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Western-Pacific Intercom



Torrance Tower Hosts School Tour

Cover Story

Story And Photos By Elly Brekke

"You want to bring how many third-graders to Torrance Tower?" were the first words I heard from Tower Manager Tom Huntington when I approached him with the idea of a school field trip for my daughter's class.

"Just 50. And about 10 adults."

Well, that's all it took. Tom set about making the arrangements--coordinating with his staff, the City of Torrance and Southwest Skyways (a Cessna dealership located on the airport).

The two third-grade classes of First Lutheran School, Torrance, Calif., under the leadership of teachers Evelyn Recher and Patty Miller, were treated to an exciting and educational morning at the airport. The kids were well-prepared; they had been studying the educational materials provided to the teachers, compliments of the Federal Aviation Administration. As a matter of fact, one of the kids threw me for a loop during the pre-trip overview at the school by asking me to explain the difference between commuter and air taxi operations!

The bus arrived at the airport, and Tom greeted us at the tower door. The kids were divided into three groups which rotated through the tower cab, the City's Noise Abatement Center and the Cessna dealership. But first, Tom artfully packed the kids into the break room, introduced himself, and provided some information on the history of air traffic control.

The trek to the Cessna dealership gave the kids a chance to view the runways and tie-down areas up close. When we arrived at Southwest Skyways, General Manager Laura Carter met the kids. The real thrill of this adventure was the opportunity given to each child to sit in the cockpit of a Cessna Skylane and get the feel of the general aviation aircraft atmosphere (much different than the jet aircraft many of the kids had flown on).

Laura graciously answered question after question, explaining the buttons, knobs, switches and lights inside the cabin.

From there, we moved on to the Noise Abatement Center where David Koontz,

Mary Temple and Linda Cessna (yes, that is her real name) greeted the gang. Kids were able to view the take-offs of several aircraft, while at the same time seeing the noise level monitored by high-tech computerized equipment. The airport is operated by the City of Torrance and is located right smack in the city, with neighboring communities to the north and west. Therefore, the City maintains an active noise abatement program right here at the airport, working closely with community groups, citizens, pilots and FAA to create an environmentally acceptable and safe operation.

Our final tour stop was to the much-awaited control tower. Controller Dirk Brown escorted the kids to the cab where Tower Supervisor John Hudson explained the light gun, BRITE radar, local and ground control positions and all the other intriguing equipment. Greg Easley was working ground control while Jim Morris worked local; both continued their jobs in a professional manner, unscathed by the little ones' multitude of questions.

Armed with still more questions, yet weary from the tour, the kids gathered back in the break room for a farewell from Tom Huntington. Here, he presented each child with an "Honorary Air Traffic Control Specialist" identification card, which Tower Secretary June Stevens had painstakingly personalized for the kids. They really had learned a lot -- Tom could not stump them, even with questions like "How many air traffic control towers are there in the United States?" or "How many years has the FAA been controlling air traffic?" The kids had paid attention!

But most importantly, they had learned a lot about a fascinating subject and did so while having a lot of fun. If you'd like to jump on the band wagon and teach the future aviators of tomorrow about aviation, contact us in Public Affairs -- we will set you on the road to aviation education.

Regional Director Mac McClure summarized the importance of such field trips by saying, "What can't be measured are the benefits we in aviation will derive in the years to come. Our future is with our youth. We can be proud in building that future."

A Torrance Tower Welcome



Cover photo: Torrance Tower Supervisor John Hudson explains the duties of an air traffic controller to the group of kids from First Lutheran School in Torrance, California.



This page, left: Tower Manager Tom Huntington welcomes more than 60 visitors to the tower for a tour.

Right, top: The kids were rounded up in the break room where the history and principles of air traffic control were touched upon.

Next: On duty during tour day are Jim Morris (middle) and Greg Easley (below).





A Look
At An
Airplane



Top -- Each child had a chance to sit behind the controls of a Cessna Skylane.

