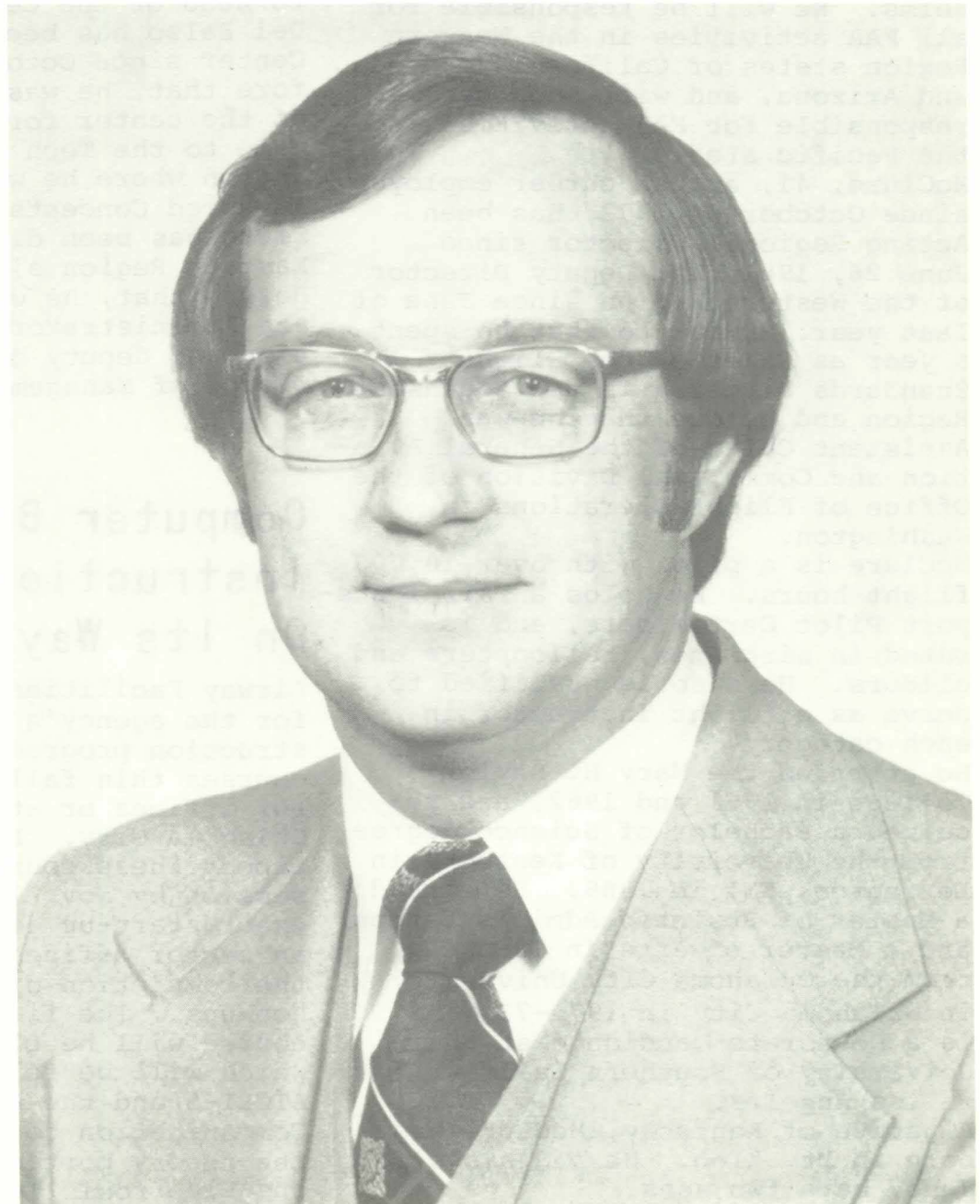




U.S. Department
of Transportation
**Federal Aviation
Administration**

Western Intercom

Western Region Director



H. C. "Mac" McClure

New Directors Named For Eastern and Central

In addition to H. C. "Mac" McClure, the agency has appointed two other new regional directors. The appointments would make Joseph M. Del Balzo, now head of the Technical Center, director of the Eastern Region; and switch Murray E. Smith from director of the Eastern Region to head of the Central Region. Del Balzo has been head of the Tech Center since October of 1979. Before that, he was deputy director of the center for three years. He came to the Tech Center from Washington where he was chief of the Advanced Concepts Staff, OSEM. Smith has been director of the Eastern Region since July 1979. Before that, he was Deputy Associate Administrator for Administration and deputy director of the Office of Management Systems.

