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Western-Pacific Intercom

ALLAN ASHBURY RACES

FROM SEA TO SHINING SEA

Cover Story

by Russell Park

"What did you do on your vacation?" All of us have been asked that question a number of times. But for Allan Ashbury, Operation's Unit Supervisor of the Los Angeles Flight Standards District Office (WP.FSDO-10), he found himself asking "Why did I do this on my vacation? This is too much work to be called a vacation."

The scene is next to the "Small World" attraction. It is the morning of Wednesday, June 25 at Disneyland in Anaheim, California; and 97 vintage automobiles are lined up to start in the fourth annual 1986 Great American Race. Poised alongside Albert Shubert, 73 (the oldest driver in the race), the father of Allan's partner in the car, Zane Shubert, Allan in sitting with his stopwatch, only one allowed per car and no wristwatches allowed, and book with the day's driving instructions. Allan's wife Susan is in the backup vehicle, which can drive either before all cars leave for the day or waits till the field has departed.

Allan will be navigating his 1935 Buick Model 50 Victoria Coupe. The eight cylinder, three-speed transmission car has been modified to a race legal 12-volt system. The finish line is approximately 4600 miles away in New York City near the Statue of Liberty on July 5. To get there on this time/distance/endurance race, there are 11 sections with overnight stops. The race is run like a road rally with total concentration by the navigator. Instructions are handed out each morning thirty minutes before the start. Each daily race segment consists of two parts: the time section and the overall endurance section. The timed section is a composite of several "legs" when the vehicle is "on the clock." During the timed sections, the team must try and duplicate a predetermined "perfect" time, to the second. The course includes average speeds that should be maintained (never over 50 mph or posted limits). Unknown to the teams are locations of secret timing checkpoints (many with videotape and timers) enroute.

As the starting moment approached, Allan was thinking of all the details he had to remember to calculate the prescribed route, speed and timing from the written pages he had received only minutes before.

Little things like instructions to turn at such and such corner had to be checked and double checked to determine exact location as this was not a straight course nor did it follow the popular freeway routes. Most of Allan's daily routes were hundreds of miles further than the few hundred miles straight routes Susan and the backup crew of Dave Coll and Ernie Balderama were driving.

As Allan and his driver "smoked off" from the starting line their daily racing would take them to Palm Springs; Grand Canyon, Arizona; Albuquerque, New Mexico; Amarillo, Texas; Tulsa, Oklahoma; St. Louis, Missouri; Indianapolis, Indiana; Columbus, Ohio; Washington, D.C.; Wilkesberro, Pennsylvania; and New York City.

To add interest in the race, there were prizes of $25,000 for the oldest-vehicle--to finish; $100,000 in first place money; and daily cash prizes for finishing position. There is a $5,000 entrance fee for each car and various sponsors put money in the prize pot. Two standout events along the route were a lap at the Indianapolis 500 Motor Speedway and a Concours d' Elegance and Brunch on the White House Ellipse Park and Parade up Pennsylvania Avenue. The crowds at Disneyland for the parade the day before the start of the race were a precurser of the crowds along the race route. "These were a very welcome sight," said Allan "as you drove through a small town and saw a waiting crowd you knew that the cars before you had passed here and that you were on the right route. The rest of the time you were on your own." "The daily routine started around 4 a.m. to get the backup crew and car, which could go about 400 miles on a tank of gasoline, on the road. After the day's drive, the groups would gather to swap stories and wait for the days winners to be posted, usually around 9:30 to 10:00 p.m. By that time dinner was harder to find with restaurants closed and we didn't get to bed till late," added Allan.

--Continued on Page 4

GREAT AMERICAN RACE 1986

Left: Lunch near the White House.

Right: Allan Ashbury's 1935 Buick Model 50 Victoria Coupe.

Left: Parade down Pennsylvania Avenue.

Allan Ashbury Finishes Race

(Continued from Page 2)

As Allan and his partner had been working on the car for about six months continually before the race, there were no mechanical breakdowns or problems along the route. Pre-race work on the car included a new paint job, a complete reupholstering job to the original finish by Ernie Balderama and a refinishing of the chrome. "To give you an idea of the cost, the car cost new in 1935 $1,325. To do the chrome job in 1986 cost $2,000," said Allan. "An interesting point to our race was our lap at the Indy 500. As it rained for a day and a half at Indianapolis we did our lap in the rain. The Indy 500 drivers have to stop when it starts raining. So Allan got a "lap in the rain at Indy", something many drivers during the Indianapolis 500 have never done. Weather along the route was pretty good," said Allan "with the exception of as we drove into Palm Springs I took the thermometer out of the glove compartment and it read 119°."

