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US Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Intercom



COVER STORY...

Theron "T. K." Lewis, Operations Inspector at the Sacramento General Aviation District Office, recently received a Certificate of Appreciation from Regional Director Mac McClure for his unselfish work in the FAA Aviation Education Program and the Sacramento Flight Scholarship Fund.

Utilizing his aviation-related skills during his off-duty time, T. K. has been responsible for motivating and befriending countless high school students in the Sacramento area. T. K. shares the belief of many FAAers involved in the aviation education program that the airplane and the anticipation of flight generates an excitement that motivates young people in a direction that is beneficial to their future, and he takes real pleasure in watching them "turn on" to aviation.

Deputy Director Dick Devereaux presented T. K. with the special certificate at ceremonies held at the Sacramento GADO. On hand to pay tribute to T. K. was one of his students, Hallie Percy, a student pilot. "He really introduced me to the world of flying," Hallie commented. She presently is taking an Airplane and Powerplant Course at Sacramento College. "My goal," Hallie confided, "is to become a commercial airline pilot."

In addition to GADO Manager Bill Reynolds and his staff, others on hand to extend congratulations to T. K. were his wife, Jimella; Vic Katz, Sacramento Metro Tower Manager and founder of the Sacramento Flight Scholarship Fund for deserving youngsters interested in aviation; and Jim Lane, Manager, Sacramento Airway Facilities Field Office, who also has been very active in aviation education and is a board member of the Sacramento Flight Scholarship Fund.

T. K. Lewis has been paralyzed in a wheel chair since a helicopter accident several months ago, but his enthusiasm for aviation education and helping deserving youngsters is as strong as ever. The FAA Western-Pacific Region is very proud of T. K. and salutes him for his unselfish actions.

Cover photo: Theron "T. K." Lewis, center, is congratulated by, from left, Deputy Director Dick Devereaux, Sacramento Metro Tower Manager Vic Katz, and Student Pilot Hallie Percy. Cover photo by Barbara Abels.

Ex-Military Employees Will Have COLA Deducted

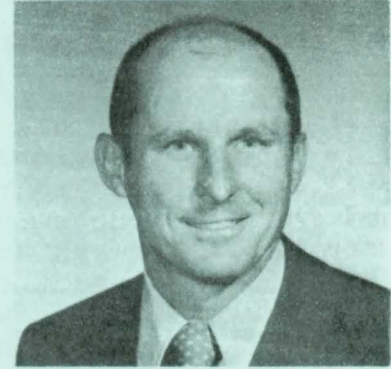
Beginning with June 6 paychecks, military retirees working for FAA and other agencies will have an amount equal to their military cost-of-living adjustment (COLA) deducted from their agency pay, as required by the Omnibus Reconciliation Act of 1982.

Under this legislation, the deductions are required for COLAs given in FY 1983, 1984 and 1985. The only exceptions are employees whose military retirement was based on war or combat injuries or disabilities.

IG Offers Rewards

The DOT's Inspector General now is offering cash rewards, ranging from \$100 up to \$10,000, for information on fraud, waste and/or mismanagement when these disclosures result in cost savings to the government. The rewards, which will be offered through Sept. 30, 1984, were authorized by the 1981 Omnibus Budget Reconciliation Act. The same legislation also authorizes 50 Presidential Awards of \$20,000 each to employees whose disclosures result in substantial cost savings. DOT Order 8000.3 has additional details.

Ken Carr Honored By Arizona Pilots



Ken Carr, Assistant Manager for Plans and Programs, Phoenix Tower/TRACON, recently received the 1983 KPNX Sky-12 Award for Outstanding Performance in the Aviation Field for the past year from the Arizona Pilots Association. The letter of nomination reads in part: "Ken has been responsible for the creation and organization of the FAA Airspace Users Group in the State of Arizona. This unique organization has resulted in all areas of aviation - the FAA, the airlines, commercial interest, the military, business aviation, sporting aviation, and general aviation - entering into a dialogue with one another at long last. We're all communicating with one another now in a way that would have seemed improbable only a year ago." The Western-Pacific Region is justifiably proud of Ken Carr and agrees with the Arizona Pilots Association that Ken has truly made an outstanding contribution to aviation.

