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Western Intercom




Cover Story

This week we pay additional tribute to the Western Region people who worked so hard in the awarding of the DC-9-80 Type Certificate to the Douglas Aircraft Company. Featured in this issue are a few more of the people deserving of recognition for the many hours of effort devoted to the certification of the McDonnell Douglas DC-9-Super 80. These people were not highlighted in the October 10th issue of INTERCOM. On the cover are Chuck Risner (standing) and Gene Porter, Linda Girke and Bill Eyre, formerly with the Aircraft Engineering Manufacturing Inspection Branch. As Branch Chief, Chuck was a member of the Type Certification Board for the DC-9-80. He and members of his staff were responsible for the conformity inspection of the test aircraft, test articles and certain ground operations and tests. Cover photo by Barbara Abels.

First DC-9-80 Inaugurated Into Air Carrier Service

The first DC-9-80 was put into domestic revenue service on Dec. 17 by Pacific Southwest Airlines. PSA Flight 128 originated in San Francisco at 8 a.m. and made landings at Los Angeles, Las Vegas, Sacramento, San Jose, Oakland and San Diego. This was the culmination of many hours of work by operational, maintenance and avionic personnel of the Air Carrier District Office at San Diego. Involved were inspections, surveillance, procedures

of the various functions of the DC-9-80, including a mini-emergency evacuation demonstration. The Airmen Certification Inspector, John Thorpe, observed numerous training flights, certificated 20 pilots and participated in the proving runs which were conducted at a representative number of PSA enroute stations. Also participating in the proving runs were: Bob Carney, Principal Operations Inspector; Jack Eccles, Maintenance Inspector; and John Long, Principal Avionics Inspector. Roy Thompson, Principal Maintenance Inspector, along with John Long, participated in the Maintenance Review Board for the DC-9-80 and the formulation of the DC-9-80 maintenance procedures to be followed by PSA. Chief Art Pearsall expressed his appreciation for the efforts of all FAA participants for their interest and dedication in making possible the culmination of this most successful flight.



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DC-9-80



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A--Jake Karnowski was the Acting Chief, Aircraft Engineering Division during most of the time the DC-9-80 certification was in process. As such, he was Chairman of the Type Certification Board, spending many hours after regular working hours and on week-ends in order for the applicant to meet his schedule. B--Flight Standards Aircraft Evaluation Group personnel: Bill Lenehan, Chairman, Maintenance Review Board for the DC-9-80 and Jim Joubert, Avionics Inspector, who sits on all the Boards as a member. C--Curt Whallon, Chairman of the Flight Operations Evaluation Board and Co-Chairman of the Flight Standardization Board for the

DC-9 aircraft. D--Aircraft Engineering District Office, AEDO-48, personnel at the time of the certification: Jim Butler (left), Principal Inspector of all the Douglas facilities in Long Beach; Mike Brega, Chief; and Harold Ross, Assistant to the Principal Inspector. As Principal Inspector, Jim was responsible for all FAA Production, Airworthiness and prototype inspections at Douglas facilities. He spent many hours on the inspection and ground test for the DC-9-80. In addition, he supervised several Designated Manufacturing Inspection Representatives. Photos by Barbara Abels.

