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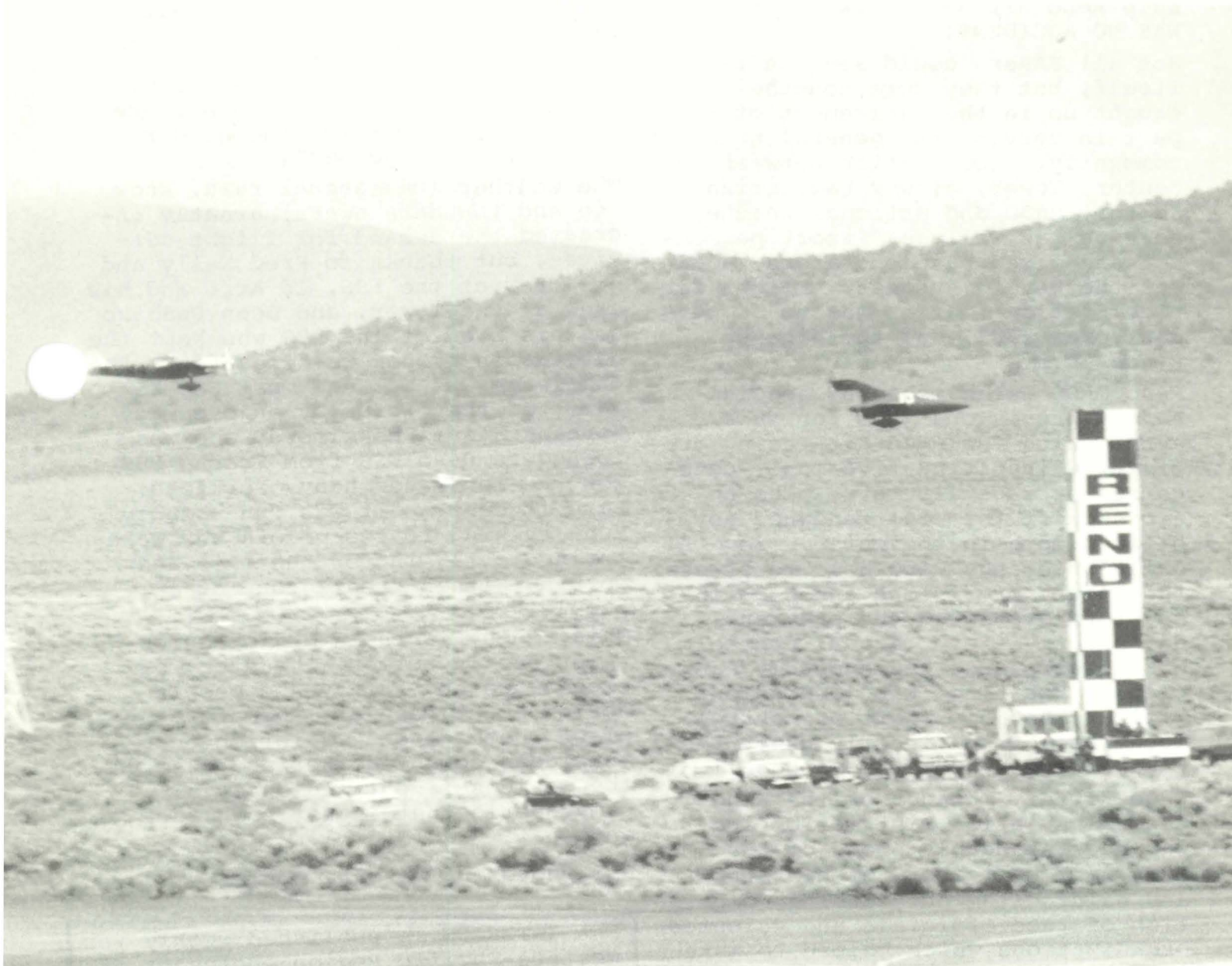
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**Federal Aviation
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Western-Pacific Intercom



Reno Air Races . . . Teamwork In Action

Cover Story

Teamwork...Cooperation...Coordination...SAFETY...Fun...Exhilaration...Excitement...SAFETY...Hard Work...Comradeship...SAFETY...A superb orchestration of talents...SAFETY! These are a few of the comments overheard by FAAers who were involved in some way in the activities of the 1982 National Championship Reno Air Races...where SAFETY WAS NO ACCIDENT!