A Note From the Editor

Why Blue? We Do It All For You!

If all went according to plan, this INTERCOM is different -- it's printed on blue paper.

Why? Because INTERCOM is your publication--it is the employees' newsletter.

Traditionally, (in the old days) INTERCOM was blue (some of you might remember it) because it was easily identifiable among the stacks of memos, orders and directives most of us receive in our daily mail.

Being blue helped INTERCOM stand out as different from the rest. So, pull out the "blue sheet" from that stack of white paper -- it's yours!

Need more copies? Just drop a note to distribution. We encourage employees to take INTERCOM home to share with their families.

We try very hard to give equal representation to all facilities and

offices. If yours is never mentioned, there is only one reason. You are not sending us anything.

Like you, we are trying to do more with less, but no matter what the workload, if you send us an INTERCOM article it will be printed. INTERCOM comes out once a week, so if your story doesn't make one issue keep watching for the next one.

AWP-5 welcomes black and white glossy photos. Sorry, but we cannot print color primarily because it is cost prohibitive. Due to the volume of photos we now receive, don't be disappointed if you don't see yours printed right away. But, we promise you, it will definitely appear in a future issue. If you don't see it, give us a call.

As always, your suggestions and comments are most welcome.

Why Blue? We do it all for you!

Administrator Defends ATC In World Airways Accident

The Administrator has disagreed sharply with the National Transportation Safety Board report that blamed FAA and airport management for the World Airways accident at Boston's Logan Airport and virtually exonerated the crew.

In a letter to NTSB Chairman James Burnett, the Administrator voiced two major objections to the Board's report on the January 1982 accident: "On the one hand, I take particular exception with your finding that '... the tower controllers failed to transmit available braking information to the pilot....' On the other hand, I am frankly astonished that you make only one assignment of flight crew error and then inexplicably label it as only a contributing cause."

The Administrator said the Board's "indictment" of ATC "rests solely on the fact that the flight crew never received a braking action report that included the word 'nil'." He noted that only one out of 14 arriving pilots used this term.

Moreover, he added, this report was passed on to the next two arrivals but neither pilot confirmed it. As a result, he continued, "ATC quite logically and properly disregarded the nil report as not representative of actual conditions."

COMPETITIVE ANNOUNCEMENT FOR FLIGHT DATA PROCESSOR POSITIONS OPENS JULY 1

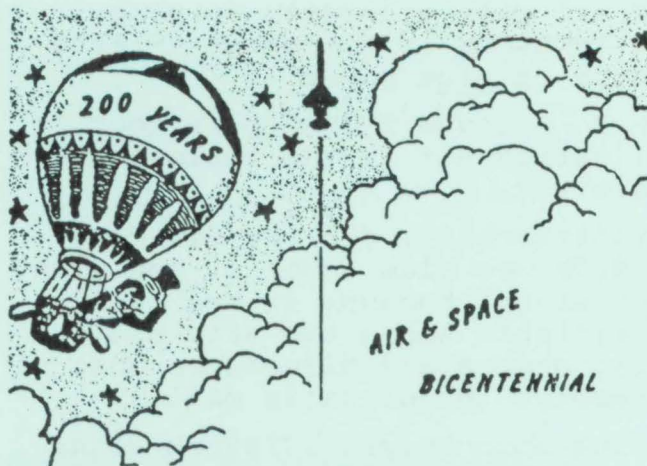
The competitive announcement for the position of Flight Data Processor, GS-2154-7, will be open July 1 through July 29, 1983. Interested persons should contact the nearest Federal Job Information Center or the FAA Employment Branch (213/536-6296 or FTS 966-6296) for information and/or application procedures.

