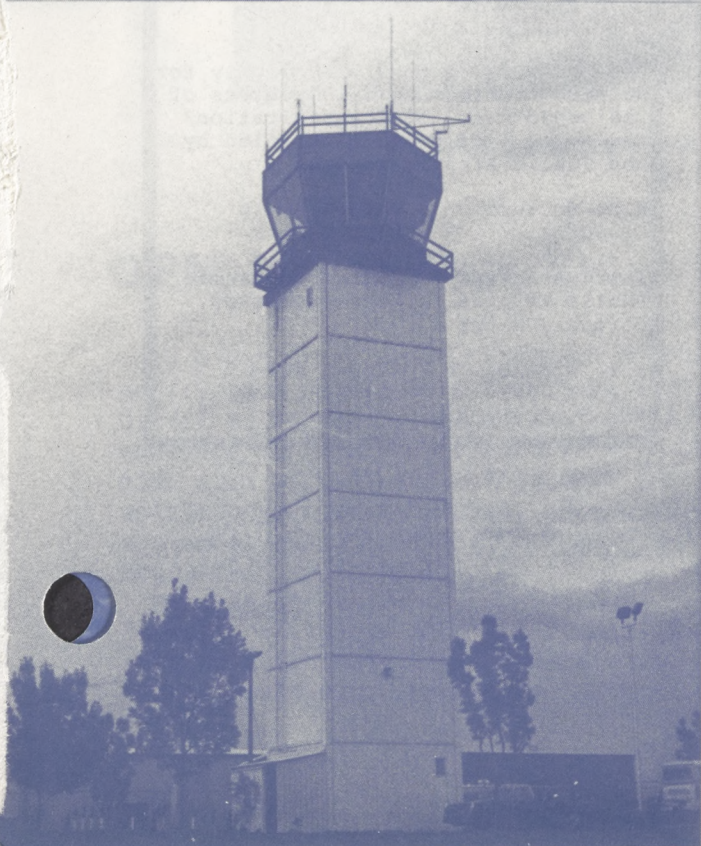
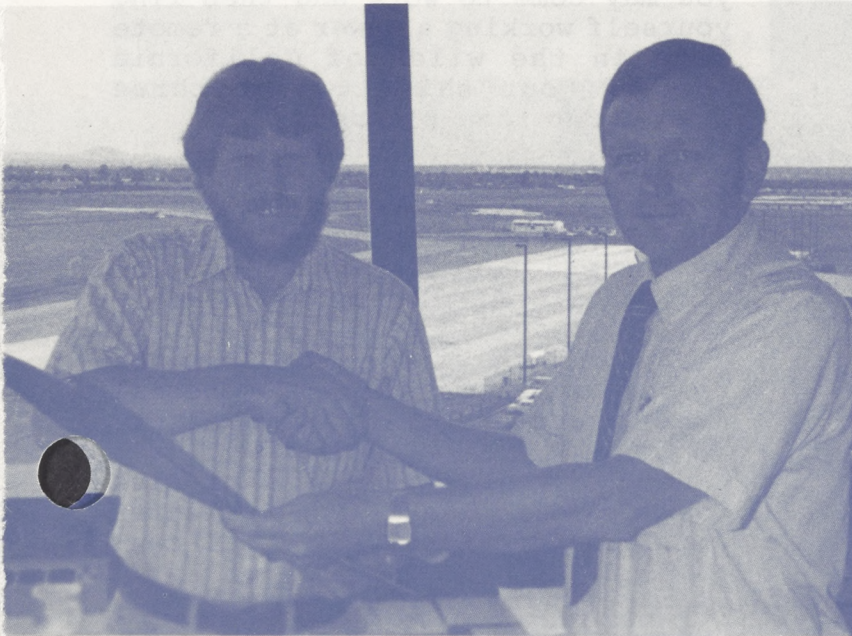




U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Western-Pacific Intercom



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## Cover Story

This week, we are proud to feature the REDDING TOWER STORY.

Redding Tower was commissioned on August 3, 1973, and since that time has served the vacationland counties of Shasta, Lassen, Tehama, Trinity and Siskiyou with great distinction.

