellent assistance was received from the Tucson Airport Authority who provided free soft drinks and a tent to keep people in the shade (temperature 105 degrees) and the Arizona Air National Guard who provided the F-16 and A-7 along with two pilots.

The whole event was a huge success and a good time was had by all.

Hawthorne Tower Happenings

There's a lot of people movement at Hawthorne Tower. Recent selections are Cliff Kubla to Coast TRACON and Doug Benesch and Jennifer Dyer to Orange County Tower. Congratulations to all.

Thanks to Emma Dodson at Torrance Tower, for her assistance during her detail to Hawthorne Tower. New arrivals are Barry Wilhite, Gloria Ibarra, Chris Taylor and Russ Turner. Glad to have them all on board. Coming soon to Hawthorne Tower are Steve Brumbaugh and Dave Melechin, both from Hawthorne Flight Service Station. Congratulations to Bill Ortiz on his recent facility certification. Our qualified sympathy to Mike Quesnel, who broke his leg playing softball and has been in a cast since April 13.

Hawthorne Air Faire '86 is coming up on Sept. 20-21. Come visit and see the show!



Bob Anderson

Friends of FAA Retiree Bob Anderson will be saddened to learn of his death on May 30 due to pneumonia and resulting complications at South Bay Hospital.

Before retirement from the FAA, Bob was a Flight Inspector at the former Los Angeles Flight Inspection Field Office of the Flight Standards Division.

Shirley Jordan

We are saddened to report that Shirley Jordan, a retiree from the Logistics Division in the Western-Pacific Region, died on June 19 of complications following surgery. She is survived by a son and daughter and several grandchildren.

Shirley came to FAA as a member of the Contract and Materiel Section in the Salt Lake City Area Office in 1967. Her family has requested that memorials be sent to the Utah Arthritis Foundation (in care of local offices). Condolences may be sent to Dennis Jordan, 4874 Swasev Court, Salt Lake City, Utah 84118.

FAA-FAA-FAA-FAA-FAA-FAA

← Glenn T. Inn ←
722 Sequoia Ave.
San Mateo, Ca. 94403

Fresno Flight Service

I wish to call to your attention an individual who deserves praise for his excellent work, Mr. Tom Anthony. On June 8, I happened to land in Fresno to visit a friend. Upon departure I discovered that I lost use of both my transmitters. I walked into your FSS and asked for some assistance in trying to get back to San Carlos.

Mr. Anthony came forward and immediately started working on a clearance into San Carlos. I must say that I was impressed with the expedience he showed to me and my situation. It's reassuring to see that we do have such qualified people staffing the FSSs. Up to now, most of my interactions with the FSS have been for standard briefings. I see that the FSS can offer much more than just weather.

Please commend Tom for me. He should be recognized among his fellow workers.

Sincerely,
Mr. T. I.
Glenn T. Inn



PILOTS WEST



Mr. Paul Stebelton
Long Beach Flight Standards District Office

On behalf of Pilots West, please accept our sincere thanks for your presentation on Aviation Safety given at our meeting.

I cannot say that each of us will rush out to buy a "hard-hat" complete with suspended lantern, but we will never "drop the airplane to fly the microphone."

In closing, it is my pleasure to invite you to attend any of our monthly meetings. Thank you again, Paul.

Kindest Regards,

Pete Hafen
Glenn (Pete) Hafen

Paul
once again a nice
compliment.
Thanks.
Pat

John Clancy
Edwards RAPCON



Please pass on my thanks of behalf of PSA to your traffic controller for his alert actions.

Our gratitude goes out to him for preventing what could have been a very serious situation.

PSA - PACIFIC SOUTHWEST AIRLINES
Larry F. Fickel
Larry F. Fickel
Chief Pilot
Flight Operations/SFO

Dear Edwards Controller:



On June 5 you were working PSA 129, heading for Burbank from Las Vegas. As we neared Palmdale, you called out converging VFR traffic which we looked for, but did not see. Shortly thereafter, you called a Traffic Alert of an airplane approaching our position and altitude, and directed us to turn immediately. We did, after becoming well established in the turn, we spotted the traffic emerging from clouds and blue sky. As he crossed from left to right in front of us, he passed our altitude just about where our flight would have been had you not issued the turn.

As far as I know, the Cessna 210 never saw us. Had you not turned us, I probably could have told you the color of his shirt, if any of us would have had one on after arriving at the same place about the same time. I can't begin to tell you how very appreciative I am that you issued the traffic alert. If your action didn't save all of our lives, you certainly prevented the removal of 10 or 20 years off my life. There is no question in my mind that there would have been a tie or near-tie for the same airspace had you not been so alert. We'll never know what might have happened, but because of you, it didn't.

On behalf of my crew, and the full load of passengers who never knew what almost happened, I thank you from the bottom of my heart. My hat is off to you, a truly professional air traffic controller.

Paul M. Marschalk
Instructor Pilot - PSA

(Editor's note: The controller was Gordon Lewis, who received a Letter of Appreciation for his efforts.)

