

82-21
May 21, 1982

Public Affairs Office
AWP-4P

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



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

Western-Pacific Intercom



Ag Operations

Cover Story

Western-Pacific Region personnel have been active in promoting safety among the agricultural pilots operating in our region.

Some 3,000 "ag" pilots and interested aviation enthusiasts attended the 1981 National Agricultural Aviation Convention (NAAA) held in Las Vegas. The FAA maintained booth space and presented a continuous showing of agricultural-related safety slide and film presentations and distributed numerous safety-related "ag" pamphlets. Addressing the NAAA convention was Bernard A. Geier, AFO-800, and Richard Devereaux, Chief, Flight Standards Division, AWP-200. R. J. Jones, Accident Prevention Specialist at Oakland FSDO, attended the convention through the invitation of Las Vegas FSDO Chief, Homer Wormdahl. R. J. has an extensive background in agricultural aviation, both as an operator and as an Ag pilot. Working with R.J. at the national convention was Dave Tilton, Accident Prevention Specialist for the Las Vegas FSDO, and Jim Schields, Principal Maintenance Inspector from the Las Vegas FSDO.

The California Ag Association held its annual convention at Incline Village, Nevada, during the early part of this year. Both the CAAA and Reno GADO Chief, Edge Ritter, extended an invitation to R. J. Jones to attend and address this convention with accident cause factors relating to Ag operations and possible solutions. Working with R.J. was Bill Hughes, Accident Prevention Specialist, Reno GADO (since retired).

Both the NAAA and the CAAA extended their appreciation to the FAA and stated that the FAA's presence at these conventions created a much needed and desired rapport with the many agricultural applicators attending.

Cover photos by Jack Leggatt.

FIRST DRESS CODE FOR CONTROLLERS OKAYED

The first dress code to be recommended by a Facility Advisory Board (FAB) has been instituted at LaGuardia Tower. Although LaGuardia is the first facility to actually take the step, the idea of a dress code for controllers is not new. Just last October, the Administrator told the Air Traffic Control Association that he did not support a national dress code but noted that FAA controllers might want to establish codes at the facility level to reflect a professional demeanor. Highlights of the LaGuardia code include clothes that are always neat and clean and shirts and collars with ties, although the ties may be eliminated during the hot summer months. On the forbidden list are jeans, sneakers, running shoes or sandals, shorts, cut-offs, hats and T-shirts or any shirt advertising or promoting any group, union or organization. Tower chief Frank Bombace said he approved the FAB recommendation with enthusiasm. "We're professionals and we decided to dress like professionals," he said. The FABs, which are comprised of controllers, staff personnel and supervisors, were created in February in all ATC facilities having at least three first-line supervisors.

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.

Agricultural

Aviation

Conventions



C



D



E



A



B

Typical scenes at the Agricultural Aviation Conventions:

A--R. J. Jones (center), Oakland FSDO, and Dave Tilton (left), Las Vegas FSDO, discuss safety procedures with Ag pilots at the Las Vegas National Convention.

B--C--D--Agricultural aircraft displayed at the Las Vegas Convention.

E--R. J. Jones (right) providing safety information to Ag pilot at the California Convention at Lake Tahoe, Nevada.

THE FAA PICNIC -- JULY 31

The FAA Picnic will be held on July 31 at Hawthorne Memorial Center (Park) 3901 El Segundo Blvd. at Prairie Avenue. This will be a good one. The facilities are great, the parking is ample and free, and the charge for food will be very nominal. Everyone will be able to come, relax, and have a good time. Plan on it! BUT, we will need a few FAA-Spirited folks who will help out with the food and games. Can we count on you? Why not call Bill Wines on X6416 and tell him you want to be a part of this? Why not today?

MORE KUDOS FOR CONTROLLERS

The controllers' strike is history now but the extraordinary efforts of those who kept the system running still is recognized and appreciated. The latest to speak out are the pilots of United Air Lines, the country's largest airline. The chairman of the UAL council of the Air Line Pilots Association recently wrote the Administrator asking him to convey "our sincere appreciation to the Air Traffic Controllers who honored their oath and remained on the job during the difficult period we have gone through since last August."