The Redding Municipal Airport is served by United Airlines, West Air and Wings West. It is also the base of operations for the Northern California Service Center which is a joint-use U.S. Forest Service and California Department of Forestry Fire Command Post. Every June through September, the airport is a beehive of activity with swarms of fire bombers, military training flights and vacationing pilots — plus the normal itinerant and local traffic. Year-round, every two out of three operations is itinerant traffic, which is unusual for a VFR (Visual Flight Rules) Tower.

Redding Tower's Air Traffic Manager is Jerry Walker, who also serves as the Regional Director's FAA Coordinator for the Redding/Arcata area. The five controllers are: Hans De Winter, Dave Farschman, Rich Lockwood, Bob Thompson and Dale Wallace. All personnel take great pride in their facility and make it a very unique place to work. The controllers have landscaped the property with trees, shrubs and grass and made the tower area a showcase on the airport. During the Christmas season, the exterior of the cab and the trees are decorated with lights.

During the past year, all five controllers have received special achievement and/or performance

awards for their accomplishments and professionalism. The experience level at Redding Tower encompasses 127 years of Air Traffic Control, including two Centers and Flight Service Station time.

The controllers at Redding Tower also have the distinction of operating numerous temporary towers throughout Northern California and Nevada in support of forest fire operations. During the summer, you may come to work and then find yourself working a tower at a remote site in the wilds of California and end your shift two or three days later than planned.

### Cover photos:

**Top left**--Controller Dale Wallace (left) receives an Outstanding Rating and Performance Award from Air Traffic Manager Jerry Walker.

**Top right**--Controller Hans De Winter (right) receives a Special Achievement Award from Jerry Walker.

**Bottom right**--Controllers Rich Lockwood (left) and Hans De Winter work ground control and local control.

### Western-Pacific

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material and  
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## Redding

## Tower Awards



Other Redding Tower Controllers receiving Special Achievement Awards for their accomplishments from Air Traffic Manager Jerry Walker are **Dave Farschman** (top right) and **Bob Thompson** (bottom left).

## OPM Issues New Rules For Employee Awards

As a result of new Performance Management System regulations issued by the Office of Personnel Management (OPM), employee performance appraisals will be tied even more directly to awards and within-grade pay increases. The new system covers all General Schedule and Wage Grade employees.

Because of the importance of the changes, an agency work group, representing both supervisory and non-supervisory employees, convened to develop an

appropriate system for FAA.

The work group was made up of employees from air traffic, airway facilities, labor relations, and human relations committees.

Recommendations coming out of work group meetings are now being incorporated into a directive which will be circulated to all offices and services in Washington and to all regions and centers before FAA's Performance Management System is in place in December or January of 1987.

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## The News In Brief



A new FAA rule becomes effective on Aug. 1, requiring all Part 121 airline aircraft to carry an approved medical kit for in-flight emergencies such as injuries, heart attacks, insulin shock, and acute allergic reactions. The new rule is in addition to the existing requirement for one to four first-aid kits on these aircraft, depending on the number of passenger seats. The medical kit rule also requires the airlines to report medical emergencies annually for two years, describing how the kits were used, by whom, and the outcome of the emergencies.

FAA held a wide-ranging hearing at Washington headquarters July 16 in connection with a proposed rule that would strengthen existing regulations for car-

ry-on luggage. The rule would require airlines to establish an "approved program" to control the quantity of carry-on luggage. The program would be applied prior to boarding by a designated airline employee who is not a crew member. Under the proposed rule, the airlines could tailor their programs to fit different aircraft and operational considerations. An airline's program also would cover training of station personnel and crew and include provisions for handling excess carry-on items.

The Northwest Mountain Region has completed installation and testing of the toll-free Consumer Hotline (1-800-FAA-SURE). The hotline is already operational in the Southern, Great Lakes, Eastern, Central and New England regions.

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## NTSB: Storm Landing Is Crash's Probable Cause



The National Transportation Safety Board (NTSB) has cited the flight crew's decision to start and continue their landing approach into a storm cloud which they observed to contain lightning as the probable cause of the crash of a Delta Airlines jumbo jet at Dallas-Fort Worth International Airport on August 2, 1985. The accident killed 137 people, including a motorist on a nearby road. There were 27 survivors.

