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November 30, 1987

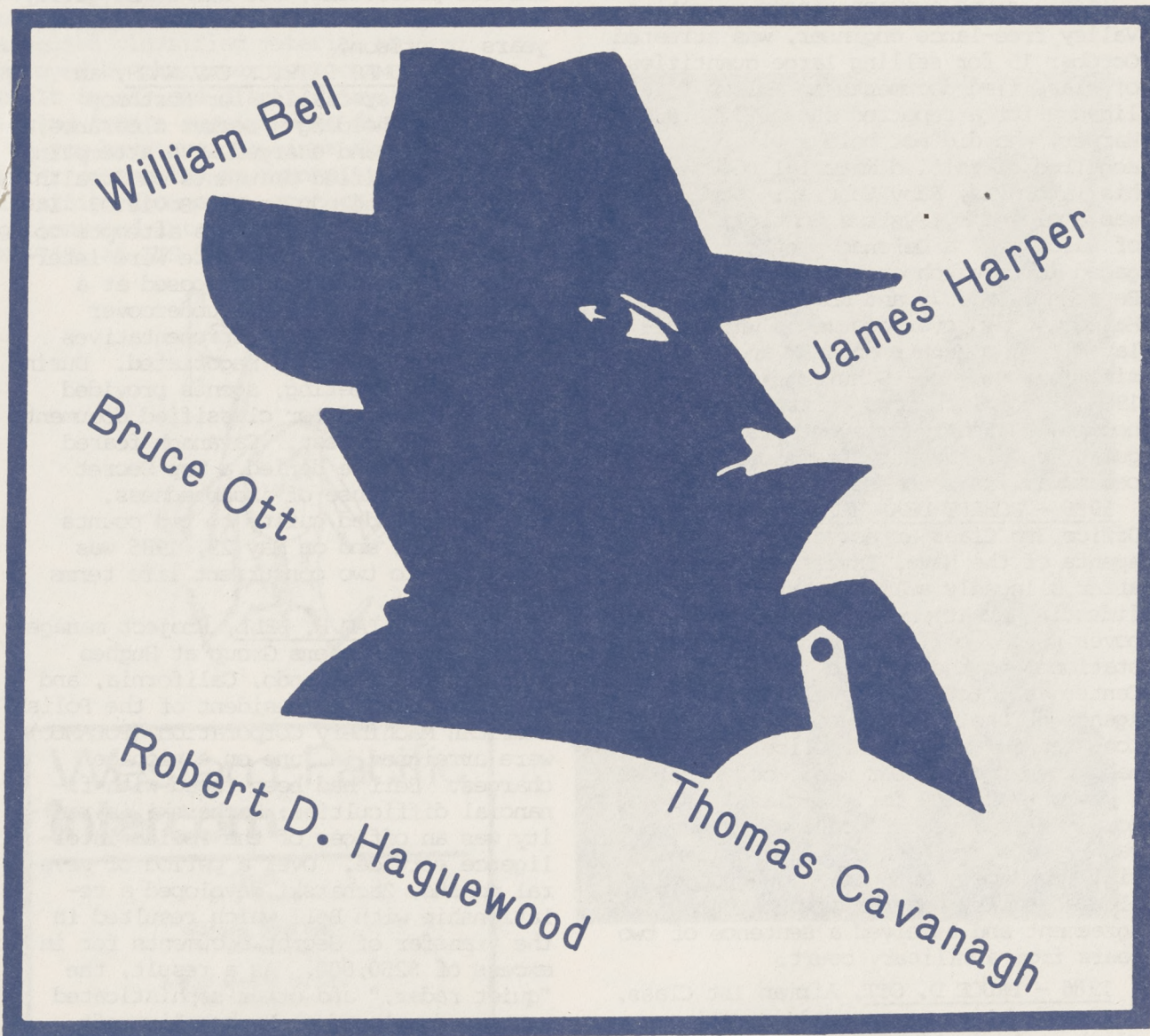
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of Transportation
**Federal Aviation
Administration**

Western-Pacific Intercom



What do these people have in common?

