

87-38
September 21, 1987

Public Affairs Office
AWP-5

FAA
Western-Pacific Region
Los Angeles, CA 90009
(213) 297-1431



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

Western-Pacific Intercom



Deer Valley Tower --

Arizona's Air Traffic Facility Of The Year

Cover Story

by Don Judd

Accident Prevention Specialist

Arizona's 13th annual Aviation Safety Awards Banquet was recently held in Phoenix. This event is sponsored annually by the Arizona Safety Advisory Group in conjunction with the FAA's Accident Prevention Program. The ceremony honors significant contributions made to aviation safety. Special recognition is given to flight instructors and maintenance technicians, as well as to air traffic facilities, which directly materially affect the safety of flight.

The 1987 winners announced at the banquet are: Arizona Air Traffic Facility of the Year--Deer Valley Tower; Flight Instructor of the Year--June Bonesteel, Phoenix; and Arizona Maintenance Technician of the Year--Robert Knott from Peabody Coal Company, Flagstaff. The Arizona Pilot's Association also presented their annual Ruth Reinhold Safety Award to Len Clements, Pilot/Reporter for KTSP-TV, made a special award presentation to Gregory Robertson for saving the life of another parachutist during a group jump near Coolidge, Arizona.

Jack Norris, FAA Western-Pacific Regional Accident Prevention Coordinator, announced that the Phoenix and Tucson chapters of the 99's were state winners of the 1987 Administrator's Award for Excellence in Aviation Education. Awards were formally presented at a ceremony held at the Western-Pacific Regional Office.

Guest speaker was Pat Murphy, a commercial pilot and publisher of the "Arizona Republic" and "Phoenix Gazette" newspapers. Master of Ceremonies was Ed Phillips, TV and radio meteorologist, active private pilot and president of Weather Communications, Inc.

More than 300 people attended the highly successful affair, which is one of the year's aviation highlights in Arizona. Photos were graciously taken by Kevin Liebermann, Flight Department, Greyhound Corporation.

Others present included Eldon Gubler, Manager of Scottsdale FSDO; Leonard Levandowski, Assistant Manager; Thomas Blatz, Airworthiness Inspector; several FAA retirees and previous winners of the coveted safety awards.

Cover photo: Area Supervisor Frank Jonke graciously claims the trophy for Deer Valley Tower--Arizona's Air Traffic Facility of the Year.



Western-Pacific Intercom

EDITOR
Elly Brekke

REGIONAL DIRECTOR
H. C. McClure

PUBLIC AFFAIRS OFFICER
Barbara Abels

PUBLIC AFFAIRS SPECIALIST
Russell Park

INTERCOM is published weekly for the employees of the Western-Pacific Region by the Public Affairs Office. Articles and photos are welcomed. If you have questions, suggestions or submissions, please call the Editor at FTS 984-1431/COMM 213/297-1431.

FAAers Honored In 20th Annual DOT Awards Ceremony

Three FAA air traffic employees will receive awards for valor and another 29 FAAers will be honored during the Department of Transportation's 20th Annual Awards Ceremony on September 16 in the Departmental Auditorium.

John Preuit, Fort Dodge, IA, Automated Flight Service Station, was cited for exceptional courage in rescuing three injured people from their burning automobiles; Gary Black, Houston ARTCC, showed heroism in extreme danger without regard for his personal safety when he rescued a neighbor from a burning house; and James McMahon, Monroe, LA, ATC Tower, disregarded his personal safety and rescued a man injured when scaffolding fell against power lines. Nine FAAers will receive the Silver Medal for meritorious contributions of unusual value to the Department. They are: Glen Bales, AEA; Franklin Cunningham, AAL; Benjamin Demps, Jr., AEU; Joe Fee, APM; Virginia Hancock Krohn, APT; Virginia Meadows, AAM; Constantine Sarkos, ACT; Thomas Williamson, APM; and Cynthia Zook, AHR.

The only DOT employee to receive the Community Service Award will be Sherry Dottin, ANE, for sustained work on behalf of mentally retarded citizens.

