



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

Western-Pacific Intercom



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Cover Story

When Oakland Bay TRACON Controller Wayne Waltrip was selected as a Traffic Flow Branch Specialist in the Central Flow Control Facility in FAA Headquarters, he decided to make his relocation move of 3,300 miles on a **bicycle** and while doing so raise funds for the Multiple Sclerosis Society. Pledges per mile to Multiple Sclerosis were started by FAA Air Traffic Controllers and Airway Facilities Electronic Technicians at the Bay TRACON several weeks before Wayne started his journey.

The news of this event quickly spread nationwide among FAA offices and a spontaneous voluntary campaign was underway. On August 19, 1985, the first pledges from outside the Western-Pacific Region came in from Alaska; pledges of one cent per mile were received from each of the 36 Air Traffic Control Facilities in the Alaskan Region.

Regional Director Mac McClure, confident that Wayne would complete the entire trip via bicycle, was the first supporter of this event to send his check. The Director's check was presented to Wayne by Oakland Area FAA Representative Ben Kennedy at the time Wayne left the West Coast.

The funding drive by the Oakland Bay TRACON quickly snowballed into a national network of volunteers who, to date, have collected more than \$13,000 in FAA contributions. The largest single pledge received from an FAA employee was 8 cents per mile (\$264) from Bay TRACON Electronics Technician Tex Mummert and his family.

Wayne departed the West Coast from the Golden Gate Bridge in San Francisco. He stopped by the Bay TRACON for farewell messages from Bud Doane, San Francisco Multiple Sclerosis Society representative, and many of the TRACON employees at 10:30 a.m. on August 28. This event was covered and published by the Alameda Times. Wayne then pedaled from San Francisco to Ocean City,

Maryland via Highway 50 through Nevada, Utah, Colorado, Kansas, Missouri, Illinois, Indiana, Ohio, West Virginia, Virginia, District of Columbia and Maryland.

Wayne averaged an impressive 120 miles per day over the 30-day odyssey. Ironically, he racked up his best day, 156 miles, in the oxygen-thin Rockies of Colorado and had his slowest day, a mere 101 miles, on the plains of Kansas. Beyond some strong headwinds and epithet-hurling truckers, Wayne's only problem was an understandably tender posterior.

Joe Wilgis, a retired FAA controller from Ontario Tower, accompanied Wayne enroute in a support vehicle carrying an extra bicycle, clothes, tools, etc. Wayne reported that the duo was frequently stopped along the way by motorists who wanted to contribute.

The cross-country adventure ended with a triumphant arrival at FAA Washington headquarters lobby on Sept. 27, and a greeting by Secretary Dole and a cheering throng of FAAers.

And after this two-year headquarters tour, how does Wayne plan to make his next change of station? "I'm thinking about taking a balloon."

Cover photos: Top left--Wayne Waltrip and Joe Wilgis depart the West Coast. The Golden Gate Bridge is in the background. Top right--Farewell to Wayne Waltrip as he leaves Bay TRACON. From left, Air Traffic Manager Jack Ryan; Wayne Waltrip; retired FAA controller Joe Wilgis; Don Doane, San Francisco Multiple Sclerosis Chairman; and Assistant Air Traffic Manager Ron Nichol. **Bottom photo:** Ben Kennedy, FAA Coordinator and Manager of Oakland Tower, and fellow Oakland FAAers wave goodbye as Wayne starts his 3,300-mile bike ride to Washington, D.C. This photo is by Ben Margot of the Alameda Times-Star newspaper.



Above: Oakland Area FAA Representative Ben Kennedy presents the Regional Director's check to Multiple Sclerosis to Wayne Waltrip at farewell ceremonies in front of the Bay TRACON.

Left: Bay TRACON Air Traffic Manager Jack Ryan wishes Wayne a good, safe journey and says "goodbye" as he leaves Bay TRACON for his new assignment at Washington headquarters.

DOT Secretary Dole characterized Wayne's ride as a charitable odyssey and said he had set a great example of voluntarism. She also noted that she was proud of FAA's whole work force. Also greeting Waltrip was Air Traffic Operations Service Director Jack Ryan, who will be Waltrip's new boss. You will recall that Wayne's "old" boss was also Jack Ryan of Bay TRACON. ...photos by Jack Ryan, Joe Wilgis and Harold Heinrichs.



