

83-30
Aug. 1, 1983

Public Affairs Office
AWP-5

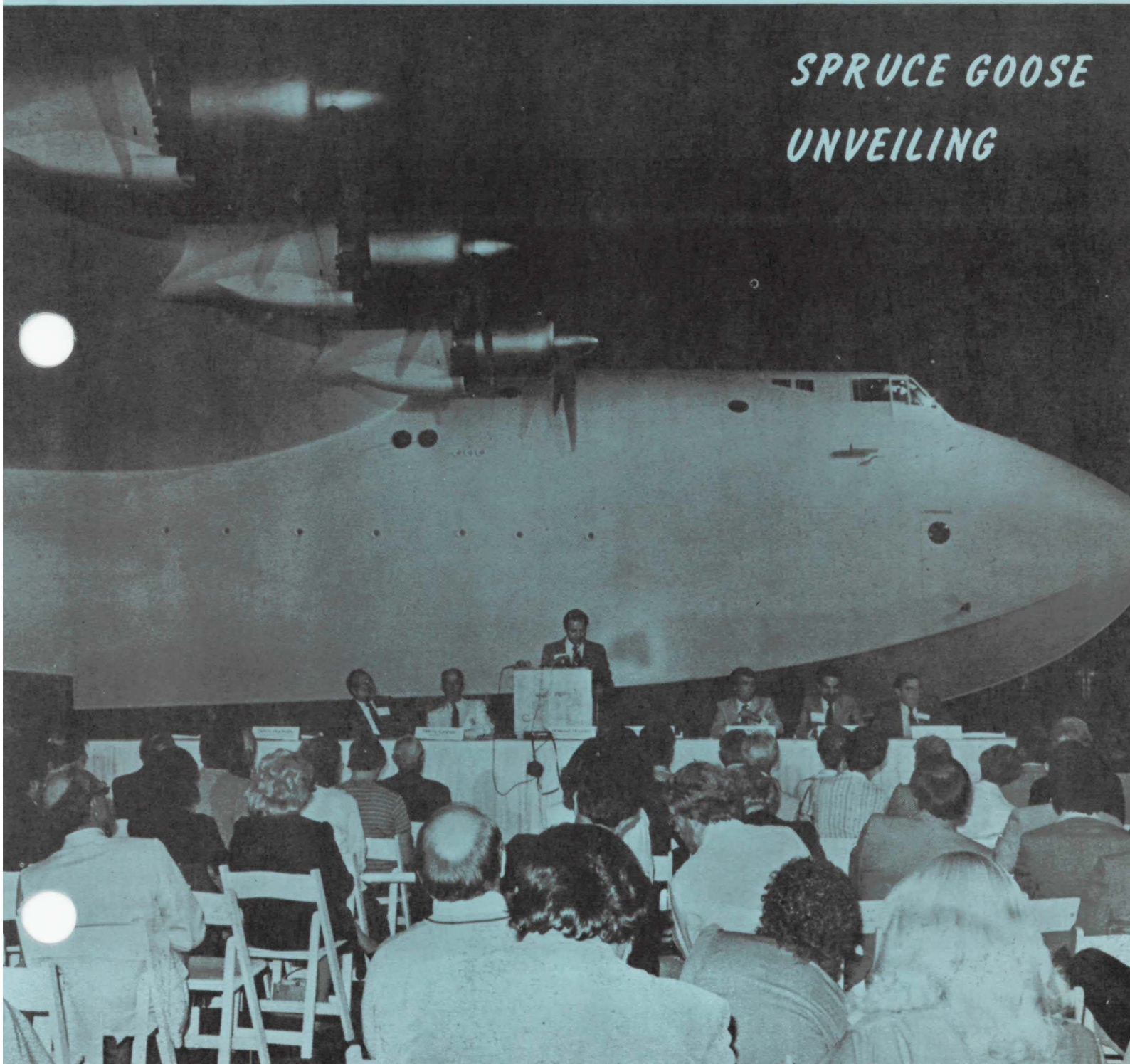
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U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Intercom

*SPRUCE GOOSE
UNVEILING*



Cover Story

Nostalgia? Of course. A feeling of longing, perhaps for yesteryear? Certainly. Excitement? Anticipation? Reverence? Awe? Most definitely!

Such were some of the emotions expressed at the recent unveiling of the "Spruce Goose" to the press and the public from its final resting place in Long Beach, California.

