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Western-Pacific Intercom



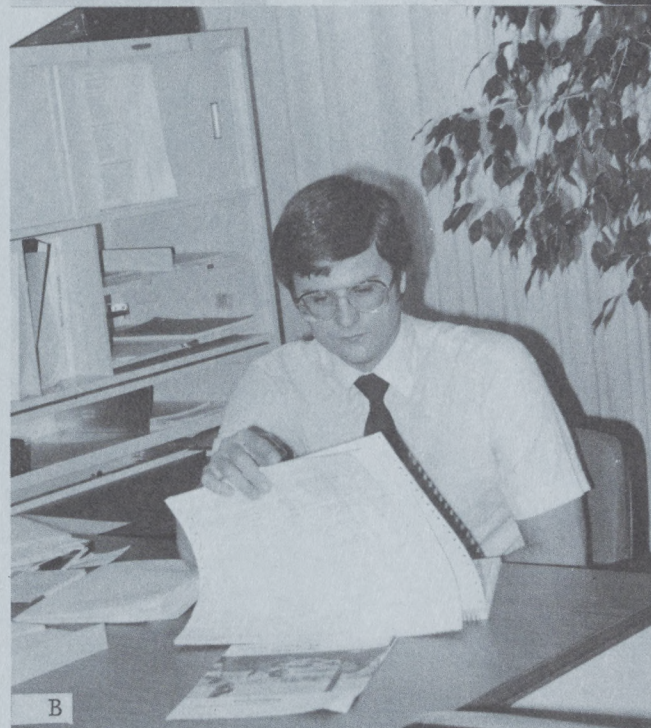
Cover Story

The Electronic Engineering Section, AWP-463, is one of four sections under the Maintenance Operations Branch, AWP-460, in the Airway Facilities Division. It is the principle element of the branch and responsible for electronic maintenance engineering activities within the division.

The section provides technical guidance, support and specialized engineering assistance to the continental U.S. sectors. In addition, the engineers/specialists are responsible for reviewing and analyzing proposals for new or additional facilities. They process and coordinate requests for equipment modifications and NCP/waivers for commissioned facilities. Periodic technical inspections of facilities and related maintenance activities are conducted. They also conduct in-depth engineering analysis of proposed construction of buildings, towers and other objects that may adversely affect Air Traffic Control and Air Navigation Facilities. The section also manages the Regional Test Equipment Program which consists of loan stock, test equipment calibration and the technical laboratory.

The section supervisor is William Lindsey. The staff consists of Nav/Com Engineers/Specialists Tom Fujiwara, Bill Stewart, Cliff Weinan and Jim Bailey; Radar/Automation Engineers/Specialists Reginald Bishop, Ben San Miguel, John Hesla, Dick Thatcher, and Willoughby Henshaw; Test Equipment Program Manager Mickey Martinez and Cooperative Engineer Development Program student Mike Merrill.

Cover photo: Jim Bailey, Engineer Specialist, making a measurement on a proposed site to determine whether its a problem for aviation.



A--Bill Lindsey, Supervisor, Electronic Engineering Section.

B--Mike Merrill, Cooperative Engineer Development Program student.

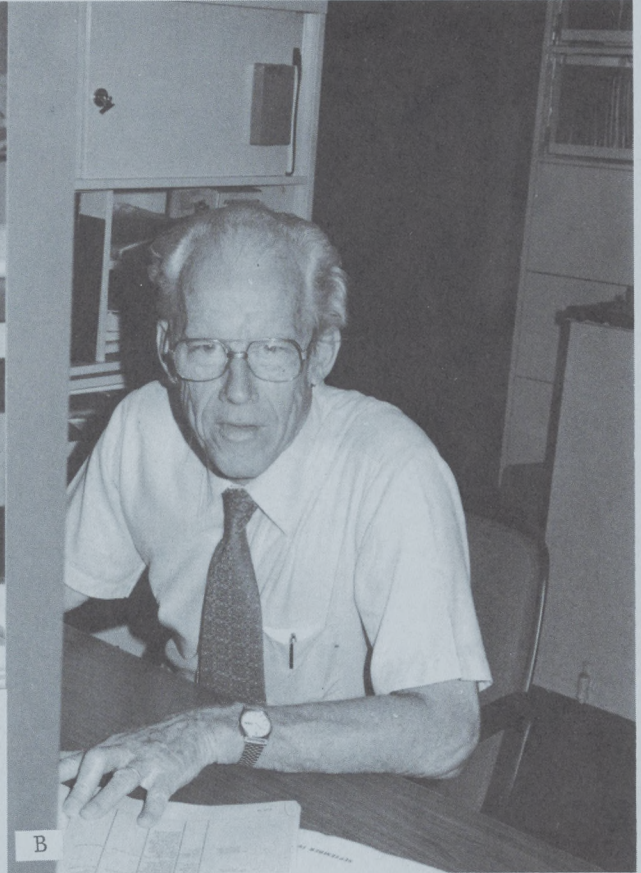
Photos by: Barbara Abels and Rafael Riera

