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

# Western-Pacific **Intercom**



**Safety  
With  
Seminars**

## COVER STORY...

Oakland Flight Standards District Office (FSDO) has continued its takeoff and landing safety seminars to include BALLOONS, GLIDERS and SEAPLANES.

During the past few months, R. J. Jones, Accident Prevention Specialist at the Oakland FSDO, has been in contact with hundreds of interested pilots at these safety seminars. The Balloon Seminar was the first to be conducted in the United States since balloons were added to the Pilot Proficiency Awards Program. The two-day seminar included safety subjects covering: balloon maintenance, by Winslow Lim, Principal Airworthiness Inspector; Noise Complaints and Weather, by Cliff Gibbons, Principal Inspector, Oakland FSDO; Power Lines, by Bob Ferguson of the California Pacific Gas & Electric Co.; Properties of Propane, Caution and Use, by Brent Stockwell, Balloon Pilot Examiner, Oakland FSDO; and Trespass Law, covered by Ken Frank of the San Mateo County Sheriff's Department. Hoy Washburn, Manager of the Oakland FSDO, issued six Certificates of Recognition to participants for outstanding support of this program. Records indicate that there are approximately 2,221 registered Balloons in the United States with approximately 4,801 Balloon-rated pilots.

The two-day Glider Safety Seminar covered Wave and Shear Soaring, Special Meteorology by Doug Armstrong of the Reno National Weather Service; Pre-flight and Maintenance Requirements by Bill Yuen, Principal Airworthiness Inspector, Oakland FSDO; and Flight

at High Altitudes, Cold and Oxygen, Emergencies During Tow, and Accident-related Cause Factors, by R. J. Jones, Oakland FSDO. As of Dec. 1980, there were approximately 3,069 registered gliders in the United States. Eight Certificates of Recognition were issued for Best Flight Demonstration, participation and outstanding support of the glider safety program.

The Seaplane Seminar was equally successful and accepted by the Oakland and San Jose district pilots. Over two hundred attended this safety seminar which was conducted in Marin County, Calif. Ground school subjects included corrosion prevention and control, sailing and anti-capsizing techniques, water looping problems, docking techniques and much more. R. J. Jones chaired the meeting and covered accident cause factors relating to seaplanes. Del Ott, Principal Airworthiness Inspector, Oakland FSDO, covered aircraft documentation and Airworthiness Directives. Guest speakers included Chriss Hansen, Seaplane Pilot Examiner, Oakland District; Pete Breinig, Aircraft Inspector; and Augie Koehler, Seaplane Instructor. Five Certificates of Recognition were issued for outstanding support and participation in this program.

Cover photo: A Hot Air Balloon at a Balloon Safety Seminar. Photo by Don Downie.

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BALLOONS -- SEAPLANES --  
GLIDERS -- HELICOPTERS,,  
SAFETY WITH SEMINARS



A

D



B



E



C



Oakland FSDO personnel, and particularly R. J. Jones, have been extremely active in conducting takeoff and landing safety seminars for all types of aircraft. Captured at a few of the seminars are:

A--R. J. Jones (right) presents award to Augie Koehler for outstanding support and participation during the Seaplane Seminar.

B--Winslow Lim, Brent Stockwell and R. J. Jones of Oakland FSDO attend a 6 a.m. pilot briefing for the Balloon Take-off.

C--Bruce Patrick (left), Balloon Instructor, receives his award from R. J. Jones for participation and outstanding support.

D--Cal Street (left), receives award from R. J. Jones for winning the Best Flight Demonstration during the Glider Seminar.

E--At the Seaplane Seminar in Marin County.

MORE  
TAKEOFF AND  
LANDING  
SEMINARS



A

B

E



C



D

A--Pictured with R. J. Jones (right), Accident Prevention Specialist, Oakland FSDO, are: From left--Bret Willat, Bill Jorden and Kathy Crocker, pilots who earned their Pilot Proficiency Wings during the Glider Takeoff and Landing Seminar at Fremont, Calif.

B--C--D--E--Takeoff and Landing Seminars for gliders, seaplanes, balloons and helicopters.



**PROUD RECIPIENTS** -- Ivan Hunt (left), Manager, Los Angeles Tower, and Jim Holweger, Manager, Los Angeles TRACON, proudly display the resolution passed by the Board of Commissioners, City of Los Angeles, and Clifton A. Moore, General Manager, Los Angeles Department of Airports. This resolution was awarded to personnel of Los Angeles Tower and Los Angeles TRACON and formally recognizes controllers throughout the country, as well as Tower and TRACON personnel, for their achievements during this past year. Specific results cited were:

- Exceeding the highest expectations of FAA, airlines and the flying public.
- Exemplary display of professionalism and calm.
- Compilation of the best performance records in accommodating a high volume of traffic.