Allan took three weeks leave for the race. The oldest car to finish was a 1902 Stevens Dureau. Allan finished nineteenth overall and didn't win any prize money "but the experience was more than worth the expense involved. My biggest competition on the road were the navigators who had been in a number of previous "road rallies" and had experience in timing things down to 1/100th of a second. As an old airplane driver my thinking wasn't geared down to that point. At the end of the race we were tired, frustrated and relatively confused," said Allan, "but after a while with our groups we were talking about the race next year."

After navigating from LAX to NYC it was Allan's turn to drive home. The 1935 Buick was put on a flat bed truck and Allan took off for L.A. Know for his marathon cross country journeys, Allan was in L.A. in three days with one stop in St. Louis wearing out three other drivers in the second support vehicle.

Administrator Outlines FY 1987 Objectives

With Fiscal Year 1987 just around the corner, Administrator Engen has articulated the agency's goals for the year which include reducing general aviation accidents, cutting aircraft delays and further reducing ATC operational errors.

Also high on the Administrator's list is giving employees a greater opportunity for involvement in decisions that affect them, responding positively to deficiencies identified by the 1986 Attitude Survey, increasing the representation of minorities in FAA's workforce, and taking steps to assure that employees are aware of services available through employee assistance programs.

In addition, Engen is asking the Administrator's Management Team to implement at least one program during FY-87 that will help reduce administrative time taken to react to internal and external requests.

Summing up the 1987 game plan, the Engen said, "This can be a year in which we really make a difference by working as a team."

FAAer NEEDS OUR HELP

Bill Hoffberg, Air Traffic Control Specialist at the Fresno Flight Service Station (FSS), was diagnosed as having cancer early this year and has not been working since early February. Bill's sick leave and annual leave ran out in late June, at which time he was placed on medical retirement. He thus has a very limited income and his wife is unable to work due to the nature of Bill's illness and the enormous amount of care required.

Personnel at Fresno FSS have formed a Trust Fund to alleviate the family's financial burden. Contributions are sincerely appreciated. Checks may be made out to: "Bob Brewer, Trustee," and mailed to c/o FAT FSS, 5055 E. Anderson Avenue, Fresno, CA 93727. Contact Fresno FSS for further information.

WHO IS THAT MASKED MAN?

You might not believe it, but the person waving from the lounge chair and wearing the Ronald Reagan mask above is none other than Ben Kennedy, Oakland Tower Manager and FAA Coordinator.

What's he doing? He's accompanying his daughters, Karen and Kathi, and his wife Gayle (acting as Secret Service Agents) in the 75th Annual Bay to Breakers Race recently held in San Francisco, Calif.

Each year thousands and thousands of people pour into San Francisco to trudge a 12-kilometer course. Traditionally, runners (or loungers in Ben's case) don disguises and costumes to complete the course through the steep hills of San Francisco. There are some serious participants, however, and one such entrant set a new record time of 34 minutes 32.5 seconds.

The event, billed by the sponsors as the biggest race in the country, benefits charity as well as letting people become part of a wacky tradition.

Photo: Oakland Tower Manager Ben Kennedy masquerades as our Commander-in-Chief while taking it easy in the annual Bay to Breakers Race in San Francisco. Ben says he "is already looking forward to next year's event." (Photo by Jon McNally, courtesy of Contra Costa Times.)

NEWS IN BRIEF

* Contrary to rumors you may have heard, FAA plans to continue flight service station (FSS) consolidations in FY 1987. These consolidations will be associated primarily with the commissioning of nine new automated FSS's, which will be added to existing flight service automation system "families." They are Miami AFSS (Miami center), San Diego AFSS (Los Angeles center), Lansing, Columbus, and Grand Forks AFSSs (Chicago center), Ft. Worth AFSS (Ft. Worth center), Seattle AFSS (Seattle center), Milville, N.J., AFSS (New York center) and McMinville, AFSS (Seattle center). In addition to these, two more AFSSs without model one equipment are schedule for commissioning this year, and others will be commissioned if funds are available.
* FAA currently is reviewing a report on "The Airliner Cabin Environment," prepared by the National Research Council, which includes an already controversial recommendation to ban smoking on all domestic commercial flights. The FAA-funded study was ordered by the Congress in October 1984 to gather data on the effects of airline cabin air quality on both passengers and crew. The next step in the process is scheduled for October when the Secretary of Transportation will send Congress her comments on the study and any recommendations she thinks are necessary to change laws, regulations or industry practices.
* The agency still is waiting for guidelines from the Office of Personnel Management to implement the new retirement system for employees who joined the agency after Dec. 31, 1984. Meanwhile, FAA personnel specialists are working with their counterparts in the Office of the Secretary of Transportation to expedite the process once the guidelines are in hand. OPM has promised that Federal employees hired before January 1, 1984 will get the information they need to make educated decisions on the various retirement options well before the July 1, 1987, effective date.
* Time may be running out for FAA in its role as operator of the two Washington, D.C., airports. The Senate already has passed legislation that would transfer the airports to a regional authority and a similar bill now is working its way through the House.

