



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

Western Intercom



BAKERSFIELD FSS

Cover Story

Bakersfield Flight Service Station is located in the Terminal Building at Meadows Field in the southern end of the San Joaquin Valley.

From its institution in January 1934, Bakersfield FSS has strived to meet the needs of general and commercial aviation on a 24-hour a day, seven-day-a-week basis.

Eight full performance level specialists provide 100 airports or airstrips and 794 based aircraft with 175,000 yearly services.

Facility management consists of Facility Chief C. L. Edgar and Team Supervisor Harold McInturff. Full Performance Level Air Traffic Control Specialists include:

Larry Ciarlo, Bill Duran, Don Eggen, Mike Hewitt, Ed Jones (recently selected for Las Vegas FSS), Jerry Lamb, Bob Olson and Stan Smith. There are two solid state inflight positions, flight data and two preflight positions in this Level II facility.

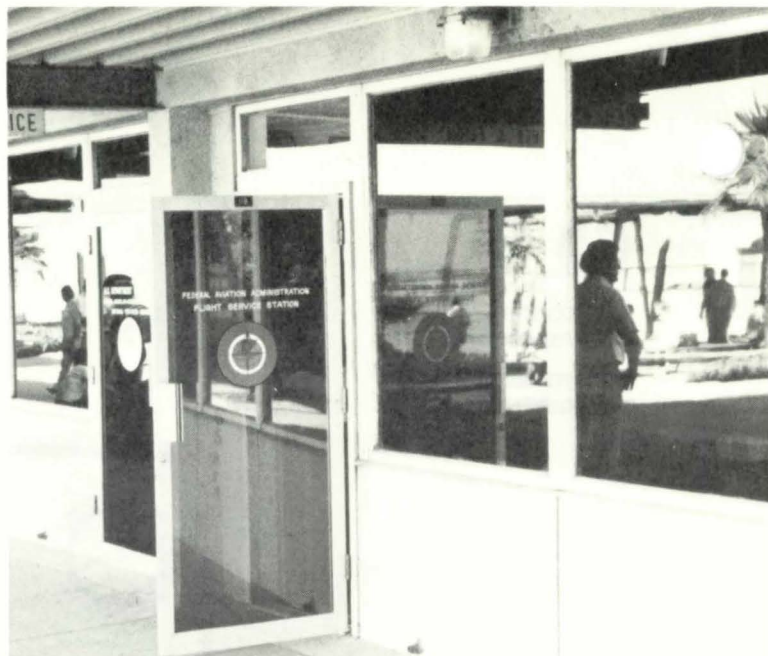
Bakersfield FSS provides transcribed weather broadcasts for the Bakersfield VOR. The facility monitors Bakersfield VORTAC, Gorman VORTAC, Porterville VORTAC and Fellows VORTAC with remote communications at each. Direction Finder services are provided on 10 VHF frequencies including Lemoore Approach Control, Bakersfield Tower and Approach Control, Fresno Approach Control and Los Angeles Center. The Bakersfield Airway Facilities Sector Field Office is responsible for servicing and maintaining the air navigation facilities.

Middle Right: Air Traffic Control Specialist Jerry Lamb.

Bottom Right: Air Traffic Control Specialist Ed Jones. Photos by Stan Smith.

Featured on the cover are:

Larry Ciarlo, Air Traffic Control Specialist, and C. L. Edgar, Chief. Cover photo by Barbara Abels.



Bakersfield
Flight
Service
Station
People



Air Traffic Control
Specialists at Bakersfield
Flight Service Station:
A--Stan Smith
B--"Mac" McIntruff
C--Don Eggen
D--Mike Hewitt
Photos by Barbara Abels
and Stan Smith of
Bakersfield FSS.

Proposal Puts Teeth In Alcohol-Drug Regs

The agency has issued a proposed rule that would put teeth in its regulations prohibiting pilots from flying while under the influence of alcohol or drugs. The proposal says pilots may not fly an airplane when their blood level contains .04 percent or more of alcohol by blood volume. In addition, the proposal includes an "implied consent" provision similar to that used by most states to enforce their drunk-driving laws. The proposed rule would give FAA a scientific standard that could be used to take immediate action against drinking pilots. For example, inspectors could request pilots who obviously have been drinking to take the breath test and, thus, possibly deter them from flying. Comments on the proposal are due by Nov. 13.

