

# Western Intercom



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

Public Affairs Office  
AWE-5  
FAA—Western Region  
Los Angeles, CA  
90009  
(213) 536-6431

Mar. 6, 1981

81-10



## Cover Story

Howard Hughes' flying boat, affectionately called the "Spruce Goose" although it is built of birch wood, was floated out of its "hiding place," a corrugated steel hangar alongside the Long Beach Harbor, and towed to a landside storage location a short distance from its old hangar. That occurred on Oct. 30, 1980.

Today, the Flying Boat is once again under wraps covered by large tarpaulins and plastic covers. In June, it is scheduled to move to its permanent display site next to the Queen Mary.

The huge flying boat cost about \$18 to \$20 million to build. It has a 320-foot wingspan, eight 2,000 horsepower engines and was intended to carry troops in World War II. Since it was built, the aircraft has only flown once, in November 1947 when the builder Howard Hughes flew the aircraft for about 60 seconds for about a mile in Long Beach Harbor. The next trip the fabulous flying boat made was a trip by land in 1946. The aircraft was towed from the Hughes Aircraft plant in Culver City. The wings and tail section were detached for the overland trip. The aircraft was reassembled when it arrived at Pier E in Long Beach and spent 24 years in storage.

On October 29 and 30, 1980, the storage hangar was partially dismantled, and the storage hangar was flooded and the aircraft was floated out into the harbor. The U.S. Coast Guard closed the harbor to passing boats to prevent damage to the Flying Boat when it was floated out of its hangar. The FAA established some flight restrictions

over the area during the move. Then the aircraft was towed to its temporary storage site on land about 300 yards from the hangar. At that point, the Flying Boat was positioned in front of a large crane, called "Herman the German," a U.S. war trophy from World War II. In a rather laborious process, a cradle was placed under the flying boat and after many hours the Spruce Goose was lifted from the harbor onto land.

The night photo on the cover illustrates how the aircraft was positioned in front of the crane before it was lifted to shore.

Today the aircraft is under wraps awaiting its final move to the display site alongside the Queen Mary. Cover photo by Jack Lardomita, Staff Photographer, South Bay Daily Breeze

