



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

Western-Pacific Intercom



Paul Stebelton
Mystery Pilot Of The Year

Cover Story

Paul Stebelton, Accident Prevention Specialist at the Long Beach Flight Standards District Office, was recently surprised by the local aviation community in being selected "Mystery Pilot of the Year" and thoroughly "roasted."

Nearly 400 friends, colleagues, distinguished guests and well-wishers paid tribute to Paul for his unselfish and dedicated service in promoting aviation activities encouraging accident prevention techniques and representing the FAA as the Accident Prevention Specialist at the Long Beach FSDO in such a positive manner.

In being selected as "Mystery Pilot of the Year," Paul was honored to be the first person so selected by the Long Beach aviation community. It was a complete surprise to Paul who thought the "Mystery Aviator" was going to be well-known test pilot and aviation personality, Tony LeVier. In fact, Tony was there, but as one of the "Roasters". To say that Paul was well-roasted would be an understatement. In addition, the love, respect and admiration of Paul's peers were exhibited by letters of congratulations from FAA Administrator Donald Engen, the Deputy Administrator; certificates, plaques; and numerous awards from civilian and military clubs and organizations.

Taking an active part in the tribute to Paul Stebelton were the following aviation organizations:

- Pilots West Flying Club.
- Quiet Birdmen Hangers (Long Beach, Los Angeles, Santa Ana, Santa Monica, Palomar and San Diego).
- The Ninety-Nines, Inc. (the international organization of

women pilots (chapters at Orange County, Fullerton, Long Beach and San Diego).

- The Aviation Breakfast Club.
- Association of Naval Aviation (the Grand-Pa Pettie-Bone Squadron).
- The OX-5 Club.
- Silver Wings.
- Society of Experimental Test Pilots.
- Combat Pilots Association.
- P-40 Pilots Association.
- The Hump Pilots Association.
- The Early Birds.
- Experimental Aircraft Association (the Don Taylor Chapter #92).
- U.S. Air Force Auxiliary (Civil Air Patrol, California Wing, Group Seven Squadrons 129, 141 and 158).
- Every Saturday-Last Man Breakfast Club.
- The Aero Club of Southern California.
- The Skylarks.
- The Temecula Volunteer Air Defense Command.
- Orange County Sheriffs Aero Squadron.

The tribute to Paul was also attended by many FAAers and Retired FAAers.

The FAA family is extremely proud of Paul and his accomplishments. We join in saluting him as a most outstanding and devoted ambassador of General Aviation and the FAA.

Cover photo: Paul Stebelton (middle) proudly displays a couple of the honors he received. At left is Bill Stanford, long-time friend and one of the Masters of Ceremonies. At Paul's right is another long-time friend, Dick Simmons, and Paul's wife Elaine. Cover photo by Barbara Abels.

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Paul Stebelton Tribute



Above: Gary Koch (left), Acting Assistant Manager, Flight Standards Division, presents Paul Stebelton with the FAA Certificate of Recognition for "outstanding support and participation in the General Aviation Accident Prevention Program", signed by Regional Director Mac McClure.

Left: To the right of Paul Stebelton is Dick Simmons, well-known radio/TV/movie personality (Sergeant Preston of the Yukon). Dick has also narrated numerous films for the FAA.

More Mystery Aviator

Left: Congratulating Paul Stebelton at the left is U.S. Navy Jet Ace Commander Randy Cunningham, one of the first aces of the Viet Nam war. At the right is M.C. Roland Sperry.



Right: There were many, many FAAers on hand to pay tribute to Paul Stebelton. Among them were Kitty Kuhlmann (left), Air Traffic Manager of Fullerton Tower, and FAA Retiree Jerry Yocom, former Air Traffic Manager at Long Beach Tower. Photos by Barbara Abels.



Statistics Don't Tell The Whole Story

EDITOR'S NOTE: Paul E. Stebelton, FAA Accident Prevention Specialist, WP-FSDO -5, Long Beach, Calif., started flying as an aviation cadet in the Air Force in 1949. As an Air Force pilot, he instructed in the training command for three years, the last two in the All-Weather Instrument School at Moody AFB, Georgia. He then went to the Air Defense Command for four years and flew F-94s and F-89s.

