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Oct. 1, 1984

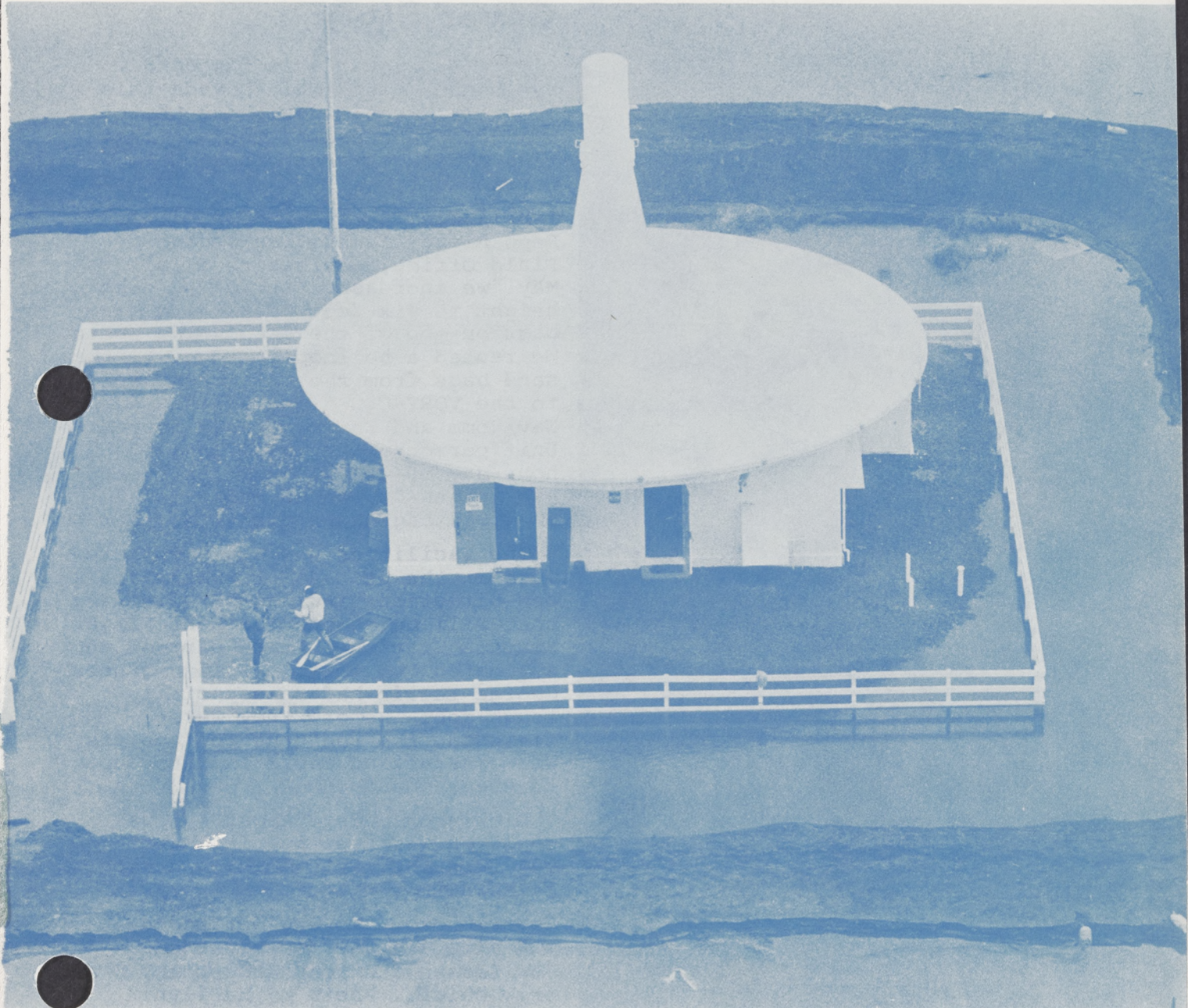
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