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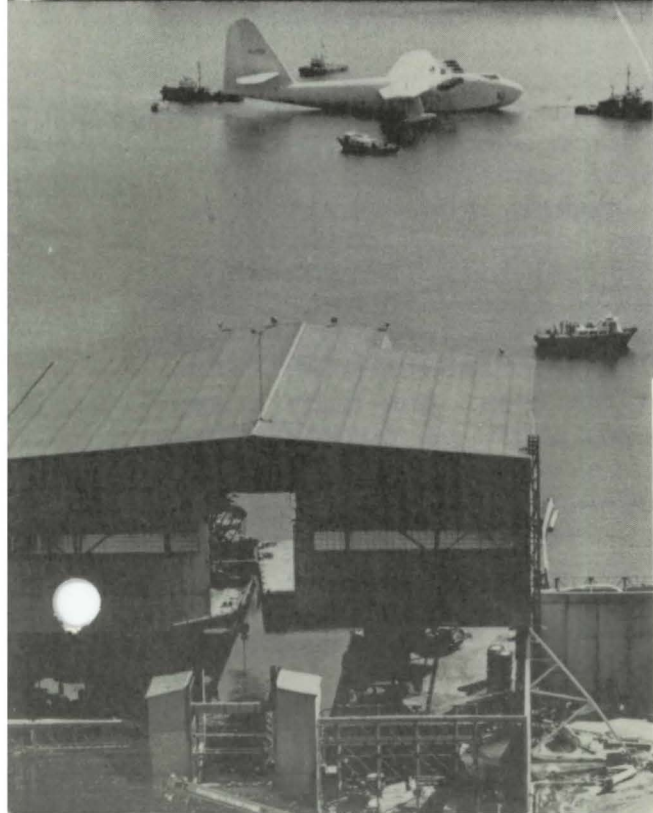
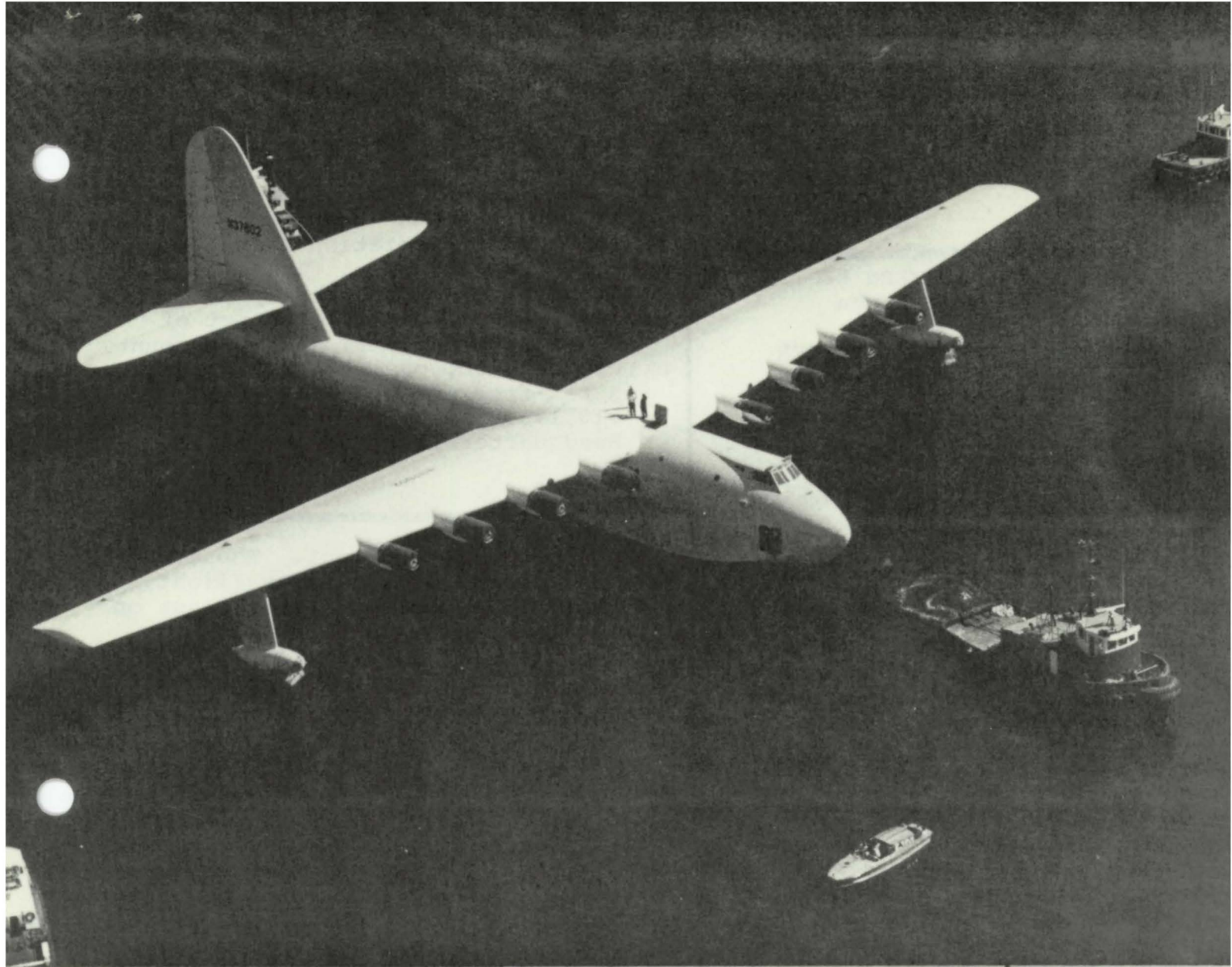
Other photos of the Spruce Goose on Page 3:

Top photo: Spruce is towed down harbor to its landside storage site.

Lower left: The partially dismantled drydock hanger is shown in the foreground.

Lower right: Today, the Spruce Goose is under wraps--tarpaulin and plastic-covered--with guards to send away the curiosity seekers.

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## Spruce Goose

Photo Credits:

Torrance Daily Breeze Photographs  
By Jack Lardomita, Staff Photographer.



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(310) 536-6431

DIRECTOR, WESTERN REGION  
John D. Mattson

PUBLIC AFFAIRS OFFICER  
Alex F. Garvis

EDITOR  
Barbara Abels

FAA INTERCOM is published weekly for Western Region employees of the Department of Transportation/Federal Aviation Administration by the Public Affairs Office. Articles and photographs should be received by the Editor, AWE-5, extension 6431, by 11 a.m., Thursday, for publication in the following week's issue.