Dallas-Ft. Worth Office Presented Security Award

FAAers at the Dallas-Ft. Worth Civil Aviation Security Field Office (CASFO) are standing a bit taller these days having been judged and duly recognized as the agency's top operational security office for 1985.

In ceremonies held July 30 in Dallas, CASFO Manager Joyce Moody accepted the 1985 award on behalf of her 29 employees from FAA's Deputy Associate Administrator for Aviation Standards, William Hendricks.

With the increased emphasis on civil aviation security in 1985 following the TWA Flight 847 hijacking and a number of other terrorist incidents, the specialists from the Dallas-Ft. Worth CASFO found themselves making extended trips to assess international airports in Europe, Africa, the Middle East, Mexico and India. They also provided team leaders for air marshall missions all around the world.

In addition, DFW personnel, including Moody, were detailed to Washington headquarters for two-week tours to lend a helping hand during crisis periods.

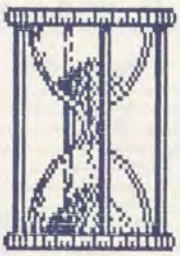
Despite these extra assignments, the DFW specialists still managed to exceed their regular inspection quotas. For example, they checked 43 airports, instead of the 38 required of them, and made 410 air carrier inspections, well above their quota of 280.

FEGLI Changes

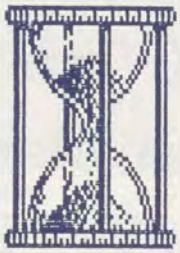
The regulations governing the Federal Employees' Group Life Insurance (FEGLI) have been revised to eliminate the under age-50 requirement for cancellation of waivers for life insurance coverage.

Under the revised regulations, employees who wish to enroll or increase coverage may cancel a previous waiver and become insured at any age providing at least one year has elapsed since the effective date of the last waiver. The employee must also provide satisfactory medical evidence of insurability.

For more information, contact your local Human Resource Management Office.



JOIN THE 40 FORCE!



The Financial and Management Resource Division, AWP-40, (F&MR) issues a challenge to all staff/division/field offices to "Beat the 40 Force" in the participation of the Third Annual 5K - 10K Run/Walk to be held on October 19, sponsored by the City of Lawndale, California.

The F&MRD sums up the event and the meaning of the "40 Force" with the following poem:

F&MR - The "40 FORCE"

We've formed a new division
We're all together now
Let's celebrate the "40 Force"...
Come on! We'll show you how!

A 5K and a 10K
We are going to run,
So come along and join us!
We're going to have some fun!

We'll get an "E" for effort
We may not make the top
But Sunday, we will run the race
(On Monday, we will drop!)

You can run or walk or jog it
The choice is up to you,
And we NEED a cheering section
To help us all pull through.

Monday, Wednesday, Friday
At El Camino track,
To start our training - we are running
From here to there and back.

October 19 is the day
That we will run the course
We'll not quit until we're done...
'Cause we're the
40 FORCE

You must mail in your entry form
(You can get a T-Shirt too)
The details all are posted
The 40 FORCE wants
YOU

After the event, all FAAers are invited to join the entrants in a picnic at Alondra Park on the grassy area near Manhattan Beach Blvd. (next to the college). This is where participants will finish the race.

For further information, contact Marilyn Ramsey at 213/297-1878.

Can YOU beat the Force? Dare to find out on October 19, 7:45 a.m. sharp.

San Francisco FSDO News

Recent awards and recognition at the San Francisco Flight Service District Office (FSDO) included: Avionics Inspector Fred Griffin, who received an on-the-spot award of $25 for his contribution to a special inspection of a Bay area helicopter operator; Aviation Clerk Janice Camarao, who received an on-the-spot award of $25 for her outstanding performance during the absence of another employee; and Inspector Robert Palmer, who received a certificate as a Distinguished Graduate from the Management Training School at Lawton. Congratulations to all.

Women Flyer Stories Sought

National Air and Space Museum (NASM) author Deborah G. Douglas is looking for individual stories of women aviators for the third volume in the series of "Women in Aviation," 1939 to the present.