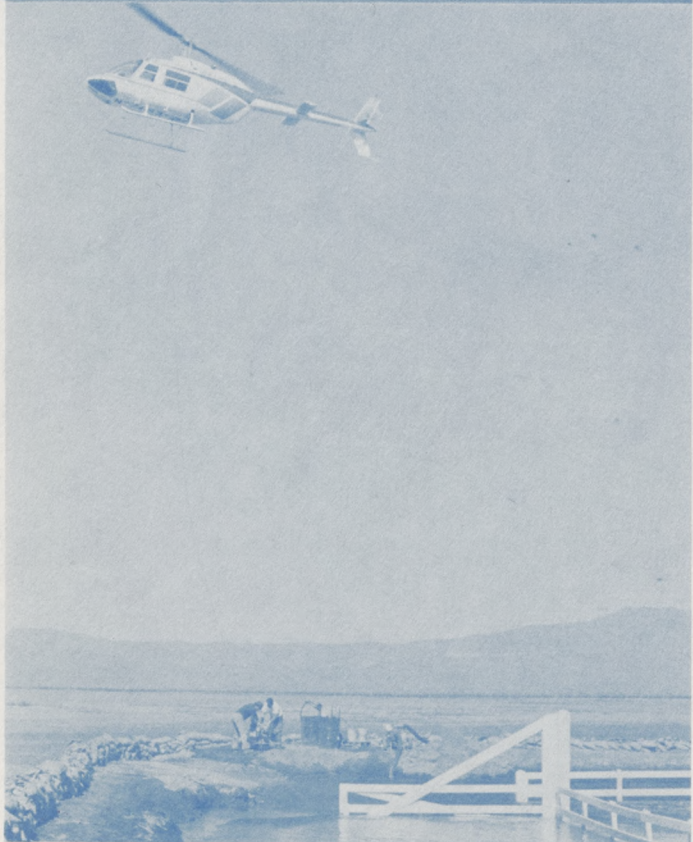
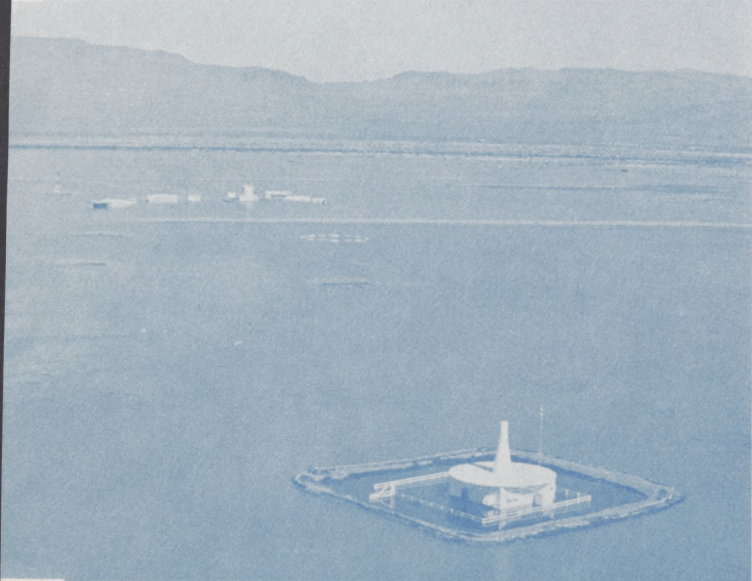
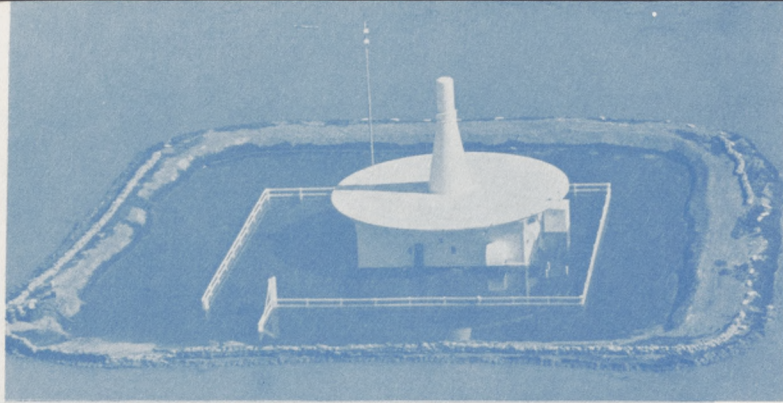


