

82-14
Apr. 2, 1982

Public Affairs Office
AWP-5

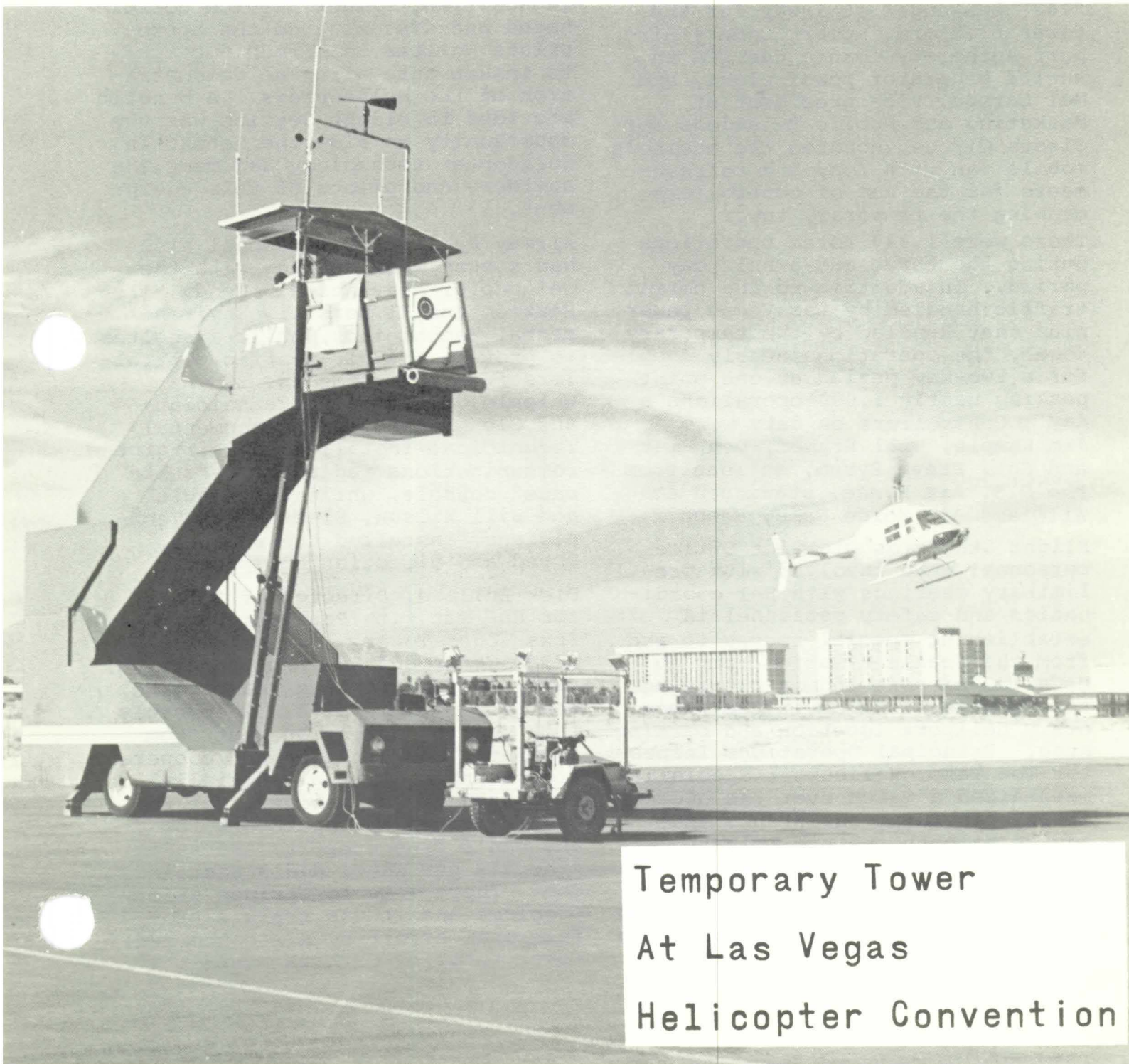
FAA
Western-Pacific Region
Los Angeles, CA 90009
(213) 536-6431



U.S. Department
of Transportation

**Federal Aviation
Administration**

Western-Pacific Intercom



Temporary Tower
At Las Vegas
Helicopter Convention

Cover Story

More than 10,000 people attended the Helicopter Association International (HAI) 34th Annual Meeting and Industry Exposition held recently in Las Vegas. The success of the convention this year was the result of the combined efforts of FAA, industry and community personnel.

