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Cover Story

By Dave Clarke, Jr.
Automation Specialist

Las Vegas -- a bit of history. Las Vegas first felt the need for air traffic control in late 1941 or early 1942. World War II was getting well underway and the Army Air Corps was training pilots in aerial gunnery at Las Vegas Flexible Gunnery School, which was located at the present site of Nellis Air Force Base.

On March 1, 1942, a control tower was commissioned by the Civil Aeronautics Administration (CAA), and was located in a 30-foot high brick building owned by the U.S. Army. Communications consisted of one low frequency transmitter (which had been removed from a wrecked tank) and four high frequency receivers. The equipment was placed on an operating table and was functional approximately 50 percent of the time. Later, in the Spring of 1944, very high frequency (VHF) receivers and a recorder were installed.

Sometime just before or after the installation of the new equipment, a new tower structure was "acquired" from the U.S. Forest Service. As the story goes, the tower was imprisoned in a Forest Service compound at Tonopah, Nev. Now, Tonopah is located far enough away from other civilization to discourage any thoughts of escape -- and, as far as liberation is concerned -- well, who in the world would go to the trouble?

History doesn't record who the leader was, or who helped him, or who had access to three trucks (certainly not the U.S. Army), but the tower was liberated and moved to Las Vegas where it served as an Air Traffic Control Tower at Nellis until the 1960s. Although records are skimpy at best, this might

stand as one of the first inter-agency transfers of equipment. It's amazing how smoothly things go without red tape!

The CAA provided air traffic control services at Las Vegas Army Air Base for both civil and military traffic until the end of World War II. At this time, the military operation ceased and left only civil traffic. In 1948, the air base was reactivated, so McCarran Field -- as it was called by then -- was moved to the present location of McCarran International Airport where a private airport, Alamo Airways, had previously been. On December 18, 1948, a new CAA tower was commissioned. This structure was an open-frame, steel structure with a glass cab at the top, giving the appearance of a fish bowl on stilts. It was an old military tower formerly located at a deactivated air base at Bakersfield, California.

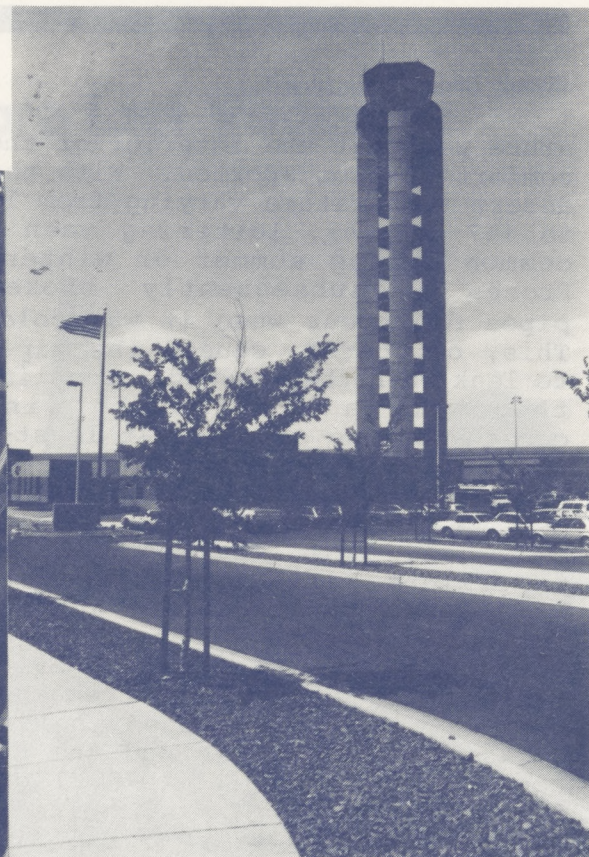
The initial equipment was sparse. There were two receivers, two transmitters, one telephone and one interphone. The console, or work table, had not yet been installed so the communications gear was placed around on the window sills so that air traffic control services could be provided for the grand opening of the new McCarran Field.

