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Los Angeles, CA 90009  
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U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Western-Pacific Intercom



**DIRECTOR McCLURE HONORED BY FEB**

# Cover Story

Story and photos by  
Elly Brekke

Through the pages of Intercom, we are told of Regional Director Mac McClure's role in presenting a sundry of awards to hard-working FAA folks. Recently, the tables were turned, and Mac was presented an award. The brass replica of the Washington Monument, from the Los Angeles Federal Executive Board (FEB), was presented in honor of his FEB leadership and contributions.

Mac served as L.A. FEB Chairman from May 1985 to October 1986, when he officially turned the gavel over to Admiral Bruce Baren of the 11th District Coast Guard Station in Long Beach, Calif. Mac was recognized for his earnest endeavors in guiding the group for the last 18 months.

During his tenure as Chairman, Mac led the members, who are top leaders of government in the Los Angeles area. The purpose of the Board is to meet with private enterprise and educational leaders to exchange ideas, information and experiences. Committees and task forces undertake the actual projects of the Board, utilizing the expertise of technicians and specialists both in and out of public service.

The Federal Executive Boards were created by President John F. Kennedy in 1961 and continued under the office of the President with all subsequent administrations. This year, the L.A. FEB celebrated its 25th anniversary with an awards ceremony held in Los Angeles. It was here that Mac received the prestigious award, along with several rounds of applause and ensuing congratulations, for a job well done as leader.

Also receiving an award from the FEB was Director's Secretary Iris Noguchi. Iris was recognized by the Board for her support as a member of the FEB Secretarial Task Force.

The Boards across the nation are considered to be "little Cabinets" in the sense that their membership is comprised of the highest federal official of each federal agency in the cities where they exist. The Los Angeles FEB was one of the original 15 Boards established in 1961. Today the program has grown to 26 Boards in the major governmental centers of the country.

The Boards were created primarily to increase the effectiveness and economy of federal programs, to establish effective relations with state and local governments and associated groups and improve service to the public.

The activities are largely self-generated in nature and almost unlimited in scope. They do not, however, involve themselves in programs of single agency significance. The Boards are under the local leadership of the Chairman, Vice-Chairman and Policy Committee who are either elected or appointed and operate under the established by-laws. Projects are approved and coordinated under the committee or task force process. The Boards receive and rely on support from all affiliated agencies.

In Mac's personal remarks to the Board as he turned the leadership over to Admiral Baren, he stated, "We are the largest and finest in that we have our collective support. An entity is only as strong as its people. We are strong as an FEB because of you, the members. We give of our individual time and talent; we support with our resources and spirit."

Congratulations, Mac, for your outstanding leadership in the federal community.

Cover photo: Regional Director Mac McClure (right), receives an award in a Change-of-Command ceremony. Making the presentation is Admiral Bruce Beran.



# FEB Change of Command



Photos: Top, left == FAA Regional Director McClure, left, and incoming L.A. FEB Chairman Admiral Beran discuss the agenda prior to the onset of the awards ceremony.

Top, right == The Secretarial Task Force greet attendees. From left to right, the registrars are Iris Noguchi, FAA; Pat Rundel, Veteran's Administration and Sheri Rolland, Federal Executive Board.

Below == The Color Guard from the 11th Coast Guard District present the colors at the opening ceremony.

Below == Outgoing L.A. FEB Chairman McClure addresses the group. Seated at the head table are--from left-- FEB Vice Chairman Richard Rison, Warden, Federal Correctional Institution, Bureau of Prisons; Admiral Bruce Beran, Commander, 11th Coast Guard District; and Kenneth Steen, Office of Personnel Management.



**Continued on page 4.**

# More FEB



Photos: Top, == For his dedication as serving as L.A. FEB Chairman from May 1985 to October 1986, Mac McClure was presented this handsome trophy, engraved "Dr. Homer C. McClure, Chairman FY86".