Hats off to Los Angeles Tower and TRACON personnel for a job well done!

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## Budget Bill Gains

The House has passed the DOT fiscal year '83 appropriations bill by a 268-119 vote. The \$11.2 billion bill has been sent to the Senate which is considering its own bill. If a compromise cannot be worked out and a bill signed into law by Oct. , the Department may begin the fis-

cal year operating under a continuing resolution, as it has in past fiscal years. The House recently approved such a resolution to keep FAA and other government agencies in business for the new fiscal year. The bill is needed because Congress has not yet approved any of the 13 separate appropriations bills for FY 1983.

## New Regulatory Concept

### Proposed by Agency

FAA has taken the first step to implement a new concept in aviation safety regulations known as "Regulation by Objective (RBO)." On Sept. 20, the agency published a notice of proposed rule making that would replace FAR Parts 121 and 135, which govern most commercial flights, with a new Part 120. The basic purpose of RBO is to replace the present detailed rules that specify both safety objectives and the methods for accomplishing these objectives with a more flexible system that would foster innovative methods for achieving desired safety levels. The new Part 120 would incorporate the safety objectives inherent in Parts 121 and 135 but the methods of compliance would be spelled out in

advisory circular form rather than in the rule itself. Operators would have the option of changing the method of compliance but all changes would require FAA review and approval. A central FAA office would be responsible for implementing uniform application of RBO throughout the agency and also ensuring that there is no decrease in safety. In addition, public information files will be maintained on general and specific methods of compliance and the public will have an opportunity to comment on changes that may affect the level of safety. The whole subject of RBO--what it is and how it will work--will be covered at a public meeting in the near future. Comments on the proposed rule will be accepted through Jan. 20, 1983.

## Eastern Region Expands Special Recruiting Program

The special recruitment program for critically staffed air traffic control facilities now includes the Greater Pittsburgh Airport Traffic Control Tower. The program, begun in April of this year, has been successful in recruiting journeymen controllers to serve in the Chicago and New York enroute centers. The Eastern Region now is issuing a special nationwide Merit Promotion Program Announcement for Pittsburgh ATCT which outlines the benefits that will be extended to candidates who are selected for the two-year assignments. These benefits include an opportunity for successful candidates to choose their assignment at the end of two years and a "no risk" opportunity for individuals to checkout at the tower. If the checkout is not successful, the candidates will merely return to their original facility.

## Retiree Death -- Frank Cleary

We are very saddened to report that Frank Cleary, recently retired Personnel Staffing Specialist, passed away on Sept. 14 of a heart attack. Before his retirement in April of this year, Frank served for many years as Employee Services Officer and was known and loved by his fellow employees. He will be greatly missed by his many friends. Our most sincere condolences are extended to Frank's family. Expressions of sympathy may be sent to: Anne Cleary, Kuester Lake #4, Grand Island, Neb. 68801.

Donations are being accepted for one of Frank's favorite charities. Interested employees may make checks payable to "Frank Cleary's Memorial Fund" and mail to Ninfa Rivas, AWP-14F at the Regional Headquarters.

## VAN NUYS NOTES

Van Nuys General Aviation District Office welcomes its new manager Bob Phelps. Bob is transferring to Van Nuys after a brief stay in the Riverside GADO. Prior to that, Bob was the chief of Fresno GADO for five years. He began his FAA career with Civil Aeronautics Administration in 1941.

## LOS ANGELES CENTER 1982 ANTELOPE VALLEY FAIR WINNERS

We are proud to report that Nancy Cullen, Air Traffic Control Specialist, won three seconds and a third for her Home Arts entries in the 1982 Antelope Valley Fair, and Bruce Greer, Data Systems Specialist, won a FIRST PRIZE for his Boysenberry Cheese Cake. Congratulations to both Nancy and Bruce.

## WHY NOT TAKE AN FAA CORRESPONDENCE COURSE?

The FAA offers a wide variety of correspondence training courses in the general development area, such as effective writing, conference leadership, briefing and presentation techniques, report writing, safety practices and procedures, first-aid/medical self-help, defense readiness, and secretarial skills and development. These courses are listed in the FAA Catalog of Training Courses. All you need to do to enroll is to fill out FAA Form AC-3145-2, give it to your supervisor who will send it to the Academy, and soon you will be on your way to a very rewarding experience. On the reverse side of this page, we have even printed an FAA Form 3145-2 for your use. Just fill it out, and you're on your way.