"You know," a bystander reminisced just outside the gates to the aviation giant, "I was actually there in 1947 to see that first flight. That was long before your time young lady", he quipped to the teenager waiting in line beside him.

Nestled adjacent to the majestic Queen Mary, an equal legend in her time, Howard Hughes' H-4 Hercules Flying Boat seems content. The gates open and the media and dignitaries press forward. Anchormen and women jockey for position followed by their faithful camera crews who are lugging the heavy camera and recording equipment so vital to their existence. We wonder if this is the way it was at that first press briefing 36 years ago.

The crews step into the gigantic chamber and pause for just a moment as they gaze upon the massive flying machine. Then a mad scramble for the best vantage position, checking light meters, camera settings, distances--trying to get ALL of the sleeping giant in the viewfinder. It is not an easy task.

The press briefing begins. Among the top officials on hand for interviews are representatives from the Wrather port properties, the developers and operators of the Spruce Goose exhibit; Summa Corp., which donated the Spruce Goose to the Aero Club of Southern California; and the Aero Club itself, owners of the magnificent flying machine.

Also on hand is the Spruce Goose original flight crew who have been reunited after 35 years. The reporters have a field day - not knowing who to capture first. One member of that flight crew is FAA retiree Dave Roe who performed engine tests on the Spruce Goose between 1945 and 1947. Dave (a retired propulsion engineer from the Southern Region) and his wife Berny (also an FAA retiree from the Southern Region) have traveled all the way from North Carolina to participate in this unveiling at Long Beach, California. Now it is our turn for an interview.

Intercom: "What are your feelings being here today?"

Dave Roe: "I have always felt that having had a hand in the design and development was the most interesting part of my 40-year career in design and testing."

Dave stops for a moment thinking back through the years and then continues, "I really feel it was the high point of my life. I enjoyed meeting and knowing Howard Hughes."

Berny's pride in her husband's accomplishments are obvious as she gazes up at one of the eight gargantuan Pratt and Whitney R-4360-4A engines--the largest radical reciprocating engine ever built. Both Dave and Berny spent several years in the Eastern Region before transferring to Southern prior to their retirement.

It was a rewarding experience to meet fellow FAAers at this impressive unveiling and realize that our mission today is the same as it was 37 years ago: "Pride of excellence in performing our duties for the cause of Aviation Safety."

The "Spruce Goose" exhibit is now open to the public and seems to be gaining in popularity, particularly among the young people who are being turned on by the
(continued on page 4)

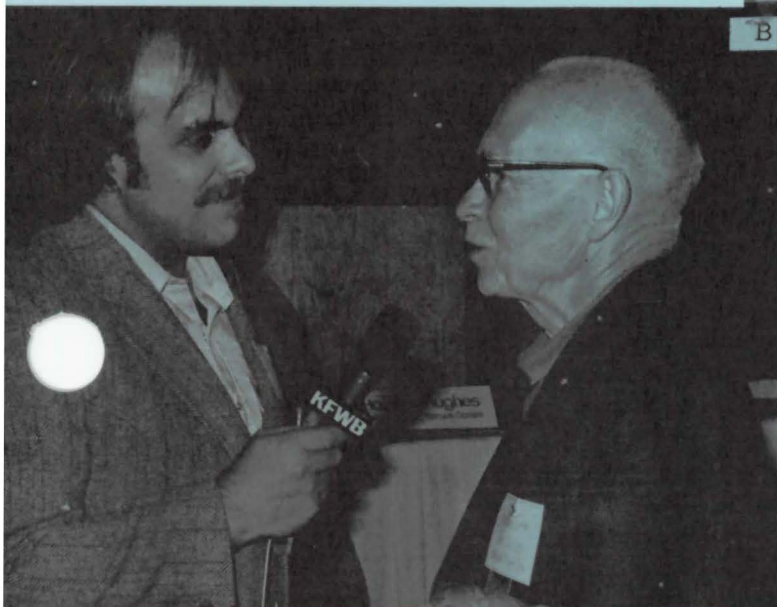
Spruce

Goose

Unveiling



A



B

A--The Spruce Goose seaplane is housed in a massive clear-span dome in Long Beach, CA. This \$4-million aluminum dome was specially constructed for the Spruce Goose by a Torrance, Calif.-based firm, Temcor. It is the world's largest clear-span dome. Try these figures on for size:

- Base diameter is 415 ft. and rise is 130 ft. high (the equivalent of a 12-story building).
- Dead weight is approximately 654,500 pounds.
- Total floor space is 135,300 square feet.
- Construction utilized approximately 6,000 struts; 4,000 panels; 260,000 fasteners; and 120,000 feet of sealant. Its exterior was finished with ivory-colored fluoropolymer paint.