In all 13 FAAers are scheduled to receive the Excellence Award. They are: C. Lorraine Bush, ACE; Dixie Dean, APR; Leila Flynn, AEA; Gloria Fullerton, AEA; Marilyn Gray, AGL; Adele Harrison, ACE; Bobbie Jones, AWP; Carol Montgomery, AHR; Jih Ng, AEA; Teri Nyhaug, AGL; Beverly Sluder, AAC; Carolyn Walker, AAL; and Janet Walker, ASW.

The Equal Employment Opportunity Award for outstanding and continued support in furthering employment opportunities for minorities and women will be presented to Sydney Alleyne, ACE; John Howard, AVN; James Lucas, ANE; Carmen Mena-Moreno, ANE; and Linda Ross, AGL.

The Lawrence Schneider Award will be awarded to Vicki Leemon, AGC. This award is made annually to an especially competent DOT attorney who has been admitted to the Bar within the past 10 years.

Meet Administrator McArtor In Sept. FAA World

The September issue of FAA World will lead off with a close up and personal profile of Administrator McArtor. In addition, there is an article on the Employee Assistance Program and an explanation of the retirement options (CSRS vs. FERS) now facing Federal employees. Also check out the story of the FAAer who dumped his commanding general in the drink while playing ground controller in Vietnam and the historical account of the first flight through the "sound barrier" by Chuck Yeager 40 years ago. Look for the regular features, too.



Host Program On Beam

September is a busy month for the Host Computer Program. Transition Switches have been pulled at the Seattle Center, making it the first to completely unhook the IBM 9020 computer. The old computer then will be sent to the FAA Depot in Oklahoma City where it will be available to other centers if needed.

The Denver and Boston Centers are scheduled to become operational with the new Host on September 8 and 25, respectively.

Washington and Chicago Centers are expected to reach Initial Operating Capability (IOC) on September 8 and 22.

New Host Computer equipment is scheduled to be delivered to the New York Center on the 4th and to the Kansas City Center on the 18th. Also during the month, there will be a site acceptance at the Los Angeles Center and site surveys at Minneapolis on the 2nd, Indianapolis on the 15th and Jacksonville on the 29th.

News in Brief

* At the request of Administrator McArtor, the Eastern Region has begun an Operational Review of Stewart Airport at Newburgh, NY, following a runway collision there between two cargo jets on Aug. 20. Representatives from the New York Transportation Department will participate in the review that will cover such items as airport lighting, visual aids, runway and taxiway markings, and the air traffic control services provided by the non-FAA tower. The review is scheduled for completion by early September.

* Retired FAA employee Harold D. Hoekstra has been picked by the National Aeronautic Association for its "Elder Statesman of Aviation Award" in 1987. Now 84 and still an active pilot, Hoekstra spent 33 years with CAA/FAA and was Chief, Engineering and Safety Division, Flight Standards Service, at the time of his retirement in 1970. The award presentation is Oct. 27 in Washington, D.C.

* Here is an offer from Uncle Sam you can't refuse, especially if you are a general aviation pilot. It's a new reduced subscription rate for FAA Aviation News, the agency's bi-monthly aviation safety magazine. The old, \$13-a-year rate has been slashed to \$5.50 in this special, once-in-a-lifetime offer. Contact the magazine staff on 267-8102 for a subscription form and sample copy.

In Memoriam

Margaret Walker

Friends of Margaret Walker will be saddened to learn of her death on August 26, 1987. Most of her friends will remember her friendly and helpful nature while she worked at the FAA Credit Union.

Margaret is survived by her husband, Chauncey Walker, who works in the Material Management Branch in the Regional Office, her daughter, Kathleen and son, Tom.

FAA Proposes TCAS Rule

FAA has issued a proposed rule that would make Traffic Alert and Collision Avoidance (TCAS) equipment mandatory on virtually all airline aircraft by the end of 1991. It also would apply to foreign air carriers flying into the United States.

In addition, commuter airlines would have to carry TCAS equipment in the 1992-1993 time frame. Large turbine-engine aircraft in the commuter fleet would need TCAS II, and smaller turbine-powered planes, the less sophisticated TCAS I.

