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Aug. 13, 1984

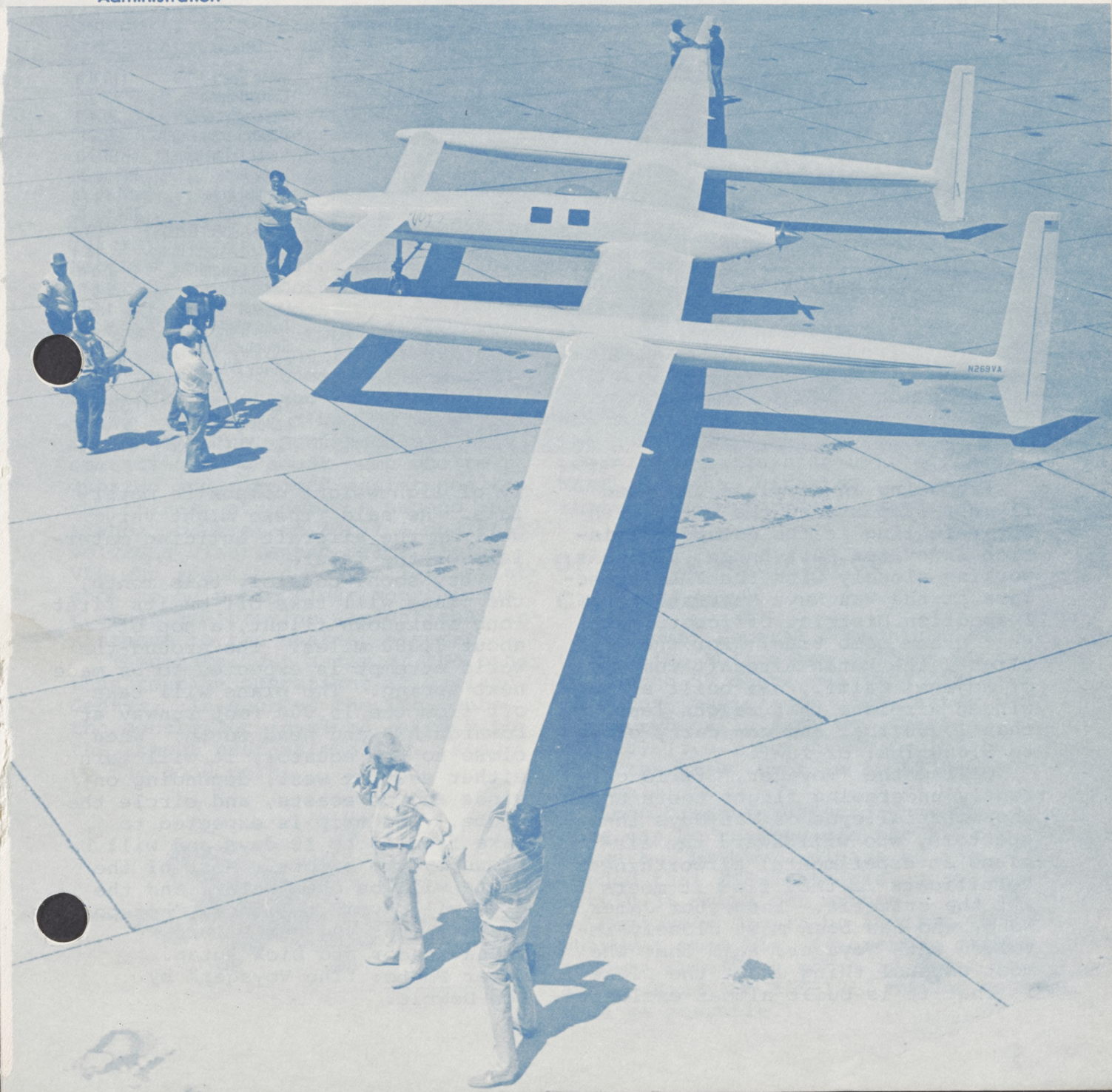
Public Affairs Office  
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FAA  
Western-Pacific Region  
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(213) 536-6431