This new tower was the first one in the Las Vegas area to be air conditioned. This asset was much appreciated by the controllers and much missed when it failed to function, which was about once each year -- usually in **August!** The "comfort station," which was located midway up the stairway, was modern and convenient enough, but not blessed with air conditioning. This meant that the ambient temper-

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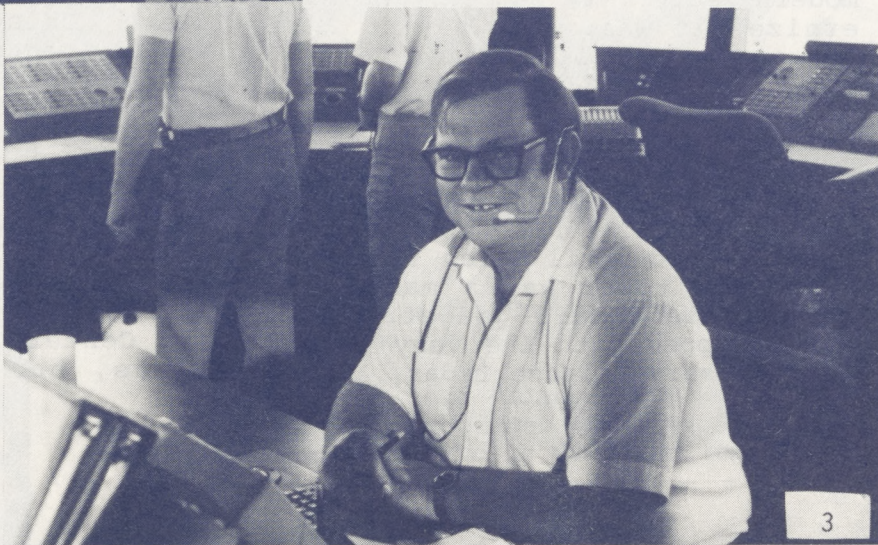
Cover photo: This outstanding photo is the work of John Katsiginis, former assistant Airway Facilities Sector Manager (now retired).

Las Vegas People



Top Left: From left--Air Traffic Control Specialists Dwight Sosebee, Elizabeth Story and Greg Carlson.

Below: Controllers Mark Rios (right) and Greg Carlson.



ht: Air Traffic Assistant Herrell.

Cover Story continued...

ature was what the interior of the comfort station sported. With the desert temperature varying from 17 to 117 degrees, loitering wasn't common during summer or winter. Frozen and subsequently broken pipes did occur when it was cold. This, of course, caused the pipes to leak when they thawed. Coupling this with a stiff North wind caused--on one occasion at least--the U.S. Weather Service to report rain in Las Vegas when there wasn't a cloud in the sky!

In July 1951, the functions of the flight service station were combined into the tower and Las Vegas became the first combined Station/Tower in the old Sixth Region. These facilities remained combined until 1959 when the increase in air traffic and the upcoming World Congress of Flight dictated that they be decoupled.

The heating system in the fish bowl was a forced-air electric heater that hung above the door. It was a reliable unit, but when the North wind blew, it fought a losing battle with the elements. On one such occasion, the midwatch controllers begged and borrowed all the floor heaters they could find and plugged them in to augment the inadequate heating system. Ah, comfort at last, but the resulting overload blew out the entire airport system -- including the runway lights.

Did McCarran Field need to be modernized? Yes, indeed, and modernized it was. In July 1962, a new terminal building and control tower were completed on the east side of the airport. Due to problems with the air conditioning equipment, and the related disputes over who should be responsible for fixing it, the new tower wasn't commissioned until March 13, 1963.

The new tower was a marvel in modern electronic gadgetry. It was equipped with the very latest airport surveillance radar, ASR-4.

Controllers were actually presented with a 16-inch, two-dimensional picture of the air traffic in the Las Vegas area. This enabled them to verify the accuracy of the navigation and position reporting of the airmen transgressing the airspace within the jurisdiction of Las Vegas Approach Control.

The tower was spacious, cool in summer, warm in winter, and gave an entirely different perspective of the traffic patterns. The first control decisions were somewhat embarrassing, but controllers soon adjusted and business returned to normal.