Below, left == In celebration of the 25th anniversary of the organization, the Secretarial Task Force arranged for a reception to follow the ceremony. Guests were treated to this commemorative cake.

Below, right == Director's Secretary Iris Noguchi assists in the decoration of the room. Scarlet and gold balloons and red rose buds adorned the banquet.



## Grace Kirk Retires

After 35 years of federal service, Grace Kirk recently retired from her last position as Secretary to the Department of the Army Regional Representative in the FAA's Western Pacific Region.

Previous to this assignment, Grace had served as branch secretary in the Airspace and Procedures Branch for many years.

Best wishes, Grace, and congratulations upon your retirement.

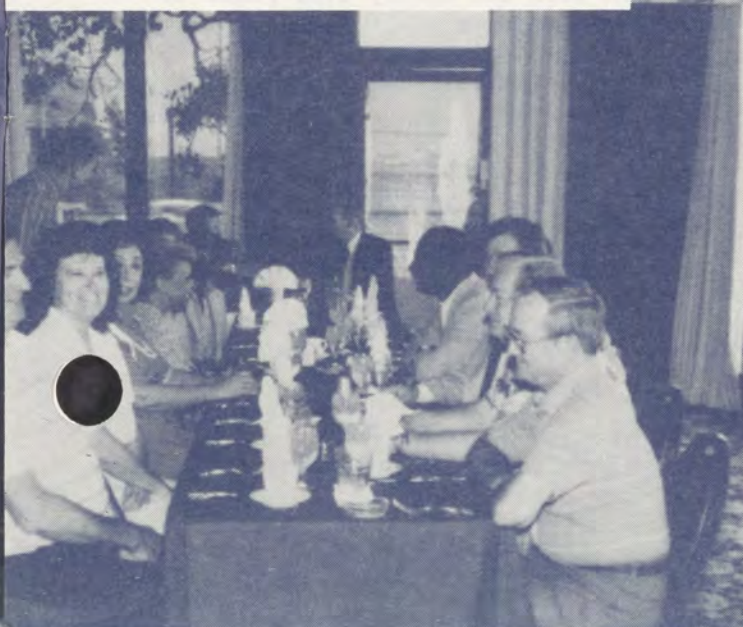
Photos: Top -- Grace is congratulated by the Army Regional Representative Lt. Col. Jeffrey Hovious, as her husband, Wayne, looks on.

Middle -- Air Traffic Division Manager Wayne Newcomb presents Grace with her 35-year service career emblem on behalf of Regional Director Mac McClure.

Below, left -- Many friends and co-workers showed their admiration for Grace by attending a luncheon held in her honor.

Below, right -- A silver centerpiece bowl was presented to Grace as a memento of her retirement from federal service. Grace's family were present including her nephew, sister and husband Wayne.

(Photos by Elly Brekke.)



## The News

### In Brief



\* The National Transportation Safety Board has scheduled a public hearing for Dec. 2 at Los Angeles International Airport on the Aug. 31 fatal midair collision between an Aeromexico DC-9 and a small private airplane over Cerritos, Calif. FAA, the Professional Airways Systems Specialists, McDonnell Douglas and Aeromexico are among those designated as parties to the hearing. All 67 on board the two aircraft died in the collision along with 18 to 20 persons on the ground.

\* The new limit on compensatory time balances for FAA employees will be 160 hours beginning December 20. Any employee having more than that number of comp time hours on the books on that date will have the excess paid off at the rate at which it was earned. The paid off "comp time" will appear in checks dated December 30.

\* FAAers and other Federal employees won't be celebrating Constitution Day next Sept. 17 with a day off. After the Senate approved it as a legal holiday, the House turned thumbs down because of the costs involved. Estimates of those costs ranged up to \$1 billion.

\* When Congress authorized the hiring of an additional 300 aviation safety inspectors in the FY 1986 budget, it presented the agency's Aviation Standards (AVS) and Human Resource Management (AHR) organizations with a significant challenge to bring these people on board by the end of the fiscal year. But AVS met the test and, as a result, has earned the praise of Administrator Engen. "We exceeded our commitment to Congress to have 95 percent of authorized staffing on board by September 30, which is a fine example of what can be done by teamwork," Engen said.