In 1958 he went to the Strategic Air Command in B-47s. He retired from the Air Force in 1964 and instructed for several years as a civilian until becoming an FAA Operations Inspector in 1973. He has been an Accident Prevention Specialist for 10 years and describes his job as "Trying to talk pilots out of doing something foolish before they do it."

The following guest column is an introduction to aviation safety.

by Paul E. Stebelton

It has been said that most birds will dive to avoid a collision with an aircraft. Bird parents probably teach them to dive because they've heard that most pilots pull up to avoid birds. This is great, but as most of you know, nothing is 100 percent. You can assume that, like pilots, 10 percent of the birds never get the word or remember it if they did. Basically, you can't trust anybody.

Let me explain without using a lot of statistics. Statistics are like a bikini bathing suit - what they reveal is interesting, but what they conceal is vital. I'd like to tell you the way to reduce the ignorance factor below 10 percent.

To become a statistic, usually knowledge, ability or attitude (or a combination) are lacking. (Maybe we can blame the flight instructor.) If the CFI didn't teach, the student couldn't learn (or vice versa). To make it a little more incriminating, if the instructor didn't teach **well** (for permanent learning), the student can be expected to forget the lessons he once learned. Remember fuel management?

What can we do? Should we buy the status quo and assume there is nothing that can be done to get pilots to **permanently** learn that fuel management is the problem; weight and balance errors are often fatal; IFR/VFR problems of non-certified pilots are real killers; lack of density altitude knowledge is dangerous; and that legal currency is not competency? I believe that very few people want to die. Yet, what is there left to believe when pilots who should know better will not let the fatal mistakes of the

past teach them vital (and free) lessons.

Pilots, instructors and students, have I stepped on your toes? Good. I hope it hurts enough to ask me to get off. If you're doing your part, thanks. If not, use and profit by the lessons already learned at someone else's expense.

Experience can be the best teacher, your own as well as your fellow pilot's. Remember, confidence is that feeling you have before you really understand the problem.

If you are still one of the 10 percent who hasn't gotten the message, do me a favor and memorize this emergency checklist for all occasions:

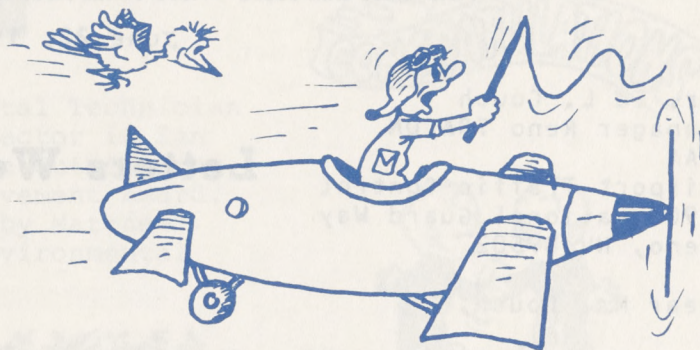
1. Maintain aircraft control.
2. Analyze the situation - take proper action.
3. Land as soon as practicable.

And if that is too much, just remember - aircraft control is always primary. In other words, don't drop the airplane to fly the microphone.

That's as simple as I can make it and I'd like to add my favorite wish for traveling pilots: "May the wind be always at your back - except for take off and landing."

Coming next issue - Weather tips for cross country travelers.

PAUL STEBELTON SAYS -----



REMEMBER - AIRCRAFT CONTROL IS ALWAYS PRIMARY --- OR ---



DON'T DROP AIRPLANE TO FLY MICROPHONE!!!

may the wind be always at your back --- Except for Take-off and Landing! - Paul

CARTOON BY --- FRANK WEISS

Employee Suggestion Brings Cash Award For Mark Barnes

Mark Barnes, Electronics Technician, Angel Peak Field Office, earned a cash award of \$500 for his suggestion to reduce maintenance costs. Mark developed an adapter for RSM Tests allowing maintenance to be performed on the spare RSM channel, thereby avoiding the removal of the entire system from service or transporting rack-mounted type test equipment to the remote RSM facility site.