Next -- Greeting the children at Southwest Skyways is General Manager Laura Carter (center).



Below -- Third-grade teacher Ellen Recher assists the kids in and out of the Cessna where each had a few fleeting moments to play pilot.



Kids Tour Noise Abatement Center

Top -- The kids head back from the Cessna dealership enroute to the City's Noise Abatement Center.

Next -- Teacher Patty Mil-ter and her students study the City of Torrance map. The map depicts the airport in the center, with the different noise monitoring station locations high-lighted with red lights.

Below -- City of Torrance employeé Linda Cessna demon-strates the digital mon-itoring equipment for the kids. The computer records the decibel level of each aircraft departing Torrance Airport. The City then mon-itors the reports for compli-ance with noise abatement regulations.

Continued

Western-Pacific Intercom

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Up

In The

Tower

Cab



Top -- Controllers Jim Morris (left) and Greg Easley work ground and local traffic while the kids have a chance to see air traffic control in action.

Middle -- The kids were able to get "up close and personal" with the equipment in the cab.



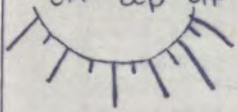
Below -- Secretary June Stephens and Manager Tom Huntington consult on the names of the children so the Honorary Air Traffic controller cards can be typed and issued.

First Lutheran School
Thanks FAA For The Tour

Dear Mrs. Brekke,

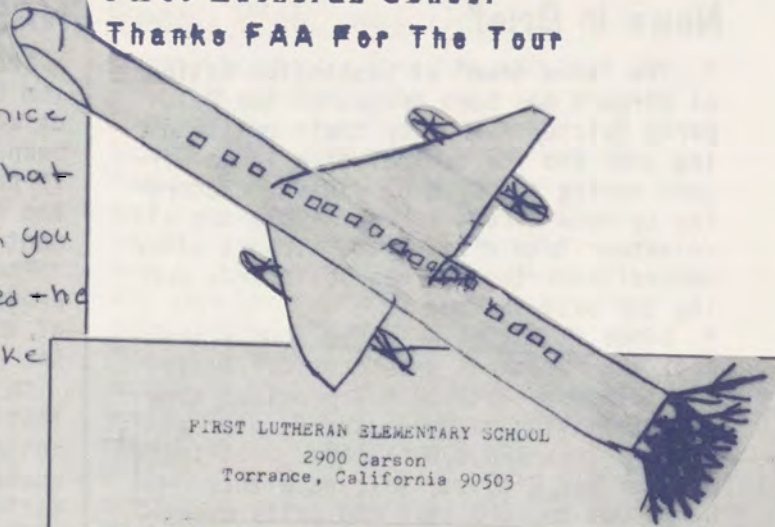
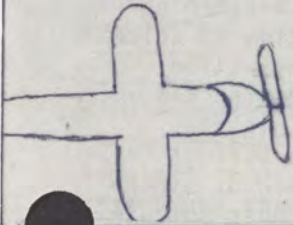
Thank you for the trip it was a nice thing to do. I Thank you also that you took B-3 too. And thank you for coming to our class I liked the tower. And I saw an airplane take

off up at the tower.



Thank's !!
😊

Love,
Jennifer



FIRST LUTHERAN ELEMENTARY SCHOOL
2900 Carson
Torrance, California 90503

Dear Mrs. Brekke,

Our trip to the Torrance Airport was so enjoyable and successful--thanks to you and your efficient organization. The children displayed such excitement and enthusiasm for this trip. It has been a pleasure using the educational materials you so graciously provided.

Enclosed are letters that the children wanted to write so they could express their appreciation to you.