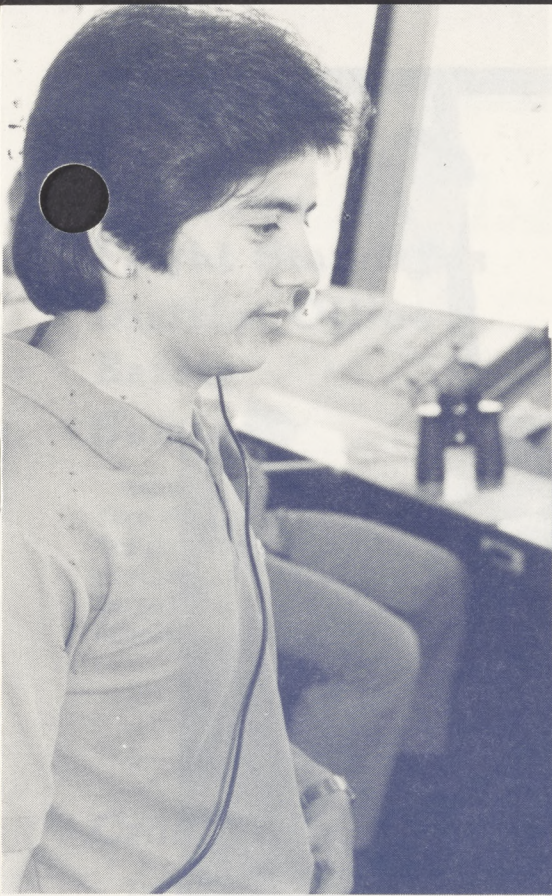
Although the new tower was twice as high as the old 48-foot fish-bowl-on-stilts, it had been built on the low side of the airport, and the floor of the cab was the same elevation above mean sea level as the west ramp and the intersection of Runways One and Seven. This was a handicap that remained for the next 20 years.

Those 20 years were good years, though. Air Traffic increased. The airport grew. And the equipment in the Tower and TRACON was improved. The radar was updated from ASR-4 to ASR-4B, and finally to ASR-8. Joy sticks with cursors on the radar were used and abandoned as clever, but ineffective -- as were the instant read-out guns provided for the reading of transponder codes.

Automation came in the late '60s with the installation of the Flight Data Entry Printout (FDEP) equipment. This was wonderful. It greatly reduced the verbal coordination with the Center and the manual writing of strips. What **would** they think of next? ARTS III, that's what, and in 1971 it was installed -- making Las Vegas the first ARTS facility in the Western Region. Soon thereafter, Las Vegas became the first ARTS III facility to be interfaced with the Center and verbal departure times, handoffs and many other

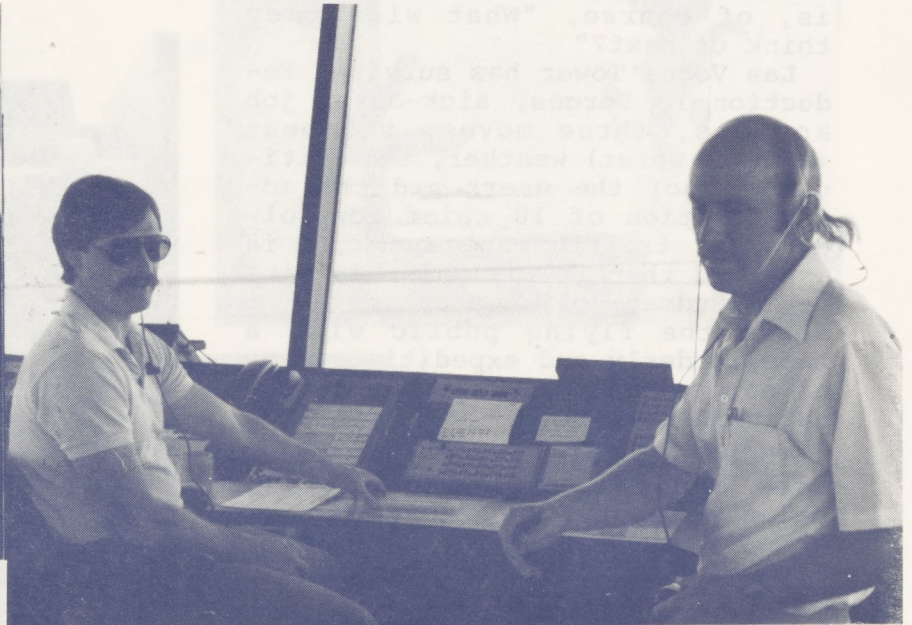
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More Las Vegas



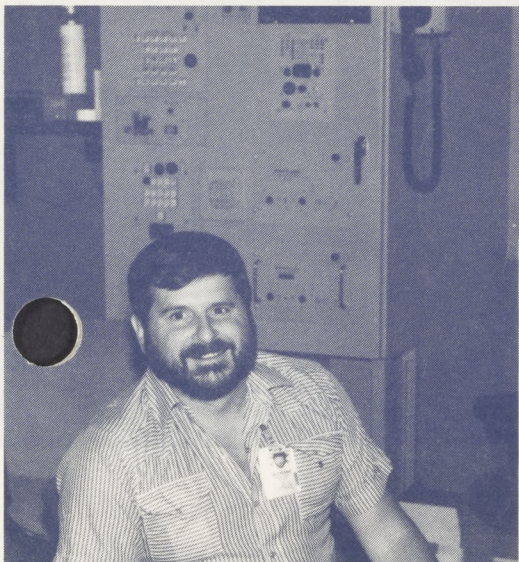
Above: Air Traffic Control Specialist Mark Rios.