## FAA Plans To Revamp Terminal Control Areas



Administrator Engen has announced plans for a major restructuring of the nation's 23 terminal control areas (TCAs) to enhance safety and increase the operational efficiency at these locations.

Speaking at an Oct. 27 news conference, Engen said the plan of action is based on the recommendations of an in-house task group that undertook a 30-day study of the TCA concept following the midair collision near Los Angeles on Aug. 31. Many of the planned changes will require rulemaking.

Among the task group's recommendations endorsed by Engen is abolishment of the distinction between the nine Group I and the 14 Group II TCAs with a requirement that all aircraft operating in TCA airspace carry altitude-reporting transponders. This requirement only applies to Group I TCAs at present.

Additionally, the plan calls for an altitude-reporting transponder on all flights above and below the TCA, which represents a major departure from current practices.

Engen said the agency also plans to standardize and simplify the TCA design as much as possible. The standard TCA design would extend upward to 10,000 feet and have a radius of 30 miles at the top.

The Administrator also noted that FAA plans to improve procedures for tracking TCA violators and increase penalties for those who ignore the rules. He added that the agency already has imposed a 60-day minimum certificate suspension on violators.

Additionally, he said, FAA will step up its pilot education efforts and take measures to improve definition of TCA boundaries on navigational charts.

# On The Count Down -- Reflections On Retirement

by John Noster, Engineer  
Airway Facilities Division

What follows retirement -- watching the soap operas, the ball games, travelling around the country? Not really.

When one spends half a life time in one occupation, working for the same boss (Uncle Sam) -- working all hours of the clock, travelling from Death Valley to Francis Peak, the continental divide to the ocean -- one looks forward to rest, relaxation and enjoyment to what's left in life.

My choice has been to become involved in whittling and wood carving. It is a refreshing challenge to work with wood, from the exotic Boca Boca to the common Sugar Pine.

The finished object reflects the creative idea that the carver has in mind, not a duplication, but an original. No two items are ever identical.

After this job of maps, computers, conceptual plans, engineering reports, site surveys, you'll find me with a block of wood and a whittling knife, enjoying life and looking forward to new challenges.

I also grow flowers, herbs, vegetables, peanuts and a few fruit trees.

Retirement? Yes. But not boredom.

Photos by Rafael Riera.



## Study Of FAA Approved

Before it adjourned Oct. 18, the 99th Congress approved the establishment of an Aviation Safety Commission to study the FAA organization to study the FAA organization and functions with the aim of improving the agency's effectiveness and enhancing air safety.

The legislation calls for the seven Commission members to be appointed by the President within 30 days of the bill's enactment and hold its first meeting within another 30 days.

Among the issues the Commission will examine are (1) whether FAA has adequately used its resources to ensure air safety, (2) whether its dual roles of promoting aviation and ensuring air safety conflict, and (3) whether it would function more efficiently as an independent organization. Also examined will be FAA management-employee relationships.

The Commission is scheduled to submit an initial report to the President and both Houses of Congress within nine months and a final report in 18 months.

## 19 New Inspection Aircraft Purchased

As part of its aircraft fleet modernization program, FAA has purchased 19 twin, turboprop Beech 300 Super King Airs for flight inspection of air navigation aids.

The new aircraft will replace a fleet of fuel-hungry Saberliner jets, which now are more than 10 years old. In addition to the reduced operating costs resulting from lower fuel consumption, the King Airs also will significantly cut maintenance outlays.

Prior to delivery, Beech will equip each Super King Air with an Automatic Flight Inspection System provided by FAA. Delivery of the first two aircraft is scheduled for October 1987 with each undergoing a five month evaluation and system coordination shakedown. Following final acceptance of the first two planes, the remaining aircraft will be delivered at the rate of two a month.



