



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

Western-Pacific Intercom



COVER STORY...

A more and more familiar site in our Western-Pacific Region skies is the ultralight vehicle--which has not yet achieved the status of being referred to as an "aircraft."

Because of the ultralight's increasing popularity, FAA Accident Prevention Specialists throughout the Region have become aware of the need for more pilot education in avoiding collisions with these ultralights--and their less-sophisticated non-powered cousin, the hang glider.

The agency is also aware of the need for some kind of regulation to ensure the safety of ultralight operators and other aircraft pilots. At this time, there is a Notice of Proposed Rule Making on the subject and comments are presently being gathered and evaluated at Washington headquarters.

The FAA Accident Prevention Counselor plays a vital role in pilot education and in helping to avoid accidents and potential mid-air collisions. The Accident Prevention Counselors are appointed by Accident Prevention Specialists in each of our General Aviation District Offices/Flight Standards District Offices (GADO/FSDO) based on their qualifications and proficiency and knowledge of the airspace requirements.

We have several Accident Prevention Counselors specializing in ultralights who have already been appointed, and there are many more who soon will be performing this important mission.

In San Diego, Bill Matson has appointed two counselors: Lyle Byrum, who is president of Eipper-Formance, Inc., in San Marcus, Calif., and who is also an FAA certified flight instructor; and Steve Hawxhurst, who is president of Flight Realities, Inc., and a fixed-wing and glider pilot.

In San Jose, Janet Hitt has appointed one counselor: Michael Grant, a 3,000 hour private pilot with an instrument rating and 500 hours in ultralights. Mike is an ex-military air traffic controller and is an ultralight dealer.

In Van Nuys, Vince Brophy has appointed two counselors: Chris Spangenburg of the Ventura City Fire Department, and John Ballantyne, president of Ultra-sport, Inc., and also president of the EAA Ultralight Association. Responsible ultralight dealers, such as John Ballantyne, also recognize the need for standardized safety precautions for ultralights. "We are petitioning the FAA," comments John, "for more rapid involvement and the establishment of national standards as we move forward in this new era of aviation history."

For many enthusiasts, the ultralight signifies a return to the early days of aviation. We can't help but think that the Wright Brothers would have heralded this return to the days when flying was both adventurous and fun. Thanks to the combined efforts of both industry and the FAA working together as a team, flying ultralights in the Western-Pacific Region can be adventurous, fun and safe!

Cover photo: Vince Brophy (left), Van Nuys Accident Prevention Specialist, with John Ballantyne, newly appointed FAA Accident Prevention Counselor and his ultralight, "Quicksilver." Cover photo by Barbara Abels.

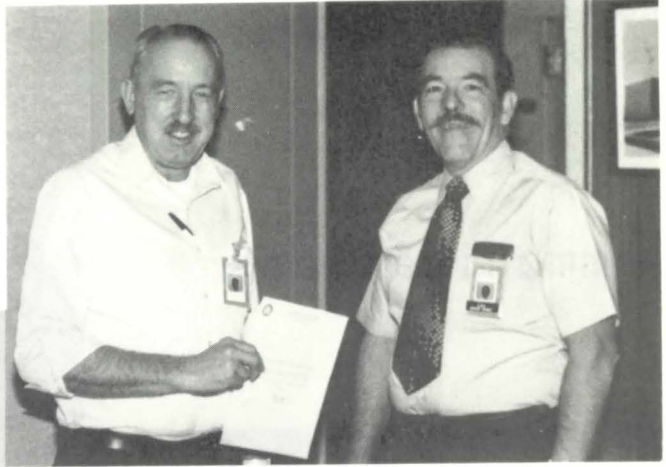
Maintaining
Active
Communications



As a first step in maintaining active communications within the Western-Pacific Regional Headquarters, Regional Director H. C. "Mac" McClure "rapped" with some 300 employees during informal sessions held recently.