## The News In Brief

The agency is going back to the drawing board on the proposed terminal control area (TCA) for Phoenix's Sky Harbor International Airport. The new TCA design will be significantly smaller than the one proposed in April 1980 and will incorporate many other changes recommended by airspace users. The new TCA design will be detailed in a supplemental notice of proposed rule making that the agency expects to publish in early March.

- The Boeing Company has set August 4 as the rollout date for the new, wide-body 767. Assembly of the big, twin jet is reported to be right on schedule. A rigorous series of ground tests will

## Jobs Open In Montreal

For employees anxious to try living in Montreal, the International Civil Aviation Organization has several opportunities open. There's a Travel Officer job that pays \$19,040, with a tax-free net of \$14,149 to \$15,096, and an Accounts Officer job, paying \$23,910, with a tax-free net of \$16,978 to \$18,193. Bids are due in Washington Headquarters, API, by March 16.

be held after rollout. These will be followed by the first flight, which is expected to take place on September 30. Certification is targeted for July 31, 1982. ● FAA has helped 18 commuter airlines buy 38 new airplanes under the Aircraft Loan Guarantee Program since that program was reinstated by the Airline Deregulation Act of 1978 and broadened to include commuters. The total value of the guaranteed loans is \$56 million. In addition, the agency currently is processing 13 applications from commuters for 37 more aircraft. The most popular aircraft purchased to date under the program has been the Shorts 330 with 12 and the Swearingen Metro II with eight.

- Now that human-powered fixed-wing aircraft have successfully conquered such obstacles as the English Channel, the American Helicopter Society is offering \$10,000 to the first person who successfully flies a human-powered rotorcraft. The winning, heavier-than-air machine must be able to hover for at least one minute and reach an altitude of approximately 10 feet. Of course, the first person-powered helicopter was designed in the fifteenth century by Leonardo da Vinci. Although the design has since become famous, the aircraft probably was not air-worthy or flyable.

## Career Milestone For Clara Planansky

Special recognition was recently given to Clara Planansky, Administrative Assistant, Accounting Division, when she was awarded a 35-year service pin by Frank P. Cantrell, Chief, Accounting Division. Congratulations, Clara, on achieving 35 years of outstanding Federal service. Photo by Barbara Abels.



## Tom Westall New General Aviation Branch Chief

Thomas S. Westall has been recently promoted to Flight Standards General Aviation Branch Chief. Tom began flying in 1951 at Roswell, New Mexico, where he continued flying in professional aviation in Montana. From 1963 to 1968 he was the owner and operator of Dillon Flying Service in Montana before joining the FAA and going to Anchorage General Aviation District Office as a General Aviation Operations Inspector. In 1973, Tom transferred to the Fargo, N.D. GADO as the Operations Unit Chief, and in 1976 went to the Rocky Mountain Region as the Accident Prevention Coordinator. In 1978 he was selected as the Situation Monitor for the Rocky Mountain Flight Standards Division. In August of 1980 Tom was selected as the Situation Monitor for the Western Region Flight Standards Division where he served until his present promotion. Tom is a flight instructor with ratings in airplane/single and multi-engine and airplane instrument, and holds

an airline transport pilot certificate, airplane multi-engine land, commercial pilot airplane multi/land/sea; airplane single-engine land/sea, and an airframe mechanic certificate. Photo by Barbara Abels.



## Suspended For Harassment

A male employee was given a 10-day suspension lately for kissing and embracing, without provocation, a 17-year old secretary. The employee grieved the punishment under a negotiated labor agreement, and his case was considered by an impartial arbitrator. In spite of the employee's commendable work record and claim that his approach to the secretary was friendly and harmless, the arbitrator concluded that he had made improper advances and that the suspension was appropriate. The lesson, according to the Office of Labor Relations, is that sexual harassment of any and all kinds is indefensible and will not be tolerated by the agency. "I was just fooling around," is no defense.

## Red Bluff Airway Facilities Sector

We inadvertently omitted a few lines from Red Bluff's last submission. The corrected portion follows: Letters of commendation have been received by Robin Lampson (Marysville Field Office), Chris Mickelson (Santa Rosa Field Office) and Rick Auville (Red Bluff Nav/Comm Field Office). The extra work that warrants such a letter is much appreciated. Twenty-five year pins were received by Harlan Swetland and Paul Golden (Red Bluff ARSR), Don Fifer (Santa Rosa Field Office), Charles Cornelison (Red Bluff Nav/Comm Field Office), James Azevedo (Marysville Field Office), and Ron Riberal (Technical Support Officer, Red Bluff).