## A Reminder From The Editor

When submitting articles for INTERCOM publication, please spell out all acronyms, including ARTS, QATS, FIFO, etc., the first time they are used in the article. This makes it easier for our typist to put it in correct format for INTERCOM readers, and easier for new employees to understand.

We are sorry, but we will no longer be able to publish color polaroid prints. These types of photos simply fall apart on the layout table when cut to size. Additionally, reproduction quality is extremely poor. So, please -- don't send them. Take the time to load a 35mm camera, or even a pocket camera, with black and white film so that your INTERCOM story will come off in a professional light. Also, don't forget to let us know who the photographer is, so we can give credit where credit is due.

Continue to send all articles and photos to Public Affairs, AWP-5, and we'll do our best to help you see your story in print.

## Attention Retirees

A retiree luncheon will be held at 11:30 a.m. on Monday January 26, 1987, at the Hacienda Hotel, 525 N. Sepulveda Blvd., El Segundo, Calif. Price is \$9.25, including tax and tip, payable at the luncheon. Please make reservations by January 21. Contact Phil Guindon 213/670-8124, Lynn Hink 213/596-3520, Bob Frehse 213/542-6839 or Fred Potter 213/670-8769. Let's hear from FAA and Credit Union retirees for this informal get-together.

## Thought For The Week

Becoming number one is easier than remaining number one.

-Senator Bill Bradley

# The 1986 FAA Retirees Picnic A Big Success



The 1986 FAA Retirees Picnic held in Lake Tahoe recently was attended by 125 people, including retirees, their families and friends.

The longest-retired prize was awarded to Harold Gannon who retired in 1967 from Oakland Tower/TRACON. The newest retiree award went to Len Davis who retired in 1986 from the Regional Air Traffic Division Evaluation Branch.

Look for details in the spring for another successful FAA Retiree Picnic to be held in Lake Tahoe in 1987.

Photo: Those attending the 1986 annual Retirees Picnic enjoyed the beauty of Lake Tahoe. Mr. and Mrs. Ralph Anglea hosted the group.

(Photo by FAA Retiree Bob Flock.)

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



FEDERALLY EMPLOYED WOMEN • 17th NATIONAL TRAINING PROGRAM  
Las Vegas, Nevada • July 23-26, 1986 • Marie Argano, National President

8 September 1986

Mr. Dean DeShazo, Manager  
Airway Facilities Sector - FAA  
3700-C South Haven  
Las Vegas, NV 89110

Dear Mr. DeShazo:

As you know Federally Employed Women (FEW) held its 17th National Training Program (NTP) at Bally's/Las Vegas, 23-26 July 1986. One of your employees, Ardis Rogers, played a vital role in the overall success of this conference.

Ardis served on the Registration Committee. She spent many evenings and weekends for several months inputting registration data into our computers. On site she provided invaluable assistance to the registration committee. She handled every detail in a professional manner and due to her contributions, made this year's conference a truly memorable occasion for all our attendees.

On behalf of Jane Onderko, my Co-Chair, please convey our appreciation to Ardis for her untiring efforts in making this year's NTP the best in its 17-year history. We also commend you for your support of this training program. Thanks!

Sincerely,

*Carolyn Quinn*

Carolyn Quinn  
1986 NTP Co-Chair

ENDORSEMENT:

Ardis, I also appreciate your untiring efforts expended during the Federally Employed Women's 17th National Training Program. Your support to this program is an example of the outstanding support you give the Las Vegas Sector each day. Thank you.

*D. O. DeShazo*  
D. O. DeShazo  
Manager, LAS AFS

Betty Concha, Western Regional Mgr.

Jane Onderko and Carolyn Quinn, Co-Chairpersons  
P.O. BOX 85507, Las Vegas, Nevada 89185

## Letters We Like To Receive



**SIMMONS**  
**CABLE TV** OF LONG BEACH

Mr. Paul Stabelton  
Federal Aviation Administration  
2815 Spring Forest  
Long Beach, CA 90806

Dear Mr. Stabelton:

On behalf of Simmons Cable TV of Long Beach and Jim Spellman, host of the October 8, 1986 edition of "The People's", I would like to thank you for your participation in the program.