Cover Story

by Harry Douglass

Manager, Investigations &
Internal Security Branch

All were U.S. citizens who transmitted classified information pertaining to avionics to a foreign country.

1983 - JAMES DURWARD HARPER, a Silicon Valley free-lance engineer, was arrested October 15 for selling large quantities of classified documents to Polish Intelligence for a reported sum of \$250,000. Harper, who did not hold a clearance, acquired classified material through his late wife, Ruby Schuler. Schuler was employed by Systems Control, Inc. of Palo Alto, a Defense contractor engaged in research on ballistic missiles. Between July 1979 and November 1981, Harper turned over documents which related to the Minuteman ICBM and ballistic missile research. Schuler died in June 1983 of complications related to alcoholism. Harper, who eventually pleaded guilty to six counts of espionage, received a life sentence on May 14.

1986 - ROBERT DEAN HAGUEWOOD, Petty Office 3rd Class arrested March 4 by agents of the Naval Investigative Service after allegedly selling part of a confidential aviation manual to an undercover police officer. Haguewood was stationed at the Pacific Missile Test Center at Point Mugu Naval Air Station. Agents of the Naval Investigative Service, the FBI and local police officials made the arrest after Haguewood received a payment of \$360 for the classified document at a beach location. Haguewood was reported to have had serious financial problems. On June 20, Haguewood pleaded guilty under a plea-bargain agreement and received a sentence of two years from a military court.

1986 - BRUCE D. OTT, Airman 1st Class, assigned duties as an administrative clerk at Beale Air Force Base, was arrested January 22 by FBI and Air Force Security agents at a Davis, California, motel as he attempted to sell classified

information to undercover agents posing as Soviet representatives. One of the documents cited is "The SAC Tactical Doctrine for SR-71 Crews." Beale AFB is the home base of SR-71 "blackbird" reconnaissance aircraft. It is reported that Ott tried to contact representatives at the Soviet consulate in San Francisco during the month of January. Military prosecutors contended that Ott hoped to be paid up to \$160,000 for his information. Following an eight-day court martial proceeding, Ott was found guilty and on August 7 and was sentenced to 25 years in prison.

1985 - THOMAS PATRICK CAVANAGH, an engineering specialist for Northrop Corporation holding a Secret clearance, was arrested and charged with attempting to sell classified documents on Stealth aircraft technology to the Soviets. It is reported that Cavanagh's attempts to contact the Soviet consulate were intercepted. A meeting was proposed at a Los Angeles motel by FBI undercover agents posing as USSR representatives where a deal could be negotiated. During a subsequent meeting, agents provided \$25,000 demanded for classified documents and made the arrest. Cavanagh feared that he would be denied a Top Secret clearance because of indebtedness. Cavanagh pleaded guilty to two counts of espionage and on May 23, 1985 was sentenced to two concurrent life terms in prison.

1981 - WILLIAM H. BELL, Project manager of the Radar Systems Group at Hughes Aircraft in El Segundo, California, and Marian Zacharski, president of the Polish American Machinery Corporation (POLAMCO), were arraigned in June on espionage charges. Bell had been faced with financial difficulties; Zacharski in reality was an officer of the Polish intelligence service. Over a period of several months, Zacharski developed a relationship with Bell which resulted in the transfer of Secret documents for in excess of \$250,000. As a result, the "quiet radar," and other sophisticated systems developed at Hughes Aircraft, were seriously compromised. On June 24, Bell was confronted by FBI agents with the fact of his involvement in espionage. He confessed and agreed to

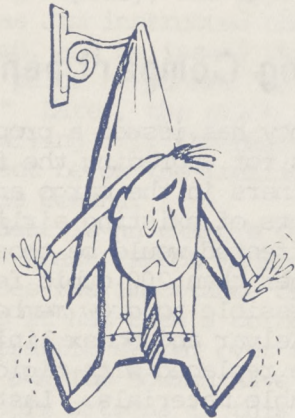
More Cover Story

The espionage stories continue...

cooperate with the FBI in the effort to apprehend Zacharski. On December 14, Zacharski was convicted of espionage and received a life sentence. Bell, who pleaded guilty, was sentenced to eight years.