Computer Based Instruction On Its Way

Airway Facilities employees in line for the agency's Computer Based Instruction program will begin initial courses this fall at one of 30 sector offices or at the FAA Academy in Oklahoma City. Program officials expect these courses will be in session by Nov. 1. However, the exact start-up dates for equipment in sector offices will depend on the completion of telecommunication hookups. The first available course will be Electrical Principles, which will be followed by the ATCBI-5 and the Back-up Emergency Communication courses, as well as the theory portions of the ARTS II and Electronic Technician Qualification courses.

Cover Story

H. C. "Mac" McClure has been appointed as Director of the Western Region by FAA Administrator J. Lynn Helms. He will be responsible for all FAA activities in the Western Region states of California, Nevada and Arizona, and will soon become responsible for FAA activities in the Pacific area.

McClure, 41, an FAA career employee since October of 1972, has been Acting Regional Director since June 26, 1981, and Deputy Director of the Western Region since June of last year. Prior to that he spent a year as Chief of the Flight Standards Division in the Southwest Region and before that he was Assistant Chief of the General Aviation and Commercial Division of the Office of Flight Operations in Washington.

McClure is a pilot with over 10,000 flight hours. He holds an Air Transport Pilot Certificate, and is rated in airplanes, helicopters and gliders. He also is qualified to serve as a flight instructor in each category.

He attended the Mary H. Baylor College in 1961 and 1962, and received a Bachelor of Science degree from the University of Kentucky in Lexington, KY, in 1969. He earned a Master of Business Administration and a Master of Arts in Teaching from the Oklahoma City University in Oklahoma City in 1971-73, and is a Doctorate candidate at the University of Southern California in Los Angeles.

A native of Kentucky, McClure was born in Mt. Zion. He and his wife, Jane, have two sons.

Mr. Santa Rosa Tower, Ted Rydberg, Retires

After more than 19 years at Santa Rosa Tower and 30 years of Federal service, controller Ted Rydberg, the unofficial "Mr. Santa Rosa Tower," is going to give it all up and relocate to the balmy beaches of Florida. Ted was working local control on July 16, 1962 when the FAA first commissioned the tower, and he was there to clear the first aircraft to land. Ted tells us the aircraft had been circling the airport waiting for the tower to open so he could have the honor of being the first. Since that day Ted has cleared many thousands of other aircraft and has made many, many friends for himself, the facility and the FAA. He has been the recipient of countless complimentary letters from the aviation community and many official and unofficial commendations and FAA awards for his excellent and dedicated service. Throughout the years he has, by example, set the course of the facility by his complete dedication to providing outstanding service to the flying public and has established the fine reputation that this tower enjoys today for friendliness and superior service. Chief Sam Fabela sums it up when he says, "Ted will be sorely missed."

A farewell banquet and roast will be held in Ted's honor on Monday, Oct. 12, at D's Airport Inn at Sonoma County Airport in Santa Rosa. No host cocktails will start at 6 p.m.; dinner at 6:30. The menu consists of soup or salad, Chicken Cordon Bleu stuffed with ham and cheese, rice or potato, vegetable and two well drinks for \$10 per person. For reservations, please call Judie Pottol at 707/546-1084. Sharing honors with Ted for the evening is controller Walter Smith who recently transferred to Bay TRACON and who coincidentally met Ted in 1962 as a young boy when Ted first arrived in Santa Rosa.

Who Cares? Do You?

Throughout the Region, the annual Combined Federal Campaigns are getting underway. The Los Angeles County Campaign is being "Kicked Off" this week. The CFC is, of course, our once-a-year opportunity to consider making one donation which would be distributed to numerous organizations providing a multiplicity of community services to those less fortunate and, in many cases, to ourselves. We are all affected by the inflation spiral, but the poor and sick who are helped by the CFC are affected even more. We suggest the Payroll Deduction Plan as a convenient way to make a meaningful gift by spreading your contribution over a whole year. However, if you prefer, you may make a cash contribution. The Western Region of FAA has been one of the leading contributors to the CFC in past years which has shown that we personally care. How much you give is a personal, voluntary matter. We know whatever you contribute will be gratefully accepted by those in need. As the campaign proceeds, we will keep you informed of the progress being made.

