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THANKSGIVING

Cover Story

Horns of plenty.....Cornucopias
.....symbols of abundance.....evidence that it's that time of year once again when we take stock of what we have, look at our good fortune, and give thanks.

We in the Western-Pacific Region have so much to be thankful for our cornucopias surely must be overflowing. Perhaps one of the things we can be most thankful for is that together, working as a harmonious team, we are succeeding in our mission to make the skies safer for the American flying public. This is the primary mission to which we are dedicated -- and this is the time of year to pause and give thanks to each other and to ourselves for the progress that is occurring in aviation safety. A Happy and Safe Thanksgiving holiday to all!

T&A Clerks Cautioned Not To Keep Own Time

The meticulous fellows in the Office of Accounting are reminding the agency's Time and Attendance (T&A) clerks that they should not record their own T&A report forms. A rule in the Uniform Payroll System (Paragraph 106b(1) of FAA Order 2730.1, if you don't believe us) prohibits clerks from watching their own clocks because of possible fraud problems.

Ideally, each clerk should have an alternate who keeps the records in his or her absence and who keeps the T&A clerk's record. If not, the supervisor should appoint someone to fill this role.

A few exceptions to the rule are allowed, such as small facilities which do not have the staff to commit more than one person to T&A duties.

Henry "Hank" Harris Honored

A certificate for exceptional achievement was presented to Henry Harris during a recent reception for Black achievers at San Diego's Black Leadership Council's third annual summit. "Summit 84 -- A Gathering of the Family" was the theme for this year's meeting. The Black Leadership Council, whose membership reflects the who's who among Black San Diegans, is concerned with the quality of education and health care provided Black families and with the involvement of Black people in the economic and political agendas of the city.

Guam CERAP Awards

Congratulations to the following Guam CERAP Air Traffic Control Specialists who recently were presented Letters of Commendation: Mark West, James Teubert, Charles Cornelison, Stephen Madick, Dennis Cleveland and Harold Deatley. Keep up the good work!

Civilair News

Support Civilair by taking advantage of having your film developed by Fox Photo through Civilair. Prices are reasonable and the service is excellent--just drop your film in the Fox Photo podium in the Credit Union office on the 4th floor of the regional office (next to the Civilair desk), or at the LAX Hangar facility.

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Aviation Pioneers on Stage at Long Beach



A fantastic collection of aviation pioneers participated in an unforgettable Accident Prevention Program at Los Alamitos Armed Forces Reserve Center Theater spearheaded by Long Beach FSDO Accident Prevention Specialist Paul Stebelton. More than 650 pilots attended and heard many great stories about the early days in aviation from John Nagel, Tony LeVier, Eddie Martin, Tony Bitetti and Forreest Wysong. All except Tony LeVier were in their 80's at the time and Forreest Wysong has since turned 90 years old. Tony Levier, for years Lockheed's chief test pilot, is a mere 71 years old.

Above photo: From left--Paul Stebelton, Long Beach Accident Prevention Specialist; Forreest Wysong, Naval Aviation No. 52 and president of the Early Birds of Aviation, Inc. (an organization of aviation pioneers who soloed before Dec. 17, 1916); Eddie Martin, Orange County's favorite aviation senior citizen and historian; and John Nagel, president of Nagel Aircraft Sales in Torrance, California.

DOT to Take Over Some CAB Functions

Airline passengers who get bumped off flights, arrive at their destinations without their luggage or encounter other consumer problems when flying will be looking to the Department of Transportation for help after the end of the year.

That's when the Civil Aeronautics Board goes out of business, in accordance with the provisions of the Airline Deregulation Act of 1978, and transfers a number of its key functions to DOT. In addition to consumer protection, the department

will inherit responsibility for antitrust actions, international air policy and the Essential Air Service Program.

As of now, the consumer protection and antitrust functions have not been assigned to a specific DOT office. However, the international function will be the responsibility of the Office of the Assistant Secretary for Policy and International Affairs and the Essential Air Service Program will be handled by a new office set up specifically for that purpose.

Exec School Marks 25th

A birthday cake with 25 candles is the way the FAA Executive School marked its Silver Anniversary at the graduation of Class No. 75 on November 8.

Acting Deputy Administrator J. E. "Sandy" Murdock topped the guest list which also included other FAA officials and former exec school manager Vic Onachilla and assistant manager John Slover, both of whom retired in January.

The first Exec School classes met in a downtown hotel in Oklahoma City in October 1959. The school moved to Charlottesville, Va., with the fourth class in September 1960 so it would be more accessible to top officials from Washington headquarters.

The new Exec School manager is Eleanor Quigley, who took over with Class No. 74 in April after making her mark in the training area with the IRS. Her staff includes Elizabeth Yoest, assistant manager, and Karen Bitterman, employee development assistant.