More.....Electronic Engineering Section



A--Bill Henshaw, Engineer Specialist.

B--Reginald Bishop, Electronic Engineer.



Fresno Tower/Tracon News

Our contract instructor, Al Young, is finally back on the golf course after two years of assisting us here and in Oklahoma City for the training effort after the strike. He'll be missed.....One of our supervisors, Sheldon Olson, is on his way to Kwajalein in Sept. for some easy duty for a change. Sheldon made some major contributions to the training program, both at Fresno and the Regional Office. He'll also be missed.....Bill Schloo closed the door on a fine 30-year career and retired to his ranch in Chowchilla.....Manager Will Cope received his 35-year pin; Hal Mortensen a 25-year pin, in addition to a Quality Increase Award; and 15-year pins to Duane Amann and Bob

Faux.....A joint picnic between Lemoore RATCF and Fresno Tower/TRACON (and families) produced some forgettable softball scores but a grudge rematch is scheduled for next month.....Letters of Commendation were received by Duane Amann and Bill Whitla for their help at the Merced Antique Fly-In temporary tower.....Ken Mercier's son, Benji, represented Central California in a zone swim meet at Irvine in August.....Joe Shugart just returned from successful completion of Radar Training Facility (RTF) and Roxane Bresette should be right behind him.....Don Pilfold took First Place in the third annual La Casita Horseshoe Tournament in the Bay Area.

Skydiving Fills The Hours For One FAA Retiree

What does an FAA Flight Service Specialist do when he retires from the FAA? Well, in the case of Frank Lamb, who retired from Ontario FSS in 1980, skydiving fills those otherwise empty retired hours.

Why, you may ask, would a person of Frank's age and experience want to leap out of a perfectly good airplane? "I just wanted to get out and do something instead of just sitting around the house mulling over my life and feeling generally dejected," Frank said. "A person who retires from a job which has occupied his time for as long as the FAA has mine goes through a very traumatic experience. I needed something to help me over the trauma and skydiving gave it to me."

While normal logic would tell you that a retired FAA Flight Service Specialist would be a novice skydiver, Frank did have some previous exposure to the art. His first jump ever was in June 1942 while serving with the British Army. However, after those war years, he stayed away from jumping until eleven years ago when he dabbled very briefly into it again. But evidently the timing was not right for skydiving to assume a major role in his life.

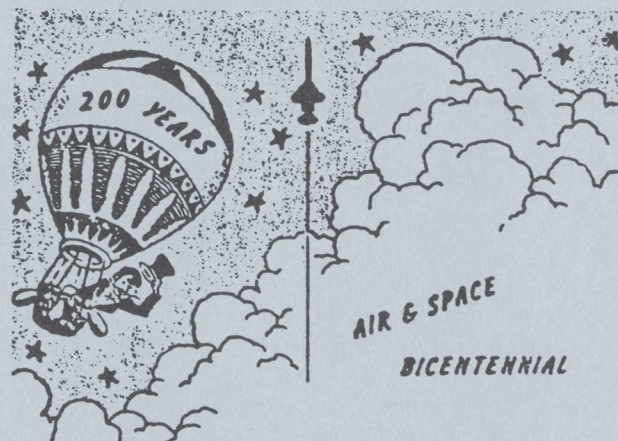
"Then a few weeks ago I decided that jumping was what I needed to supplement my time in retirement," Frank explained. "But, this time I got my daughter, Sheila, interested and now we both jump regularly and get a great deal of satisfaction from it."

What message would Mr. Lamb like for his exploits to portray? "I just want people to know that life is far from over when retirement comes along. Jumping out of airplanes may not

be your cup of tea but something can occupy your time and help alleviate the trauma of retirement."