FAA Saves In Printing

A change that could save up to \$85,000 a year involving the publication of airworthiness directives (ADs) in bound volumes has been proposed by the agency. Since nearly 40 percent of the existing ADs were issued before 1971 and now are rarely revised, FAA wants to separate them from those issued after that time. Presently the two AD volumes (one for small aircraft and one for large) are reprinted every two years. Under this plan, the two complete volumes would be reprinted only every eight to ten years, but the agency would publish addenda to these volumes on a two-year cycle containing those ADs issued since 1971.

New User Taxes Backed

Present aviation user taxes recover only 36.5 percent of FAA costs, and the Reagan Administration thinks the figure should be substantially higher. Consequently, the Administration has proposed a series of new and higher user taxes that would require both commercial and non-commercial aviation to pay their fair share of FAA's costs in equipping, operating and maintaining the nation's airport and airway system. The airlines' share would come from a 6.5 percent ticket tax, a \$3 per passenger tax on international departures, a five percent cargo waybill tax and a

tube and tire tax. General aviation operators would pay a 12 cents-per-gallon tax on aviation gasoline that would increase gradually to 36 cents in 1986. Similarly, there would be a 20 cents-per-gallon levy on jet fuel used in general aviation, rising to 65 cents in five years. The Administrator told a Congressional committee on July 27 that the proposed tax schedule would provide the revenue needed for development of the national aviation system and also relieve the burden on the general taxpayer by requiring aircraft operators to pay for the services they use.

The News In Brief

The agency has awarded a \$4.9 million contract to Dick Corp. of Pittsburgh for the construction of an air traffic control tower, including an eight-sided cab and base-building, at the Pittsburgh International Airport. The tower designed by Welton-Becket will be 195 feet high, and the two-story base-building will be 22,000 square feet. A ground breaking ceremony for the project is planned for August 14. The building is scheduled to be completed by the summer of 1983. ● The Boeing 767, the only two engine wide-body built in this country, was rolled out in Seattle on Aug. 4. First flight is expected to take place on Sept. 30. The twin-aisled aircraft will carry over 200 passengers. Certification is targeted for July 1982. ● Time is running out for the submission of nominations for the annual Flight Instructor and Aviation Mechanic of the Year Awards. The deadline is Aug. 17. Although FAA employees are not eligible for awards, they can submit nominations. FAA supports the industry-run program in a number of ways, such as participation in the selection of regional and national winners and holding the awards ceremony at FAA Washington headquarters on Oct. 15. ● No one can accuse the Alaskan Region of not planning ahead. On July 29, when most of the Lower 48 was basking in yet another heat wave, the FAAers in Anchorage co-sponsored a pilots' meeting to discuss winter survival tips. Well, maybe they have the right idea. Winter will be here before we know it, especially in Alaska. ● "Human Factors in Aircraft Accidents" and a number of other topics will be discussed at the Northwest Region's ninth annual Aviation Law Seminar, Sept. 25-27 in

Director Commends Regional Personnel

Acting Director H. C. McClure has commended all Western Region personnel who supported the U.S. Government and performed their duties in such an outstanding manner during the recent PATCO strike.

"I am extremely proud of each of you," Mr. McClure commented, "and greatly appreciate your going the 'extra mile' during this time of national crisis. Your performance and dedication to duty has been outstanding."



Union, Wash. Co-sponsored by FAA and the Seattle King County Bar, the seminar will feature specialists from both government and industry. For a brochure or additional information call FTS 396-2670.

San Francisco Airway Facilities Sector News

Congratulations to all personnel who received awards (listed in the Awards section of INTERCOM) and to John Langacker, Electronic Technician at Paso Robles Field Office, who received a promotion. Janet Fallin returned triumphant from Electronic Technician Qual school and diligently pursuing her books, with her pliers and screwdriver in hand. Good luck to Electronic Technician trainee, Virginia Sousa, who is scheduled to start Electronic Technician Qual School this month.

