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

# Western-Pacific Intercom



Orange County Tower

# Cover Story

by Donna A. Evans  
Secretary, Orange County Tower

Orange County-John Wayne Airport was recently visited by Administrator Donald Engen. The Administrator and his wife visited the tower one evening while enroute to the annual National Business Aircraft Association (NBAA) Convention in Anaheim, Calif. where he was a speaker.

Located in the heart of Orange County, Orange County-John Wayne Airport is currently ranked as the fifth busiest airport nationally. The rapidly growing areas around the airport have boosted air traffic considerably causing an increase in both corporate and recreational travel. This active airport is home to 24 Air Traffic and six Airway Facilities personnel who work at Orange County Tower.

Orange County Airport was first established in 1941 and was then operated by the U.S. Army as the Santa Ana Air Base until the end of World War II when the County of Orange assumed administration. A new control tower was built and on November 15, 1959, the FAA inaugurated the air traffic control services with seven specialists under the guidance of Facility Chief Isaac Jones. One of the original staff members, Jim Holweger is now Assistant Air Traffic Division Manager. In 1983, the present tower was built and dedicated; Ralph Odenwald served as Air Traffic Manager from 1981 to 1986.

Orange County Tower is currently staffed with 17 controllers, three supervisors, two air traffic assistants, one secretary and Air Traffic Manager Jay Maag.

The year 1986 had been a busy one at Orange County Tower with many new faces coming on board as other personnel moved to other positions. New employees include: Steve Edwards, formerly of Palo Alto Tower; Russell Withers, formerly of El Monte Tower; Mike Howard, formerly of Chino Tower; Jennifer Dyer and Doug Benesch, both formerly from Hawthorne Tower; and R.J. Holt Houser, a new FAA employee. Two past Orange County controllers -- Jeff Miller and Merle Warren -- have moved to nearby Coast TRACON.

Last summer, Jay Maag joined the staff as Air Traffic Manager. Jay came from the Procedures Branch in the Regional Office, AWP-530; his other prior assignments include Air Traffic Manager of Santa Monica Tower and a member of the Director's Human Relations Staff.

On staff are three Area Supervisors, Larry Viselli, Jim Nyhus and Steve Pansky. Controller personnel include Doug Benesch, Richard Britz, Jennifer Dyer, Steven Edwards, Peritz Gluckman, Kenneth Hall, Debra Hart, Steve Karnes, Doug Kingsbury, Robert Nietzel, Mark Peacox, Dave Rintelman, Joe Santoro, Karen Snyder, Susan Stewart, Jim Wing and Russ Withers. Air Traffic Assistants are R. J. Holt Houser and Mike Howard; Secretary, Donna Evans; and Jay Maag Air Traffic Manager.

Orange County Tower is a Level III VFR Tower and averages over 1,500 daily operations with peak days around 2,200 operations. The tower is known for its team oriented spirit with frequent office gatherings for special occasions. If you're ever in the area, please drop in for a visit.

Cover photo: Controller Jim Wing, left, welcomes Administrator Don Engen to Orange County-John Wayne Tower. Mrs. Engen, in the background, gets a controller's eye view of the airport.

## Western-Pacific Intercom

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## Orange County Tower, Continued

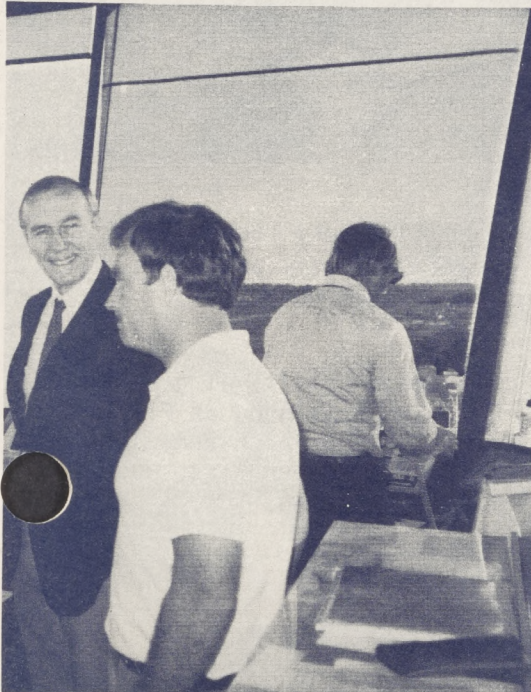


At left, Orange County Tower Manager Jay Maag (right) meets Administrator and Mrs. Engen at John Wayne Airport.