Along with announcing a "Maintaining Active Communications" program in the Regional Headquarters, the Director discussed current topics and issues and answered questions raised by employees. Mr. McClure plans to hold similar sessions in the future as long as employees find them beneficial.

105 YEARS OF
FEDERAL SERVICE



Three employees at the Oakland Center Airway Facilities Sector at Fremont, Calif., have earned 105 combined years of Federal service. Byron Mabee, Sector Manager, recently made the following presentations:

Above: Leroy Hilscher (left), Communications Unit Chief, receives his 35-year pin and congratulatory letter from Byron Mabee.

Top left: Elliott Johnson (right), Assistant Sector Manager, receives his 40-year pin and congratulatory letter.

Bottom left: Robert Green (left), CDC Display Electronics Technician, receives his 40-year pin and congratulatory letter from Byron Mabee. Photos by Hubert Bradley.



OOPS--It's GARY OTOSHI!

A recent issue of INTERCOM carried an article in its "Capsule Glimpses" column welcoming aboard the new Chief of Technical Security Staff, Civil Aviation Security Division. Unfortunately, the article was headed, "Meet Gary Toshio". This was in error and, of course, it should be "MEET GARY OTOSHI! Sorry, Gary--our welcome aboard is no less sincere.



40 YEARS FOR WALLY MOON

Wally Moon (left), Chief, Management Systems Division, receives his Career Service Emblem for 40 years of Federal service from Regional Director H. C. "Mac" McClure.

Wally began his Federal service in 1942 as an instructor at Wright-Patterson Air Force Base in Dayton, Ohio. Moving to the U.S. Navy in 1943, Wally rose from Lt. (j.g.) to Lt. Cdr. by 1946. Following the war, he joined the Veteran's Administration as an ADP Systems Analyst and rose through other positions until 1957 when he came to the CAA/FAA in Los Angeles as Assistant to the Regional Administrator. In 1961, Wally was named Chief of the Management Analysis Division, which later became the Management Systems Division. Wally has held this position for the past 21 years.



ANOTHER FSS SITE SELECTED

The agency has picked the Bridgeport-Stratford, Conn., area as the location for one of the 61 automated flight service stations that will comprise the future system. The facility will be situated at the Sikorsky Memorial Airport, which is owned and operated by the City of Bridgeport, Conn., although actually located in Stratford. FAA now has selected four of the 61 automated FSS sites. Those previously announced are Terre Haute, Ind., Green Bay, Wis., and Dayton, Ohio. The 10,000 square-foot FSS facility at Bridgeport-Stratford will be built by the airport operator and leased to FAA. It is expected to be operational in 1985 and will consolidate the present FSSs at Boston's Logan Airport and Bradley International Airport, outside Hartford, Conn. The agency's program for modernizing and consolidating the flight service station network is a key element in the recently announced National Airspace System Plan. The automated FSS system will provide improved services to pilots and greatly reduced costs.

FURLOUGH INFORMATION

FAA has reduced the number of prospective maximum furlough days from 12 to eight and has postponed their start. The Administrator ordered the reduction after a review of the latest budget information. In the weeks ahead, the Administrator's office will complete a more detailed review which will include an examination of savings resulting from various cost-reduction efforts that have been underway for some time. Every possible way to further reduce the furlough and still accomplish the agency's mission within the funds available will be explored.

The National Transportation Safety Board is yet another Federal agency caught in the current budget squeeze, with employees facing both RIFs and furloughs. In an effort to meet reduced spending levels, the Board plans to cut 26 positions by April 1, bringing the total number of permanent employees down to 293. These cuts, together with previous reductions, represent a 21 percent decrease in authorized staffing levels over the past two years. In addition, the Board proposes to furlough all remaining employees for three days each during the remainder of the current fiscal year.

RETIRES EMPLOYMENT OPPORTUNITY

An outside firm is seeking retired FAA Nav/Com and Radar Engineers and Technicians for maintenance of Air Traffic Control systems in Kuwait. Employment would be for one year or less. Interested Retirees should contact Ben Donahue, DynaSystems, 1805 E. Lilliam Lane, Arlington, IL 60004, telephone 312/398-0047.

