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Western-Pacific Intercom



Oakland Center Opens its Doors

Cover Story

"Have you ever seen a B52 fly down central Fremont?" remarked Air Traffic Manager Vincent Mellone during the U. S. Marine Corp color guard opening ceremony of Oakland Center's 50th FAA Anniversary Open House Celebration. Most of the crowd smirked in disbelief until an awesome B52 blocked out the sunshine overhead! This was only one of the numerous captivating activities to behold when Oakland Center opened its doors to the public last summer.

Over 12,000 visitors came to enjoy over 60 aerospace exhibits and other activities. Among the outdoor static displays were military and civilian helicopters; two hot air balloons; a sailplane; a hang glider simulator; a portable control tower and other exhibits from the general aviation community, the aerospace industry, the military services and local educational institutions.

Adding to the excitement were several fly-bys over the facility flagpole, including a screaming A-7, a C-5 transport two C-130s, and a Hughes 500 rescue helicopter equipped with flashing red lights and a wailing siren. On the quieter side were a well-orchestrated fly-by of gliders and tow planes and a vintage biplane banner tow advertising the Center's gala event. As if this wasn't enough, the visitors marveled at the performances of the Mather Air Force Base Rifle Drill Team, the Travis Air Force Base band, and two spectacular precision demonstrations by the Coors World Champion Sky Diving Team.

All of the outdoor exhibits and activities could not, however, overshadow the main attraction which was a tour of the facility and the opportunity to observe the air traffic control environment firsthand. Thousands of visitors filtered through the control room during this two-day extravaganza. This was especially significant since Sunday, July 6, was proclaimed by President Ronald Reagan to be National Air Traffic Control Day.

Oakland Center's entire program was supported by volunteers including the California Civil Air Patrol, local Police Explorers, Aviation Explorer Scouts, and of course numerous Oakland Center employees. One such volunteer was Scott Dunham, Air Traffic Control Specialist at Oakland Center, who along

with the Red Cross, administered first aid to an 83-year-old visitor who collapsed while he waited in line to tour the facility. The emergency, like the entire open house program was handled professionally and efficiently.

The TV, radio and newspaper coverage was very positive and it cast a favorable light upon the FAA. This was evident by the comments tendered by many visitors and the comments written in several newspaper articles. As one gentleman remarked to Air Traffic Division Manager Wayne Newcomb, "This is wonderful. I had often wondered what product this huge factory produced."

We are confident that the message conveyed to the 12,000 plus visitors at Oakland Center's 50th Anniversary Open House celebration could not have been better stated than by the large sign posted in the middle of the control room, "Welcome. Our controllers and technicians are dedicated to your flying safety!"

Cover photo: Air Traffic Controller Michael Maberry explains manual control to some of the more than 12,000 visitors to Oakland Center during the recent Open House and Anniversary Celebration.

Photo by Duane Schmidt.

Western-Pacific Intercom

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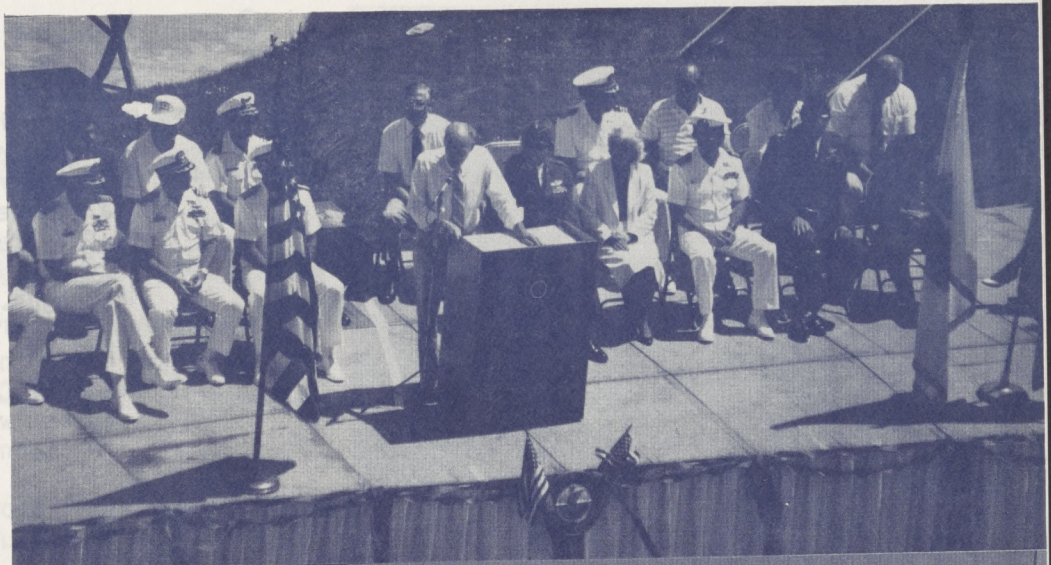
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Cover Story,
Continued