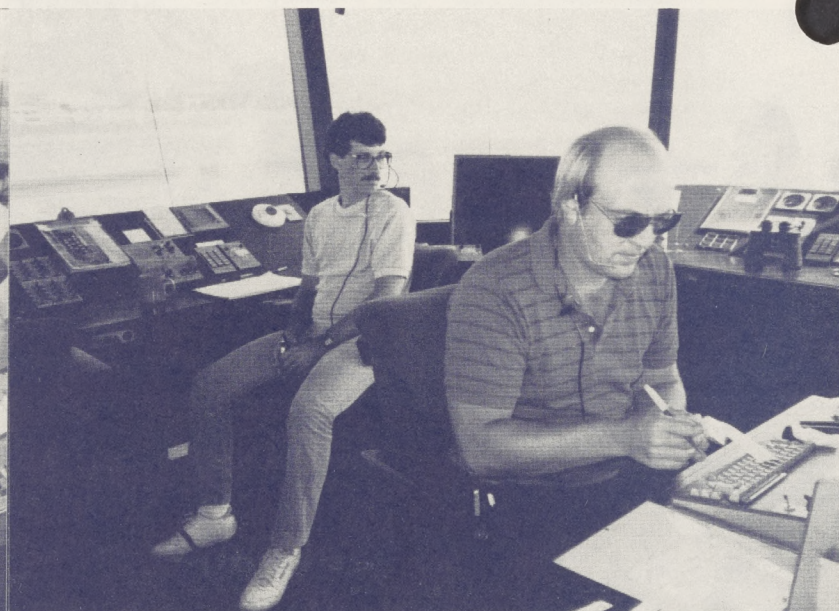
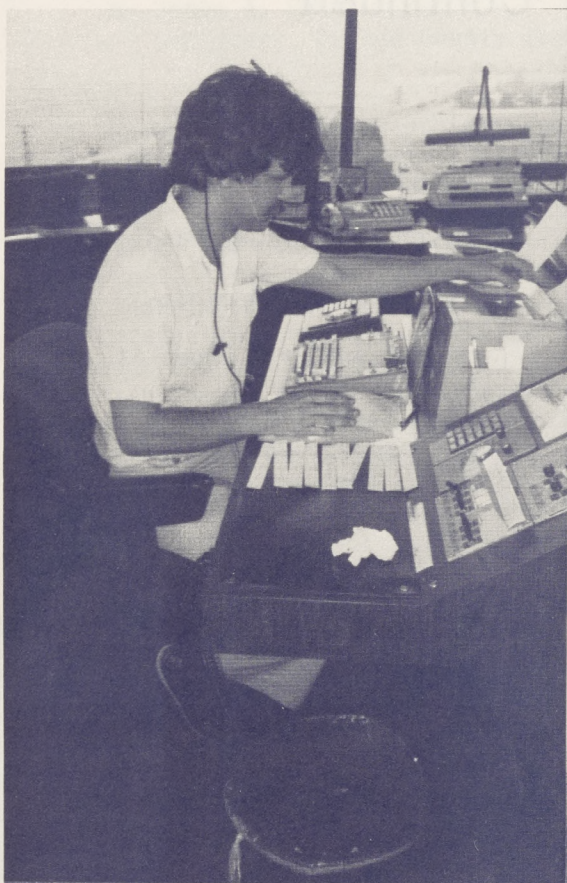
In the tower cab, Engen chats with, from left, Bob Nietzel and Jim Wing.



Supervisor Jim Nyhus (center) discusses Orange County Tower traffic operations with the Administrator. Jim Wing is working in the background.

