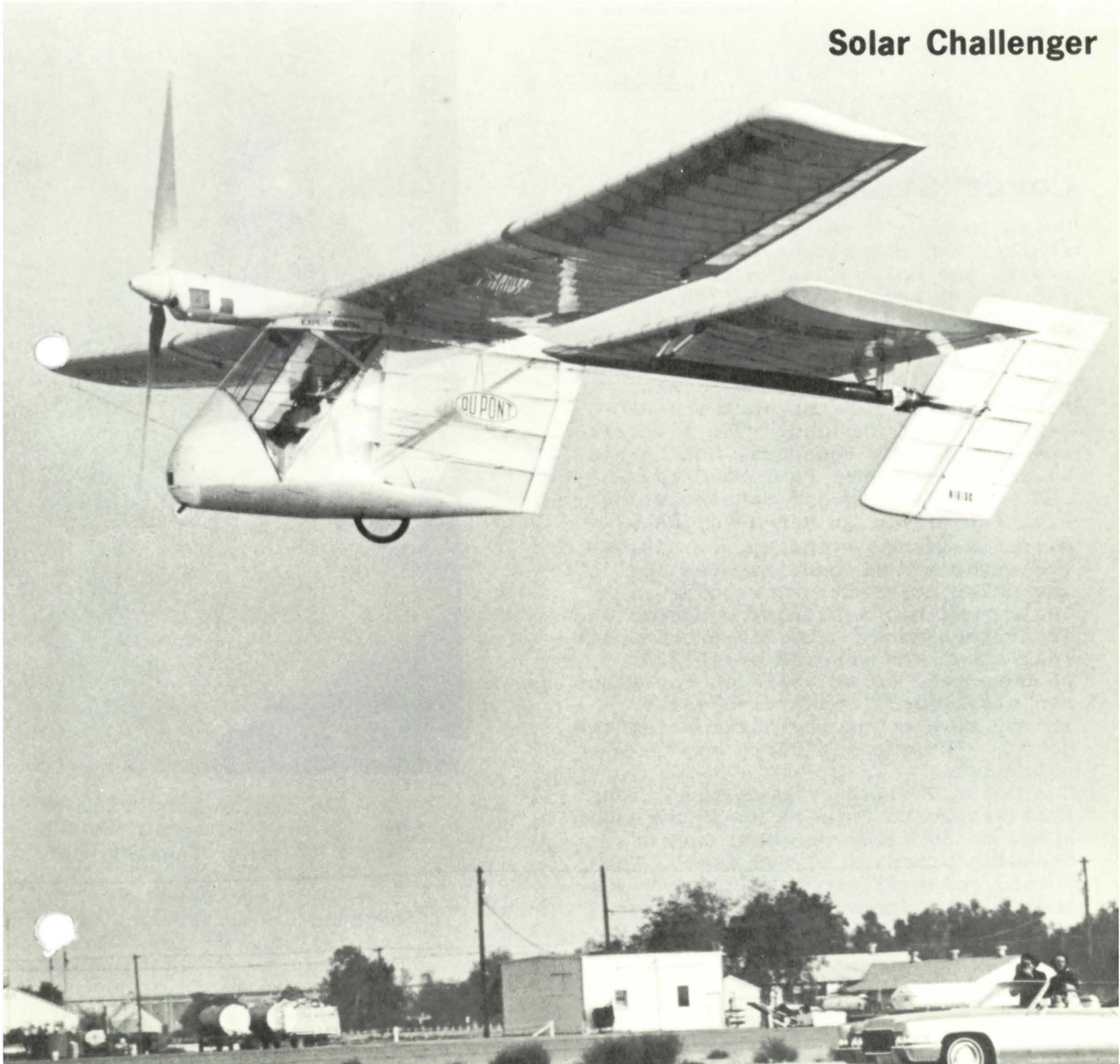


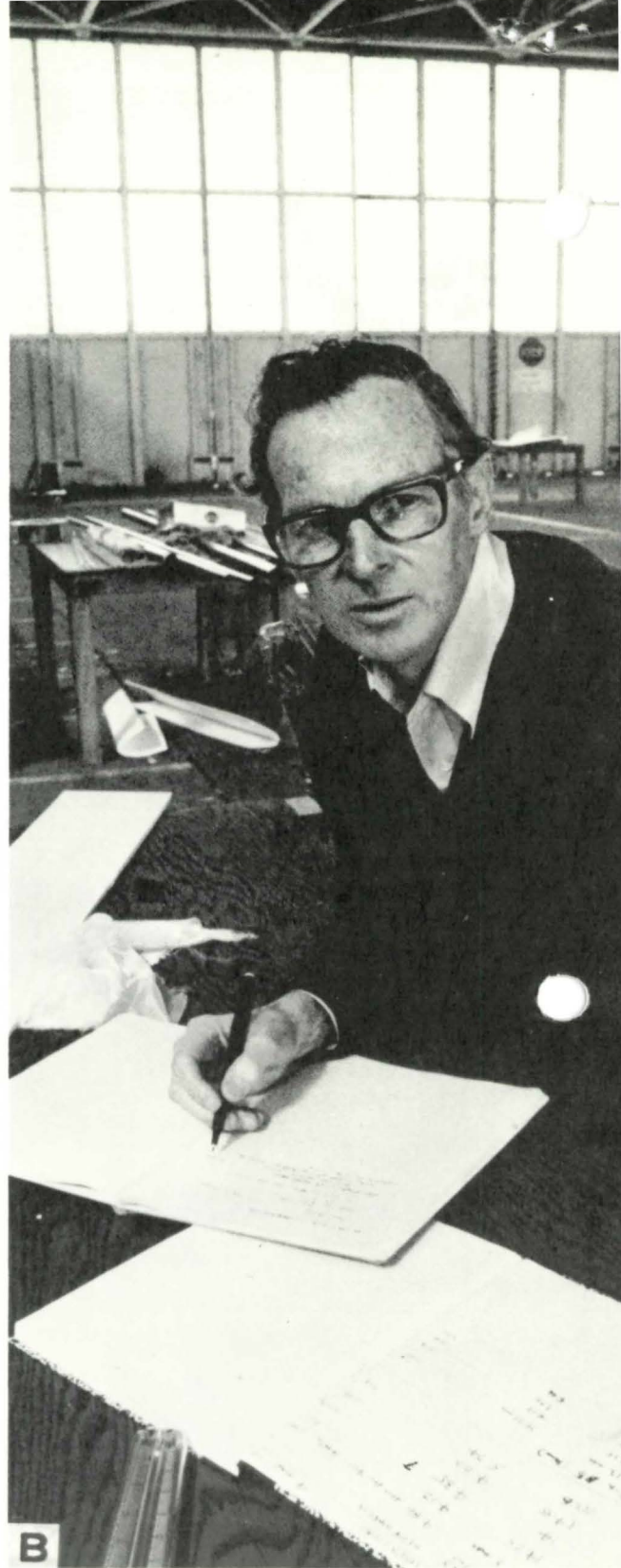