Douglas is looking for stories about women who have made contributions to aviation through their flying, either for the FAA or otherwise. She is asking FAAers who know of such women to write to her at the Aeronautics Department, Room 3309, NASM, Smithsonian Institution, Washington, DC 30560, or call her at (202) 357-2314.

Oakland and LAX Center Controllers Assist Voyager Flight

Oakland Center's record of the distance and duration flight of the Voyager. Beginning: Date 7/10/86 Time ______
Ending : Date 7/15/86 Time ______

North Turn Point Location: 38 38" N, 123 32" W. Or the Mendocino VOR 188 Degree Radial at 28 NM.

Z	Date	UCT	Altitude	X-Ponder Code	Controller's S[ignature]
1	10 July 1986	0056	80	1071	[illegible]
2	10 July 1986	0616	80	1071	[illegible]
3	11 July 1986	1131	80	1071	[illegible]
4	11 July 1986	1641	80	1071	[illegible]
5	11 July 1986	2149	80	4026	[illegible]
6	12 July 1986	0302	80	4026	[illegible]
7	12 July 1986	0815	90	4026	[illegible]
8	12 July 1986	1330	90	4026	[illegible]
9	12 July 1986	1845	90B100	4026	[illegible]
10	13 July 1986	0021	90B100	4026	[illegible]
11	13 July 1986	[illegible]	90B100	4026	[illegible]
12	13 July 1986	1156	90B100	4026	[illegible]
13	13 July 1986	1739	90B100	4026	[illegible]
14	13 July 1986	2317	90B100	4026	[illegible]
15	14 July 1986	0501	90B100	4026	[illegible]
16	14 July 1986	1035	90B100	4026	[illegible]
17	14 July 1986	1611	90B100	4026	[illegible]
18	14 July 1986	2155	90B100	4026	[illegible]
19	15 July 1986	0338	90B100	4026	[illegible]
20	15 July 1986	0921	90B100	4024	[illegible]
21					
22					

[illegible] 7/10/86 — Shift Supervisor, Date
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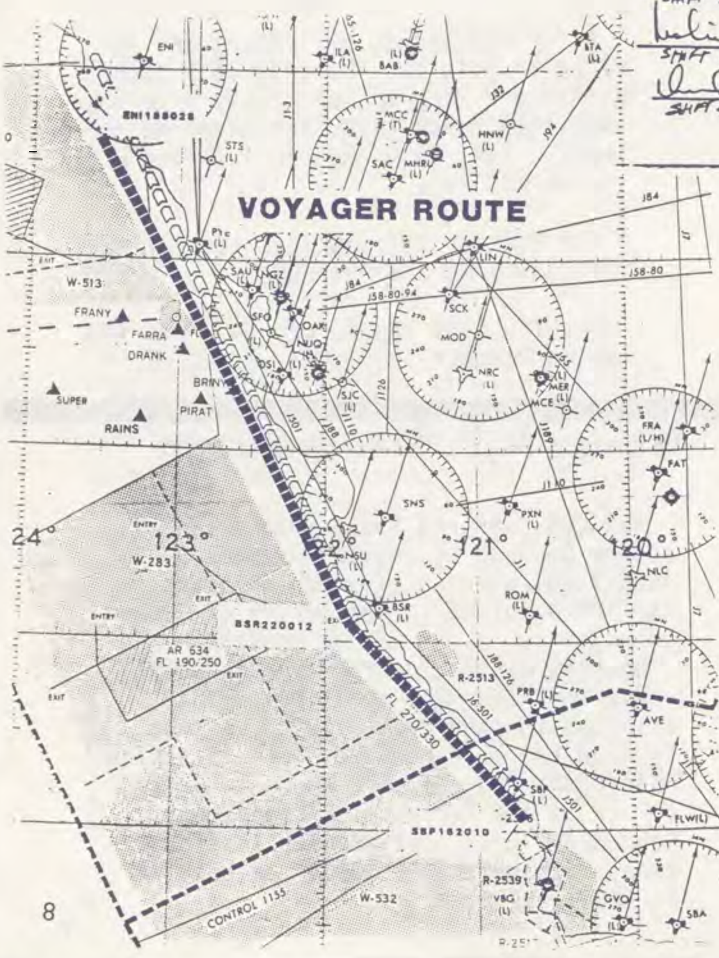

Photos: The Voyager prior to flight, and pilots Jeana Yeager and Dick Rutan.

