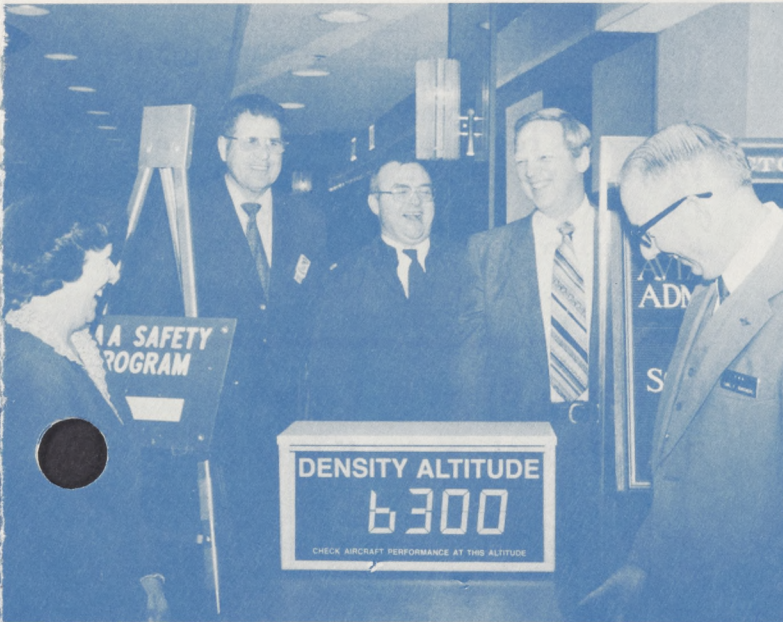




U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Intercom



FAA GEN. INFO.



Reno Super Safety Seminar

Cover Story

The first Super Safety Program, sponsored by Harrah's Hotel and Flight Department, was recently presented in Reno. Several hundred pilots attended an all-day safety seminar in downtown Reno.

Special guest speakers were: Pete Pederson, National Coordinator from FAA Washington Headquarters, who presented "Safety Is An Attitude"; Richard Collins, Editor of Flying Magazine, from New York City, who presented "Risk Management"; Pete Campbell from AOPA and retired from FAA Flight Standards, who presented "Pilot In The Air-space"; Don Cary, Director, Commercial Product Support, Beech Aircraft, who presented "Flight Proficiency"; Ken Gardner, Staff Engineer from Beech Aircraft, Wichita, Kansas, who presented "Care and Feeding of Engines"; and Jim Whitley, CAMI, FAA Aeronautical Center, Oklahoma City, Oklahoma, who presented "Medical Factors For Pilots".

The Reno Chapter of the 99's registered the pilots and cadets from the U.S. Air Force Auxiliary (Civil Air Patrol), Nevada Wing, served as ushers. Carl Borchers, Accident Prevention Specialist for the Reno General Aviation District Office, was the Master of Ceremonies for the Super Seminar.

Guests from Regional Headquarters were: Clyde DeHart, Manager, Flight Standards Division; Gary Koch, Accident Prevention Coordinator; Pete Hudes, Regional Pilot; and Barbara Abels, Public Affairs Officer.

This was the largest attendance of pilots at an accident prevention program in the district. Other FAA guests were Bud Anderson, Accident Prevention Specialist from Sacramento and Janet Hitt, Accident Prevention Specialist from San Jose General Aviation District Office.

Cover photos:

Top left--Drawing attention to the new digital Density Altitude sign are Carl Borchers (right), Reno Accident Prevention Specialist, and his wife June, an Accident Prevention Counselor and member of the Reno 99s. In the background are, from left, Maj. Bill Palmer, Nevada Wing Safety Officer, USAF/CAP; Capt. Jerry Houck, CAP; and Clyde DeHart, Flight Standards Division Manager.

Bottom left--Members of the Reno Chapter of the international women's pilot organization, The Ninety-Nines, who provided information and registered pilots at an FAA General Information booth.

Right--A portion of the several hundred pilots in attendance.

Cover photos by Barbara Abels.