The News in Brief

Langhorne Bond already has announced plans to depart the agency on January 20 after 44 months as FAA Administrator. That means he will have held the Government's top aviation job longer than all but two of his predecessors, dating back to 1926. Only Najeeb Halaby, who was FAA Administrator for 52 months (March 1961-July 1965), and Jack Shaffer, who was AOA-1 for 48 months (March 1969 to March 1973), had longer tenures. ● The pilot's limited training and experience in flying a Learjet were factors in the May 5 crash in Richmond, Va., the NTSB says. The accident, in which both crewmembers were killed, occurred as the Learjet was trying to land at Byrd International Airport. This accident, plus five others involving Learjets over the past two years, prompted the FAA to begin a review of the certification of the Learjet last June 17. This was followed by the issuance of two Airworthiness Directives--one dealing with control problems in the Learjet during both cruise and landing and takeoff and the other dealing with autopilot problems. ● A general aviation safety workshop will be held at the FAA Technical Center January 27-30, under the joint sponsorship of FAA and the Aircraft Owners and Pilots Association (AOPA). Participants will be invited from both government and industry and will be divided into six working groups covering aviation safety economics, flight instruction, pilot written exams, weather-related accidents, aviation safety data and general aviation aircraft. In addition to the invitation-only workshops, there will be two open sessions that anyone can attend. ● Pilot error was cited as the "probable cause" by the National Transportation Safety Board (NTSB) of the inadvertent stall of a Aero-mexico DC-10 over Luxembourg, November 11, 1979. Although the

aircraft was equipped with a "stickshaker" stall-warning system, the crew misinterpreted the warning, believing it to be the result of engine vibration. As a result of the crew's error, the Safety Board has suggested that the stall-warning system in the DC-10 should be improved to include either a visual or aural warning device, or both. ● The Idaho Falls flight instructor looked a lot better on paper than he did in person. That's because all his papers were forged, including a medical certificate, a commercial pilot's license and two flight instructor ratings. FAA finally caught up with the impostor, and its investigation resulted in a criminal conviction. A Federal District Court in Idaho hit the phoney flight instructor, whose only legitimate FAA credential was an expired student pilot's license, with a \$500 fine and two years probation.

● Forget what you read last week about Andrew L. "Drew" Lewis being a private pilot. The Republican nominee for Secretary of Transportation has logged some flight time as a student pilot, but close aides say the press of business and politics have kept him from earning his private ticket. However, as previously reported, he does own an airplane and both his wife and son are active pilots.

● The agency will hold its second annual commuter airline symposium January 15-16 at the Sheraton National Hotel in Arlington, Va. Administrator Bond said the meeting will provide an excellent opportunity to review the significant safety gains recorded by the commuters during 1980. Through the first 11 months, fatal accidents were down from 13 to 7 and fatalities from 69 to 25 when compared with the same period in 1979. The contact point for persons wishing to attend is John MacKinnon, ASF-320. His number is 202/426-6204.

Las Vegas Airway Facilities Sector Awards



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A--Las Vegas Airway Facilities Sector Manager James Thomas (left) presents performance awards to: Cal Gilliam, Systems Performance Specialist, Quality Within-Grade Increase Award; Bill Beyer, Systems Performance Specialist, Outstanding with a Special Achievement Award; and Bill Wilson (seated), Electronic Technician, Outstanding with a Special Achievement Award.

B--Elwood Harkcom, Electrician, receives a Special Achievement Award for rehabilitating a facility which was damaged by an errant motorist. A significant cost savings was realized.

C--John L. Miller, General Supply Specialist, receives a Special Achievement Award for superior performance from Sector Manager James Thomas.

Photos by John R. Katsigenis

Telephone Number Changed For Great Lakes Region

The Great Lakes Regional Headquarters is getting new commercial and FTS telephone numbers effective December 15. The main commercial telephone number will change from (312) 694-4500 to (312) 694-7000 and the main FTS number from 8-384-9500 to 8-384-7500. When calling other FTS numbers, the only required change will be to the first digit of the extension as 384-9541 (old) to 384-7541 (new). Some individuals will have new numbers which callers can reach by calling the operator on 8-384-7500.

