



US Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Intercom

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Cover Story

By Ronald Bond and
Joseph Bugado, Jr.

The people at Palo Alto Tower are making themselves known around the local community.

Last spring, Area Supervisor Joe Bugado and Air Traffic Control Specialist Steve Edwards sponsored two Boy Scouts at the annual Stanford Area Boy Scout Council dinner. The two scouts were recent Eagle Award recipients and had indicated an interest in aviation. Several hundred people attended the dinner, many of whom were community and business leaders.

In an effort to continually improve relationships with the surrounding community, Palo Alto Tower has held quarterly forums for users of Palo Alto Airport. The purpose of the forums is to discuss local issues among pilots and controllers. Guest speakers from various air traffic control facilities and other aviation-related fields are invited to speak and answer questions posed from the audience. The first forum was held in July 1983.

Just what good has come out of these forums? The once popular Card-A-Clearance Program has been reinstated. This program eliminates the need to issue standard clearances to pilots flying under instrument flight rules to other Bay Area airports. An entry gate to provide a more direct route from a fenced auto parking lot to parked aircraft was approved and installed. Two local pilots suggested the need for an instrument approach at Palo Alto. The proposal was studied and it was determined that it was not feasible due to airspace conflicts. The issu-

ance of right crosswind departures with conflicting inbound traffic has been discontinued. Since the forums, many pilots have expressed how grateful they are to have the opportunity to attend these meetings and air their views.

The staff at Palo Alto conducts facility tours to an average of 60 visitors a month. Most of the non-aviation oriented visitors are from Palo Alto and surrounding communities. A few visitors have been from foreign countries; i.e., West Germany, Israel and The Philippines. These visitors were amazed at the openness of the airport and the relative easy access to the tower. Nearly all of the visitors were very interested in the work that controllers do and left very appreciative of the time taken to explain Air Traffic Control to them. They reflected it by their thank-you cards and letters.

So what lies in the future? Palo Alto's new Aviation Education Program Facilitators Sheila Sweeney and Steve Edwards are working on a slide program to present to different private organizations and various public schools. This program is part of the on-going effort to make public contacts and help explain the different aspects of the aviation environment, thereby enhancing the agency's public image.

COVER PHOTOS: Top--Don Dice, Air Traffic Control Specialist. Below--from left--Developmental Tim Nelson, Don Dice, Developmental Wally Kerns, and Steve Edwards, Air Traffic Control Specialist. All photos by Vel Monroe.



Palo Alto People



A--Air Traffic Manager Vel Monroe.
B--Area Supervisor Joe Bugado.
C--Mike Stock, ATCS.
D--Chris Herrmann, ATCS.
E--Controller Wally Kerns (left)
consults with Area Supervisor
Fred Bland.
F--Secretary Barbara Trujillo.



The Youngsters Speak Out...

Not too long ago, Palo Alto Tower hosted a group of Cub Scouts and gave them a tour of the tower. We thought INTERCOM readers would enjoy a few of the "thank-you" notes received:

Dear, traffic Controlers
Thank you for telling us about
all the interesting things. I
liked to see how the radar works.
from
Eric H.

Dear Traffic Controlers,
Thank you for helping us in
the tour. I like the radar the
best.
Sincerely,
Brian Mader

Dear traffic controlers,
Thank you for showing us
the radar, and letting us look
through the binoculars.
Sencerly,
Lars Olson

Dear Traffic Controlers,
Thank you for useing your
time to show us the controls.
It is very kind of you to show
us the radar.
From,
Dwight Kuang

Dear Traffic Controlers
Thank you for the trip I
really liked it a lot. Thanks
so much for it I learned a lot
and was amased at your supply
of candy bars it made me hungry.
Sincerely,
Brandon Zeller

Dear traffic controlers,
Thank you very much for
leting us come up to see
what you do. I have not
used my mony yet.
From,
Chipper

Dear Traffic Controllers,
Thank you for touring
us at the airport. I didn't
thoroughly understand
everything. It was a nice
experience and I learned a
lot. We are glad you showed
us and thank you.
Sincerely,
David Radwin

Dear traffic controllers
Thank you for telling us
about the control tower. I
liked the binoculars
especially.
Sincerily
Ranler A.