U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Intercom



LOVELOCK VORTAC



Cover Story

It's no secret that flooding has been a problem in Nevada this year, but we believe these photos are worth a thousand words. Just take a look at what happened in Lovelock.

Bill Dickinson, manager of the Reno Airway Facilities Sector Field Office, advises that last May "we increased the VORTAC dike height to six feet by putting sand bags on top of the dike's low spots. We rented a helicopter to carry the sand bags from the FSS access road to the VORTAC. All available Reno Nav/Comm and Environmental Support Unit personnel put in a long 12-hour day of hard labor. Each sand bag weighs 50 pounds and a total of 1,000 bags were used."

The Facilities and Equipment crew were in the process of installing a new Direction Finding (DF) facility that will be remoted to Reno Flight Service Station. It is part of an automated FSS test. Civil Engineer George Barric had an especially tough job. Before they were finished, the construction workers were installing cable in water up to their chests.

Dickinson adds, "About all we could do was keep pumping water out from inside the dike and hope it held."

Cover photo: Rowing out to the VOR site are F&E technicians Joe Larsen and Tony Sebastian, crew chief. Photo by Marilyn Newton, Reno Gazette-Journal.



A--Rusty Gilmore, Flight Service Specialist at Lovelock.

B--Irving Creech, Electronic Technician, rows to work at the Lovelock VORTAC.

C--Lovelock's Derby Field Airport entrance sign. Note the desert terrain.

D--Lovelock FSS entrance gate. The access road is under two feet of water.

E--George Barrio, F&E Civil Engineer in charge of the DF antenna installation. Antenna base is under three feet of water.

MORE FLOOD



- A--FSS Specialist Rusty Gilmore checks weather instruments while AFS Electronic Technician Irving Creech keeps the water pumps going.
- B--Joe Larsen, Facilities & Equipment Electronic Technician, rows to work at Lovelock VORTAC.
- C--Tony Sebastian, F&E Electronics Crew Chief, in charge of DF equipment installation. Note his waders and bathing suit.
- D--Lovelock FSS viewed from the runway. Note the white caps.

C-141 To Test

MLS Procedures

An Air Force C-141, Starlifter, has been selected as the test vehicle for a joint government-industry program to develop Microwave Landing System (MLS) procedures for large jets.

The four-engine Starlifter was picked because its flight characteristics are similar to those of large commercial jets. It will be flown by professional airline pilots on Air Force Reserve duty during tests at NASA's Wallops Island Flight Facility.

The program is expected to get into full swing by March 1985 using an FAA-installed MLS. However, one test flight has already been flown to check a laser tracking system, which is essential to the procedure development program.

Currently, a number of FAAers are working under program manager Lester Prosser, APM-4A, on the details of the test program. Included are: Seymour Everett, APM-410; Ralph Sexton, AVN-212; Chester Longman, AFO-220; Carl Ceneskie, AVN-230; Andrew Wasniewski, AFO-210; and Robert Dye, AAT-230.

Merit Pay Employees

Get Full 3.5 Hike

The Office of Personnel Management (OPM) has announced that those rated "fully successful" or better will get the full 3.5 percent pay hike due to be paid to other general schedule employees in the first pay period in January.

By law, merit pay employees are guaranteed only fifty percent of the regular annual Federal pay raises and may get additional raises based on merit. OPM's decision to give them the full 3.5 percent was based on the fact that the raise was being delayed again this year from October to January.

LeRoy Nolan Retires



LeRoy Nolan (right), receives his retirement certificate from Ronald Harris, Honolulu Flight Service Station Manager. LeRoy completed over 19 years of FAA service and is also a retired New York City police officer. He was a model air traffic control specialist and his services will be missed. Good luck, LeRoy, and "hang loose."

Air Traffic Names

Ryan, Failor to Posts

Administrator Engen has announced that the two new service director positions created by the Air Traffic reorganization will be filled by John R. Ryan of Headquarters and Richard Failor of the Southwest Region, pending OST approval.

In their new posts, both men will report directly to the Associate Administrator for Air Traffic. This system, begun on an interim basis Sept. 15, will allow for greater control over ATC operations nationwide.

Ryan, who is manager of AT's Operations Division, will be director of the Air Traffic Operations Service. Failor, ASW's AT Division Manager, will become director for the Plans and Requirements Service.



Lois Hengl

Our deep sympathy is extended to Clyde Hengl on the loss of his wife, Lois, who passed away on April 13. Clyde's FAA career included the commissioning of both the Modesto and Livermore Airport Traffic Control Towers and serving as Chief of both facilities. Expressions of sympathy may be addressed to Clyde at 1906 Estrella Ave., Loveland, Colorado 80537.

F. Burt Brace

Friends of F. Burt Brace will be saddened to learn he passed away July 6 in Santa Monica following a monthlong hospitalization. Masonic graveside services were held at Los Angeles National Cemetery on July 11. Prior to his retirement, Burt was a supervisor in the Logistics Division and was known as a thoughtful and generous friend with a great sense of humor. A common comment in letters and Christmas Greetings to him was "To the best boss in the world." He was a member of numerous organizations including the National Association of Retired Federal Employees and 40-year memberships in the Palisades Masonic Lodge #637 and The American Legion Bay Cities Post 123.

Burt's ability and fondness for contract bridge was well known. He was an avid sportsman, enjoyed fishing and had numerous tournament trophies in tennis and golf. He was preceded in death by his wife, Dorothy, and is survived by one niece, Joyce Dennis of Quartz Hill, Calif., one first cousin in Texas and many friends. Burt will be greatly missed by all who knew him.

