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US Department  
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**Federal Aviation  
Administration**

# Western-Pacific Intercom



**Non-Pilot, 78  
Safely Lands Plane**

## Cover Story

It was a miracle -- and quite possibly the first time in history that a non-pilot safely landed an airplane without injury to the occupants or damage to the airplane itself!

What started out as a fun trip for four senior citizens on their way from Deer Valley Airport for breakfast in Sedona, Arizona, ended in near-tragedy for them all.

Here are the facts: Pilot Bruce Turner, Sr., and three passengers, Editha Merrill, Jane Turner and Dorothy Matthews, departed in a Piper Cherokee aircraft. After leveling off, the pilot lost consciousness and slumped in his seat. Editha Merrill, a non-pilot, was riding in the right front seat. The pilot's wife, Jane Turner, in the rear seat, had only six hours previous flight instruction received in a pinch-hitter course. Dorothy Matthews, in the left rear seat, had no pilot experience whatsoever.

While Mrs. Turner called over the radio for help, Mrs. Matthews held the pilot erect in his seat so that he wouldn't fall in the way of the controls.

Maj. Thomas O'Connell, CAP, with the Arizona Wing U.S. Air Force Auxiliary, responded on his aircraft radio and gave instructions to get those in the plane to turn the aircraft around and away from higher terrain. Another U.S. Air Force Auxiliary, Civil Air Patrol, pilot--Capt. Forest Tucker, then took off from Sedona in his airplane and offered assistance.

A short time later, Jack Seeley, a Commercial Pilot and Certified Flight Instructor, Bob Baker, a retired airline pilot, took off in Bob's Cessna 172 and took over instructing the three passengers in the Piper Cherokee on what to do and how to do it.

Mrs. Turner, who was in the right rear seat of the Cherokee, handled the radio and helped Mrs. Merrill, who was in the right front seat, as much as she could in flying the airplane.

The next events clicked by so rapidly, the passengers hardly were aware of the extent of their danger. Bound northeast for the rugged mountains of the Mogollon Rim country, they were less than five minutes away from crashing had they continued their straight and level flight. Flying alongside, the CAP pilots guided Mrs. Merrill away from the mountains and Jack Seeley continued to issue life-saving instructions.

Through the outstanding combined efforts of all concerned, the Cherokee aircraft was climbed to a safe altitude and flown back to the south to Luke Air Force Base. Very carefully, with the help of Luke Air Force Base Tower controllers, a safe landing was made without any damage to the plane and no injury to the occupants.

"It was a fairly hard landing," Jane Turner said, "We just rolled off the runway and managed to turn the switches off, and all of a sudden everybody was there helping us."

The pilot was rushed to the nearest hospital where he was pronounced dead of a possible heart attack.

In recognition of the outstanding and courageous efforts of the individuals involved in this miraculous save, the FAA presented each with an "Aviation Safety Certificate of Recognition."

Cover photo: Don Judd (left), FAA Accident Prevention Specialist at the Phoenix Flight Standards District Office, congratulates (from left) Dorothy Matthews, Editha Merrill and Jack Seeley. Cover photo by Barbara Abels.

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## Phillip Perreira, Jr. Receives SAA

Phillip Perreira, Jr. (left) a specialist with the Honolulu Flight Service Station, receives a Special Achievement Award from Area Supervisor Edwin Ishisaka. Phillip was also awarded a 25-year Career Service Emblem at an earlier crew briefing.



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## Merit Pay Date Set

After being excused from implementing the merit pay system for two years as a result of the controllers strike, FAA now is committed to go on the system in October 1984. First payments are expected to be made shortly after this date.

At this time the agency intends to continue the payment of within-grade pay increases (WGIs) to merit pay employees until October 1984. FAA has advised the Office of the Secretary of Transportation and the Office of Personnel Management of this. However, they have not had time to review and comment upon our proposal.

Because of the delay in implementation, the Office of Personnel and Training now has come up with a new version of the merit pay order. Essential differences from the original order include changes in merit pay units within each region. For purposes of merit pay, each region now is divided into three units—an AT unit, including AT facilities; an AF unit, including AF sectors; and a unit of personnel from all other areas.

## Passengers and Cargo May Ride Hercules

The Lockheed-Georgia division of the Lockheed Corp. has applied to FAA for a change in the type certificate of the civilian version of the C-130 military transport to allow it to carry up to 101 passengers.

The civilian version, known as the Hercules, is now certificated as a cargo carrying aircraft which can carry only 12 passengers on a not-for-hire basis. To qualify for the carriage of up to 101 passengers, Lockheed will have to add enough emergency and other exits to meet the requirements of FAR Part 25.

Lockheed-Georgia also is seeking approval for use on the Hercules of palletized lavatories and galleys that can be easily removed, along with passenger seats, to convert the aircraft back to a cargo configuration.

The Marietta, Ga., based company reportedly expects that such an aircraft would be popular with oil drilling companies that want to fly to remote areas with equipment and fly out with passengers—or vice-versa.