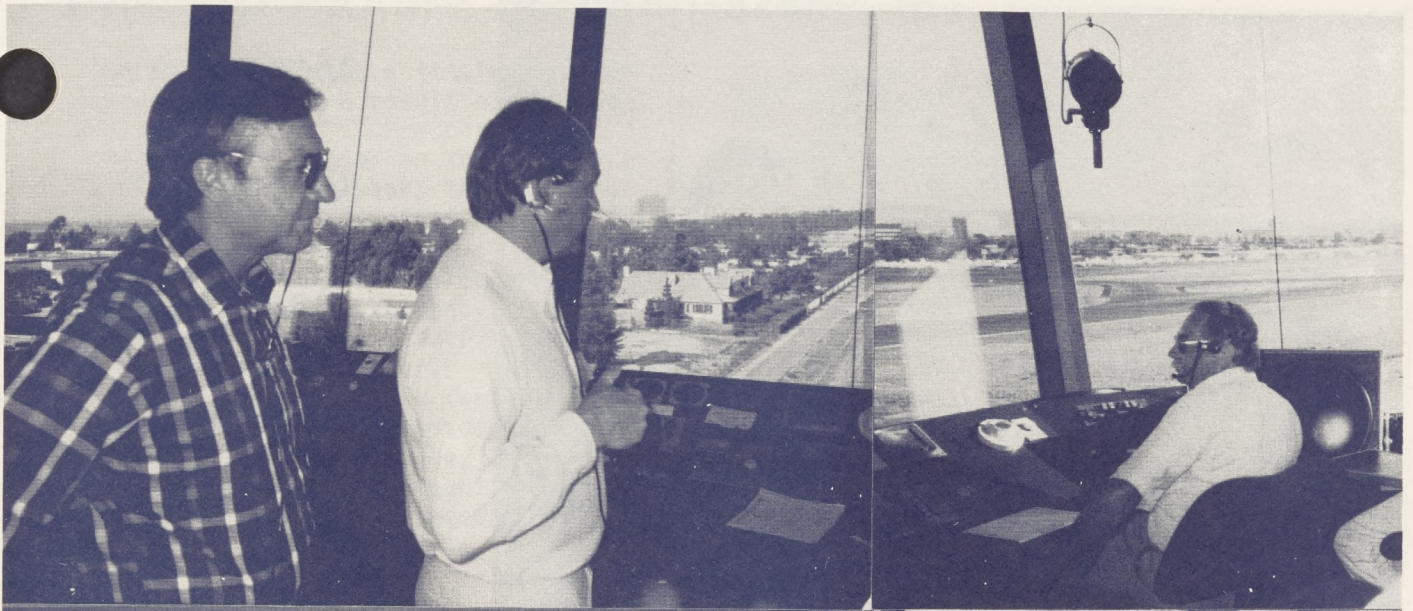


## Cover Story, Continued




Left -- Controller Doug Kingsbury (top) works the Flight Data/Clearance Delivery position, while Steve Edwards (below) works ground control.

Right, -- Top -- Steve Karnes (left) at ground control, while Jim Wing is positioned at Flight Data/Clearance Delivery. Below -- On duty in the tower cab are, from left, Debra Hart, Mark Peacock, Jim Nyhus and Steve Karnes.

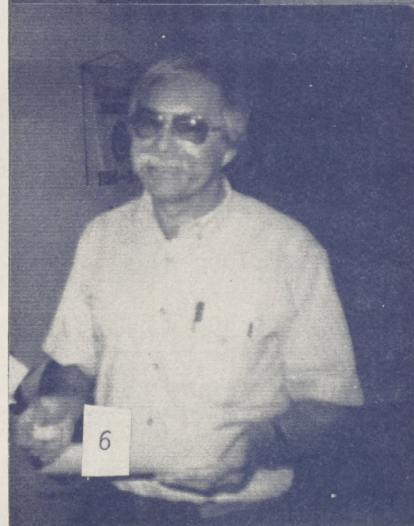


Top -- In the cab, from left, are Dave Rintelman, Richard Britz and Jim Wing. Middle -- Left, Tower Secretary Donna Evans. Right -- Area Supervisor Larry Viselli (standing) and Susan Stewart at cab coordinator position. Below -- New employees include Mike Howard, Doug Benesch and R. J. Holt Houser.

More 



More  
Orange  
County  
People



Top -- Airway Facilities folks Al Dean (left) and Dennis Jensen at the tape recorder.

Middle -- Left -- AF Sector Field Office Manager Tom Twadell and Air Traffic Manager Jay Maag.

Right -- Controller Peritz Gluckman.

Below -- Robert Nietzel recently received his 30 year career service emblem. Congratulations!

## Prescott FAAers Spread Holiday Joy

Christmas 1986 was a little brighter for one family as a result of the generosity of FAAers in Prescott.