Quigley says the Ex School will continue to be responsive to the evolving needs of both the agency and its employees. Among the changes she's already made are an increased emphasis on self-awareness and life style management.

Portable Computers To Be Allowed on Planes

Airline passengers will soon be allowed to play their electronic games or work with computers and calculators except during take offs and landings. FAA decided to change its rules after a series of tests found no evidence that the operation of these devices interfered with aircraft communications or navigation equipment.

Besides these tests, which were conducted by FAA and a private technical study group, the agency has investigated isolated reports of interference from portable computers over a period of several years and has not found one repeatable or confirmed case of such interference.

The present FAA regulation prohibits the operation of portable electronic devices on aircraft except voice recorders, hearing aids, heart pacemakers and electric shavers.

FAA now plans to issue Notice of Proposed Rulemaking to amend the regulations and to add computers, calculators and electronic games to the list of approved items. Also, FAA will publish an Advisory Circular telling the public of its findings.



ATCA Recognizes AWP

The Air Traffic Control Association recently recognized the men and women of the Western-Pacific Region at its annual convention held in Dallas, Texas. Bud Riebel, Olympic Project Manager, accepted the Chairman's Citation of Merit for the Region. Presentation was made by Quentin Taylor, ARP-2, incoming ATCA Chairman for 1985.

Left photo: Bud Riebel (right) presents the award to Deputy Director Dick Devereaux upon his return from Texas.



Oakland AFS Diamond Club

Ten employees of the Oakland Airway Facilities Sector were recently honored and have formed the Oakland Sector Diamond Club. All members have the distinction of having 30 or more years of government service. They are - Lloyd Cole, Lee Nester, Ed Jee, Dick Spivey, Ted Miller, Ken Pirl, Ed Harris, Floyd Sam, Thurdell Wickliff and Tom Hand.

Thanksgiving

Los Angeles Tower Talk

Catching up on some old news: we welcomed Larry Suppan from the 540 Branch as an Area Supervisor, and best wishes to Jim "Robbie" Robinson on his recent marriage... ..Congratulations are in order to Tom "Fidget" Lemmons who became an Area Supervisor at Los Angeles TRACON on Sept. 2; on that date also, Richard Pfahler and Dave Dodd became controllers at Los Angeles TRACON, and Dave Munsinger became a controller at Minneapolis TRACAB. On Sept. 30, Jon Musser, Area Supervisor, became the new Manager of North Las Vegas Tower; Geri Mabe became an Area Supervisor at Van Nuys Tower; and Tom Dray, Air Traffic Control Specialist, became the new Planning and Procedures Specialist at Los Angeles Tower. More congratulations for Special Achievement Award recipient Geri Mabe and Robert Fierro and Richard Pfahler who received Quality Increase Awards.....Good luck to Dale Winter who has left to return to college and then join the business world. Above photo = Richard Pfahler (right), Air Traffic Control Specialist, receives a special plaque from Air Traffic Manager Jim Holtsclaw.



Weithoner Named New HRM Associate

FAA's new Human Resource Management organization continues to take shape with the appointment of Associate Administrator for Administration Charles E. "Gene" Weithoner to head the complex. His new title will be Associate Administrator for Human Resource Management. Reporting to him will be four offices, and the current Personnel Management Operations Division. The new offices will be responsible for the functions currently carried out by the offices of Labor Relations and Personnel and Training, as well as human resource planning, research and evaluation functions.

Filling in for Weithoner in the AAD-1 job on a temporary basis will be Brooks Goldman, Director of the Office of Management Systems. The Secretary of Transportation is expected to grant formal approval for the reorganization within a few weeks.

The new AHR-1 position was established by Administrator Engen because of his commitment to the belief that people are our most important resource in accomplishing the agency's mission.

Heliport Workshop Set

The FAA is hosting a Heliport Design Guide Workshop in Baltimore on November 27-29.

The goal of the workshop, which has been endorsed by the Aerospace Industries Association and Helicopter Association International, is to solicit industry comment on the agency's revised guidelines for heliport designs. Workshop planners also hope to discuss the results of a one-year FAA technical study on requirements for VFR and IFR heliports.

For particulars, call Cathy Nickolaisen (704-243-3633) or Rich Adams (305-968-4200), who work for the FAA contractors presenting the workshop.

Host Computer Demonstration Underway at Tech Center

New computers for the en route centers moved one step closer to reality late last month as IBM and Sperry Corp. began demonstrating their candidate systems at the FAA Technical Center.

The two data processing giants are competing under dual design contracts, awarded in Sept. 1983, for the right to produce new "host" computers that will replace the present IBM 9020s in the 20 domestic en route centers. At stake is a production contract valued at over \$300 million.