Not all FAAers could see the race itself, but they were nonetheless caught up in the excitement of their part in serving the general aviation community. Cooperation between the Center, Tower, Airway Facilities Sector, GADO and National Weather Service, as well as Airport personnel and fixed base operators, again, was the key to success. Flight Service Station traffic was up 26 percent over 1981, and the highest since 1978.

Reno GADO established 37 special safety provisions just for this event which included air racing activities involving five major categories of race aircraft, plus an air show of the most renowned aerobatic pilots in the world. Several daily briefings were held to stress the safety provisions and GADO inspectors previewed the previous day's activities. Actual control of the airplanes was superbly handled by Bob King, Race Operations Officer, and his staff of controllers who worked directly under the race director, Gen. Floyd Edsall.

Edge Ritter, manager of the Reno General Aviation District Office, was understandably proud of the hard work by members of his staff and saluted the outstanding cooperation of race officials and volunteer organizations which helped to make this year's race such an outstanding success. In particular, Edge gave credit to this year's race director Gen. Floyd Edsall and Reno Air Race

Board member Sil Petricciani and Chairman Thornton Audrain.

The Fresno GADO was proud that three of the victorious racers came from their district--Bakersfield. Buzz Davenport, Principal Operations Inspector; Operations Inspector Jim Shamp and Airworthiness Inspector Robert Beckley were involved with winning pilots Ron Hevle, Bill Destefani and Delbert Williams in certifying their aircraft and issuing them letters of authorization to operate the aircraft in the restricted category. Fresno GADO wishes to congratulate Ron Hevle for winning the gold race in his P-51 "Dago Red".

The weather (unseasonal rain, snow, ice and thundershowers) greatly increased the demand for flight services, but thanks to Fred Kelly and his crew at the FSS, Ed Arri and his crew at the Tower, and Dean DeShazo and his crew at the AFS who kept the nav aids in proper working order, the challenge was met and most FAAers admitted they actually enjoyed it. Perhaps Steve Shakelford, who was loaned to Reno FSS from Fresno FSS for the increased heavy workload, said it best: "It was fun--really fun--talking to the pilots who were trying to fly in for the race and working with a great group of people."

This, then, is the story of human relations in action--the story of excellence and safety and people caring about people. The story of a place where general aviation enthusiasts come together and observe the world's finest and enjoy a camaraderie that is not soon forgotten.

All photos by Barbara Abels.

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National
Championship
Reno
Air
Races

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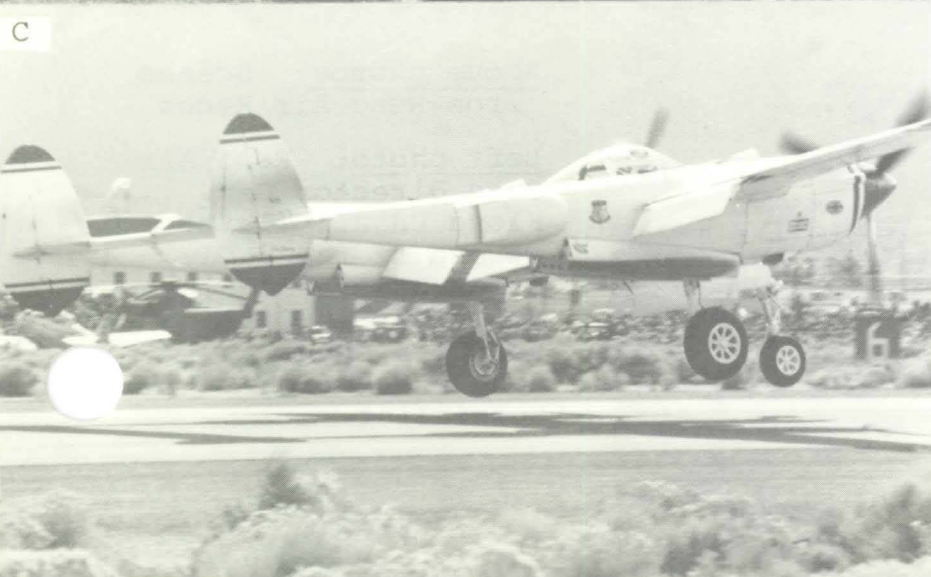
B



The Reno GADO gets involved long before the actual race begins ensuring that all pilots and aircraft are properly certificated. During the race, the inspectors monitor the activities to ensure the public safety.