Top -- Air Traffic Division Manager Wayne Newcomb (now retired) speaks from the dignitaries platform at the opening ceremony. (Photo by Scott McLaggan.)

Below, left -- The U.S. Marine Corp raises the flag during the Opening Ceremony. (Photo by Scott McLaggan.)

Below, right -- 194th Aerostat Squadron's hot air balloons. (Photo by Leslie Grove.)

Continued ➡

Open House, Continued

Top -- Some of the aircraft on display during the festivities include helicopters from Naval Air Station Lemore, U.S. Coast Guard in San Francisco and Fort Ord Army Base. (Photo by Scott MacLaggan.)

Next: -- California Wing Civil Air Patrol Cadets were on hand to assist with Open House functions.

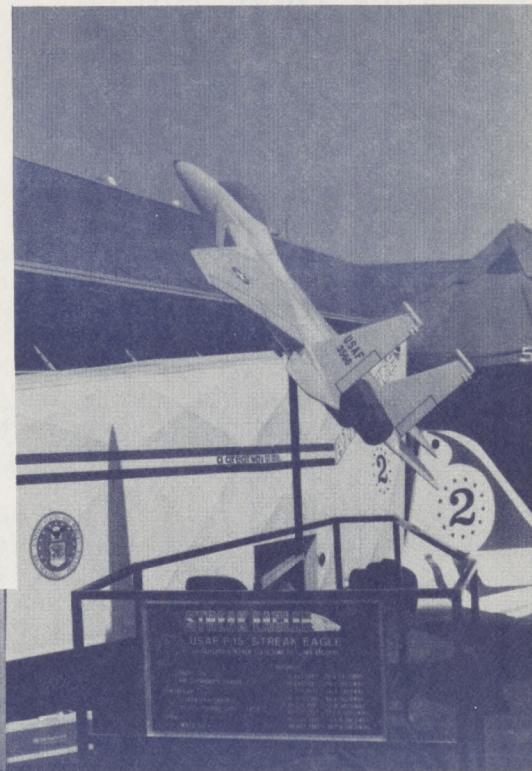
Below, left ==Thousands of visitors toured the Center.

Below, right -- Special Agent Carl Mosby Jr. from the Civil Aviation Security Division and Airman First Class James Bates go over security procedures as Explosive Detection Dog "Sam" takes a breather. (Photos by Leslie Grove.)



Oakland Air Route Traffic Control Center

DEDICATED TO SERVING THE FLYING PUBLIC



Top == U.S. Air Force F-15 Streak Eagle display

Middle == U.S. Air Force mock up of the Thunderbird's T-38 with U.S. Coast Guard HH52A helicopter

Below == The tourists flooded the control room floor to get an up-close look at Air Traffic Control.

(Photos by Duane Schmidt.)