US Department  
of Transportation  
**Federal Aviation  
Administration**

# Western-Pacific Intercom



# Cover Story



Wing Span	110.8 ft.
Canard Span	33.3 ft.
Fuselage Length	25.4 ft.
Boom Tank Length	29.2 ft.
Vertical Tail Length	10.3 ft.
Wing Area	363 sq. ft.
Canard Area	61 sq. ft.
Total Area	424 sq. ft.
Wing Aspect Ratio	33.8
Canard Aspect Ratio	18.1
Cabin Length	7.5 ft.
Cockpit Length	5.6 ft.
Cockpit Width	1.8 ft.
Total Width	3.3 ft.
Structural Wt.	939 lbs.
Empty Wt.	1858 lbs.
World Flight	
Take-off Wt.	11,326 lbs.
Landing Wt.	2276 lbs.
Fuel Wt. (1489 gal.)	8934 lbs.

Producing an airplane that can fly non-stop around the world without refueling is the dream of aviation innovator Burt Rutan, and he's working closely with the FAA inspectors at the Van Nuys Manufacturing Inspection District Office to make that dream come true. For the flight, the Rutan Aircraft Company of Mojave, Calif., has built a long-winged airplane that weighs less than 1,000 lbs. and can carry close to 5,000 lbs. of fuel.

Called the "Voyager," it is currently undergoing flight tests under the watchful eyes of Van Nuys inspectors, who will award the airplane an experimental airworthiness certificate if they find it meets all the criteria. Inspector James Wong, who has been most closely involved with Voyager, said that the most unusual thing about the plane is that it is built almost exclusive-

ly of lightweight composite materials. He said "These might very well be the aircraft building materials of the future."

Very soon, possibly this month, the plane will take off on its first long shakedown flight, a hop of about 7,000 miles. The around-the-world attempt is expected to be made next spring. The plane will take off from the 15,000 foot runway at Edwards AFB and head south. When close to the equator, it will turn either east or west, depending on winds and forecasts, and circle the globe. The trip is expected to take from 10 to 12 days and will be flown by two pilots. Most of the route will be over water, and the crew will avoid political "hotspots."

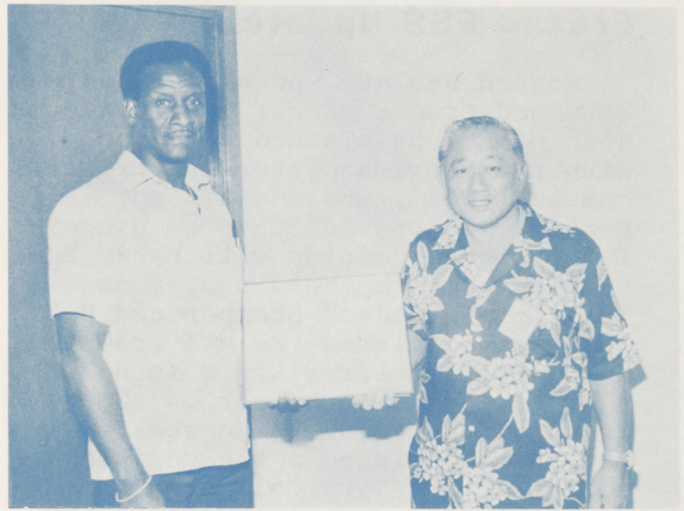
Above Photo: Voyager Pilots Jeana Yeager and Dick Rutan.  
Cover Photo: "The Voyager" by Don Downie.

## Professionalism At Oakland Center

Despite staffing problems and equipment outages, Oakland Center still has been able to maintain a high degree of controller professionalism in providing excellent service to the flying public. Recently a number of occurrences took place that demonstrate the unique ingenuity of several controllers and supervisors. On April 24, in three separate and unrelated incidents, a plan view display (PVD) went blank, a sector's transmitter failed, and another sector's receiver suddenly failed. These circumstances could have created difficult situations to handle but the Area Supervisors and controllers quickly responded by combining some sectors and splitting others, thereby enabling a smooth transition from the affected sectors.

