

Hispanic Heritage Week



U.S. Department
of Transportation
Federal Aviation
Administration

Western-Pacific Intercom

A Message From Director McClure

The Hispanic culture is rich in tradition and achievement. The celebration of Hispanic Heritage Week--September 13 through 19--gives us the opportunity to celebrate a culture that has become an important part of America.

It is common knowledge that the names of several major American cities -- Los Angeles, San Francisco, San Diego and Santa Barbara, etc. -- are proud presentations of the Hispanic influence. But it is a little-known fact that the first Thanksgiving celebration was offered by Francisco Vasquez de Coronado on May 9, 1542. The occasion, held in the Texas Panhandle, took place 79 years before the Pilgrims celebrated with the American Indians at Plymouth settlement.

I urge all of you to join with me in celebrating Hispanic Heritage Week. It is a time to reflect on the history of a people that have contributed enormously to the culture and progress of America.

H.C. McClure
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Cover Story

by Steve Rodriguez
Hispanic Program Manager

National Hispanic Heritage Week pays tribute to a rich part of America's cultural tradition, offering all Americans a welcome opportunity to recognize the qualities and contributions of Hispanic Americans from earliest colonial times to the present. The dedication to principles of loyalty, patriotism, strong religious faith and devotion to family displayed by Hispanic Americans is basic to the American way of life.

Hispanic Americans have played an important role in the development of our rich cultural heritage and every State has benefitted from their influence. They have distinguished themselves in the arts and sciences, education, industry, government and many other areas of productive endeavor. Indeed, they are part of all that makes America great.

Just as their forefathers sought a dream in the New World, Hispanic Americans have realized their dreams in our great Nation and will continue to do so. Their dedication to higher purposes reflects what is best in the American spirit.

But who are these Spanish-speaking or Hispanic Americans referred to? They are a group which cannot be categorized as easily as can other minorities because they are included in most major racial groups and many national origins.

For purposes of identification, Hispanics are those Americans whose culture is of Spanish or Latin-American origin and whose native or ancestral language is Spanish. They are Puerto Riquinos, Cubanos and Mexican-Americans, as well as those whose origins are in Central or South America. They are also those of Hispanic background who do not presently have Spanish surnames because of marriage or other reasons.

The Hispanics' heritage and culture has been on the North American continent for over four hundred years. The exploits of their forefathers are interwoven in the fabric of American history.

Bernardo de Galves was Governor of Louisiana in early 1777. During the American Revolution he supported the Americans and strengthened defenses against the British. Allied with battalions of mulattoes and Black, units from Spain attacked the British along the Gulf of Mexico.

Other forefathers of today's Hispanics fought with Admiral David Glasgow Farragut, who was of Hispanic origin, in the American Civil War. Hispanics have continued to serve the cause of democracy since then. A number of Spanish-speaking men have been awarded the Congressional Medal of Honor for their heroism while serving in the Armed Forces. Still other hold major posts in the military, the Federal civilian agencies and the private sectors of America.

States, cities, mountains, rivers, foodstuffs, automobiles, plants and animals have names that come from the Spanish language. Colorado, San Francisco, Sierra Nevada are a few examples. Millions of Americans of Hispanic origin today add meaningfully to the national diversity of the United States, enriching the quality of daily life.

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Looking for Top People

The Office of the Associate Administrator for Development and Logistics plans to establish a Supervisory Identification and Development Program (SIDP) to help managers fill first-line supervisory jobs left open by retirements and attrition. The SIDP steering group is drawn from headquarters and regional Airway Facilities divisions in the Southern, Great Lakes, and Northwest Mountain regions. The group chairman is Jack Nager of the Systems Engineering Service.

To prepare for their task the steering group is studying other similar programs within FAA, the National Aeronautics and Space Administration, the Department of Defense, and industry.

NTSB Cites Flap Setting In Detroit Accident

The National Transportation Safety Board says that physical examination of the wing wreckage of the ill-fated Northwest Airlines Flight 225 indicates that the flaps were in the retracted position.

The findings support information obtained from the aircraft's flight data recorder and cockpit voice recorder which suggests that the flight crew neglected to deploy the flaps prior to takeoff.

The Board notes that examination of the slat mechanism is continuing but, again, data from the recorders indicates that they were not deployed either. Also still to be determined is whether a mechanical problem or human intervention prevented an alarm from alerting the crew to the zero flap setting.

The Northwest MD-80 crashed seconds after liftoff from Detroit's Metro Airport on Aug. 16. At least 156 people died in the accident.

Nine New Terminal Control Areas Proposed

FAA plans to establish Terminal Control Areas (TCAs) at nine additional airports in a move designed to enhance operational safety at those locations.

The airports are Washington's Dulles International, Baltimore-Washington International, Charlotte, Orlando, Tampa, Memphis, Houston Hobby, Phoenix and Salt Lake City. The agency will begin issuing notices of proposed rulemaking on each site this month.

FAA presently has 23 TCAs in place with all pilots flying into those airports subject to special procedural and equipment requirements. For example, they must obtain an air traffic control clearance before entering a TCA. They also must carry a Mode C altitude-reporting transponder when operating in one of the nine busiest TCA airports. The Mode C requirement will be extended to all TCAs effective Dec. 1, 1987.

Generally, TCAs are circular in shape and are configured like an upside down wedding cake to accommodate private aircraft operating from satellite fields outside the TCA. Each of the nine new TCAs will have a ceiling of 12,500 feet and will normally extend out 30 miles from the airport at the top.

Health Plan Changes

The Office of Personnel Management has eliminated Champus Coverage from the requirements for continuation of Federal Employees Health Benefits (FEHB) coverage during retirement effective January 1, 1993. Employees retiring on an immediate annuity on or after January 1, 1993, will not be able to count periods of coverage under Champus toward the enrollment or coverage requirements from continuation of health benefits during retirement. Those employees will have to enroll in a FEHB Plan during the 1987 Health Benefit Open Season to ensure they meet the five-year participation requirement at the time of retirement. If you have any questions, call Carol Marsillo at FTS 984-1928.

Hispanics: a proud history ...
enhancing America's future.



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