Program Manager Jack Buck from the Advanced Automation Office said the competitive nature of the host computer program will assure the agency of a better product at a better price.

But whichever system is picked, Buck said the new computers will be faster and more reliable and have significantly greater capacity than the ones they replace. This will enable the ATC system to handle the projected traffic increases.

He expects the production contract to be awarded next June with deliveries beginning the following year. The first operational site will be the Seattle center, which is scheduled to go on line by the end of 1986.

One of the major evaluation points in the competitive testing is the capability of the two systems to use (or host) the existing 9020 software. This is essential since the new computers must be integrated into the already proven system and put into operation with no system shutdowns.

Results of the three-month competitive testing will be used along with other factors, such as cost and proposed scheduling, in determining the winner of the production contract.

More complete details and photos will be included in the host computer story appearing in the Nov. FAA WORLD.

Sacramento FSS News

Congratulations to Harry Norman (right) who was presented a Special Achievement Award for his continuing contribution to Sacramento Flight Service Station (FSS). Air Traffic Manager Ben Marcelo presented Harry with his well-deserved certificate.Jerry Judd and Tara Grant conducted a two-hour weather presentation to 175 pilots at the Sixth Annual Mather AFB Fly-In. The team was well received and many favorable comments were made by the attendees. Thanks Jerry and Tara.....Welcome aboard to Marcia Sessions, Jerry Marenich, Mac Hester and Frank Koles. Marcia and Jerry are from Marysville FSS; Mac came from Reno FSS; and Frank came from Paso Robles FSS.....Paul Curtin has departed for Red Bluff FSS and Al Heller is planning his departure to Paso Robles FSS. Good luck gentlemen, you will be missed at Sacramento.....Congratulations to Harry Norman on the recent marriage of his daughter and to Darrell Scheidegger on the birth of his grandson.....The Administrative Offices for Sacramento FSS moved to their new home in the PATCO building on Oct. 16. New phone numbers for the offices will be published shortly.....Sharon Curtis, Marysville FSS has transferred to Denver FSS, where she originally trained. Lots of luck Sharon. We're sorry to see you go, but we're also happy for you.



LET US
GIVE
Thanks

The Walking Wounded Of Van Nuys FSDO



From left -- Vince Brophy,
Nancy Kitzig and Al Pina.

Looks Like somebody placed a hex on Van Nuys Flight Standards District Office. Vince Brophy, Nancy Kitzig and Al Pina -- all Flight Operations Inspectors are on the "grounded" list. Vince has to have a total right hip replacement replaced. Al will be having his right hip replaced. Nancy spun in when she was tackled by a coffee table and tore an artery and a ligament. To add to this, manager Bob Phelps is home recovering from a triple bypass operation. Vince and Al are old hands on the crutches. Just wait until Nancy gets "type rated" on her crutches -- there'll be some snazzy drag crutch races on the airport runway!

Rain Check Returns to Oakland Center

A Rain Check class for general aviation pilots was conducted at Oakland ARTCC on August 17-18, 1984, and was attended by 18 pilots. This was the first Rain Check to be held at Oakland Center since November 1980. The course was assembled and conducted by Darrel Vernon who was assisted on Friday by guest speakers Terry Lankford of Oakland Flight Service and Janet Hitt of San Jose FSDO.

Saturday morning a voice tape was played of a controller and pilot that was not instrument qualified, caught on top of an overcast at 17,000'. The controller gave instructions over the radio that enabled the pilot to descend while in a hypoxic condition through the clouds to 3,500' where he finally reached VFR conditions and subsequently landed safely.

A tour was made of the DYSIM lab where the group was shown how traffic is simulated and training's accomplished. They were also shown live traffic by the use of the quick look feature which allows the display of any sector's traffic on a radar scope.

Another voice tape was played for the group; this one consisted of a Cessna 414 descending through IFR conditions with both engines out. This aircraft was vectored to the nearest airport and was brought in for a safe landing.

Later the group was given an opportunity to monitor a sector and observe how a controller works.

Greg Snyder, an Oakland Center controller, gave a presentation on VFR services. Ron Sattler of Bay TRACON spoke about his facility's operation and what goes on inside the TCA.

Some slides were shown to review emergency procedures, radio failures, and how to request controller assistance in unusual circumstances. The group was given an opportunity to critique the course. Certificates were given to those participating in this two-day course.

The critique forms included comments such as "Very informative, well constructed and presented;" "Worthwhile = every student pilot in high traffic areas should have most of this information;" "Very favorable;" "Nicely done."

The basic comments indicated that all the pilots attending felt that an opportunity should be given for all pilots to take the course. All could benefit from it.