Featured on this week's cover is the temporary tower which was set up near Scenic Aviation at McCarran Airport. TWA loaned the FAA the "747" passenger stairway for the tower platform. Clark County Airport Authority loaned the FAA an engine generator power plant, and Mel Larson, vice president of Marketing and Public Relations for Circus Circus, donated the casino's mobile van with food and refreshments for the use of controllers manning the temporary tower.

There were 1,947 total operations during the three-and-a-half-day period. In addition to the normal traffic handled by Las Vegas Tower, plus that handled by the temporary tower, the operations nearly doubled for a two-day period at one point peaking nearly 2,000 operations a day! Controllers on duty were Jim Kemple, Bill Kramer, Don Piet and Sgt. Steve Byrum, on loan from the U.S. Air Force, stationed at Williams Air Force Base, Phoenix.

Flight Standards District Office personnel were involved with preliminary meetings with HAI coordination and safety personnel in establishing special routes to and from the Scenic Aviation ramp at McCarran Airport and in providing technical assistance in the temporary heliport location and parking area. Principal Operations Inspector Tom Tate, Helicopter Specialist, maintained a watch over the operation, providing assistance and advice at both the preliminary briefing and during the convention. Eighteen static display helicopters were flown into the convention center parking area and remained on display throughout the convention.

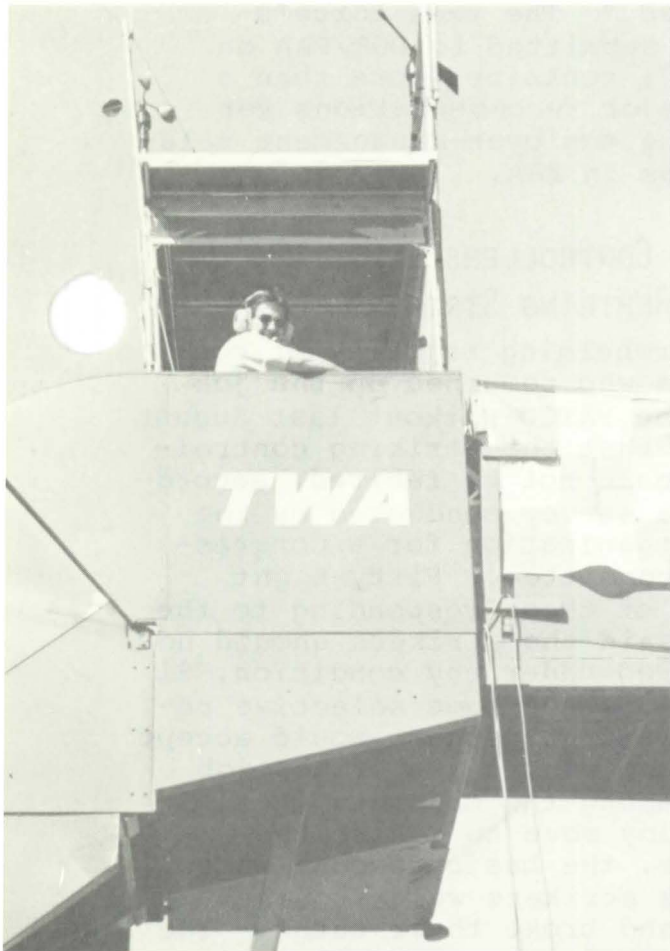
The 48 helicopters temporarily based at Scenic Aviation were used in demonstration flights during the event, flying over 1900 flights. Precautions and adherence to established procedures by all resulted in an accident-free operation with very few noise complaints.