MONTREAL, LIMA JOBS OPEN

Two-year jobs with the International Civic Aviation Organization are now open in Montreal and Lima, Peru. The Montreal openings are for a document control officer, P-3, PC-56/81, and a technical officer, communications, P-4, PC-59/81. The Lima position is for a technical officer, rules of the air, search and rescue, P-4 PC-58/81. Applications for all jobs are due in API-19 by April 9. Information about salary, qualifications, applications and benefits is available at personnel offices.

CIVILAIR NEWS

● The El Segundo Policeman's Ball will be held at the Long Beach Auditorium on May 9. Tickets are available at the Civilair Desk and are priced at \$15.00 per family. ● Easter Candy will be on sale. Date will be announced later. The list for a variety of Easter Candy items is available at the Civilair Desk. Place your order at this time. ● Suggestions will be taken for saleable items that we could purchase on a one-time basis at a discount - plastic playing cards, note paper, computer products, etc. Let your Civilair Representative know. ● Activities for this year are being planned by the board members. Coming up are: The Hollywood Park Races in June; Picnic in July; and the Disneyland Trip in October. December has the Christmas Party for the Children. All the other months are open for further activities. Do you have any suggestions? Contact your Civilair Representative.

EASLEY LARKIN RETIRING

Easley "Easy Love" Larkin, Team Supervisor at Los Angeles Flight Service Station, is retiring after 28 years of Federal service. A dinner is being held in his honor on Friday, April 2, at the Cockatoo Inn, Hawthorne Blvd. and Imperial Highway in Hawthorne, Calif. The cost is \$12.50 per person (including tax and tip). No Host cocktails, 6:30 p.m.; Dinner at 7:30 p.m. For information, reservations and payments, contact: Janet Duckworth, LAX FSS, 5885 W. Imperial Highway, Los Angeles, CA 90045, phone--213/642-3961. Payments and reservations must be received by Mar. 29. Make checks and money orders payable to Janet Duckworth. Please join Easley's many friends and co-workers at the "Easy Love Affair."



SPOTLIGHT ON SAN DIEGO FSS RETIREMENTS



JIM GREENWOOD is retiring after more than 34 years of military and FAA service. He began his career June, 1943, as a pilot in the U.S. Army Air Force and also served as an Air Traffic Control Technician in the U.S. Air Force. He joined FAA in April of 1968. His duty stations have included: Los Angeles Center, flight services stations in Needles, Daggett and Lancaster, Calif., prior to joining the FSS staff in San Diego on February 25, 1979. All of Jim's friends and co-workers wish him a very happy retirement!

WILEY SEWELL is retiring after more than 33 years of Federal service. He began his career with the Post Office in Texas in 1945. He spent two years with the U.S. Air Force and then joined Trans-Texas Airways in Houston and Pioneer Airlines in Dallas before coming to the CAA/FAA in 1951. His first duty station was Wichita Falls, TX. Other FSS duty stations included Acomita, N.M.; Trinidad, CO; Salt Lake City, UT; Winslow, AZ; Eagle, CO; Ogden, UT; Las Vegas, NV; Crescent City, NV and Bakersfield, CA, before joining the Air Traffic Division staff for two years. He then spent three years as Chief, Fresno FSS, before joining the San Diego FSS management team. Happy Retirement, Wiley!

FRANK CLEARY'S RETIREMENT LUNCHEON

After 28 years of faithful, dedicated Government service, Frank Cleary is retiring from the agency. Frank has served as Employee Services Officer with the Personnel Management Division for a number of years and has clearly earned the title, "Mr. Retirement!" His invaluable knowledge and expertise will surely be missed by all who came in contact with him. Frank's

many friends and co-workers are cordially invited to come and wish him well at a luncheon being held in his honor on Thursday, April 29, 11:30 a.m. at the Lobster House in Redondo Beach, Calif. Price is \$11.25, including tax and tip. For further information and reservations, please contact Gladys Skinner, 213/536-6290 or FTS 966-6290, prior to April 20.