Civilair News

Las Vegas Trip--Persons interested in the Civilair Las Vegas Trip on Sept. 18 should sign up with Antoinette Goodwin, AWE-22B, x6768. The plan is to leave Sept. 18 from the Regional Headquarters after work at 4 p.m. and return the afternoon of the 20th. Price is approximately \$75 per person (double occupancy); \$94 (single). This includes transportation by Grey Line Bus, two nights at the Hacienda Hotel, one brunch, one buffet dinner and one show. Travel arrangements are by Connie Kurtz of Westchester Travel Service.

Retiree Death

The many friends of Carl Davidson, former chief of the engineering section, Airports District Office, will be saddened to learn of his death on August 5th from Cancer. Carl had retired two years previously and had been working as a consultant. Our sincere condolences to his wife, Margaret, and their three sons and daughter.

Lancaster AFS News

We welcome Michael Lacefield aboard as our new Motor Vehicle Operator. We wish Joe Stephens, our departed Supply Clerk Typist, the best in his new position with the Department of Defense. We would also like to wish John Howard a very happy retirement.

Orders Cancelled

Western Region Directive, Regional Interfunctional Program, Order WE 4405.2, dated August 27, 1974, is cancelled.

The Office of Airport Planning and Programming has cancelled obsolete Order 5100.5, Public Works and Economic Development Act of 1965--Supplementary Grants for Federal-Aid Airport Program Projects, dated 6/22/67. The cancellation will appear in the next issue of the Directive Checklist.

Las Vegas AFS News

The Sector has been busy with farewell parties for retirees Jim Gunn, Chief, Pioche Field Office; Warren Watson, Mina; Joe Mace, Bishop; and Bill Terry, Sr., Beatty. Also, farewell luncheons were held for Gayla Rich, Supply Clerk, and for Sheila Hickle, Administrative Services Clerk. Sheila received a promotion to an Accounting Clerk with the Department of Energy. Bernie Padget gave a full report on his annual fishing trip to San Carlos, Magdalena Bay, Mexico, with co-worker Woody Harkcom and Leonard Covington of the Regional Office. Bernie said the fishing was great and the people congenial.

Unique Publicity For Sacramento TCA

During the long hot Sacramento summer in 1980 there was one sizzling issue that really kept temperatures boiling: "Terminal Control Area" (TCA) for Sacramento. Pilot groups were battering FAA officials at every opportunity, protesting the proposed TCA. Those who attended public meetings faced a blistering by irate flyers.

There was one group, however, that carried the TCA banner. At Softball tournaments throughout the city, every weekend, Vic Katz, Sacramento Metro Tower Chief, led his College All Stars wearing the FAA logo and the motto "Think TCA" emblazoned on their uniforms to win tournaments and battle the TCA cause. The players, all young college athletes, scored big--but not always with fans and spectators who disliked the TCA idea. The teams' displayed motto almost always provoked a nasty response from someone in the stands. The players, unaffiliated with

the FAA but knowing that the TCA was a safety program designed to prevent aircraft collision, were themselves vocal and responded sometimes with gusto. They took on the task of winning ball games and squelching hecklers with equal success. Being confronted every weekend with anti-TCA foes gave the team additional unity and purpose. Winning became doubly important. For the players, it was a memorable summer. Vic Katz says the players are back at the business of winning ball games this summer, "this time wearing the FAA logo but without the TCA motto--but somehow it's not nearly as much fun."



Phocus on Phoenix Airway Facilities Sector

Our two Electronic Technician trainees, Judy Murphy and Edith Hutchison, who have successfully completed Phase I of the ET Upward Mobility Program and the course on Semi-conductors, are once again scheduled to attend the ET Quals Program at the FAA Academy. We wish them good luck in the successful completion of the course and look forward to having them back with us in February.

George Samalik, Electronics Technician at the Phoenix Field Office, retired as planned after 20 years with the FAA and 20 years of military service. Boyd Preece, Electronics Technician at the Flagstaff Field Office, surprised us all by retiring after 35 years of service. We hope that their retirements are fulfilling and enjoyable--they will be missed.