A--Edge Ritter, Reno GADO manager, (right) and P-51 pilot Fred Sebby.

C



B--Bill Spooner (left) and Tom Howell monitor the racers to ensure that they don't come too close to spectators and that noise abatement procedures are followed to carry out Reno-Stead's good neighbor policy.

C--P-38 Lightning, a World War II fighter.

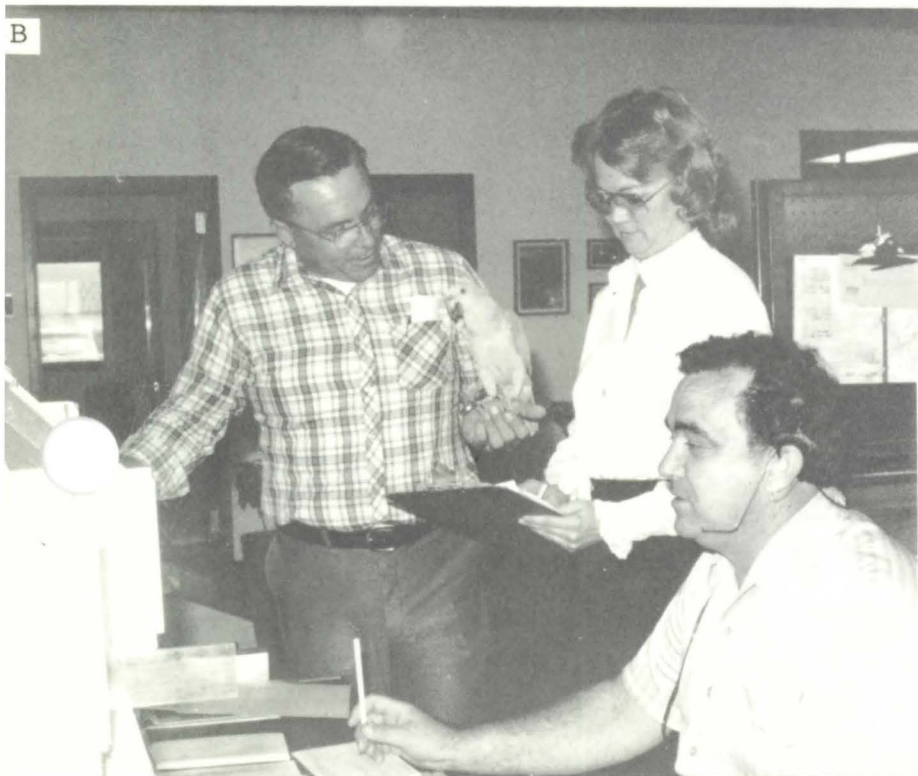
MORE RENO . . .



Above photos: Scenes from Reno Air Races

Left photo: Reno Air Race Director Gen. Floyd Edsall (left) at one of the daily pilot briefings. At the right is Carl Borchers, Reno Accident Prevention Specialist.