The topic, "General Aviation in the Long Beach Area" is of importance to all of us in Long Beach. Community oriented programming can only succeed through the participation of knowledgeable and public spirited citizens such as yourself. Your preparation and participation is appreciated.

Again, thank you for being with us on October 6th and if you have any comments or suggestions regarding future programs, please let us know.

Yours truly,

*Ronald A. Petke*

Ronald A. Petke  
Producer

RAF/ejl

2831 REDONDO AVENUE, LONG BEACH, CALIFORNIA 90806 • (714) 434-4887  
A SIMMONS COMMUNICATIONS COMPANY



## GROSSMONT COMMUNITY COLLEGE DISTRICT

OFFICE OF COMMUNITY EDUCATION

July 21, 1986

Mr. Rick Case  
7000 Wilcox Drive  
El Segundo, CA 90207

Dear Mr. Case,

Thank you for volunteering to talk to the College for kids classes about your work for the Federal Aviation Agency at the Miramar Radar Facility. At their age they are beginning to think about future occupations, and working for the F.A.A. might be the perfect job for some of them.

The film you brought was excellent. It gave a good overview of how air traffic control helps the general aviation pilot and the students were able to understand it. You also did a very good job of explaining how a test pilot can find his position using the WE.

I appreciated your help with the Delta Dart models during the first period class. I hope you and Ryan enjoy constructing and flying the models from the materials I sent you.

It looks like about 20 students will take advantage of your offer to let them visit the Miramar Radar Facility on August 1st. I think it is great for them to get to see the controllers at work. They were impressed when they went to Gillespie Tower, and it will be even more exciting to see an Air Traffic Control Center. Thanks for making this possible.

Sincerely,

*Doris Kitchey*  
Doris Kitchey

(EDITORS'S NOTE: He's off to Rick Case for his efforts. You, too, can participate in the Aviation Education program - Reach out and touch a teacher. . . . Get in touch with Public Affairs, AMP-5, for more information.)



San Jose Control Tower  
1675 Airport Blvd.  
San Jose, CA 95110

Attention: William Behan

Dear Mr. Behan:

I wish to commend the two controllers operating clearance/ground and local on the morning of August 2, 1986.

The weather at San Jose and the Bay Area was below basic VFR requiring a special VFR clearance out of the control zone.

Through their professional and courteous help, I was able to depart with minimum delay and when asked to help coordinate a special VFR clearance into Oakland's control zone a call was made and the clearance obtained.

Due to their help, Aris was able to complete an external load operation on schedule saving the customer, the Oakland Police Department, and Aris considerable time and money.

Sincerely,

*Jon Long*  
Jon Long  
Chief Pilot

JJL:cmc



STATE OF DELAWARE  
DEPARTMENT OF MILITARY AFFAIRS  
MHC 196 CORPS SIGNAL RADIO BATTALION  
Delaware Army National Guard  
State Armory  
1401 Newport Gap Pike  
Wilmington, Delaware 19804 2847

Mr. Al Groser  
Federal Aviation Administration  
Airway Facilities Field Office  
3860 Crest Road East  
Rancho Palos Verdes, CA 90274

Dear Mr. Groser:

I would like to take this opportunity to express, on behalf of the entire 198th Signal Battalion, Delaware Army National Guard, my sincere appreciation for the outstanding assistance you provided us during our recent Annual Training (AT) period at your facility.

I have been associated with many people and agencies during my career with the National Guard, but never have I experienced a more friendly, cooperative, and helpful individual than you. Without your assistance, the 198th Sig Bn could not have performed as well as we did. Your cheerful attitude and generous use of your facilities had a direct impact on the success of our AT period; an AT period, I might add, that could well prove to be the most successful in our long and proud history.

