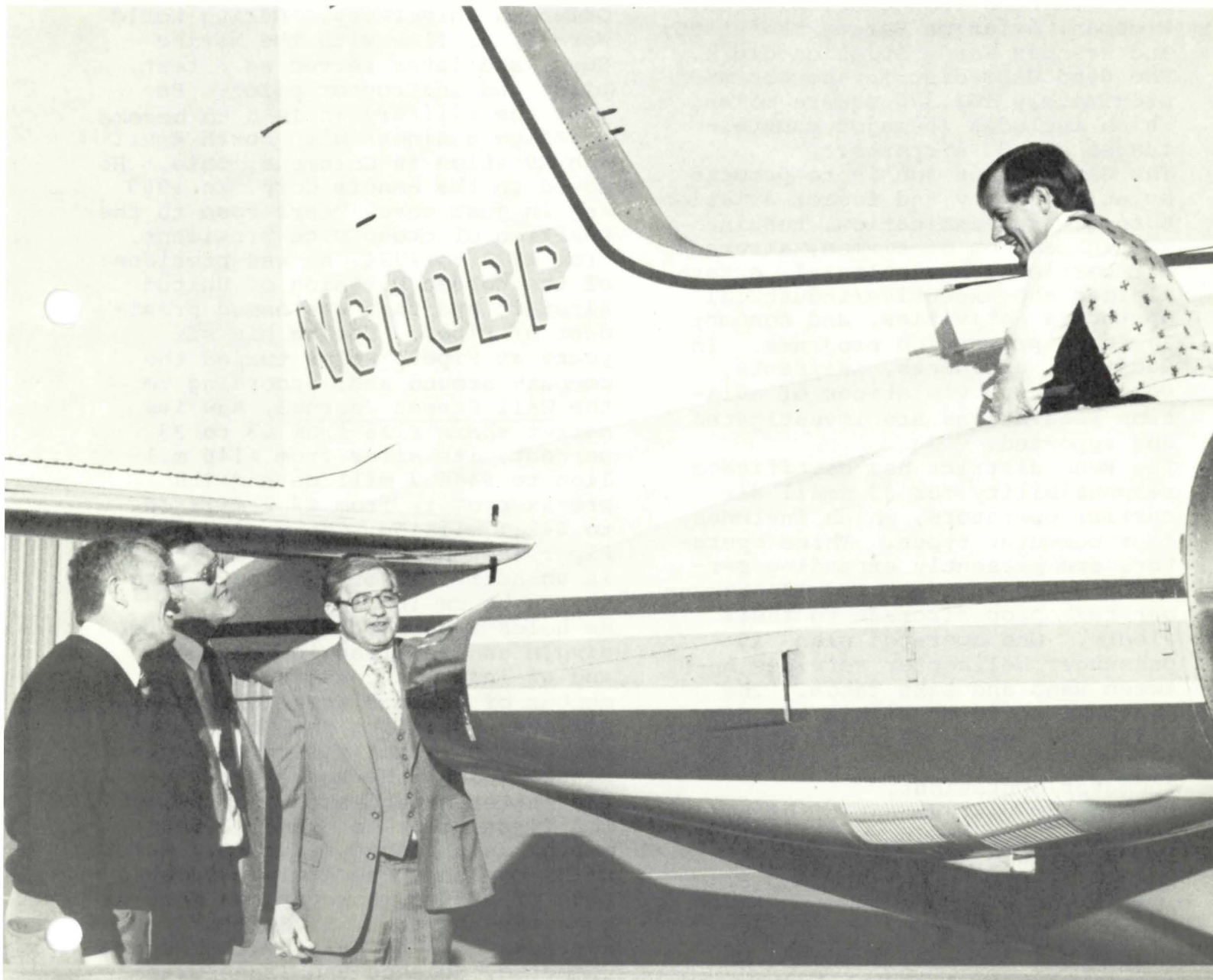




U.S. Department
of Transportation

**Federal Aviation
Administration**

Western Intercom



Reno GADO In Action

President Picks Helms As FAA Administrator

Cover Story

The Reno General Aviation District Office is located at Cannon International Airport in Reno, Nevada. Chief of the facility is Edge Ritter. The office is staffed by seven specialists, inspectors and aviation clerks. They are: Bill Hughes, Accident Prevention Specialist; Warren Fields and Jack Austin, Operations Inspectors; Bill Spooner, Airworthiness Inspector; Mildred Freeman, Aviation Safety Assistant; and Frances Ward, Aviation Clerk. The Reno GADO district covers approximately 102,375 square miles, which includes 16 major mountain ranges and 82 airports.