An Outstanding For Gary Koch

Regional Accident Prevention Coordinator, Gary Koch, (right) recently received a Quality Within-Grade with an outstanding performance rating, from Clyde DeHart, Jr., (left) Manager, Flight Standards Division. Gary was cited for his activities and efforts toward airman education, persuasion and motivation that have resulted in promoting a dynamic and effective Accident Prevention Program in the Western-Pacific Region. Congratulations to Gary!



FAA Program Aims to Reduce Crash Injuries

The FAA is asking for public and industry comment on a draft advisory circular describing its program to promote the design of aircraft that give passengers the greatest possible chance of surviving an accident.

The advisory circular, the first of several documents expected to be published as part of FAA's Crash Dynamics Program, deals with established human tolerance levels and criteria for assessing the performance of seat/occupant restraint systems in crashes. An associated notice also previews the methods by which the program may arrive at new rules for aircraft design to increase safety in "survivable" crashes.

FAA's work in compiling the human tolerance levels was derived from a wide array of medical and engineering studies and attempts to fix injury

standards for the head, chest, abdomen, legs, and spine, as well as whole body impact tolerance levels. The objective is to develop new crashworthiness criteria for aircraft that will make survivable crashes even more survivable. The techniques include analytical modeling, full-scale impacts, and dynamic rather than static testing of seats and restraint systems.

Project manager Tom McSweeney said the advanced testing techniques already have called into question some long-held notions about how seats should function in a crash. Tests have revealed that seats that were not rigid, but rather collapsed in a controlled fashion, proved to be safer for the occupants.

As McSweeney notes, "It's not whether the seat survives, but whether the passenger survives."

Reno Hosts Family Safety

The third Family Safety Seminar has been presented in Reno by the Reno Flight Standards District Office and the Reno Area Chapter of the 99s, the international organization of women pilots.

Forty couples attended the two-day accident prevention program. Special guest speakers were:

--Twelve members of the 99s making presentations to non-pilots on weather to fly, how to use a transponder, flight planning, weather briefings, basic radio procedures, preflight inspection, navigation, and weight and balance.

--John Skinner, Reno Tower, presenting radio procedures to both pilots and non-pilots.

Top left: The Reno Chapter of The Ninety Nines presents proper preflight inspection at the Family Safety Seminar.

Middle: A class in navigation is being taught by the Reno 99s.

Below left: Here a Reno 99 completes the preflight inspection.



Seminar

--Carl Maddox, Reno FSS, talked about radio procedures, flight planning and weather briefings.

--Dr. David Williams - medical facts for pilots.

--Carl Borchers, Reno Accident Prevention Specialist, discussed tips on night flying, basic instrument procedures, recent accident causal factors, general operating rules, and the pilot proficiency program.

Earl Morgan, Maintenance Inspector, Reno GADO, spoke on maintenance responsibilities.

All attendees toured the Reno FSS and at the end of the program, suggested the FAA have more like this one. They said it was great!

Top right: Two groups split up to learn more about how to properly preflight an aircraft.

Middle: The Reno Chapter 99s hold classroom instruction in flight planning.

Below right: Another group of attendees at the Family Safety Seminar complete a preflight inspection.