B--Los Angeles Radio Station KFWB reporter interviews Jim Dallas, engineering representative, who was part of the original Spruce Goose flight crew.

C--FAA retirees Berny and Dave Roe. Dave was also part of the original flight crew and in his FAA duties as propulsion engineer performed engine tests on the Spruce Goose during 1945-47.

Photos by Barbara Abels.



C

COVER STORY (continues from page 2)

"gee whiz" statistics. "Wow", one youngster commented, "Can you believe it's bigger than a whole football field, and two DC-10's can fit under its wings. Gee..."

Here are a few of the most astounding facts of the H-4 Hercules, the world's largest and most controversial airplane ever built.

-It is constructed entirely of laminated wood, called Duramold. Why? The reason was simply one of necessity - we were at war. Wood was plentiful and metal was hard to come by.

-The wingspan is 319 ft. 11 in., longer than a football field.

-The fuselage is 218 ft. 8 in. long, 30 ft. 5 in. high, and has a single hull with a flight deck and large cargo deck.

-The height is 49 ft. 6 in., gross tonnage is 400,000 lbs., and tailspan is 113 ft. 6 in.-- the height of an eight-story building.

-Flown only once (Nov. 2, 1947) at an altitude of 70 ft. for approximately one mile, Hughes labored five years over the plane, fighting Senate criticism of his "folly," nicknamed the Spruce Goose. Designed for a cruising speed of 227 mph and landing speed (at sea level) of 10 percent above stall with 45 degree flap at 87 mph.

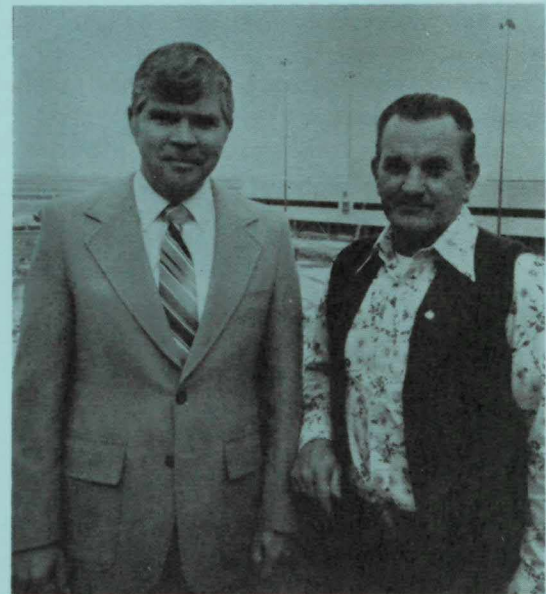
-The gargantuan flying boat was originally designed to transport World War II troops across the Atlantic safely above menacing enemy U-Boats. Development of the single-hull, eight-engine aircraft resulted from an \$18 million government contract, enlisting the two transportation specialists to build three prototype airplanes from non-strategic materials.

-The Spruce Goose was eventually hidden from the public eye in a temperature-controlled hangar and guarded for 33 years before its resurrection by the Aero Club of Southern California and

the Wrather Corp. in Oct. 1980. The renowned seaplane is now berthed in the world's largest clear-span, aluminum dome on Pier J in the Long Beach Harbor.



BIGGER THAN LIFE



30 Years for Dick Crockett

Dick Crockett (right), Air Traffic Control Specialist, San Francisco Tower, was recently presented with his 30-year Career Service Emblem by Jack Ryan, Air Traffic Manager, San Francisco Tower. Dick transferred to San Francisco Tower from Oakland Tower in August 1982.

SAA for Ed Perry

Art Grueneberger, Manager, Sacramento ATCT, congratulates Ed Perry (middle), Journeyman Controller, on receiving a Special Achievement Award from Jim Faucett (right), Area Supervisor.



Celia Abraham Receives SAA

Celia Abraham (above right), General Supply Specialist, Reno Airway Facilities Sector, was recently presented a Special Achievement Award by Sector Manager, Dean DeShazo. Congratulations, Celia!