After participation in the "Toys for Tots" program last year, the Christmas Committee decided to adopt a family for the holidays this year.

A family which was located through a local social services agency, resides in rural Prescott without such basic things as electricity and water.

FAAers purchased gifts for each of the four children. Also provided were boxes of food that will help the family through the winter. In addition, a local raffle provided the needy family with more food as well as a few dollars.

The gifts were delivered on December 23 by a social worker and committee member Tom Flowers of the FSS.

Folks at the FSS and tower participated in the program that replaced sending Christmas cards to neighboring facilities and offices. According to Prescott FSS Manager Larry Bjork, "If we made this family feel as good as we ourselves felt inside, it was truly a very Merry Christmas!"



Photo: "Goodwill toward men" was taken to heart in Prescott, Ariz., where FAAers delivered these gifts to a needy family in time for Christmas.

## Civilair Group Enjoys Laughlin Trip

Although there were no "big winners" in the Civilair group that bussed to Laughlin, Nev., recently, the gang had a lot of fun. Civilair's Vice President and appointed Social Director Linda Murray reports that nearly 40 people boarded the charter bus from the FAA regional office parking lot on a Friday afternoon. After a six-hour trip, the group spent the next two nights at a resort hotel situated on the banks of the Colorado River.

After the fun-filled weekend, the weary group was not to be disappointed on the bus ride back, as Linda led them in song, and scheduled a stop to visit an old FAA friend who lives along the route.



Photo: Tour leader Linda Murray leads the FAA/Civilair group in a few old time favorite tunes during the bus ride to Laughlin, Nev.

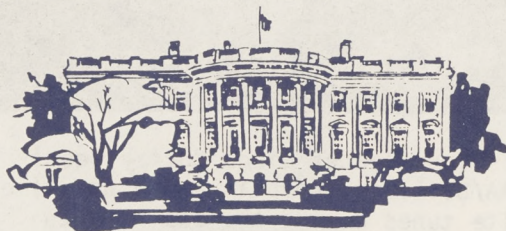
## News in Brief

\* The FAA headquarters Accounting Operations Division is the winner of the newly established Accounting Office of the Year Award. The award recognized the Hq. office for its overall ranking among all ten accounting offices nationwide during FY 1986. Office manager James Wallace accepted the award plaque for his office, while all personnel in the office during the award period received individual certificates.

\* Employees who enrolled or changed their insurance plans during the recent health benefits open season but have not yet received their I.D. cards, in most cases, may use their copy of the Health Benefits Registration Form (SF-2809) as proof of enrollment. Employees may expect to receive new cards within six to 12 weeks after the change of carriers. For further information see your Human Resource Management Division.

\* The new Deputy Director of the Acquisition and Materiel Service (ALG) is Carolyn Blum, who comes to FAA from the Office of the Secretary of Transportation. At OST, Blum was a senior procurement analyst in the Office of Acquisition and Grant Management. In that capacity, she worked closely with FAA and helped in major NAS Plan acquisitions.

\* Secretary Dole plans to send proposed legislation to Congress early in the current session to extend the airport and airways programs for two years beyond the current Sept. 30, 1987, expiration date. At a FY 1988 budget briefing in Washington, D.C., the Secretary said, "I will propose a two-year, \$10 billion extension of the current program, but with increased trust fund support for operations, while other options for providing service to aviation are being considered." The major programs covered by the proposal are the airport aid and Facilities and Equipment.



## NAS Test Plan Set

The Office of Development and Logistics has instituted a new Test and Evaluation (T&E) program to assure the quality of the more complex and interdependent systems being developed under the National Airspace System (NAS) plan.

Test Plan Manager Jerry Baker said the trend toward more complex systems requires increased emphasis on T&E pre-planning and standardization. "In this way," he added, "we will be able to reduce costs of correcting deficiencies after the equipment is deployed."

## Aviation Posts Safety Gains

According to the National Transportation Safety Board's preliminary figures, 1986 was one of the safest years in aviation.

First, not a single passenger fatality was recorded by the major U.S. scheduled and non-scheduled airlines during the year. Secondly, NTSB said that commuter airlines last year had the lowest total and fatal accident rates since the Board began tabulating separate commuter statistics in 1975. Finally, air taxi operators also improved their safety record in 1986 and general aviation had the lowest numbers of total and fatal accidents ever.