Telephone Tips

The Logistics Service has a tip that should go a long way toward reducing those FTS long-distance blues. If there's a busy signal on the FTS circuits when dialing a non-government or off-network number, disconnect and redial 8 and the area code. Wait about 20 seconds and then continue dialing the remaining numbers. Chances are the call will be completed immediately and eliminate any temptation to use commercial circuits. Logistics reminds us again that commercial long distance telephone calls are unauthorized except in emergencies.

The News In Brief

From the beginning of the controllers strike, Aug. 3 to Sept. 3, the agency has hired 1,077 controller trainees, all of whom were on the register before the strike began. Of these, 388 were hired as GS-7s and 358 as GS-9s. A total of 331 were reemployed annuitants and reinstatements. The ATC register will soon be replenished by new applicants who pass the Office of Personnel Management ATC qualification test. Between Aug. 17 and 28, while the register for this exam was open, over 125,000 applicants signed up to take the test.

● FAA, DOT and Civil Aeronautics Board lawyers have the Department of Justice's okay to contest the proposed airport access plan at the John Wayne Airport in Orange County, Calif. In this case, the government is alleging that the airport's plan denies air carriers reasonable access to the airport and is therefore discriminatory. The Orange County Board of Directors' plan, scheduled to become effective Oct. 1, authorizes only certain carriers to land at the airport. The government lawyers, as well as the Department of Justice, are intervening because the plan violates Federal law, including the Federal

Aviation Act. ● In another move to relieve the aviation community of unnecessary regulation, the agency has proposed an amendment to the regulation that requires general aviation operators of transport category airplanes that are operating under Part 91 to install a pitot heat indicator system. The proposal to drop the requirement under those circumstances comes as a result of a computer search of FAA airplane accident reports covering the period Jan. 1, 1976, through May 28, 1981, which indicated that there have not been any general aviation transport category airplane accidents that could be attributed to a pitot heating system failure. ● The agency has proposed that the cross-country flying time required for an instrument rating can be flown in either a fixed-wing plane or a helicopter. The rule now reads that pilots applying for an instrument rating must have at least 50 hours of cross-country flying in the category of aircraft--either helicopter or airplane--for which they are applying. The proposed amendment will relieve applicants from an unnecessary duplication of experience and prevent the waste of aviation fuel.

Civilair News

FAA at Disneyland--Tickets will be available at Civilair Desk for Columbus Day, Oct. 12, the Monday holiday. Cost of tickets is \$6.00 and includes all rides from 9 a.m. to 10 p.m. No food or drink. Shooting gallery excluded.

See's Candy Orders--See's candy this year is \$4.40 per pound, 20 cents extra for mailing boxes. Order forms will be available at Civilair Desk and Civilair representatives. Last day to order is Nov. 18, and candy will be delivered Dec. 9.

Civilair Dinner-Dance--our dinner-dance scheduled for Oct. 1981 has been rescheduled for March 1982. Watch INTERCOM as details develop.

Retiree Death

Friends of FAA Retiree Herbert Gross will be saddened to learn that Herb passed away on September 9 in Placentia, Calif. Prior to his retirement from the FAA several years ago, Herb served as Evaluation and Proficiency Development Specialist at Long Beach Tower and was assigned to both Air Traffic Division staff and the Training Branch staff on several details involving Air Traffic training. He formerly was in the Eastern Region and served his active control duty in La Guardia Tower and Kennedy Tower and Common Instrument Flight Rules (IFR) Room. Our sincere condolences to Herb's family.

Career Milestone

A special office ceremony was held recently to present Grace Kirk, of the Air Traffic Airspace and Procedures Branch, with a diamond Career Pin for 30 years of Federal service. Grace also received an Official Letter of Commendation citing her many contributions to the specialists in her Branch, along with a telegram of congratulations from Bob Smith, Air Traffic Division Chief. A beautiful Waterford crystal vase was presented by Airspace specialists, past and present, along with champagne cake and other assorted goodies. Congratulatory comments were made by Regional Director H. C. "Mac" McClure, Assistant Division Chief Gene Lawing and her Chief, Jim Holweger. Photo by Alex Garvis.