Las Vegas Flight Service Station personnel provided considerable support during the convention. VFR flight plans filed increased over 50 percent and pilot weather briefings increased over 15 percent, compared to normal weekend traffic. In addition, Flight Service coordinated and disseminated the appropriate Notices to Airmen necessary to insure safe airborne demonstration of the helicopters. A benefit provided to Flight Service was the opportunity to view the latest in helicopter technology and meet the builders and pilots of this equipment.

Airway Facilities personnel also had a busy week helping with the helicopter convention. Woody Harkcom and Al Berotti, Environmental Technicians, built a shelter to protect the air traffic controllers from the elements. Wayne Whipple, Electronics Technician, and Glen Bicknell, Environmental Technician, installed the air-ground communications radios on a "suitcase" console, while Curt Ingle and Bill Wilson, Electronics Technicians, installed the weather speed and direction equipment.

Dick Bullard, Director of Safety for HAI, met with Paul Strybing (Las Vegas Tower) and Homer Wormdahl (FSDO Chief and FAA Representative) early in the planning stages. He was very pleased with how smoothly this year's convention went from a safety, coordination and cooperation standpoint. He especially expressed the appreciation of the manufacturers and operators for the FAA's fine support. He said, "The FAA personnel did a sterling job. There were no serious safety problems and it was truly a professional effort by all concerned." Cover photo by Barbara Abels.

Las Vegas
Helicopter
Convention



It was a busy time for all concerned at the 34th Annual Convention of the Helicopter Association International at Las Vegas.

Top right: A view inside the Las Vegas Convention Center of the many static displays.

Bottom left: Bill Kramer, Air Traffic Control Specialist, at the temporary tower at McCarran International Airport.

Bottom right: Homer Wormdahl (second from left), Chief, Las Vegas FSDO and FAA Representative, greets one of the helicopter pilots attending the three-and-a-half-day convention.

EX-FAA CHIEFS BACK PLAN

Five former FAA Administrators got together on Capitol Hill March 23 to voice their joint support for the Agency's National Airspace System Plan. Najeeb Halaby served as spokesman for the group which included John Shaffer, Alexander Butterfield, John McLucas and Langhorne Bond. Halaby told the House Public Works and Transportation Subcommittee on Aviation that the NAS Plan "could be an historic turning point" in reversing the trend of declining investment in the air traffic control and air navigation system. "If the United States is to retain its leadership in technology and productivity in an increasingly competitive world," he noted, "it should begin by reforming its ATC system." He concluded by urging Congressional action to provide front-end funding for the plan, adding that "without comprehensive, long-term legislation that is acceptable to all parties... essential progress toward a modern, efficient ATC system will not take place."

"OPEN SEASON" SET

A definite date for the Federal Employees Health Benefits Program "Open Season" has been set. The Office of Personnel Management (OPM) has picked May 3 through May 28 as the open enrollment period for Federal workers and retirees. Enrollment changes made during this time will be effective July 1 for annuitants and July 11 for most active employees. OPM had postponed the open season originally set for November 9 through December 11, 1981, because benefit and premium levels were uncertain, informational literature was not available and there were serious questions regarding the financial stability of some insurance carriers. Further information will be disseminated as soon as it is received.

TASK FORCE CHAIRMAN

OPPOSES REHIRING STRIKERS

The head of the task force that studied FAA "management and employee relationships" in the wake of the PATCO strike has told Congress that the fired air traffic controllers should not be given their old jobs back. In testimony before the House Post Office and Civil Service Committee, Lawrence Jones said rehiring the strikers would be "another blow" to FAA managers and supervisors and added that "the evidence in the report would tend to, on balance, lie on the side of the continuation of the policy the (Reagan) Administration has announced." The task force's report, submitted to DOT/FAA on March 17, contained more than a dozen major recommendations for improving employee-Management relationships in FAA.

WORKING CONTROLLERS

OPPOSE REHIRING STRIKERS

The overwhelming majority of controllers who remained on the job after the PATCO walkout last August believe that the striking controllers should not be rehired, according to a survey conducted by the Roper Organization for a Congressional committee. Fifty-eight percent of those responding to the survey said the strikers should not be rehired under any condition, 31 percent favored some selective rehiring, and 10 percent would accept anyone who wanted his or her job back. Among the majority who oppose any move to rehire the strikers, the basic reasons were that the strikers were troublemakers and broke their oaths. The report noted many controllers indicated that they were harassed by the strikers before the strike took place and that they would be harassed again if they were to return. A number mentioned that the strikers had engaged in practices that endangered the air control system and would do so again.