Wing Span	110.8 ft.
Canard Span	33.3 ft.
Fuselage Length	25.4 ft.
Boom Tank Length	29.2 ft.
Vertical Tail Length	10.3 ft.
Wing Area	363 sq. ft.
Canard Area	61 sq. ft.
Total Area	424 sq. ft.
Wing Aspect Ratio	33.8
Canard Aspect Ratio	18.1
Cabin Length	7.5 ft.
Cockpit Length	5.6 ft.
Cockpit Width	1.8 ft.
Total Width	3.3 ft.
Structural Wt.	939 lbs.
Empty Wt.	1858 lbs.
World Flight	
Take-off Wt.	11,326 lbs.
Landing Wt.	2276 lbs.
Fuel Wt. (1489 gal.)	8934 lbs.

The Voyager -- a futuristic aircraft designed to fly around the world without refueling -- landed safely at dawn on July 15 after breaking the world distance and endurance records. The 11,600-mile flight took 110 hours as pilots Dick Rutan and Jeana Yeager battled fatigue to replace the 24-year old record previously held by a Boeing B-52H of 11,337 miles. Additionally, if the National Aeronautical, Association certifies the flight, the endurance record of 84 hours 32 minutes set in 1931 by a Bellanca would be shattered.

Oakland and Los Angeles Center controllers played an important role in monitoring the Voyager's passage at the turning points. Controllers, staff and supervisors assisting in Voyager's mission are:

(From Los Angeles Center) Thomas Dowsett, John Crow, Donald Hutchison, Norman Winkel, Charles Usrey, John White, E. Tom Ellis, Harold Stull, Richard Hawkins, Eileen Seaman, Gilbert Burnias, Joye Jobe, Lawrence Shell, Don Spiller, Stanley Faulk, John Sensback, Ed Freeman, Louis Luciano, Julia Thomas, Scott Jeffers, Gary Hobbs, William Splinter, Carl Edwards, Daniel Gonzalez, Michael Daniel, Patrick Quaranta, Dave Whalen, Mark Radabaugh, and Robert MacDonald.

(From Oakland Center) Stanley Albright, Ronald Schlosser, Benjamin Cosma, David Green, Frank Lopez, James Whittle, James Messer, Dennis Perry, Frank Wilcoxen, Leslie Jackson, Sam Capangpangan, Les Grove, Joseph Funderburk, William Anderson, Grover Corcoran, Wesley Hall, Jeffrey Richards, Richard Sepulveda, James Galbraith, Devin Corbett, Richard Zenoble, John Wilfong, Matthew Seymour, Victor Rembert, Ross Tanner, Kathryn Bailey, Joseph Biggs, and Steven Anderson.

OKLAHOMA CITY APARTMENT /MOTEL RATES UPDATED

The FAA Academy in Oklahoma City, Okla. provides the following updated list of apartment and hotel rates in Oklahoma City. Apartment rates are for one bedroom; motel rates are for single occupancy. For more information, contact the company directly.

APARTMENTS:	
Almonte	$17.00
Cinnamon Square	16.00
Foxcroft	15.00
Gold Key	18.00
Northridge	14.00
Paradise	13.50
Railhead	19.00
Rockwell Arms	17.50
Southridge Manor	11.00
Walnut Gardens	16.50
Watersedge	17.00
Westover Terrace	15.00
Windsor Terrace	16.50
Woodlake	18.50
74 South	14.00

MOTELS:	
Airport Inn	$28.00
Cambridge Inn West	19.00
Crosswinds	24.00
Crosswinds Airport	29.00
Days Inn Meridian	21.95
Dillon Inn	24.95
Hilton Inn West	28.00
Holiday Inn West	30.00
Howard Johnson West	28.00
Lexington Inn	39.95
Los Cuartos Inn	21.00
Meridian Plaza	28.00
Mariott	30.00
Ramada Inn West	33.00
Red Carpet Inn Airport	17.00
Saddleback Inn	30.00
Sleepy Peddler Inn	21.00

All prices are subject to change without prior notice.

Be sure to contact the apartment or motel in advance to discuss any restrictions.

PHOENIX TRACON AWARD

Phoenix TRACON recently received an unusual Certificate of Appreciation from the Los Angeles Federal Executive Board (L.A. FEB) and the College Federal Council for Southern California.

The award cites the outstanding efforts of the Phoenix TRACON training department for establishing a cooperative higher education program for FAA employees in the Phoenix area. This program was established in cooperation with Phoenix College.

Signed by Los Angeles Federal Executive Board Chairman Mac McClure and William Anderson, of the College Federal Council for Southern California, the certificate is unusual in that it cites efforts in Arizona.