CENTER SECTORS RESHAPED

One of the results of the controllers' walkout last August is that the en route sector maps will never look the same again. Teams of air traffic controllers from Washington Headquarters, the regions and individual facilities have been working for several months to reconfigure the size and shape of en route control sectors in order to make the system more efficient and achieve a more equitable distribution of the workload. The sectorization of en route airspace has evolved over the years on a piecemeal basis as traffic demanded. Prior to the strike, there were 709 sectors in the 20 air route traffic control centers serving the conterminous U.S. The number subsequently was cut to 450 because of reduced staffing.

Now, some sectors are being re-established, but in an orderly fashion. When the reconfiguration program is completed next December, the workload for controllers will be more evenly distributed throughout the system. In addition, the sectors will be more convenient for pilots to use. For instance, aircraft convergence and crossover points will no longer be close to sector boundaries, but rather deep within the sector. In this way, pilots will have plenty of time to communicate with sector controllers before they reach one of the points. In some cases, center boundaries also will be changed, particularly where a hub airport is too close to the center's edge. All in all, it will make for a better, more efficient system.

RETIREES LUNCHEON

A retirees luncheon will be held at 11:30 am, April 20, at the Kings X Restaurant, 6835 La Tijera, in Westchester, just off the San Diego Freeway at Centinela. Choice of filet of sole or sirloin tips, \$7.00 including tax and tip, payable at the luncheon. Please make reservations and entree selections by April 14 by contacting Phil Guindon, 213/670-8124, or Fred Potter, 213/670-8769, 7222 Kentwood Avenue, Los Angeles, CA 90045. Let's hear from FAA and Credit Union Retirees for this informal get-together.

EMPLOYEE DEATH

We are deeply saddened to report that Robert C. Ouimette suffered a heart attack at home and passed away on March 6, 1982. Bob was an Electronics Technician at Montague Airway Facilities Sector Field Office Unit and had been there since 1975. His good humor lightened the day for all those who knew him. Our very sincere condolences to Bob's wife and family.

LET'S COMMUNICATE

INTERCOM is our employee publication. One of its purposes is to provide you with the facts on key issues just as fast as humanly possible. In addition, we try to publish regional happenings and provide recognition of employee accomplishments.

We are continually trying to make INTERCOM more interesting and more responsive to your needs. But--we can't do it alone. We need your help. We need your articles. We need your black and white photos. We need your support. For further information, contact Barbara Abels, AWP-4P, 536-6431.

FAA INTERCOM is published weekly for Western-Pacific Region employees of the Department of Transportation/Federal Aviation Administration by the Public Affairs Office. Articles and photographs should be received by the Editor, AWP-5, extension 6431, by 11 a.m., Thursday, for publication in the following week's issue.

CAPSULE GLIMPSES...

MEET WALT DAIGLE, LONG BEACH FSDO

Walter H. Daigle, Chief of the Long Beach Flight Standards District Office, started his FAA career in July of 1961 in Air Traffic before moving on to the Oakland Flight Standards General Aviation District Office. Walt was promoted to an instructor at the FAA Aeronautical Center and served two tours before returning to the Western Region in 1973 serving in the Systemsworthiness Analysis Group in Los Angeles. Walt's other assignments have included Air Carrier Inspector, Unit Chief at the Long Beach FSDO and Chief at the Riverside General Aviation District Office. Prior to joining the FAA, Walt flew with various non-scheduled airlines out of Oakland, California.