NEW INSTRUCTIONS FOR T&A COURSE ENROLLEES

The routine for enrolling in the Aeronautical Center's "Time and Attendance Course," previously announced in Intercom, have been changed. To apply for enrollment, employees should fill out AC Form 3110-35-OT (2/82), Non-Resident Study Application, instead of AC Form 3145-2. However, since Form 3110-35-OT is new and not yet available in the regions and centers, prospective applicants should write to the FAA Management Training School, ATTN: AAC-545, Cameron University, 2800 Gore Boulevard, Lawton, Oklahoma 73505. MTS will send an application form to be completed and returned.

GOLDEN EAGLE MISSES DINNER

In the aviation world when you refer to a Golden Eagle, everyone knows that you're talking about a Twin Cessna, but don't go under that assumption at the San Carlos Airport. Everyone should be aware that jack rabbits live on and, in fact, infest most western states airports. Golden Eagles are birds of prey and eat jack rabbits, but not very often. Recently, a Golden Eagle was observed perching on the VASI box near runway 30 at San Carlos Airport. Under the box were several terrified jack rabbits. Every now and then, one of the rabbits would dart out from under the box. The Golden Eagle would lift off in hot pursuit, making passes at the rabbit with talons fully extended. This activity continued throughout most of the day without any decrease in rabbit population. During all of this time, the bird and rabbit were oblivious to the movements of the airplanes. Thanks to San Carlos Tower personnel for sharing this interesting story.

REMINDER-- NO PERSONAL USE OF COPY MACHINES

All employees are reminded that use of agency reproduction machines for personal use is strictly prohibited. In these austere times, it is to all our benefit to help keep costs down. It is each employee's responsibility to be sure that copy machines are used only for official documents.

RENO AF SECTOR THANKED BY SAN FRANCISCO TELEVISION STATION

Dean DeShazo, Manager of the Airway Facilities Sector in Reno, recently received a letter of appreciation from KRON, NewsCenter 4, in San Francisco. The letter speaks for itself:

"We did not have a chance to meet the week the NewsCenter 4 did all of its live shots from Squaw Valley USA, but I want to thank you, and your men, for all of the assistance you gave me and my crew.

"An operation such as this requires the complete co-operation of everyone involved and, believe me, without the assistance of you, Gordon Lok and Norm Lantrip, our job would have been impossible.

"Norm Lantrip really outdid himself, helping us carry some very heavy equipment up and down through the tunnel and giving us every assistance we requested. He made our jobs much easier.

"And so to you and the 'mountain men' of the FAA a warm, 'Thank you,' from the NewsCenter 4 team."

Hats off to the people at Reno AF Sector for a job well done in putting before the press an agency image of which we all can be proud!

TAX FILING DATE CAN BE EXTENDED

As April 15 looms closer, many taxpayers will be relieved to know that they can request an extension of time until June 15 to file their Federal income tax returns. Taxpayers who need extra time may request an automatic two-month extension by filing Form 4868 with the Internal Revenue Service. The extension, however, applies only to the time for filing the return, and not to the payment of tax. Form 4868, "Application For Automatic Extension to File U.S. Individual Income Tax Return," should be filled out and sent to the IRS on or before April 15, 1982, for calendar-year filers. If you use this two-month extension, you must also use Form 1040 when you do file your return, and you will have to compute your own tax. Form 4868 must be accompanied by payment of any tax expected to be owed for 1981. Your payment must be sent with the form to avoid interest and late payment penalties.