It Took Seven Years - But Promise is Kept

On February 25, 1977, Bob Brewer of Fresno Flight Service Station signed the first page of a log book for a student pilot (Robert W. Dickens of Watsonville) enroute on a long cross-country flight in a Cessna 150. Bob remarked at the time, "When you fill your log book, stop by and I'll sign the last page." On February 23, 1984, the pilot returned to Fresno Flight Service Station to have Bob Brewer fulfill his promise -- seven years and over 1,100 flying hours later for a Turbo PARO aircraft.

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More Super Safety Seminar



A



B



C

A--Pete Campbell (left), former FAA National Coordinator (now with AOPA) and Pete Pederson (second from right), present FAA Accident Prevention Coordinator, thank the cadets from the U.S. Air Force Auxiliary (Civil Air Patrol) Nevada Wing for their support in serving as ushers at the Super Safety Seminar.

B--Guest speakers, from left: Pete Campbell, AOPA; Edge Ritter, Reno GADO Manager; Gary Koch, Regional Accident Prevention Coordinator; Clyde DeHart, Regional Flight Standards Division Manager; Richard Collins, Editor of Flying Magazine; and Ken Gardner, Staff Engineer from Beech Aircraft.

C--Carl Borchers, Reno Accident Prevention Specialist, takes time out for an interview with Kim Curtis, Channel 8, an ABC affiliate.

More.....



A



B



C

C--Richard Collins (right), Editor of Flying Magazine receives a special certificate from Carl Borchers.

A--Daryl Drake, Chief Pilot/Flight Director, Harrah's Hotel, receives a Certificate of Recognition for making the seminar facility available to the FAA.

B--Four of the guest speakers, from left-- Ken Gardner, Staff Engineer, Beech Aircraft; Jim Whitley, Civil Aviation Medical Institute (CAMI), FAA Aeronautical Center; National FAA Coordinator Pete Pederson; and Don Cary, Director of Commercial Aircraft Support, Beech Aircraft, Wichita, Kansas.



Capsule Glimpses . . .

Meet Charles Wahl

Charles Wahl is an operational controller at Oakland Center and was recently presented with an Outstanding Achievement Award by Oakland Center's Air Traffic Manager, Vincent Mellone. Out of a class of 48, "Chuckie", as his friends call him, graduated at the top of his Radar Training Facility Class with an average of 93.45. Chuckie, who just turned 22, is a native Californian, born in Lemoore. He is a commercial pilot and received his commercial pilot, instrument rating and instructor's licenses at age 19, the minimum age allowable by the FAA. He has flown out of Lemoore and Point

Mugu and lists aerobatic flying and skiing among his hobbies. Our congratulations go out to Chuck and good luck for future success with the FAA.



Hatch Act Spells Out Political Do's and Don'ts

The Office of Labor Relations notes that in this election year it is vital for employees to remember that certain political activities in both primary and general elections are governed by the Hatch Act.

This Act spells out what Federal employees may and may not do as far as elections are concerned. We can, of course, register and vote and help to register voters or help candidates as long as it is on a nonpartisan basis. We may wear political badges and attend political meetings, but we should not speak at these meetings. By the same token, we can contribute money to a candidate, but should not collect contributions or sell tickets at political fund raising functions. Essentially, the act says that Federal employees must be nonpartisan.

Sacramento AFS News

Darwin Aldous was recently promoted to Manager at the Stockton Sector Field Office. . . . Two Career Service Emblems were presented to Pat Mercurio, Nav/Comm Technician-in-Depth, for 25 years and Jim Wilkinson, Staff Engineer, for 15 years of service. . . . Quality Increase Awards have been presented to: Billie McWhirter, Mather Sector Field Office Manager; Roy Terasaki, McClellan Radar/Comm SFO Manager; Barbara Kish, Administrative Officer; Darwin Aldous, Stockton Radar/ARTS SFO Unit Manager; and Ron Webb, Electronics Technician at the Stockton Radar/ARTS SFO Unit. . . . Special Achievement Awards went to: Al Waters, Approach Radar/ARTS Relief at McClellan ARTS SFO; Gene Santiago, Maintenance Mechanic at McClellan SFO; and Darval Lund, Radar/Automation Technician-in-Depth at the Sector Office. Congratulations to all.