The Board also cited as factors the absence of specific guidelines and training to avoid and escape from low-altitude wind shear, and the lack of de-

finite, real-time wind shear hazard information.

According to the Board this combination of circumstances resulted in the aircraft's encounter at low altitude with a severe, microburst-induced wind shear. The plane crashed more than half a mile short of the runway threshold.

As a result of the crash and the subsequent investigation, NTSB has recommended that FAA require specific wind shear training for all airline pilots. The Board further recommended that wind shear training for tower controllers be upgraded throughout the system.



# International News

ELAINE P. CARTER, INTERNATIONAL AVIATION SPECIALIST, AWP-4(F)

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FTS: 984-1333

## British CAA Official Here For Airports Study

As in the USA, the pressure on airport capacity is becoming increasingly severe at several of the major airports in the United Kingdom (UK). The British Civil Aviation Authority (CAA) has been keeping close tabs on current developments in the USA through study of the many publications that have been made available by the Federal Aviation Administration and from reports in the aviation press.



From left: Jerry Luce (Manager, Honolulu Tower); G. A. Paulson, (British Civil Aviation Authority); and Jim Wiggins, (Manager, Planning & Programs Branch, Airports Division).

Mr. George A. Paulson, Deputy Director for Operational Research and Analysis, recently came to the United States to study some of the proposed solutions firsthand to ensure that he might properly assess their applicability to the UK environment. Mr. Paulson is responsible for UK activity in airport and airspace modelling and the assessment of airport capacities. His USA itinerary included visits to FAA Headquarters; selected airports where capacity improvements were planned or under trial; to Central Flow Control Facility; and selected TRACONS and ARTCCs to observe the interaction between airports and area operations.



## Awards And Rewards

During the past two weeks, the following headquarters employees received awards:

### Special Achievement Awards Based on Sustained Superior Performance:

Eleanor D'Agostino, ALG; Gary Mutzabaugh, AMS; Marion Isaac, AAA; Mary Streat and George Thomas, ACR; John Weller, AGC; Janice Gibson and Pike Reynolds, APM;

### Special Achievement Awards Based on Special Acts or Services:

Gary Titsworth, AES; Stephen Imbembo and Kenneth Kraus, APM; Jim Westercamp, AMS; Brenda Courney and John Hunter, APR;

### Letters of Commendation:

Eileen Stickley, APR; Harold Alexander, AOE; James Trowbridge, APP; Shirley Greiner, ALG; Susan Reyes, AOA; Judith Spruill, ASF; George Brewer, AIA; Bart Bartanowicz, ATR; Clarence Ponds and James Rood, ATO; Alfred Mendez, ACR; Brenda Willingham, ADL; Clara Ullman, AIA;

### Certificates of Achievement:

Jo Officer, APT; Donald Bowman, APP; Judith Street, AMS; Ernest Keeling, Wayne Startup, Kathryn Montague, Nobuko Koop, Kristine Kent and David Thomas, all of AAA.

## ATC 50th Anniversary

### Washington Center

### Fete Draws



### Estimated 50,000

Approximately 50,000 people turned out for the weekend celebration of the ATC 50th Anniversary held at the Washington Center July 11-14. Staged without Federal funding, the celebration was supported by donations from local corporations, FAA employees and interested citizens.

Administrator Engen was on hand for the Friday morning opening ceremonies. The Friday night dinner/dance was a sellout and the air show was described as a "huge success" by FAA spectators.

During the weekend more than 1,000 people toured the air traffic facility without interrupting operations in any way. Congressman Frank Wolf of Virginia was among those taking the tour.

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## Interface Agreements Insure NAS Togetherness



The first two of the many interrelated subsystems that will make up the National Airspace System (NAS) came together July 16 when an "interface agreement" was signed by Ed Van Duyn, Automated Weather Observing System Project Manager and George Barboza, Manager of the Weather Message Switching Center Project, both of the Program Engineering and Maintenance Service and Jack Nager, NAS Transition Management Branch Manager, of the Systems Engineering Service.