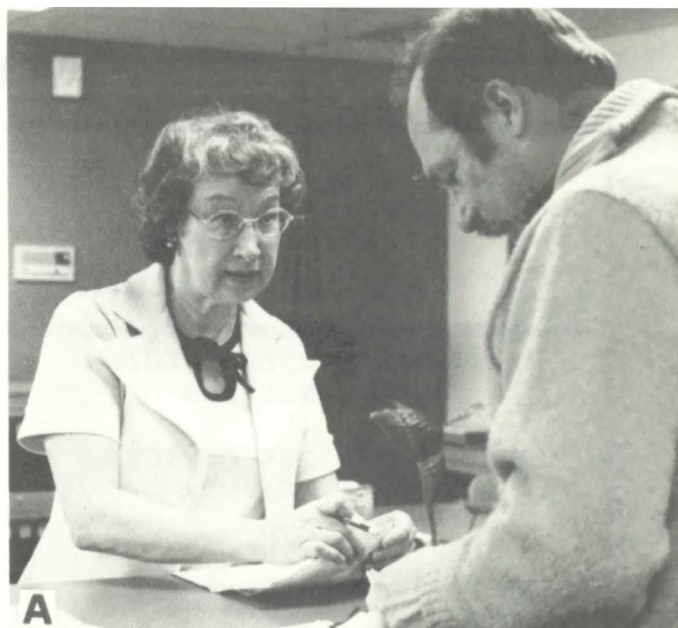
The GADO's main job is to promote aviation safety and foster aviation through the examination, testing and inspection of airmen, aircraft, air carriers, agricultural, external load and executive/industrial operators activities, and conduct accident prevention programs. In addition, accidents, incidents, complaints and violations of aviation regulations are investigated and reported.

The Reno district has certificate responsibility for 33 small air carrier operators, which includes four commuter types. Three operators are presently expanding services by adding jets and 19 passenger turboprop aircraft to their fleets. One operator plans 15 passenger helicopter services between Reno and Lake Tahoe. The heaviest activity within the district last year was a 211 percent increase in departures of air taxi commuter operations.

Due to the vast amount of high mountainous area in the district, the Reno GADO devotes a great amount of time to pilot education and accident prevention meetings. Governor List of the State of Nevada has recently accepted an appointment as Accident Prevention Counselor. (See Page 8)

J. Lynn Helms has been named by President Reagan for the job of FAA Administrator. Helms is an aeronautical engineer, former test pilot, and a private sector manager with a proven track record. Most recently, he was President, Chief Executive Officer and Board Chairman of Piper Aircraft Corp. The 56-year-old Helms was born in DeQueen, Ark., and earned his B.S. in aeronautical engineering from Oklahoma University. During World War II, he flew with the Marine Corps and later served as a test pilot and instructor pilot. He left the military in 1956 to become a design engineer with North American Aviation in Columbus, Ohio. He moved to the Bendix Corp. in 1963 and in just seven years rose to the position of group vice president. From 1970 to 1974, he was president of the Norden Division of United Aircraft and then was named president of Piper. During his six years at Piper, Helms turned the company around and, according to the Wall Street Journal, saw its market share rise from 23 to 33 percent, its sales from \$146 million to \$446.7 million and its pretax profits from \$2.9 million to \$42.1 million. He resigned from Piper last November. Helms still is an active pilot with more than 10,000 hours in his log book. He holds a commercial certificate, single and multi-engine ratings and an instrument rating. He is a member of various aviation organizations, including the Society of Experimental Test Pilots and the Pioneer Club. He was elected to the latter organization for being the first pilot to exceed 1,000 m.p.h. in a combat aircraft. Before Helms can take the Administrator's oath of office, however, he must be confirmed by the U.S. Senate. Hearings will be held by the Senate Commerce, Science and Transportation Committee on a date or dates yet to be announced.