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Telephone: (702) 972-7757

Mr. Ed L. Couch
Manager Reno TRACON
FAA
Airport Traffic Control
1900 National Guard Way
Reno, NV 89502

Letters We Like To Receive

Dear Mr. Couch,

Monday, 3 June 1985 I flew glider N4307B on a 190 mile Triangle, crossing over the Reno Airport twice en-route.

Although, in and out of the TRSA many times because of varying altitudes I was provided with traffic information with the usual curtesy and professionalism that I have come to expect from the Reno TRACOM.

I would like to commend those controllers on duty that day, and also the others who have worked my glider 07B on a daily basis.

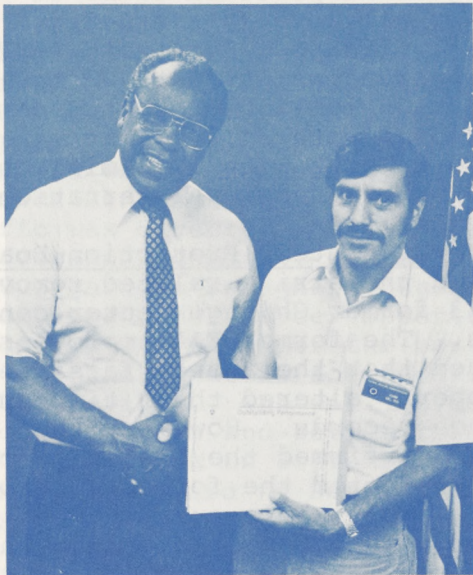
To better acquaint your controllers with our operating procedures, I would like to invite each for an orientation flight with myself in 07B. Orientation flights are, of course given free of charge to Government personel.

Please pass the word on to your men and thank them for a job well done.

Sincerely,

James D. Richardson
President

Juan Del Rio Earns An Outstanding



Juan Del Rio, Environmental Technician at the Airway Facilities Sector in San Diego was presented with an Outstanding Rating and a Special Achievement Award. The presentation was made by Matthew King, Supervisor of the Environmental Support Unit on June 25.



Controllers For Africa

In accordance with Montgomery Tower controllers' plan to try to help those suffering hunger in Africa, on July 13, the Tower celebrated "Controllers for Africa Day".

The controllers and Area Supervisors had pledged to raise 10 cents for every operation completed that day. Since there were 1102 operations, a total of \$110.20 was collected and donated to the African Relief Fund. Each person contributed \$9.18. Hats off to Montgomery Tower.

Anybody out there want to beat this record?

Las Vegas AFS Awards

QUALITY INCREASE AWARD

Dennis Johnson, Electronics Technician, Angel Peak Field Office.

SPECIAL ACHIEVEMENT AWARDS

Calvin Gilliam, System Performance Specialist.

Jack Neely, Engineering Technician.

Robert Smith, NAV/COM Electronics Technician.

Wayne Whipple, NAV/COM Electronics Technician.

Red Cornett, NAV/COM Electronics Technician.



Ernie Schmuck... Champion Weightlifter

Ernie Schmuck, an Electronics Technician at the Angel Peak ARSR facility, Las Vegas, Nevada, recently traveled to Dallas, Texas, to participate in the National Master Powerlift Invitational Meet. Over 160 other participants competed for various weight and age group titles. Ernie completed with a second place in the 242 pound class, 45-49 age group, with a total lift of 1,471 pounds. Ernie turned 50 years of age the week following competition and hopes to be in first place next year in this new group.

The News

In Brief

*Edmund Pinto, Assistant Administrator for Public Affairs, has announced that he will leave FAA at the end of August to become the Senior Vice President for Public Affairs of the Aircraft Owners and Pilots Association. A former newsman, Pinto earned his pilot's license while at FAA and established a STOL world record. His replacement has not yet been named.