BEHIND THE
SCENES AT
RENO AIR RACES



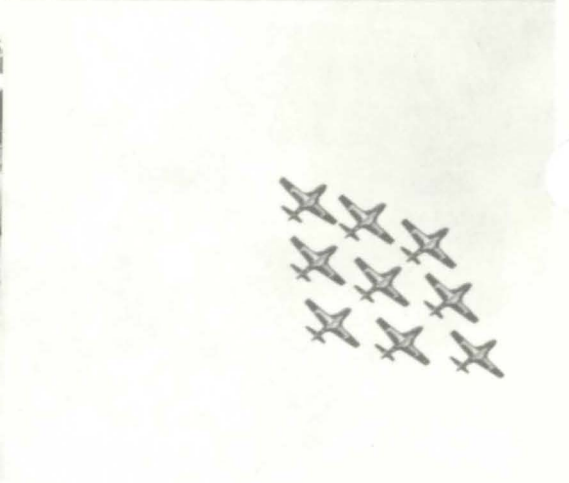
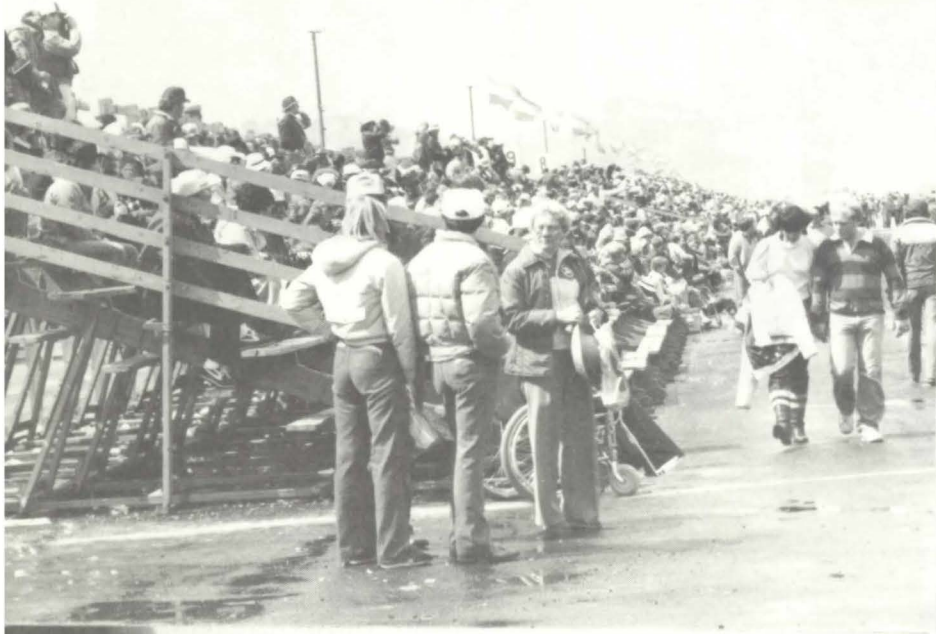
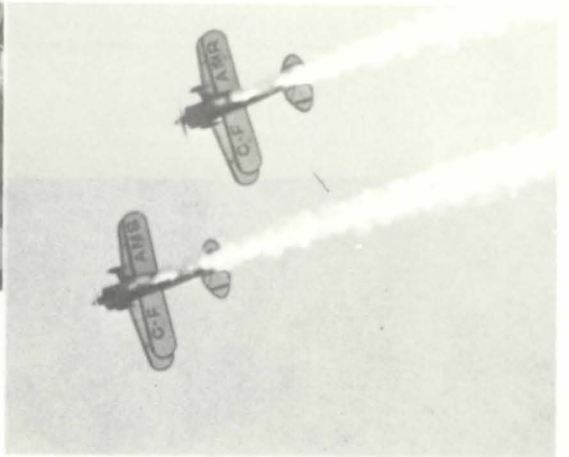
A--Drew Stallings (left), Electronic Supervisor, and John Farmer, Airway Facilities Technician-In-Depth, at the Remote Maintenance Control (RMC) (second generation Lake Tahoe VORTAC) which automatically monitors and checks navigational aids to ensure proper operating equipment for pilot safety.



B--Visiting pilot Nick Nicholson (left) and his parrot "Popeye" a yellow-naped Amazon, get a weather briefing from FSS controllers Terri Landon and Jack Woods.

C--Reno FSS controllers Jim Gruhn and Sandy Teague at the flight data position.

MORE RENO



More Reno Air Race scenes including (left) Audrey Schutte of the National Safety Transportation Safety Board and Bill Spooner, Reno GADO Inspector, having a safety discussion in the pit area.

STILL MORE . . .



Still more Reno scenes including (left) one of the 248 pilots (center) who rode the FAA Vertigon from the FAA Civil Aeromedical Institute at Oklahoma City. Helping these pilots experience first-hand vertigo and spatial disorientation were Carl Borchers (left) Accident Prevention Specialist at Reno, and Paul Stebelton, Accident Prevention Specialist from Long Beach FSDO.