## ATC PIONEER DIES

Glen A. Gilbert, 69, the agency's first Air Traffic Chief, died of pneumonia Sept. 15 in Washington, D.C. He was manager of the Chicago station (predecessor to the Chicago Center) when it was taken over by the Federal government from the airlines in 1937. He subsequently was promoted to chief of the newly established Air Traffic Control Section of the Bureau of Air Commerce. His book, "Air Traffic Control -- The Uncrowded Sky," published by the Smithsonian Institution Press, was one of the first ATC books. He leaves a son, Gordon, of New York City.

## CONDOLENCES

We regret to report that Timothy Bowman passed away on August 30. Timothy was the son of long-time Western-Pacific Region FAA employees Linda and Bill Murray, formerly with Logistics and Personnel Divisions. Expressions of sympathy may be sent to: 2051 Forest Hill Lane, Crofton, MD 21114.

## FEDERAL EMPLOYEES DAY AT DISNEYLAND

It's nearing that time of year FAA'ers throughout the Region have been waiting for -- A party at Disneyland especially for Federal employees. Mark your calendar for **Monday, Oct. 11**, Columbus Day Holiday, 10 a.m. to 10 p.m. Your party ticket does it all. Adults \$6; children two years and under FREE. See your Civilair Representative or visit your Civilair Desk on the fourth floor of the Regional Headquarters building. Mail orders will be accepted. Please send a stamped, self-addressed envelope to the Civilair Desk, P.O. Box 92007, Worldway Postal Center, Los Angeles, CA 90009.

UNITED STATES OF AMERICA  
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION  
**CORRESPONDENCE STUDY ENROLLMENT APPLICATION**

**INSTRUCTIONS:** Use this form for enrolling in Correspondence Study courses. It will serve as a source document for the Correspondence Study automatic data processing system. Therefore, please print all information. In the blocks which are subdivided by short marks, the first character of information should occupy the left most subdivision. If your organization has no assigned routing symbol, please use an appropriate abbreviation in the "Routing Symbol" blank. For instance, station identifiers may be used as routing symbols for Air Traffic Control facilities. Attention is now directed to the bottom section. This serves as a label for mailing your Correspondence Study materials. Avoid unnecessary delays

in your study plans by making certain this label is filled out correctly. Rules and procedures for enrolling in Correspondence Study courses are given on the reverse side of this form.

After your completed application has been approved by your supervisor, a requirement of FAA Order 3000.6B, fold it along the fold lines indicated on the reverse side. Insert the folded form in a window envelope so the address of the Aeronautical Center appears in the window and mail. Franked mail may be used for Correspondence Study enrollment applications.

(1) SOCIAL SECURITY NO.		(2) COURSE NO.	(3) COURSE TITLE	
A				
(4) <input type="checkbox"/> MR. <input type="checkbox"/> MRS. <input type="checkbox"/> MISS		(5) NAME (Last, First, Middle)		(6) SERVICE (Check One Box)
				<input type="checkbox"/> AIRWAY FACILITIES
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				<input type="checkbox"/> FLIGHT STANDARDS
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				<input type="checkbox"/> SYSTEMS MAINTENANCE
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(7) MAILING ADDRESS				
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FOR FAA ACADEMY USE ONLY				
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		<input type="checkbox"/>		<input type="checkbox"/>
(14) SIGNATURE OF APPLICANT		(17) REGION (Example - Eastern - EA)	(18) AREA (Example - Boston - BOS)	COURSE MATERIAL ISSUED
(15) POSITION AND TITLE		<input type="checkbox"/>	<input type="checkbox"/>	FINAL EXAM. REQUIRED
(16) EMPLOYER OR SPONSOR IF OTHER THAN FAA		<input type="checkbox"/>	<input type="checkbox"/>	ENROLLMENT TYPE
		<input type="checkbox"/> PREREQ. <input type="checkbox"/> RMU <input type="checkbox"/> REIMB.		
(19) STATION OR OFFICE NAME				
F   A   A   C   H   I   E   F				
(20) STREET ADDRESS				
(21) CITY		(22) STATE	(23) ZIP CODE	
(24) SIGNATURE OF APPROVING SUPERVISOR NOTE: Items 24 thru 27 are to be completed by the supervisor.				
		(25) DATE		(26) THIS COURSE IS REQUESTED AS:
				<input type="checkbox"/> As prerequisite for additional training
				<input type="checkbox"/> As part of an integrated program
				<input type="checkbox"/> A training requirement
				<input type="checkbox"/> Career development
(27) JUSTIFICATION (For Courses Not Job Related)				
(28) APPROVING OFFICIAL (FAA Academy)				
(29)				

AC Form 3145-2 (3-77) Supersedes previous edition (0052-00-706-0005)