Misuse of Navaid Leads to Crash

The fatal crash of a Cascade Airways flight last Jan. 20 probably was caused by the flight crew's misuse of navigational aids during the landing approach at the Spokane Airport, the National Transportation Safety Board says. Seven persons, including the two-man crew, were killed when the Beech 99A struck the top of a fog-shrouded hill short of the runway. NTSB concluded that the plane descended prematurely because the crew was taking distance measuring equipment (DME) readings from the wrong navigation aid, leading them to believe they were 4.2 miles closer to the runway than they actually were. Cascade Airways was upgraded from a commuter airline to a local service carrier shortly before the accident occurred. The crash is the only one involving passenger fatalities by a Part 121 carrier in the last 13 months.

Ultralight Rule Clarifies Status

The agency has issued a proposed rule which would permit ultralight flying vehicles, weighing less than 155 pounds with a fuel capacity of 15 pounds (about 2.5 gallons) or less to be flown without FAA certification of the operator or the aircraft. However, operators would have to meet visual flight rules (VFR), visibility and clearance-from-clouds requirements. In addition, there would be a ban on night flights and flying in certain controlled airspace and over congested areas. Ultralight operators would be required to yield right-of-way to all other aircraft. Vehicles that exceed the weight and fuel limitations would require certification of both aircraft and pilot.

Bill Withycomb Santa Monica GADO Chief

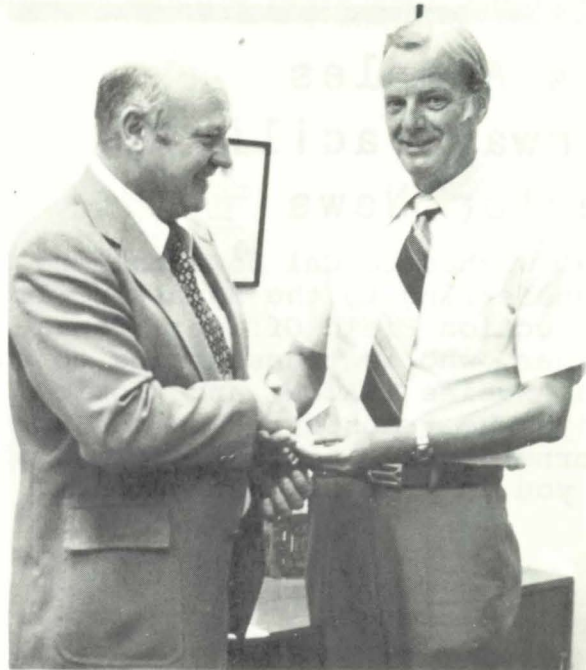
Bill Withycombe, Flight Standards Situation Monitor Staff Specialist, has been selected as Chief, Santa Monica General Aviation District Office. Bill began his FAA career at Van Nuys GADO in January 1971. Since then he has served as an Aviation Safety Inspector in various positions both in General Aviation and Air Carrier. Bill transferred to the Regional Office Air Carrier Branch in June 1979 before joining the Situation Monitor Staff in April of 1981.

Photo by Barbara Abels.



Awards

Paul Beckmen (right), Electrical Engineer (Airport Lighting) with the Regional Airports Division, receives his pin for 35 productive years of government service from Airports Division Chief Herman Bliss. Paul is a World War II veteran who began his government career with the Interior Department and moved over to the CAA/FAA in 1958. Paul's many awards includes one for "Special Service" for his thorough research and technical editing achievements leading to publication of consolidated design and construction data on airport lighting systems. This could well describe Paul's entire service and his pride in work excellence and progression. Congratulations, Paul!



Outstanding With Quality Within-Grade Increase:

Gordon Green, Environmental Technician-in-Depth, Phoenix AF Sector.

Quality Within-Grade Increase Awards:

Harold Grindstaff, Air Traffic Control Specialist, Monterey TRACAB.

Robert G. Dunlap, Half Moon Bay Air Route Surveillance Radar.

Dick Jacobson, Chief, Angel Peak Airway Facilities Field Office.

Al Boisvert and Richard Christensen, Phoenix Airway Facilities Sector.