Continued ➡➡

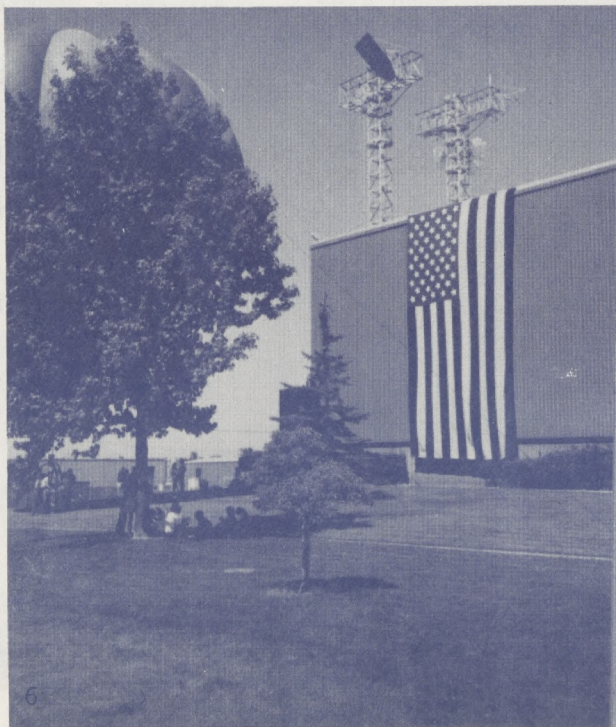
More Open House

Top == Displayed here is the California Air National Guard HH3 helicopter -- the Jolly Green Giant -- from Naval Air Station Moffett Field.

Next == Fort Ord Army Base OH58 helicopter and pilot Kevin McLemore. (Photos by Leslie Grove.)

Below, left == Moffett Field battle flag with hot air balloon from 194th Aerostat Squadron in background. (Photo by Martha Landers.)

Below, right == KC-135 Refueling Tanker fly-by. (Photo by Scott McLaggen.)



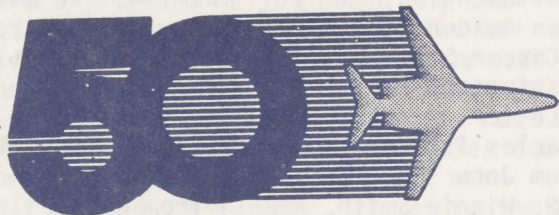
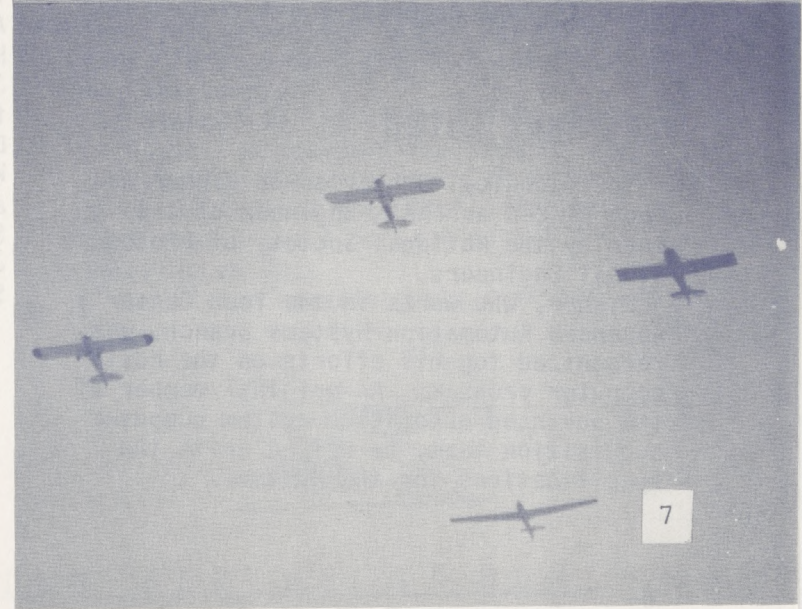
Aircraft On Parade

At Oakland Center

Top -- Rear Admiral Norman Cambell's UH1N Rescue Helicopter from Naval Air Station Lemore. (Photo by Leslie Grove.)

Middle -- B-52 Bomber fly-by. (Photo by Scott McLaggen.)

Below -- Tow plane and glider fly-by, from Sky Sailing Airport in Fremont. Piloting one of the tow planes is Carl Theall, Acting Assistant Manager for Quality Assurance. (Photo by Scott McLaggen.)



Airport Security Studied

Transportation Secretary Dole's Safety Review Task Force has proposed a series of actions to FAA to tighten security in aircraft operational areas and around airport perimeters.