Bakersfield AFS News

Paul Johnson of Bakersfield Airway Facilities Sector Field Office received his degree in Science and Mathematics from California State College, Bakersfield, recently. To add to the celebration, Paul also received his 15-year pin from the FAA.....Ed Baker, Fresno RAD/Comm Unit recently received his 25-year pin from the FAA. Ed is on extended sick leave, but is reported to be doing "just fine".

Congratulations Dr. Mac

We are proud to report that Regional Director H. C. "Mac" McClure earned his degree of Doctor of Public Administration on July 12, at the University of Southern California in Los Angeles. Congratulations, Mac, from all your FAA family on this outstanding achievement.

News in Brief

* FAA's Mike Monroney Aeronautical Center is planning to celebrate the Air and Space Bicentennial with a super open house Oct. 15. It will be combined with an airshow depicting the entire history of manned flight from the first hot air balloon to Space flight. Besides viewing aircraft from all eras, visitors will be invited to inspect the various FAA facilities at the center.

* The Public Affairs Office has published another updated version of its "Guide to Federal Aviation Administration Publications." The publication contains forms for ordering aviation safety materials, advisory circulars, technical reports and aviation education publications. Free copies are available from APA-430, Washington, D.C. 20591, FTS 426-8058.

* NTSB Chairman Jim Burnett has told Congress that his agency still is trying to determine the ignition source for the June 2 fire on the Air Canada jetliner. He said initial investigation results indicate that the fire did not originate in the lavatory trash bin and added that the FBI has found no evidence of sabotage. He noted that the Board will convene a public hearing Aug. 15 in Fort Mitchell, Ky., "to develop further the facts, conditions and circumstances of this tragic accident."

* A ribbon-cutting ceremony on July 19 marked the dedication of the agency's newest air traffic control tower at Tweed-New Haven Airport in Connecticut. It replaces a city-owned tower, which had visibility problems because of location. Standing 57 feet high, the new tower will be staffed by 10 controllers, including manager Robert Nichols, and seven electronics technicians.



Joseph Cossey

We are saddened to report that Joseph Cossey, retired Air Traffic Control Specialist, passed away July 15 from cancer. Joe was an air traffic controller for 31 years, retiring 10 years ago from Ontario Tower where he had worked for 20 years. He is survived by his wife, Martha. Condolences may be sent to Martha Cossey, 1405 Bayview Heights Drive, Los Osos, CA 93402.

DOT OKs Aerospace Classification Guide

The Transportation Department has approved a classification guide for aerospace engineers exclusively engaged in aircraft certification. Built on the recommendations of the "Blue Ribbon" panel of June 1980, the guide represents two years of developmental effort.

Designed to supplement the Office of Personnel Management (OPM) classification standards, the new guide provides a comprehensive examination and discussion of the aircraft certification activities of FAA aerospace engineers which will assist classifiers in defining the duties and responsibilities of these positions.

Advance copies of the "DOT/FAA GS-861 Aerospace Engineer Position Classification Guide" are now being sent to each accountable certification directorate. Printed copies will be distributed to all regions when available.

The Road to Los Angeles

GEARING UP FOR 1984 OLYMPICS

Just like the world-class athletes who will be participating in the Olympic Games in Los Angeles next summer, FAA planners are busy preparing for the event.

The agency's job is to assure the safe and expeditious handling of the large volume of additional air traffic expected during the six-week Olympic period, which runs from mid-July through the end of August 1984. The games themselves will be held July 28-Aug. 12, with daily attendance projected at around 200,000.

The Air Transport Association estimates that scheduled airline operations at Los Angeles International Airport alone will increase to about 2,000 a day during the Olympic period, compared with the current level of 1,500 total operations. In addition, there will be many hundreds more charter and general aviation flights crowding into the already busy southern California airspace.

Gene Lawing, the Acting Air Traffic Manager in the Western-Pacific Region, also points out that there will be an enormous amount of helicopter traffic associated with the games. Much of this traffic will be between the various Olympic sites in the Los Angeles area and will have to be accommodated within the ATC structure.

To meet the challenges, the Western-Pacific Planning Group with the assistance of Washington headquarters personnel, has devised a multi-faceted plan that addresses the agency's major areas of responsibility. Included are



extraordinary airport and airline security measures that recognize the political realities associated with Olympic competition.

The first formal product of this planning effort will be a Special Federal Aviation Regulation giving the agency the authority to institute flow control measures, certain flight restrictions and an airport reservation system. It's scheduled for publication as a notice of proposed rule making by Sept. 1, with final action by Jan. 1.

