



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

# Western-Pacific Intercom



**Regional Instructor And Mechanic  
Of The Year Named**

## Cover Story

An active Flight Instructor for the past 18 years, John H. Walkup, of Chandler Air Service, Inc., Chandler, Arizona, and a 15-year veteran Maintenance Technician, Michael Edward Donnley, with Greyhound Corporation's Aviation Department in Phoenix, Arizona, have been selected as the Regional Flight Instructor and Maintenance Technician of the Year, respectively.

Both John Walkup and Mike Donnley were honored with plaques and certificates at a special luncheon attended by Chandler Air Service and Greyhound Corporation officials, FAA personnel, The Ninety-Nines, Inc., and other members of the Arizona aviation community. Presentation was made by Acting Regional Director Dick Devereaux. Master of Ceremonies was Don Judd, Accident Prevention Specialist at the Phoenix Flight Standards District Office.

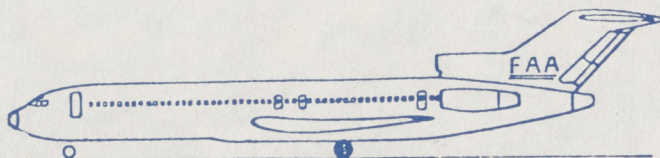
John Walkup presently owns and operates Chandler Air Service, Inc., an FAA approved flight school in Chandler. He supervises four flight instructors and the operation of 13 aircraft. John averages 75 hours per month of instruction and has given 900 hours of instruction in the past 12 months. He also has taught a pilot ground school at Mesa Community College for the past four years. He previously operated two other flight schools and has personally developed and written the complete training curriculums for his schools. In addition, he has been active in search and rescue missions, in-flight assists, ground-to-air communication assists of pilots, and is an active FAA Accident Prevention Counselor. He is known

by his associates to be a true professional who stresses safety in all he does.

Mike Donnley started his aviation career as an avionics technician with Cutter Avionics in Phoenix. He joined the Greyhound Corporation's Aviation Department in that capacity in 1974. He is responsible for all electrical maintenance/repair on the company's Grumman Gulfstream II aircraft. He also flies in these aircraft as a flight engineer.

On his own, Mike passed the required examinations and obtained his Airplane and Powerplant Certificate. He also recently earned his Inspection Authorization. Through tireless effort and dedication, Mike developed numerous improvements for the Grumman G-II which have led to numerous service bulletins and advisories from the manufacturer. Many of Mike's design improvements are now being incorporated by the manufacturer in new Gulfstream III's.

Cover photo: From left-- Acting Regional Director Dick Devereaux, John Walkup and Mike Donnley. Cover photo by Barbara Abels.



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.



As Acting Regional Director Dick Devereaux (left) looks on with approval, Mike Donnelly, Regional Maintenance Technician of the Year, delivers his acceptance remarks. At the left is John Walkup, Regional Flight Instructor of the Year (seated left) and Don Judd, FAA Accident Prevention Specialist from the Phoenix Flight Standards District Office.

---

## Congress Approves New Merit Pay System

Congress has approved new merit pay legislation called the Performance Management and Recognition System. As a result, on Oct. 14 all individuals occupying merit pay positions were converted from the General Schedule (GS) to the new performance management recognition system and designated "GM". At FAA this group generally includes all supervisors and managers, GS-13 through GS-15.

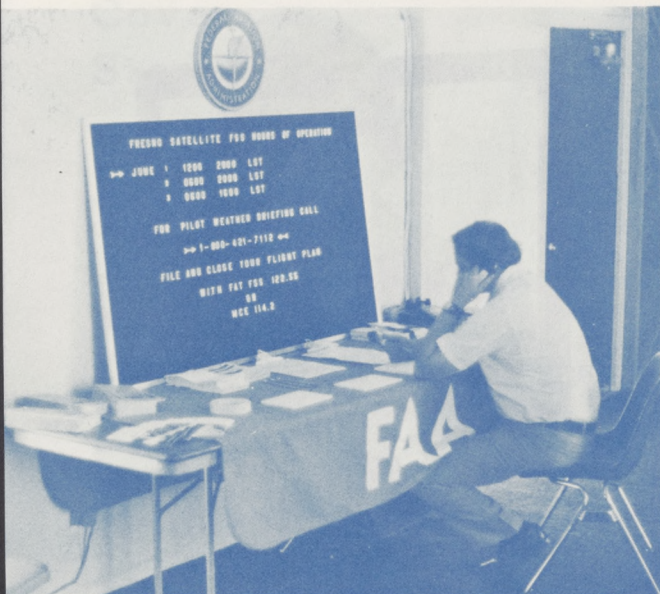
The new legislation eliminates the previous requirements for merit pay units and merit pay funds. It provides for an enhanced GS type

of pay system with periodic step increases and guaranteed full comparability pay increases, and it mandates a performance award for the highest level of performance-- Outstanding.