The only fatal accident involving a major U.S. carrier last year was the crash of a Southern Air Transport cargo plane at Kelly Air Force Base in San Antonio, TX, on October 4. All three crewmembers were killed.

The commuter airlines had two fatal accidents and a total of four fatalities, the lowest numbers on record. Moreover, the 0.08 accident rate per 100,000 takeoffs was 70 percent below the previous best rate set in 1985.

General aviation showed an improved fatal accident rate for the fourth consecutive year. Also the 2,568 total accidents, 466 fatal accidents and the 1.53 fatal accident rate per 100,000 flight hours were new record lows. The 958 fatalities was one more than in 1985 but included the 82 victims of the Ceritos, CA, collision between a private plane and an Aeromexico jet.

## Sheldon Olson Retires

Sheldon Olson, Air Traffic Manager, Sacramento Metropolitan Tower, Sacramento, Calif., retired on January 3 after more than 31 years of federal service. A retirement dinner will be held in Sheldon's honor at the Shepherders Inn, 11275 Folsom Blvd., Rancho Cordova, Calif. on Friday, February 13.

Cocktail hour starts at 6:30 p.m., dinner will be at 7:30 p.m. For reservations and menu selection, please call Jack or Dennis at Metro Tower, 916/929-5151. Mail checks payable to Dennis Stark, 5620 Alan Boyd Drive, Sacramento, CA 95837-1106, no later than February 6.

## FAA World on its Way

The January issue of the "new" FAA World is coming your way previewing of the new Florida-based FAA Management Training School. The issue also provides a look at the recent growth of Dulles; explore the first-to-fly claims of Gustave Whitehead and others to the Wright Brothers glory. Other articles focus on hijack advice FAA gets from the public, and Aero Center employees who built their own ATC training lab.

## Host Delivered

On January 16, the Houston Air Route Traffic Control Center became the second enroute facility to receive the new IBM Host computer system.

The equipment currently is undergoing installation and check out at Houston and, if satisfactory, will be accepted by the agency on March 6. Other key dates are June 16 for Initial Operating Capability (IOC) and July 17 for the Operational Readiness Demonstration (ORD) and use in controlling live air traffic.

The first Host installation at the Seattle Center was accepted from IBM on January 6. Its projected IOC and ORD dates are May 1 and May 29, respectively.

## AIP Tower Started

Ground has been broken for the Cleveland Hopkins Tower. The \$4.9 million structure is the first tower to be funded with FAA Airport Improvement Program (AIP) monies. The city will pay 25 percent and FAA 75 percent of the tower costs.

Standing 210-feet above the ground, the tower is more than twice as high as the 95-foot structure it replaces.

According to Tower Manager Dennis Ragle, the new building will be ready for use by his 65-member staff in the spring of 1988. He said that both the old and the new towers are adjacent to the airport terminal building.

## L.A. Center Has New Numbers

Effective February 17, Los Angeles Air Route Traffic Control Center will have a new phone system. The new numbers, as listed below, can be dialed on FTS 968-XXXX or commercial 805/265-XXXX.

Main number 8200  
Air Traffic Manager 8202  
Personnel Management Specialist 8210  
Airspace & Procedures/Plans & Program - 8204  
Military Operations/Traffic Management - 8205  
Training 8207  
Automation 8209  
Quality Assurance 8206  
Medical 8220

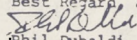
### Airway Facilities

Sector Manager 8401  
Administrative Officer 8403  
Assistant Manager for Technical Support 8415  
Training 8407  
Systems Engineering 8360  
Communications Unit 8440  
Data Unit 8450  
CDC Unit 8460  
Environmental Unit 8470  
CCC Unit 8480

For other phone numbers not listed, dial x8200 for a recorded message.