## Civilair Announces Pinochle Games

The Civilair Pinochle Club is off and running. Their first pinochle game of 1981 will begin soon. They will play from 5 to 9 p.m. on the second and fourth Wednesdays of each month, except for holidays. Beginners are welcome. They particularly need full-time players and substitutes. If you are interested in playing pinochle, please contact Robbi Shields, AWE-14E, 536-6313.

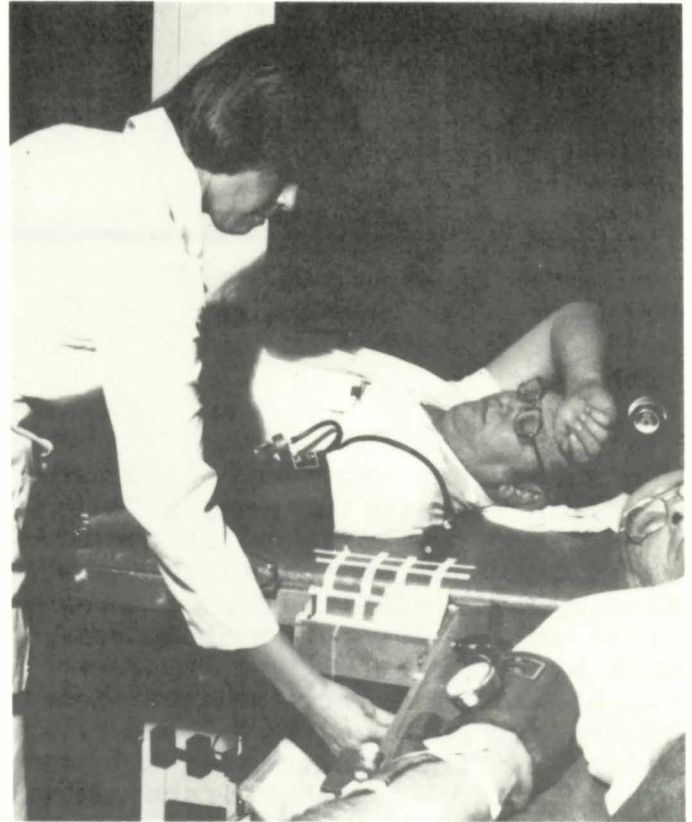
## Riverside AFS News

We were sorry to lose Jim Webb to Las Vegas Airway Facilities Sector, but we all wish him well at his new post. Marvin Houston also left us for a new job with the Field Maintenance Party crew at Palmdale. Sidney Kim has become a grandpa for the first time with the arrival of granddaughter Sasha. Fernando Lorenz was presented with the Outstanding Senior Non-Commissioned Officer Award for Jan.-June 1980, and also the Outstanding Airman Award for 1980, from the 163rd Tactical Air Support Group, Ontario Air National Guard Base. We are all proud of you, Fernando. Donald Berry recently received his 15-year career service emblem. Gerald Rossow of Ontario Environmental Unit recently received an Official Letter of Commendation and also a Special Achievement Award. A group Special Achievement Award was presented to: Harold Caccamise, Robert Lawless, Tom Looney, Karl Malmstrom, Tony Morales, Gene Organist, Vic Simmons, Larhonda Waldon, all of Ontario Local Nav/Comm Unit, and George Wierschem from Riverside AF Sector. Richard Zautner of Ontario Remote Nav/Comm received an Outstanding with a Special Achievement Award. Congratulations to all of you!