*The National Transportation Safety Board (NTSB) public meeting on the Dec. 6, 1984, Provincetown-Boston Airlines (PBA) fatal crash at Jacksonville, Fla., will be held August 6 at Marco Island, Fla. All 13 occupants in the Brazilian-built Embraer Bandeirante-110 died when the plane crashed on takeoff after losing its horizontal stabilizer. The Board's investigation already has resulted to safety recommendations that were acted on by FAA.

*So far, the appeal to FAAers to contribute to a fund for paralyzed controller Mike LaJuene of the Milwaukee/Mitchell tower has raised \$17,500 with 90 percent of FAA facilities responding. The funds will be used to purchase a specially equipped van. The fund address is: Mike LaJuene Trust Fund, St. Francis Savings & Loan, Acct. No. 0301045593, 2360 N. 124th St., Wauwatosa, Wisc., 53226.

*FAA is one of the agencies being looked at by the General Accounting Office in their review of the implementation of the new Performance Management and Recognition System. This is the system that Congress developed to replace the Merit Pay System. The review will seek to determine how successful pay for performance systems are in government. The review is currently underway and will run through August.

*The Airport Operators Council has announced that in 1984 the world's five busiest airports in terms of passengers all were in the U.S. They are: Chicago O'Hare with 45.7 million passengers; Atlanta Hartsfield with 39 million; Los Angeles International with 34.3 million; Dallas/Fort Worth with 32.3 million; and New York's Kennedy International with 29.9 million.

*The Merit Systems Protection Board has upheld the strike-related removals of 73 former Chicago Center controllers. The former FAA employees had argued that the agency falsified or improperly altered their time and attendance records. However, the full Board affirmed the initial decision and rejected the former controllers' arguments while sustaining their removals for participating in the strike.

*In conjunction with next year's 50th ATC anniversary, a reunion is being planned for members of the old Detroit Center, which has been out of business for more than 20 years now. Those interested should contact Lloyd Duncan, FTS 784-5239, or Jim Holtsclaw, FTS 983-2019.

Retirement Party -- John Hurlbert

John Hurlbert, Air Traffic Controller, Deer Valley Tower, is having a retirement party scheduled for August 24. John is retiring after nearly 40 years and four months of government service. If you would like to attend this Gala Affair, please contact Deer Valley Tower at Fts. 261-4872 or Comm. 602/581-1492.



Monterey Tower News

The temporary tower at Watsonville Antique Aircraft Fly-in held Memorial Day Weekend, was staffed by Monterey Tower volunteers again this year. A Group Special Achievement Award was presented to them for the excellent manner in which air traffic was directed and for their professional conduct. Controller Jayne Overgard is resigning August 10, to explore other career opportunities and we all wish her the best.

We bid farewell and good luck to Tim Baribeau, who will be moving on to bigger and better things at Coast TRACON on September 1. Welcome aboard to Scott Muir from Santa Monica Tower, Chuck Tyler from Long Beach Tower, Tony Patrizio from Orange County Tower and Ralph Lent from San Francisco Tower. Congratulations to John Collier on receiving an Official Letter Of Commendation and to Liz Johnson for receiving an Outstanding Rating with a Quality Within-Grade.

Monterey, Salinas, and Fort Ord facilities will be getting together for their second annual picnic at the Fort Ord Recreation Area on August 3, with hamburgers, hot dogs and associated liquid beverages provided by the Monterey Human Relations Committee.



Centers Report Success With Asbestos Removal

The asbestos removal work being done in en route centers in conjunction with the expansion for the new host computers has now been completed at the Seattle and Boston centers. During this project, no significant evidence of asbestos particles in the atmosphere of adjacent areas was found by special monitoring equipment.

Because of the successful results at Boston and Seattle, the same process to assure clean air will be used at remaining centers. The work has already begun at several centers and is expected to be completed over the next six to eight months.

Flight Time Rule Adopted

One of the longest running rule-making projects in FAA history came to an end July 17 with the publication of a new flight time rule for airline pilots.

The new rule permits more flexibility in scheduling flight crews and, at the same time, insures adequate rest between assignments. Also, for the first time, it prescribes long-term flight time limitations for commuter and on-demand air taxi pilots who presently are restricted only as to the amount of time they can fly in a 24-hour period.