Reno
General
Aviation
District
Office



On duty the day that INTERCOM visited the Reno General Aviation District Office were:
A--Mildred Freeman, Aviation Safety Assistant, who is providing information to a local general aviation pilot.
B--Edge Ritter, Chief of the facility.
C--Frances Ward, Aviation Clerk. This happened to be Frances' first day on duty at the GADO.
D--Bill Hughes, Accident Prevention Specialist, takes a moment to point out the GADO's area of jurisdiction.
E--Jack Austin, Principal Operations Inspector, caught in a typical "on the phone" pose. Photos by Barbara Abels.



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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.

Retirees Luncheon Scheduled For April 21

A Retirees Luncheon will be held on April 21, 11:30 a.m., at the Kings X Restaurant, 6835 LaTijera in Westchester, just off the San Diego Freeway at Centinela. Choice of Filet of Sole or Sirloin Tips, \$7.00, including tax and tip, payable at the luncheon. Please make reservations and entree selections by April 15 by contacting Phil Guindon, 213/670-8124, or Fred Potter, 213/670-8769, 7222 Kentwood Ave., Los Angeles, CA 90045. Let's hear from FAA and Credit Union retirees for this informal get-together.

The News In Brief

The Tech Center still is having problems with deer meandering about on runways despite supervised hunts and other efforts to control the deer population. Recently, a New York Air DC-9 had to abort its takeoff when it struck a deer strolling across the runway. This was the second deer strike at the airport within the last three months. The first occurred in November when a Beech 99 suffered major damage in its encounter with a deer. ● The agency has revoked the certificate of a Las Vegas commercial pilot for reckless flying on December 12, 1980. The pilot was flying so low he collided with a

seven-foot-high road sign. Still, he might have gotten away with it, except that he called the tower at North Las Vegas Airport and reported a midair collision with what he thought was a missile--only a badly battered road sign. ● Ice and snow were the culprits in the fatal crash of a four-engine Bristol Britannia operated by Redcoat Air Cargo, Ltd., near Billerica, Mass., in February 1980. The National Transportation Safety Board report on the accident notes that the aircraft took off with an accumulation of ice and snow on the airframe and then encountered moderate to severe icing conditions in flight. The plane also was buffeted with wind-shear, downdrafts and turbulence in its effort to climb out from Boston's Logan Airport. It crashed eight minutes after takeoff. Seven of the eight people on board the aircraft were killed.

Western Region

Civil Rights Committee

The Civil Rights Committee was formed in response to Executive Order 11478. The committee advises and assists the Regional Director and his staff by serving as a sounding board and informal channel for discussing civil rights matters. Current members are: Ed Couch, John Elwell, Lee Hays, Lee Johnston, Bill Lindsey, Robinette McCabe, Sara Richtman, Louis Romero, Evelyn Sears, Silton Thomas, Jim Welton and Elvin Wheeler. Order WE 1110.7B provides more detailed information on committee activity.



Examining the artifacts displayed in the Federal Building Lobby for Black History Month are Civil Rights Committee Members or Alternates (left to right):

A--Joe Alvarez, Chief, Civil Rights Staff; Lee Johnston, Management Systems; and Jim Welton, Chief, Chino Tower.

B--Silton Thomas, Flight Standards; Tony Pinto, Personnel Management; and Joan Grimm, Airway Facilities.

C--Ron Frazier, Airway Facilities; Elvin Wheeler, Flight Standards; Lee Hays, Los Angeles Civil Aviation Security Field Office; John Elwell, Chief, Los Angeles Flight Service Station and Chairperson of the Committee; and Sara Richtman, Logistics Division. Photos by Barbara Abels.

Tickets Available For Local Police Show

The 1981 Police Variety Show will be held at Long Beach Arena on Sunday, April 26, 1981. Admission for the entire family is \$12. Tickets are now available at the Civilair Desk in the Regional Headquarters on the fourth floor.