The Federal Aviation Administration should be very proud to have an employee of your caliber. You certainly represent them well, and I can assure you that there are over 300 Delaware Guardsmen who think very highly of the California division of the FAA.

I would be very proud to have you as a member of the 198th Sig Bn, The First Regiment of the First State\* and look forward to working with you again some day.

Again, thank you for your assistance and remember - if you ever need help for any reason, please call (302-995-6516). You've got many friends in the 198th!

Sincerely,

*DM*  
DONALD B. MELVIN  
MAJ, SC, Del ARNG  
Executive Officer



Chief  
Federal Aviation Administration  
Flight Service Station  
Salinas Airport  
Salinas, California 93905

Dear Sir:

I am writing to express my gratitude and appreciation for the help rendered by a Specialist named Joe (I'm sorry not to have his last name) employed in your Flight Service Station. Last Thursday I received a worried phone call from my wife who had reason to believe that her 12-year old son was stranded in the Los Angeles Airport, alone. She had placed him on a PSA flight from Fresno, to connect with North West Orient continuing to Minneapolis. He had instructions to call from Minneapolis, but not to try to reach her at the office from LAX unless there was a problem.

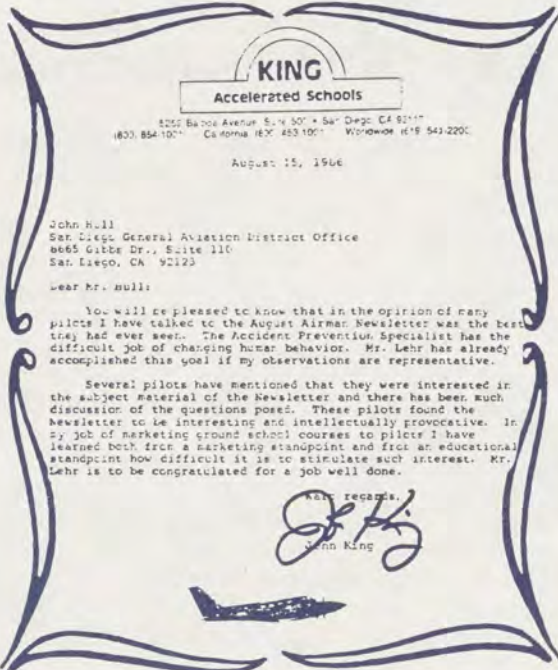
She returned from a meeting mid-morning to find that the switchboard had twice refused his collect calls, not recognizing his name, which differs from ours. She contacted North West Orient to page him, only to be told that the paging system was down, and there was nothing they could do. She turned to PSA for help, and they were much more responsive, but while waiting for their return calls, she tried to locate me, and eventually did, in Salinas. When she asked me to pull out all the stops to find out for certain whether the boy had gotten on the North West Orient flight, I turned to your Flight Service Station for assistance. Joe understood at once the seriousness of my concern, and directly contacted the LA Air Route Traffic Control Center which determined that the flight in question was being worked by controllers in Denver. The controller working the flight contacted the crew and they physically verified that Michael was on board. The reassuring information was relayed back to Denver, to LA, to Joe, to me, and I called my wife. The whole process took about 15 minutes and the airlines were still working on a response for my wife's telephone calls - three hours after the problem emerged!

I thought you should know how responsive, professional, and efficient your employes was under circumstances that were tense, at best. Thanks to all of you in Salinas!

Sincerely,

*John S. Abbott*  
John S. Abbott  
Chief Pilot

*Thank you  
Joe Reynolds,  
ATM, SWS FSS*



**KING**  
Accelerated Schools

8255 Balboa Avenue, Suite 507 • San Diego, CA 92111  
(619) 854-1001 • California FAX: 453-1001 • Worldwide (419) 543-2200

August 15, 1986

John King  
San Diego General Aviation District Office  
8665 Gibbs Dr., Suite 110  
San Diego, CA 92123

Dear Mr. Groser:

You will be pleased to know that in the opinion of many pilots I have talked to the August Airman Newsletter was the best they had ever seen. The Accident Prevention Specialist has the difficult job of changing human behavior. Mr. Lehr has already accomplished this goal if my observations are representative.