O'Hare Still Number One

Chicago O'Hare was the busiest airport in the world in 1982 in terms of passenger movements. The Airport Operators Council International reports that O'Hare handled 37,743,598 passengers last year compared with Atlanta-Hartsfield's 34,702,494 and Los Angeles International's 32,383,105. Next in line were New York's Kennedy with 26,452,508; London Heathrow, 26,406,100; Dallas-Fort Worth, 24,726,741; Denver Stapleton, 24,553,249; Tokyo Haneda, 21,929,948; San Francisco, 21,028,788, and Miami International, 19,387,619.

Four AFSS Sites Picked

The agency now has settled on 21 of the 61 automated Flight Service Station sites. The latest selections are Columbia, Mo.; Princeton, Minn.; Lansing, Mich. and Prescott, Ariz. In each case, the local community will build the facility and lease it to FAA.



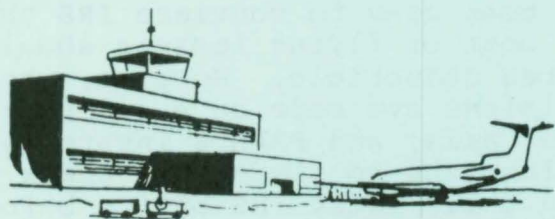
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Articles and black and white photographs should be sent to Barbara Abels, Editor, AWP-5, 213/536-6431 or FTS 966-6431.



LAS VEGAS TOWER TALK

The new Tower was accepted from the contractor on March 30. It will be quite a change from the present structure and will provide both Air Traffic and Airway Facilities with much-needed additional space for equipment, training, etc. AWP-510 and AWP-450 representatives spent May 9 - 11 with local representatives going over final equipment placement. With everything going on schedule, we should be in the new Tower the first week of October.....Welcome aboard to Derald Vanderpool (ATCS) and Robert Herrell (ATA).....Congratulations to Wayne Keen, Gene Stahl, Louis Rosgen, Dick Anderson, Rodger Arnold, William Kramer and James Brown, recipients of Special Achievement Awards. Fred Pritz and Gary Stoutimore received 30-year pins.....Congratulations to Jon Holman and Marcia Reinardy who were married on April 20.



HAWTHORNE TOWER HAPPENINGS

Congratulations are in order for some folks at Hawthorne Tower: Larry Nathan Ford has been selected as a controller at Los Angeles Tower as of June 26; Doug Benesch is now facility rated; and James Arbanas got married (for the last time). Jim and his bride, Faye, went on a honeymoon cruise. In addition, Jim recently received a Special Achievement Award.....Andre Moore is recovering from a broken arm which happened during a baseball game. Speaking of baseball, a game will soon be organized with Torrance Tower, who have responded to Hawthorne's challenge.

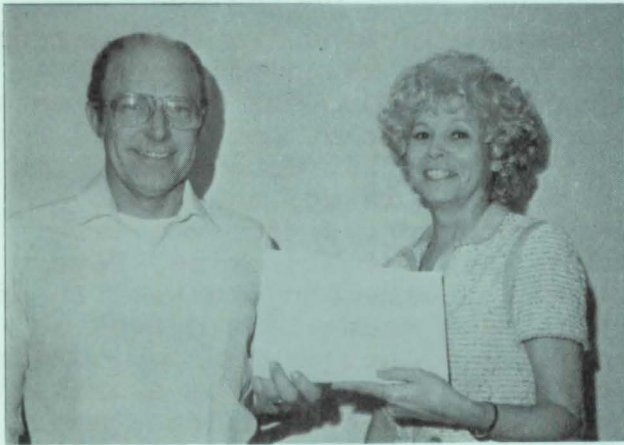
RIVERSIDE AFS NEWS

Best wishes for a speedy recovery are extended to Richard Pearson, Ontario Field Office Manager, who suffered a heart attack during the recent holiday weekend. After a few weeks at the Kaiser Hospital in Fontana, Dick will be recuperating at home for six to eight weeks. Notes may be sent to him at 9998 Monte Vista, Alta Loma, CA 91701. He is reported to be recovering very well.

