



US Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Intercom

A Crash For Safety





Cover Story

The day finally arrives...the one which has been twice postponed...the one in which a Boeing 720 will be deliberately crashed by remote control in the name of safety. The Controlled Impact Demonstration (or, as some called it--Crash In Desert) is the culmination of years of aviation safety studies by FAA, NASA and industry groups.

One of the most important aspects of the test is to determine the effectiveness of antimisting kerosene in suppressing post-crash, fuel-fed fires. The airplane itself was once owned by the FAA but was turned over to NASA in 1981, and the FAA logo was replaced with the FAA/NASA CID logo.

Little wonder that the event is receiving world-wide attention. It seems appropriate somehow that this unique first is being held at Edwards Air Force Base. Right outside the jam-packed press center is the gleaming white Bell X-1E in which Chuck Yeager was the first to break the sound barrier. On the road into the main base we pass the X-P59A, the world's first jet fighter which made history at Edwards--the same place where the unmanned predeces-

sors to today's space shuttle (the NASA HL-10 and the USAF X-24 lifting bodies) made their first flights.

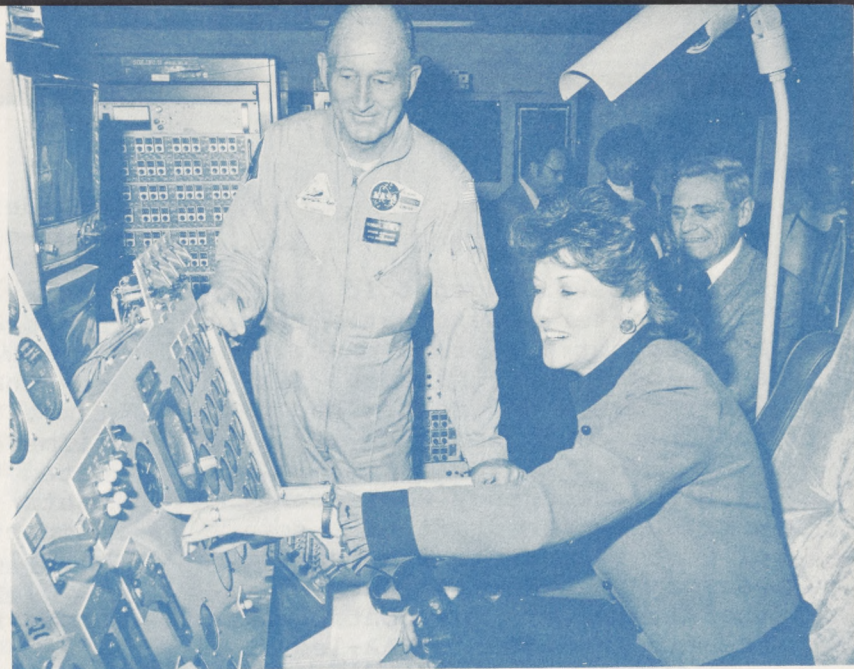
The first press briefing today is scheduled for 5:30 a.m. -- but most have been up since 3 a.m., having spent the night at nearby Lancaster and driven in to NASA headquarters at Edwards. In addition to industry and technical personnel, the list of news media attending is long and impressive. Virtually all the major newspaper, radio and television networks in the U.S. and many foreign countries are here, along with such notables as United Press International (UPI), Associated Press (AP), trade magazines, movie producers (such as Air Wolf), and last--but certainly not least--Ripley's Believe It or Not! The press room has been set up for 180 -- there is standing room only.

Initially, there was a concern about the wind, but by 7 a.m. the U.S. Air Force weather observers report the winds should remain calm. This is good news since one of the constraints was no more than five knots surface wind at the impact site. Because of this news, the take-off is now delayed until 9 a.m. to take advantage of the sun angle for instrumentation and media photography.

The briefing over, excitement mounts as media personnel rush for their vehicles to be part of a convoy allowed to be within four miles of the impact. The only route is along a primitive roadway (a 40-minute drive) to the press viewing site. It is still early and chilly in the desert, but the media are prepared to wait it out.