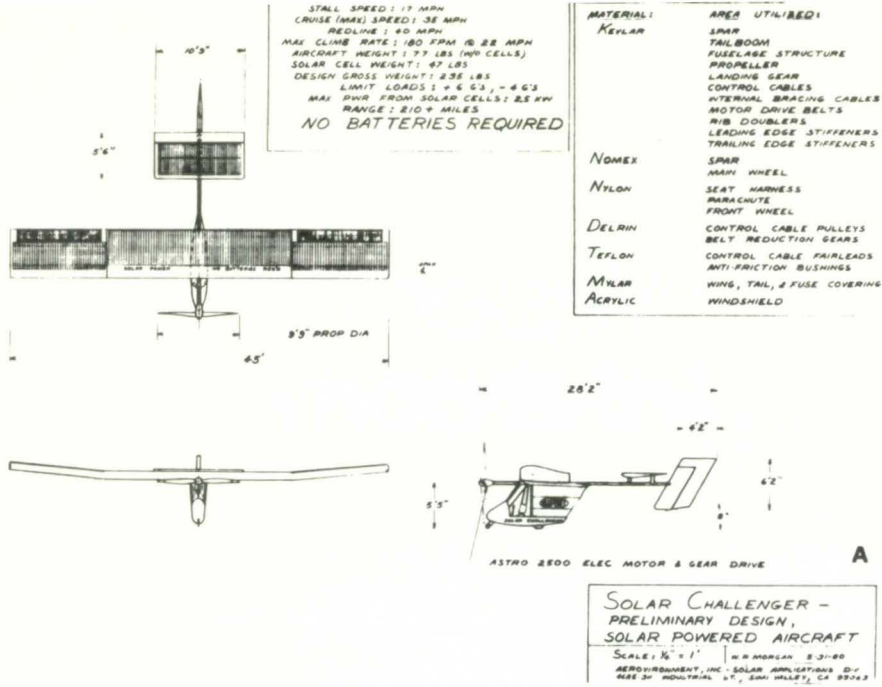