INTERCOM IS YOUR PUBLICATION

With all the new faces appearing in the Western-Pacific Region family, it seems appropriate to tell the INTERCOM story once again. FAA Western-Pacific INTERCOM is designed to be an in-house employee communication publication. The word INTERCOM means just that--inter-communication. The publication serves as a means to provide information to all employees from a Regional and a Washington level, providing details on national policy or agency goals that is felt to be of interest to most all employees. In turn, INTERCOM provides information from and about employees to give them recognition and some publicity, thereby increasing our knowledge of each other and our sense of esprit de corps.

The INTERCOM items are received from Washington headquarters, Regional Divisions and staff offices and field facilities. Without the support of our people there could be no INTERCOM. While some of the items on individual

employees or facilities may be of limited interest to the majority, we would hope that such articles would inspire those who might feel "left out" to submit articles about their own facility or deserving individuals.

The INTERCOM is published weekly and is felt to be not only one of the best means of transmitting important information to all employees on regional and national issues, but also one of the fastest and most economical.

Although no one publication can possibly satisfy everyone's needs --not even our INTERCOM-- the INTERCOM staff (which is very limited) aims to please as many employees as it can.

We welcome your articles, black and white photos, and comments and suggestions on how we can make your publication even better.

INTERCOM submissions should be sent to: Barbara Abels, INTERCOM Editor, AWP-4P.

CAPSULE GLIMPSES...

MEET CHUCK PANOS, SAN JOSE GADO

"Chuck" Panos, Chief of the San Jose General Aviation District Office (GADO) has been with the FAA since 1959 when he reported to the Fresno GADO as an Operations Inspector. He has served as a Principal Operations Inspector and Operations Unit Chief in Flight Standards Field Offices in Oakland, San Jose and San Diego before returning to San Jose in his present position. Prior to joining the FAA, Chuck served in the U.S. Navy for approximately 10 years as a Transport Pilot operating throughout the Pacific and Asia. He holds a Bachelor of Science degree in Aeronautical Engineering.



EMPLOYEES' SUGGESTIONS RESULT IN NEW CHANGES IN R.O. CAFETERIA

The cafeteria in the Regional Office has a revamped menu, improved traffic flow and better all-around service, due in large part to the thoughtful suggestions of many employees and the cooperation of several key people. Shortly after the first of the year, Regional Director "Mac" McClure asked an ad hoc group of employees to poll their offices and brainstorm some suggestions to make cafeteria service more attentive to the wishes of building employees. A long list of ideas was produced and submitted to the Logistics Division. After conferring with GSA and the California Department of Rehabilitation, the list was pared down to about 20 suggested changes. These were presented to Jolly, the operator of the cafeteria, who agreed to implement most of them beginning in early April. The cafeteria now has sandwich and salad bars, fresh daily Winchell's donuts and a daily soup special. The sandwiches, ranging in price from \$1.35 to \$1.95, are made to order on a variety of

bread and rolls. Salads are priced by the ounce (15 cents for greens, 17 cents for fruit or potato salad) on a self-serve basis. The breakfast and luncheon grill menus remain unchanged, as does the variety of hot and cold drinks and other snacks. The cash register has also been moved to speed up the check-out line and is now attended from early morning until closing. These changes have improved efficiency in the coffee shop and seem to be well received by the patrons. Getting from the "they oughta" stage to the point of implementing these changes took a lot of suggestions, negotiations and good faith effort. The employees are pleased that this was "the right idea at the right time" and that they had a part in making it happen. They also appreciate the efforts of others who worked to implement these changes. With this modest success to their credit, they hope to stimulate additional positive changes in the work environment.