Below: Electronics Technician Gary Trachet.



Above: Air Traffic Control Specialists Gerry Ryser and Jim Cergl.

Below: From left--Controllers Warren Lundberg, Pat Van Lingen and Fred Pritz take a moment to relax in the "quiet room".



Cover Story continued...

cumbersome coordination messages became things of the nostalgic past.

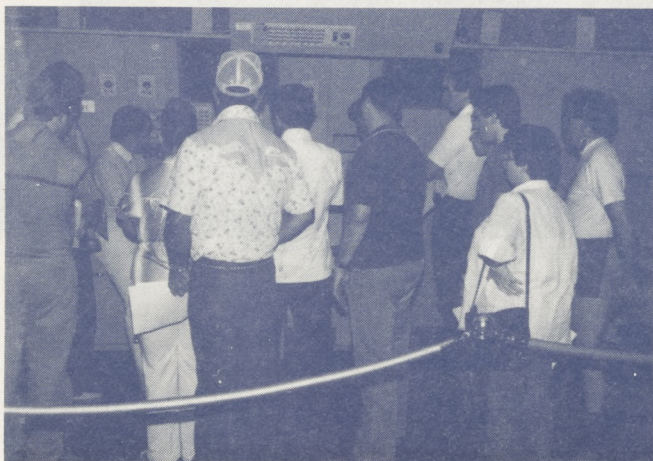
In 1983, the present Las Vegas Tower was commissioned and, again, the height was doubled. The poor visibility of the west ramp has now been alleviated and the question is, of course, "What will they think of next?"

Las Vegas Tower has survived Reduction In Forces, sick-outs, job actions, three moves, the best (and the worst) weather, the critical eye of the users and the administration of 10 chief controllers/air traffic managers. It is expected that it will also survive Gramm-Rudman-Hollings and go on to serve the flying public with a safe, orderly and expeditious flow of air traffic at McCarran International Airport.

Today, Las Vegas Tower's dedicated crew consists of Manager Bill Maloney, Deputy Manager Dave Marino, three Area Managers, seven Area Supervisors, 35 Air Traffic Control Specialists, four Air Traffic Assistants, one Administrative Assistant and one Clerical Assistant.

The facility's equipment is maintained by a dedicated crew of electronic and environmental technicians out of the Las Vegas Airway Facilities Sector Office.

STILL MORE



Photos: Air Traffic Control Specialist Tim Barrett (top) and Derald Vanderpool (below), Area Supervisor. At the left are a few of the many visitors touring the TRACON during open house.

Honolulu Flight Standards District Office Safety Seminar

Honolulu Flight Standards District Office Aviation Safety Inspectors Patricia Orcutt and Dave Luehring present a familiarization safety seminar at the International Convention of 99's held in Honolulu.