# HOLLYWOOD COMES TO



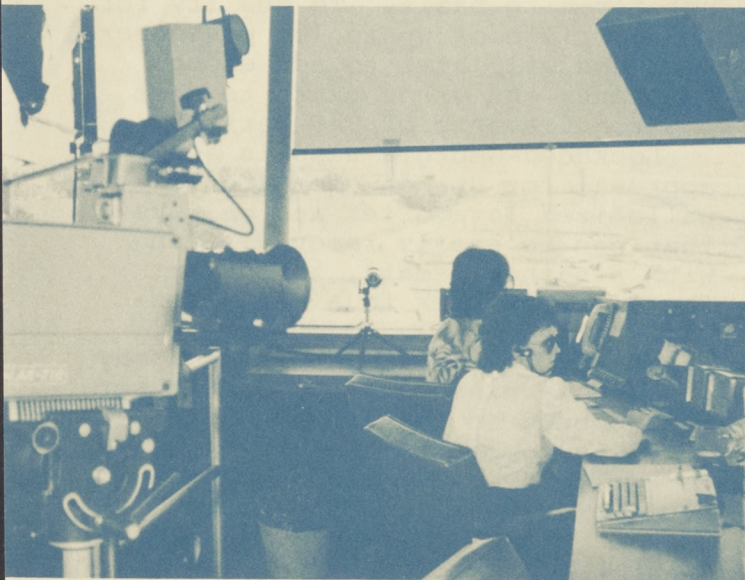
One of the special event highlights at Orange County Tower last year was when the personnel played host to entertainment luminary Pat Boone. FAA became a part of the Hollywood scene during the filming of a documentary on stress and ways to cope with its effects.

Photos by Ralph Odenwald, Air Traffic Manager, Orange County Tower.

Pat Boone is wired for sound in the Orange County Tower as he prepares for the "shooting" to begin.



The film crew is hard at work while Air Traffic Control Specialists Jim McCann (above left) and Mark Washam (right) watch the filming.



# ORANGE COUNTY TOWER



Left:

Air Traffic Control Specialist Joy Reed (foreground) works ground control while the film crew holds cue cards for Pat Boone. FAA Area Supervisor, Don Bailor, oversees proceedings from the background.



Below:

Air Traffic Control Specialists Sheri Peterson (background) and Joy Reed (foreground) work in front of cameras during the shooting of the film.



Above:

Pat Boone (right) observes Air Traffic Control Specialists Karen Snyder and Mark Washam working their positions.

## Deputy Administrator Presents Awards For Accounting System

Sixty-one individuals and four organizations have been honored for their four-year effort in developing the Uniform Accounting System, (UAS).

In a telcon with the Southern, Southwest and Central Regions; the Technical and Aeronautical Centers; and a group from Headquarters, Deputy Administrator Fenello said that "through the efforts of a great many people, some of whom are being honored today, the UAS has become a reality."

Prior to its development, there were ten non-uniform systems. In December 1979, Gene Weithoner, the Associate Administrator for Administration, ordered a uniform system to be developed that would provide accurate and consistent accounting, reduce the manual workload, and create a uniform and responsive system that would meet with General Accounting Office approval.

In addition to Certificate of Achievement awards, 23 of the 61 individuals received cash awards ranging from \$250 to \$2,000 for their contributions to the system. The awards were given for seven different UAS efforts:

1. Cash awards and Certificates of Achievement to each of the four UAS Program Managers.
2. Cash awards and Certificates of Achievement to each of the ten UAS Work Group members.
3. Cash awards and Certificates of Achievement to the nine members of the Accounting Systems Branch, AAA-410, who were responsible for the accounting design and implementation of the UAS.
4. Certificates of Achievement to 11 employees of Washington Headquarters, regions, and centers who were the leading contributors

to UAS implementation at their locations.

5. Certificates of Achievement to two budget specialists for their specific contributions on financial reporting requirements.

6. Certificates of Achievement to 25 members of the Aeronautical Center data processing and accounting staffs who were involved in the long term detailed design and implementation of the UAS.

7. Certificates of Achievement to the Aeronautical Center's Accounting and Data Service Divisions, the Office of Management Systems Data Systems Management Division for their organizational efforts in making the UAS a reality.

Fenello commended the group for their accomplishments and said, "We all take pride in your achievements. A hearty well done to you all."