U.S. Department
of Transportation
**Federal Aviation
Administration**

Western Intercom

Solar Challenger





B

Cover Story

Using the sun's ray as its only power source, the ultralight-weight aircraft, the Solar Challenger (shown on the Cover) recently (July 7th, 1980) made the world's first successful 5½ hour, 180 mile flight from Cormeilles-en-Vexin in France to a perfect landing at the Royal Air Force base at Manston on the south-east coast of England. The aircraft was designed by Pasadena, California scientist/designer Paul MacCready. FAA's Engineering and Manufacturing District Office at Van Nuys, CA., which is headed by Al Hoover, issued the experimental certificates for the solar aircraft. The Solar Challenger has a 47-foot wingspan and is 32 feet long. The 210-pound Solar Challenger was powered by 16,128 photovoltaic solar cells on the wings and stabilizer, converting solar energy to electricity that drives the motor. It does not carry any batteries.

The Solar Challenger made the flight from France to England at an average speed of 30 miles per hour and a cruising speed of 11,000 feet. The record solar flight was flown by its test pilot, Stephen Ptacek. Cover photo by Randa Bishop.

A -- An engineering view of the Solar Challenger which has a 42-foot wingspan and is 32 feet long.

B -- Paul MacCready of Pasadena, California, is the designer of the Solar Challenger. Photo by James Collison/Black Star.

Van Nuys EMDO Handled Solar Aircraft

Before the Solar Challenger began its experimental testing, it applied for an experimental certificate from the FAA. The Engineering and Manufacturing District Office at Van Nuys issued the first of three certificates. On November 4, 1980, Dennis Piotrowski, an Aviation Safety Inspector, issued the first experimental certificate. Then, James H. Wong issued another certificate on November 28, 1980, and a four-month extension on May 19, 1981.

The EMDO at Van Nuys is the office that inspects newly manufactured aircraft, parts and components and checks on home-built and amateur built aircraft.

The EMDO at Van Nuys is headed by Al Hoover, who is Chief; Virginia White, secretary, and Aviation Safety Inspectors: James H. Wong, Dennis Piotrowski, Wallace Stinson, who work at Van Nuys Airport, and Orville Bonnema, who works out of the San Jose GADO.



C



Van Nuys EMDO: A -- Three of the five men at the facility are: from left, Dennis Piotrowski, inspector; Al Hoover, Chief; and Jim Wong, inspector. B -- The Secretary is Virginia White. C -- the EMDO occupies offices on the fourth floor of a office building at Van Nuys Airport. Photos by Al Garvis.