Orville C. Nelson

We are saddened to report that Orville C. Nelson, Air Traffic Specialist, at Sacramento Flight Service Station passed away on August 18, following a heart attack. Orville had been with the FAA since December 1978 and worked at Prescott, Elko, Marysville and Sacramento FSS's. Orville also served as an Aviation Education Facilitator at Sacramento and was the recipient of many kudos for his work. Prior to coming to the FAA, Orville had been involved in general aviation for many years as a pilot and fixed base operator. Orville was both well known and respected by many in the aviation community. He will be greatly missed by all and we extend our sincerest condolences to his family.

Seattle Center to Expand

The agency has awarded the first en route center expansion contract under the Air Route Traffic Control Center (ARTCC) Modernization Program. The \$1.55 million contract for the expansion of the Seattle Center was awarded to the Arango Construction Company of Bothell, Washington.

The 65-foot by 85-foot addition to the existing building will make room for the installation of the new host computers and associated equipment. This phase of the modernization at Seattle is scheduled to be completed by October 1985, with new computers becoming operational a year later.

FAA expects to complete expansion of all 20 ARTCCs by February 1987 with the new equipment in place and ready to go by November of that year.

The host computers will replace the IBM 9020s now installed in the 20 domestic en route centers. Later, this equipment will be augmented by the installation of the sector suites (new work stations) and then the full Advance Automation System.

Arizona's 1984 Aviation Safety Awards Banquet

Arizona's 10th annual Aviation Safety Awards Banquet was recently held at the Holiday Inn Metro Center in Phoenix. Sponsored annually by the Arizona Aviation Safety Advisory Group and the Hare Foundation, in conjunction with the FAA's Accident Prevention Program, the purpose is to call attention to the significant contributions that particular people make to safety in aviation. Special recognition is given to flight instructors, maintenance technicians and air traffic facilities, which by the nature of their profession and activity are in a position to materially affect the safety of flight in the performance of their duties.

1984 winners announced at the banquet in the various categories were: Arizona Air Traffic Facility of the Year -- PHOENIX SKY HARBOR TOWER/TRACON; Flight Instructor of the Year-- JOHN WALKUP, Chandler Air Service, Chandler, Ariz.; and Arizona Maintenance Technician of the Year -- MICHAEL E. DONNELLY, employee of Greyhound Corporation, Aviation Department, Phoenix, Ariz.

Guest speaker was Brigadier General Joe Foss, Retired Marine Corps WWII Ace and Medal of Honor winner. Len Clements, Channel 10 TV pilot/reporter, was the Master of Ceremonies.

Close to 350 attended the highly successful affair, which is one of the aviation highlights of the year in Arizona.



Top: Bill McSpadden (left), tower controller, accepts the Arizona Air Traffic Facility of the Year award from Aviation Safety Group member Mike Hunter.

Middle: Trophies and plaques awarded.

Below: Michael E. Donnelly (left), Greyhound Corp. Aviation Department, receives the Arizona Aviation Maintenance Technician of the Year Award from Aviation Safety Group member Ed Gilliam.

Outstanding service award

PRESENTED TO THE
LONG BEACH TOWER
AIR CONTROLLERS

In recognition of their consistently professional and outstanding service to the Long Beach airport, aviation and all aviators.

And with deep appreciation for their courtesy in "shooting the long green" to the QBs meeting at 2000 hours on the second Friday of each month atop the Holiday Inn.

Given this 10th Day of August, 1984
in the Thirty-Seventh Year of the
Long Beach Hangar.

Ye Ancient & Secret Order Of



QUIET BIRDMEN



Visualize the above replica as a silver and blue plaque in a silver 11 x 14 frame. This magnificent creation was recently presented to controllers at Long Beach Tower by the Quiet Birdman in "recognition of their consistently professional and outstanding service to the Long Beach airport, aviation and all aviatiions. . ." This is one of many kudos received this year by Long Beach Tower from pilots. The FAA family is very proud of this deserved honor and feels that each of the following should stand up and take a bow: Air Traffic Manager Jerry Yocom; Area Supervisors Larry Iacoucci, Jim Page and Dick Stevens; Air Traffic Control Specialists Teri Bedwell, Jim Bergquist, Dan Boyle, Wanda Boyle (no relation), Howard Brown, Joe Buonadonna, Alan Daves, Rich Gilbert, Chris Gokey, Kris Marshall, Tyrone Naramore, Tyrone Park, Steve Ramirez, Andy Richards, Pat Risner, Glenn Smith, Phil Soehl, Jeff Tittle (since transferred to LAX), Chuck Tyler, Jim Wilhelm and Kit Wilson; and, providing administrative support, Virginia Freeland. Congratulations!