To: Red Bluff Flight Service Station  
Specialists Tom Williams & Paul Curtin

I would like to thank you and your personnel who assisted me when I experienced a rather sudden engine stoppage. I was cruising at 8500' 38 miles SW of Red Bluff enroute to Eureka from Lincoln. On board I had a friend and his young son. I had just changed my fuel selector to a fuller tank when the engine ceased to function. I obtained a momentary restart, and though of every possibility and reasoned I was running too lean and had not noticed the roughness. I switched back to full tank, and the engine promptly died again. I have always been slender, but I never realized that my knees were so loud when knocking together, because that was the only sound in the plane except for the air going by outside. It is also amazing how fast you remember everything every instructor ever told you. The point being, that on my first call to your people, I received an immediate reply, and that individual notified Oakland because within 30 seconds he advised that Oakland had me on radar, suggested logical solutions and asked how else he could assist and if I wished crash units be notified. Unknown to him, I had already tried everything suggested, but, was appreciative since they jogged my memory on other items I overlooked. I marveled at how fast he got a response from Oakland, since I had tried 3 times out of Lincoln, but had been told they were unable to track me on radar. To make a long story short, I got the engine restarted and continued to Eureka-Kneeland and landed without further incident. After the fog cleared about a week later, our local FBO at Murray Field found an obstructed inboard fuel strainer on the side with the full tank, so there was no way I could have used that fuel. Dead-stick at night into Hayford is not my idea of fun. Anyway, many, many thanks to your people there and especially to the individual who handled me on that particular evening.

Best Regards, and Many Thanks  
  
Phil Dubaldi

## DEPARTMENT OF THE AIR FORCE

HEADQUARTERS, 144TH FIGHTER INTERCEPTOR WING (TAC)  
5425 E. M. KINLEY AVENUE  
FRESNO, CALIFORNIA 93727-2199



Mr. Neil Bettenhausen  
Fresno Tower Chief.

1. I want to thank your controllers for their absolutely great cooperation during our Stan/Eval and Management Effectiveness Inspections.
2. We had several exercises and your controllers cooperated in a superb manner.
3. I realize with the on-going airport construction plus complications of a single runway operation, your personnel have their hands full. Add to this several exercises of emergency contingencies in the air and on the ground and we get very busy. Through it all your guys never "lost their cool" and cooperated fully with our needs and desires.
4. Thanks for a great job well done.

ROBERT H. BOEHRINGER, Lt Col, CA ANG  
Deputy Commander for Operations

County of  
**FRESNO**

Harold McKinney  
Sheriff

Mr. Edward Hammonds  
FAA Flight Standards District Office  
Fresno, California

Dear Sir:

I am writing to thank your agency and Mr. John Roach for the assistance provided to the Fresno County Sheriff's Dept. during the past year.

John has been highly supportive of the Aero Squadron providing two training sessions and involving the Unit in a safety seminar regarding winter flying and survival. Additionally, Mr. Roach was helpful in providing material for a manual grouping all laws and regs involving aviation incidents and violations.

John also worked closely with Sheriff Dept. personnel in the production of a video tape which will undoubtedly prove very valuable to the Calif. law enforcement agencies in handling of aircraft incidents involving suspected intoxicated aviators.

Finally, John is a pleasant and supportive individual who reflects the professionalism of the FAA.

HAROLD MC KINNEY, SHERIFF



**Letters We Like  
To Receive**

**THE NINETY-NINES, INC.**



Mr. Erwin F. Stanicek  
FAA, San Diego Flight Service Station

On behalf of the Long Beach Chapter and all participants of the San Felipe Fly-In, I would like to express our sincere appreciation for the cooperation and assistance we received from the San Diego Flight Service Station staff.

The fly-in was very successful and lots of fun with 12 aircraft and 39 people participating in this fund raiser for the Centro de Education Especial in San Felipe.

Thank you again for your assistance.

Very truly yours,

*Connie Farmer*

Connie Farmer  
Vice-Chairman

*Flying Farmers*  
INC. OF CALIFORNIA



Les Rose, Flight Service Station, Reno, NV

The weather briefing session was one of the most thorough and concise briefings that we, the Calif. Flying Farmers, have ever had the opportunity to receive.

I want to extend to you and your staff our most sincere thanks for this service. It is always reassuring to know just what type of weather that lies before the pilot on his way home. **Sincerely,**

*Allen K. Ledbetter*  
Allen K. Ledbetter  
President 1986

U.S. Department  
of Transportation  
Federal Aviation  
Administration

**Memorandum**

Subj: Letter of Appreciation  
From: Manager, Bakersfield ATCT  
To: Controllers, Bakersfield Tower

Airport Appreciation Day was a huge success simply because a lot of dedicated people worked long and hard to make it happen. More than 20,000 people enjoyed the open houses, static displays, exhibitions by the U.S. Army Golden Knights, aerobatics by Selvidge, Julie Clark, Ron Hevle and others.