The News In Brief

FAA has accepted the conclusions and primary recommendations of the President's Task Force on Aircraft Crew Complement. In a report released July 2, the Task Force supported the two-member crew concept for the DC-9-80 and future aircraft. It also upheld the basic soundness of FAA's certification process but made a number of recommendations to upgrade staffing and improve procedures. The Air Line Pilots Association also has voted to accept the report although expressing disappointment with the findings.

● The agency has withdrawn a notice of proposed rule making, issued over two years ago, that would have established a schedule of administrative user charges for various FAA services. For example, each written test would have cost \$17, a student pilot's certificate \$10 and the private pilot certificate or additional rating, \$113. FAA took the action because it said "the economic data supporting the proposed fees are no longer current." The agency also noted that the impact of such a proposal on the economy must be re-evaluated. The NPRM was issued in April 1978 and drew more than 8,000 comments, most of them adverse. Congress subsequently adopted legislation prohibiting FAA from implementing the proposed fees without prior Congressional approval. ● The Northway (Alas.) FSS may have set some kind of record for a facility of its size recently when the station's direction finding (DF) equipment was used five times in a single month to spot lost pilots and guide them to safety. Specialist James A. Burton was credited with three of the flight assists and Robert A. Stanberry with the other two. In one instance, Burton used the DF equipment twice to guide the lost pilot to the

local airport. The first time, the pilot had the airport in sight but lost it, requiring Burton to bring her around again. The second time she landed safely. ● For the outstanding manner in which they responded to an in-flight emergency, a flight inspection crew from the Battle Creek, Michigan, Flight Inspection Field Office has been recommended for a group Special Achievement Award. Gerald Regts, pilot in command; Jeffrey Randall, second in command, and Vernon Hazzard, airborne technician, all reacted in an outstanding professional manner when the landing gear of the Sabreliner they were flying failed. After a wingtip brushed the runway, they went around and subsequently made a successful gear-up landing, which caused only limited damage to the aircraft and no injuries.

Thoughtful Letter Welcomed

Do FAA's top managers pay attention to letters from concerned employees - even ones that aren't signed? YES. And those letters are important. In one received recently, the writer pointed out that money could be saved by using simulators instead of airplanes for most training purposes. Good idea! Working on this suggestion, it was learned the FAA has already tried to purchase simulators for that exact purpose but has been turned down by Congress. The agency does, nevertheless, rent simulator time. In fiscal year 1980, FAA pilots put in 5,773 hours on those simulators. All this shows that ideas, even ones that are unsolicited, are wanted, helpful and of value, and more importantly, they don't wind up in the circular file. To the writer of this letter--good idea. The Administrator appreciates the time and effort put into it.

Van Nuys Tower Wins National Award

The Van Nuys, California Air Traffic Control Tower was selected as one of the five top FAA facilities in the nation in the FAA's Air Traffic Facility of the Year Award Program.

Western Region Acting Director H. C. McClure said the Van Nuys Tower was selected over hundreds of towers in the nation."

"For the last two years Van Nuys, which is called the world's busiest general aviation airport, has rated fifth in the nation for total aircraft operations," he said. "The facility must be commended for its excellent performance in meeting the high air traffic demands," McClure said, "but what is even more important, the Van Nuys controllers accomplished their tasks with only one operational error during 1980. Other FAA facilities selected for national recognition by the FAA included: Washington National Tower, Washington, D.C., as the outstanding radar tower facility; the Hutchinson, Kansas Tower as the leading non-radar approach

control facility; the Seattle Air Route Traffic Control Center, and the Nashville, Tenn., Flight Service Station. The FAA said that the national denominator for the selection of the three towers, including Van Nuys, was high productivity with minimal or no system errors. Both Van Nuys and Washington's National Airport tower controllers handled over a half million aircraft in 1980. Van Nuys has 1,400 based aircraft and last year recorded 567,055 takeoffs and landings. The tower has a staff of 27 men and women and is headed by Jim Turner, Tower Chief. Although the airport does not serve airliners, it handles a variety of aircraft, ranging from Piper Cubs, a multitude of general aviation aircraft, Air National Guard cargo transports, and business jets, which operate from the airport's two parallel runways. On a date to be announced, the facility will receive the 1980 Air Traffic Facility of the Year award as the best in the VFR (visual flight rule) category.