How Fuelish Are You?

A film entitled, "Running on Empty," will be shown on March 30 in the Regional Office Training Room, third floor, 3E30. There will be two showings, at 10 a.m. and 2 p.m. Produced by the Department of Energy, this informative 27-minute film identifies automobile maintenance, driving tips and trip planning as a means of fuel conservation. All employees are encouraged to view this film to see how "fuelish" we can be! For more information, contact Yvonne Gibson, Planning Staff, AWE-4, 536-6431.

Order Cancelled

The Associate Administrator for Airports is cancelling Order 5000.6, Uniform Administrative Requirements for Grants-in-Aid to State and Local Governments, dated June 21, 1973. Information previously contained in the order has been incorporated into Order 5100.36, dated August 3, 1979. The cancellation will appear in the next issue of the directives checklist. Air Traffic Service is cancelling Order 7210.31, Outstanding Flight Assists. Information in this order has been incorporated into 7213.3E, Facility Administration.

Orange County Tower Highlights

There are a lot of good things to report from Orange County Tower. First, we would like to welcome back Mike Mumford from the Academy after successfully completing the initial terminal training course. Welcome, too, to Perry Gluckman from Riverside Tower. Joining the ranks of the scholarly is our own Jim Brewer who, after a mere five and a half years, earned his BA in History at Cal State Fullerton. Congratulations, Jim. Also in line for congratulations is Chuck Gerrish who recently received a Special Achievement Award for continued superior performance in one of the country's busiest and complex facilities. Service awards were presented to John Vollmer, 25-years, and Shiella Dubler, 3 years. Congratulations to both. This article is racing the stork. We are soon expecting to announce the arrival of a sure-fire Air Traffic Control Specialist candidate. How can you miss when both mom and dad are controllers. Bob Gillespie (Orange County) and Marta (Long Beach) can start their air traffic control training program in early March if all goes as planned. We will wish them every success now. We have had to say goodbye to some good folks lately. Barbara Ady has left to be a Data Systems Specialist at Palm Springs Tower and Mark Beattie has left for Ontario TRACON. We wish them the best and know that their friendship and talent will be sorely missed.

Corrected Phone Numbers For Travel Counselor

Oops! The Civilair Travel Counselor telephone numbers listed in last week's INTERCOM need to be corrected. The telephone number on Wednesdays is 213/675-8003. Other week days the number is 213/670-1180.

New

Air Traffic

Branch Chiefs



A--Frank Jones is new Chief, Air Traffic Operations Branch. He formerly was Chief, Airspace and Procedures Branch and has served as both Chief and Deputy Chief of Oakland Air Route Traffic Control Center with prior experience in the Regional Operations Branch as a specialist and in the Los Angeles Center.

B--Jim Holweger is new Chief, Airspace and Procedures Branch. His previous assignments include project officer for Air Traffic Plans and Programs Branch; Facility Chief at March RAPCON and Los Angeles Tower/TRACON; Supervisor at Oakland Tower and Oakland Bay TRACON; and Air Traffic Control Specialist at Orange County Tower, Denver Tower and Los Angeles Tower/TRACON.

C--Dave Ross is Chief, Automation Branch. Dave's Federal career has included serving as Data Systems Officer at the Los Angeles TRACON; Deputy Chief, Portland Tower; Air Traffic Service, Washington, D.C.; Data Systems Specialist and Assistant Chief, Los Angeles Tower; instructor at the FAA Academy; Data Systems Specialist at Oakland Center; and Air Traffic Control Specialist at Denver Tower and New Orleans-Moisant International Tower. Dave began his Federal career in the U.S. Navy. Photos by Barbara Abels.

Last Call For Bob Frehse's Party

Make your reservations now to attend the retirement party for Bob Frehse, retiring Chief, Airway Facilities Division. The party will be held on Thursday, April 16, in the Hacienda Hotel Crystal Ballroom. Cocktails, 6 p.m., Roast Beef Dinner, 7 p.m. \$12.50 per person, including tax and tip. For reservations, please contact: Mary Andrews, FTS 966-6152, or 213/536-6152, or Gayle Hodges, FTS 966-6153 or 213/536-6153. Reservations and monies must be in by March 30. Please make checks payable to Mary Andrews.