## Airway Facilities Establishment Engineering Branch Happenings

Congratulations to: Ken White and Bill McCreery, who received Letters of Appreciation from R. J. Lamora, Sacramento Sector Manager, for their fine performance on the McClellan ARTS IIIA installation. Their work was instrumental in meeting our obligation to UNIVAC as well as turning out a quality product; to Sal Claramunt who was presented with a Special Achievement Award for his design and engineering capabilities and superior performance during the construction phase of his projects which resulted in improved effectiveness and economic efficiency of government operations; to Dick Sowa, who received a Special Achievement Award for his excellent work as Resident Engineer for the construction of the Burbank TRACON (Dick also recently obtained his State of California registration for a Professional Engineer); to Gary Yamamoto on his Special Achievement Award for his exemplary performance as Crew Chief of the Ontario Airport Surveillance Radar relocation project (during this time Gary also successfully completed two other projects); to Don Tom, Chief of the Establishment Engineering Branch, who was presented with a Special Achievement Award for the outstanding performance of his duties; to Mike Gonzales on his promotion to Chief, Environmental Section, AWE-434, and also on the arrival of his daughter, Kristie; to Sam Armour on his promotion as Electronics Technician, GS-856-12 at Oakland Center; and to Mabel Brand (former Engineering Draftsperson who recently retired) and Dean Foreman for whom wedding bells rang Feb. 14. Welcome aboard to Danny Kemp, Electronics Technician from Red Bluff Sector.

## Blood Is Vital



If it's not there  
when you need it,  
chances are  
you'll never need it again.

MARCH 12, 1981

A Red Cross Bloodmobile Team will be at the Regional Office on March 12, 1981 from 10:15 a.m. through 3:00 p.m. Won't you help? Just fill out the card you'll receive from your Blood Donor Coordinator. You'll feel great if you make a date to donate!

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## Sign Up Now For Tymczyszyn's Party

Don't forget to sign up to attend Joe Tymczyszyn's Retirement Party on Saturday, March 21, at the Queen Mary in Long Beach. Only \$16 per person. Contact Wynette Alexander, AWE-215, 213/536-6351 or FTS 966-6351, for reservations and further details.

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## BCAS Contract Let

The agency has awarded a \$1.5 million contract to the Bendix Corp. for "design definition" of a full-capability Beacon Collision Avoidance System (BCAS). The contract calls for Bendix to complete the work by February 1982. A full capability BCAS incorporates both active and passive operational modes. In the active mode the equipment interrogates transponders, gets position and altitude information, sorts out the replies from aircraft that present a potential hazard and tells the pilot what evasive action to take, if any. In the passive mode, BCAS listens to transponder replies triggered by ground radar and utilizes this data for collision avoidance decisions. FAA previously awarded a \$750,000 contract to Textron's Dalmo Victor Division for development of active-only BCAS prototype units. The company will deliver three prototypes to the agency this spring for a test program that will include operational evaluations in PSA jets. FAA expects production models of Active BCAS will be ready for installation in aircraft as early as 1983 and will come into widespread use by the mid-1980s.

## Paul Collander A Distinguished Graduate

Paul Collander, Supervisory Civil Engineer in the Airway Facilities Environmental Section, recently completed the Supervisory Initial Course at Management Training School at Lawton as a Distinguished Graduate. To achieve this honor, Paul earned an academic score of 98 percent, which is in excess of the designated score of 97 percent. Bob Frehse, Chief, Airway Facilities Division, presented Paul with a Special Certificate. Congratulations, Paul, on this honor.

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## Aeronautical Role Backed

Calling the National Aeronautics and Space Administration (NASA) "a national resource that cannot be duplicated by industry," a National Research Council report contends that the space agency is now putting too much emphasis on space and too little on aeronautical research. Consequently, the report said, the U.S. is losing its lead in technical competence and, at the same time, a substantial piece of the foreign market. The report indicates that research on general aviation aircraft and helicopters is particularly neglected. It recommended that NASA facilities and personnel be expanded and upgraded so it can provide the same leadership role in this area as its predecessor agency, the National Advisory Committee on Aeronautics.

## McLucas Heads Crew- Complement Panel

Former FAA Administrator John L. McLucas has been named chairman of a three-member task force established by the President to determine whether future jet transports should have two or three people on the flight deck. The other two members of the task force, both experienced pilots, are Fred L. Drinkwater III of NASA's Ames Research Center, and Lt. General Howard W. Leaf, the Air Force's Inspector General. The makeup of the task force was announced by Transportation Secretary Drew Lewis who said the panel's first priority will be to review FAA's decision last August to certificate the DC-9 "Super 80" for two-pilot operation. It also will study the flight crew requirements for two aircraft now under development--the Boeing 757 and 767--and is authorized to conduct public hearings on these matters, if appropriate. The task force will submit its report to the President within 120 days, or by the end of June, and go out of existence 60 days thereafter. Formation of the task force was a response to demands by the Air Line Pilots Association that the DC-9-80 and all future jet transports must have a three-member flight crew. The pilots' union had scheduled a nationwide work stoppage over the issue but subsequently agreed to cancel the March 2 demonstration. Dr. McLucas served as FAA Administrator from November 1975 to March 1977 after spending two years as Secretary of the Air Force. He currently is president of COMSAT World Systems Division. Mr. Drinkwater is a physicist and chief of the Aircraft Operations Division at NASA Ames. A former combat pilot in Korea, he is also a colonel in the Marine Corps Reserves. General Leaf is a former test pilot. He was commander of the Air Force Test and Evaluation Center at Kirtland AFB, N.M., before receiving his present assignment.