Sexual Harrassment in the Western Region Workplace

Slightly more than one-third of the Western Region's women workers have been victims of sexual harassment while employed by the FAA, according to a recent survey conducted by the Civil Rights Staff, AWE-9. Men, too, have been victims, although to a much lesser extent. About 85 percent of the victims said the harassment occurred while employed in the Western Region. Almost three-fourths of the women said the harassment emanated from coworkers. Most men and women said they would confront the harasser before talking to anyone else if they were sexually harassed. Many were unsure whether or not reprisals would be taken against

them if they complained about sexual harassment. The survey report recommends four major courses of action, approved by Acting Director H. C. McClure, to address the problem of sexual harassment in the Western Region. Copies of the report will be distributed to all field facilities and regional office divisions in the near future. Additional copies may be requested from AWE-9. The survey was prompted by the results of the Merit Systems Protection Board's study which concluded that DOT has one of the highest incidence rates of sexual harassment among all government agencies.

Harry Shore Retires

Harry Shore, Engineering Draftsman with the Airway Facilities Establishment Engineering Branch, will join the ranks of FAA Retirees and enjoy a life of leisure on July 31st. Harry's plans envision relocation to Eldorado Hills, Calif., frequent visits to his children and grandchildren in California and Oregon, and the pursuit of his favorite hobbies. His 30-year Federal service includes a six-year tour of duty with the U.S. Navy on both the Pacific and Atlantic Oceans and 24 years with the CAA/FAA in Los Angeles. Sincere wishes, Harry, for a richly deserved and rewarding "second career." Your pleasant demeanor and supreme performance will be greatly missed by your FAA friends, associates and co-workers.

FTS Costs To Increase In FY-82

To compensate for increasing FTS costs, General Services Administration has decided to try timing FTS calls, to the extent that an average "holding time" will be determined for each major agency. What that means is that the agency which disciplines itself to shorter conversations will pay less per call than the one which does not. The details will be announced as soon as they are worked out. In the future, when making an official call on FTS, think about what you have to say before you pick up the phone; say it, then say goodbye.

Saturday, August 15 Is Date Set For Civilair Picnic

Civilair's Annual Picnic will be held on Saturday, August 15, at Veteran's Park in Redondo Beach. Bring your family and friends. Plenty of food and refreshments. Games for all ages, including softball and volleyball. Don't miss this annual event to get together and have fun with your co-workers and friends. Come on down!

Guard Purse And Person

A recent issue of U.S. News & World Report has some disturbing statistics on crime in Federal office buildings that ought to inspire every government employee to be a bit more security conscious on the job. For example, it notes that thefts of government property increased by 177 percent from 1979 to 1980, when losses totaled some \$2.3 million. In addition, pilferage of employees' personal property rose by 122 percent, totaling nearly \$980,000. Meanwhile, assaults jumped 60 percent and vandalism 87 percent. The Washington, D.C., area, with its high concentration of government workers, proved particularly attractive to thieves. Some \$1.4 million in government and personal property was lifted from Washington Federal buildings in 1980, nearly half the national total. And things aren't any better this year. Items worth almost \$500,000 disappeared in the first four months.

LAX AFS Active In College Career Day

Los Angeles Airway Facilities Sector personnel recently participated in a Career Day sponsored by Southwest Community College in Los Angeles. Los Angeles Sector has been invited to take part in this annual event for the past three years. FAA participants were: Kent Petersen, Nav/Aids Unit Chief; Sidney Bowen, Radar Unit Chief; and Brenda Fisher, Administrative Services Clerk, who displayed a photo/bulletin board, showed FAA career films, distributed aviation career brochures and fielded scores of questions from interested students. The FAA table received a large response from the attendees.