As the reader can see, the penalties for espionage are quite severe. The unintentional mishandling or failure to safeguard classified material while employed by the government can also result in serious disciplinary action--ranging from a reprimand to dismissal.

If you have any questions about the proper protection or transmittal of classified documents, contact the Investigations and Internal Security Branch, AWP-710, at FTS 987-1321 or 213/297-1321.



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San Diego AFS Visited By Burmese Technicians

San Diego Airway Facilities Sector (AFS) recently hosted two visitors from Burma. The Burmese technicians toured FAA facilities after completing training at the Aeronautical Center in Oklahoma City. Robert Romio, Electronics Technician from the Mount Laguna Long Range Radar (LRR) site was their guide during the visit.



Photos: Robert Romio, left, presents certificates of Completion to Burmese technicians Robin Shwe Ba (top) and Myint Oo.

Logistics Christmas Party Set For December 10

The Logistics Division Christmas Party will be held at Charley Brown's Restaurant, King Harbor, Redondo Beach, on Thursday, December 10 from 1 p.m. until 4 p.m. Luncheon selections include Beef Stroganoff at \$10 or Fresh Pacific Red Snapper Vera Cruz at \$11. Price includes salad, potato or rice, vegetable, rolls, coffee or tea, dessert, tax, tip and door prize.

If you wish to participate in a gift exchange, bring a gift valued between \$3 and \$5. There will also be music for dancing.

Call Janice Beccue, AWP-52, 213/297-1107, for reservations or any questions. Make checks payable to Janice by Friday, December 4. No refunds can be given after this date.



See's Candy Available In R.O.

Civilair is once again sponsoring the annual See's Candy Sale in the Regional Office. Orders may be placed for a vast array of delicious chocolate confections--all priced below retail! One-pound boxes will go for \$5.80 instead of \$6.80 at the store. And the best part is there is no waiting in lines or fighting the Christmas crowd at See's retail stores.

Pick up an order blank from your Civilair representative, or at the Civilair desk on the 4th floor credit union. Orders must be in by December 11 for delivery by December 18.

For more information, contact Mickey Martinez at 213/297-1079.

Oxnard Tower Bugs Out



Oxnard Tower recently went undercover. Under the termite cover, that is. This photo was snapped as the tower was tented for insect treatment. We've heard of termites, but towemites...?

Upgrading Compartment Liners

The agency has issued a proposed rule that calls for upgrading the flame-resistant liners in the cargo and baggage compartments of existing airline aircraft. Affected would be those compartments larger than 200 cubic feet that are inaccessible to crew members in flight. Kelvar and Nomex linings would have to be replaced with rigid fiberglass or comparable materials. Last May FAA adopted similar rules for future design transport aircraft.

Retiree Luncheon Slated

A retiree luncheon will be held at 11:30 a.m. on Monday, January 25, 1988, at the Hacienda Hotel, 525 N. Sepulveda Blvd., El Segundo, Calif. Price is \$9.25, including tax and tip, payable at the luncheon. Please make reservations by January 20, 1988.

Contact 'Chic' Kobayashi 213/324-1073, Lynn Hink 213/596-3520, Bob Frehse 213/542-6839 or Fred Potter 213/670-8769. Let's hear from FAA and Credit Union retirees for this informal get-together.