Oakland Center controllers have also been providing flight assistance as part of their daily operation. One instance occurring on April 1 involved a NAVION with mechanical fuel pump problems operating on a boost pump who requested and received assistance to the nearest airport. A second instance occurred on April 4 and involved a disoriented pilot flying VFR who requested controller assistance to help him clear mountainous terrain and provide navigational assistance to the nearest airport.

These are just a few of the other than routine operations at Oakland Center. In each of the incidents, the controller involved acted with the utmost professionalism. Keep up the good work!



## Edmund Choy Retires

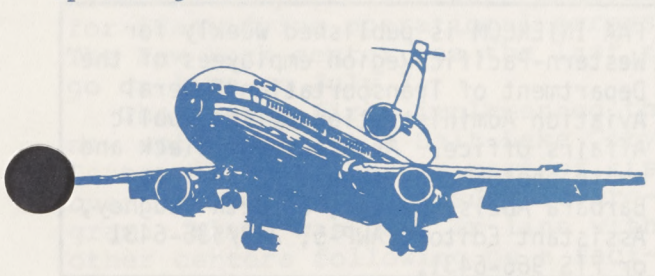
Edmund Choy (right), journeyman Flight Service Specialist, Honolulu Flight Service Station, was recently presented the Administration's Retirement Award for over 25 years of honorable government service by Air Traffic Manager, Ron Harris. Ed received a medical retirement having suffered a heart problem and we will all miss him. He served the public well and represented his peers as a bargaining unit official, NAATS Regional Director and as an active member for many years.

## Directory Assistance Costs Money

A recent Federal Communications Commission Ruling has allowed AT&T to charge 50 cents per long distance directory assistance call, after the first two calls from any station number, (i.e., the first two calls are free after that it is 50 cents per call).

Long Distance Directory Assistance can be reached via the FTS Network. However, please be reminded that FTS costs are approximately 35 cents per minute.

Employees should be advised that wherever possible, frequently called numbers should be noted in order to avoid using the 555-1212 number as much as possible.



## Fresno FSS Update

Howard Saulque and wife, Delores, returned from a gratifying four week tour of Europe planned to coincide with the reunion of Berlin Airlift comrades held, where else, but in Berlin. It proved to be so successful that the reunion will be an annual event to be held at various locations.....Jack Stemper and Bob Thompson completed the MTA Training in Carmel and Blake Lewis is scheduled to attend in August.....Congratulations to Steve Shackelford who just completed a ten unit semester at Fresno City College with straight "A" grades. He has maintained a four-year college average of 3.83. Working on a rotating shift made it difficult to attend the classes regularly but Steve was fortunate enough to have co-workers willing to swap shifts to enable him to reach his goal.....Congratulations to Bill Colbert, Bob Murray and Carl Olson who received awards based on performance. Congratulations also to Bob Brewer and Art Moses, recipients of 25-year Career Service Emblems .....Steve Shackelford discussed Flight Planning and FSS services to an audience of 150 Fresno 99s. Steve also conducted a tour for ground school and student pilots from Cal State Fresno in which he discussed FSS facilities, Pilot Weather Briefing format, Search and Rescue Procedures, Collectives and how to read a Sequence Report.....Bob Brewer also conducted a tour of the Fresno Flight Service for 25 eighth-grade students.....Emil Sereda hosted a farewell party for Jim Shingledecker leaving for Bakersfield FSS, Paul Joly for Tonopah FSS and Dan Smutz selected for the EFAS position at the Los Angeles Flight Service Station. They will certainly be missed and we wish them continued success in their FAA careers... We are pleased to welcome Mike Ratliff from WJF Flight Service at Lancaster and Bob Sherrard from Tonopah FSS.....Beautiful weather

and a softball challenge combined to make an outstanding FAA picnic held at Clovis Lakes. The water-slides held the attention of the youngsters and some oldsters too. Amid various bruises, scrapes, sprains and broken bones, Fresno Tower/Tracon emerged as victors of the grueling softball game, 16 - 14.

## Aviation Weather Forecasts Aired Daily During Olympics

The FAA made special aviation weather forecasts available to general aviation area pilots on Radio Station KFVB for the Olympic Games. Station KFVB, a Westinghouse Broadcasting Station, is located at 98 on the AM dial.