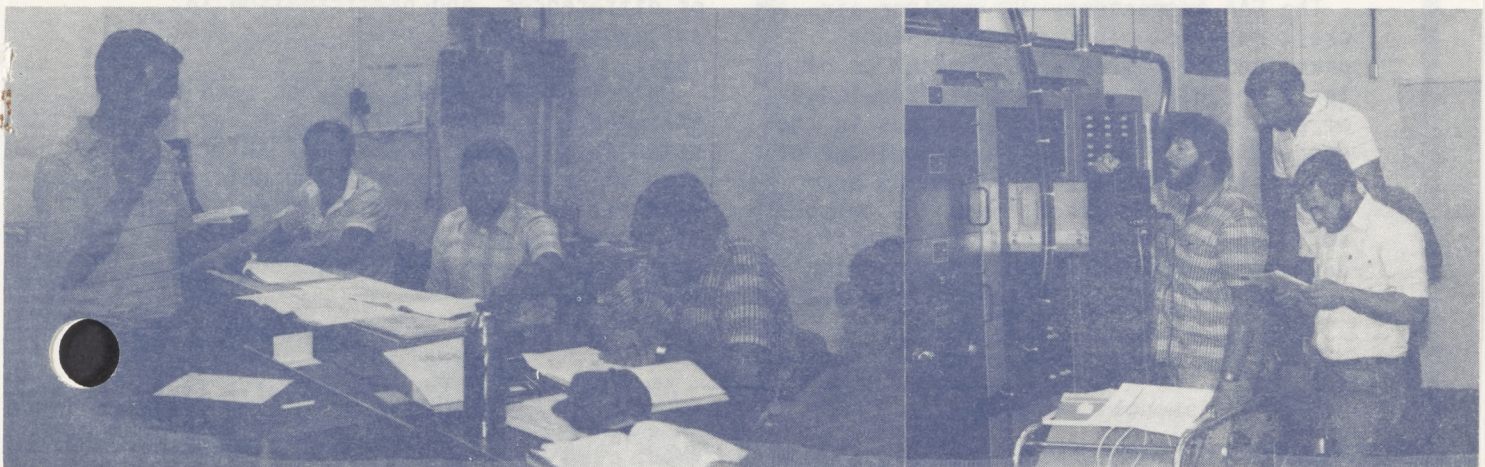
Cross-Training At Sacramento AFS

Environmental personnel from Fresno and Bakersfield received training on Second Generation Battery Charger Power System from Ron Riberal, departing Assistant Manager for Technical Support from Red Bluff Field Office. This was Ron's last assignment before reporting to his new job as Air Facilities Sector Field (AFS) Office Manager located in Finegayan, Guam. The three day class is one way Sacramento AFS is moving toward the "80's" concept of preparing personnel to cross train in other related

fields.

Photos: Left -- (left to right) -- Ron Riberal; Environmental Support Technician Paul Steinke; Environmental Support Technician Bill Vinson; Environmental Support Technician Dave Swart and Electronics Technician Ross May.

Right -- Hands-on time provides helpful cross-training for airway facilities technicians.



FAA-FAA-FAA-FAA-FAA-FAA

FAA/NASA to Research Airborne Wind Shear Alert

FAA and NASA are getting together on a \$24 million research project to develop basic requirements for an airborne wind shear detection and avoidance system. Under a memorandum of agreement, the two agencies will explore various technologies that might produce a forward-looking wind shear alert system that could be effective in fast moving aircraft.

Wind shear is defined as a sudden shift in wind speed or direction. It can cause an aircraft to lose lift and is especially hazardous during the approach and landing phases of flight when the aircraft is flying close to the

ground and at slow speed.

Among other things, FAA/NASA researchers will thoroughly assess the application of available technologies, such as Doppler and laser radars, for wind shear detection and warning. They will also study the effects of "Microbursts" (concentrated downdrafts of air on the aircraft's ability to fly.)

Crew training requirements also will be addressed to assure that the new system will be usable by the flight crew. Research results will be made available to industry for use in the development of airborne wind shear detection systems.

Survey Shows Inspectors Score on Performance

A recent FAA survey of aviation firms showed more than four out of five of those responding were satisfied with the way that the agency's airworthiness inspectors are doing their jobs.

The FAA inspectors, who monitor aircraft manufacturing and maintenance practices, received a 90 percent or better favorable rating on their knowledge of FAA regulations, courteousness in the conduct of their duties and knowledge of FAA published policies. Also, 89 percent of those surveyed found the inspectors thorough in the conduct of their duties, 86 percent rated them technically competent, and 80 percent responded

favorably on their ability to answer questions in a timely and clear manner.

In addition, the FAAers received high marks for their understanding of the user organization's needs, resolution of differences, and participation in safety seminars and other public meetings.

Data from the survey will be used by FAA management to identify high and low rated facilities. Additional information will then be gathered to determine what facility characteristics result in low versus high ratings, and action plans will be designed to produce improvements.



TCA Review Ordered

Administrator Engen has ordered a formal review of terminal control areas (TCA) by a special FAA team headed by the Office of Aviation Safety and composed of representatives from Air Traffic, Flight Standards, Chief Counsel's office and the regions.

Engen said the team will examine the "size, shape, traffic count, complexity, number and type of flight infractions, procedures, past enforcement efforts with respect to infringement, and any other factor which will allow the FAA to measure effectiveness and to improve traffic flow and safe separation."