LOS ANGELES AFS RECOGNITION

Los Angeles Airway Facilities Sector personnel recently recognized for their performance are, from left, Earlie Nichols, Letter of Commendation; Sam Randler (now retired), Letter of Appreciation; John Romero, Letter of Appreciation; Ernie Landers, Quality Increase Award; Gene Parrell, Letter of Appreciation; and George Overly, Letter of Commendation.





Deena Girola (above right), Administrative Officer, Reno Airway Facilities Sector, Reno, Nevada, was recently presented a Special Achievement Award for outstanding performance by Dean DeShazo, Manager, Reno AFS.

Dupage Claims ATCS First

We knew this would happen when we printed the claim of the Dallas-Fort Worth Tower to have the first furloughed airline pilot to qualify as a controller in a "major" facility. That's one reason we ran it.

Now Chicago DuPage tower says its own Kenneth Voelker beat the DFW mark by six months. He entered on duty Sept. 6, 1981, after being furloughed by United and was completely certified on July 11, 1982. "Let's not quibble over the 'major' because Ken is a 'Major' in the Kentucky Air National Guard," says tower Manager Lyle Lowe.

ALCOHOLICS ANONYMOUS MEETINGS AT R.O.

Alcoholics Anonymous meetings are being held at the Regional Headquarters. Both old and new members are welcome. For information, please call Anne Clayton, Aviation Medical Div., Ext. 6300.

Manager Earns Wings

Larey Ketchner, Manager of the Elmira, N.Y. airport tower, isn't a man who rushes into things. He received his private pilot certificate recently, 28 years after his first solo flight.

Ketchner stopped flying in the 1950s when he married and couldn't afford the luxury of flying anymore. However, he says flying no longer is a luxury... it's part of his job.

Now, when he visits the 28 airports for which Elmira provides approach control, he flies. And he says, "When you fly in, it makes all the difference."

Ketchner's decision to resume flying was sparked by a letter from Eastern Region Director Joseph Del Balzo encouraging all employees, particularly facility managers, to learn to fly. The letter has had a similar effect on other Eastern Region employees and has been used to convince IRS that the cost of flying lessons should be tax deductible. However, these decisions are made on a case-by-case basis, and FAAers interested in learning to fly should check with their local IRS office before assuming the cost of their lessons can be deducted.

Merit Pay Delay Proposed

The FAA's request to delay implementing the merit pay system until October 1984 has been passed on to the President by the Office of Personnel Management with a recommendation for approval.

If the President approves the exclusion, he must notify Congress 30-days in advance of the implementation date. In the interim, within-grade increases for merit pay employees will continue to be processed. In addition, the requirement for merit pay employees' appraisals remains in effect, and performance appraisals must be conducted as agency directives stipulate.

Funds Requested For Human Relations Training

Management training is an established fact at FAA, and the agency's FY 1984 budget request to Congress reflects this. It includes an additional \$1.8 million for management and human relations training agencywide (for an FY-84 total of \$5 million).