In developing the new rule, FAA used a process known as "regulatory negotiation," which means it was drafted with the help of an advisory group representing all affected parties. FAA decided on the approach after previous attempts to update and simplify the 30-year old flight time rule failed to win anything approaching an industry consensus.

Implementation of the new rule is scheduled for Oct. 1, 1986.

ASW Helicopter Branch Named Top 1985 Certification Office

The Helicopter Certification Branch of the Southwest Region has beaten out a strong field of competitors to win the 1985 National Aircraft Certification Office Award.

The Helicopter Branch, located in Fort Worth, was the unanimous choice of the award selection panel because of its outstanding work on several fronts, including: jointly certifying Bell helicopters with the Canadian Air Transportation Administration; working closely with the Coast Guard and the Aerospatiale Helicopter Corporation to certify new Coast Guard helicopters; volunteering to assist Flight Standards in conducting a flight test to see if various types of radar could be used in the Gulf of Mexico as obstacle avoidance devices; participating in aviation education activities at the university and high school level; and conducting Designated Engineering Representative seminars to inform on-site engineers of the latest certification procedures.

Don Watson, manager of the ASW Aircraft Certification Division, attributes this success to the branch employees' sense of cooperation: "They're very much into teamwork; they're not just a bunch of individuals working towards their own goals."



Appreciation Call

The Fresno Tower recently received a call from Brian Wetherford, Regional Fire Control Officer for the State of California, praising the efforts of all the tower personnel, including those staffed temporarily, for their assistance in the control of Air Tankers. Due to the expeditious control, they were able to make more drops when it was desperately needed. Mr. Wetherford stated, "Please give all the involved personnel our deepest thanks and a well done."

Windecker Eagle In Air and Space Museum

At recent ceremonies turning over the first all-composite aircraft to the National Air and Space Museum, FAA was commended for supporting the development of composite technology and presented with an award by the Dow Chemical Corp. The Windecker Eagle, now to be displayed permanently in the museum, was the first such plane to be certificated by the agency.

The seven experimental, all-plastic planes built to date have flown thousands of trouble-free hours since the first was completed in 1969. Tests run by the University of Texas found that after ten years of use the composite materials were as strong or stronger than when the planes were first built.

The 3400 pound, four-place planes cruise at 190 m.p.h. and have a top speed of more than 230 m.p.h.



50 Years of Air Traffic Control Excellence
— A Standard for the World —



Wayne Keen

We were saddened by the sudden and unexpected passing of a good friend and long-time controller, Wayne Keen of Las Vegas Tower. Wayne succumbed to a heart attack while at home May 30, 1985. Wayne was active in his church and was an ardent softball player. He was 49 years old.

"Tony" De Andrea

Friends of Tony De Andrea will be saddened to learn of his death of congestive heart failure on July 8, at age 77. Tony worked in both Air Traffic and Airway Facilities Divisions. Known for his expertise in "leased wire services", his willingness to help resulted in his return to the agency on two occasions after his retirement. Tony served in the FAA for over 35 years. At his request, no services were held.

Air Traffic Delays Drop

"I Love New York" signs are taking on new meaning this summer as the drop in air traffic delays has removed some of the hassle out of flying into and out of the "Big Apple." In fact, during the first six months of the year, delays were down 44 percent at the city's three major airports compared with the same period in 1984.

Administrator Engen took note of this fact in a speech to the Port Authority of New York and New Jersey on July 23, observing that New York reflects the nationwide trend with total delays down 25 percent across the

GA Audit "Encouraging"

Preliminary results of the first 11 months of the agency's General Aviation Safety Audit (GASA) show that most private and business flying is being done safely and by the book. Administrator Engen called these results encouraging but added that FAA is working hard to correct deficiencies.

The GASA began in July 1984 and will continue through the end of the year. The survey is General Aviation's counterpart to last year's National Air Transportation Inspection (NATI).

As of the end of June, agency inspectors had filed a total of 23,093 reports on GA operations and had spent more than 23,000 hours making the inspections involved.