## Mickey Martinez Promoted To Commander In U.S. Coast Guard

M. M. "Mickey" Martinez, an electronic engineer in the Airway Facilities Frequency Management and Leased Communications office, has been notified that he is being promoted to full Commander rank in the U.S. Coast Guard Reserve. Mickey has been in the U.S.C.G. reserves since 1961 and a commissioned officer since 1965. Congratulations, Mickey!

## Nick Boyiazis A Hero!

While driving to the airport late one evening, Nick Boyiazis, Chief of the Environmental Section, Establishment Engineering Branch, observed a car going out of control. The vehicle crashed through several barriers, rolled over and started to burn. Nick dashed from his car and pulled a semi-conscious woman out of the burning vehicle. A van also stopped and Nick asked the driver to stay with the injured woman while he summoned an ambulance and called the fire and police departments. The nearest telephone happened to be at the TWA Satellite Terminal at Los Angeles International Airport where Nick notified the Airport Security personnel who called for assistance. By the time Nick returned to the scene of the accident, the paramedics and police were there and the car was completely engulfed in flames. Nick later received a Letter from the rescued woman, thanking him for saving her life. We salute Nick Boyiazis for being a "caring" citizen.

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## Attention: Softball Players

Employees at the Veterans Administration in Westwood, Calif., are interested in forming a slow pitch softball league. They have asked Federal agencies in the Los Angeles area if they would like to join this league. If there are any FAA facilities in the Los Angeles area that have softball teams or would like to form one, and are interested in joining the league, please call Steve Rodriguez, Civil Rights Staff, 213/536-6444 or FTS 966-6444.

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## Los Angeles International Airport Ends Eight Years of Passenger Traffic Increases

Los Angeles International Airport (LAX) ended an eight-year cycle of increasing passenger traffic in 1980 with a 5.4 percent drop when compared to the 1979 passenger traffic, according to the Los Angeles Department of Airports. A total of 33,038,159 air travelers used the LAX facilities. Analysis of the LAX 1980 traffic totals shows that domestic travel was down 9.4 percent from the previous year, while international travel continued its upward spiral with a 13.1 percent increase from 1979. A total of 881,890 tons of air cargo (freight and mail) were handled at LAX during the past year, up 0.4 percent from 1979, and a total of 523,961 aircraft operations (takeoffs and landings) were logged at the airport

## Reagan's Economic Plan Would Reduce Airport Aid

The airports grants program is one of more than 80 Federal programs targeted for reduction by President Reagan as part of his economic recovery plan. The plan would cut airport aid funding for Fiscal Year 1982 by approximately one-third from the \$750 million figure submitted by former President Carter. At present, the airport grants program is on hold because funding authority expired on Sept. 30, 1980, and the last Congress failed to enact legislation renewing it. However, the Administration is planning to submit an airport and airways bill to the Congress during the current session, calling for reduced funding levels through FY 1986. Total savings during this period as a result of these lower levels is estimated at 1.8 billion.

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in 1980, dipping 3.5 percent below the 1979 figure. At Ontario International Airport, passenger traffic was down 15.1 percent from the previous year with 2,004,692 air travelers passing through the facility in 1980. This represented the first drop in annual passenger volume at Ontario since the Department began operating that airport in 1967. Aircraft movements also were down 10.6 percent from 1979. Van Nuys Airport, Los Angeles' general aviation field in the San Fernando Valley, handled a total of 540,560 takeoffs and landings in 1980, down 10.7 percent from the previous year.

## FAA Facts

Did you know that there's one Flight Standards office that covers an area larger than the conterminous U.S.? It's the Southeast Asian International Field Office (IF-51), based on Guam. The IFO's staff of seven inspectors and two secretaries is responsible for both general aviation and airline operations and aircraft in a vast area, most of which, of course, is water. Guam is more or less in the Northeast corner of the area, which extends south to the Solomons and west to Singapore. The IFO complement consists of two types of technical specialists--operations advisors and airworthiness advisors. The operations specialists are top-rated pilots, while the airworthiness advisors are maintenance and avionics oriented.