REGIONAL CONSOLIDATION NEARS COMPLETION

The Western Region and Pacific-Asia Regions will become a single entity in both name and fact on March 21 when the Honolulu office closes. The Northwest and Rocky Mountain Regions are scheduled to complete their consolidation on April 4 when the Denver office ceases operations. Of the 129 employees in the Pacific regional headquarters affected by the consolidation, 50 retired, 15 took in-grade FAA jobs in the continental U.S., 62 employees were placed in FAA and other government jobs in Honolulu, one resigned and one placement action is pending. To provide sufficient space for the consolidated Northwest Mountain regional headquarters, additional space near the SEA-TAC Airport is being acquired by the region, which will operate, at least

temporarily, from a split regional headquarters. Over the weekend of April 3 and 4, the regional director, his staff, Air Traffic, Flight Standards and the certification divisions will move to the new quarters. Airway Facilities, most of Airports, Aviation Medicine and Security, and some field offices will remain in the old location at Boeing Field. Although not all personnel actions have been completed, of the approximately 380 employees affected by the Northwest Mountain consolidation, all who are willing to relocate have jobs in the new regional headquarters. Only 12 employees hold offers for jobs at a lower grade, and by the time they actually transfer, even this number is expected to be reduced. Only two placement actions remain to be resolved.

THE NEWS IN BRIEF

There's no plot to speak of, no surprise ending and no cast of characters whatsoever, but the FAA's National Airspace System Plan is experiencing brisk sales nevertheless. In the first month after its release at a January 28 public briefing in Washington, the agency sold approximately 800 copies of the 450-page document at \$9.75 a copy. FAA employees, however, will be getting a free mini version of the plan this month when the March FAA World arrives in the mail. The entire 32-page issue is devoted to the plan and its effect on FAA people. ● Tech Center's low-cost marking and lighting system for unpaved airports was recently completed at the Jennings, La, Municipal Airport. This is the first airport outside of the Atlantic City area to get the FAA system. Other airports where it is currently being installed are Gadabouy Gaddis Airport, Bingham, Maine, Columbus Municipal Airport, Columbus, N.D., Camp Verde Airport, Camp Verde, Arizona, and Elliott Field, Clinton, Mo. ● Senator Howard Cannon, the ranking minority member on the

Senate Commerce Subcommittee on Aviation, wants legislation passed that would block the release of a cockpit voice recorder (CVR) transcript for 60 days after an accident. The Democratic senator from Nevada told his colleagues that the transcript should be released by the National Transportation Safety Board only after other factual data about the accident have been uncovered. Under his proposal, CVR transcripts still would be immediately available to accident investigators and to the airline involved. ● The Office of Management and Budget (OMB) has reversed a decision to close 45 National Weather Service Stations. The projected economy move would have shut down 25 full-time weather stations and 20 others on part-time schedules. The plan was sharply criticized by aviation groups who felt that the closings would prejudice aviation safety. OMB reversed its decision to close the stations after the Department of Commerce, parent agency of the Weather Service, promised to achieve savings in other, less safety-oriented programs.

DON KELLY RETIREMENT

LUNCHEON

MARCH 26

Don Kelly, Chief, Civil Aviation Security Field Office, San Diego, is retiring after 35 years of government service. Join us in a farewell lunch for him at Reuben's Restaurant, 880 Harbor Island Drive, San Diego, Friday, March 26, at 11:30 am for No Host Bar, and at Noon for a No Host luncheon. Reservations and/or contributions should be made by Friday, March 19, to ACDO-32 (Pat Thomas or Art Pearsall), Phone: 714/293-5787 or FTS 895-5787. Address: 880 Front Street, Room 5S28, San Diego, CA 92188.

WINNING THE GAME ISN'T EVERYTHING

Marlin Scott, son of Merrill Scott, Technical Support Officer at the San Francisco Airway Facilities Sector, has been named to the 1981 Pop Warner All Pacific Northwest Scholar-Athlete Football Team. In achieving this honor, Marlin had to accumulate at least 15 of a possible 18 points. The award is presented by Pop Warner Little Scholars, Inc. to 12-years or older participants who exemplify good sportsmanship, dedication, enthusiasm, perseverance and leadership, whether on the football field, sidelines, or in the classroom. The rating is based on the coaches recommendation, scholastic achievement and an essay question response. Congratulations to Marlin and his proud father!