Aircraft Disaster Averted Thanks To Coast TRACON

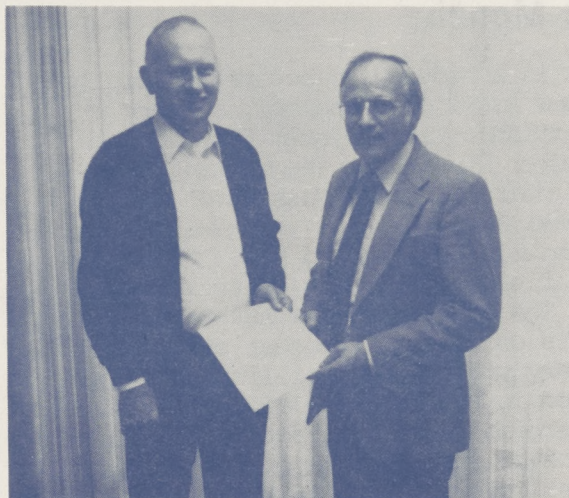
"Thank you--we owe you our lives." That message was radioed to Coast TRACON by the pilot of an American Airlines BAE-146, shortly after controller Jim Osborne's safety alert was issued, preventing a mid-air collision.

The BAE-146 had departed Orange County's John Wayne Airport in hazy sky conditions. As the aircraft climbed through 1,000 feet, the pilot made his initial contact with Coast TRACON. While the pilot was transmitting his position, Jim Osborne's hand-off controller, Tom Bowman, could be heard calmly saying to Jim, "Look at this--right in his face." What Tom and Jim saw was unidentified traffic at 12 o'clock, less than a mile and indicating 1,800 feet on the altitude readout. The BAE-146, climbing rapidly, was approaching 1,800 feet as Jim instructed the aircraft to stop climb, and he issued the traffic. The BAE-146 pilot responded "uh, yeah--he's there." Later, the pilot indicated that by levelling off, the BAE-146 passed about 150 feet below the traffic, a single engine Cessna.

This incident is an example of teamwork paying off. Coast TRACON Manager Marion Davis stresses the importance of teamwork, saying it has been a corner stone of our air traffic system over the years. Jim Osborne and Tom Bowman have received kudos for their actions in this incident as well they should. But they would be the first to say that it's really not a big deal--these are the kinds of things that controllers do every day as part of the job of keeping our air traffic system safe!



Bonin Marks 25 Years



Congratulations to Clarence Bonin (left) upon 25 years of service. Presenting his career service emblem and congratulatory letter is John Tompkins, Manager, San Diego Airway Facilities Sector.

DOT Publishes Airline On Time Performance Data

Approximately three out of four airline flights arrived "on time" during September, according to a report published by DOT's Consumer Affairs Office.

American Airlines had the best performance record during the month of the 14 major airlines filing reports with 84.5 percent of its flights arriving on time--that is, within 15 minutes of its published schedule.

Also scoring high with better than 80 percent on time performance were Southwest, Continental, Eastern and Piedmont. At the bottom of the list were Northwest with 69 percent and USAIR with 67.4 percent.

DOT adopted its "truth in airline scheduling" rule in early September requiring the major airlines to disclose key information on flight delays and baggage-handling problems. Reports will be issued monthly allowing airline passengers to factor in a carrier's on-time performance and lost baggage record in planning their flights.

ASR-9 First Delivery This Month

FAA is scheduled to accept officially the new ASR-9 dual-channel, airport surveillance radar system from the manufacturer Nov. 21 at the Westinghouse plant near Baltimore-Washington International Airport.

That will be followed Nov. 30 by the first field delivery to Huntsville, Ala. The agency has 101 ASR-9s on order for its own use and another six for the military under a \$472 million contract awarded in the fall of 1983. It was the largest radar contract in FAA history and one of the first major procurements in the implementation of the National Airspace System (NAS) Plan.

One of the key features of the ASR-9 is the use of separate channels to provide information on aircraft and weather conditions. It can generate weather data indicating six different intensity levels ranging from weak to extreme. It also improves detection of small aircraft that are not equipped with transponders.