SPECIAL FOURTH CLASS  
BOOKS -- OBJECTIVE TEST MATERIAL

Course No. \_\_\_\_\_

TO: \_\_\_\_\_  
\_\_\_\_\_  
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**A STEP TO FURTHER AVIATION --** The Sacramento Flight Scholarship recently presented its second annual flight scholarship to Carrie Berry, Sacramento AFSFO, for her dedication to duty and genuine interest in aviation. Carrie recently completed working at the Sacramento Executive Airway Facilities Sector Field Office as a Regional Occupational Program (ROP) student under the Sacramento Employment and Training Agency (SETA) program. Luncheon was held in Carrie's honor to present the scholarship to her. The annual award includes paid flight instruction in a Cessna 150 through solo. Carrie has completed her flight instruction and will soon report for duty in the Navy where she will begin training as an air traffic controller.

The Director of the Sacramento Flight Scholarship Foundation is Vic Katz Manager, Sacramento Metropolitan Air Traffic Control Tower. Members are: Jim Lane, Supervisor, Sacramento Metropolitan AFSFO; Ken Joule, Director of Airports, Sacramento County; and Leland Danzeisen, Station Manager, Frontier Airlines. Each year the Foundation selects a deserving student who, through scholastic achievement or some other manner, has demonstrated a genuine interest in aviation or a related science. These scholarships are almost entirely funded by FAA individual contributions through the Sacramento Flight Scholarship Foundation.

Above photo: Carrie Berry with the Executive Airport Nav/Comm group-- from left: Ed Magney, Electronic Technician; Dick Rippe, Supervisor; Tom Plouffe, Electronic Technician; Carrie Berry, scholarship recipient; Jim Stover, Electronic Technician; and Charles Prince, Electronic Technician. In the right lower insert, Carrie is shown with Iain Webber, Flight Instructor with Altair Aviation.

## Passing of an Era

After more than 40 years, DC-3 pilot training came to an end at the Aero Center this month. The last class, consisting of Glen Veal, Oklahoma City GADO, and Bryan Carpenter, San Antonio GADO, flew the final training flight in August with FAA Academy instructor Mac Furbush. The training of agency pilots in "Dizzy-3s" which began back in the summer of 1941 in a National Guard hangar on Hobby Field in Houston, was dropped for economy reasons and lack of demand for DC-3 pilots. In the early days pilots checked out in a brand new "three", Nan-14, which was purchased directly from the manufacturer. In 1946--after the end of "The War"--training went into high gear at the Aeronautical Center. From then until the mid sixties, 150 to 200 pilots a month went through the DC-3 course. Nan-14 left the scene years ago, but her place was taken by Nan-34, which was purchased from the Navy and has been used by the agency ever since the mid-fifties. This was the plane used by the last class.

## FAA Gets Special Award

Everyone at FAA was a winner at the Department of Transportation 13th annual awards ceremony in Washington of Sept. 14. The agency received a Special Secretarial Citation honoring all employees who have contributed to the rebuilding of the air traffic control system. It marked the first time a modal DOT agency has been so honored. The silver plaque, presented by Secretary Lewis to the FAA Administrator, was inscribed, "In recognition of all who participated significantly in the strike recovery effort." In accepting it, the Administrator said, "My only regret is that the thousands of FAA employees who earned this citation could not all be here to share this moment.

## Enroute Center Recovery Program is Charted

As part of its program to rebuild the air traffic control system, the agency has announced a timetable for lifting flight restrictions within each of the 20 domestic center boundary areas through next summer. Announced by Deputy Administrator Michael Fenello before a National Business Aircraft Association symposium in St. Louis, the plan calls for lifting restrictions on a center-by-center basis as each center achieves the capability to handle 100 percent of pre-strike traffic levels. It applies only to flights within a center's area of control and not to flights between center areas. These restrictions will be phased out later. The flight restrictions, which had been imposed following the strike to accommodate reduced staffing levels, include requirements for air carriers and the military to cut back operations and for general aviation pilots to obtain reservations before flying IFR in enroute airspace. Earlier this summer, the internal controls were lifted at the Salt Lake City, Seattle and Albuquerque centers and just recently at the Washington ARTCC. Later this fall, the Jacksonville, Atlanta and Memphis centers will be added to the list, followed by Los Angeles, Kansas City, Miami and Denver in the winter. Then, next spring, Oakland, Ft. Worth, Houston, Cleveland and Boston will follow suit, and and finally, in the summer of 1983, the Minneapolis, Chicago, New York and Indianapolis ARTCC will complete the timetable.

## THANKS FOR INTERCOM SUBMISSIONS

A special thank you to all INTERCOM contributors for your excellent articles and black and white photos. Keep 'em coming and we'll do our best to see that they are published.