Paso Robles Flight Service Station/ Airway Facilities Sector News

Electronics Technician Albert Velasco received his 25-year pin for Government service. Congratulations, Al. Your co-workers in AF and AT appreciate your conscientiousness! With the ski season upon us, Controller Ernie Wettl coaxed Controller Dennis Decker to a resort for his first ski lesson. They both returned home unscathed. Letters of Appreciation were recently given to Controllers Phil Raybon, George Olsen, Bill Libert, Frank Koles and Dennis Decker for their assistance with important collateral duties. Congratulations and a big thank you for your voluntary contributions to our facility. Phil Raybon will be retiring on April 4 after 34 years of Federal service. Details have been previously announced in a separate INTERCOM message. But, if you missed it, call Emil Sereda at Paso Robles FSS, 805/238-2448, for information regarding Phil's retirement dinner.

Safe Despite Himself

The pilot of the single-engine plane was the classic case of an accident looking for a place to happen. The neophyte pilot departed Northway, Alas., Airport and planned to join his instructor's plane in the air and follow it to Whitehorse, Alas. But right after takeoff, the out-of-luck student made a wrong turn and started off in the opposite direction. Fortunately, Northway Flight Service Station Specialist James A. Burton was monitoring his transmissions. Burton heard panic in the man's voice and radioed explicit directions. By locating the lost plane with direction-finding equipment and carefully guiding the pilot back to Northway, Burton avoided a potential catastrophe. However, even when the airport was in sight, the student still had some tricks up his sleeve. First he landed on the wrong runway, picking one with a seven-knot tailwind. Second, when he was safely on the ground, he turned off into a snow drift and got firmly stuck. Nevertheless, because of Burton, he lived to fly again. During the month of January 1981, 155 flight assists were reported--72 by flight service stations, 68 by towers and 15 by centers. There were a total of 298 people reported on board the aircraft involved.

COVER STORY (Continued from Page 2)

The cover photo shows the FAA getting ready to certify Nevada Airlines for air taxi commuter service. Left to right: Glenn Hilburn, Chief Pilot and Captain for Nevada Airlines; Jack Austin, Reno GADO Operations Inspector; Reno GADO Chief Edge Ritter; and Charles "Duffy" Mees, 1st Officer with Nevada Airlines. Cover photo by Barbara Abels.

Controller Sentenced

An air traffic controller at Palm Beach International Airport has been sentenced to three years probation and assessed a \$5,000 fine for his involvement in an airborne drug-smuggling operation. The 35-year-old controller was arrested last fall and charged with alerting drug smugglers to the location of aircraft operated by the Drug Enforcement Administration so they could avoid detection. He has been on indefinite suspension since that time. In December, the 10-year FAA veteran pleaded guilty to bribery and corruption charges and could have received a 15-year prison sentence and a \$20,000 fine. After sentence was pronounced in Federal District Court in West Palm Beach, he told reporters that he felt "very fortunate" to get off so lightly.

Group Life Insurance Open Season

All materials pertaining to the Open Enrollment period for the new Federal Employees Group Life Insurance program have been distributed. The Aeronautical Center in Oklahoma City has informed the Personnel Management Division that they do not have sufficient FEGLI material to issue to employees who are in training at the Academy. Therefore, facility and branch chiefs must assure that employees who are at the Academy or Lawton, as well as employees in any leave status, receive the new FEGLI literature. This includes Forms SF-2817, SF-2817A, BRI 41-376 and Notice WE N 3800.34. Standard Form 2817, Life Insurance Election, must be received by AWE-14E no later than March 31, 1981, which is the last day of the Open Enrollment Period.

