

July 17, 1981

81-29

Public Affairs Office
AWE-5

FAA—Western Region
Los Angeles, CA
90009
(213) 536-6431



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

Western Intercom

LOGISTICS MATERIEL BRANCH



DARC Operational At All Centers

The Direct Access Radar Channel (DARC) now is operational in all 20 mainland en route centers after an accelerated implementation drive brought the final 17 centers on line in just eight weeks. Minneapolis, the last to go operational with the new computerized radar backup system, was commissioned on June 28. FAA Associate Administrator for Air Traffic and Airway Facilities, James L. Bispo, commended all the people involved in this effort when he said, "through consistent effort they made good on the commitment I made to the Administrator in January to implement DARC by June 30." DARC represents a significant improvement over the old, noncomputerized broadband radar backup and is receiving solid endorsements around the system. At the New York Center, which commissioned its DARC on May 1, Deputy Center Chief, Phil Harris said, "This is a drastic improvement. The transition is much simpler because the presentation is close to the NAS presentation that we're already using." Initially DARC will provide controllers with a limited data block containing a discrete aircraft code number and an altitude readout for aircraft equipped with an altitude-reporting transponder. Because of the limited data block, controllers must still use "shrimp boats" with DARC, but Harris says the equipment has been well accepted by controllers. He said this is partly because the DARC display is computer generated and provides controllers with a sharper, easier to read presentation than the "broadband" radar previously used for backup. Also with DARC, controllers have improvements to look forward to. An enhancement program which will provide a full data block similar to the one provided by the primary radar processing system is planned.

Cover Story

The Materiel Management Branch of the Logistics Division manages a number of programs for the Western Region.

The Branch Chief is Bob Carter. Some of the Branch programs include: the Personal Property System, the Facilities and Equipment (F&E) Project Materiel and Records, the Property Utilization System, Employee Housing and contact with the FAA Depot on field support problems that cannot be resolved at the field level.

The Materiel Management Branch consists of two sections: The Materiel Support Section and the Property Management Section. The Materiel Support Section is headed by Paul Giras and consists of: Adrian Guy, General Supply Specialist; Howard Krattenmaker, General Supply Specialist; and Frances Baker, Regional Motor Fleet Manager. The Property Management Section is headed by Ted Campbell and consists of: General Supply Specialists Bob Talbert, Florence Tipton, Gene Hutchison and Cathy Beam; Supply Technician Marie Hagen; and Supply Clerk Steve Thomas.

Featured on the cover is Fran Baker, Regional Motor Fleet Manager.

Fran manages the motor vehicle program, overseeing and giving guidance to motor fleet manager representatives in 60 field facilities. She manages 670 GSA-leased, and 150 FAA-owned vehicles.

In Fiscal Year 1980, vehicles used for official government business were driven 8,573,601 miles at a cost of \$1,835,921.

Cover photo by Barbara Abels.

Materiel Management Branch



On duty the day INTERCOM visited the Materiel Management Branch were:

A--Paul Giras, Chief, Materiel Support Section, and Adrian Guy, General Supply Specialist, who are researching stock and parts numbers.

B--Reviewing property records are, from left: Ted Campbell, Chief, Property Management Section; Bob Carter, Branch Chief; Bob Talbert, General Supply Specialist; and Florence Tipton, General Supply Specialist.

C--Verifying the Project Materiel Cumulative Report are, from left: Steve Thomas, Supply Clerk; Gene Hutchison, General Supply Specialist; Marie Hagen, Supply Technician; and Cathy Beam, General Supply Specialist, all from the Property and Management Section. Photos by Barbara Abels.