CONTEST WINNERS PICKED

Two regional employees and another from Washington headquarters have been named as the winners of the 1981 FAA Photo Contest. Selected in the FAA-employees-on-the-job category was Jerome Duis of the Craig Airport, Sector Field Office, Jacksonville, Fla., who submitted a photo of a technician working on a direction finder antenna system. In the FAA facilities/equipment category, the pick was Gary Glenisky of the Northwest Mountain Regional Office with a shot of a plane landing above fiberglass covered reflector spheres. The final winner was Thom Hook of the Washington Office of Public Affairs, whose photo of homebuilt airplanes flying in formation at the Experimental Aircraft Association convention was judged the best in the any-facet-of-civil-aviation category.

SANTA BARBARA TOWER/TRACON HAPPENINGS

We recently bid farewell to Dick Allen (former Chief SJC ATCT/NVQ RATCC/NLC Chief) who returned to help us in our training recovery efforts. Dick's professional expertise will be missed. Our major runway/taxiway construction projects are moving along and should be completed by mid-May. Indicative of our recovery efforts was the playing of the initial round of the Second Annual (Delayed 10 months) Santa Barbara Tennis Tourney (Tournament) which commenced last weekend. An all controller/pilot meeting was held on the evening of April 13. This "social event" was sponsored by Santa Barbara Aviation with more than 75 people in attendance. On February 14, Warren Butler and Denise Richards were married in a beautiful ceremony in Santa Barbara. We recently said goodbye to Arnold Moser who retired after more than 25 years of dedicated FAA service.

NAS PLAN GAINS SUPPORT

The National Airspace System Plan continues to pick up backing from aviation trade organizations and user groups in testimony on Capitol Hill. The latest to voice support for the 20-year plan for modernizing the air traffic control and air navigation system were the Air Line Pilots Association, the National Aeronautic Association and the Air Transport Association. Typical of the comments were those of ALPA President J. J. O'Donnell who called the FAA document "an excellent plan which reflects extraordinary vision and reasonable goals." At the same time, he urged additional work to focus "on certain system descriptions, human performance as affected by increased automation, the presumed availability of critical system components and the use of independent backup systems" NAA urged implementation of the plan but said this effort should be "accompanied by a phased buildup of airport capacity."

MONTGOMERY TOWER TALK

Changes here are fast and furious. Tom Dray left us for Los Angeles Tower in early April. Laurel Macurda will follow Tom in Los Angeles in June. Scott Davies is going across town to Lindbergh Tower in September, and R. C. White is off to Coast TRACON in December. Reuven Silberman from Imperial FSS and Walter Stetter, a reinstatement, have completed training and will help fill Tom's and Laurel's headsets. New hires Tom Bost and Chris Nurdning have returned from the Academy and are well into the certification process. Welcome on board to Scott Dehart from Los Angeles TRACON and to Dave Kittle and Jennifer Dotson from the Academy.

THE NEWS IN BRIEF

• Better than one of every eight "active" airmen and airwomen in the United States lives in California, according to the agency's latest "Aeromedical Certification Statistical Handbook." The national total as of December 31, 1981, was 759,116, with California accounting for 100,492 of this number. Next in line were Texas with 54,291 and Florida with 42,531. An Airman or airwoman is considered "active" if he or she has passed an FAA medical in the 25 months preceding the head count. Included in the totals are pilots, controllers and others required to have a medical certificate. • The agency has certificated the Cessna Citation III, the latest version of the company's popular twin-engine business jet. Certification followed more than 1,700 hours of flight testing by Cessna and FAA pilots. The company al-

ready has a backlog of more than 140 orders for the aircraft, which has a service ceiling of 51,000 feet and a range of 2,500 nautical miles. Deliveries of production models, which probably will accommodate nine passengers, are scheduled to start in December, with the first going to golfer Arnold Palmer. • Former FAA Deputy Administrator Kenneth M. Smith has been named President of E-Systems, Inc., a Dallas-based electronics concern. Smith was Deputy under John Shaffer from May 1970 to July 1972 when he left the agency to accept an executive post with E-Systems. In his new job, Smith will be responsible for operation of the company's eight divisions and two subsidiaries, which design and manufacture sophisticated equipment used in electronic warfare, military intelligence, reconnaissance and navigation.



