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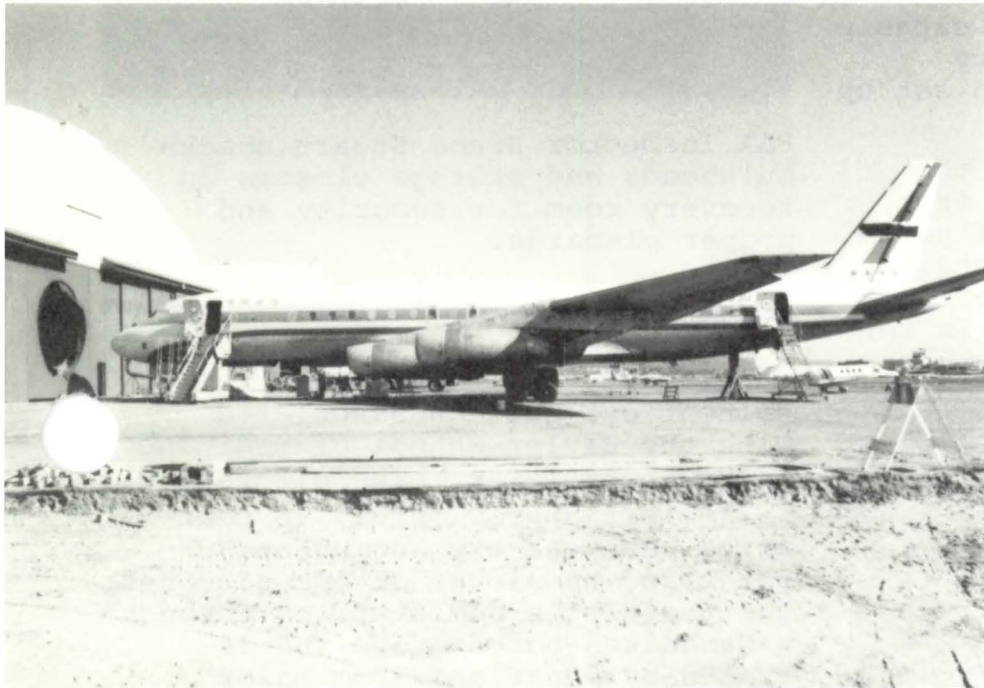
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U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Western-Pacific Intercom

PROJECT ORBIS:  
DC-8 FLYING  
EYE HOSPITAL



## Cover Story

Several inspectors at the Van Nuys General Aviation District Office have been involved in a most unusual but rewarding project: overseeing repair and modification work in the conversion of a Douglas DC-8 aircraft into a Flying Eye Hospital. The entire system duplicates all of the normal facilities and equipment found in a conventional eye hospital, but is capable of being flown to any country where arrangements have been set up for its use.

As well may be appreciated, the modification of an aircraft from its certified passenger configuration to a flying hospital entails considerable design, engineering and technical know-how. It is the FAA's responsibility to insure that the aircraft has been modified in accordance with data approved by the FAA and that these modifications will not adversely affect the airworthiness of the aircraft and are compatible with the original design features.

In this instance, this was accomplished through direct involvement of Van Nuys GADO which holds certificate responsibility for the repair and modification work performed at TigerAir Services, Inc., on customer aircraft.

FAA inspectors Keith Thompson and Bruce Stuart had the major responsibility of reviewing the data submitted by TigerAir, and approving each installation required. Van Nuys Acting Chief Will Bedgar was actively involved in closely planning and monitoring the project, which took a year to complete.

The aircraft was donated by United Airlines, and its paint job was donated by World Airways, Inc. It will be operated by Project Orbis, Inc., a nonprofit program



FAA Inspector Bruce Stuart checks bulkheads and storage closets in recovery room for security and proper placards.

inspired by Dr. David Paton, an eminent eye surgeon associated with the Baylor School of Medicine in Houston, Texas. The aircraft will visit approximately 18 countries per year exchanging and gathering knowledge on eye diseases. The project is administered through a Manhattan-based group and is funded by donations from major companies as well as private individuals. Funding includes a major contribution from the U.S. Government Agency for International Development (AID).