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More Controlled Impact Demonstration



Secretary of Transportation Elizabeth H. Dole is shown the pilot's view of the ground cockpit used to remotely fly the Boeing 720 to impact on the desert floor by NASA Test Pilot Fitzhugh Fulton, Jr. -- NASA Photo.

COVER STORY...
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The countdown begins. Finally, 9 a.m. arrives. All is in readiness. There is a report of unauthorized persons in the area. We wait for the go-ahead.

9:14 a.m. Take-off. The flight lasts a little over nine minutes, with the aircraft climbing to 2,300 feet before turning to begin its descent into a prepared impact area. The flight goes flawlessly until the very end when NASA test pilot Fitzhugh Fulton later reports some last second "oscillation" of the aircraft that altered the impact scenario.

There is a hushed silence as observers watch a huge fireball engulf the aircraft. It burns... and burns...and burns... To the layman, it appears that all is lost. At best, a severe disappointment.

At the next press briefing at 11:45 a.m., once again the press room is jam-packed with media waiting for information.

Although the post-impact fire raises questions about antimisting kerosene (AMK), FAA's Jim Woodall of the Technical Center takes an optimistic view. "We are very apt to learn more because the test didn't go exactly as expected than we would have otherwise," he said. Woodall also emphasized that all of the data from the various crashworthiness experiments on board the airplane had been radioed to ground recorders and should prove immensely useful in improving future aircraft design, structures and safety systems. He notes that the instrumentation in the 720 continued to transmit data for 10 minutes after impact. (continued on page 4)

COVER STORY...

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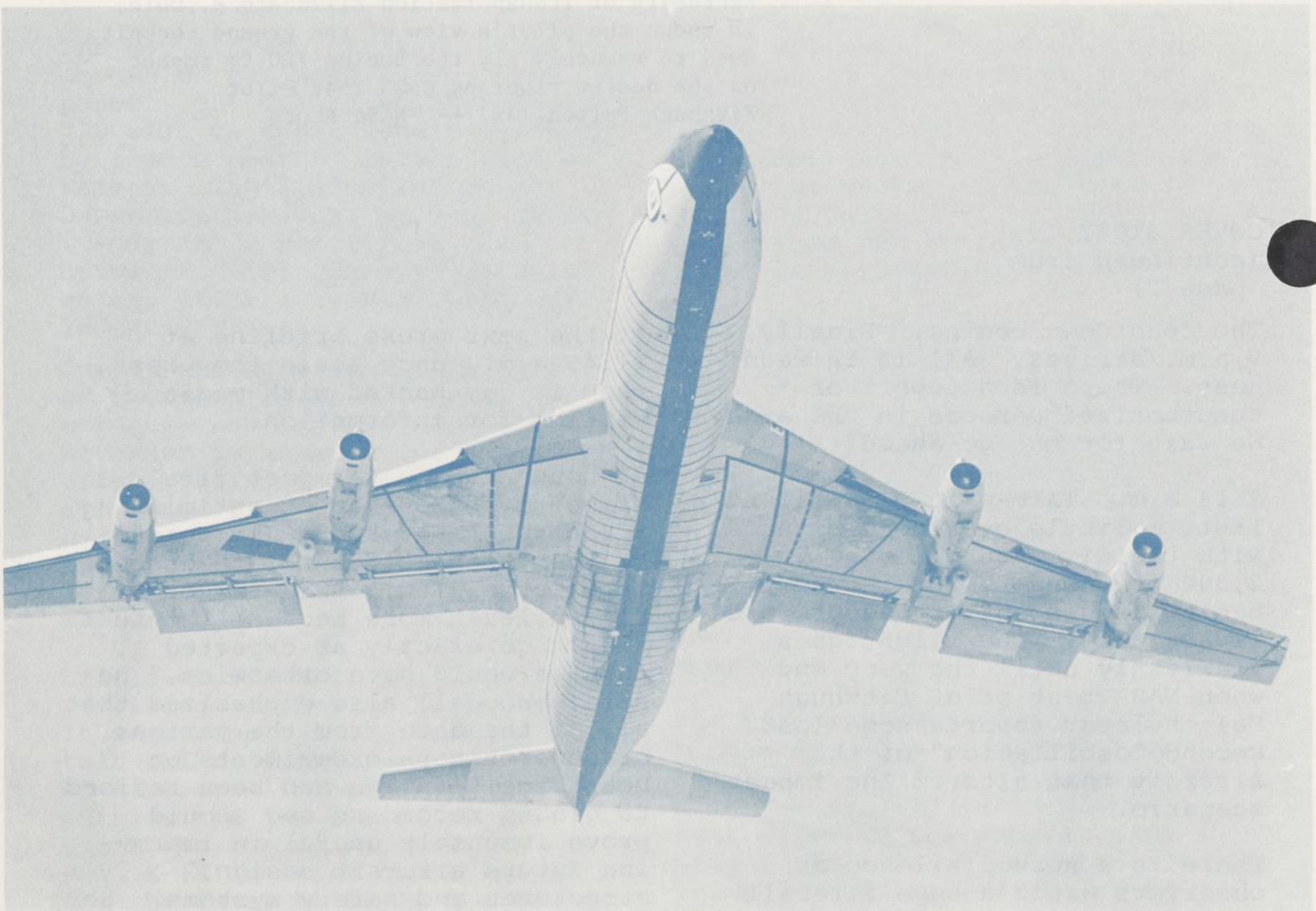
Administrator Engen told a television interviewer that although AMK had not performed exactly as anticipated, "I think the fire would have been greater had the fuel not contained AMK."