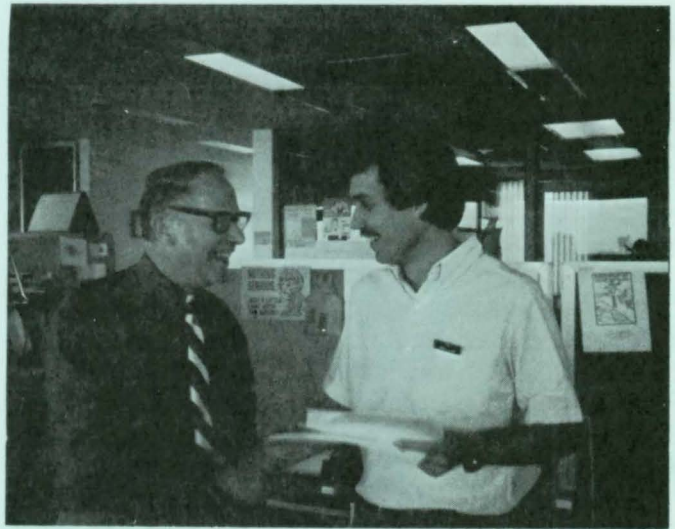
These funds, which are a substantial increase over 1983 will be used for training at the Management Training School in Lawton, Okla., and at local educational institutions and for on-site training at FAA facilities. Additional funds were also made available to regional centers in FY-83 for these purposes. Employees interested in further information about their organizations' training plans should contact their region/center training branch.

Digital Recorders a Must

The FAA has notified the National Transportation Safety Board that it intends to issue a proposed regulation that would require that narrow-body jets be retrofitted with digital flight data recorders.

The digital recorders, which record flight information such as speed, altitude, vertical acceleration and deceleration and other parameters on electronic tape, would replace existing recorders which log the information in the form of lines traced on aluminum foil.

The digital recorders can be read out easier and faster after an accident than can the foil recorders. Some models can also record more parameters of information. The agency plans to issue a proposed regulation calling for most of the jets to be retrofitted with five-parameter digital recorders within two years of the effective date of the final rule.



A JOB WELL DONE

Mutual congratulations were in order for Norris Winzler (left), Facility Manager, Lancaster Flight Service Station, for an Outstanding Performance Rating and a Special Achievement Award, and Journeyman, Mark Clair, for his Outstanding Performance Rating and a Quality Increase Award.

APT to Establish Personnel Hotline

A trial run of a new personnel information "hotline" service is scheduled to begin this month. The Office of Personnel and Training is setting up the hotline to help employees throughout the system to keep abreast of changes to the Civil Service Personnel System.

Telephone numbers for the services will be circulated and published in INTERCOM once the telephone lines are hooked up. That's expected in two or three weeks.

A review of the service will be made after the 30-day trial run. If it is found to be an effective method of providing personnel information to employees, it will be established on a permanent basis.

MOUNTAIN FLYING SAFETY SEMINAR

On May 21 and 22, the first Mountain Flying Safety Seminar (in the Reno Area) was presented at the Truckee/Tahoe Airport. It was sponsored by the Nevada Wing Civil Air Patrol, Reno General Aviation District Office, Truckee/Tahoe Airport, Truckee/Tahoe Chapter 99's and the Reno Chapter 99's. 168 aircraft flew to the two-day seminar and 252 cars traveled to the airport. A total of 428 pilots attended the seminar.

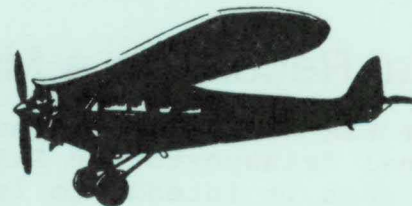
Those pilots who wished to fly, flew with Flight Instructors on a planned program/course.

The seminar started both days at 9 a.m. and continued until 5 p.m. The seminar covered the following subject areas and speakers:

Survival Training presented by the McClellan AFB Para-rescue Team. Team Leader S/Sgt. William Preble; Sgt. Tim Ryan; S/Sgt. Mark Crawford; Sgt. Mark Boehcher. This presentation was given in the Seminar Hangar and then a hands-on demonstration outside; an excellent presentation. Rescue or Not presented by Major George Cordingly, Deputy Commander, Nevada Wing Civil Air Patrol. Forced Landing Sites in the Mountains presented by Make Real, Nevada Air National Guard. Physiological Training presented by Dave Hehmeyer, Physiological Instructor, FAA Civil Aeromedical Institute, Oklahoma City. Aircraft Oxygen Equipment presented by Ted Nelson and Jerald Nelson, Ted Nelson Corporation, Reno, Nevada. Naval Flight Operations in the Fallon Naval Air Station Area presented by Lt. Ken Sharpe, Air Traffic Control Officer. Mountain Rescue presented by Lt/Commander Norm Hicks, Search and Rescue Coordinator for Fallon Naval Air Station. Mountain Flying Safety Tips and Review of Recent Accidents presented by Carl F. Borchers, Accident Prevention Specialist, Reno GADO.