Following a full check out and shake down of the system at Huntsville, serial deliveries of the equipment will begin with the FAA Academy, FAA Depot, Technical Center and Newburgh, NY, next on the list.

All deliveries are scheduled for completion by the end of 1990. A list of all the sites is contained in the November FAA World.

New Supervisory Identification Plan Completed

A new Airway Facilities Supervisory Identification and Development Program (SIDP) strategic plan was formally presented to Associate Administrator for Development and Logistics Edwin Harris, Jr., last month.

Scheduled for implementation over the next several years, the plan spells out new procedures for identifying employees with high potential for supervisory and program management positions. It also will simplify the application and bidding process for these positions since candidates will be competing to enter the program instead of bidding on individual jobs.

In accepting the plan, Harris called it a "high quality product developed on time and within budget." Associate Administrator for Human Resource Management Charles E. "Gene" Weithoner said, "This investment in our most important resource--our people--reflects the long term change in FAA's culture."

The plan was developed by a steering group chaired by Systems Engineering Service's Jack Nager and composed of headquarters and field personnel. Those from outside the ADL complex included the Office of Organizational Effectiveness; the Technical Center; the Great Lakes, Southern, and Northwest Mountain Regions; and the Transportation System Center.

Airline Near Misses Drop In Los Angeles TCA

An analysis of preliminary data from near mid air collision (NMAC) reports associated with the recently restructured Los Angeles Terminal Control Area (TCA) shows a significant reduction in air carrier involvement.

The number of air carrier incidents in the airspace included in the reconfigured TCA boundaries dropped from six in the 83 days preceding the implementation of the changes on Aug. 19 to one in the 83 days following that event.

During the same time periods, reported

near collisions in the airspace above and underneath the TCA and within five miles of its lateral boundaries remained about the same despite the increase in controlled visual flight rules (VFR) traffic flying around the TCA.

FAA expanded the Los Angeles TCA to provide increased protection to air carriers aircraft serving Los Angeles International Airport. The agency raised the TCA ceiling from 7,000 to 12,500 feet and also closed a designated flight corridor used by many VFR aircraft to transit the TCA.

East Coast Plan

Phase II Set

FAA will begin implementing Phase II of the Expanded East Coast Plan November 19 as part of an on-going effort to reduce flight delays at the nation's airports.

One of the major Phase II changes involves a realignment of the northwest departure quadrant from the New York metropolitan area. The agency is increasing the number of westbound, high altitude routes from one to four in order to expedite traffic flows to Chicago, Detroit and the West Coast.

Other changes include airspace swaps between the New York and Boston enroute centers designed to expedite traffic flows into and out of the New York airports.

Phase I of the Expanded East Coast Plan was implemented on Feb. 12, 1987, and is credited with reducing flight delays in the New York area by 40 percent. The agency projects another 11 percent drop when Phase II is fully implemented next spring.

Flight Standards Division Awards

Congratulations to the following Flight Standards folks who recently earned awards.

Special Achievement Award (Special Act): Nina Nance, AWP-203; and Robert Trout, Las Vegas Flight Standards District Office.

Letter of Commendation: James Dugan, Van Nuys FSDO.

Letter of Appreciation: Charles Johnson, San Jose FSDO; Robert Fowler, Los Angeles FSDO; Dennis Fogarty, Los Angeles FSDO; Gerald Parrott, Los Angeles FSDO; Nina Nance, AWP-203; Angelina Butner, AWP-203 and Elaine Collander, AWP-203.

Career Service Emblems: 3 years--Sheryl Hammans, Long Beach FSDO; Ruth Grasel, Scottsdale FSDO; Lynne Dancer, Sacramento FSDO and Linda Goodrich, San Diego FSDO. 15 Years--Donald Scarfone, San Diego FSDO. 35 Years--James Shields, Las Vegas FSDO.