During the next year, at least 65 of

these agreements are expected to be signed as the NAS plan subsystems are molded into a total operating system. More than 90 NAS Plan projects will be involved in the design phase agreements, insuring that subsystems will be designed to fit together properly.

NAS Interface Manager Jerry Baker (AES-120) noted that the agreements are essential to make sure that the system will work as intended. He said further that the effort is supported successfully by the Systems Engineering and Integration contractor, Martin-Marietta.

## MEET THURMAN GUPTON

### Hayward Air Traffic Control Tower Manager

Thurman Gupton has assumed duties as Hayward's new Air Traffic Control Tower Manager.

Thurman finished school in Berkeley. After serving four years in the U.S. Air Force, he began his career with the FAA, first as a Flight Service Specialist in Rawlins, Wyo. His work in air traffic control continued at Fresno Tower. Since then, Thurman has served at Reid-Hillview Tower, Ontario TRACON, Concord Tower and Napa Tower. Most recently, Thurman was Supervisory Controller in San Jose before coming to Hayward as tower manager.

Thurman's off-duty hours are spent in active involvement with his church and his community. His primary interest is working with its youth. He has also taken an active role serving as PTA Chairperson. He devotes many hours addressing civic and aviation groups and conducts pilot/controller seminars.

Thurman resides in Pleasant Hill with his wife and a son, who is a high school freshman. His daughter is married.

Welcome to Hayward, Thurman!



## Author Seeking Navy WAVES

Deborah Douglas is writing a book for the National Air and Space Museum on "U.S. Women in Aviation from 1939 to the Present." It is intended to be the companion volume to previous works by Claudia Oakes and Kathleen Brooks-Pazmany on this same topic. The word "aviation" which appears in all of the titles is used in its broadest sense to include women who were, for example, aircraft mechanics, parachute riggers, aeronautical engineers or flight attendants in addition to women pilots.

The accomplishments of both civilian and military women will be part of the text. The author's research draws on many resources, but it will be the individual stories of aeronautical women



that will make the text exciting. Because the author feels that the contributions of U.S. Navy WAVES are often neglected, she is seeking contact with former WAVES.

If you were involved with aviation activities while a WAVE and would be interested in working with Deborah Douglas (whether sharing a scrapbook or a story), contact her by mail or telephone. She can be reached at Aeronautics Department, Room 3309, National Air and Space Museum, Smithsonian Institution, Washington, DC 20560, or phone = 202/357-2515.

# FAA-FAA-FAA-FAA-FAA-FAA

## FAA Shines In "Battle"

The FAA's Corporate Sports Battle team didn't finish too high in the rankings in the competition held July 12-13 to benefit the Washington Special Olympics chapter, but they impressed their corporate competitors with their zeal. The FAA team, the first ever to enter the competition without corporate backing, took home the event's Sportsmanship Award, the first time a team rather than a player has won the award. The determined FAAers raised the \$3,500 entrance fee by holding bake sales in the headquarters lobby, by dipping into

their own pockets, and by a contribution in honor of the 50th anniversary from the Air Traffic Control Association.

On the day of the "battle," however, they were supported by a vocal crowd of agency employees, including such top officials as Associate Administrator for Air Traffic Walt Luffsey. The competition consisted of 19 events in male, female, co-ed, and masters (over 35) categories. Track and field events were held Saturday, and the 5K race, swimming and tug-of-war events Sunday. Next week, INTERCOM will run a pictorial feature on the team in action.

## Air Force Congratulates All FAAers On ATC 50th

Administrator Engen wishes to share with all FAA employees this congratulatory letter from the Air Force on ATC's 50th anniversary:

"We join all members of the United States Air Force in congratulating the men and women of the Federal Aviation Administration on the occasion of your 50th Anniversary.

Air traffic controllers have proven their dedication and professionalism since before World War II, continually

striving to enhance air safety for military, commercial and private aviation.

We are proud of our past association with the FAA and are confident of your bright and promising future.

Our mutual support and comradery will result in continued success of our missions and service to our Nation."