Both TCAS I and II detect the presence of other aircraft carrying radar beacon transponders and provide traffic alerts to the pilot on those that present potential collision hazards. TCAS II -- but not TCAS I -- also provides the pilot with vertical escape maneuvers, if necessary, to help him avoid a collision.

FAA currently is evaluating TCAS II in a Piedmont jet. This fall, it will begin a more extensive test program involving three airlines (Piedmont, United and Northwest) and a total of six aircraft.

The agency's aim is to have a final TCAS rule published by September 1988.

Predevelopmental Program Starts Up At Academy

The FAA Academy has restarted the Air Traffic Control Predevelopmental Training Program, designed as an avenue for minorities, women, and others to enroll in the regular developmental ATC training. The first class of the 17-week course began at the Academy on August 25.

Beginning in FY 1988 this program will be conducted by a contractor.

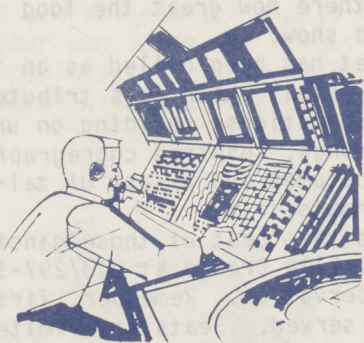
Riverside AFSS

People & Events

Top -- Riverside Automatic Flight Service Station Specialist Tanya Whitfield, left, is presented a Letter of Appreciation by Area Supervisor Beverly Clark. This award was presented for a job well done in briefing the Ninety Nines for the Rialto Air Rallye.

Middle -- Riverside Flight Service Station Specialist Frank Garcia has been recently selected as Temporary Supervisor within the Riverside FSS. Congratulations Frank!

Below -- Specialist Tom Dunn, left, is presented a Letter of Appreciation by Area Supervisor Jack Woods.



McArtor Stresses Training In Chief Pilot Meeting

Administrator McArtor stressed "vigilance in the cockpit" and "public confidence" when he met with the chief pilots of the nation's airlines in Kansas City on August 27. He told them that he would like a deep look at pilot training programs, especially in the area of crew coordination.

To illustrate the point, he said, "Pilots don't land on the wrong runways; crews land on the wrong runways."

In the invitation to the meeting sent to 240 airlines, McArtor said, "While we have the safest transportation system in the world, we need to restore public confidence in air travel. To this end, I want to meet with senior pilot representatives from scheduled airlines to discuss such issues as pilot training, vigilance and discipline in the cockpit, cockpit resource management, and crew coordination."

At the meeting, representatives from aviation groups and airlines generally supported the Administrator's program. Some suggested the need to use expanded technology, such as more simulators in training programs.

McArtor agreed with pilots who noted that the American commercial aviation record is the best in the world, but he asked, "Is the system as safe as we can make it? No, I don't think it is."

He also plans to have another similar meeting with airline executives. The Air Transport Association responded by offering to take the program a step further by convening another meeting of pilots in the near future.

HNL FSDO Address Change

Honolulu Flight Standards District Office has a new street address: 90 Nakolo Place, Room 215, Honolulu, HI 96819.

The change resulted when Lagoon Drive was relocated closer to the ocean, and a new access street was constructed. The FSDO did not physically move.

LLWAS Tested at Denver

The agency is testing an enhanced low-level windshear alert system (LLWAS) at Denver's Stapleton Airport to measure its effectiveness in detecting a severe, localized form of wind-shear known as microbursts. The modifications to the LLWAS hardware and software were developed for FAA by the National Center for Atmospheric Research in Boulder, CO.

During the test, the enhanced system will be evaluated by meteorologists and air traffic controllers in the Denver airport control tower, as well as by pilots flying into the airport. If the evaluation is successful, FAA plans to modify LLWAS units at the other 109 U.S. airports that have or are scheduled to get the equipment.

The Denver LLWAS has 12 sensors located on and around the airport that measure wind speed and direction. Alerts are generated on a new display in the control tower, and the information then can be passed on to pilots.