Thank you,

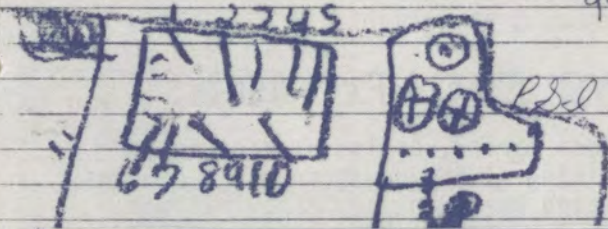
Mrs. Recher

Mrs. Recher

Dear Mommy,

I love you. I learned many more things than I knew before. Erik Lopez is saying things about me like, "You think you know everything about airplanes because your mom works at the airport." We are writing to Mom, too. Thanks for arranging all of this, and for giving me and my class books.

Love,
Sarah

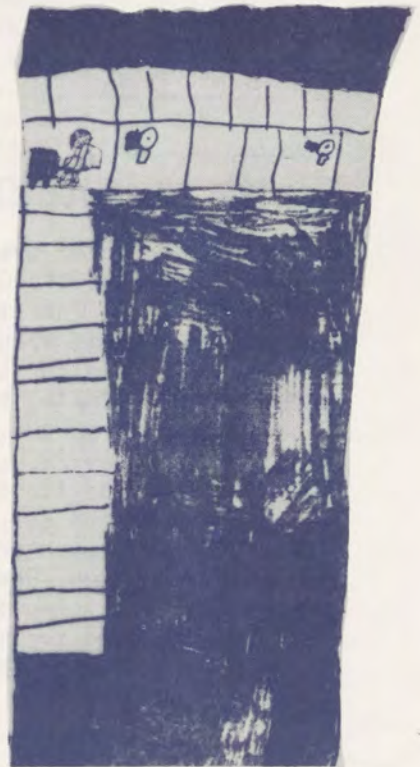


I had a good time!

Dear Mrs. Brekke,

Thank you a lot for the books and for the trip. The tower was fine. Do you fly an airplane?

Thank's, Joshua Bera



News In Brief

* The "snow team" at Washington National Airport has been presented the Col. Bernt Balchen Award for their outstanding snow and ice control at a large airport during the 1986-87 winter. According to Snow Director Leon Kimble the all volunteer team cleared the airport after several back-to-back near blizzards during the past season.

* Since it was established four years ago, the Personnel and Technical Training telephone hotline has provided timely information on subjects of interest to more than 188,000 callers. Hotline manager Don Higgins, APT, says this works out to more than 500 calls every day. He adds, those who want to be up to date should try the hotline. The FTS number 267-8220.

* FAA has issued an Airworthiness Directive ordering airlines to fill all tires on braked wheels with nitrogen or other inert gas. The action was prompted by three confirmed and other suspected cases in which the oxygen in airfilled tires combined with other gases in overheated tires and exploded. Such an explosion in the wheel well is suspected in the catastrophic loss of one aircraft and severe damage to two others.

Seattle Host At IOC

The Host computer system at the Seattle Air Route Traffic Control Center achieved Initial Operating Capability (IOC) May 2. This means the equipment now is being used for traffic control purposes on a limited basis, pending final cutover from the IBM 9020 which is scheduled for May 29.

Seattle was the first center to receive the Host and the first to reach IOC. Five other centers also have the equipment--Houston, Denver, Washington, Boston and Chicago--with delivery to Oakland scheduled for mid-May. All 20 centers will have the Host system delivered by December.

NAS Brochure Issued

Progress of the National Airspace System (NAS) Plan today and in the future as well as ways in which the cost has been held down are explained in a new 17-page brochure issued by the Office of the Associate Administrator for Development and Logistics.

The illustrated publication summarizes progress to date, noting that by the end of this fiscal year almost 90 percent of NAS projects will be under contract.

In addition, the brochure emphasizes that FAA has been very successful in containing the costs for the Plan as a whole. In 1983, the ten-year cost was estimated at \$11.7 billion.

This figure climbed to \$12.2 billion only when the \$550 million Terminal Doppler Weather Radar was added to the NAS. Despite the addition of other enhancements such as the addition of color displays for the Advanced Automation System, the ten year costs of the NAS Plan have been contained. This is largely because considerable savings have been realized in a number of other programs. For example, the Host computer system was estimated at \$286 million, with the final contract award being less than \$200 million.