He said the agency would continue working on the draft of a notice of proposed rulemaking on the use of AMK. However, he indicated that its future was contingent on the findings of the FAA-led

accident investigation into the post-crash fire.

So far it appears that the CID has produced vast data. This data will have to be studied and re-studied, and this will take time. However, a review of the films of the interior has indicated that all seats and occupants remained in place, and the "impact" was judged to be survivable. Also, no cabin fire developed during the time of the photo recording.

By Barbara Abels



The Boeing 720 crashed by remote control in the Controlled Impact Demonstration is shown here on one of its last manned flights.

Bowling Benefit For The Junior Blind

On Dec. 1, Controllers from Los Angeles TRACON and Hawthorne ATCT staged a three game bowling match with four ladies from the "Ladies Professional Bowling Tour". The event was held at South Bay Lanes in Torrance (home of the FAA Bowling League). All proceeds (over \$500) were donated to the Foundation for the Junior Blind.

Representing the FAA were Cliff Kubla, Hawthorne ATCT; Bob Whitely, John Dutto and Don Meier, Los Angeles TRACON. These four fearless competitors matched their talents against: Robin Romeo, Southern California Bowler of the Year in 1982, has five professional bowling titles, three perfect games and two sanctioned series over 800; Donna Adamek, four time Bowler of the Year (1978-81), has 15 professional titles, ten 300 games and a high sanctioned series of 804; Lindy Mason, 1981 Ladies Professional Bowling Tour "Rookie of the Year", has two professional titles, three 300 games and a high series of 782; Anne Marie Pike, 1983 Ladies Professional Bowling Tour "Rookie of the Year", has claimed five professional titles, four 300 games and a high series of 836.

All who participated in this event sincerely thank all of you for your support in raising money for this worthy organization. A special "Thanks" also to the management and staff of South Bay Lanes for their support. "By the way, the controllers scores came up a little short".

*Foundation for the
Junior Blind*

5300 Angeles Vista Boulevard
Los Angeles, California 90043
Phone (213) 295-4555



A Scholarship For Mitchell

Dick Mitchell, System Specialist at Miramar Naval Air Station ARTS facility, received a \$750 tuition scholarship from National University in San Diego. The National University Scholarship Award was given to Dick for his excellent job performance during the past year. Presentation was made by Sandy Elwood, a representative from National University. Right photo: From left--Dick Mitchell, Sandy Elwood, and Dick's supervisor Peter Tarasiewicz.