The requirements for performance appraisal are generally the same, which means that appraisals for the last rating period can be used for the merit pay-out.

Because the Office of Personnel Management (OPM) has not yet issued implementing regulations, this pay-out will be delayed. However, the resulting pay increase will be retroactive to Oct. 14.

# West Coast Antique Fly-In



Over 1800 aircraft from as far away as Alaska participated in the 27th annual Merced West Coast Antique Fly-In, a popular three-day event which is known for its friendliness and courtesy. This year was no exception--everyone had a good time. The Fresno Flight Service Station established a satellite FSS which was open a total of 32 hours and specialists provided over 3100 flight services. In addition, pamphlets covering the automated flight service, flying to the olympics and other flying safety topics were distributed. The film, "On Weather", was shown and a good public relations program was presented to the flying public. Dale Brown and a crew of seven Air Traffic Controllers manned the Merced Control Tower for 34 hours. These specialists were assigned temporary duty from six towers in central California.



Left photo: Blake Lewis, Fresno FSS Specialist, at work.  
Middle: Fresno FSS Specialist Bob Brewer and Air Traffic Manager George Hioco doing a little "PR".  
Below: A couple of transient pilots view the safety program, "On Weather".

## FAA Comes To Rescue In The Great Train Caper

By Vince Brophy  
Van Nuys FSDO

A special Southern Pacific train called the "Freedom Train", departed Portland at the beginning of June on a cross-country trip to be on display at the World's Fair at New Orleans. This is the last steam locomotive that is operational and is only used for such events. During its trip from Portland to New Orleans the FAA Flight Standards Branch received numerous reports of pilots "Buzzing" the train. These reports involved such things as pilots virtually rolling their landing gear wheels along the top of the train, to flying down the tracks head-on to the train and scaring the engine crew into an extra few gray hairs.

Bob Roehm, inspector at Van Nuys FSDO, drove to Tehachapi, Calif., to watch the train as it was on its way to New Orleans. Tehachapi is a mountain-switching stop in the coastal mountain range. As the train departed the Tehachapi area, Bob saw a number of aircraft following along and flying in close proximity to the train in violation of the Federal Aviation Regulations. Since enforcement of the regulations is a primary function of the Flight Standards Branch, Bob worked up a battle plan to deal with the dastardly pilots who so flagrantly flaunted the regulations. He suggested airborne surveillance as well as from the train. Walkie-talkies were used between the California Highway Patrol, the train and Bob's plane.

Determining when the train would again be in the area, Bob got together with Jerry Widmayer, Operations Unit Chief of the Van Nuys FSDO. When the Freedom Train departed Los Angeles on June 19 for its return to Portland, Jerry was on board, armed with several cameras, dressed incognito like a tourist (OI Vey, what an outfit, with sun-burned head and malevolent eye). Bob departed Van Nuys in an aluminum steed (Beech Bonanza) and sallied forth to joust with the Black Knights of the air. And true to suspicions, a number of helicopters and five steeds of the air did enter jousting attacks on the train. Jerry got photographic evidence to back up his observations, as well as support from our



White Knight in his aluminum steed who obtained airborne evidence. Also on board was Captain R.N. Noonan of the California Highway Patrol. He not only observed and submitted written statements for inclusion in the enforcement action, but also used his walkie-talkie to speak with Officers on the Highway. They issued citations to those vassals in their four-wheeled carriages who were galloping at 75-80 mph along in formation with the train as it proceeded north up the 101 Coast Highway.