OAKLAND CENTER RECEIVES U.S. AIR FORCE APPRECIATION

Baysil Ward, Deputy Chief, Oakland Air Route Traffic Control Center, was recently presented with a plaque of appreciation from the 93rd Bombardment Wing, Castle Air Force Base in honor of the outstanding support given by Oakland Center for B-52 and KC-135 training operations.

The award was presented by Wing Commander William Grove during a visit to Castle AFB by Baysil Ward and other members of his staff. During their brief stay, the group toured the Base and the Air Museum.

Left photo: Baysil Ward (right) receives the plaque of appreciation from Col. William Grove, 93rd Bombardment Wing Commander, Castle AFB. U.S. Air Force photo by TSgt. Fred Jufiar.

FIRST ETABS DELIVERED

FAA's plan to replace flight progress strips in the en route centers moved one step closer to reality this month with the delivery of the first four Electronic Tabulator Display Sub-System (ETABS) consoles to the Technical Center. Two more are scheduled to be shipped next month for a full-scale test and evaluation program. ETABS is intended to take the place of flight progress strips, which currently are the primary means of providing controllers with the identity, route and assigned altitude of aircraft scheduled to come under their control. The system will eliminate the manual labor associated with production and handling of flight progress strips by presenting the data on an electronic display next to the radar display on control consoles. The information will be automatically sorted, updated and moved from one sector to another in the center. The ETABS delivered to the Technical Center is an engineering model that will be used to develop design specifications for a production version. The equipment was manufactured by Sanders Associates of Nashua, N.H.

THANKS FOR YOUR PHOTOS

A very special thanks to all field personnel who have taken the time and effort to send in black and white photos and articles for INTERCOM. If you don't see them in publication right away, don't despair. Due to the volume of workload and lack of staffing, it might be several weeks before they appear -- but rest assured that they will appear in a future issue and they are sincerely appreciated. Keep them coming to INTERCOM Editor, AWP-4P.

IRS AUDIT AND APPEALS

Now that April 15 has passed and you have received your Federal income tax refund check, don't give in to the temptation to throw out all your tax receipts and extra copies of W-2 forms. The law requires that you have proof of any deductions you claimed. "Save all your records and receipts for at least three years in case of an audit," urges the IRS. "Audits are usually for past years and not for the current year." If you would like more information on the subject, IRS Publication 556, "Audit of Returns, Appeal Rights, and Claims for Refund," is available free of charge. You can obtain a copy by calling the toll-free number listed in the white pages of your telephone directory under U.S. Government, Internal Revenue Service.

RETIRED CONTROLLERS ENGAGED TO HELP IN TRAINING

The agency is in the process of obtaining the services of up to 183 retired air traffic controllers on a contract basis to assist in facility training of new Academy graduates. Recruitment of the retirees already is underway at the regional level, and those who receive a contract will be given a week of training at the MTS and another week at their assigned facility. Once on the job, they will limit their activities to classroom and laboratory (DYSIM and ETG) training and will not be used to control aircraft or provide on-the-job training with live traffic. To be eligible for a contract, retired controllers must have left the agency after August 1, 1975. In addition, if they retired from a facility, they must have left prior to March 7, 1982. Former controllers now working for the agency as reemployed annuitants are eligible for instructor contracts if they meet the established criteria.

VAN NUYS GADO NOTES

We welcome back Vince Brophy, Operations Inspector. Vince underwent hip surgery on April 1, and has been recuperating at home. Though still on crutches for a while, Vince is doing well and wishes to thank all who sent him good wishes for a speedy recovery. Congratulations to the Van Nuys Chief, Walter Ernst, who will be going back to Oklahoma City for the Commencement Exercises to receive his Master's degree in Business Administration. Walt's thesis was on Airline Deregulation.