### Cover photos:

Top: The aircraft, a Douglas DC-8-21, parked on the TigerAir, Inc., ramp at Burbank, California.

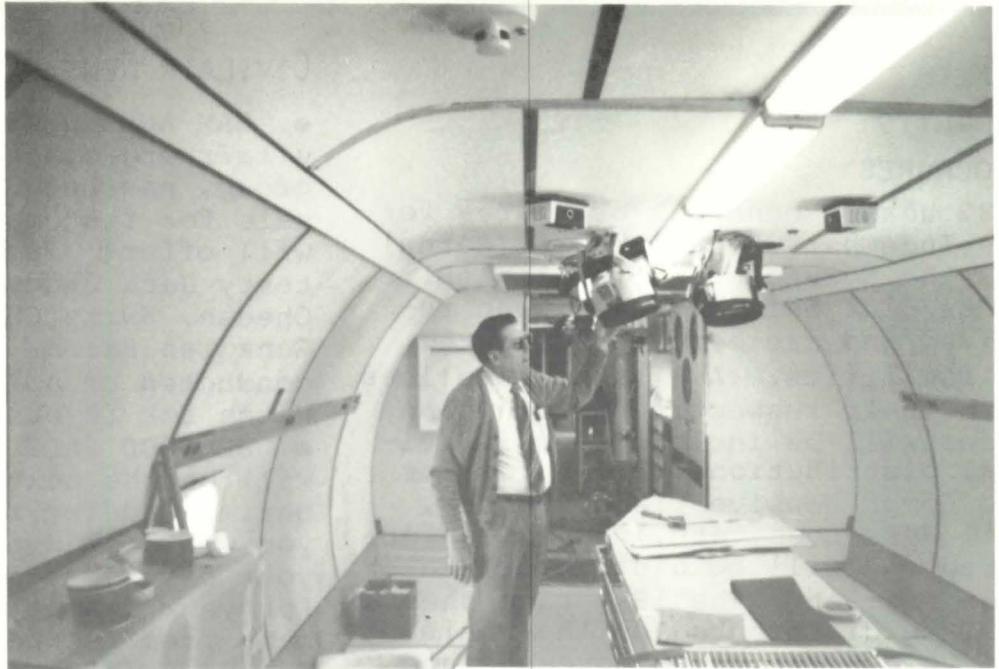
Bottom left: Frank Dommelen (left) TigerAir Maintenance Supervisor, and FAA Inspector Keith Thompson meet to discuss details regarding the operating table and associated equipment.

Bottom right: Recovery room inside the DC-8 Flying Hospital. Photos courtesy of Bruce Stuart.

DC-8

Flying

Hospital



When the DC-8 Flying Hospital is in the hospital mode, the only aircraft system being used is the fuel system which supplies fuel from the fuel tanks to operate two portable auxiliary power units. These units are the source of power for electricity, air conditioning and water systems used by the aircraft when it is in the hospital mode. They are completely portable and stored in the aircraft rear belly cargo compartment when the aircraft is in the flight mode. The design concept is unique in that when the aircraft is in the flight mode, there are only four minor changes which interface with previously type certificated systems.

A--FAA Inspector Bruce Stuart checks security of lighting fixtures in the operating room.

B--FAA Inspector Keith Thompson checks security of installed equipment.

C--Bruce Stuart reviews the water tank installation.



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## HEALTH

### BENEFITS

#### BROCHURES

1982 health benefits brochures for the Indemnity Benefit Plan (Aetna) and the Service Benefit Plan (Blue Cross/Blue Shield), have been received and are being distributed to facilities. A list of enrollees with their respective health plan codes will be included for individual distribution. Brochures for the Comprehensive plans (Kaiser, INA, Ross Loos, etc.) have been ordered and will be distributed later upon receipt. The 1982 rate sheets will be distributed on the basis of one to every five employees since the quantity is limited. The 1982 rates were published in the Jan. 22 INTERCOM.