The planning group also is developing an information package which is scheduled to be ready by June 1, 1984. It will include special VFR area charts, general flight information, facts about the 28 airports in the area, details on any special requirements that may be imposed, and instructions for international visitors flying to Los Angeles for the games on how to enter the U.S.

FAAers Picked to Judge Annual Aviation Programs

Two FAA employees have been selected as judges for the annual General Aviation Flight Instructor and Maintenance Technician of the Year Award programs. Willard (Pete) Pederson, FAA's Accident Prevention Staff manager, will help judge the flight instructor competition, and the Office of Airworthiness' Charles Mayernik will be on the panel that picks the winning maintenance technicians. Ex-FAAer Charles Schuck also will serve on the maintenance panel. Regional winners will be selected by Aug. 1 and the national winners by Sept. 1.

What Types of Fraud are Committed Against the Government?



The Comptroller General of the United States has identified more than 125 different types of fraud during a 2½ year study of 77,211 known cases of fraud committed against the Federal government at 21 agencies reviewed. The types of fraud varied considerably from theft of equipment and supplies to the falsification of data. The various types were combined into nine major categories. Almost 50 percent of the cases involved theft while slightly more than 25 percent involved false statements. The following table shows the number and percentage of cases for each major type during the period of the study.

Major Types of Known Fraud

<u>Type</u>	<u>Number</u>	<u>Percent</u>
Work hour abuse	1,179	1.5
Private use of government property	773	1.0
Extortion	504	.7
Forgery	1,863	2.4
Kickback/bribe	844	1.1
False statement	20,647	26.7
Nonperformance of contract term	448	.6
Theft	37,518	48.6
Miscellaneous fraud	<u>13,434</u>	<u>17.4</u>
Total	77,211	100.0(rounded off)

Functional Areas in Which Fraud was Committed

<u>Functional Area</u>	<u>Number of Cases</u>	<u>Percent</u>
Financial assistance to individuals	21,266	27.5
Inventory controls	19,460	25.2
Personal property management	9,921	12.8
Mail service	7,823	10.1
Personnel	3,417	4.4
Cash control	3,246	4.2
Loan guarantees	2,399	3.1
Payroll	2,164	2.8
Miscellaneous functional areas	1,581	2.0
Enforcement	1,209	1.6
Travel	1,170	1.5
Procurement monitoring	840	1.1
Property disposal	653	.8
Property disposition	580	.8
Administrative services	333	.4
Grants	316	.4
Procurement awarding	302	.4
Health care or social services	254	.3
Education and training	132	.2
Unknown	<u>148</u>	<u>.2</u>
Total	77,214	100.0(rounded off)

TCAS Flight Tests Underway At Technical Center

The agency has begun flight testing an experimental airline version of the Traffic Alert and Collision Avoidance System (TCAS II) in an FAA jet at the Technical Center.

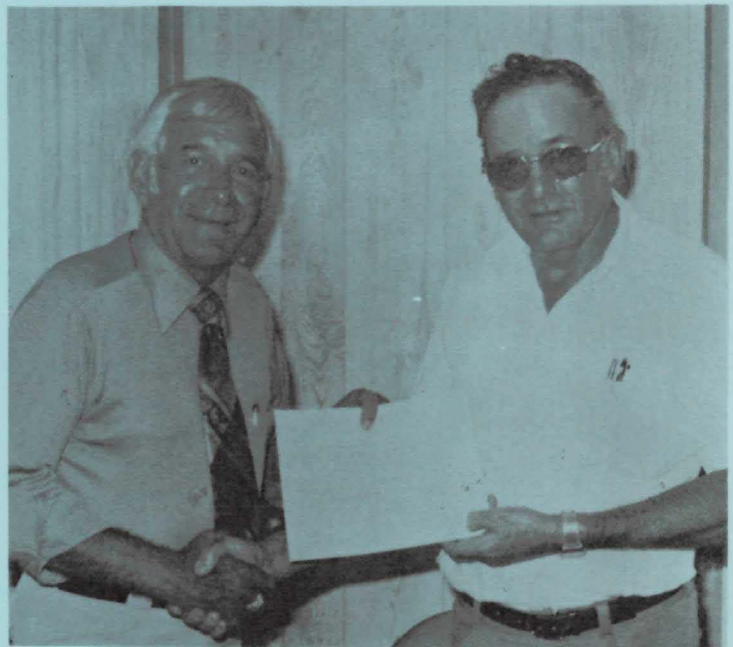
Late this summer, the TCAS II unit, built by Dalmo Victor, will be transferred to a Piedmont Airlines jet for additional testing under actual operating conditions. The TCAS II display will be installed in the cockpit and monitored by the pilots throughout their flights: In previous tests with a similar TCAS II unit in Piedmont aircraft, the displays were monitored by an observer on the flight deck but were not visible to the flight crews.