The letter was signed by Secretary of the Air Force, E. C. Aldridge, Jr., and Air Force Chief of Staff, General Larry D. Welch.

## Safety Gains In 1986

Halfway through 1986, the aviation safety record continues to show marked improvement over the same period last year, especially in the air carrier category.

According to preliminary FAA figures, the total number of fatal accidents for the airlines, commuters, and air taxis dropped from 20 to 13 when comparing the first six months of 1985 with the first first half of 1986. Fatalities were down from 152 to 41 in the same period.

General aviation, meanwhile, was keeping pace with the 1985 safety record which was the best ever for this catch-all category which includes all non-military, non-air carrier operations. The 234 fatal accidents in the first 6 months of this year was the same number as in 1985, whereas fatalities were down slightly from 424 to 422.

The most serious accident during the six month period was the June 19 midair collision in the Grand Canyon which claimed 25 lives.

# A 50th Anniversary Message

## From The Air Traffic Division Manager



US Department  
of Transportation  
**Federal Aviation  
Administration**

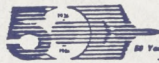
Western-Pacific Region

P.O. Box 92007  
Worldway Postal Center  
Los Angeles, CA 90009

July 10, 1986

To All Western-Pacific Air Traffic Personnel

This week marks a major milestone in the history of our great nation, the 50th Anniversary of Air Traffic Control. The Air Traffic Control System, in spite of the attention that it has received in the press over the past several years is mainly a take for granted function and not even considered by the vast majority of people who fly the airlines using our system each day. I believe that often times, we ourselves neglect to recognize the significance of our system and its contribution to the national defense and the economy of this country. Here in this region we have some classic examples of the economic importance of the Air Traffic Control System in our facilities in the State of Hawaii and the Pacific Basin. What would the economic situation be like in those locations if it were not for their accessibility by air, using the ATC system? Beyond those examples there is the impact aviation has had on the banking business, industrial growth in this country and the ability of the system to move over 367 million passengers a year! When one reflects on the evolution of the system the changes in technology are astounding. I can remember working in a flight service station when the center was dependent upon us for IFR flight progress reports to provide manual separation functions. All along the way there have been major improvements to the system; the advent of the radar environment starting with the old Navy VC scopes in the centers and tents in our tower cabs to house the new ASR radar, on through today's environment of computers, new and improved communications systems and new and modern facilities to house them. The road has not been smooth, a case in point being the delays and problems we have encountered in establishing the automated flight service stations. Now that it is becoming a reality, if you have visited one of our fine new facilities I am sure you will agree it has been worth the effort. It is not over yet. Host computers, advanced automation systems, and on and on. This anniversary has been good for us in the Air Traffic Control business in that it has given us an opportunity to celebrate and at the same time raise the level of public, as well as our own, awareness of our profession and our facilities. I wish to thank each and every one of you who helped plan, organize and participate in the many open house and other anniversary related activities around the region.




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

2

You have helped get our system the public exposure it needs.

In spite of the technology and advances made in the Air Traffic System over the last 50 years, the real story here is the people story. The heart of our system is the people that make up that system. With all of our technology, we still have not been able to invent a machine that will operate without downtime, repair itself, make air traffic control decisions, or do much more than make all our jobs a little easier. The innovations our people have introduced into the system, whether procedural or technical, and the dedication of our technicians and controllers indicate that we are on the leading edge of human achievement and moving rapidly forward. Therefore, I would like to take this opportunity to honor you, the people of the ATC System, on the 50th Anniversary of your system and thank you for a job well done.

While this is referred to as the 50th Anniversary of Air Traffic Control, and attention has been rightfully focused on the controllers and technicians, we are all aware that the system could not function without the vital assistance and support of all the FAA family. So to all of you, let me also say thank you for helping to make our first fifty so great!

  
Wayne C. Newcomb  
Manager, Air Traffic Division

## A Red Letter Day For Marx Tyler

May 22, 1986 is a day which will be long remembered. Marx Tyler, former Manager, Logistics Division was honored by a beautiful retirement luncheon with over 100 people in attendance. The luncheon began with a delicious buffet, followed by a "roast" which featured friends and co-workers bringing forward fond and funny memories from the past about Marx's FAA history.