The brochure also illustrates some future, high tech projects and says these will be part of the future updates to the NAS Plan.

The easy to read, attractive publication is available from the NAS Program Management Staff, ADL-4.

PWC Elects President

Rose Marino, Assistant Manager for Training at the Hawthorne, CA, FSS was elected President and Libby Wallace, Area Supervisor, Kansas City ARTCC, Secretary during the Ninth Annual Professional Women Controllers Convention in Long Beach, CA, May 1-3.

First-day speakers included Administrator Engen, Associate Administrator for Air Traffic Keith Potts, and Western-Pacific Regional Director Mac McClure.

Drug Testing Update

As of the end of April, more than 4500 urinalysis tests have been conducted since the agency's drug testing program for employees in certain safety-related jobs began on February 13. The tests are done during the periodic physicals required of employees in these positions, and have resulted in positive findings for 12 people. Of these, seven were employees and five were applicants for employment.

In the current program, tests are made for five illegal drugs: cocaine, marijuana, PCP, opiates and amphetamines. FAA is now petitioning Health and Human Services (HHS) for approval to test for four additional drugs: benzodiazepines, barbiturates, methadone and methaqualone. HHS is responsible for establishing technical and scientific guidelines for all Federal drug testing programs.

Jim Strother To Retire

Jim Strother, Area Manager at Los Angeles TRACON, is retiring from The FAA after more than 30 years of federal service. After serving in the military, Jim joined the FAA in 1956 at Burbank Tower. He moved on to Los Angeles Tower in 1960, then to Los Angeles TRACON in 1969. Jim's career positions include controller; supervisor; and finally, area manager.

A retirement luncheon in Jim's honor will be held on Tuesday, June 30, at 11:30 a.m. at the Holiday Inn Crown Plaza Hotel, 5985 West Century Blvd., Los Angeles, Calif. The cost of \$20 per person includes the selection of London Broil or Lemon Chicken.

Contact Dick Wiening or Gerry Feltman at Los Angeles TRACON, 213/215-2040, for more details.



**Take
stock
in America.**

Engen Welcomes Deputy

Administrator Engen has welcomed the recently appointed Deputy Administrator, Larry Hecker, with special words of praise. The Administrator noted that Hecker's airline experience as a pilot and executive will be of tremendous value to the FAA in dealing with airline scheduling and delay problems as well as air carrier maintenance and operating procedures. In conclusion Engen said, "He is definitely going to be a real asset to the agency's management team, and I look forward to having him on board in the very near future."

Transfer Handbook Set

The agency will soon be distributing a detailed Federal Employees Retirement System (FERS) transfer handbook published by the Office of Personnel Management. The 124-page handbook provides information to help employees decide whether to transfer to FERS or remain in the Civil Service Retirement System (CSRS).

Also to be distributed to Human Resource Management offices, is a computer disk which will project comparative benefits of the two systems for individuals. Just enter your own numbers, and the disk will show you what you get under the two systems.

Those employees currently under CSRS who decide to transfer during the upcoming "open season," from July 1 to the end of the year.

Travel Voucher Attachment Guidelines

When travel vouchers involve an unused airline ticket or a repayment of any kind, staple these documents to the face of the voucher before submitting to the Accounting Branch. If they are included in the body of the voucher, the possibility exists they could be overlooked. This could result in lost travel dollars for the agency or advances remaining outstanding although they had really been paid.

Administrator Tells Senator Budget Cuts 'Devastating'

Administrator Engen has cautioned Congress on the negative effects that proposed Senate cuts in the 1988 budget would have.

In a letter to Chairman Frank Lautenberg, Senate Appropriations Subcommittee on Transportation, Engen said, "I can see it causing air traffic delays on 1988 and 1989. Overall, it would cut about \$800 million from our FY 1988 request."