Group Award For Maui People

A Group Special Achievement Award was recently presented to the employees of the Maui Nav/Comm and Maui Radar/ARTS Sector Field Offices for their outstanding efforts in replacing a mile of control cables atop 10,000 foot Mt. Haleakala under adverse climatic conditions. The following Electronic Technicians received awards: Lowell Hanks, Albert Kaulia and James Suizu, Maui Nav/Comm Sector Field Office (SFO); Robert Luuwai and Paul Hironaka, Maui Radar/ARTS SFO. Congratulations to each for his contribution on this special project.

PATCO Still Paying

What's left of PATCO is still paying for attempting to cripple the nation's air traffic control system after the August 1981 illegal strike. The latest blow to the now out-of-business union came when Washington's U.S. Bankruptcy Court awarded the Air Transport Association \$3.8 million from the PATCO strike fund for damages suffered by member air carriers. This court action brings to an end more than three years of litigation.



Area Forums Abound

Think tanks forums are sprouting up all over the FAA world. One reason is because the FAA/industry "think tank," held in Washington last July, recommended that air traffic officials get together with users for local forums.

As a result, the first of these now has been held in the Miami/Jacksonville area. Besides representatives from user groups and the military, those attending included FAAers from major Florida towers; the Houston, Miami, Jacksonville, Atlanta, and Washington en route centers; the Southern Regional Office, and Washington headquarters.

During the three-day get together, the 50 attendees tackled problems such as traffic flow in the south Florida area, special use airspace, and navaid outages. Recommendations resulting from the discussions now are being acted on by the Southern Region Air Traffic Division and, where necessary, Washington headquarters.

Partially because of the success of the Miami meetings, "think tanks" now are planned for the Kansas City, Denver, New York, and Washington areas, with others to be announced.

Civilair News

Double your fun with Double Discount Days at Sea World Now thru Feb. 28, 1985

Pick up your special Double Discount decal and attach it to your Shamu's Dolphin Club® card, and you'll receive a 30% discount on admission at the Sea World main gate. Double Discount decals are available from your personnel or recreation office.

SAVE 30%



The Double Discount Decal is back! Through Feb. 28, Sea World will give a 30% discount, compared to the normal 15% discount, to anyone presenting a Shamu's Dolphin Club Card displaying a special Double Discount Decal at the Sea World ticket window. These decals are available at the Civilair desk, Regional Office, Room 4W6.

EIT Tape Search

Bakersfield Airway Facilities Sector Field Office (AFSFO), in cooperation with AWP-17, is attempting to put together a complete set of the Engineer-in-Training training tapes produced at Phoenix Sector. The originals, produced on the old reel to reel format, were apparently destroyed. Several of the individual tapes have survived though. Bill McGraw at the Bakersfield AFSFO has collected most of the set of 34 tapes and is reproducing a master set for AWP-17 on 3/4 inch cassette for use by the Region and the field. Anyone knowing the location of any of these tapes is requested to contact Bill McGraw at FTS 8-961-4327. These tapes are a valuable resource for anyone studying for the Engineer-in-Training exam. Please help save them.

Faces Remembered

Remember when we ran this photo several months ago in INTERCOM? The photo represents the "Old CAA/FAA Sixth Region Federal Airways Gang" at the Santa Monica headquarters. We asked the question, recognize anyone?

Well, FAA Retiree Charles Benson writes to say that he was "startled by the photo and well remembers the short Christmas party we had in 1943 in the Sixth Region CAA Office on the corner of 4th and Broadway in Santa Monica."

Charlie comments, "I am in that photo and recognize almost every face. However after 40 and a half years I can only recall a few names: Harold Bean, Charles Grosh, Elmo Hartwell, K. C. Quillman, Carl Hand, Clarence Butler, Don Barton, Orrin Ferris and Guy Jarrett."