FLORENCE HARMON RETIRES

After more than 24 years of combined civil and military service, Florence "Flo" Harmon retires as of Christmas Day. Flo began her civil service in September 1960 as a clerk/stenographer in a NAV/AIDS Unit Office. She became a secretary in August 1963 in the Operations Analysis Branch of Airway Facilities. After that Branch was abolished in March 1968, Flo was assigned as secretary to the Assistant Chief in the Airway Facilities Division for a period of six months. At that time, a new Branch was established; namely, the Maintenance Branch. She requested an administrative transfer to be their secretary and her request was granted. Throughout the following years she took on additional duties along the administrative lines and as a result was reclassified three years ago as an Administrative Officer in what was then the Maintenance Engineering Branch, AWE-430. In March 1982, that Branch merged with the Maintenance Operations Branch, AWP-460. Flo's military service was with the U. S. Coast Guard on the east coast from March 1944 to June 1946. At the time of discharge she had progressed to Yeoman 2nd Class. A native of New Jersey, Flo moved to San Francisco in January 1948 and to Southern California 10 years later. She has one daughter, Georgia, and two young granddaughters with a third grandchild due in January. Her plans after retirement are first, to take a big sigh of relief and then to look into volunteer work. She might even pick up where she left off at El Camino a number of years ago when she endeavored to learn Spanish.

AA MEETING

Alcoholic Anonymous Meetings are being held at the Regional Headquarters. For information call Ann Clayton, Aviation Medical Division, x6300.

FRESNO TOWER FACTS

Fresno hosted Vice President Bush last month with Air Force 2's arrival..... We were the center of attention for a Regional Civil Air Patrol exercise when their aircraft gathered at Fresno for a two day fly-in.....Meetings have started with adjacent facilities on realignment of our airspace that will improve Valley Tower Enroute Control from Modesto to Bakersfield.....We've been working with the California Air National Guard and 26 Norad from Luke AFB to smooth out our flush and scramble procedures.....Congratulations to Mike Reynolds on his recent marriage, and to Bob Faux and Mike Farrell for their upcoming weddings.....Ben Nicholas and Tom Blowers spoke this month at an Inland Empire Flight Seminar.....Long-time Fresno Controller J.B. Whalen will be retiring in December.....Welcome aboard this year to Ed Harvey, Scott Lang, Glenn Thompson, Mike Farrell, Ron Magness, Mel Turner, Dean Phillips, Brian Morris, Ken Hyman, Bob Faux, Joe Shugart, Roxane Bresette, Ray Todd, and our contract instructor, Al Young.....Ken Mercier completed the requirements for a BS degree and graduated from Embry Riddle Aeronautical University.....Phil Stivers and Barry Small both were credited with "saves" on separate flight assists involving lost pilots.

RECOGNITION OF OUTSTANDING SERVICE

Martin Gallagher and Joseph Cincotta of the San Francisco Air Carrier District Office received letters of recognition of outstanding service for their work on the Boeing 767 Aircraft Certification Board. As Principal Maintenance and Principal Avionics Inspectors assigned to United Airlines, Inspectors Gallagher and Cincotta provided invaluable expertise required for FAA acceptance of this latest addition to the air carrier fleet.

RETIREE DEATH

We are saddened to report that Ranor Bondy passed away at Los Robles Hospital in Thousand Oaks on October 5 after a brief illness. Ranor retired from the Airway Facilities Division, Frequency Management and Leased Communications Staff, in December 1973 after 32 years of federal service, 25 years of which were as an Air Traffic Controller. Friends may send condolences to Mrs. Miriam Bondy, 1225 Rice Road, Ojai, California 93023.

Common Frequency Use Stressed by FAA

FAA recommends as a good, safe operating practice that pilots use a common radio frequency when operating at an airport that does not have an operational tower so that other pilots will know where they are. The agency is making it easier for pilots to follow this recommendation and has announced plans to publish in widely-read aeronautical publications the Common Traffic Advisory Frequency (CTAF) for all uncontrolled public-use U.S. airports.

The new CTAF program is described in the recently-revised Advisory Circular (90-42C), "Traffic Advisory Practices at Uncontrolled Airports," which is being distributed in the aviation community. The revised AC also spells out in greater detail self-announced procedures whereby pilots broadcast their positions or intended flight activity. Moreover, additional recommended phraseology has been provided for UNICOM and self-announce operations. Also included is guidance for ground vehicle operators and IFR operations at airports without a tower or FSS, as well as information on radio control of airport lighting systems.