The Administration pointed out that the cuts would have a devastating effect in the area of the operating budget alone. For instance, there could be "no increase in controllers in the face of six percent traffic growth; no increase in safety inspectors and security staff in the face of known workload; no pilot test of contract maintenance; and similar retrenchments."

He also noted that a strict hiring freeze would have to be instituted and that furloughs of 9 to 16 days would have to be scheduled beginning as early as October. In addition, promotions would have to be stretched out or suspended.

Besides these effects on personnel, Administrator Engen pointed out that the proposed cuts will kill or certainly delay a number of safety critical Facilities and Equipment initiatives, such as doppler weather radar, wind shear detection programs, and other major NAS Plan projects. He concluded by urging the adoption of the FY '88 budget submitted by the President.

Oakland Center Presents Awards

Congratulations to the following Oakland Center folks who recently earned awards:

Outstanding with Cash Award -- Benjamin Cosma, Airspace and Procedures Specialist and Randall Eicher, Traffic Management Coordinator.

Special Act with Cash Awards Air Traffic Control Specialists Neil Irvin, Linda Corbett, Robert Park, Keith Kizziar, Steven Ingebretson and Carl Wengel.

Civilair Installs Answering Machine

We have been unsuccessful in finding someone to work at the Civilair Desk, part time. In order to continue service to you, Civilair has installed an answering machine and a message board at the Civilair Desk on the fourth floor in the Regional Office.

If there is an item/service you need, please call the Desk at 213/643-8526 and leave a message, including your name, phone, date and time of call, along with a brief description of what you need, or leave a note on the pad on the desk. A Civilair rep will contact you as soon as possible.

We are sorry for this inconvenience, but we are looking to bring back good, prompt service. In case of an emergency, contact Linda Murray at 213/297-1697.

In Memoriam

William "Ross" Burnett

We are saddened to report the death of William "Ross" Burnett on April 22 at age 67. Ross retired from the FAA in 1980 as Chief of the Labor Relations Branch.

Ross came to the FAA as a Management Training Specialist in the early 1960's. He taught Management Training before MTS at Lawton was instituted. Ross became Chief, Labor Relations Branch, in the late 1960's.

As a professional musician, Ross played saxophone, specializing in the big band sounds and New Orleans style jazz. One of the original members of the Los Angeles New Orleans Jazz Club, he rose to become its music director.

Condolences may be sent to Ross' wife, Maria Burnett, 19832 Margate Lane, Huntington Beach, Calif. 92646.

Meet Chester Chang

— On Detail To Saudi Arabia

Chester Chang of the Western-Pacific Regional Flight Standards Division is scheduled to spend three months this summer in Jeddah, Saudi Arabia. Chet is going on an all-expense paid trip which includes official stops in Washington, D.C.; Brussels, Belgium; London, England; and other points in the Middle East.

His 90-day assignment in Saudi Arabia is for the purpose of developing a workable plan and timetable for "Saudi-ization" of the kingdom's airline operations inspection activities.

Chet has been an Aviation Safety Specialist at the regional office since August 1984. He has prior experience as a Principal Air Carrier Aviation Safety Inspector; Aviation Safety Officer and temporary office manager at an FAA International Field Office; a General Aviation Operator Inspector; and other similar positions at FAA facilities. He served as an Air Traffic Control Staff Specialist for the U.S. Army, a pilot examiner, an airline captain and flight instructor. He holds an AAS Degree in Aviation Technology, a BA in Social Science, a BS in Psychology, an MA in Human Relations, a Doctorate in Public Administration, and is a recent graduate of Air War College.

His assignments have taken him to Fairbanks, Alaska; Seattle, Washington; Tokyo, Japan; Seoul, Korea; Agana, Guam; Honolulu, Hawaii and Los Angeles. He is a recent recipient of a an award from the Federal Executive Board.



While on his 90-day temporary duty assignment in Jeddah, Chet will be under the auspices of the FAA Europe, Africa and Middle East (AEU) Office. Prior to departing for Jeddah on June 1, he will be required to spend several days at FAA headquarters to attend various briefings by appropriate officers and their staff.