Thanks, Charlie, for sharing this information with INTERCOM readers.



First NAR Studies Finished on Time

The National Airspace Review (NAR) has now completed the 65 tasks that comprised the first phase which began three years ago. The last NAR phase I Executive Committee (EXCOM) meeting of FAA, industry, and the military was held December 4 in Washington.

Now that the first phase is completed, Air Traffic's Special Projects Staff, AAT-30, is stepping down and turning over responsibility for guiding the review to the Office of Management Systems. The second phase will shift the focus from the present system to the future system in order to take maximum advantage of the new technology coming on line. (See page 2)

At the final EXCOM meeting, both the Acting Deputy Administrator, J.E. "Sandy" Murdock, and representatives from industry commended the AAT-30 staff for its work on the extremely effective program. Under the direction of Karl Trautmann, the

staff guided the program to a below-budget and ahead-of-schedule conclusion.

At the same meeting, 11 of the last 12 NAR studies were presented. The 12th is due to be finished before the end of the month. From the studies presented came an additional 172 recommendations to improve the aviation system.

This brings the total number of recommendations coming from the three-year review to 850. Of the 678 that have been examined and passed on by the Administrator, over 500 are now either implemented or scheduled for immediate implementation. Only 24 were not adopted. The rest have not been acted on as yet.

One far-reaching recommendation recently implemented was the adoption of the Airport Radar Service Area, which is scheduled to be established at approximately 130 medium to high density airports in the near future.

Tim Linehan and Karl Edgenton Retirement Dinner

Tim Linehan and Karl Edgenton, Civil Aviation Security Inspectors at Los Angeles Civil Aviation Security Field Office, will be retiring in early 1985. A joint retirement dinner will be held for them on Jan. 22 at the Cockatoo Inn, 4334 West Imperial Highway, Hawthorne, Calif. Cocktail hour (cash bar) begins at 4:30 p.m. with buffet dinner at 6 p.m. Cost per person is \$15 which includes dinner, tax, tip and contribution to gift. Money must be received no later than Jan. 14. Makes checks payable to Candace Ducharme, in care of LAX CASFO, P.O. Box 45018 45018, Los Angeles, CA 90045. For further information, contact Candy or Lynne at 213/215-2280 or FTS 983-2280. Come join us in the celebration!

Walter Moon Retirement Luncheon

After 43 years of Federal Service, Walter Moon, Management Systems Division Manager, is retiring. The retirement luncheon will be Fri., Jan 18 at 11:30 a.m. in the Crystal Ballroom at the Hacienda Hotel. Cost of the buffet is \$9 per person (includes tax, gratuity and gift). Please contact Micki Hines, AWP-60A, 536-6406, for further information.

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.

Local FAA'ers Part of Controlled Impact Demonstration Team

The full scale investigation of the FAA/NASA planned Boeing 720 crash at Edwards AFB recently, included three local FAA'ers: Steve Soltis, National Resource Specialist, Crash Dynamics, was Chairman of the Crashworthiness Documentation; Charles Meshulam, Aircraft Safety Propulsion Systems Design Evaluation, was part of the Powerplant Investigation; and Ernie McIntosh, Airport Certification-Safety Inspector, was Chairman of the Crash-Fire-Rescue Investigation. Steve and Charles work at the Douglas facility in Long Beach and Ernie is located at the Western-Pacific Regional Headquarters in the Airports Division. Other investigation groups were: Survival Aspects, Systems, and Structures.



Jerry Long Retirement Party

Come join us for a retirement dinner party for Jerry Long, Manager, Fremont Airway Facilities Sector (AFS) and formerly Oakland AFS Manager. Date: Sat., Jan. 19; 6:30 p.m. - 7:30 p.m., cocktails; 7:30 p.m., dinner; at the Willow Park Restaurant in Castro Valley. Entree choice is New York Steak (\$19) or Chicken Cordon Bleu (\$16). For more information, please contact Marsha Walsh, FTS 449-6312 or Commercial 415-797-3200, x312.