SYSTEM CAPACITY UPPED

The agency has told the nation's airlines it has come up with a way to handle an extra 300 daily flights at 10 of the 22 "pacer" airports beginning this summer. The 10 airports are: Atlanta, Boston, Chicago, Cleveland, Denver, Detroit, New York's JFK, Los Angeles, Miami and San Francisco. The extra arrival slots will be made available beginning June 1, under the Tower En Route Program, which allows pilots to make instrument flights from one terminal control area to the next without entering en route center airspace. In this way, the program will provide additional slots without increasing the workload at centers. The program is designed primarily for propeller-driven aircraft flying at altitudes of 10,000 feet and below.

NATIONAL AIRSPACE SYSTEM PLAN COST SET

The National Airspace System Plan, the agency's 20-year blueprint for modernizing the air traffic control and air navigation systems, will cost an estimated \$7.16 billion over the next five years, the FAA Administrator told Congress on March 17. In his testimony before a House Public Works and Transportation Subcommittee, the Administrator estimated that the Facilities and Equipment (F&E) portion of the plan for the 1983-87 period will run about \$6.066 billion and the Research, Engineering and Development costs about \$1.096 billion. These are the first detailed cost estimates that have been provided on the 20-year plan since it was announced in late January. The peak year for F&E appropriations would be 1985, when an estimated \$1.4 billion would be needed. Of this amount, the largest expenditures are \$641.7 million for terminal facilities, mostly for increased automation. The major costs for Research, Engineering and Development, both terminal and en route, are slated for 1984, when a funding level of \$285.9 million is proposed. Of this amount, \$134.5 million is earmarked for advanced center computers and \$146.1 million would be set aside for flight service station modernization. To pay for the plan, the Administration has proposed a schedule of taxes on users, including an eight percent passenger ticket tax and a 12 cents per gallon tax on aviation gasoline and 14 cents per gallon on non-commercial jet fuel, going up 2 cents per year in each case over the next five years. These user charges will be included in the Administration's proposed legislation for airports and airways which is expected to be sent to Congress in the near future.

BRACKETT TOWER TODAY

Brackett Field, surrounded by grassy, rolling hills and snow capped mountains to the north, is a nice airport to learn to fly.

Thanks to Ralph Hiller and Terry Schomburg, Team Supervisors at Brackett, the Tower remained open during the strike. Shortly thereafter, Coast TRACON welcomed Terry back into the fold and Joe Wilgis, Ontario TRACON EPDS, offered his services at Brackett until just recently when he returned to Ontario Tower to help out there.

Both Terry and Joe are missed. Ron Schilling and Vicki Biggers came to Brackett from Chino and have been busy training Jackie Parrish from Ontario FSS, Dave West from Ukiah FSS and Mark Scott from Oklahoma City. Our sympathy to Mark on the recent death of his father. Congratulations to "Bones" Love on his recent facility certification.

Mrs. Biggers, formerly Miss Vicki Martin, still feels like she's on a honeymoon since her October marriage to Michael Biggers in Ontario Tower. Last, but not least, we are looking forward to the return of Brian Viselli, Buss Livingston and Linda Whitener, all currently at the Academy.

ARTS II GETTING BETTER

The agency is initiating the upgrading of the Automated Radar Terminal System II (ARTS-II) under a \$4.1 million development contract with Burroughs Corp. of Paoli, Pa. Proposed to be added to the system, which is already in use at 87 moderate-activity airports, are safety features which automatically warn controllers when aircraft under their control encounter a potentially hazardous situation, such as the conflict alert and minimum safe-altitude warning systems. These systems flash a warning for controllers when properly equipped aircraft under their control are predicted by the system's computer to get too close to each other or to the ground or some other obstacle. To make these features possible, a "tracking" capability, which also computes ground speed, is being added to the system's computer. In addition, a simulation capability will be added to the system to provide a more realistic radar training environment for controllers. The various enhancements are scheduled to be implemented at all ARTS-II sites within three years.

CAPSULE GLIMPSES...

MEET JERRY LUCE

Jerry Luce has reported to the Regional Headquarters from Honolulu and has been assigned as the Air Traffic Division Airspace and Procedures Branch Chief.

Over the past seven years, Jerry has held positions in San Francisco, San Diego and Honolulu.

Welcome back, Jerry!