A Word To The Wise

Key members of Congress have warned air traffic controllers and their union that illegal job actions will not be regarded sympathetically on Capitol Hill. Expressing a high regard for controllers as professionals, Senator Howard Cannon, Chairman of the Senate Commerce Committee, nonetheless warned that any controllers "who believe that their desires for unreasonable pay or benefit increases can be obtained by illegal methods are sorely mistaken, and they will find determined opponents in all branches of Government, myself included." Noting that controllers are well paid and already have the right to organize and negotiate, Cannon, along with Senator James Exon, urged the incoming administration to address the legitimate grievances of controllers. But he also called on the Departments of Justice and Transportation "to enforce the law and see to it that illegal methods result in punishment and not gain." Cannon

was joined by other members of Congress in denouncing illegal job actions. Senator Nancy Kassebaum, who is expected to take over the chairmanship of the Senate Commerce Committee's Aviation Subcommittee in January, predicted that "an illegal strike would severely damage" the reputation of controllers "and do nothing to enhance their cause." Senator Ted Stevens added that it also "would result in a backlash, not just against air traffic controllers, but against all Federal employees, which would have long-lasting and adverse effects."

Northern Airports Field Office

Congratulations to Jim Kenna who received a Quality Within Grade Increase Award, and to Esther Sam and Kim Woodman of our stay-in-school program who received a Special Achievement Award. Also, Esther and Kim were recent promoted.

Donate Used Greeting Cards To Worthy Cause

This year, instead of throwing out your used Christmas Cards--or any kind of Greeting Cards--please send them to: Los Angeles Voluntary Action Center, 621 S. Virgil Ave., Los Angeles, CA 90005. The children use these "throwaways" all year long in their arts and crafts projects. They can also use bits of ribbons and other wrappings. Anything you can send them will be greatly appreciated. For more information, call Barbara Clark on 213/536-6362.

Fire Safety

We wish to again emphasize each employee's responsibility to ensure that safety conditions in the office environment are observed. Fire doors are being propped open and exits and aisles are being blocked with boxes and office equipment. The serious consequences of these actions during a fire or an emergency cannot be overemphasized. All fire doors must be closed and all exits, accesses to exits and to emergency equipment must be available and clear at all times, especially during business hours. Please observe fire safety regulations.

Fresno Tower Talk

We bid a fond farewell to long-time Fresno Controller, Jim Dunklin, who will be leaving this month for Maui. An "attitude adjustment" party will be held at the Outpost in Fresno on January 16 at 7 p.m. Congratulations to Al Blue who received his 25-year pin and capped it off with a Marriage License. Best wishes to both Al and Marlene. Hard work paid off for Monte Starr, our Plans and Programs Specialist, who received an Outstanding rating and a cash award. John Manuszak welcomed No. 6 aboard his home facility--a baby daughter. Joe DeFelice recently received his real estate license--a fair warning to new selectees Arthur Silacci and Thomas McDonald from Bakersfield Tower, Jesse English from Hayward Tower, Bruce Blair from Phoenix TRACON, Barry Small from Hawthorne Tower, Buddy Hussey from Ontario TRACON and Mark Lambie from Palo Alto Tower. A warm welcome also to

our new facility chief, Will Cope, who has exchanged his "noise abatement" earmuffs for foglights. We congratulate the Airway Facilities Sector on their upgrade as Fresno instrument traffic increases. Tom Blowers recently completed an ARTS II class in Oklahoma City and will help us get started in the new TRACON.

Change In Regional Mail Room Hours

The Regional Office Mail Room is now closed between the hours of 3:30 to 4:00 p.m. daily. Due to the heavy amount of mail to be processed, this will allow the Mail and Distribution Section to spend more effort assuring all outgoing mail leaves the Regional Office daily.

A Reminder To The Field

Field office and facility chiefs are reminder of their responsibilities for assuring that no action is taken to alter, repair, add, or remove fixtures, or otherwise modify leased space, or to order the alteration, repair or modification of leased space by use of FAA funds or manpower, until proper approvals are obtained as described in Order WE 4660.2 dated 5/26/77, subject: FAA Funded Alterations, Improvements, and Repairs to Leased Space. If you have any questions, please call Sara Richtman, FTS 966-6178.