Specific recommendations in the group's April 3 report to the Secretary included tighter control of access permits issued to airport employees; a review of employment verification procedures; use of computers and closed-circuit TV to monitor sensitive areas; and a more aggressive stance on challenging persons in restricted areas.

This is the third set of recommendations submitted by the Task Force since it began its review of airport security in Feb. 1986.

Research Center Investigates Citizen UFO Reports

Phenomenon Research in Seattle, Wash., is active in scientific investigation and research on the UFO phenomenon. Calls from citizens who report UFO activity may be referred to the national UFO Reporting Center at 206/722-3000. The Center is manned 24 hours every day by experienced personnel who can assist citizens making reports.

Engineer Cited

The Technical Center's Don Fisher has been picked as FAA's Engineer of the Year by the National Society of Professional Engineers.

Fisher, who works in the Tech Center's Advanced Automation Systems Branch, was recognized for his efforts on the Host computer program. An original member of the advanced automation system computer acquisition team, he helped write the specifications for the Host.

Human Resource Management Division Awards Presented

Congratulations to the recipients of the following awards:

Special Achievement Award for Sustained Superior Performance -- Lois Barleman AWP-13; Natalie Greenberg, AWP-16; Winnie Smith, Gwendolyn Marshall, and June Anderson, AWP-14; and Alejandro Paredes, AWP-17.

Quality Increase Award -- Glenn Cardin, Richard Harris, Jerry Perkins, Marsha Olson, and Earl Portlock, AWP-17; Chuck Souza and Martha Crommett, AWP-13; Melinda Marquez and Beverly Perkins, AWP-14.

Special Achievement Award for Special Act/Service -- Vince Joubert and Lois Barleman, AWP-13; Ninfa Rivas, AWP-16; and Wayne Lynch, AWP-17.

On-the-Spot Cash Award -- Linda New, Velma Townes, and Beverly Perkins, AWP-14; Cliff Elbl, Margie Kimble, Glenn Cardin, and Earl Portlock, AWP-17; and Helen Monk, AWP-10.

Letter of Commendation -- Glenn Cardin, Cliff Elbl, and Jerry Perkins, AWP-17 from Barbara Abels, AWP-5. Linda New, AWP-14 from William Murray, Supervisor, AWP-14B.

Outstanding Rating -- Marilyn Neff and Juan Amador, AWP-14.

Career Service Pin (3 Years) -- Velma Washington, AWP-14.

Letter of Appreciation -- Jan Proper, Charles Island, and Joyce Wilson, AWP-14 from John Tompkins, Manager, San Diego AFS; Winnie Smith, AWP-14 from George Harvey, Manager, Hawaii Air Traffic Hub; Jerry Perkins and Wayne Lynch, AWP-17 from Wayne Newcomb, Manager, Air Traffic Division; Renee Hammond, AWP-10 and Wayne Lynch, AWP-17 from Nina Adams, Manager, Operations Branch, AWP-14; Winnie Smith, AWP-14 from Manager, Coast TRACON; Joyce Wilson, AWP-14 from Barry Brayer, Supervisor, AWP-462.



A Flight Close To Home

By Mike Ficocello

Area Manager, Oakland Center

When Danny (my 8 year-old son) and I climbed into our Cessna 182 at Van Nuys Airport, the temperature was a beautiful 68 degrees on St. Patrick's Day, March 17.

After a quick preflight check, we cranked up the engine and taxied to Runway 16R. The tower cleared us for take-off and we began our roll down the runway. At a speed of 55 knots or so I pulled back on the yoke, and began to rotate. The airport rapidly began to fall away. I said to Danny, "We're airborne!" The poor kid had this funny look on his face as if almost expecting his Dad to do something crazy.

We were just leaving 600 feet over the Sepulveda Flood Control Basin when I began a turn to the right passing over the Ventura Freeway. The aircraft started to lose altitude, but a bit of up elevator solved the problem. I "rolled out" on a heading of 220 degrees as we pointed the aircraft toward Malibu Beach and the waters of the Pacific Ocean. The San Nicolas NDB (203) was tuned on the ADF and we continued our climb at about 900 feet per minute. By the time the controllers at Burbank and Los Angeles had worked us clear of the TCAs, we were well out over the water. In approximately 20 minutes, we leveled off at 11,500 feet and busted open a Diet Coke.