## CIVILAIR NEWS

- HAM AND CHEESE SALE -- The Civilair organization, your employee group, has been asked to sponsor a sale for its employees. This sale will offer: Yugoslavian Hams, Monterey Jack Cheese, Sharp Cheddar Cheese, Swiss Cheese and Canned Canadian Bacon. The sale will be conducted on April 7, 3 to 6 p.m. Watch for flyers and price list.
- SEAFOOD SALE -- March 25 and 26 will be the next date that the Shrimp Peddler returns. Those of you who missed the last sale, mark your calendars and check the flyers for your own selections. There are many free recipe cards available at the sale to create interesting meals. In addition, a seafood cookbook is available from the Civilair desk, 4th floor, for \$2.00 each.

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## ATLANTA AND ALBUQUERQUE

### NAMED TOP SECTORS

Airway Facilities technicians at the Atlanta NAS Sector and the Albuquerque ARTCC Sector can walk a little taller for the next 12 months because their on-the-job performance has won them Sector of the Year Awards. The Albuquerque sector was selected because of demonstrated all-around performance, whereas the Atlanta sector got the edge because its reliability in the maintenance of major equipment remained consistently higher than the national average throughout the rating period. However, sector chief James G. Bryant said the sector was selected because "very outstanding people at all levels are pulling together." In all, 19 sectors were evaluated on the basis of

facility performance, man-power/workload factors and general sector management. The quality of overall performance during the past year was found to be extremely high. The national winners were selected from the following regional winners: Western - Lancaster, Calif., NAS and Los Angeles ARTCC; Pacific - Maui NAS and Honolulu ARTCC; Rocky Mountain - Pierre, S.D., NAS and Denver ARTCC; Southwest - Austin, Tex., NAS Southern - Atlanta ARTCC; Eastern - Harrisburg, Pa., NAS and Washington ARTCC; Northwest - Seattle NAS and Seattle ARTCC; Great Lake - Minneapolis NAS and Minneapolis ARTCC; New England - Bangor NAS and Boston ARTCC; and Central - Grand Island, Neb., NAS.

## FAAERS NOT ALONE - ALL FEDS FACE SQUEEZE

According to the Office of Personnel Management (OPM), FAA employees facing furloughs are by no means the only Federal workers feeling the budget squeeze. During the past four months, 4,700 Federal workers have been fired or RIFed, and an additional 2,700 have received RIF notices. Hardest hit by the RIF were employees in the Public Health Service, Department of Labor, Department of Agriculture, ACTION, Consumer Product Safety Commission, Department of Transportation and the Environmental Protection Agency. For example, 125 employees in the Office of the Secretary of Transportation were RIFed on Feb. 28. Also hard hit by the money squeeze is the General Services Administration. So far 235 employees have been fired, and furloughs are planned for later this year.

## REVIEW FEGLI FORM

The Office of Personnel and Training recommends that employees review their Federal Employee Group Life Insurance (FEGLI) designation of beneficiary forms, particularly if they signed up for additional insurance last year and did not alter their beneficiary form. Those wishing to review the form on file, or obtain a new form, should contact their personnel offices. However, employees do not have to file a designation of beneficiary form if they are satisfied with the order of precedence outlined in the FEGLI law. The law provides for the following order of payment:

- widow or widower;
- children, including descendants of deceased children;
- parents;
- executor or administrator of the estate;
- next of kin.



**OAKLAND CENTER RECEIVES CFC AWARDS**--Both Airway Facilities and Air Traffic have received awards for outstanding accomplishment during the 1981 campaign. FAAers in the five north counties of the San Francisco Bay Area donated a total of \$26,200 with Oakland AT folks being recognized for the largest per capita gift. Oakland AF people were honored for consistent high donations two years in a row.

Top left: From left--DOT Co-Chairman Jerry Long, Section Coordinator Phillis Edmison and Sector Manager Byron Mabee.