Minorities And Women Hiring Record Improved

FAA is making steady progress in hiring minorities and women. In the eight job categories that account for 80 percent of the agency's work force, FAA is doing better than the percentage of minorities and women government-wide and has a better record than the private sector for equivalent job categories. These findings are a result of a comparison among FAA's employment figures for September 30, the non-military government-wide occupational statistics for November 1979, and the relevant labor market data from the 1970 U.S. census, which comprise the most recently available sources. The findings show that minority men are better represented in FAA than in the private sector as engineers, engineering aids, electronics technicians, computer programmers, aviation safety inspectors and wage grade employees. And, except for the last category, FAA tops other government agencies as well. Employment of minority women in FAA is as high or higher than in the private sector for computer programmers, engineers, engineering aids, and secretarial/clerical workers, and it does as well in a couple of other categories. As for women in general, however, FAA does better than the private sector only in computer programming and aviation safety inspection. Since virtually all traffic controllers work for the FAA, there was no basis of comparison with other employers when it came to that job category. Currently, 7.5 percent of controllers are minority men and only 1.3 percent minority women. Women, in general, account for 6.3 percent of the total controller work force. How-

ever, FAA has designed special emphasis programs to increase these percentages, and partly because of them, the agency has about 700 more minority members and 600 more women in full-time ATC jobs than in 1975. These special emphasis programs will be expanded by about 25 percent during the next fiscal year so that employees entering the ATC system through these programs will represent an estimated 18 percent of the new ATC specialist hires.

Pilots and ATC Cited In Air Wisconsin Crash

NTSB has blamed the crash of an Air Wisconsin flight, which killed 13 persons near Omaha last June, on the "crew's decision to continue the flight into an area of severe thunderstorms." The Board noted that heavy precipitation in the thunderstorm snuffed out both engines in the Swearingen Metroliner at an altitude too low to allow for recovery. Among the contributing factors cited by the Board was the failure of the ATC system to disseminate critical weather information to controllers and the Air Wisconsin crew. The Board said the flight crew was given a weather briefing before departure from Appleton, Wis., but apparently did not receive later severe thunderstorm warnings which predicted 50-knot winds and hail as large as three-quarters of an inch. Investigators from the Board found that two pertinent SIGMETS (significant meteorological warnings) were received by the Minneapolis Center before the crash but were not relayed to controllers by supervisory personnel. Printed copies of the Board's report will be available around the end of December from the NTSB Publications Branch, Washington, D.C. 20594.

Better Forms Service

To provide better service to FAA employees on forms, a new system will be instituted by the Logistics Division's Services Branch on January 5. Forms used by only one office will be stocked by that office. A preestablished reorder point will be set and when the supply reaches that point, the user will notify the Supply Unit to reorder. Only common-use forms will be stocked in the supply room for employees to pick up. The supply room will be open daily from 1 to 4 p.m. The shelves will be restocked during the hours of 7:30 a.m. to 1 p.m. There will be no change in forms service to the field. Please direct questions to Juanita Koyama, 536-6208.

Civilair Flash!

1981 Ghost Calendars are now for sale at the Civilair Desk on the fourth floor at Regional Headquarters.

Retirement Law Change

Part of the new retirement law is the proration provision toward future cost-of-living (COLA) increases for retirees. Retirees will receive one-sixth of the amount of their next cost-of-living annuity increase for each month they have been on the retirement rolls. They must be on the retirement rolls for at least one day of the month to

receive this credit. Example: An employee who retires Dec. 29 receives credit of one-sixth for December toward the March COLA since he/she will be retired by Dec. 30. Annuities are computed on a 30-day month basis. Reminder to supervisors: Employees cannot be granted annual leave, which can be paid in a lump sum, prior to any separation, including retirement.