The test at Denver began on August 3, and the first phase is scheduled to run through the first week in September.

Civilair Plans Outing To "42nd Street"

Civilair has planned a group outing to the Grand Dinner Theatre in Anaheim, Calif., where "42nd Street" is currently running. Seats have been reserved for Sunday, October 25, for the 5:30 dinner show.

The cost of \$24 per person includes a wonderful buffet dinner (ask anyone who's been there how great the food is), tax, tip and show.

42nd Street has been billed as an irresistible musical which pays tribute to popular presentations, building on unforgettable songs, inspired choreography, wonderful costumes and a cast of talented performers.

Don't miss the "beat of those dancing feet." Call Elly Brekke at 213/297-1431 for your reservation. Remember, first come, first served. Seats are limited. Full payment is due by October 5.

Birds & Jets Don't Mix

Whether the bird hits the airplane or the airplane hits the bird, chances are it's going to be bad for the bird. Sometimes, it can be bad for the airplanes as well.

That is why an Air Force F-16 pilot immediately asked for FA help after ingesting an unknown avian species over northern Florida recently and watching his oil pressure drop to zero. Tampa approach control worked with the Jacksonville and Miami en route center to "sterilize" the airspace around the jet as the pilot tried to gain as much altitude as possible with his gasping engine.

At 18,000 feet the engine failed, and the pilot requested a landing for his "glider" at Tampa. Controllers immediately began vectoring him toward the airport and calling off mileage checks. He broke out of the clouds 3.5 miles from the airport with enough altitude to make the runway. The landing was uneventful.

It was just another "routine" day at Tampa approach control and the professionals who made it so were Peter Farrington, Michael Phalin, Joe Pawelkop, Howard Rainey and Marvin Hudspech.

SOAP Annual California Picnic Slated

The annual Southern California FAA/NWS Retirees Picnic will be held on Wednesday, September 30, at Live Oak Park, Fallbrook, Calif. This is an informal get-together of FAA/CAA, NWS, and Credit Union retirees. Current employees, spouses and friends are always welcome. Bring your own lunch and drinks and join in for reminiscing, story telling and socializing with old friends.



A Note From Joan Zubarik

Joan Zubarik, former Western-Pacific Real Estate Specialist, recently underwent emergency heart surgery. Intercom received a note from Joan to share with her FAA friends:

"My sincere thanks to all for the beautiful cards, notes and telephone calls received following my recent bypass heart operation. The concern and encouragement for my recovery was greatly appreciated.

The emergency surgery was a big surprise. I am now steadily improving and hope to be in "tip-top" shape soon.

My thoughts often travel back to the Western-Pacific Region and the wonderful people there. I am grateful to have known and worked with many of you over the years. I value the friendships and experiences gained from those opportunities. You will always remain close to my heart (which is getting stronger daily).

Again, special thanks for your support and thoughtfulness!"

Attitude Survey Revisited

Teams of headquarters and field Human Resource Management employees will soon be visiting air traffic, airway, aviation standards, and airport offices and facilities in all regions and centers to assess the local actions taken as a result of the 1986 Employee Attitude Survey. This follow-up on the survey is being led by Associate for Human Resource Management Gene Weithoner and Director of the Human Resource Planning and Evaluation Office Dorothy Berry.

The visits will begin on September 28, and, following completion on or about November 20, Administrator McArtor will be briefed on the results. Regional and center directors will be briefed when the assessment of their regions or centers are completed.

A Letter To Amelia

Dear A.E.

It has been 50 years since we last talked. Our spirits passed each other — mine coming and yours going. Much has happened in all those years. I'm sure you have heard some things from others that have crossed over into your dimension, but I want to tell you what has happened to that group of women you helped organize 58 years ago.

You were our first President and we have always held a special place for you. We do a great many things in your name. In 1941 we established a Ninety-Nine Scholarship Fund. We call it our Amelia Earhart Memorial Scholarship Fund. Through the years we have awarded 127 Career scholarships, and 5 Research scholarships to deserving members. It is a great honor to receive this award and the competition is keen. It is a thrill to wear the medal with your likeness — a sign of hard work and accomplishment. I know you would be proud to meet any one of these outstanding members. They all have your spirit for adventure and excellence and the courage to reach a goal.