The News In Brief

The U.S. airlines broke a 40-year-old safety record on June 30 by going 12 months and 18 days without a passenger fatality. The last airline accident involving a passenger fatality in scheduled or supplemental service was the June 12, 1980, Air Wisconsin crash in which 13 persons died. The old safety record was set between August 1939 and August 1940 when U.S. airlines flew only 1.2 billion passenger miles and carried three million passengers. By contrast, the new safety mark was established during a period when the airlines flew more than 280 billion passenger miles and carried 300 million travellers. ● The guarantee of a seat in the non-smoking section of an aircraft for late-arriving passengers has been voided by the Civil Aeronautics Board. At present, airlines must accommodate passengers who request seating in the non-smoking section even if they arrive only seconds before the plane leaves. The new rule will require passengers to arrive by the designated check-in time--usually ten minutes before the plane leaves the gate--for a guaranteed seat in the non-smoking section. It goes into effect in September. ● Nine of the ten busiest airports in the world are in the U.S., according to a survey by the Airport Operators Council International. London's Heathrow--the fourth busiest--is the only non-U.S. airport among the top ten. Of the top 100 busiest, more than half--57--are in the U.S. ● The Air Line Pilots Association will celebrate its 50th anniversary on July 27. The union was founded in 1931 by six pilots meeting in secret to keep their bosses from finding out. In those days, pilots were paid by the mile, although they later were put on an hourly wage, and an experienced captain could pull down \$300 a month.

Today, ALPA has 33,000 members and the pay is considerably better.

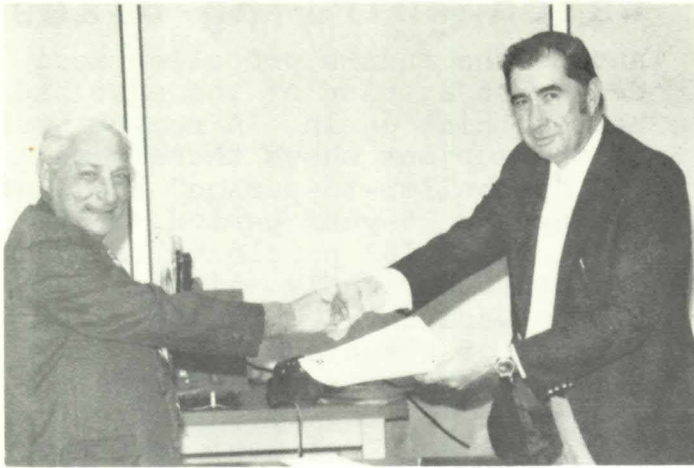
Jobs Open Around World

The International Civil Aviation Organization has two-year assignments open in Bangkok and Montreal for Technical Officers and another in Paris for a Language Officer (Interpreter/Translator). Salary for all positions is \$38,167 with a tax-free net of \$25,672 to \$27,612. Applications are due in API-19 by August 14. Information concerning salary, applications, qualifications and benefits is available at personnel offices.

This week the International Civil Aviation Organization is advertising two-year positions in Dakar, Senegal, and Lima, Peru. In Dakar, the opening is for an ICAO representative, grade level, P-0 with a gross salary of \$55,919 and a tax-free net of \$33,998 to \$36,939. The Lima job is for a technical officer (operations). The gross salary is \$38,167 with a tax-free net of \$25,672 to \$27,612. Applications are due in API-19 by August 15. Information about salary, duties, qualifications, applications and benefits is available at personnel offices.

Stay- In- Schooler Honored

The Los Angeles Center is proud to announce that their Stay-in-School student, Tracy Taylor, received two scholarships at Palmdale High School's Senior Awards presentation. They were received from Semper Fidelis and Antelope Valley Board of Realtors. This will aid Tracy in furthering her education at a college of her choice.



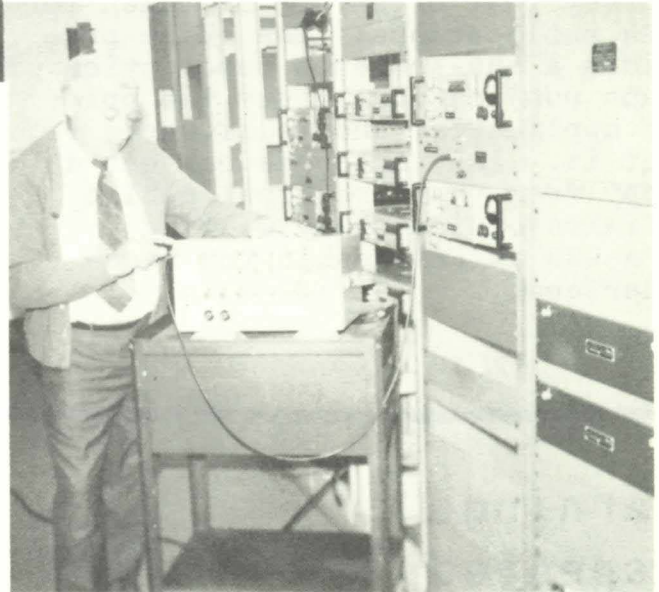
Sam Randler Los Angeles Sector Suggestion Winner