Calling for a review that is "short and incisive," he directed the team to provide him with a written report by Oct. 15.

Civilair News

Come join fellow aviation-lovers in a private viewing of the 1927 version of "WINGS" starring Buddy Rogers, Clara Bow and Richard Arlen. This aeronautical extravaganza of World War I, which won the first academy award, will feature live accompaniment by a Wurlitzer Theatre Pipe Organ.

Civilair has reserved the Old Town Music Hall at 140 Richmond Street, El Segundo, Calif., on Wednesday, October 22, beginning at 6:30. Come early, and enjoy a refreshment before the movie starts at 7 p.m. The cost of this fun-filled adventure is \$3 (that's a \$2 savings from the regular admission price). Seats are limited, so hurry!

For tickets, contact one of the following Civilair representatives: Bob Bloom, Airports; LeJuene Coffman, Hawthorne Flight Service Station; Mardy Franks, Los Angeles Civil Aviation Security Field Office; Olga Eiben, Airway Facilities or Elly Brekke, Public Affairs.

Chuck Schuelke

Retires



Charles "Chuck" Schuelke made the big decision! He has retired after 36 years of Federal Service.

Chuck's most recent assignment has been at the Long Beach Flight Standards District Office as an Aviation Safety Inspector (Operations). Previously, he held the positions of Principal Operations Inspector for Aircal and Jet America, as well as Staff Specialist at the Western-Pacific Region.

Chuck's friends and co-workers said "so long, but not goodbye" since he plans to remain in the local area and ply his trade as a professional airline pilot.

Thought For The Week

The Most Vital Thing In Life

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

—Airway Pioneer

Vacancy Announcement Microfiche Proposal Test Progresses

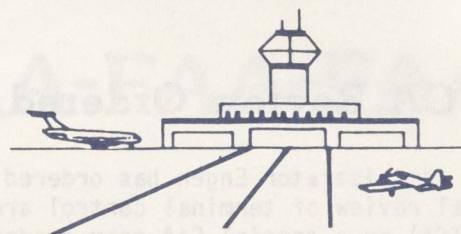
The Vacancy Announcement Microfiche Proposal (VAMP) test program is now underway in Washington headquarters, all offices within the New England and Central Regions and in the Western-Pacific and Eastern regional headquarters offices. VAMP, if fully implemented, will speed and make more reliable the process of distributing national vacancy announcements throughout the agency. Offices participating in the test can expect to receive their first actual index and microfiche of current national announcements the last week of September. In the meantime, they will be receiving a package of samples including a special microfiche holder. For more information, contact your office administration manager or the Paperwork Management Branch, AMS-410, FTS 267-9897.

Raymond Salazar Security Chief

Aviation Security Division Manager Raymond Salazar of the Northwest Mountain Region (ANM) has been named Director of the Office of Civil Aviation Security in Washington.

Salazar, an Army veteran, joined the agency in 1972 as a security specialist in the region. Before being appointed as division manager in ANM, he held the same position in the old Rocky Mountain Region.

Besides receiving a Certificate of Achievement from the FAA Administrator in 1981, he was awarded the Federal Air Marshal Award in 1976.



Super Crew Recognized at Edwards RAPCON

Stellar crews are not all that unusual in Western-Pacific air traffic facilities, but the opportunity to honor all those crew members at one time is rare. August 24 was the date; Edwards RAPCON--the facility; Team D--the crew.

Area Supervisor John Clancy, held a crew party to honor all the Full Performance Level Controllers on his crew. Carl Sagerquist was the recipient of a Special Achievement Award which outlined his performance over the past year. Jon Ross was presented with a Letter of Commendation for his performance in the training program; and Letters of Appreciation went to Lucius Hope, Steve McDougall and Steve Bueltel for their assistance in training of developmentals.

New controllers--Elizabeth Froehler, from Los Angeles Tower and Kathy Smith from Oxnard Tower--were welcomed to Team D. Air Traffic Manager Bob Harik presented the awards to all employees.



Some Entitled to Tax \$\$\$

Some FAA employees who made permanent change-of-station (PCS) moves on or after Nov. 14, 1983, have not filed for their Relocation Income Tax Allowance. This is a payment made to employees to cover Federal, state, and, in some cases, local taxes incurred as a result of the PCS move.

The additional taxes are incurred because employees are reimbursed for such things as house-hunting trips and temporary quarters and this money is added to their W-2 forms. Eligible employees filing a claim should contact the accounting office that handled their move.