Jim Holweger and Grace Kirk

Awards

Outstanding With Quality Within-Grade Increase:

Lynn Damewood, Administrative Services Clerk, Lancaster AF Sector.

Outstanding With Special Achievement Award:

Ben Maes, System Performance Specialist, McClellan ARTS Sector Field Office.

Special Achievement Award:

Wiley Sewell, Team Supervisor, San Diego Flight Service Station

Letters of Appreciation:

Al Waters, Jim Stover and Darval Lund, Sacramento AF Sector, for the fine jobs they did as stand-in supervisors during the controllers' strike.

Bob Fordham, Lancaster AF Sector, from Chief, Establishment Engineering Branch, for contribution to installation of the OJ-314 communications equipment at Edwards RAPCON.

Leslie Strehlau, Lancaster AF Sector, for training she provided technicians at the Boron Sector Field Office.

Ken Frengs, Lancaster AF Sector, from Los Angeles Center for his development of the capability to control the on/off functions of the Common Digitizer data channels from Los Angeles Center.

Gene Daniel, Al McHugh, John Hopkins and Phil Stange, Lancaster AFS, for leaving a favorable impression with AAF-370 because of their presentation and enthusiasm concerning the R-2508 program.

Donald F. Loomis, Maintenance Engineering Environmental Section, from Los Angeles AF Sector Manager for Don's security lock services during the early stages of the controllers' strike at LAX.

Career Service Emblems:

30 years:

Lynn Dean, Flight Service Specialist, Sacramento Flight Service Station.

Bob Young, Assistant Manager, Sacramento Airway Facilities Sector.

25 years:

John Bowman, Lancaster Airway Facilities Sector.

Controllers Guide Pilots to Safe Landing

The inexperienced pilot was close to panic. He was lost and dis-oriented. His instruments were set incorrectly, and one thing after another was going wrong. But he was calmed by the confident voices of Kansas City enroute center controllers Robert Fousek and James Hamm. Both are journeyman controllers working radar positions. They gave the pilot vectors for the Kansas City downtown airport but soon discovered that weather there was marginal, so a landing at Forbes Airport in Topeka was arranged. Hamm then talked the pilot into switching destinations and explained how the pilot could set his gyro compass and center the ball on his turn-and-bank indicator. He kept cautioning the pilot about airspeed and described how to keep the plane straight and level. When the airport was in sight, he told the pilot when to reduce speed, lower the flaps and make a turn for a safe and smooth landing. During the month of August, 162 flight assists were reported--107 by flight service stations, 46 by towers and 9 by centers. There were a total of 292 people reported on board the aircraft involved.

Lancaster Airway Facilities Sector

Congratulations to Terry Story, Electronics Technician at Edwards Automation Sector Field Office, and Tom Linebaugh, Maintenance Mechanic at Oxnard Sector Field Office, on their recent promotions. Welcome to Ken Frengs, our new Radar/Automation Technician-in-Depty. We all wish good luck to Lewis Heide who is now working for the Air Force.

Sacramento Airway Facilities Sector Happenings

The biggest news we've had in a long time came along this month with the announcement that John Burge, Maintenance Worker at Sacramento Airway Facilities Sector Field Office, had been selected to receive the Secretary's Award for Valor. John went back to Washington on Sept. 15 for a day's festivities celebrating his act of heroism and was cited by the Secretary of Transportation for the voluntary risk of his own personal safety in removing the injured pilot from a burning aircraft on August 29, 1980. Congratulations, John. You are quite a credit to Sacramento Sector.

FAA Simplifies Rule

The agency is proposing a simplification of its General Operating and Flight Rules (Part 91) to make them easier to understand and use. One result of the simplification will be that non-instrument rated pilots only have to read the first three major sections to be familiar with the rules and regulations that apply to them, instead of plowing through the entire regulation. The proposed simplification would break the regulation down into 10 subparts, compared with five in the existing regulation. In general, the first two would cover most of what a non-instrument rated pilot would need to know. These and the next three would cover most of what all other pilots, short of airline and other large transport pilots, would need to know, and the last five parts would be for airline and large transport aircraft pilots. Interested parties should submit comments on the proposal to the Rules Docket (AGC-204), Docket No. 18334, by Dec. 9.