Sam Randler, the veteran Electronic Technician of Los Angeles Airway Facilities Sector, who has been at LAX for over 33 years, is still very active in the FAA Suggestion Program. He recently received a 75 dollar award for his innovative idea for protecting the sensitive input of the CSM-1 Communications Test Set.

Left--Sam Randler (left) is congratulated by Wally Ward, Los Angeles Airway Facilities Sector Manager.

Right--Sam demonstrates the operation of his suggestion at the Baldwin Hills Remote Center Air/Ground Communications Facility (RCAG), Los Angeles Sector.

Photos by Yukio "Mo" Mochizuki.



40 Years of Federal Service

Ed Jee (right), Electronic Technician at the Oakland ARTS/Radar Sector Field Office, receives his Career Service Emblem for 40 years of Federal service. Presentation was made by Harold Carnahan (left) Supervisory Electronic Engineer. Photo by Jim Hansen.



FAA Publications Guide Revised

The fourth edition of the Guide to Federal Aviation Administration Publications will be available this month. It lists approximately 5,000 FAA publications as well as many from the Civil Aeronautics Board, National Transportation Safety Board and National Ocean Survey that often are mistaken for FAA publications. The guide provides a one-sentence description of each publication, lists the price if applicable, and tells where to get it. FAA employees can get a copy from their regional public affairs office or by writing APA-430 at FAA Washington headquarters.

Warnings Repeated

Where air safety is concerned, sometimes it's necessary to restate the obvious. That's what the National Transportation Safety Board has done in warning pilots to avoid those downwind takeoffs, and to be alert to the danger of thunderstorms now that summer is here. NTSB statistics continue to show an unnecessarily high number of accidents in which the storms and downwind takeoffs are cited as either a causal or contributing factor. For example, in 1978, thunderstorms were cited by the Board as either a cause or factor in 52 accidents, 29 of which were fatal. In 1979, the total was 53 with 33 of them fatal. Similarly, downwind takeoffs were a cause or factor in 90 general aviation accidents in 1978 and 75 in 1979, despite the fact that "taking off or landing into the wind is one of the cardinal rules a pilot first learns," the Board said.

Watch Whirling Blades

Anyone who thinks propeller accidents are a thing of the past had better think again. A recent study of the subject shows there were 319 "propeller-to-person" accidents during the 15-year period, 1965-1979, which 109 people killed and 220 other seriously injured. Pilots were involved in only 20 percent of these accidents, however, whereas passengers made up 50 percent of the total. The principal cause of accidents was deplaning into whirling propeller blades. That happened 89 times with 35 fatalities. Handcranking propellers was the reason for 69 of the 319 accidents and resulted in 13 deaths. Still, the research team from FAA's Civil Aeromedical Institute did find a hopeful sign among all these grim statistics. The average number of accidents dropped off sharply in the last five years of the study with 15.8 per year as compared with 24 per year in the first 10 years. The team cited educational efforts conducted through FAA's Accident Prevention Program as a major reason for the drop.

Fresno FSS Facts

Congratulations to Ken Andrade and Sandra Moore for receiving letters of commendation for a year of outstanding performance--and also to Linda Avakian on getting her Pilot Briefing Certificate. Fresno FSS retiree Banks "Jake" Jacobs is home recuperating from a successful bypass heart surgery. Jake and Jean wish to thank all their friends for their support and encouragement. Congratulations to Dan and Lucy Smutz, the very happy and proud parents of a baby girl, 7-pound 21-inch Leslie Ann, born June 30. Terry Lankford conducted a tour through the facility for the Instrument Ground School Class from Beechcraft West.