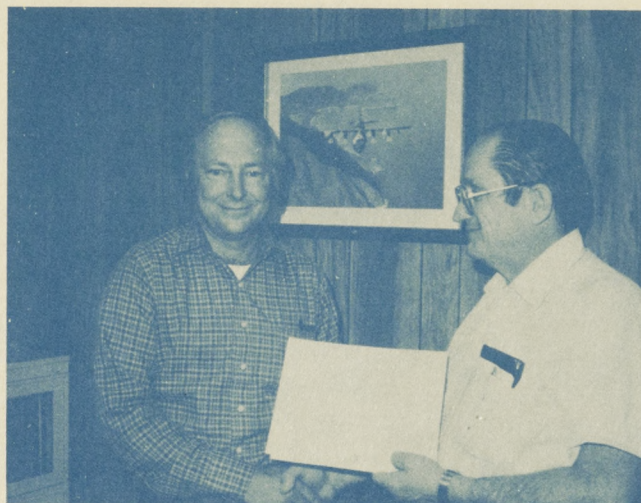
## Retiree Corner

"Retired? Millie Who? Millie Anthony. Yes, I retired from FAA about six years ago, and I want to send a happy HELLO to my former FAA family (some of whom I see periodically). Ever since I left FAA I have been enjoying my second career as a travel agent with Ladera Travel Service in El Segundo. I find it rewarding to deal in persons' dreams, sending them off on cruises, tours, etc. to all ends of planet Earth! It is also exciting for me (and husband Phil) to travel and gather first-hand experience and knowledge in far away places with strange sounding names. Our latest adventure having been to Korea, Singapore, Malaysia, Nias, Padang, Jakarta, and Bali, Indonesia.

"I shall never forget FAA-days and FRIENDS. My best wishes to all of you."

## Al Cone Receives Award

Al Cone (left), Electronics Technician, Fallon AFSFO, Las Vegas Airway Facilities Sector, recently received an outstanding rating with a Quality Increase Award from his supervisor Jim Shaw. Congratulations for a job well done!



## Moving Payments Liberalized

Congress has voted to liberalize moving cost reimbursement for Federal employees moved in the interest of Uncle Sam. The legislation, introduced by Congressman Frank Wolf (R-Va.) and Senator John Warner (R-Va.), was included in a Continuing Resolution, which was approved by the President November 14.

The legislation will become effective when details are worked out by the General Services Administration and may be retroactive to Jan. 1, 1984. It will help in a number of ways the approximately 27,000 Federal employees relocated each year. For instance, the weight limitations for household goods moving and storage expense reimbursement is being raised from 11,000 pounds to 18,000 pounds. Also, payments for expenses for a new home are being upped from \$5,000 to \$7,500 or five percent of the purchase price amount adjusted to the CPI for October 1.

## Solo at Sweet 16

Don Van Handel, Aviation Safety Inspector, Situation Monitor Staff, Flight Standards Division, is very proud of his daughter Kathleen. A 16 year old high school junior at Cornelia Connelly High School for girls in Fullerton, Calif., she recently made a solo flight, landing at Fullerton Airport. A petite and feminine flier, Kathy had to sit propped up with cushions to reach the controls. Though she took the Piper Cherokee up alone for the first time, Kathy is no stranger to the sky. She doesn't remember her first flight but her father says it was "while she was still a baby." Kathy is on the staff of the school paper and has gained enthusiasm for a career in journalism. She is also interested in art and says flying will be "just a hobby."

## 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.



## Dave Kath Receives Award

Dave Kath (right), Electronics Technician, was recently presented a Quality Increase Award for his outstanding job performance this past year by Harry Stokely, Manager, Elko Airway Facilities Sector Field Office.

## Catch 62

Employees who were in the military after Jan. 1, 1957, who wish credit for this service towards Civil Service Retirement, may make a deposit in an amount equal to 7% of their military earnings for the period involved by following instructions in Notices WE N 3800.39 and WE N 3800.40. It would be advantageous for employees who anticipate they will be eligible for social security benefits at age 62, to make the deposit into the Civil Service Retirement system as it will entitle them to receive credit for such service under both the Civil Service Retirement and Social Security systems. Those who wish to deposit may fill out the forms referenced in the above notices and mail them to AWP-14D5. Payroll deductions will begin Jan. 1, 1984. Deposits made after Oct. 1, 1985 will be subject to penalty.

## Team Work Pays Off

FAA controllers and their military counterparts learned to work in close harmony in the aftermath of the 1981 strike and that spirit of cooperation still is alive and well. Recently, they teamed up to help a pilot in Maine who declared an emergency after losing the altimeter and other flight instruments in his single-engine airplane while flying IFR on top.

Boston en route center controller Edward M. Green picked up the emergency call and vectored the distressed pilot back toward his takeoff point of Presque Isle, Maine, for a possible landing. However, since weather conditions throughout the area were marginal, controller Francis M. Bujack and area supervisor Jimmie R. Herb contacted military controllers at Loring AFB, near Presque Isle, to arrange for a Precision Approach Radar (PAR) let-down.

Air Force controllers then picked up the ball. Because the pilot was reluctant to descend through clouds with malfunctioning instruments, they contacted a nearby civil airport and arranged for an escort plane. The link up was made, and the pilot and his three passengers landed safely at the Air Force base.

During the month of October, 85 flight assists were reported. Flight service stations were responsible for 42 of these while terminal facilities accounted for 30, and centers handled 13. There were 186 persons on board the aircraft involved.

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, or Beth Caughey, Assistant Editor, AWP-5, 213/536-6431 or FTS 966-6431.