AF Division Awards

Gert Williams, AWP-460, was recently presented a Quality Increase Award with an outstanding by Dick Muckle for the superb job she has done in the Maintenance Operations Branch...The AWP-465 Field Maintenance Party received a Letter of Appreciation from Dean Dowell, Sector Field Office Manager in Samoa for the long days and hard work they did to get the living quarters ready in Samoa.....A Letter of Appreciation was given to Tren Williams, Stay-in-School, for her support and teamwork in the Maintenance Operations Section, and Burt Jones for his successful planning and coordination of the Labor Agreement Briefing at the Los Angeles Hilton.....Stay-in-School Leticia King received a Special Achievement Award based on her outstanding support while the secretary's position was vacant in AWP-462. Andy Anderson was also presented with a Special Achievement Award for his superior performance from 9/83-9/84. ...John Crain and Cecil McReynolds both received a Letter of Appreciation from Don Isaacs, Lancaster AFS Manager, for their participation in the Sector-sponsored FAA 80's Technical EXPO. John Crain also received a Quality Increase Award with an outstanding for the great job he has done in the Section.....Congratulations to Marcie Thomas who was selected to receive an Honorary Award. Marcie went to Washington, D.C. to receive the Award of Excellence from Secretary Dole in September.

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Accounting Employees Of The Month

Erica Clark (left), Accounting Technician and Angelita Victorio, Voucher Examiner, were selected by their Branch Manager as Employees of the Month. Erica is in the General Ledger section, presently handling the collections desk. She is an avid downhill racer, returning to her native Germany once a year for a skiing vacation. She was formerly with the Department of Defense and came to the FAA in July, 1983. Angelita and her husband came to this area in July of 1983 and she was formerly employed by the Southern Region. Her outstanding work in keeping current her workload plus taking care of the contracts payment desk have earned her this well-deserved award. Congratulations to Erica and Angelita on this well-deserved award!

Order WP 7400.3A, Outdoor Laser Light Demonstrations and WP SUP 2 to Order 6000.1A, Certification & Operation of Military-Maintained Air Navigation Facilities in National Airspace System were cancelled effective October 10, 1984.

AF Specialists to Judge Training Courses

Former students of Airway Facilities courses are getting a chance to evaluate the training they took. The Office of Personnel and Training (APT) has mailed out survey questionnaires to approximately 8,000 FAAers who participated in Airway Facility Technical Training courses between June 1983 and July 1984.

The results of the survey will determine what courses should be changed. Those that appear to have persistent flaws will be formally evaluated by APT later this year. The results of this evaluation then will be available to all AF specialists.

Participation in the survey is voluntary and anonymous. Individual responses will not be identified. All recipients of questionnaires are urged to respond promptly and frankly.



35 Years For Edwin Tokuhama

Edwin Tokuhama (right), recently received a 35-year Career Service Emblem from Ron Harris, Honolulu Flight Service Station Manager. Ed has been with the FAA over 28 years and is a credit and a valuable asset to Government service.

Las Vegas Awards

An awards ceremony was recently held at a supervisors' workshop at the Reno Airway Facilities Sector Field Office. The awards were presented by Dean DeShazo, Las Vegas AFS Manager. Career Service pins were given to Gordon Lok, Electronics Technician, for 30 years of service; Norman Lantrip, ET, 30 years; and Harry Stokely, Supervisory ET, for 40 years -- a grand total of 100 years of Federal service! Other awards given were: Carl Steinberg, Maintenance Mechanic, Reno Environmental Support Unit, a Special Achievement Award for outstanding performance; Drew Stallings, Supervisory ET, Reno Nav/Comm Unit, a Quality Within-Grade Increase award for outstanding performance while headquartered at Lovelock, Nevada. Top photo: 100 years of service-- from left--Gordon Lok (30), Norman Lantrip (30) and Harry Stokely (40). Below: Carl Steinberg, Drew Stallings and Irving Creech.