Jerry got off the train in San Luis Obispo. The Portland General Aviation District Office placed an inspector on board at Klamath Falls and they, too, did battle with the Black Knights. As a result, Van Nuys FSDO sat down at the round table and came up with appropriate sanctions to lift the spurs of the Black Knights for adjudicated periods of time wherein they will not be allowed to mount their aluminum steeds until they have done several months of penance and have had time to reflect on their fall from grace. The steeds varied from a J-3 Cub to a Cessna 340--private pilots to air transport pilots (all of whom should have known better).

And lastly, Jerry and Bob were surprised at the hundreds of people at railroad crossings greeting and taking pictures of the train as it went by. Antique cars queued up, honking horns, with children waving flags at the crossings. A necessary operation, successfully completed in a timely and safe manner. We think that "Good Ol' Boy" King Arthur would have been pleased!

## AWP-450

### "Appreciation Party"

Please come and celebrate with us on Nov. 13. The Establishment Engineering Branch, AWP-450, is hosting an "Appreciation Party" for all of the support and assistance they were given during FY-84. The party will begin at 4:30 p.m. (right after work). WHERE?????? 94th Aerosquadron Restaurant (Bar), 2780 Skypark Drive, Torrance, CA (near Torrance Airport). Free hors d'oeuvres will be provided and drinks are pay-as-you-go. Happy hour prices will be in effect during our presence there. If you wish to attend, please let Tree Curtis know. She can be reached on 536-6528, FTS 966-6528, Don't miss out--come on down and enjoy a super duper time!!

## FAA Reports NMACs Decline

FAA's Office of Aviation Safety has released a study of near mid-air collisions (NMACs) showing the number of incidents reported to the agency has dropped sharply since 1980. The total that year was 568, almost double the 286 reported in 1983.

Other key findings in the study are that NMACs (1) occur more frequently in May through August, (2) most often involve at least one general aviation aircraft, (3) generally occur at an altitude of 1,000 to 5,000 feet when aircraft are in level flight, and (4) normally do not involve regulatory violations by pilots or controller error. The report also notes that there is no statistical correlation between NMACs and actual mid-air collisions.

In releasing the report, Administrator Engen said it underscores the importance of pilot vigilance whether operating under visual flight rules or instrument flight rules.

## FS Division Awards

The following Flight Standards personnel recently received awards: Quality Increase Award with outstanding rating - Shirley Lehr, Sacramento Flight Standards District Office (FSDO); Special Achievement Award with outstanding rating - Laura Penzes, Riverside FSDO; Special Achievement Award (Special Act) - John Norris, Los Angeles FSDO; Letters of Commendation - Gary Koch and Kenneth Roach, AWP-250 and LeRoy Blum, Riverside FSDO; Letters of Appreciation - Nina Nance, AWP-203; William Withycombe, AWP-205; Arthur Kalantar, AWP-250; Rodger Grunert and William Molesworth, San Francisco FSDO; Frank Kellogg and Paul Bigler, Sacramento FSDO; R.J. Jones and Gary Burkett, Oakland FSDO. Congratulations everyone!



## 15 Years for Darrell Colwell

Darrell Colwell (left) is congratulated by Ron Harris, Honolulu Flight Service Station Manager, for 15 years of honorable FAA service. Darrell was recently selected to be the new Quality Assurance Training Specialist at Honolulu FSS. We proudly welcome him to paradise and with such illustrious credentials as his, we are looking forward to many facility enhancements.

## Honolulu FSDO Welcomes New Manager, Charles Zenith

Charles Zenith, formerly Manager of the Las Vegas Flight Standards District Office (FSDO), is the new Manager of the Honolulu FSDO. Charlie joined the FAA in 1961 and his career has also included Flight Standards managerial assignments at Phoenix and Los Angeles district offices; as a staff specialist at the Regional Office and as a Principal Maintenance Inspector at the Los Angeles and Burbank district offices.



---

## Civilair News



- Would you believe--it's See's Candy selling time again! Christmas will be here before you know it. Civilair will be selling See's Candy for \$5 a pound; the regular price is \$6 a pound. Order forms are available now; pick one up at the Civilair desk or from your Civilair director. If a field office/facility orders more than 50 pounds of candy, it will be shipped directly to them. So let's order now.
- You still have time to order those beautiful Christmas cards at 40 percent off retail prices. It only takes five to seven working days after order is received for you to receive cards, if you order early. Catalogs and order forms are available at the Civilair desk which is located in the FAA Credit Union office on the 4th floor of the regional office. While you're there--notice the other items--t-shirts and polo shirts with the FAA emblem; Pentel pens and pencils are just two of the many items for sale. Support CIVILAIR and save yourself some money at the same time!