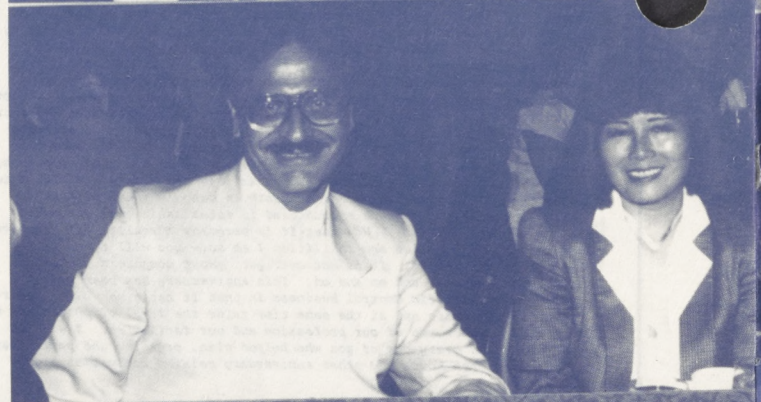
A few of the retirees present at the celebration who have known Marx a long time include Louise Walters, Property Clerk; Jim Nielson, Executive Officer; Leonard Williams, Budget Officer; George Whitehead, Procurement Officer; Pervis Story and Oscar Wasciewicz, Printing Specialists; Paul Newport, Electronic Technician; John Kemper, Manager, Leased Telecommunications; and Emery Beres, DOT OIG Staff. Aleda Lane, Real Estate Specialist now working for Rockwell, was also in attendance.

Sherri McKenzie, Mistress of Ceremony, lent an air of "show biz" to the Roast which included a special guest appearance from the comedian, Morey Amsterdam.

A special thanks goes to Joan Sunshine, Audrey Parks, Jim Borsari, Janice Beccue, Vivian Green, Sandy Libby, Aleta Lee, Bill Lindsay and Larry Kruse who helped to make the party all come together.

Photos: Top, far left -- Marx and Glenna Tyler are guests of honor at Marx's retirement party.

Below and opposite -- Many, many friends and co-workers (past and present) came out to wish Marx well.







CIVIL AERONAUTICS ADMINISTRATION  
5651 WEST MANCHESTER AVENUE  
LOS ANGELES 45, CALIFORNIA

### FEDERAL AIRWAYS PROGRAM

The Civil Aeronautics Administration has an urgent and continuing need for personnel to operate the Communications Stations, Airport Control Towers and Air Route Control Centers of the Federal Airways System. The recently approved program of modernization and expansion of the Federal Airways System will blanket the country with improved technical equipment and services.

### COMMUNICATIONS POSITIONS

Persons assigned to these positions receive and send messages from and to aircraft in flight, give pilot briefings, handle flight plans, provide weather information to pilots, and relay flight information between the Air Route Center and pilots. These positions are at GS-5 (\$3670 per year). Upon satisfactory completion of a six month training program they may be promoted to GS-7 (\$4525 per year).

### AIR TRAFFIC CONTROL POSITIONS

Personnel assigned to Towers control aircraft operating on and in the vicinity of an airport. Personnel assigned to Air Route Control Centers control aircraft flying within controlled air space. These positions are at GS-6 (\$4080 per year). Upon satisfactory completion of a six month training program they may be promoted to GS-8, (\$4970 per year).

### REQUIREMENTS

Applicants for these positions must have one or a combination of the following:

- 2 years for GS-5 or 2-1/2 years for GS-6  
Control Tower Operator  
Ground Radar Operator actively engaged in aircraft control  
Air Route Traffic Controller  
Certified Dispatcher
- 2-1/2 years for GS-5 or 3 years for GS-6  
Flight Operations experience  
Air ground air communications
- 3 years for GS-5 only  
Radio-telegraph or radio telephone point to point communications
- 250 for GS-5 or 350 for GS-6 solo flying hours  
College education may be substituted at the rate of 1 year of college for 9 months experience, provided 1 year of experience described above is shown.

**...AND THAT'S THE WAY IT WAS -- IN 1956...**