Facts of Flight "Something's Not Right Here"

Lt. Wilfred Parke of the Royal Navy was flying an Avro tractor biplane August 25, 1912, at about 600 feet when he commenced a spiral glide prior to landing. Finding the glide was too steep, Parke pulled the stick back, promptly stalled and entered a spin. With no established procedure for recovery, he attempted to pull the stick further back, applied the rudder into the direction of the spin and found that the spin merely tightened. After carefully noting this phenomenon he decided, at 50 feet above the ground, to reverse the rudder. The machine recovered instantly, and Parke became the first man to perform a recovery from a spin.

Civil Service Retirement Law On Survivor Benefits

The Civil Service Retirement law has been amended to require that married employees advise their spouses if they elect to provide less than full survivor benefits for them. At retirement, a married employee has the option of selecting a reduced annuity with survivor benefit to widow or widower, or an annuity without survivor benefit. If a married employee selects an annuity with no survivor's benefit, or a reduced annuity with less than a maximum survivor's benefit, the employee and his/her spouse, plus two witnesses, must sign OPM Form 1458, Spouse's Notification of Survivor Election (Under the Civil Service Retirement System). When appropriate, AWE-14F will send this form to the employee upon receipt of an application for retirement.

Lancaster AFS News

Congratulations to Ken Frengs, an Electronics Technician at Boron Sector Field Office, for the Quality Within-Grade Increase award he received for the excellent work he has done at the field office. John Marley received a Letter of Appreciation for doing a good job during his detail as Technical Support Officer. Charles Mullikin received a Letter of Appreciation from the Oxnard Air Traffic Control Tower Chief for his work on several projects in the Oxnard Tower Cab. Larry Cramer also received a Letter of Appreciation from the Oxnard Air Traffic Control Tower Chief for his work on several projects in the Oxnard Tower Cab. Larry Cramer also received a Letter of Appreciation from the Oxnard Tower Chief for his help in installing the BRITE, Automatic Traffic Information Service (ATIS) and Remote Reading Hydro-meter (RRH) and other work he did at Oxnard Tower.

Five California Airports Among Top 10

Although many airports in California recorded slight declines in the number of total aircraft operations in fiscal year 1980, five airports in California still ranked among the top 10 busiest airports in the nation. Chicago O'Hare International Airport maintained its position as the world's busiest airport. Long Beach, Calif. Airport remained second in the rankings while Santa Ana, Calif. and Atlanta International changed places, Santa Ana moving down a notch to the 4th ranking airport in FY 1980. Van Nuys and Los Angeles International Airport retained the same positions, fifth and sixth respectively, while Oakland International moved up one slot to the 7th position after ranking eight in last year's ratings.

A Record 15,161 Airports Now Available in U.S.

The number of airports, heliports and other landing facilities in the U.S. broke the 15,000 mark in 1980 for the first time. In all, there were 15,161 landing spots available to civil aircraft at year's end. This represented a net gain of 415 over 1979. Included in the year-end totals were 12,240 airports, 2,336 heliports, 527 seaplane bases and 58 short takeoff and landing (STOL) airports or runways. A total of 730 of these facilities were served by air carriers. Texas continued to lead all states with 1,375 landing facilities, followed by Illinois 942, California 825, Alaska 731, Pennsylvania 694, Ohio 652, Minnesota 491 and Florida 485. Great Lakes Region led all regions with 3,253 landing facilities, followed by Southwest with 2,263, Eastern with 1,971, Southern with 1,851, Central with 1,340, Western with 1,164, Rocky Mountain with 1,090, Northwest with 891, Alaska with 731, New England with 542 and Pacific with 65.

Only three airports in the top 10 showed increases in the total number of operations in FY 1980. They were Atlanta, Denver and Dallas/Fort Worth.

Seven other Western Region airports ranked in the top 30 in FY 1980. They included: San Jose Municipal, 12th; Phoenix Sky Harbor, 16th; San Francisco, 19th; Torrance, CA., 20th; Las Vegas, 21st; Concord, CA., 28th, and San Jose Reid Hillview, 30th.

The ratings are based on total aircraft operations during the fiscal year 1980, which covers the period from October 1, 1979 to September 30, 1980. Total aircraft operations include itinerant, air carrier and general aviation operations. An operation is a landing or takeoff.