Also assisting in supporting the seminar were the following: June Borchers, Accident Prevention Coun-

selor; Bill Post, Pilot Examiner, Accident Prevention Counselor, Director of Flight Operations for the Seminar; Ed Aweeka, Jr., Seminar Assistant in the Seminar Hangar, Accident Prevention Counselor; Peter Marcuzzo, Douglas Mott, Air Traffic Control Specialists from the Reno Tower, who operated the Tower at Truckee both days; Donald Meredith and Robert Andrews, Flight Service Station Specialists from the Reno FSS, who handled flight planning and weather briefing both days at Truckee along with Robert Balfour and Larry Jensen, National Weather Service Weather Forecasters for the Reno NWS. Members from the Reno 99's and Truckee/Tahoe 99's assisted in registration. Members of the Nevada Wing, Civil Air Patrol, and the Truckee Airport CAP Squadron handled the aircraft and automobile parking and the food for the two-day seminar. Over-all, a Great Safety Seminar!



FAA ACADEMY PHASING DOWN

With more than 4,800 graduates since the August 1981 controllers strike, the FAA Academy at Oklahoma City is beginning to settle back into normal operation. The manual training labs returned to one shift per day in May and classroom instruction is scheduled to follow suit in late August. That will leave only the radar labs on double shift to handle controllers returning from field facilities to begin this phase of their training.

The first post-strike training class of 143 students entered the Academy on Aug. 11, 1981, just eight days after the strike.

The double shifts began the following month. The peak enrollment at the school was about 1,600. Currently, there are 592 controller trainees in residence.

125 YEARS OF TOTAL GOV'T SERVICE

Honolulu Flight Standards District Office employees Frank Walley (40 years), Bob Beal (30 years), Fred Mau (30 years) and Jean Ganiko (25 years) were recently honored with cake and coffee to celebrate their anniversaries with the Federal government.

From left: Frank Walley, Fred Mau, Jean Ganiko and Bob Beal.