In addition to the Dalmo Victor unit, an enhanced TCAS II unit built by Bendix will be thoroughly evaluated this fall in a series of flight encounters using FAA test aircraft. One of the principal objectives of the tests is to determine whether the phased-array antennas are accurate enough to permit horizontal as well as vertical collision avoidance maneuvers.

This fall, FAA expects to take another step forward in the implementation of the TCAS program with contract awards for 18 units. They will be installed in FAA, military and airline aircraft.

Test and Evaluation Staff Established

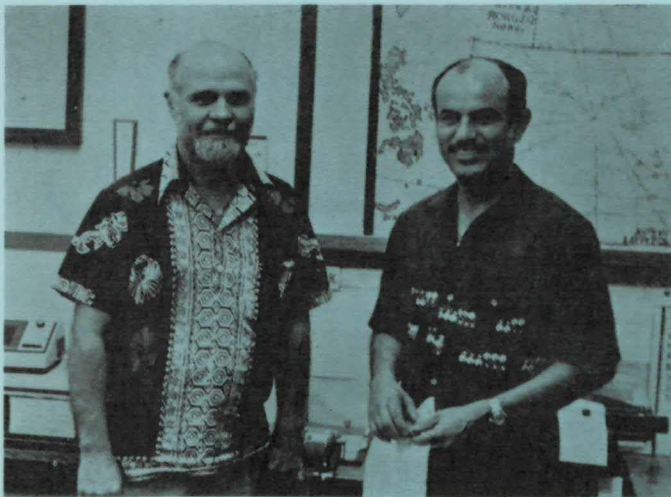
The Administrator has established a new top-level office that will be responsible for making a final, independent assessment of the operational readiness of designated major systems before the agency orders production models. Although located at the Technical Center, the new Operational Task and Evaluation Staff will report directly to the Deputy Administrator. Carlo Yulo of the Tech Center staff will serve as the Acting Manager.



SAA For Verle Helmick

Happy times again in Las Vegas as John Katsigenis, Acting Sector Manager, presented a Special Achievement Award to Verle Helmick (above right), Environmental Support Technician, to properly recognize Verle's outstanding efforts during the past year, particularly in support of the new Las Vegas Tower/TRACON.





25 Years for Leroy Rosa

Leroy Rosa (above right), recently received a 25-year career service emblem from Bob Moll, Area Supervisor at Guam IFSS. Leroy has been an Air Traffic Control Specialist at the Guam IFSS for nearly 21 years. Congratulations, Leroy!

Heliport Demo Planned

FAA expects to decide Aug. 31 on which communities will participate in its National Prototype IFR Demonstration Heliport Program.

Jerry Chavkin, director of FAA's Rotorcraft Program Office, noted that a number of communities have expressed interest in the demonstration project and said the agency recently extended the application period until July 31 to give them additional time to formulate their proposals. He added that perhaps three or four sites may be selected to provide a cross section of community requirements and operational conditions.

The purpose of the program is to encourage the development of urban public-use heliports that can be used under all weather conditions, much in the same way that conventional airports are.

Heavy Hitters in ATC

If FAA controllers were baseball players, they would be batting .999 and then some. Sounds like a team of superstars!

Deputy Administrator Michael Fenello agrees with the superstar analogy. He points out that individual operational errors by controllers often receive wide-spread media coverage, but the 99.99937 percent of all flights that move through the ATC system without any problem are almost always ignored.

The 99.99937 figure is the error-free percentage rung up by enroute center controllers handling 27,884,205 operations during the 12-month period May 1982-April 1983. That's approximately one operational error for every 160,000 flights. And some centers did even better. For example, Miami's record was 99.99994; Jacksonville had 99.99979; and Seattle was next with 99.99977.

The Southern Region has an error-free mark of 99.99955 on 6.2 million flights, and Southwest was right behind with 99.99953 on 4.6 million operations.



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