Phoenix TRACON is proud to have its accomplishments recognized by these organizations.

Photo: Air Traffic Manager Richard Miller (second from right) accepts Certificate of Appreciation from Dr. Waldren, Associate Dean of Instruction--Phoenix University. On hand to participate in the ceremony are--from left--Quality Assurance Training Specialist Gerald Pennington, Assistant Manager for Training Lawrence Samson and Dennis McConnell, representing the Human Relations Committee. Not pictured is Education Specialist John Andrews.

Los Angeles Tower Awards

Congratulations to folks at Los Angeles Tower who recently earned awards.

Photos: Left -- Air Traffic Assistant Holli Hoskins (right) is presented with an Outstanding Performance Award by Air Traffic Control Tower Manager Jim Holtsclaw.

Right -- Air Traffic Control Specialist Robert Simpson (left) is the proud recipient of a Letter of Appreciation. Assistant Air Traffic Control Tower Manager Jerry Johnson presented the letter to Robert for his participation as an Aviation Education Facilitator.

San Diego AFS Awards

Awards for Outstanding performance and monetary recognition were presented to San Diego Airway Facilities employees by their supervisors.

Photos: Left -- General Supply Specialist George Darajkian (right) receives his award from supervisor Virginia Agilar.

Right -- Administrative Officer Betty Sears is presented her award by Assistant Sector Manager Henry Harris.

Congratulations, George and Betty!

WHY AVIATION EDUCATION ?

By Barbara Abels
Regional AE Coordinator

INTERCOM readers may have noticed an increased emphasis on our involvement in the agency's Aviation Education (AE) Program -- intensifying our efforts to reach students and their teachers and provide them with information about aviation. We have encouraged managers to appoint volunteer aviation education facilitators at Regional headquarters and at field facilities. We have encouraged employees to "adopt" a teacher, reach out and "touch" a teacher -- take a kid to an airport...to make that difference in some child's life.

This emphasis is no accident and, yes, there are reasons. One of those reasons is, of course, to educate kids and their parents in the economic values of aviation and thereby create a better informed citizenry. Another is to help young people understand future technology and to participate in the careers associated with the upcoming new family of aircraft -- the subsonic, supersonic and transatmospheric.

Come with me for a peak into the future. Let's take a look at what aeronautics is projected to look like in the 21st Century:

There will be continuing advances in subsonic aircraft well into the 21st century, particularly in automation of the tasks performed by aircrews, in general aviation as well as commercial service.

As population shifts and new urban areas develop, there will be increased need for advanced short-haul transports of 50 to 100 passengers or more, operating from small airports or from short runways at hub terminals; they may be powered by advanced turboprops now in development. In addition, NASA sees a generation of high speed (subsonic) rotorcraft--possibly of the tilt-rotor variety--serving as intercity transports, military airlifters or in such civil operations as rescue, emergency medical service and police work.

The most significant "challenges and opportunities," however, will be in supersonic and hypersonic flight. The long discussed second generation supersonic transport may become a reality in the early part of the 21st century. The report states:

"The next century will be characterized by several trends that are almost certain to alter the outlook for long range transportation. World population will continue to grow and the largest component of that growth--over 75 percent will be in the developing nations. The growth of population and industry in the Pacific Basin, South America, Asia and Africa--and the resulting increase in trade and multinational business--will create a market for over-ocean transportation with stage lengths considerably greater than those over the North Atlantic. Those long stages and the large fraction of travel that will be business-oriented, rather than tourist-oriented, will increase the value of reducing trip time and increasing productivity, and will precipitate renewed interest in supersonic transportation."

Studies indicate that an advanced technology supersonic transport could carry 300-400 passengers over intercontinental ranges at more than three times the speed and productivity of today's subsonic transports.

The report adds: "Operating cost estimates suggest that little if any surcharges over tourist fares would be required, and some configuration approaches appear to promise sonic boom overpressures that would be sufficiently low that flight over land would be practical.

Beyond the advanced SST, NASA provides a brief glimpse of the hypersonic era. Sustained hypersonic flight entails difficult problems in propulsion and aerodynamic heating; however, "research has indicated that they can be solved, making hypersonic operations in the next century practical and perhaps even routine."

The first operational hypersonic draft may be long range cruise missiles with supersonic combustion ramjet (scramjet) propulsion. The technologies developed for those missiles would provide a base for development of a strategic reconnaisance aircraft capable of very high altitude flight at Mach 5 to Mach 7 (roughly 3,500 to almost 5,000 miles per hour).