NMACs Down In Post-Strike System

One way of judging the safety of the post-strike air traffic control system is to count the number of near midair collision reports (NMAC) and, on that basis, the system appears to be working well.

According to Henry Brown, who tracks NMAC reports in FAA's Office of Aviation Safety, the number declined almost 50 percent in the first two years following the strike, as compared with three years preceding the walkout. Total NMAC reports dropped from an average of 542 per year in the Aug. 3, 1978 - Aug. 2, 1981, period to a yearly average of 279 in the Aug. 3, 1981 - Aug. 2, 1981, time frame.

In a paper presented at the Navy Safety Center in Norfolk, Va., Brown also noted an even sharper decline in the number of critical NMACs in the post-strike system. It was down almost 57 percent from an average annual figure of 125 before the strike to 54 per year following that event.

Summary Of Benefits Coming

To help employees and their families understand how Federal benefit programs provide them with financial protection, FAA is developing a comprehensive annual summary of information on these programs. Presented in a convenient fold-out format, the summary will show employees which benefits take effect as a result of various events in their lives, such as illness, disability, retirement, and so on.

Early in April, all FAA employees in positions that qualify for Civil Service retirement will receive this personal summary statement of benefits. This statement will be mailed to their address of record and will provide a personalized summary of benefits and employment compensation.

Additional information about this special summary will be provided in future Intercoms.

FAA Getting Ready For New Orleans World Fair

The New Orleans World Fair which opens in May, is possibly the best kept secret in America. But FAAers in the "Crescent City" aren't counting on it remaining so and already are getting ready for the influx of traffic expected when the fair begins a six-month run on May 12.

Moisant International Airport Tower Deputy Manager, Charles Shuler, does not anticipate the establishment of any restricted zones in the New Orleans area. However, he said, the tower is sending out a letter to airmen patterned after the one distributed by the Knoxville Tower for the 1982 fair in that city. It will include a special map and special radio frequencies to be used by planes flying into the area as well as reminders of such things as minimum safe altitude and collision avoidance responsibility.

Also, the hours of operation at the Lakefront Airport Tower, where most of the non-airline traffic is expected to land, will be extended from 10 p.m. to midnight from May 1 to December 1.

In addition, FAAers are devising plans for landing traffic at downtown heliports even though the new, permanent Central Business District Heliport is not expected to be ready for business until mid-July. In the interim the roof of an elevated parking lot for the Superdome will be used.

Foster Back At Work

Looking trim and fit, Northwest Mountain Region Director Charles E. "Chuck" Foster is back on the job and wants to thank everyone at FAA who sent him a "get well" card when he was recovering from his heart attack. "I never knew there were so many different kinds of get well cards," he said. "I got hundreds and I only found two that were duplicates." Chuck added that he originally tried to respond to those who sent him cards but had to give up when the volume became so heavy.

Long Beach Inspector Celebrates 50 Years As A Pilot

Neal Savoy, Principal Aviation Safety Inspector (Operations) at the Long Beach Flight Standards District Office, recently celebrated his 50th anniversary as a pilot. We feel that Neal can be justly proud of his career in aviation and the following are just a few highlights of his illustrious career:

Neal graduated from the Spartan School of Aeronautics at Tulsa, Oklahoma, in 1933. After his graduation, he was part of a flying circus in the midwest, flew the United States mail, and did lots of barnstorming in Kansas. Neil was somewhat of a celebrity during that time so his future wife, Cordelia, was overjoyed to obtain an autograph from him through the U.S. mail. They were introduced the next year and were married in 1940.

Neal entered the U.S. Air Force during World War II and obtained his certificate for flying T-33s. Later, he worked at Spence Air Base for nearly 15 years. During this period, he was a Flight Instructor and Flight Commander. The Hawthorne School of Aeronautics at Spence wrote Neal a Letter of Commendation for a job well done after five years of service. Spence Air Base was closed in 1960 and Neil worked in aviation in Denver for the next five years.