As a flight service specialist with the FAA, Frank had a long and rewarding career. He served in Flight Service Stations over much of the Western U.S. beginning at Salt Lake City in 1954. Then he served at Miles City, Montana; Oakland, Burbank, Los Angeles, and finally finished his career at Ontario FSS.

Frank now works for the city of Upland, California and continues to add spice and thrill to his life by throwing himself out of airplanes. Anyone for race car driving, or professional wrestling, or.....



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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.



First Seaplane Safety

Seminar, Lake Tahoe,

Homewood, California

In June, the Reno General Aviation District Office and Cal-Vada Aircraft sponsored a two-day seaplane safety seminar. George Cordingly, Accident Prevention Counselor and Deputy Wing Commander, Nevada Wing, Civil Air Patrol, presented "Mountain Flying on Floats"; Chief Anderson, Tahoe Coast Guard Station, presented "U.S.C.G. and You", "Rules and Customs on the Water Between Aircraft and Vessels" and "Emergency Procedures"; Walter Windus, West Coast Director of the Seaplane Pilot Association, presented "Is It Legal to Land on Any Lake"; Mike Brown, Pilot Examiner and Accident Prevention Counselor, presented "On the Water Demonstrations" on approaches and departures from piers, moorings, boats or slips, water taxiing and emergency procedures; Carl Borchers, Accident Prevention Specialist, discussed "Seaplane Safety Tips" and "Recent Seaplane Accidents"; Gerry Breuner, Accident Prevention Counselor, presented "Ultralights and Gyroplanes on Floats"; Hank Sallman presented "Turbo Conversion of Seaplanes". Several movies were shown: "Wings of Adventure"; "Flying Floats"; "Prop Strike"; and "World's Leading Aircraft Flying on Floats".

Overall, it was a great turnout of pilots and seaplanes from as far away as Denver, Colorado. It was a complete success and we are now planning for the Second Annual Seaplane Seminar next year at Lake Tahoe, Homewood, California.

A--Mike Brown, Pilot Examiner and Accident Prevention Counselor, showing proper docking techniques.

B--George Cordingly, Accident Prevention Counselor, assisting on docking procedures.





International News

DOs AND DON'Ts FOR OVERSEAS TRAVEL

-- DO coordinate all travel plans with API/AIA before plans are firm and meetings scheduled.

-- DO coordinate all activities with the U.S. Embassy.

-- DO provide all requested information to the limit of your expertise and authority; ensure that information you cannot provide is delivered quickly by the appropriate FAA office or official.

-- DO collect as much information as possible on foreign competitions and on aviation matters in general.

-- DO record your observations and discussions accurately, and report this information to API/AIA as soon as possible.

-- DO support strongly U.S. industry in general, and U.S. companies competing for a contract in the country you are visiting.

-- DO, in coordination with the Embassy, support the U.S. candidacy for ICAO Council membership and the U.S. position on the ICAO budget.

-- DO NOT place yourself or the FAA in the position of favoring a particular U.S. company when there are more than one potential or actual U.S. competitor. In particularly delicate situations, restrict your comments to the FAA's direct experience with the company(ies) in question.

-- DO NOT enunciate general U.S. policy, foreign or domestic, except as explicitly instructed by the U.S. Embassy. Try to keep to matters involving the FAA.

-- DO NOT create false expectations of technical assistance. All technical assistance must first be approved by FAA Headquarters, and is contingent upon policy and resource review.

-- DO NOT indicate U.S. support for any country's candidacy for ICAO Council Membership.

-- DO NOT invent on-the-spot FAA policy; take issues/questions under advisement and indicate a definitive answer will be forthcoming once the issue is studied further.

AIA-1
July 11, 1983

ATCS Teamwork

Teamwork and experience were the essential ingredients in a recent save of an aircraft and its pilot by Federal Aviation Administration (FAA) air traffic controllers.

The situation began as most emergencies do in air traffic control, with a call from a pilot declaring an emergency. In this case the pilot was a female with a heavy Japanese accent. She was lost, and an almost cry in her voice revealed that she was scared almost to the point of losing all ability to think logically.

The Air Traffic Control Specialist (ATCS) working the Inflight position in the Ontario FSS was Eddie Nelson. "I tried to lend assistance, but the pilot was scared and the fright led her to revert to what she knew best, her native tongue", Eddie said. "It was like a snowballing effect", Eddie continued, "the more I tried to help the more unsure and confused she seemed to become, which, in turn, caused her fear level to rise even more resulting in her further usage of Japanese."