Four 60-second announcements each day were provided by the Los Angeles Flight Service Station and weather conditions broadcast for the Los Angeles Basin. These broadcasts were scheduled daily at 5:55 and 10:25 a.m. and 2:25 and 6:55 p.m. through August 18. In addition to providing general weather information concerning flying conditions such as cloud cover, winds aloft and visibility, the broadcasts were intended to keep general aviation pilots informed of any special requirements or restrictions needed as a result of air traffic during and following the Olympic Games.

The broadcasts were intended to offer area pilots supplemental flying information and were not broadcast to replace FAA flight service station data.

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.

## Ultralight Meetings Set

The agency will hold a series of public meetings in September to determine if its ultralight regulations should be strengthened. The meetings, to be held in Washington, D.C., on Sept. 18; Rosemont, Ill., on Sept. 20; El Segundo, Calif., on Sept. 25; and Fort Worth, Texas, on Sept. 27, will coincide with the second anniversary of the publication of FAA's existing rules on ultralights.

When the rules were adopted, the agency sought to impose a minimum amount of regulation on the sport, with the expectation that the ultralight community would develop significant self-regulation. If it didn't, the agency explained, then further regulation might be necessary.

The purpose of the meetings is to obtain public comment on ultralight vehicle safety and operations, the extent to which self-regulation is being imposed, and whether further FAA action is required.

While speaking before a meeting recently of the Experimental Aircraft Association in Oshkosh, Wisc., Administrator Engen said, "There are some people who believe that even what little ultralight regulation we now have is too much. Others think ultralights ought to be regulated pretty much to the degree that experimental aircraft are. This fall we hope to find out what the rest of the constituency thinks."

## Error Detection Software Now In All 20 Centers

All 20 air route traffic control centers in the domestic U.S. now have the computer software program for identifying operational errors. The New York center was the last to go on line on July 7.

The agency first implemented the new software at the Salt Lake City Center in July 1983 as part of its overall ATC Quality Assurance Program. Miami was next in line with other centers following on a facility-by-facility basis.



When the Administrator talks, people listen. His recent speech to the National Aviation Club in Washington on "The State of the ATC System," drew heavy TV and radio turnout, reflected by at least 20 mikes on the podium.

Initially, the software produced a significant increase in operational errors at each center because of the computer's capability to measure the loss of separation much more accurately than controllers can do visually. However, as controllers gained experience with the new system, the number of errors declined steadily. At the Miami Center, for example, there were 18 errors during the first month the program was in use but only two in the tenth month.

Robert Throne, Manager of Air Traffic's Quality Assurance Division, says the next step in the program is to test error detection software at ARTS (Automated Radar Terminal System) IIIA locations. This is scheduled to get underway in November at a site yet to be determined.



# International News

FOR INFORMATION CONTACT ELAINE CARTER, INT'L. AFFAIRS SPEC., AWP-4F FTS: 966-6333

AVOID USING THE 20-CENT "C" U.S. POSTAGE STAMPS when writing to friends or hotels overseas. Foreign post offices will not deliver these letters because no value is printed on the stamps. International postage is 40¢ per half ounce with these exceptions: the Caribbean and Central America, 35¢; Canada and Mexico, same as mail within the U.S.

## AGE IS A FACTOR

If you are a young adult or senior citizen, you need to do a little extra checking into car rental requirements. This can vary from company to company and from country to country. Minimum age for a driver to rent a car can range from 19 to 23; some also have maximum ages, which go as low as 65 and rarely exceed 75.

## INSIDER TIPS FOR ALL OVER CANADA

The US dollar is worth about 20 percent more than the Canadian dollar. Since both are called "dollar," it is important to check which type of dollar in any discussion of price.

You won't get the same exchange rate everywhere in Canada. Best rates are from banks. However, many banks charge 40¢ for each transaction, so be sure to group them rather than making many small exchanges.

Hotels vary in their exchange rates. While all will accept American dollars in payment, their rates of exchange may not gibe with bank rates.