Luncheon Reunion For SOAP Members

FAA/NWS Retirees, employees and friends are invited to a Reunion Luncheon sponsored by the Society of Airway Pioneers (SOAP). SOAP members from northern California, Oregon, and Nevada will meet for the first time at a lunch and reunion in Sacramento on Nov. 8 at 11 a.m.

The location is the Days Inn Hotel, 13 miles east of Sacramento on Highway 50. Take the Sunrise South off-ramp, and you are there. Hotel reservations may be made by writing to Days Inn Hotel, 11131 Folsom Blvd., Rancho Cordova, Calif. 95670, phone 916/635-0666. Senior and AARP rates available.

Lunch choices are Roast Beef -- \$11 or Chicken Cordon Bleu -- \$10. To reserve lunch space, send checks by October 30 to Jerry Long, 40896 Chiltern Drive, Fremont, Calif. 94539.

Mark your calendar NOW to visit friends and co-workers and share recent happenings.

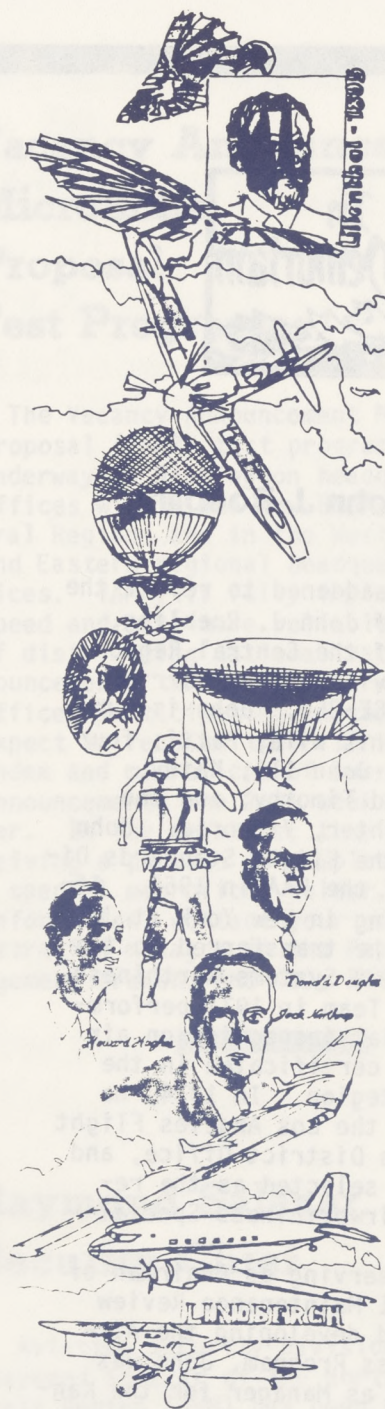


John J. Roebling

We are saddened to report the passing of John J. Roebling, Manager of the Central Region General Aviation/Air Carrier Branch, ACE-250. John is survived by his wife, Patti; four children, John III, Kathy, Elaine and Timothy; and one granddaughter, Victoria. John entered the Flight Standards Division of the FAA in 1969. After serving in New York at JFK Airport, he transferred to the Los Angeles Systems Worthiness Analysis Team in 1971 performing/special inspection on air carriers certificated in the Western Region. In 1974, he moved to the Los Angeles Flight Standards District Office, and soon was selected as the region's Airworthiness Specialist.

After serving as Chairman of the L1011 Maintenance Review Board and developing the Airworthiness Program, John was selected as Manager for the Kansas City FSDO, which on two occasions received the Central Region Field Office of the Year Award. John's latest assignment was in the Central Region's Flight Standards Division.





On the occasion of the first annual
History of Aviation Banquet

the

Hawthorne Chamber of Commerce
and the city of Hawthorne proudly
acknowledge the dedication and
outstanding achievements of the
aviation and aerospace industry in
preserving and advancing our quality
of life and strengthening our great
nation. As a member of this most
significant industry

FAA

is hereby awarded this certificate
of recognition for its record of
achievement in the advancement
of aviation and aerospace.

(Editor's Note: This is a replica of
a beautifully colored certificate
presented to FAA from Hawthorne, Cali-
fornia Mayor and Chamber of Commerce.)

President
Hawthorne Chamber of Commerce

Mayor
City of Hawthorne

HAWTHORNE, CRADLE OF AVIATION