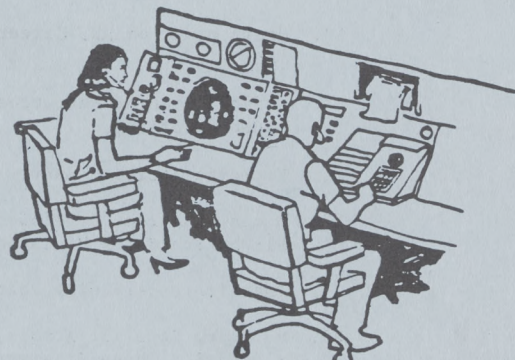
At the Ontario TRACON, ATCS Jim Manson was working radar traffic in the Ontario Sector. "After coordination with the Ontario FSS, I attempted to get the pilot to squawk the emergency code which would allow the aircraft to be seen on radar", Jim said. But, the pilot could not understand his instructions.

Meanwhile, back in the Ontario FSS, Specialist Jack Farnsworth who was working an adjacent position to Eddie Nelson, offered to take responsibility for the position using his previous exposure to the Japanese language. Just as soon as he began using Japanese on the frequency, the lost pilot appeared to calm down dramatically. Jack began attempting to provide the lost pilot guidance to Ontario Airport by issuing headings obtained from the direction finder

(DF). However, the lost pilot still seemed to have difficulty following his instructions. Either she was having problems with his obviously broken Japanese, or her directional gyro was out of service. A few miles away in Chino Tower, Farol Cilluffo was talking to another pilot who had a Japanese accent. "I asked him if he could help if needed and he agreed to assist if he could", Farol said.

The moment the other Japanese pilot came up on the frequency, the lost pilot's voice showed, once again, a momentary easing of tension. Jack Farnsworth in the Ontario FSS then asked, through the interpreter, for the lost pilot to squawk the emergency code which could allow her to be readily seen on air traffic radar scopes. Once the emergency squawk was flashed the pilot's position was plotted near Brackett airport, just west of Ontario Airport.

Shortly after Jack described her position, the pilot sighted the Brackett Airport and landed safely. Her safe landing was a direct result of professional and concerned actions on the part of FAA controllers at Ontario FSS, Ontario TRACON, and Chino Tower. Teamwork applies in air traffic control just as much as any other profession for which teamwork is a regular factor, but in this case, teamwork and experience mean't the saving of an aircraft and, more importantly, the possible saving of a life.



Actions to Implement the Human Relations Program

	<u>DATE</u>
1. Human Resource Specialist on board	10/01/82
2. Human Resource Specialists met in Washington to establish Agency's mission, role, and goals.	10/01/82
3. Human Resource Divisional representatives on board.	11/29/82
4. Human Resources Development organizational effectiveness workshops started.	11/30/82
5. AWP Educational Program instituted.	12/31/82
6. AWP training videotapes and schedule for videotape production identified.	12/31/82
7. AWP Supervisory Selection System distributed to field facilities.	12/03/82
8. Facilitator training started.	01/29/83
9. Notice 3400.22 on Supervisory Human Relations responsibilities distributed.	03/04/83
10. Managerial training for Air Traffic initiated	03/10/83
11. Human Relations Resource Team established	03/15/83
12. Managing Conflict Across Organizational Boundaries training started.	04/05/83
13. Combined Bay area Air Traffic Human Relations committee established.	05/03/83
14. Recreational facilities initiated for Oakland Center employees,	05/03/83
15. AWP Top Management Training started	05/31/83
16. Human Relations Committee leadership training in Washington started.	06/01/83
17. Draft order on Human Relations in the Western-Pacific Region initiated.	6/02/83
18. Participated in Annual Regional Black Coalition meeting.	06/06/83
19. Betsy Kirkhart converted to permanent FAA employee.	6/12/83
20. draft order on AWP Career Development Plan initiated.	6/14/83
21. Office of Human Resources allocated permanent staffing.	6/23/83
22. Employee Attitude Survey distributed.	7/11/83
23. Human Resources Development training for Flight Standards Division started.	8/15/83
24. Facilitator training Phase II started.	9/12/83
25. Managing Conflict Across Organizational Boundaries Phase II started.	9/20/83