News In Brief

* Following a protest from Administrator McArtor, Bristol Myers has killed advertising that implied controllers could use one of its tranquilizers safely. McArtor had issued a public statement saying, "FAA considers the advertisement an affront. It does a disservice to the professional men and women of the FAA who work in the air traffic control system." The Bristol Myers ad featured a photograph of a tower controller staring into a BRITE display and carried this cut line: "He needs anxiolytic therapy but alertness is part of his job."

* FAA has announced its intention to issue a notice of proposed rulemaking (NPRM) governing the seating of airline passengers in rows adjacent to emergency exits. The agency noted that allowing the airlines to establish their own policies in this area has led to uneven and spotty control of exit row seating and conveyed the impression to disabled persons that safety is not a critical issue. Accordingly, the agency's NPRM would exclude from exit rows all persons, whether legally considered handicapped or not, who are judged by a trained crewmember to be unable to operate the emergency exit and lead the way to safety in an emergency situation.

Gordon Wong Earns Outstanding Award

Gordon Wong, Civil Engineer in the Standards Section of the Airports Division, recently received an Outstanding Performance Award.

Gordon began working for the Honolulu Airport District Office (ADO) in January 1984 under the co-op program while studying Civil Engineering at the University of Hawaii. He worked at the ADO periodically until graduation in 1986 when he was selected for a permanent position in the Regional Office.

FAA Establishes Transition Routes Through Los Angeles TCA

FAA Administrator T. Allan McArtor, recently met with a group of airspace users and air traffic control personnel to discuss the Los Angeles Terminal Control Area (TCA). The group agreed on several areas that should improve both safety and airspace use in the Los Angeles Basin.

This included establishing controlled VFR (Visual Flight Rule) transition routes through the Los Angeles TCA where the FAA would provide positive separation between participating aircraft. The group has tentatively identified two such routes. One route would be for low altitude transition (below 7000 feet MSL) and the other a high altitude route between 7000 and 12500 feet MSL. These routes would require Mode C Transponder equipment, a clearance from air traffic control and compliance with all other FAA regulations for flight in Group I TCA's. These routes would help ensure that pilot requests for clearance through the TCA would be issued by air traffic control. High performance/high speed general aviation aircraft would be required to use these routes or obtain other clearance through the TCA. Air Traffic would provide clearances for transitioning the TCA on routes other than the established routes when workload permits.

In addition, a VFR transition route in the general area of the recently eliminated VFR Corridor would be established. Specific flight requirements would be met, and VFR pilots would provide their own visual separation from other aircraft. This route would be for use by low speed general aviation aircraft. Specifics--such as the requirement for a Mode C transponder, altitudes to be flown, or navigation aids required--are yet to be determined. Administrator McArtor feels his concern with aircraft congestion and mix in the old VFR Corridor would be addressed by

the transition routes for high performance/high speed general aviation aircraft.

The users and their spokesperson, Barry Schiff, expressed the view that the meeting had provided a positive opportunity to resolve airspace usage differences. Toward this end, the FAA is interested in establishing user work groups to review Southern California airspace, with the goal of further improving safety for air carrier and general aviation aircraft while still providing access to the VFR pilot.

Implementation of the proposed routes is expected by mid-February.

Bakersfield FSS News

Best of luck to two departing friends Byron Sako, who has been promoted to Riverside Flight Service Station, and Paul Stempel, who is retiring. Paul will be taking classes in Australia under a vocational retraining program authorized by the Veteran's Administration.

Barbara Bradshaw is nearing completion of her training and was recently promoted. George Fourchy, Jerry Lamb, and others at the facility have made an outstanding effort to assist Barbara in getting settled.

Congratulations to Bob Olson for an outstanding flight assist. Thanks to Bob, a pilot located Taft Airport and landed safely after his aircraft experienced an electrical failure. Award recipients include Paul Stemple, Jerry Lamb, and Bob Olson--Special Achievement Award; Bob Olson--Letter of Commendation; and Paul Stempel, Byron Sako, Jerry Lamb, Bill Duran, and Reuben Jolly--Letters of Appreciation.