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## Help Speed Up Replacement of A Lost Check or Bond

When it becomes known that a check or bond has been lost, or when delivery is not made within a reasonable waiting period (three days after normal delivery date for pay checks and ten days for savings bonds) you should complete FAA Form 2730-3 in triplicate and forward all copies to the Payroll Branch, AWE-24. The employee completes Part I and the Payroll Branch (immediately upon receipt) completes Part II and forwards the original to the appropriate Disbursing Office for replacement action. Payroll will retain one copy and send the remaining copy to the employee. The employee may negotiate whichever check is received first. If the original is received first, it may

## Weighed... And Found Wanting

A number of FAA facilities have been having problems with bid jobs lately, and these problems have nothing to do with 171s or PERs. The problems have been with postage. Bids are being sent in non-government envelopes, as they should be, but are arriving with postage due. Employees are using only one 15-cent stamp, although their bid package may exceed the one-ounce limit and require more postage--13 cents for each additional ounce. A good rule-of-thumb here is that any envelope containing more than four sheets of paper needs an additional stamp, but use a postage scale to be sure. Having the correct postage on your bid for a new job will insure delivery and not get you off on the wrong foot with a prospective new boss.

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be negotiated only if the Payroll Branch, AWE-24, is notified immediately so that "stop payment" against the original can be removed and replacement check action discontinued. If both the original and replacement checks are received at the same time, negotiate the replacement check and return the original to the Payroll Branch. If the replacement check only is received and negotiated, the employee shall immediately complete Part III of the duplicate Form 2730-3 and forward it to Payroll. The important thing to remember is that only one check may be negotiated and that the other, whenever received, must be returned to the Payroll Branch, AWE-24.

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## Airports Division Awards

Congratulations to the following Airports Division personnel who recently received awards: Paul Beckmen, electrical engineer, received a Special Achievement Cash Award; and Rose Warne, Secretary, and Ellis Ohnstad, Airport Planner, both received Quality Within-Grade Increase Awards.

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## Tail Cone Failure Explained

Remember when the tail cone of an Air Canada DC-9 came off in flight over New England in September 1979? The plane was flying at 25,000 feet and experienced rapid decompression, but the crew managed to land safely at Boston Logan. The National Transportation Safety Board has issued its report on that accident confirming that the probable cause was a metal fatigue fracture in the aft cabin-pressure bulkhead. The Board noted that FAA issued an emergency airworthiness directive the day after the accident that required DC-9 operators to check for fatigue cracks which turned up problems in 33 aircraft. All were removed from service immediately and repaired. The Board said it felt that the actions taken by the FAA were timely and effective. It also concluded that the more rigorous inspection criteria set forth in FAA directives, coupled with FAA surveillance activity, should eliminate this type of fatigue failure.

## MSAW Pays Off

The Minimum Safe Altitude Warning (MSAW) system paid off in big dividends in New York recently. It was a foggy, rainy night and an Aerolíneas Argentinas 707 was heading toward the famous New York skyline 1,500 feet below its assigned altitude. When the plane was just about a minute from a potential collision with the TV antenna on top of the World Trade Center, the MSAW warning buzzed on a radar display in the recently commissioned New York TRACON. The controller handling the flight instantly radioed the aircraft and told the pilot to climb and turn immediately. He did and a possible replay of the 1945 collision of a B-25 bomber with the Empire State Building was averted. The plane landed uneventfully at JFK a few minutes later.

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## The FAA Was There

It's not often that an air carrier operations inspector gets involved in a flight save. But it happened recently over the Sea of Japan. Tokyo IFO Operations Inspector Chester Chang was riding in the jump seat of a Seoul-bound Northwest airliner when one of the passengers became critically ill with appendicitis. When informed of the situation, the plane's captain immediately tried to radio Seoul to have medical personnel and an ambulance meet the flight. But to his dismay, he learned that the Seoul controller did not understand English beyond the standard Air Traffic Control phraseology. At this critical juncture, Chang, who is fluent in Korean, stepped in and translated the pilot's request. As a result, the plane was met by an ambulance and a doctor on landing. And, at last report, the patient was doing just fine.