GEORGE KIEFFER

RETIREMENT LUNCHEON

After more than 35 years of Government service, George Kieffer, Electronics Section, AWP-453, is retiring. Please join his many friends and co-workers in wishing him a happy retirement at a luncheon in his honor to be held June 24, at the Hacienda Hotel in El Segundo. Contact Pat Hamel, X6524 for reservations.

A NOTE FROM FRANK CLEARY

Frank Cleary, recently retired from the Personnel Management Division, wishes to thank everyone involved in the retirement luncheon held in his honor. Frank says, "It was one of the best days of my life. It was wonderful seeing friends from the Regional Office and the ANM Long Beach Office. And what a thrill to see the retirees--a truly grand group. I didn't realize we had so much 'show biz' talent in our midst. We should consider staging an FAA Follies and charge admission. My very special thanks to all." Signed...Frank Cleary.

NEW ADDITION TO FAA FAMILY

Congratulations are in order to Dave Miles of Oakland Airway Facilities Sector who recently became the proud father of a 6 lb., 4 oz. son. We understand Dave hasn't programmed David, Jr. to tell the difference between night and day yet, but we are pleased to welcome him into our FAA family.

CALVIN CURTIS

RETIREMENT PARTY

Calvin "Mr. Daggett FSS" Curtis is retiring after more than 28 years of faithful, dedicated Federal Service, of which 23 years was spent at Daggett FSS. His invaluable knowledge and expertise will surely be missed. A retirement dinner/party will be held in Cal's honor on Friday, May 28, 6 p.m., at the Idle Spurs Steak House in Barstow, Calif. For further information and reservations, please contact: Lois Matthews, DAG FSS, Star Route Box 3-B, Daggett, CA 92327, 714/254-2958. Reservations must be made by May 24.

ENTITLEMENT TO MILITARY LEAVE

A number of individuals have recently inquired regarding entitlement to military leave. A permanent or temporary indefinite employee, who is a member of a Reserve component or the National Guard shall, upon request, be granted military leave to which he or she is entitled for performance of active duty or active duty for training. An intermittent employee or a temporary employee appointed for not-to-exceed 1 year shall not be granted military leave for active duty or active duty for training. Such employee may be granted annual leave or leave without pay for performance of active or inactive duty.

A NEW INTEREST RATE FOR SAVINGS BONDS

There is legislation before Congress now to change the way interest is computed on United States Savings Bonds.

As a rider to the new Debt Ceiling legislation, the Treasury has a proposal to make Savings Bonds a market-based interest rate vehicle. This legislation will permanently index the interest rate on Savings Bonds to increase the yield on bonds so their return will be no less than 85% of the average return or five-year treasury marketable securities. This return would be realized on all new and outstanding bonds held at least five years.

Bonds would have a guaranteed minimum base rate to protect bond holders from downside risk. These changes are necessary to re-establish the value of the Savings Bond to the consumer and the Treasury.

Further good news is that the current EE Bond now guaranteed to yield 9% in 8 years will be "better buy" in the short term because the proposed minimum yield on the new market-based interest rate will probably be in the 7 to 7½ % range. Therefore, anyone buying bonds now at the 9% rate will in 5 yearstime be guaranteed a minimum rate of 8½%, and in eight years a minimum return of 9% no matter what the actual market-based rate turns out to be.

To simplify this proposed legislation, if after 5 years the average return on 5 year Treasury marketable securities is 20%, Savings Bonds will return 17% -- compounded semi-annually. Although all of us hope that interest rates begin to fall from their current 16-16½% area, however, if that were to remain the rate for the next five years for Treasury marketables, Savings Bonds would pay 14-13.6%.

Maybe you'll want a habitat in some happy hyperspace. Or a sleek little tropospheric sky-hopper in some galactic spaceport.

Maybe you'll prefer a quad of domestic androids. Or an

omnidimensional hologram-vision to watch Monday Night Cosmoball.

It's your future. So shoot for the stars -- and stripes.

Get ready for tomorrow with U.S. Savings Bonds today.