Several pilots have mentioned that they were interested in the subject material of the Newsletter and there has been much discussion of the questions posed. These pilots found the Newsletter to be interesting and intellectually provocative. In my job of marketing ground school courses to pilots I have learned both from a marketing standpoint and from an educational standpoint how difficult it is to stimulate such interest. Mr. Lehr is to be congratulated for a job well done.

*John King*  
John King



U.S. Department  
of Transportation  
Federal Aviation  
Administration

September 16, 1986

Mr. Robert L. Crandall  
Chairman & President, American Airlines  
American Airlines, Inc.  
P.O. Box 619616  
DFW Airport, Texas 75261-9616

Dear Mr. Crandall:

The Los Angeles Control Tower personnel have worked very diligently to establish a standard of excellence in providing air traffic services.

Everyone enjoys receiving recognition for their efforts and therefore, it is with great pride and pleasure that we accept the plaque presented by Mr. Earl Wolfe on behalf of American Airlines.

We assure you, it will be proudly displayed in our facility for all to see.

Sincerely,

*James A. Moltislaw*  
James A. Moltislaw  
Air Traffic Manager  
Los Angeles Tower

*Michael J. McCormick*  
Michael J. McCormick  
Chairperson, Facility Advisory Board  
Human Relations Committee  
Los Angeles Tower



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## FAA's 1987 Budget Approved By Congress

Congress and President Reagan have approved a \$4.8 billion appropriation to run the FAA in FY 1987. Gramm-Rudman-Hollins Cuts for FY 1987 will not be necessary.

Included in the FY 1987 appropriation law is provisions for the three percent pay raise for all employees beginning in January.

As usual, "Operations" account for the lion's share of the budget. It's \$2.8 billion and provides for a controller workforce of not less than 15,100 by the end of FY 1987. It also specifies that 70 percent of the controllers eligible to be full performance level must achieve full performance status by that date must be full performance level by that date.

Funds also are included for hiring 72 inspectors in addition to the 138 requested in the budget submission. Congress also added \$3 million to pay for the training associated with the directed hiring of controllers, inspectors, and technicians.

Facilities and Equipment spending for FY 1987 is pegged at \$804.6 million. Major projects include funds for ARTCC automation contracts and \$98.4 million for the continuing design competition phase of the Advanced Automation System.

The R&D budget is \$141.7 million, major projects include airport security and weapons detection research as well as the voice switching communication system program.

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

## NAA Honors Black Pilot

A pioneer black aviator who influenced the careers of many past and current FAAers is this year's winner of the National Aeronautic Association's Frank G. Brewer Trophy.

He is Charles A. "Chief" Anderson who became the first black transport pilot in 1929 and later was chief pilot at the Tuskegee, AL, World War II training facility for black aviators. The trophy was presented to Anderson on Oct. 15 by Chuck Yeager in Washington, D.C.

Tuskegee graduates still with the agency include Spann Watson and Lewis Still from Air Traffic, Ted Robinson and Joe Bennett from the Teterboro GADO, and Roy Ely from the Atlanta GADO. FAAers on the selection committee were Don Clausen and Philip Woodruff of Public Affairs.

## Drug Smugglers Targeted In Proposed Rule



In another action aimed at stemming airborne drug smuggling, FAA has proposed a rule that would require all pilots operating in coastal Air Defense Identification Zones (ADIZ) to file a flight plan and make periodic position reports to air traffic controllers. Aircraft equipped with transponders also would have to have this equipment turned on when flying in an ADIZ.

Presently, these requirements apply only to light planes operating off the Florida coasts. The proposed change is designed to meet the challenge posed by the increased use of small planes for drug smuggling in other coastal areas.