Neal moved directly from Denver to the Long Beach Flight Standards District Office when he joined the FAA in January 1966. He has been with the Long Beach office for the past 18 years, performing his duties as Aviation Safety Inspector. Neal's service to the United States government has been outstanding. Congratulations Neal on a rewarding, fruitful career in aviation!

INSPECTOR NEAL P. SAVOY IN T-33 DURING WORLD WAR II



ARE WITH IT
Y AVAILABLE
BE CONSULTED

Airport Delays Drop in '83 FAAer's Son

The rate of airport delays at the 22 major hubs dropped sharply in 1983, averaging only half of what they were during the previous year.

FAA figures show the number of delays per 1,000 operations at the 22 locations was down from 40.7 in 1982 to 20.5 last year. LaGuardia, Chicago O'Hare, and Atlanta were among those having the best record of improvement. Only three airports--Denver, St. Louis, and Newark--had higher delay rates last year.

At the same time delays were dropping, traffic was increasing at most of the 22 airports. The aggregate increase was seven percent when compared with 1982. Moreover, the 1983 operations total was only one percent less than 1980, the last complete year before the PATCO strike.

Braniff Startup Is Aviation's Biggest

With the help of air traffic controllers and a small army of FAA safety inspectors, the new Braniff Airlines pulled off the biggest single-day start-up in aviation history on March 1.

On that first day, the airline's fleet of Boeing 727-300s with their new paint schemes took off from Dallas/Ft. Worth and logged a total of 146 flights. FAA inspectors from five Southwest Region Offices rode on 74 of these to insure that pilots followed prescribed rules and procedures. The inspectors were drawn from district offices at Tulsa, Oklahoma City, San Antonio, Houston and Dallas.

No maintenance problems were encountered throughout the day, according to Dallas/Ft. Worth Air Carrier District Office manager George House, who said, "this was not surprising." He noted that he and his inspectors have been working with Braniff on a daily basis throughout the shut-down period to make certain maintenance and training were kept current.

Skied in Olympics

FAAers at the Minneapolis Center, both AF and AT employees watched and listened with special interest to the Olympic games at Sarajevo, Yugoslavia, this winter. Todd Boonstra, the 21-year-old son of AF crew supervisor Gordon Boonstra, was participating in the Nordic ski events.

Todd got to the Olympics by winning high school and college championships. In addition, last year, as the youngest member of the U.S. men's cross-country ski team, he won a bronze medal at the University Games, in Sofia, Bulgaria. This was the highest finish ever made by an American in the World University Games.

He didn't win a medal at Sarajevo, but he was one of the youngest skiers in the 15-kilometer cross-country race and finished in the middle of the pack. Anyhow, for Todd, it was all part of his training, because what he's really shooting for is the 1988 Winter Olympics in Calgary, Canada.

To help him toward this goal, the Minneapolis technicians and controllers have started a "Support-A-Skier" fund. Tax-free contributions should be sent to Archie Whitaker, Minneapolis ARTCC, 512 Division Street, Farmington, Minn. 55024.



Sacramento Executive Tower FTS Number Change

Sacramento Executive Tower has a new FTS telephone number, 448-2381. Please annotate your records to reflect this change.

30 Years for Robert Gayden

Robert Gayden (left), Electronics Technician, Navajds Unit, Los Angeles Airway Facilities Sector, was recently presented his 30-year Career Service Emblem by Wally Ward, Sector Manager.



Control Weaknesses Allow Fraud and Other Illegal Activities To Occur

The Federal Government spends more than \$500 billion dollars and provides a multitude of services annually. Every Federal Manager has an obligation to see to it that his or her program's assets are safeguarded against improper use. Strong systems of internal controls designed into each program or operation are the primary mechanism managers have to protect public funds. Internal controls are the first line of defense against fraud. In addition to reducing the amount of fraud, internal controls also aid in earlier detection of questionable activities when they do occur. However, internal controls alone are not enough to prevent fraud. Management has to establish an environment where controls are understood, encouraged and enforced if the controls are to be effective.