Small shops and restaurants are the worst places to exchange currency, giving 10%-15% less on the exchange than banks.

As a basic rule, pay in Canadian dollars exchanged at the best current rate, or use a credit card. You're wasting money if you pay as you go in US dollars.

In Quebec, there is a nine percent sales tax on most store purchases, except food and clothing. There is no room tax, but there is a 10% tax on restaurant and bar food and beverages.

**SPLIT YOUR CREDIT CARDS** - the next time you travel. If you have more than one card, use one for expenses but keep the other in a safe place with your passport. If your wallet is lost or stolen, your second card could be used for charging purchases or for getting a cash advance.

## Passports by Mail

If your present passport has expired, and you wish to apply for a new passport, you may do so by using the mail-in procedure, if: your previous passport was issued within the last eight years and you were 18 years of age, or older, when it was issued.

Mail-in application forms may be secured from post offices authorized to accept applications, or may be picked up at this agency.

**A word of warning:** If you are not eligible to use the mail-in procedure, or if you neglect to strictly follow instructions on the reverse of the form, your application will be returned to you without action.

A large backlog of deficient mail-in applications now exists in the Los Angeles Agency. To save your time, and our time, we urge that you carefully follow instructions on the form, and be certain that you are eligible to use it.

If you are not eligible, you must file an application for a new passport *in person* at a post office authorized to accept applications, or at this agency.

**'GENE BURKE**  
regional director  
Los Angeles Passport Agency

## Bottled Water

Check the mineral content of bottled water you buy overseas, especially if you have high blood pressure, heart, or kidney problems. Many waters are high in sodium, potassium, calcium, magnesium, and other elements that may not be healthy for you.

## Caution on Saunas

Many hotels are installing saunas to lure health-conscious travelers. But don't overdo it if you are a novice at it, have a heart or lung condition, or are on in years. Saunas can raise your temperature several degrees. Unless you're quite healthy and experienced with saunas, skip the *piece de resistance* of sauna aficionados: rapid cooling off by diving into cold water straight from the sauna.

## Quiet, Please...

Carry a pair of earplugs when you travel. You never know when you'll need them. Though much progress has been made in soundproofing hotel and motel rooms, there are still rooms where you can hear noisy neighbors or a motor scooter convention outside your window. Or possibly you want to take a nap on a plane, rather than listen to a dispute between the people in the seats behind you. Sleep is refreshing and invigorating, say the experts, while noise makes you nervous and irritable. Earplugs are available at most pharmacies.

## "Think-Tank" Report

Administrator Engen has received the recommendations of a three-day "think-tank" which was convened to study possible solutions to the problem of airport and airway delays. The group was composed of experts from the air transportation industry, including FAA working controllers, facility/regional/headquarters managers, air carrier representatives, general and business aviation, and the Department of Defense.

The "think-tank" participants concluded that the ATC system is running "at the highest level of safety," but agreed that congestion was causing "excessive delays, schedule interruptions, as well as other operational impediments causing travelers inconvenience and major economic penalties."

They cited scheduling practices, controller staffing, equipment availability, weather, runway space, and deregulated airline operations as prime factors in the delay problem.

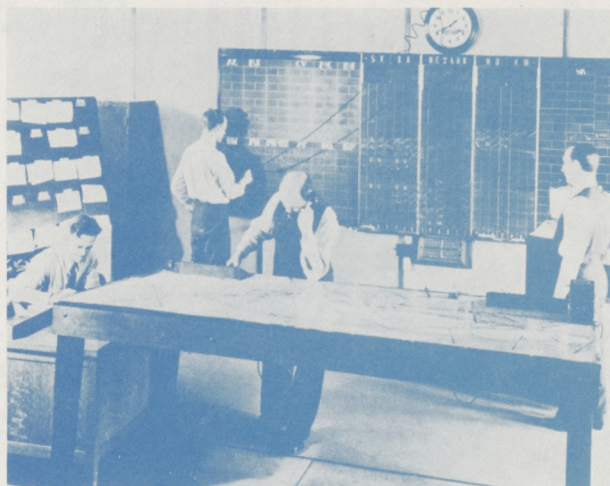
The group called for cooperation between FAA and air carriers to avoid overscheduling at peak hours. They will reconvene in several weeks to obtain feedback and refine group proposals.