Top right: From left--Jerry Long, Section Coordinator Ruth Fullmer, Facility Chief Erwin Buschauer and Section Coordinator Gretchen Lane.

## JEAN LARSON RETIRES

After more than 10 years of federal service, Jean Larson, the Administrative Officer at the Sacramento Airway Facilities Sector, is retiring. We wish to invite her many friends and coworkers in wishing her a long and happy retirement at a luncheon on Thursday, March 18, at Casa Maria's in Citrus Heights. Your reservations may be made by calling Mike or Shelley at FTS 448-3126.

## THE PILOT WAS IMPRESSED

A pilot lost on top of cloud cover and low on fuel got a free instrument flying lesson recently from a pilot instructor who also is a controller in the Kansas City en route center. Jack S. Reynolds took over control of the troubled aircraft after the pilot contacted the center and declared an emergency. Using his most patient flight instructor's manner, Reynolds calmed the distraught pilot, told him how to use the artificial horizon for a planned descent and provided him with the necessary power settings and other information designed to bring the aircraft down at the Buffalo, Okla., airport. When direct radio contact was interrupted, he arranged to communicate through the pilot of another aircraft in the vicinity, and together they guided the lost pilot to the runway threshold and a safe landing. The pilot who acted as the middleman in the flight save expressed his admiration for Reynold's performance by saying, "I'm impressed that you were able to do that." During the month of January, 107 flight assists were reported. Flight service stations were responsible for 45 of these, while terminal facilities accounted for 39, and centers handled 23. There were 193 persons on board the aircraft involved.

## THE NEWS IN BRIEF

The FAA Administrator has asked President Reagan's science advisor to establish a special panel to review the agency's 20-year National Airspace System Plan. The purpose of the review will be to confirm the integrity of the plan or identify areas of doubt with suggestions for resolving these doubts. The Administrator said he hopes to have the panel's report before May 31. ● In a move that will save the agency more than half a million dollars a year, all entrance-on-duty (EOD) processing for newly hired air traffic control trainees now will be done at the Mike Monroney Aeronautical Center in Oklahoma City. Processing will include all appointment paperwork, ID cards, briefings on benefits as well as travel, housing and student services. Travel orders, advances and voucher processing also will be handled at the center. Preemployment processing, commitments, facility assignments and T&A cards will remain regional responsibilities. ● The agency will hold a public meeting March 18 in Washington, D.C., to explain the new aircraft certification directorate organizational structure, which became fully operational this month. Essentially, the directorate system is a development of the "lead region" concept in which the region with the greatest expertise in a particular certification category was made responsible for all related certification activities.

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## AWARDS

### Outstanding Performance Rating:

Joan Cooper, Secretary, Southeast Asian International Field Office.

### Special Achievement Award with Outstanding Rating:

D. Warren Tetz, Electronics Technician (Relief), POD: Elko, Nevada.  
Geraldine Sporman, Palm Springs Tower.

George Smith, Sacramento FSS.

### Special Achievement Awards:

Guillermo "Willie" Villalobos, Civil Engineer, Establishment Eng. Branch.

Gary Hiner, Phoenix Tower.

Norman Lagusa, Oakland FSS.

Marshall Davis, Torrance Tower.

Jack Evans, Santa Ana Tower.

Gary Spranger, Ontario FSS.

Bion J. Quan, Salinas FSS.

Erwin Buschauer, Chief, Oakland Center.

Charles Tyler and James Robinson, Long Beach Tower.

Curtis Johnson, Red Bluff FSS.

Joel Morrison, Bay TRACON.

Evangeline Holcomb, Bakersfield Tower.

Norman Crews, Matthew Bletcher, Kenneth Knoben and Richard Shine, BAK Tower

Anderson Davie and Donald Haven, Oakland FSS.

Martha Thomas, Bay TRACON.

Eddie Nelson, Ontario FSS.

Ronald Huntington, Maintenance Mechanic, POD: Battle Mountain, Nev.