The General Accounting Office (GAO) in a report to the Congress of the United States stated that

"we found many instances where controls were either inadequate, not followed, or nonexistent. In many cases, we believe this was due to a lack of management concern about adequate controls." GAO also reported on numerous internal control weaknesses that made government operations vulnerable to fraud or other illegal activities. For example:

- Money collected at many offices was subject to loss or misuse because of inadequate controls over recording, depositing and safeguarding funds, and failure to segregate duties.
- Expenditures at many offices were subject to diversion and misuse because of inadequate checks on the property, accuracy, and legality of payments.
- Imprest funds were often exposed to the risk of loss, theft or misuse because not all agencies were adequately controlling, safeguarding or managing such funds.

FAA Applauds ICAO Vote

U.S. officials have applauded an International Civil Aviation Organization (ICAO) resolution condemning the shooting down of a Korean Airlines flight last September with the loss of all 269 on board.

The agency's Associate Administrator for Policy and International Aviation, Donald Segner, who headed the U.S. delegation to the meeting of the ICAO Governing Council in Montreal, said the March 6 vote fulfilled the organization's responsibility for the safety of international aviation.

"The world can now be assured that such attacks against a civilian airliner and its innocent passengers will not be condoned, no matter who is the perpetrator," Segner added. "ICAO itself will be strengthened by the evidence of its ability to deal with technical matters on their merits, despite severe political pressure."

The ICAO Council adopted a U.S. resolution accepting a staff report that found the Soviets did not try hard enough to identify the airliner before shooting it down. The report also found that there was no evidence to support the Soviet claim that the jetliner was on a spy mission.

Regional Air Security Screening Statistics For 1983

The Western-Pacific Region has announced its air security pre-board screening statistics for 1983. There were a total of 44 airports reporting for the states of California, Nevada, Arizona, Hawaii and the Pacific area. There were a total of 153,114,125 persons screened, with 576 firearms detected, and 351 persons arrested.

First 737-300 Flies

The new version of the Boeing 737--the 300--successfully completed its first flight Feb. 24. According to Hugh E. Waterman, manager of FAA's Seattle Aircraft Certification Office, the stretched passenger jet has been substantially changed, it is easy to tell from the older versions and is much quieter than its predecessor.

Besides the elongated airframe, the Pratt and Whitney JT8D engines used in the older version have been replaced with CFM-56 powerplants, which are built by General Electric and France's SNECMA and produce 21,000 pounds of thrust each.

Waterman said that he estimates 20,000 to 25,000 man-hours will go into certifying the 300 version. He said FAA test pilots will probably log over 300 flight hours in the "almost like new" plane starting this summer. He added that he believes FAA will be able to meet Boeing's Nov. 14 certification target.



North Coast News

Arcata Flight Service Station welcomes aboard new arrivals: Rich Cline from Douglas, Fred Kent from Oakland and Ed Castagna from Stockton.....A fond farewell party was given to Kathy Thompson who is leaving for Denver. We'll sure miss her.....Up the coast to Crescent City we welcome aboard Bob Newman from Fresno.....Arcata/Crescent City FSS manager Dean Spring presented Bob Downing with his 30-year, that's right 30-year (that's a diamond), Career Service Emblem. Congratulations, Bob..... Jack Smeltz has been blessed with an appointment to the Del Norte County Airport Advisory Commission.

Bucholz Tower News

Thomas Chun (left) was recently presented his 30-year Career Service Emblem from Gordon Yen, Air Traffic Manager, Bucholz Tower... ..Farewell to Frank Prunesti and family who transferred to Hilo Tower and welcome to David Hatcher and family who arrived from Miami Tower.....Bucholz Tower, including other employees Robert Shimamoto and Herbert Sugitaya, was presented a Certificate of Appreciation from the U. S. Army for outstanding support in the Homing Overlay Experiment Project (HOE) recently conducted by the Pacific Missile Range at Kwajalein.....Gordon Yen soon will be leaving for San Diego to become the Montgomery Tower Manager and John Olson will be coming from Honolulu to replace him as Bucholz Tower Manager.