RED BLUFF HAPPENINGS

Moving to the beat of the big cities are John Boyce, who left us for LAX FSS, and James Myers, who was picked up by OAK FSS. Montague controller David Gray recently exchanged self-written vows with Eileen in a memorable wedding ceremony. Many happy wishes! Congratulations to James and Karen Kelley, the happy parents of Jessica Lynn Patricia, born on February 13. Anxiously awaiting mid-April is Team Supervisor Beverly Clark, who will then travel to Washington, D.C., for the Fourth Annual Professional Women's Controller Association Convention. Bev is the representative of the Western-Pacific Region and says the Association is presently recruiting members. Anyone interested may contact her at Red Bluff FSS. Now's the time to patch up those old sneakers and start training for the FAA Western-Pacific Region Ultrathon being put on by Oak-Air, Inc., in late May. Red Bluff Airport will serve as the starting gate and the run will cover 500 miles to the finish line at Bakersfield Airport. Gary Olson is coordinating our segment of the run and hopes to get sufficient people to carry it as far as Williams.

FLIGHT TIME/REST RULES PROPOSED

The Administrator has made good on his promise to simplify the flight time and rest regulations for airline flight crews. The proposed rule would replace a complicated and detailed set of regulations that have been in effect for more than 30 years and has been the subject of more than 1,000 pages of interpretation. Essentially, the proposal would limit flight time to 100 hours in any 30 days, prescribe a minimum period of rest in any 24 hours and require 24 consecutive hours of rest in any seven-day period. The daily rest periods would be eight hours for any eight hours of flight or less in any 24 hours and 10 hours for any flight time in excess of eight hours.

AWARD FOR PACIFIC AREA SECRETARY

Joan Cooper, secretary of the Southeast Asian International Field Office, recently received a Special Achievement Award for outstanding performance. Presentation was made by Clyde DeHart, Jr., Acting Chief, Flight Standards Division, on his itinerary out to the Pacific-Asia area. Joan also recently received her Career Service Emblem for three years of Federal service. Presentation was made by Don Best, Chief, SE Asian IFO.

FOUR MAKE THIRTY

Four Honolulu Center personnel recently received their Career Service Emblems for 30 years of Federal service. Merle Clure (right), Chief of Honolulu Center, presents pins to: From left--Kenny Nomura, Justin Seguirant and Clifford Heu. Not available for the photo, but also receiving a 30-year pin was Richard Nushida.



AWARDS

Outstanding With Quality Within-Grade:

Jack Austin, Reno GADO, and Patricia Thomas, San Diego ACDO.

Outstanding With Special Achievement Award:

Mildred Freeman, Reno GADO, and George Smith, III, Sacramento FSS.

Quality Within-Grade Increase Awards:

Emmett Johnson, Sacramento FSS, and Armon Dewberry, Oakland FSDO.

Special Achievement Awards:

Curtis Johnson, Red Bluff FSS.

Danny Sprague and Mickey Martinez, AWP-406.

Nita Koyama, Chief, Administrative Operations Section, Material Management.

Thelma Finley and Yoshiaki Fukumoto, Los Angeles ACDO.

Gary Spranger and Eddie Nelson, Ontario FSS.

Fremont AFS personnel: Richard Faught, Vicente Munoz, Antonio Trevino, Frank Watson and Michael Winston.

Bakersfield Tower personnel: Norm Crews, Joe Bradshaw, Matthew Fletcher, Ken Knoblen, Vangi Holcomb and Dick Shine.

Letters of Commendation:

Cynthia Whitney, Document Control Section, AWP-26C, from AWP-21.

Jack Farnsworth, Ontario FSS, from Director, Air Traffic Service. Jack was one of six Regional representatives selected to develop the performance criteria for the FSS option.

San Diego GADO personnel: Virginia Agilar, Roy Billings, Janet Bilyeu, Cathy Clarkson, Scott Crosier, James Denniston, William Gamble, Kenneth Goodsell, Robert Griscom, Richard Harris, Alphonse Matera, William Matson, James Pendergast, Arlene Rosenthal, Donnal Smith and John Smickle.