We continued to fly southwestbound, and, when we arrived over Santa Barbara Island, I asked Danny if he would like to try some stalls and spins. He reluctantly nodded his head.

The sky was blue with a thin marine layer near the surface. My airspeed indicator read 108 knots and the RPMs showed 2300. I decided to first try a spin. I brought the throttle back to idle power and began to raise the nose with the elevator. In just a few seconds the stall warning horn went off and the red stall indicator light came on.

With full up elevator, I then applied full left rudder and the aircraft began to roll to the left; we were now in a 90 degree bank position as the spin developed. I looked over at Danny and he started to turn white. I decided to recover from the spin as the water was approaching rapidly. I applied full right rudder to stop the spinning. I then pushed forward to apply full down elevator to reduce the aircraft's angle of attack. When the horizon appeared, I applied up elevator to stabilize my descent and level off. The altimeter read 1500 feet! What a ride! Danny started to cry and asked for his Mom. I told him she was on the right wing and he looked out the window.

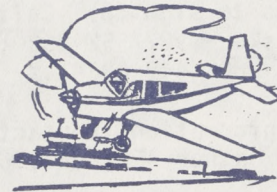
After a few minutes, things calmed down and I asked Danny if he would like to hop over to Santa Catalina for an afternoon swim. "Yes!" he exclaimed, and began to look for his swim trunks.

I tuned the Santa Catalina VOR, 111.4 on NAV1, and then put Seal Beach frequency 115.7 on NAV2. After clearing W-290 I climbed to 6,500 feet and adjusted the Omni-Bearing Selector until it read "TO" and the needle was centered. The course selector now indicated 100 degrees. I made a slight right turn and headed for the station.

Danny and I began to talk about the icy waters at Santa Catalina Island which is typical of the Pacific Ocean off the California coast, even in summer. In a few minutes we were able to see all the boats in Avalon Harbor and the airport itself. I set up for a right base to Runway 22 and a long final. As I began to descend, I had to remind myself the field elevation is way up there, 1602 feet. What a surprise when you're thinking sea level.

I glanced at the clock and it was 17:05:23. I suddenly realized we would be late for dinner. Danny then reached over, pulled out the Flight Simulator disk from Drive A and turned off the power to my PC.

Our flying adventure was over for the day.



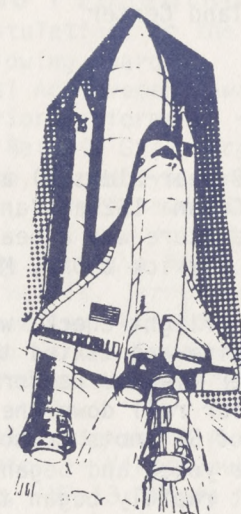
20th Annual Pacific Region

AEROSPACE EDUCATION CONFERENCE

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This year's Aerospace Education Conference will be held on October 8-11 at Santa Maria, California, adjacent to Vandenberg AFB (West Coast Space Port).

This site is between the beautiful Sierra Madre/Santa Ynez Coastal Mountains and the Pacific Ocean in the "Valley of the Gardens," at Santa Maria. Vandenberg is only 12 minutes away and is the home of NASA and the USAF Shuttle Activation Task Force responsible for design, development, construction, activation, and launch of the Shuttle Launch and Landing Site at Vandenberg AFB.



Exciting and informative seminars and presentations will motivate you to bring Aerospace Education into the classroom or Civil Air Patrol Squadron. Numerous key speakers will disseminate the latest information on both current and future developments in Aerospace.

The Vandenberg Air Force Base Tour will include the Slick 6 Launch Complex (West Coast Space Shuttle Launch Site); Minuteman ICBM Launch Facility; Peacekeeper MX Missile, Integrated Test Facility; Flightline Static Displays of "State of the Art" U.S. Air Force Aircraft; and a personal photograph taken inside a modern military aircraft.

The conference fee will be \$44 if letter is postmarked by May 31, 1987.