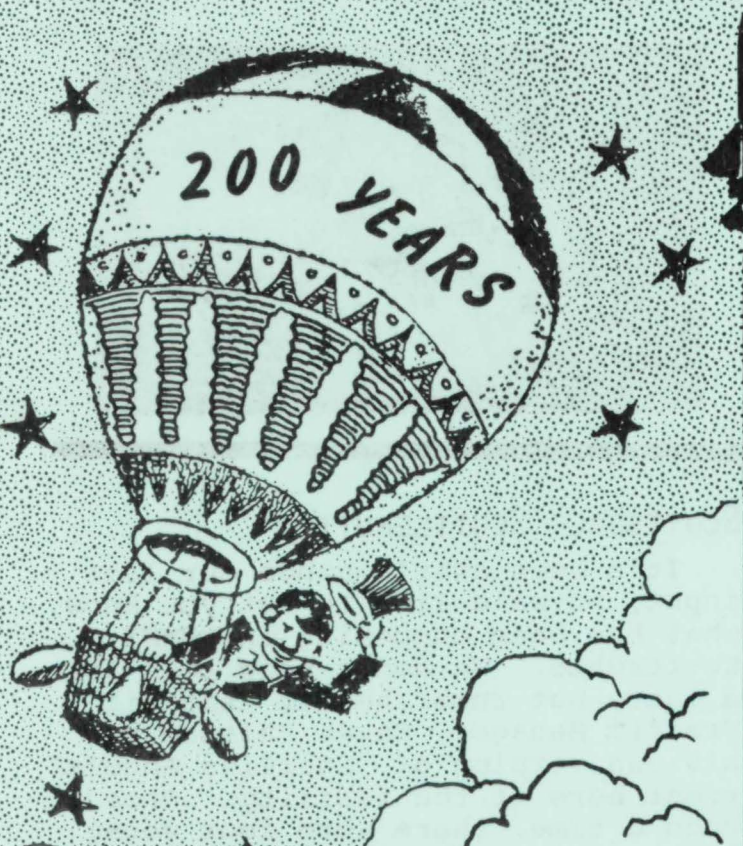
THE WAY IT WAS LEST WE FORGET -

The following statement on the survivability of aircraft accidents was published in Harper's Aircraft Book, 1913: "Passengers can be and are safely carried by airplanes, and as many as seven passengers have been carried at one time. As a rule these trips were made merely for the novelty of the experience, but on several occasions doctors found airplanes of the greatest value when compelled to travel a long distance at utmost speed. As airplanes rapidly travel from sixty to seventy-five miles an hour, and can travel a straight line from place to place, they can transport a passenger or mail with the utmost dispatch, when required.

"In wartime airplanes also played quite an important part, and, whereas their true value in warfare was questioned until really tested, they have now proved to be of great use in actual hostilities. To be sure an airplane is now and again struck with a shell and brought to earth, but even if the operator is killed the loss of a single machine and operator in this way is of no great importance as compared with the service rendered. Moreover, the falling airplane, or even the falling aviator, may kill or disable a number of the enemy, and in a way a dead aviator or a crippled machine is far more dangerous to life and limb than one flying overhead."

SCOTTSDALE SCUTTLEBUTT

It's been awhile since our last input, so we'd like to let you know what has been happening in SUNNY Scottsdale. We don't know this for a fact, but rumor has it that Air Traffic Manager, Chuck Ralston has his own version of "Charlies Angels" right here at the facility. Once upon a time, there were four young women; three of whom attended an Academy, the fourth a former Air Force controller. Charlie rescued these ladies from hazardous assignments such as receiving clerk, student, and flight data specialists... Congratulations are in order for a few of our controllers: first to the former Pati Winkel for her recent marriage to Phoenix TRACON controller, Bob Anderson. The happy couple spent a luxurious honeymoon aboard a Caribbean Cruise ship. Prior to her academy training, Pati worked as a Flight Data Specialist at Phoenix TRACON. On May 4, she was certified on flight data and ground control.... Cheryl Palko has recently been certified on local control, completing her facility training. Congratulations Cheryl.... Monica Weber, a former Phoenix ATCT Flight Data Specialist is also the wife of a Phoenix TRACON controller, Michael Weber. During the first week of May, Monica was certified on flight data and ground control. Keep up the good work.... Lloyd Taylor thanks the folks at Bay Tracon for a pleasant experience during his 120-day TDY there. Welcome back to Scottsdale, Lloyd.



The first manned flight occurred 200 years ago. On November 21, 1783, two Frenchmen sailed over Paris, France, in a hot-air balloon. Man's accomplishments in air and space have been phenomenal since that historical flight!

In commemoration of this Bicentennial Year of Air and Space, the Public Affairs Office will conduct a drawing contest for the children and grandchildren of Western-Pacific FAAers. Participants must be no older than twelve years of age.

The subject of the drawing can be anything that depicts progress in aviation or the Bicentennial of Air and Space.

Send drawings (8-1/2 x 11") to the Public Affairs Office, AWP-5, no later than June 30. Please print participant's name, address, age, and the name of related FAAer, on the back of drawing.

Prizes will be awarded at the CIVILAIR Picnic this summer.

**AIR & SPACE
BICENTENNIAL
DRAWING CONTEST**