## Oakland AFS News

Congratulations to the following: the Environmental Support Unit group who received a Letter of Appreciation from Jack Ryan, Bay TRACON Manager, for their fine work in constructing the TRACON picture board with special thanks to George Wong; to Kyle Vancil who received a Quality Increase Award and Neil Folden who received a Special Achievement Award; to Paul Milani who received a Letter of Appreciation from AWP-400 for the outstanding facility performance feedback he provided AWP-463; to Lee Nester who received a Letter of Appreciation from AWP-460 for the outstanding manner in which he conducted the Technical Inspections assigned to him during his detail to AWP-463.....Lee was also presented with his 30-year career service emblem; to Ted Miller who received a Letter of Appreciation from APM-100 for the help he gave on the 2nd Generation VOR/TACAN/DME Staffing Standards Validation Project.....Welcome aboard to Steven Urquhart who has been reassigned from the San Francisco Airway Facilities Sector. Steve is now with the Oakland NAV/COM group. ....Congratulations and adios to Maurice "Doc" Shwetzzer who received a promotion with AWP-406.

## Safety System Delivery Sparks Award Ceremony

With fanfare provided by FAA, the Burroughs Corp. made its final field delivery of the Aviation Safety Analysis System (ASAS) equipment to the Hawthorne, Calif., Aircraft Certification Office (ACO) and marked the end of the first phase of the ASAS program.

Hawthorne is the 162nd site to get the hardware, which is the foundation of ASAS. The information processing equipment will supply safety data from a centralized data base and improve communications between flight standards offices throughout the system.

This modernization milestone occasioned a double FAA awards ceremony at the Hawthorne facility, which is in the same building as the Western/Pacific Regional Office.

Associate Administrator for Aviation Standards Walter S. Luffsey awarded the Hawthorne ACO the 1984 National Aircraft Certification Award. Following this presentation, Management Systems Director Brooks C. Goldman presented awards to five Washington Headquarters women who have been instrumental in managing the Burroughs contract from the beginning of the project. They are Sandra Hershey and Nancy Lambert, Aviation Standards; Rita Freeman and Loretta McNeir, Management Systems; and Noretta Harrett, Acquisition and Materiel.

In addition to their contract management functions, the five women also produced a video/slide show which has been used in training and familiarization sessions.

In subsequent phases of the ASAS program at least 23 software subsystems will be added. These will cover such information areas as work program management, health information, enforcement information, Federal Aviation Regulations, service difficulty reports, and NTSB/FAA joint data.



## FAA Reacts Quickly To Judge's Stay Order

When a Federal Judge in Honolulu recently stayed FAA's grounding of South Pacific Island Airways (SPIA) for alleged safety violations, the agency reacted immediately and asked the Justice Department to seek review in the U.S. Court of Appeals in San Francisco.

Administrator Engen called the judge's action unprecedented and noted that in the past "courts have refrained from substituting their judgement for the judgement of FAA when the agency has decided that emergency action is required in the interest of aviation safety."

SPIA, which operated four 707s, was grounded October 13 for 38 violations of FAA safety regulations. Among these was a trans-polar flight from Anchorage to Amsterdam that strayed more than 500 miles off course and came close to violating Soviet airspace in the militarily sensitive Murmansk area. FAA said the crew was not qualified and approved for the navigation procedures used on the flight.

## Reagan Salutes FAAers

When DOT Deputy Secretary James Burnley traveled to Miami recently to address an FAA-sponsored Hispanic Heritage Week Banquet, he didn't go empty handed. He carried a message from President Reagan which the Chief Executive's busy schedule kept him from delivering personally:

"Since the explorer Ponce de Leon first cut a trail through the Florida wilderness, people of Hispanic heritage have been taming, developing, and cultivating America's geographic and technical frontiers," the President wrote. "I want to congratulate each Hispanic-American employee of the Federal Aviation Administration for an outstanding job in the service to this nation's air travelers. I extend to you my very best wishes for your Hispanic heritage Week banquet October 11, 1984 in Miami and for the future."