SACRAMENTO AFS HAPPENINGS

Career Service Emblems

Norm Roe, Environmental Systems Technician - 15 years; Jerry Young, Technician-in-Charge at Beale Sector Field Office Unit - 25 years; Warren Liston, Environmental Systems Technician - 30 years.

Letters of Appreciation

Bob Colldeweh, Electronics Technician at Mather Sector Field Office from Manager, Sacramento AFS; Tony Rizzo and Don Forbes, Environmental Systems Technicians at Sacramento AFS, from Manager of the Maintenance Operations Branch; Norm Roe, Gene Santiago, Warren Liston, Don Forbes, and Tony Rizzo, Environmental Systems Technicians at Sacramento AFS, from Supervisor of the McClellan Radar/Comm Sector Field Office; Jim McDonald, Electronics Technician at McClellan Radar/Comm Sector Field Office, from the Area Manager at the McClellan RAPCON.

TRAVEL: PER DIEM VS SUBSISTENCE EXPENSES

There are some misunderstandings about per diem and subsistence expenses paid to Government employees while on official travel. The per diem rate within the conterminous United States (which is other than Alaska or Hawaii) is set at \$50.00. This is a statutory rate set by Congress. This is also the rate on which temporary quarters for relocation are based.

Subsistence expenses are actual expenses for specified high rate geographical areas (HRGA's), which are designated by the General Services Administration (GSA). The current maximum allowable rate is \$75.00. Paragraph 720a-WP1 in the FAA Travel Manual, 1500.14 (DOT 1500.6), lists all the current HRGA's. Also, all HRGA travel vouchers must include a daily itemization of meals and receipts for lodging.

Leave May be Restored

The "exigency of the public business," necessitated by the August 1981 controllers' strike, has been extended through the 1983 leave year. What this means for FAA employees is that those who lose leave during 1983 may have it restored if they are at a facility where operational needs continue to require restrictions on annual leave usage. Authority to restore forfeited leave again may be delegated to the facility manager level.

FEDERAL WOMEN'S PROGRAM

The Federal Women's Committee needs your help in publishing the annual Newsletter. If you are interested or have any information you would like to share, call Sandy Monge, AWP-60, x6406. Both men and women are cordially invited to attend the monthly meetings. For information about the meetings, contact your field or division representative.

LETTER OF COMMENDATION FOR GEORGE SMITH

George Smith, Sacramento Flight Service Station, recently received a Letter of Commendation from Manager Wayne Rodrigues for George's continued support in the administration of training responsibilities. While assuring that all training requirements were met at both the Sacramento and Stockton Flight Service Stations, George was still able to find time to devote his expertise to assist the Marysville FSS during a very crucial period. Congratulations, George, on a job well done!

Rotorcraft Office Established by Agency

Recognizing the growing importance of helicopters in air transportation, the agency has established a Rotorcraft Program Office and named Jerry Chavkin to run it. Chavkin presently is Manager of the Aircraft Engineering Division in the Office of Airworthiness. The new program office will serve as the focal point for all FAA rotorcraft matters. It will report directly to the Associate Administrator for Aviation Standards.

The first major task of the rotorcraft office is to complete work on an agency master plan for rotorcraft through the year 2000. The plan presently is undergoing internal coordination and, when this is finished, the agency plans to hold public workshops to solicit input from the rotorcraft industry.

Chavkin is both an aeronautical engineer and pilot. He joined FAA in 1963 to work on the supersonic transport (SST) development program.

AIRPORTS DIVISION HAPPENINGS

Career Service Emblems were recently received by the following personnel in the Northern Airports Field Office in Burlingame:
30 years - John Sodek and 3 years - Robert Hom.

RED BLUFF AFS NEWS

The following Red Bluff Airway Facilities Sector personnel recently received Career Service Emblems: 25 years - Emerson Schenck, Electronics Technician, Red Bluff AFSFO (ARSR); 15 years - Robert Endres, Electronics Technician (Relief), Red Bluff AFS.