Retiree Corner

Hello from Bob Floch, recently retired Engineer-In-Charge (E.I.C.), SFO-McClellan RAPCON, Sacramento, CA. Too much fishing got boring and I went back to work - this time with Halifax Engineering, Inc., Corporate Office in Alexandria, VA, with offices throughout the U.S. We specialize in providing "contract" electronic equipment modification, marine design and boat repair, communications, Nav-Aid and radar, etc., equipment maintenance and are looking for qualified Electrical/Electronic Engineers and Electronic and Electromechanical Technicians and Air Traffic Controllers interested in full or part-time employment. For example, we recently solicited for radar/microwave technicians to maintain the U.S. Coast Guard radars on Yerba Buena Island and Point Bonita near the Golden Gate Bridge. Our current interest is a need for experienced Electronic Engineers and Technicians to perform computer and display trouble diagnostics (no shift work) at a sensitive location in the continental U.S. There are other irons in the fire also. If you are interested, please call me or John Beachem (collect) at 916/924-0811, Sacramento, CA and/or forward your resume to John Beachem, P.O. Box 41409, Sacramento, CA 95841.

FAA Launches Computer Replacement Program

The agency has launched its program to replace the ATC computers by awarding competitive design contracts to IBM and the Sperry Corp. The IBM contract is valued at \$40,590,000 and the Sperry award at \$35,689,652.

The 21-month design competition phase will culminate with the selection of one contractor to proceed with production of new mainframe computers to replace the present IBM 9020s used in the enroute centers. A key factor in the evaluation of the two designs will be their capability to use the existing 9020 software package with only minor modifications.

The IBM 9020s represent mid-1960s computer technology and lack the capacity to handle the traffic growth projected for the 1990s and beyond. The new computers will incorporate the latest state-of-the-art design features and have at least triple the 9020s' capacity. Also included will be increased reliability features and the capability to assume additional ATC automated functions.

The present FAA schedule calls for the award of the production contract for the new computers in mid-1985, with installation beginning in late 1986.



Carol Emerich Receives Award

Congratulations are in order for Carol Emerich from Palomar Tower on her Quality Increase Award with an Outstanding Rating. Carol (left) was presented with her certificate by Harry Northrup, Area Supervisor.

News in Brief

- President Reagan has approved FAA's request for an exclusion from the Merit Pay System until October 1984. This means that employees in positions covered by the Merit Pay System will continue to be paid as General Schedule employees until further notice.
- Transportation Secretary Dole has proposed combining into one common standard the child seating regulations now used by the National Highway Traffic Safety Administration (NHTSA) and FAA. The proposal would provide child restraint manufacturers with a choice between certifying their restraints for use in motor vehicles alone or both motor vehicles and aircraft. Those manufactured for motor vehicles alone would have to be so labeled.
- Auxiliary fuel system installations in transport aircraft is the subject of an agency sponsored technical forum scheduled for Nov. 14-18 in San Diego, Calif. Discussions will focus on improvements to the current airworthiness design and standards for these installations, and the results will be used by FAA in drafting an advisory circular on the subject. For more information, FAAers should call Sam Frick on 8-796-2835.

Merit Board Decisions Support FAA Position

The Merit System Protection Board has now issued 532 decisions in the 5,056 strike-related removal cases that were appealed to the full Board.

Of these the board affirmed 510 cases and reversed the agency's removal in only 22 cases.

The board has now indicated that it will rule on all cases by September 30. However, controllers who lose still can appeal to the U.S. Court of Appeals for the Federal Circuit.

Taking Another Look, ATS Reviews System

As the ATC rebuilding program enters its third and final year, the agency is taking yet another look at how the system is working with particular emphasis on the quality of personnel, performance and service.

This concentrated look at the system is being conducted for the most part at en route centers, beginning September 6 and running for four weeks. During this period, ATC quality assurance personnel will be watching for any situation which might lessen the quality of service. When such a situation is identified, action will be taken to correct it, and a report of what has been done will be circulated among all facilities. One facet of the evaluation will involve an assessment of newly checked out controllers. The assessment will be carried out by four teams using the same approach applied during a similar effort in January and February.



Use Of Social Security Numbers On GTRs

The Accounting Division is still receiving numerous buff copies of GTRs that do not have the travelers' social security numbers (SSNs) on them. In our Notice, WP N 1500.74/NM N 1500.65, we requested that this information be included as it would be needed when we converted to the Uniform Accounting System (UAS) this year. This requirement is still valid and the data will be vital to our new system. Please refer to the above notice and provide the information as requested.