Chet enjoys spending his leisure time with his two sons Clarence and Cameron, and naturally with his wife Wanda.

Beverly Perkins Earns Award

Beverly Perkins, Secretary to the Operations Branch Manager, Human Resource Management Division, was presented with a Quality Increase Award which recognizes her outstanding performance for the period of July 1986 thru March 31, 1987. Presenting the award is Nina Adams.



Reach Out and Teach Someone

The following editorial was written by Donald Lopez, Deputy Director of the National Air and Space Museum

The nationwide decline in enrollment in mathematics and science courses in secondary schools, coupled with a slackening in the quality of the courses offered in these fields, poses serious problems for the United States. The immediate effect of the downturn is a decrease in the number of college graduates with degrees in math and science. But in the long term, the nation's ability to maintain its stature as a leader among the industrialized nations in key areas of aerospace science and technology will be impaired.

Not so long ago, aerospace sciences tended to be concentrated in national centers of industry, and the United States was the proud home of the most prominent of these. But that concentration has given way to diffusion: aerospace has begun to breach its former national boundaries and has burst forth into global enterprises characterized by complex international relationships. The change has come about partly because the cost of aerospace projects has increased markedly. But more importantly, other nations have been investing steadily in their futures by fostering high-quality education in science and mathematics, and that effort has paid off.

In a recent international test of the mathematical skills of high school students, the United States trailed all the industrialized nations and led only Third World countries. That gloomy result came as no surprise. The Europeans, Japanese, and Soviets have strong programs in science and mathematics at all levels in their educational systems, with the predictable result.

The way to entice more U.S. high school and college students to pursue science and math may be to help them see the connection between learning and the fruits of

knowledge. The National Air and Space Museum can be a primary force to incite interest in aerospace science and technology. The artifacts within the NASM collection are emblematic of the accomplishments of earlier generations that found inspiration in flight without needing to be led to it. From the balcony of the Pioneers of Flight Gallery, one can see the magnitude of achievement in the Wright Flyer, the Spirit of St. Louis, the Bell X-1, the Sputnik, Explorer, and Mariner satellites, and the Apollo 11 command module.

A visit to the Museum is an effective way to motivate, but only a small segment of the nation's students have access to it. For others, science teachers can make the difference, and NASM's Education Department has established several programs to support teachers in this effort.

Workshops are presented by the NASM staff and other professionals on aviation, space, science, and technology. These workshops, typified by the recent "Looking at Earth" series, incorporates NASM's collection, historical information, and hands-on activities for educators to share with their students. Curriculum materials are designed to integrate the exhibits and artifacts into a coherent plan to teach the history of the quest for flight. Once students can envision the reward, the motivation to study follows naturally.

The Museum's Regional Resource Program has trained and regularly provides material to a nationwide network of 73 aviation and space enthusiasts, primarily teachers, who speak to schools and other organizations within their geographical areas, and this program is being expanded to provide greater coverage.

With the cooperation of the

National Aeronautics and Space Administration, the Museum is establishing an Education Resource Center to help update textbooks with a continuing stream of current information. Teachers can obtain timely resource materials on aviation and space, including audio-visual packages, lesson plans, and other information to enhance the teaching of science and technology.

The interest in aerospace is there. The consistently high attendance at the Museum proves it. The challenge to educators is to make use of the opportunity afforded by this spontaneous interest and generate an equally strong motivation to study the mathematics and science that form the educational foundation upon which our future will depend.

(Editor's Note: You, too, can participate in the Aviation/Space Education effort. Become an FAA Volunteer AE Facilitator, start with your own family and then branch out to the teachers and civic groups in your community.)

The Public Affairs Office has materials to help you — films, video tapes, speaking material, educational material for teachers. Get in touch with the Aviation Education person at your office or contact Public Affairs, AWP-5, for further information. You'll be glad you did!