Hotel Reservations should be made and guaranteed by check or credit card by June 1 to insure the special conference rates.

Persons with their own aircraft can land at the Santa Maria Airport and "tiedown for free" on the hotel ramp - (60 tiedowns are available).

This program is hosted by USAF-CAP-PLR and supported by the Civil Air Patrol, the Air Force Association, FAA, the L-5 Society, and the Los Angeles Unified School District Elementary Aerospace Technology Program.

Military airlift transportation has been requested, but is never guaranteed. All interested personnel are asked to contact the following numbers in the various states to sign up: California = 916/643-3960; Oregon - 503/288-5611/345; Alaska = 907/552-3520; Nevada = 702/323-0697; Washington - 206/984-2413; Hawaii = 808/449-9934.

For further information, contact Jule Zumwalt, Director of Aerospace Education, USAF-CAP-PLR, Mather AFB, CA 95655-5000.

Stress Management Seminar Slated

A Stress Management Seminar will be conducted in the Regional Office on Wednesday, May 13 from 10 a.m. to 12 noon in Rooms 3E26-3E30.

This program is the first of a series that will be presented by the Employee/Labor Relations Branch with the cooperation of CompCare, Western-Pacific Region's Employee Assistance Program contractor.

All employees who would like to attend please call Natalie Greenberg, in the Regional office at x1831 for a reservation.

San Diego Area Phone Numbers To Change

Commercial telephone service in the San Diego 293 exchange area will experience a prefix change from 293 to 557 on May 22. The last four digits of the telephone numbers will remain the same. Incoming service will be interrupted during this change, but there will be no effect on outgoing calls.

Retirement Dinner Slated for Kelly Van Vleck

Friends and coworkers of Sacramento Flight Service Station's Kelly Van Vleck are invited to a retirement dinner in his honor on Saturday, June 6 beginning at 6 p.m. The festivities will be held at Finnegan's Restaurant on Interstate 80 in Natomas, Calif., and dinner choices include Prime Rib, \$17; Top Sirloin, \$14; or Sole Almondine, \$14.25.

For reservations, contact Ralph Guerrero at 916/551-1743.

NBCFAE Celebrates 10th Anniversary

The National Black Coalition of Federal Aviation Employees recently celebrated its 10th anniversary at its conference in Jamaica, New York.

Highlights of the affair were a Civil Rights Panel Discussion with participation from representatives of Washington Headquarters, Eastern, New England, Central, Great Lakes Aeronautical Center, Southwest and Southern Regions Civil Rights Staffs. A Black Wings exhibit was displayed honoring black aviation pioneers.

The celebration was climaxed by an Awards Banquet held in honor of Chief C. Alfred Anderson, who was present. Chief, a black aviation pioneer, began flying in 1929 and became the first black employed by Tuskegee Institute in the early 1940's, and thus the birth of Black aviation.

A special award was established this year in honor of Challenger astronaut Ronald E. McNair.

Past presidents of the National Black Coalition of Federal Aviation Employees, Dennis Shockley, Elliott Reed, Joe Cassell, Preston Henderson, Richard Little and Luther Quarles, were honored.

Elections resulted in Clifford Armstrong, president, and Edwin Harris, treasurer, turning the helm over to Gwyndolyn Pearson, newly elected treasurer, a Supervisor Contracts & Payables Section in the Central Region Accounting Division, and Evelyn Washington, newly elected president, an Area Supervisor at Tulsa FSS, and 1986 Recipient of the Secretary of Transportation's Award for Outstanding Achievement in Equal Opportunity.

The NBCFAE's new film "Let each Become all they are Capable of Being" was premiered. The video, which is available for viewing from any regional Coalition official, highlights the organization's goals and objectives.

NBCFAE looks forward to a fruitful working relationship with the Federal Aviation Administration and its officials on areas of mutual concern.



How about you?

What have you done lately that makes you feel proud?
How about doing something to really help America?
How about buying U.S. Savings Bonds?

The U.S. Savings Bond Drive is on through the month of May. For more information, contact Cathy Kivitt, FTS 984-1138 or Sandra Libby, 984-1171.