### Special Achievement Award For Special Act:

Betty Rogue, Oakland FSS.

Myron D. Lowdermilk, Santa Barbara FSS.

Joe Bradshaw, Bakersfield Tower.

### Group Award for Special Service:

Imperial FSS personnel Susan Brewer, Frank Garcia, Frank Randall,  
Ron Summers and Tom Weston.

### Quality Within-Grade Increase Awards:

Robert Maxwell and Ritta Maxwell, Phoenix Tower.

James Wilhelm, Long Beach Tower.

June Stephens, Torrance Tower.

Donald Doolittle, Reno Tower.

Charles Weinum, Bay TRACON.

Shirley Thompson, Administrative Officer, Airway Facilities Division.

David Kath, Electronics Technician, Elko AF Sector Field Office.

Jacky Neely, Engineering Technician (Environmental TID), TSU, Reno, Nev.

### Letter of Appreciation:

Robert Kerr, Painter, Field Maintenance Party, Tonopah, Nev.

## SAA FOR RON HUNTINGTON

Ron Huntington (left), Environmental Support Technician, receives a Special Achievement Award for his job performance. Presentation was made by Beryl Dewey, right, Battle Mountain LRR Chief.



## DOT SECRETARY LEWIS ASKS FOR CONTROLLER BILL

DOT Secretary Lewis has asked Congress to expedite the enactment of legislation that would increase premium pay for controllers and others involved in the operation and maintenance of the air traffic control system. Testifying before the House Post Office and Civil Service Committee, he urged Congress to "recognize now the extraordinary performance of the FAA workforce during these difficult times and provide the FAA with the necessary tools to rebuild the system in a timely manner." During his March 3 appearance on Capitol Hill, he pointed out that the proposed legislation provides for the same 6.6 percent average pay increase that he had agreed to in the pre-strike negotiations. In summing up the current situation, he said, "The controller strike is behind us, but the need for many FAA employees to continue their diligent work efforts remains with us. Further, our efforts to rebuild the air traffic control system continue. The special controller proficiency pay, pay for training in excess of 40 hours, and the reemployed annuitant provisions of the legislation will aid us in rebuilding the system."

## B-757 MAKES FIRST FLIGHT

The Boeing 757 twin-jet made its first flight on Feb. 19, beginning a 10-month flight test program leading to FAA certification. FAA pilots and engineers from the Northwest Mountain Region's Aircraft Certification Division are expected to make their first flight in the new "twin" sometime in April. In all, over 100 FAA employees will be involved in the certification process. Eastern Air Lines is scheduled to receive the first 757 in December, following certification.

## SOME FLEXITIME STILL O.K.

The legislation that allows experimental Alternate Work Schedule (flexitime) programs runs out March 29. Although legislation to make this experimental program permanent is currently being considered by Congress, the Department of Transportation plans to terminate those flexitime programs that allow employees to work 40 hours in fewer than five days, effective March 20. On the other hand, flexitime programs that allow employees to schedule the starting and ending times of their eight-hour workday, within prescribed limits, will be continued.

## FIRST SOLID-STATE VOR DELIVERED TO ACADEMY

The first of the new solid-state VOR radio navigation aids has been delivered to the FAA Academy in Oklahoma City where it will be used to train A.F. technicians who will maintain this equipment. The initial class will begin March 11, and the first field unit delivery is scheduled for April at Hallsville, Mo. A total of 950 of the solid-state VORs and VORTACs, whose radio signals guide pilots from one ground station to the next, are on order from ITT Avionics in Nutley, N.J., and Northrop Wilcox, Kansas City, Mo. These units will replace vacuum-tube equipment currently in use. The solid-state units will be cheaper to run because they use less power and cheaper to maintain because their transistors and other solid-state components last longer than vacuum tubes. Also, the units can be monitored from a central location, which will eliminate unnecessary inspection trips to remote sites. All in all, the annual savings is estimated to be about \$30.2 million. All 950 of the new units are due to be delivered before the end of 1984.