International News

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

Australian Aviation Officials Visit

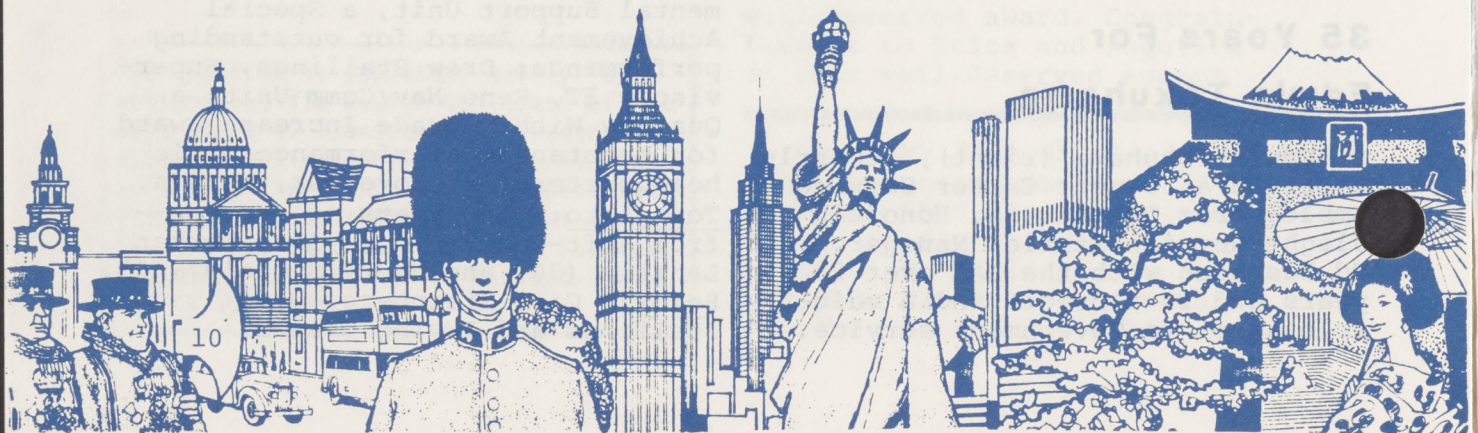


Recent visitors to the Regional Office and to the Los Angeles and Bay Area Air Traffic and Flight Standards facilities included Senior Airways Surveyor H. Von Muenchhausen (not shown) and Air Traffic Supervisor Morris E. Freeman (L) of the Australian Department of Aviation.

In the photos (on the left), Mr. Freeman is conducting a briefing on Australia's newly-developed RNAV ATC Separation Standards with emphasis on the economic benefits to be derived by the aviation industry from the practical application of these standards. The interested group of listeners are FAA personnel from Airway Facilities, Flight Standards and Air Traffic Divisions. Presentations to users' groups in Australia were planned to commence last September.

Mr. Muenchhausen's program covered technical discussions with FAA FSDO Inspectors and local operators and manufacturers at Los Angeles and Oakland involving helicopter operations in high density air traffic environments.

(Photos by Rafael Riera)



Logistics Division Christmas Party

Due to popular demand (we have received numerous requests for information on our Christmas Party), the Logistics Division Christmas Party Committee (LGPCPC) felt it couldn't withhold such valuable information to the public. So, here it is! On Friday, Dec. 14 (yes, the date has been changed from the 21st), you are cordially invited to spend a span of time with us at The Happy Clam, 181 North Harbor Drive (King Harbor), Redondo Beach; cocktails, 1 p.m. and lunch, 2 p.m. Entrees: Teriyaki or BBQ Chicken Breast, Seafood Salad or Prime Rib-\$8.50 including tossed green salad with choice of dressings or "Happy Clam" Chowder; vegetables (Chef's choice); whipped potatoes, french fries or rice pilaf; rolls and garlic bread; coffee, sanka, tea or milk. Total price is \$10.50 including tax and tip. A hosted bar will be available for cocktails including beer and wine for \$1 and well drinks for \$1.50 to \$2. Happy Hour will start at 4 p.m. and music for listening, dining and dancing will be provided. Parking will be validated by restaurant. For this year's party theme, we are setting a precedent--no emcee, no speeches or presentations, no entertainment (you have to provide your own), no atmosphere and positively no complaints! Next, you will be asked for your choice of entree, number of seats you wish to reserve, etc. Contact Joan Sunshine, FTS 966-6133 for advance reservations.

On the Recovery List

Bill Powell, San Francisco Civil Aviation Security Field Office Manager, recently underwent triple bypass heart surgery. He is doing very well and is recuperating at home. Send those get-well-real-quick messages to him at his residence: 438 Cedar Hill Rd., San Rafael, CA 94903.