Ontario FSS Happenings

By Chuck Burge

Ontario FSS recently welcomed Richard Smith and Dave Wittenburg to the facility. Richard arrived from Los Angeles Center and Dave from Oakland Center.....Two Ontario Flight Service Station people, Howard Irwin and Chuck Burge, recently attained Full Performance Level status.....Wedding bells were heard in the facility in January when Ignacio Melgoza exchanged wedding vows with Maria De Jesus. Everyone in the facility joins in congratulating Ignacio and his new bride. Congratulations also to Jack Farnsworth and his wife Karen who recently celebrated their 13th wedding anniversary.....Ontario FSS

facility manager Jack Moore announced the selection of two new area supervisors for Ontario FSS: Beverly Clark, from Red Bluff FSS and Jack Woods, from Reno FSS..... Congratulations are in order for Doug Sage, who recently received kudos from the Western-Pacific Regional staff. Doug was evaluated on a pilot briefing by the evaluator staff at the region, and was rewarded with very positive comments on his briefing.....Several more Ontario FSS people completed the FAA's "Fundamentals of Digital Logic" course in group study. Approximately 50 percent of assigned people have now completed the course. Howard Irwin is the "professor" and teacher of the course.

Ten Commandments for Safe Flying

1. THOU SHALT NOT BECOME AIRBORNE WITHOUT CHECKING THY FUEL SUPPLY: It takes only a few minutes to gas up — and it may save you a forced landing.
2. THOU SHALT NOT TAXI WITH CARELESSNESS: Taxi slowly, making "S" turns to clear the area in front of the nose. Know the proper use of the controls for taxiing in a strong wind.
3. THOU SHALT EVER TAKE HEED UNTO AIR TRAFFIC RULES: Keep a constant lookout for other aircraft. Follow the rules so that pilots of other planes will know what you are going to do.
4. THOU SHALT NOT MAKE FLAT TURNS: This is particularly important when making power-off turns. You steer with the ailerons, not with the rudder.
5. THOU SHALT MAINTAIN THY SPEED LEST THE EARTH ARISE AND SMITE THEE: Don't be fooled by the increase in ground speed resulting from a downwind turn. Keep sufficient airspeed.
6. THOU SHALT NOT LET THY CONFIDENCE EXCEED THY ABILITY: Don't attempt instrument flying in adverse weather conditions unless you have the proper training and the necessary instruments. Instrument flying is a highly developed science. Don't pioneer.
7. THOU SHALT MAKE USE OF THY CARBURETOR HEATER: The carburetor heater is your friend. Know when to use it. Remember, it's easier to prevent carburetor ice than to eliminate it.
8. THOU SHALT NOT PERFORM AEROBATICS AT LOW ALTITUDES: Aerobatics started near the ground may be completed six feet under the ground. There's safety in altitude.
9. THOU SHALT NOT ALLOW INDECISION IN THY JUDGMENT: Be certain! You can't afford to make an error in judgment. "I think I can make it" is on the list of famous last words.
10. THOU SHALT KNOW ALWAYS — THE GOOD PILOT IS THE SAFE PILOT: It's better to be an old pilot than a bold pilot.

(Excerpted from the February 1953 issue of the 99 Newsletter by then President Alice Hammond.)

1984



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SPECIAL ATTRACTIONS:

April 21 - 8 p.m. and 10 p.m.

The Righteous Brothers

Memorial Day Weekend

May 26 - The Spinners

May 27 - Chuck Berry

Civilair Day at the Races

Last year was such a "smashing" success, we'll do a repeat this year. Date - Friday, May 18, Hollywood Park; Post Time - 2 p.m.; Cost - \$4 per person (includes admission and reserved seat)

If you would like to attend, please pay Mickey Martinez, AWP-400, X6099 or Carl McGee, LAX AFS, 215-2130. NOTE: If we do not have payment from 40 people by May 11, the event will be cancelled and refunds will be given.

See's Candies For Easter

Pick up your order from the Civilair desk or your Civilair representative. Return your completed forms and payment by Tuesday, Apr. 10. Candy will be delivered Apr. 18 and 19.