Fresno Airway Facilities Sector

The suspense running rampant in the north end of Fresno Sector came to an end on Sunday morning, Nov. 30, when the Air Traffic count reached 100,378 instrument operations. The exciting finish of November resulted in upgrading/promotions for Electronics Technicians Jim Bly, Jim Currier, Tom Karasuda, Greg Leurgans and Harry Stockhouse in Communications/Data Unit, and Ed Baker, Doug Gilmore, Willis Matteson, Clayton Shaffer and Fred Nowack in the Radar Unit. Nav aids Electronics Technicians who were promoted are Larry Bowen and Eldon Christopherson. Matt Mirko, Technical Support Officer; Homer King, Communications/Data Unit Supervisor; Jimmie Estes, Radar Unit Supervisor; and Sector Manager Mel Haworth received promotions too. Congratulations to all. We also have an honest-to-goodness celebrity in the Sector. Dave Swart, Environmental Systems Technician, made the local newspaper when he caught a four-and-three-fourths-pound bass while entered in a local contest. Robert Hopper, Developmental Electronics Technician, Bakersfield Sector Field Office, has just returned from his first trip to the FAA Academy in Oklahoma City. While there, he attended two courses of six weeks' duration and only missed one question.

Express Mail Service

Express Mail is to be used for mailing time critical items, such as the Time and Attendance Reports from the field to the Payroll Office. Consolidated mail and any other non-critical mail are to be sent first class. Use of Express Mail for other than time critical items must be approved by the Services Branch. Please contact Thelma Herbert, AWE-53A, FTS 966-6633, for approval.

Secretary Approves SES Performance Awards

Seventeen FAA Senior Executives have received performance awards. These awards, which are approved by the Secretary of Transportation, range from \$5,000 to \$10,000 and were made under provisions of the Civil Service Reform Act to recognize excellence in performance by career executives in the Federal Service. The agency recipients of the first Departmental Senior Executive Service Performance Awards are: Paul Baker, Director, Central Region; Joseph Del Balzo, Director, FAA Technical Center; Edwin Harris, Superintendent, FAA Academy; Ernest Keeling, Director, Office of Accounting; Walter Luffsey, Associate Administrator for Aviation Standards; Homer McClure, Deputy Director, Western Region; Leonard Mudd, Deputy Director, Office of Airport Standards; Clinton Murphy, Chief, Airway Facilities Division, Eastern Region; Norbert Owens, Chief, Air Traffic Division, Eastern Region; Leland Page, Chief, ATC Automation Division, Systems Research and Development Service; William Plissner, Director, Office of Budget; Martin Pozesky, Deputy Director,

Systems Research and Development Service; Thomas Protiva, Chief, Air Traffic Division, Southern Region; Harvey Safeer, Director, Office of Aviation Policy and Plans; Gerald Thompson, Director, Airway Facilities Service; Raymond Van Vuren, Director, Air Traffic Service; and Charles Weithoner, Associate Administrator for Administration. The Secretary, in approving these awards stated, "Those individuals who did receive a bonus have my congratulations and the congratulations of the Department for their contributions and accomplishments as career civil servants." Performance appraisal and recommendation for awards for FAA executives were initially reviewed by the FAA Performance Review Board. Performance Appraisals for members of the Administrator who made the final recommendations to the Secretary. A Departmental Review Board, which included an executive from the Office of Personnel Management, reviewed all proposed performance awards within the Department of Transportation.

John Roe Dinner

The retirement dinner for John Roe, former Team Supervisor at McClellan RAPCON, will be held on Jan. 10 at the Holiday Terrace, Holiday Inn at I-80 and Madison Ave. in Sacramento. Attitude Adjustment Hour, 6:30 p.m., followed by a buffet dinner. Tickets--\$12.50 per person (includes tax, tip, wine and gift). For dinner reservations call FTS 533-4242 or Commercial 916/643-4242. Jo or Joanna will be glad to help you. For room reservations, call the Holiday Inn at 916/338-5800. An airport limo is available. Reservation deadline: Jan. 8. Please make checks payable to McClellan RAPCON.