Letters of Appreciation:

Tara Grant and Robert Schnell, Red Bluff FSS, from Team Supervisor. Elva Lindblad, Classification & Review Section, AWP-26B, from the Director, Western-Pacific Region.

Mary Lawrence, Voucher Examination Section, AWP-26A, from AWP-660.

David Dart, Systems Engineer, from Air Traffic, Oakland Center.

Lewis Hawkins, CDC/DARC Staff Engineer, from Manager, AFS Fremont.

James Lamper, Systems Engineer, from CDC/DARC Section Chief and Manager, AFS Fremont.

Adrian Guy, General Supply Specialist, from Chief, Materiel Management Branch.

Beth Rollins, Real Estate & Utilities Branch, from the Regional Director.

Sara Richtman and Mary Ann Presson, Real Estate & Utilities Branch, from Acting Chief, Flight Standards Division.

Janice Beccue, Supply Technician, Materiel Management Branch, from the Regional Director.

Logistics Division personnel Sherri McKenzie, David Houser, Dick Gipson, and Chauncey Walker from Joseph T. Ruzicka, Campaign Chairman, Combined Federal Campaign.

Career Service Emblems:

40 years:

Robert Green, Electronics Technician, AFS Fremont.

Elliott Johnson, Assistant Manager, AFS Fremont

35 years:

Leroy Hilscher, Communications Unit Chief, AFS Fremont

30 years:

Laurel Thompson, Display Unit Chief, AFS Fremont

Eddie Lewis, McClellan RAPCON

5 years:

Joan Oscianko and Roger Lease, McClellan RAPCON

James Lamper and Henry Willis, Systems Engineers, AFS Fremont

Richard Gipson, Illustrator, Real Estate & Utilities Branch

15 years:

Stanley Dodge, McClellan RAPCON.

THE
NEWS
IN
BRIEF

The most popular places to steal airplanes still are FAA's Southern, Western-Pacific and Southwest Regions, all of which reinforces the belief that most stolen aircraft are used for smuggling and other criminal activities. During the period January 1, 1980, through November 4, 1981, 145 airplanes were stolen in the Southern Region, 103 in the Western-Pacific and 70 in the Southwest. The three regions' total of 318 was 75 percent of all airplanes stolen during the 22-month period. By contrast, only six airplanes were taken during that period in the Central Region. • Vice President Bush announced last week that the FAA has agreed to make it tougher for drug smugglers to fly into Florida. This is part of a stepped up government drive against drug smuggling and related violent crime in that state. Bush, who heads a Cabinet-level task force that is working to stem the drug traffic, said the agency will be amending its regulation to require that all aircraft entering Florida through an Air Defense Identification Zone (ADIZ) must file a flight plan and provide position reports by radio.

LOGISTICS DIVISION NEWS

Welcome aboard and congratulations to Louise Stiles on her selection and promotion to Support Services Specialist, Real Estate & Utilities Branch, from the LAX Hangar. Congratulations also to Adrian Guy upon her selection and promotion to General Supply Specialist in the Material Management Branch.

EMPLOYEE DEATH

We were saddened to learn of the sudden death of William "Bill" Galbreath on the morning of March 23. Bill was the Chief of the Systems Maintenance Party (SMP) Unit in Airway Facilities' Environmental Engineering Section, AWP-464. Bill leaves his wife, Fran, and three sons. Expressions of sympathy may be addressed to: 537 Penn Street, El Segundo, CA 90245. Our sincere condolences to Bill's family.

CHECK CREDENTIALS OF PERSONS
CLAIMING TO BE IRS EMPLOYEES

Be alert...be cautious...ask questions if an official-looking person who claims to be from the Internal Revenue Service comes to your home to collect unpaid taxes. Individuals have been known to impersonate IRS employees for the purpose of illegally collecting money. These imposters may attempt to convince taxpayers they owe money for unpaid taxes, and they often request payment in cash. Taxpayers who doubt the validity of the credentials offered can verify the person's employment by calling their nearest IRS office. The phone number will be in the local telephone directory under U.S. Government, Internal Revenue Service.

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-4P, extension 6431, by 11 a.m., Thursday for publication in the following week's issue.