The Ninety-Nines

INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

Jay Olson
Tucson Flight Service Station

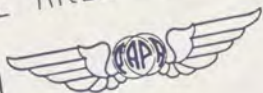


The members of the Tucson Chapter of the Ninety-Nines wish to express our thanks to you and your staff for your support and assistance during our recent Southwestern Section Regional meeting on May 9, 10, and 11. We would like to extend a special thank you to Carmen Simbari and to Ron Mathews. Their participation in many different areas was immensely appreciated by all of us. We are a small group; their willingness to help made it possible for us to host one of the largest Southwestern Regionals ever.

Sincerely,
Aina G. Bell
Aina G. Bell, Secretary



PORTERVILLE AREA PILOTS ASSOCIATION



Mr. Don Miller
FAA Tower, Bakersfield, Calif.

Dear Don,

On behalf of our organization and myself personally, I want to thank you for your assistance and cooperating during our recent fly-in. Things went very smoothly.

Please extend my thanks to Jim Snavelly and Steve Rippe. Their operation of the tower was excellent and with 300 planes in and out for 3 days, plus the airshow, it was quite a job. Everyone was pleased, certainly does take a big job off our shoulders when the tower is operating so efficiently.

Again, our thanks.

Sincerely,

Bob Hagenbaugh

Bob Hagenbaugh
Air Show Chairman
Porterville Moonlite
Fly-In



LETTERS WE LIKE TO RECEIVE



CITY OF MONTEREY

PROCLAMATION AIR TRAFFIC CONTROL DAY

WHEREAS, July 6, 1986 marks the fiftieth anniversary of the establishment, by the United States Bureau of Air Commerce, of an airways traffic control system to assure adequate spacing between airplanes flying along established air routes and to prevent congestion at airports; and

WHEREAS, the volume of traffic using the United States Airspace System has increased from two hundred ninety-four thousand five hundred twenty eight enroute flight movements in 1938, to fifty-six million nine hundred fifty-eight thousand nine hundred thirty-seven total air traffic movements in 1984; and

WHEREAS, the safety, efficiency, and technical sophistication of the United States National Air System is now unparalleled in the world, and the preeminence of the United States in pioneering the technology of air traffic control is universally recognized, and emulated, by other nations throughout the world; and

WHEREAS, this nation's civil and military air traffic controllers, supported by technicians who install and maintain the equipment, daily guide unprecedented volumes of traffic safely and efficiently through the National Airspace System; and

WHEREAS, in order to increase public awareness of the excellence and preeminence of the United States National Airspace System, and because the people of Monterey desire to express their gratitude and respect to the pioneers of the technology of air traffic control, and the air traffic controllers and electronic technicians, past and present, who have dedicated their lives and careers to development, safety and efficiency of the National Airspace System.

NOW, THEREFORE, I, CLYDE W. ROBERSON, MAYOR OF THE CITY OF MONTEREY, do hereby proclaim July 6, 1986 to be "AIR TRAFFIC CONTROL DAY" and interested citizens, associations, and organizations are called upon to observe this day with appropriate ceremonies and activities.

MAY 6, 1986

Clyde W. Roberson
CLYDE W. ROBERSON, MAYOR



STATE OF HAWAII DEPARTMENT OF EDUCATION WAIANAE HIGH SCHOOL

Mr. Bill Clark, Training Specialist
Honolulu Air Traffic Control Tower

We would like to extend our deepest MAHALO! to you for participating in our Career Shadowing Program.

The students received a wealth of information that will help in career decisions. Students enjoyed the experience and felt it was a worthy program. Our goals were to have students learn about skills, responsibilities, rewards, training and interests related to workers and get a feel of what a person does on the job in a typical work day.

Ray Matsumoto

Ray Matsumoto
Job Counselor, Transition Center

Ben Yasuda
Ben Yasuda
Counselor

Muriel Talisayan
Muriel Talisayan
Outreach Aide, Transition Center

Mr. Sheldon Olsen, Supervisor
Sacramento Metropolitan Airport, FAA Control Tower



On Wednesday, April 23, 3 passengers and I were returning to Sacramento from Phoenix. Our landing gear position lights were observed to be dysfunctional. We called the tower for assistance.

The purpose of this letter is to commend the controller(s) who responded. We were given prompt assistance in a calm, professional manner. A resourceful "Bonanza" person was located by the tower who discussed the problem with us. We returned to the tower for a recheck after cycling the gear. All this was handled without the slightest disruption to the regular traffic.

Please pass on our thanks for the help.

Ken Lowry

Ken Lowry
Superintendent of Schools



UNITED AIRLINES

Mr. Jerry Walker
Redding Control Tower

On April 17, Redding Airport experienced heavy morning fog that could have caused our 0700 departure to San Francisco to be cancelled. The efforts of two of your employees went a long way toward reversing that problem. As a direct result of their up to date information, the flight crew was able to make accurate decisions that resulted in operating the flight. No less than 70 United passengers were flown safely without disruption in their plans.

All of here in Redding would like to thank Dave Farschman and Dale Wallace for their outstanding efforts and professionalism. They are a fine asset to the airport and community.

J.A. Svornik

J.A. Svornik
Mgr Station Opns

Savings Shortcut



**Keep Calls
to a
Minimum**