## Radar To Be Upgraded At Smaller Airports

FAA has issued a request for proposals to upgrade automated radar systems at small to intermediate airports and expects to award a contract by the end of October.

The contract will cover upgrading and enhancing the Automated Radar Terminal Systems (ARTS) II installations, currently in use at 89 airports, to ARTS IIA by adding bigger computers with more memory. This will give controllers a beacon tracking capability, the Minimum Safe Altitude Warning System (MSAW), conflict alert, and the ability to generate training targets.

In addition, the contractor will replace 35 TPX-42 semi-automated systems with the new ARTS II equipment.



Things were humming in the Newark Center back in the 1930s. Note that "shrimp boats" indicating planes were used on a table map, and the controllers kept track of flights on a blackboard.

## Air Traffic Nearing 50

When no one was paying particular attention, the 48th anniversary of the federal Government's role in air traffic control slipped by unnoticed. That's because 48th anniversaries are kind of ho-hum affairs.

But the 50th anniversary will be another story. The agency already is gearing up to observe this event on July 6, 1986—exactly 50 years after the old Bureau of Air Commerce took over from the airlines the operation of the three airway control centers at Newark, Cleveland, and Chicago. These three facilities formed the nucleus of the present en route system.

Accordingly, FAA is looking for leads, ideas, photos, artifacts, and other material that can be used in various presentations to tell the air traffic/airway facilities story. The contacts are Robert Bartanowicz, AAT-730 (426-8941), and Tom Thompson, APM-130 (426-9350).



# WOMEN'S EQUALITY WEEK 1984

The Federal Women's Program Committee presents.....

FAA Western-Pacific Region

## friday .. AUGUST 17, 1984

11:30 a.m. Luncheon sponsored by Los Angeles Federal Women's Program Managers Council  
Crystal Ballroom Hacienda Hotel 525 N. Sepulveda \$15.00 includes buffet luncheon, tax, tip and speaker gratuity.

For further information, please call: Jo Ann Knox - (213) 688-5950 or FTS 798-5950 or Marion Cotton - (714) 632-3833.

## wednesday .. AUGUST 22, 1984 TWO CONCURRENT EVENTS

9:30 a.m. to 11:30 a.m. U.S. Immigration and Naturalization Service Booth in AWP Regional Office Lobby

A representative from the U. S. Immigration and Naturalization Service will be present to explain the work of U. S. Border Patrol Agents.

9:30 a.m. to 11:30 a.m. Dress for Success and Effective Use of Color for Men and Women ALSO Booth in AWP Regional Office Lobby

Helpful hints on clothing line and design as well as color coordination for career-minded people, both men and women.

Find out which colors and designs will enhance your personal and professional image.

## dancing at noon AWP Regional Office Lobby

11:30 a.m. to 1:00 p.m. CIVILAIR AND FWP Present AMY HINTON - A Singer/Dancer "Who Says a Girl Can't Do a One-Man Show?" Amy Hinton is the daughter of Howard Hinton, AWP-549

## monday .. AUGUST 27, 1984

9:30 a.m. to 2:00 p.m. "I Want to Change But I Don't Know How" Conference Room 6W3/7

Career development, stress management and personal growth require certain changes in an individual's present life style.

This videotape explains the steps one should take before, during and after change. It demonstrates and models many self-change ideas.



### In Memoriam Jerry Schroeder

Friends of Jerry Schroeder, will be saddened to learn of his death on July 26. Jerry retired from Sacramento Flight Service Station about 13 years ago. Our sincere condolences to Jerry's family.

### Dr. William Davis Receives SAA

Dr. William E. Davis, Flight Surgeon at Los Angeles Air Traffic Control Center Medical Office, was recently presented a Special Achievement Award by Dr. U. A. Garred Sexton, Regional Flight Surgeon, for his contribution in the establishment of the Western-Pacific Employee Assistance Program. Congratulations, Dr. Davis.