Special Achievement Awards:

Charles J. Presville, Paso Robles Airway Facilities Sector Field Office.

Mike Peters, Acting Manager, Computer Center Operations Section,
Management Systems Data Processing Branch.

Letters of Commendation:

Max Haynie, Chief, San Francisco Environmental Support Unit.

Ken Pirl, Assistant Manager, San Francisco Airway Facilities Sector.

Tony Beals, San Francisco Nav/Comm Field Office Chief.

Arnold Lee and Gordon Choi, San Francisco Nav/Comm Field Office.

Michael T. Wise, Chief, Paso Robles Air Route Surveillance Radar.

Letters of Appreciation:

Jess Ryan, Bill Beyer and Cal Gilliam, Las Vegas Airway Facilities Sector, from August Schuette of Las Vegas Tower.

Career Service Emblems:

35 years:

Hector Garcia, Paso Robles Air Route Surveillance Radar.

25 years:

Anthony A. Beals, Chief, San Francisco Nav/Comm Office.

C. Ray Henslee, Monterey Field Office Chief.

Albert Velasco, Paso Robles AF Sector Field Office.

Archie Millhollon, Chief, Nav/Comm Unit No. 2, Phoenix Field Office

Jim Cambier, Electronics Technician, Phoenix Airway Facilities Sector.

Jack Chalk, Chief, Flagstaff Field Office.

Chuck Borwege, Electronics Technician, Phoenix AF Field Office.

Ron Canale, Electronics Technician, Prescott AF Field Office.

Bob Watson, Electronics Technician, Tucson AF Field Office.

15 years:

Alex Gulyas, San Francisco Airway Facilities Sector.

Barbara J. Hamilton, Electronic Technician, Monterey Field Office.

Los Angeles Airway Facilities Sector News

Best wishes to Cal Howerin, who is transferring to the Honolulu Flight Inspection Field Office; Brenda Fisher, who is transferring to the Los Angeles TRACON; and Vickie Floyd who transferred to the Hawthorne Tower. Best of luck of all of you in your new assignments.

News From Palomar Tower

Greetings from North San Diego County. Welcome aboard to Pat Schuster from the Great Lakes Region. Our best wishes to Larry Statham on his promotion to Team Supervisor at San Diego TRACON. John Nilsson, Dan Smith, Charles Bradshaw, Scott Drew, Carol Emerich, Carolyn Erwin, Dean Phillips, Mike Lofton and Glen Kanow comprise the controller and team supervisor group in paradise-north. Travis Thomas is our new developmental currently navigating his way through training. The following letter was received from a group of local pilots: "We, the undersigned, wish to express our appreciation and gratitude to the Palomar Tower Controllers, for providing us with the efficient and safe flying environment. We recognize your professionalism and expert performance, under a variety of circumstances, to be among the best in this region. We look forward to a continued close working relationship in the future." This is the sort of correspondence that makes it all worthwhile. Congratulations to the Palomar Tower Professionals!

ARTS II Buys Completed

The last unit in the second ARTS II buy is scheduled to be shipped to Ft. Myers AFB, Fla., from the Burroughs Corp. this week. This brings the total number of ARTS II shipments to 90 since the first was delivered to an operational site in November 1977. Of the 16 units in the second buy, seven have already been commissioned in FAA facilities. Another is operational at the Patuxent River Naval Air Station and two are in storage at the FAA depot. Commissioning of the other six is being delayed not because of the ARTS II equipment but because field facilities are not yet ready for installation.

Takeoff Performance Conference Set

Takeoff performance requirements for transport aircraft will be the subject of an FAA technical conference scheduled for Nov. 16-20 in Seattle. The week-long meeting will cover all factors affecting takeoff and accelerate-stop distance for transport category aircraft, including wet runway accountability and mandatory requirements for anti-skid systems. Also discussed will be associated factors such as tire failure, surface winds, decision speeds, reverse thrust and flightpath criteria, including all engines and one-engine inoperative with reduced thrust. Abstracts of material to be presented at the conference are requested by Sept. 28, and a detailed agenda is scheduled for publication by mid-October. The contact point for additional information on the meeting is Brenda Courtney in Washington headquarters (755-8714).