An Outstanding For Curtis Renville

Curtis Renville (right), Area Supervisor, San Jose International Tower, is congratulated by Hal Federwisch, Air Traffic Manager, for his outstanding performance award. Curt began his FAA career at the San Jose Tower in Nineteen Hundred and Fifty-Eight A.D. Hang in there, Curtis!

Aviation Essay Contest To Start January 1

The second annual national aviation essay contest, sponsored by the Aviation Education Program staff of the Office of Public Affairs, will get underway January 1. It will be open to school children in grades 4 through 12 and will close March 15.

According to Mary Jo Knouff of the Aviation Education Staff, the initial contest attracted 10,000 entries. This one is anticipated to be even more successful.

The subject of the essay will be the integrated airport system and how it might benefit the local community. A contest information package is being sent to all schools in the U.S.

Cash prizes furnished by private businesses will be awarded to national winners in each of three grade categories. In addition, teachers of the national winners will receive cash prizes, and state as well as regional winners will be selected.

Open Health Season On

It's open season again on health benefits. The five-week open season this year runs from November 5 to December 7, during which time eligible employees not currently registered in a health benefits plan may enroll and enrolled employees may change their coverage. All enrollments and changes will become effective January 6, 1985.

On the other hand, employees who do not wish to change need take no action.

Distribution of appropriate materials will be made through personnel offices as soon as they are available. This year employees will receive only the "1985 Enrollment Information Guide and Plan Comparison Chart." Health plan brochures will be available for review and the revised registration form SF 2809, which must be used, will be at personnel offices.

Av Safety Improving

Through the first nine months of 1984, U.S. airlines continued their excellent safety record of the past several years and general aviation showed substantial improvement over 1983. Only commuters and air taxis, which are coming off outstanding safety years, had an increase in accidents.

The airlines now have gone 27 months without a major jet crash, the longest period in aviation history. The lone fatal airline accident in the Jan.-Sept. period was a cargo carrier operating a turboprop aircraft. It took four lives.

Meanwhile, preliminary figures on general aviation compiled by the FAA's Office of Aviation Safety showed 367 fatal accidents and 666 fatalities. This represents a substantial improvement over the 1983 statistics for the same nine-month period of 425 and 800, respectively.

Commuters, which had their best safety record ever in 1983, saw fatal accidents increase from two to four and fatalities from 11 to 30. Air taxis experienced a similar increase with 21 fatal accidents and 42 deaths, as compared with 15 and 22 for the same period last year.

Fire Safety Rules Issued

The FAA has adopted two major safety regulations designed to give airline passengers more time to escape burning planes and find exits in smoke-filled cabins.

The first calls for air carriers to install slower-burning seat coverings that meet stricter flammability standards. It applies to transport planes weighing 12,500 pounds or more or those with 30 seats or up. Airlines have three years to bring these airplanes into compliance.

The second rule mandates new emergency escape path markings or lighting near the floor to guide passengers to exits when overhead emergency lighting is blocked out by smoke. The deadline for compliance in this case is two years.

FAA researchers say that the seat covering rule could delay the "flashover" point in cabin fires for as much as 40 seconds, giving passengers and crew precious extra time for evacuation and greatly increasing the chances for survival. "Flashover" refers to the point where flammable vapors trapped near the cabin ceiling suddenly ignite the length of cabin, consuming oxygen and creating a deadly inferno.

Heaven Can Regulate

Assistant Administrator for Public Affairs Edmund Pinto is accustomed to receiving complex, thorny letters that require experienced judgement in their responses. The following letter from an inquiring Californian, however, fell outside his area of expertise:

"Mr. Pinto: Are angels aircraft? If a host of angels appears in the heavens above U.S. territory and has not filed a flight plan and violates other FAA regulations, are they breaking the law and subject to arrest upon landing? Would you ground the angels?"

Pinto's response was both pithy and humble: "Thank you for your letter of October 8, 1984. The FAA has no jurisdiction over angels, which are regulated by a higher authority."