Upper right--Kent Petersen, Sid Bowen and Brenda Fisher explain FAA activities to interested students.

Lower right--Sid Bowen; Mr. Kenneth Day, Southwest College Career Counselor; Kent Petersen; and Brenda Fisher. Photos by Yukio "Mo" Mochizuki.



Awards

Letters of Appreciation:

Richard Gipson, Services Branch, and Joan Zubarik, Real Estate and Utilities Branch, from Acting Director H. C. McClure.

Florence Tipton, Logistics Materiel Management Branch, from Branch and Division Chiefs.

Chik Ishikata and Neil Hickey, Oakland AF Sector, from ARTS/COM Field Office Chief.

Emmett Larsen, Oakland AF Sector, for his expertise, diligence and dedication in making the move to the new FSS a smooth and successful one.

David Miles, Oakland AF Sector, from Bay TRACON Chief.

Letters of Commendation:

Arlie Lloyd and Francis Osgood from Concord Tower Chief.

Career Service Emblems:

35 years:

Chuck Harmon, Flight Standards Division

25 years:

Jean Pierson, Flight Standards Division

Mario Romero, Bob Chilcott and Gene Cole, Oakland AF Sector

15 years: Clyde DeHart, Assistant Chief, Flight Standards Division.

Quality Within-Grade Increase Awards:

Bob Salas and Paul Tanamoto, Aerospace Engineers, Airframe Section, Engineering and Manufacturing Branch, Flight Standards Division.

FAA Adopts Modified San Diego TCA

FAA has adopted a modified San Diego Terminal Control Area (TCA) that will help improve the safety and efficiency of the safety zone now in operation around Lindbergh Field in San Diego. The modified TCA becomes effective August 6, 1981.

While the TCA modifications continue to provide a high level of safety for aircraft operating in the TCA, the changes will provide some relief to pilots who do not want to use the TCA by making it easier, safer and more economical to avoid the TCA zone. The changes reduce the amount of airspace within the TCA by raising the floor of the TCA in some areas. This increases the available airspace for pilots not using the TCA, and gives pilots more room to circumnavigate or to fly under the TCA. In addition, the restructuring of the TCA, provides additional altitudes for aircraft using satellite airports outside the TCA. Furthermore, the San Diego TCA boundaries have been redefined which increases safety in the area by reducing the chance of unintentional penetration of uncontrolled aircraft in the TCA. The modifications to the San Diego TCA were published in

the June 29, 1981 issue of the Federal Register.

The terminal control area is a safety zone that is designed to substantially reduce the potential for midair collisions by requiring strict operational and equipment requirements for aircraft flying within the zone. The TCA is a segment of airspace surrounding an airport where properly equipped aircraft must receive air traffic control directions, including radar separation. When the TCA was first put into effect on May 15, 1980, the FAA Western Region established a special FAA-User Listening Group to consider any modifications to the new TCA. The TCA modifications announced today include several changes and recommendations suggested by the FAA and user groups. The user groups who participated in this project include: Air Transport Association, Aircraft Owners and Pilots Association, Air Line Pilots Association, Allied Pilots Association, Experimental Aircraft Association, Southwest Flight Crew Association, U.S. Navy, City of San Diego, Department of Transportation, Comprehensive Planning Organization and the FAA Western Region.

Job Vacancies Offered

Western Regional Headquarters personnel who are qualified and available for assignment to field position vacancies will be considered under Internal Placement procedures. This is in conformance with APT-1 message of June 25, 1981, regarding restrictions on agency personnel actions relative to the regional reconfiguration. Vacancies will be listed on the

Job Opportunities Bulletin Board located on the first floor, Regional Office. Applications will be accepted from ingrade/downgrade candidates. Those applicants interested in being considered may submit WE Form 3330-34, an SF-171, and current DOT F 3430.1 to AWE-14 by the date designated on the announcement.