The ultimate vehicle suggested is the "hypersonic manuvering airplane capable of sustained operations both in the atmosphere and in low orbit." Such a vehicle would be powered by a combination of scramjet and rocket propulsion systems to reach the **17,000 miles per hour** speed required for orbit and it would probably be able to take off and land horizontally.

This is the transatmospheric vehicle envisioned in the Aeronautical R&D Goals policy paper issued earlier this year by the White House Office of Science and Technology Policy. Its prime utility would be as a highly flexible, quick response space transportation system for civil or military orbital operations. But, although the long-range program plan does not permit itself such a flight of fancy, the essential technology advancements would also offer an exiting civil transportation possibility: a "transatmospheric transport," one that could move passengers between any two points on earth in **less than two hours.**

Mindboggling? Yes. But just imagine the possibilities. Do our kids and grandkids face exciting challenges ahead? You bet, they do. Remember...the minds that will eventually design the transatmospheric aircraft are still in grade school.

Will they be ready? We hope so. We can help now by increasing their aviation knowledge. After all, who can do it better than we in the FAA?

There are major changes of engineering, architecture and public policy that will confront the youth of today as they prepare for the aviation of tomorrow. We have a continuing part to play in nurturing the future of aviation. We need to convey our love of aviation adventure to the young people today. We need to make them aware of how aviation has enriched our lives and the lives of others in society, and enlarge their vision about the opportunities for aviation tomorrow.

- - Donald D. Engen, FAA Administrator

City Of Hawthorne

To Honor

FAA

The Mayor of the City of Hawthorne is scheduled to present a proclamation honoring the 50th Anniversary of the Air Traffic Control System to Regional Director Mac McClure and Wayne Newcomb, Manager, Air Traffic Division, during a ceremony at 12:30 on the opening day of the Third Annual Hawthorne Air Faire.

The Faire will be held on Saturday and Sunday, September 20-21 at the Hawthorne Municipal Airport (enter off Crenshaw). The admission charge is $1. Plenty of free parking is advertised.

Featured at the two-day faire will be over 30 vintage and WWII era aircraft flown in and put on static display, aeronautical exhibits, airplane rides, military vehicle display, special exhibit of classic cars saluting the 100th anniversary of the automobile, flight demonstrations of remote controlled model airplanes, community chili cookoff featuring Hawthorne service groups and refreshments and souvenirs. Further information is available at 213/970-7216.

ATCS Work-Force Gains

The controller work force increased by 126 in the month of July, pushing the overall total to 14,388. That's only 92 below the FAA's end-of-the-fiscal-year goal of 14,480 with two months still to go.

Despite the continued growth of the controller work force, Congressional and public interest in the subject remains high and Associate Administrator for Administration Charles E. Weithoner along with Norbert Owens, Deputy Associate Administrator for Air Traffic, appeared Aug. 14 before a House of Representative subcommittee to explain the agency's system for counting and reporting controller numbers.

They noted that the 14,388 figure included full-performance-level controllers (FPL), which numbered 9,255 at the end of July, and 3,653 Developmental controllers, including these who are undergoing training at the academy.

Also included in the controller work force are 1,480 air traffic assistants, who do not control traffic but work in direct support of the controllers.

Not included in the 14,388 figure are traffic management coordinators, area supervisors, and certain staff specialists who are certified to work traffic and do on a part-time basis. Total staffing in the centers and towers was 18,924 July 31.

World International News

ELAINE P. CARTER, INTERNATIONAL AVIATION SPECIALIST, AWP-4(F)
(213) 297-1333
FTS: 984-1333

A "Thank-You" From Sweden

Left to right: John Crane, Airway Facilities Division, AWP-462.7, Lennart Hedin and Jan Hakansson of the Swedish Board of Civil Aviation, Norrkoping, Sweden.

Messrs. Jan Hakansson, Technical Director and Lennart Hedin, Deputy Head of the Swedish Air Navigation Service, included visits to Las Vegas and Los Angeles on their extensive U.S. itinerary. A courtesy call was made on Deputy Director Keith Potts during their visit to the Regional Office where program discussions ensued with members of the International Staff and the Airway Facilities Division.

LAX Sector personnel provided technical discussions concerning electronic maintenance functions, plans for staffing of electronics maintenance technicians, as well as escorted tours of the Los Angeles International Airport, the LAX Tower and the LAX TRACON.

At Las Vegas, Mr. Hakansson and Mr. Hedin met with Terry Cupp of the Clark County, Nevada Department of Aviation, to discuss and view airport pavement construction at McCarren International Airport.

Their letter of appreciation to all who participated in their successful international program is the kind of letter we like to receive.