You and your peers deserve a special thanks for your unselfish participation. In behalf of the FAA you manned a booth all day that commemorated 50 years of ATC. It appeared most of the people stopped by and enjoyed the presentation that graphically showed our role in aviation. You conducted tours of the Tower/TRACON for 160 people. Four times that many were interested, but those that were turned away understood the space and time limitation.

Thanks for the selfless and dignified donation of time.

*Donald E. Miller*  
Donald E. Miller

**ARIS** HELICOPTERS  
LTD.



Edge Ritter, Manager  
FAA, Flight Standards District Office  
San Jose, CA

Last Monday night several of our pilots attended a Flight Instructor safety seminar at San Jose Jet Center. Carl Borchers conducted the meeting with the assistance of his wife June.

Carl's presentation was the most interesting and informative FAA seminar I ever attended. All other pilots concur.

June should be on the FAA payroll, if she is not, the taxpayers are getting a real bargain.

Please pass on our appreciation to Carl for breathing a lot of life into the accident-prevention program.

Sincerely,

*Stephen R. Sullivan*  
Stephen R. Sullivan  
President

## DOD Sets Up NAS Office

The Department of Defense (DOD) has established a liaison office in FAA's Washington headquarters to improve communications between the two agencies on civil/military projects included in the National Airspace System (NAS) plan.

In another NAS plan development, FAA has asked a group of independent industry experts, working with the MITRE Corp., to determine how DOD's new standard computer language would work in the agency's Advanced Automation System (AAS) now under development.

The DOD's new NAS Plan Office (NPO) will include representatives from the Army, Navy, and Air Force. Its primary contact at FAA will be the Office of the Associate Administrator for Development and Logistics which has overall responsibility for NAS plan implementation.

The industry study group examining computer language for the AAS is expected to have a report and recommendations ready by early spring. AAS is the next generation ATC system currently under development by IBM and Hughes Aircraft under competitive contracts awarded in August 1984.

## Award Ceremonies

Twelve FAA employees from Washington headquarters and the field will be honored at the 10th Annual Administrator's Equal Employment Opportunity Awards Ceremony on Jan. 30 at 10 a.m. in the auditorium.

The winners are Sandra D. Gould, Western-Pacific; Irving Washington, New England Region; Susan J. House, Alaskan; Myrna Rivera and Edward J. Phillips, Great Lakes; Nelson J. Miller, Tech Center; William G. Henderson, Aero Center; Michael D. Sherwin, Hq./Management Systems; Joseph L. Jackson and John M. Howard, Aero Center; Annestine Gilmer and Richard Gomez, Eastern.

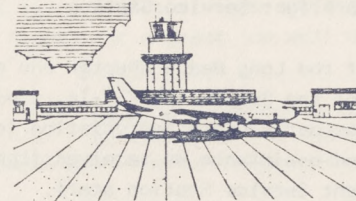
Winners were selected by a special panel, chaired by John R. Ryan, ATO. The Administrator subsequently approved the panel's selections.

## FAAers Help Foil Hijacker

FAA police at Dulles Airport played an essential part in a would-be hijacking January 10. As soon as the Continental Airlines jet with a reported hijacker on board rolled to a stop at Dulles, the FAA police accompanied by FBI agents, surrounded it to be sure it would not move or attempt a takeoff.

Sgt. Arthur Taplett, who coordinated action from the police station, said that four FAA cars rushed out to the aircraft when it pulled up in an remote part of the airport. They made sure the plane would not move by parking in front of the wheels.

The would-be hijacker, a former mental patient, subsequently surrendered to FBI agents without a fight. He was taken into custody and charged with threatening to set fire to a civil aircraft.



## EECP Phase I Ready

Phase I of the Expanded East Coast Plan (EECP) is set to go into operation February 12. The revamping of the air traffic procedures between New York, Florida, and major cities to the South and West is designed to assure safety and cut delays in the crowded East Coast corridor. The plan includes modification or establishment of 33 jet routes and 26 low altitude airways.

These changes will allow the creation of new departure and arrival routes, separate paths and altitudes for jets and propeller aircraft, and new city-pair routes. Airport departure flows also will be increased.

Phase I represents 75 percent of the total projected EECP program. It principally affects traffic to/from the three major New York airports. However, significant changes in procedures also are in store for the Baltimore and Washington airports.

Second and final phase implementation is expected this fall.