The audit covered all pertinent areas including: Part 125 operators; operators of old four-engine jet aircraft now required to meet FAR Part 36 noise standards; flight schools; flight instructors; pilot examiners; repair stations and mechanics; and on-demand air taxi operators. The data from all segments of the audit are being entered into computers for a detailed analysis, which is expected to be available after the first of the year.

country from the 1984 figure.

Engen pointed out that New York airports accounted for 69,928 delays of 15 minutes or more in the first six months of 1984. That was 37 percent of all delays in the air traffic control system during that period.

"This year," he added, "New York has been a major participant in the solution to these (delay) problems. In the first six months of 1985, New York airports experienced 39,634 delays, which is only 28 percent of the delays in the overall system."

Weather continues to be the single biggest culprit, causing about 60 percent of all delays.

Ontario/Daggett/Needles/Blythe FSS Happenings

Ontario FSS recently commissioned new equipment, which allows reception of signals from the "Geostationary Operational Environmental Satellite" or GOES for short. This rather complex sounding device provides Weather Briefers with "pictures" of the weather patterns taken from a satellite in outer space. The beneficiaries of this new capability are the Weather Briefers at Ontario and the users of their services - the General Aviation Pilot.

New arrivals: Bill Fennemore, Elko FSS; Dave Serna, from the FAA Academy; and Richard Smith, who achieved Full Performance Level status after his "return" from Thermal FSS. Ontario welcomes one and all.

Where there are arrivals, there are usually departures: Dennis Floyd has departed for Elko FSS; Larry Ditler for Phoenix FSS; SATCS, Larry Berg has been detailed as a Duty Officer (AWP-6); Bob Williams to Oakland FSS; Randy Gray to Los Angeles FSS; and Howard Irwin, was to Area Supervisor at Ontario FSS.

In other personnel actions, Bill Bryant at Blythe was selected for Phoenix FSS/Prescott AFSS; Bernie Hoffman (Daggett FSS) for Los Angeles FSS; Bob Hanson at Daggett has achieved Full Performance Level status; and Jim Kelley has departed Daggett FSS for the Terminal Initial Qualification Course at FAA Academy, Oklahoma City and subsequent assignment to Palo Alto Tower. Good Luck to all in their new jobs.

The Ontario FSS FATTAC Committee recently changed personnel. New FATTAC members are Bob Dean, Doug Sage, Howard Irwin and Tom Rash, replacing outgoing member Eddie Nelson, Larry Ditler, Paul Provence and Tom Dunn.

A number of Ontario FSS people are celebrating wedding anniversaries. Don Knehr and his bride Robin celebrate their very first anniversary, and Gary Spranger and his "bride" Susan are celebrating 30 years of marriage. Between those two extremes are: Tom Dunn and Celine, 17 years; Bob Dean and Claudia, 16 years; BOB Williams and Claudine, 12 years; and Dale Conner and Sue, Four years of wedded bliss. Congratulations to each and every one.

Ontario FSS has been conducting Cardio-Pulmonary Resuscitation (CPR) Training for its own employees and for employees in other FAA Facilities, including Ontario Tower/TRACON, Riverside AF Sector personnel, Brackett Tower, Riverside FSDO and for Riverside Tower. Chuck Burge and Dale Conner have been the instructors for the course.

Ed Murch and Billy Bryant at Blythe FSS were instrumental recently in the safe recovery of an aircraft whose pilot had become sick and disoriented. The Blythe FSS specialists solicited the assistance of another pilot in the air and, by relaying instructions through the other aircraft, the distressed aircraft and its pilot was directed to a safe landing. Good job guys!

Ontario Quality Assurance and Training Specialist, Jim-Ball, received KUDOS recently in the form of a Letter of Appreciation from San Gabriel Valley Airport Association for his involvement in a safety seminar conducted by the association. Jim Ball talked to the assembled group about the future of Flight Service Stations.

Janet Snyder, Ontario FSS Secretary, recently attended an On-Hands Training Course on the Data General Word Processor, held at Los Angeles TRACON.