Including myself, there have been 30 Presidents. We have followed in your footsteps and experienced many of the same organizational problems as you. Eleven are on your side of the line now, and have most likely told you about the things they remember most.

We are a hearty lot. There are four Charter Members still flying. Of the original 99, Betty Gillies, Achsa Donnels, Fay Wells, Nancy Tier, Melba Beard and Bobbie Trout are still active in the organization. Edna Gardner Wright is 82 and is flight instructing in Aerobatics. Edna didn't make the deadline for Charter Member — she says you know all about that.

That reminds me — our membership hasn't changed much in attitude. We are still mostly ardent individuals with strong wills and opinions on everything. Heaven forbid we should try to outguess them or make them angry. Why? I made a member so mad she sent me a letter in a barf bag. The interesting thing is she was a good friend — and still is.

THE 99 NEWS

We have grown. We now number 6,500 and have members in 21 countries. It takes ¼ million dollars per year to manage our affairs. We still wrangle about dues and our dominant personalities sometimes get in the way — but we join together when the going gets tough.

You would be proud of our members. We have members that fly for major airlines, are flight instructors, charter pilots, business owners, manufacturers, doctors, nurses, teachers, attorneys, mothers, grandmothers, engineers, government officials — almost any profession. Some are doing two or three things at once. We also have great adventurers — astronauts, record setters, races and explorers. Why one of our members, Jeanna Yeager, just flew around the world on one tank of gas. You would have loved that. The first woman to go into space, Sally Ride, is a member from Texas.

We are as active and resourceful as always. Many of our activities and projects have earned us international acclaim. We hosted the 6th Annual Precision Flying Championships in Florida in 1985. Sixteen countries sent teams to compete, and our members handled the entire event. We also have held many flying events such as air races, rallies, other precision flying competitions and proficiency fly-ins. Many of our members fly for charitable causes — Search & Rescue with the Civil Air Patrol, transport transplant organs for Air Lifeline, carry blood for the Red Cross and other organizations such as the American Cancer Society, Make-A-Wish Foundation, and many more.

Our expertise and leadership in the field of Aerospace Education is a standard in the Aviation community. We have participated in Aerospace Education in schools and communities for many years. We have won numerous awards from the FAA and other organizations for our work in the area. Hand in hand with Aerospace Education is our commitment to Safety Education. Every Chapter plans and holds seminars or other activities that feature safety education throughout each year. Our total commitment to aviation safety through education has won

Editor's Note: This year marks the 50th anniversary of the disappearance of Amelia Earhart — a name well known to aviators. Some, however might not know she was the first president of the international organization of women pilots — The Ninety-Nines. This open letter to Amelia was written by the current president of the 99s, Barbara Sestito. Since the FAA works so closely with the 99s (indeed, many of our women pilots are members) we thought you would enjoy reading it.

us many awards. You can really be proud of this legacy.

Two years ago, a very special event occurred. The Ninety-Nines were given your birthplace in Atchison, Kansas. It is fitting that the place in which you were born wind up in the hands of those of us who will see it is taken care of. We are currently exploring funding sources so we can restore it to original condition. Your sister, Muriel, has told us how the house looked when you both lived there. She is such a dear person, and has always been a good friend to the Ninety-Nines.

There is one more thing I need to ask you — the mystery of your disappearance has been the greatest topic of speculation for the last 50 years. You would not believe some of the crazy stories. I could write a book about the many books and theories that have been published. The stories go from one extreme to the other, from running out of gas, to secret missions in Saipan. I wish you were able to tell us what did happen. It would put an end to much of the nonsense and speculation.

I really need to get going. I have a stack of mail to answer. One thing about our members: you always know how they feel about almost everything! But I wouldn't have it any other way.

I hope it won't be another 50 years before we meet again. I'll keep you posted on what is happening from time to time. Until then, I wish you blue skies, tail winds and the joy of flight forever.

Your Friend,

Barbara