Board of Civil Aviation
Sweden

Technical Department
Jan Håkansson

Date: 1st of July 1986
Your date:
Reference:
Your reference:

Mr B Keith Potts
Deputy Director
Western-Pacific Region
P.O. Box 92007
Worldway Postal Center
Los Angeles CA 90009
USA

SWEDISH VISIT APRIL 1986

Dear Mr Potts,

I would like to give my thanks for the extremely well organized visit for me and Mr Hedin at your office and the sector field office.

We were given comprehensive information from you and your colleagues in different areas.

As promised to your specialists we send you information about the ground movement radar equipment used at Stockholm-Arlanda airport."

Perhaps you or your colleagues are interested in visiting some of our airports and air traffic control facilities in Sweden. If so, we welcome you and are prepared to give you all information you may wish.

Once again, thank you for a very interesting visit in Los Angeles.

Yours sincerely,

Jan Håkansson
Technical Director

Pay Requests Must Be Sent To Right Processing Center

Employees who need to make changes in their pay records -- such as changes in tax withholdings, mailing addresses, etc. -- should send them to the correct payroll processing center for each region/center and not to the Consolidated Uniform Payroll System Operations Branch in Oklahoma City.

That's the word from the Office of Accounting which says sending requests to the appropriate regional center not only will guarantee prompt action but also will relieve the workload on the consolidated office. The proper addresses are:

AAC: FAA Payroll (AAC-24A), P.O. Box 25082, Okla. City, OK 73125;

ALA, AEA & ANE: FAA Payroll (AAC-24C), P.O. Box 26240 Okla. City, OK 73126;

ANM & AWP: FAA Payroll (AAC-24D), P.O. Box 26230, Okla. City, OK 73126.;

ACE & AGL: FAA Payroll (ACE-27B), 601 E. 12th St. - Fed. Bldg., Kansas City, MO 64106;

ACT: FAA Payroll (ASO-26A), P.O. Box 45629, Atlanta, GA 30320;

ASO: FAA Payroll (ASO-26B), P.O. Box 45569, Atlanta, GA 30320;

MWA: FAA Payroll (ASO-26B), P.O. Box 45659, Atlanta, GA 30320;

ASW: FAA Payroll (ASO-26B), P.O. Box 45659, Atlanta, GA 30320;

Wash Hq: FAA Payroll (ASO-26B) P.O. Box 45689, Atlanta, GA 30320.

ICAO Announces Vacancies

The International Civil Aviation Organization (ICAO) announces vacancies for several positions: Technical Officer, Rules of the Air Traffic Services & Search and Rescue -- Mexico City, Mexico; Deputy Representative, South American Office -- Lima, Peru; Regional Affairs Officer, Office of the Secretary General -- Montreal, Canada; Technical Officer Communications, South American Office -- Lima, Peru and Supervisor, Information Services, Aeronautical Information and Charts Section, Air Navigation Bureau -- Montreal, Canada.

Closing date for bids is September 26, 1986. For further information concerning ICAO vacancies, Call Mrs. Marilyn Fobbs, APA-19, FTS 8-426-3178.

NBCFAE Report

Aviation Education was the theme for the National Black Coalition of Federal Aviation Employees (NBCFAE) Western Region Conference. This annual event was recently held, at the Hyatt Regency Oakland. Guest speakers included Howard Bolton, NBCFAE Regional President; Sandra Moore, Area Supervisor Oakland Flight Service Station; Bill Dillion, Director of Aviation-Port of Oakland; Ed Harris, NBCFAE National Treasurer; Tony Willis, Marty Landers and Joseph Green. Invitations were sent to elementary, junior and senior high schools in the local area.

Annual elections were conducted and the results were Jesse Gaines, President, and Ora King, Treasurer. They will join Frederick Cooley, Vice President, and Verna King, Secretary.

Anyone interested in information regarding membership to NBCFAE can contact Jesse Gaines at Oakland Tower.

Comm Link Opened

A new voice communications link between the U.S., Japan, and the U.S.S.R. became operational August 15 to enhance the safety of flights on North Pacific routes. The new link consists of a dedicated voice circuit between the Tokyo and Khabarovsk air traffic centers, using the existing telephone cable between Japan and the Asian mainland. FAA controllers at Anchorage will communicate with Khabarovsk by patching through the Tokyo center.

All communications on the new North Pacific link will be in English, which is the international language of air traffic control. With this link, controllers from the three countries will be able to exchange information on flights in the North Pacific area, and alert each other to in-flight emergencies and to flights that have deviated from their assigned courses.