United States
Department of
Agriculture

Forest
Service

LOS PADRES NATIONAL FOREST
6144 Calle Real
Goleta, California 93117

AUG 22 1985

Reply to: 5700 Aviation Management

Date: August 20, 1985

Federal Aviation Administration
Chick Foley - Tower Chief
1503 Cook Place
Goleta, California 93117

Dear Mr. Foley:

During the period June 30 through July 1st, the Los Padres National Forest and California Department of Forestry experienced a rash of wildland conflagrations.

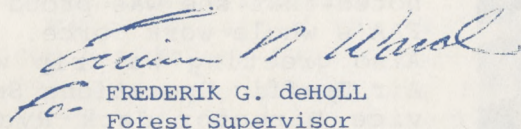
The air attack effort and logistical support involved with controlling several potentially catastrophic fires was primarily operated out of the Santa Barbara Air Attack base.

A total of 28 air tankers, 6 lead planes and 4 air attack aircraft were working approximately 29 incidents in the area. Numerous charter aircraft brought in personnel and support equipment. A military C-141 and C-130 brought in fire fighting material.

The FAA Air Traffic Controllers at Santa Barbara Airport did an exemplary job of handling the heavy influx of air traffic and ground congestion associated with the fire fighting effort while continuing with everyday traffic at Santa Barbara. The air attack base manager was afforded complete cooperation through out the operation. Many compliments were made by the air tanker pilots of the cooperative treatment they were given.

The Air Traffic Controllers are to be commended for an outstanding job. Thank You.

Sincerely,


FREDERIK G. deHOLL
Forest Supervisor

LETTERS WE LIKE TO RECEIVE



Operation

Rain Check

At

Oakland Center

The Oakland Air Route Traffic Control Center recently conducted a week-end Operation Rain Check for 18 general aviation pilots from the Bay Area. The experience levels of these pilots ranged from private pilots with some training towards an instrument rating to Airline Transport-rated pilots and designated pilot examiners.

Speakers for Operation Rain Check included Darrel Vernon, Brad Cunnington and Greg Snyder, Training Specialists at Oakland Center; Gary Olson, Quality Assurance Specialist at Oakland Center; Dave Hatt, Air Traffic Control Specialist from Bay TRACON; Janet Hitt, Aviation Safety Specialist from San Jose Flight Service District Office; and Richard Namm, National Weather Service Specialist from Oakland Center Weather Unit.

The pilots attending Operation Rain Check were instructed in ways to more effectively operate within the air traffic control system from flight plan filing and processing, Instrument Flight Rules and Terminal Control Area clearances, radio usage and technique, weather information, and all Air Traffic Control services available to them. The participants were briefed on controlled and uncontrolled airspace, controller duties and priorities, separation standards and technique, Visual Flight Rule services available, and the handling of aircraft in distress. Lewis Ebersole from Bay TRACON explained procedures for receiving VFR services through TRACON's airspace as well as receiving clearances through the San Francisco TCA.

The participants all agreed that the highlight of the weekend was the control room monitoring session on Sunday. Each member of the group was issued a headset and placed at a control sector to observe the controllers at work. They were able to ask questions regarding specific procedures and handling of aircraft, and the controllers had the chance to personally meet some of the general aviation pilots using their services.

Upon completion of the two-day course, the participants walked away with a much better understanding of how the entire air traffic control system operates and also learned how to function more effectively within that system. They left with a much greater appreciation for the job controllers at Oakland Center are doing, as well as the services provided by Oakland Flight Service Station, Bay TRACON, the National Weather Service and the Flight Standards District Office.

More Operation Rain Check week-ends are being scheduled, and Oakland Center people are looking forward to a large turnout of interested pilots to make future Rain Checks as great a success as this one.



Willie Bullock Retirement Luncheon

A luncheon is being held in honor of Willie on October 25, 1985, at Finney's, 665 North Harbor, Redondo Beach, CA. Anyone interested in attending should call Al Potter, 213/297-1293 or Cathy Trujeque, 213/297-1295. Willie is retiring after 27 years of service. The Human Resource Management Division will miss Willie.

A Fine Tribute To A Fine Gentleman . . . Bob Talbert



The Crowds Of
Well-Wishers
Kept Pouring In
To Pay Tribute
To Logistics
Retiring Bob Talbert

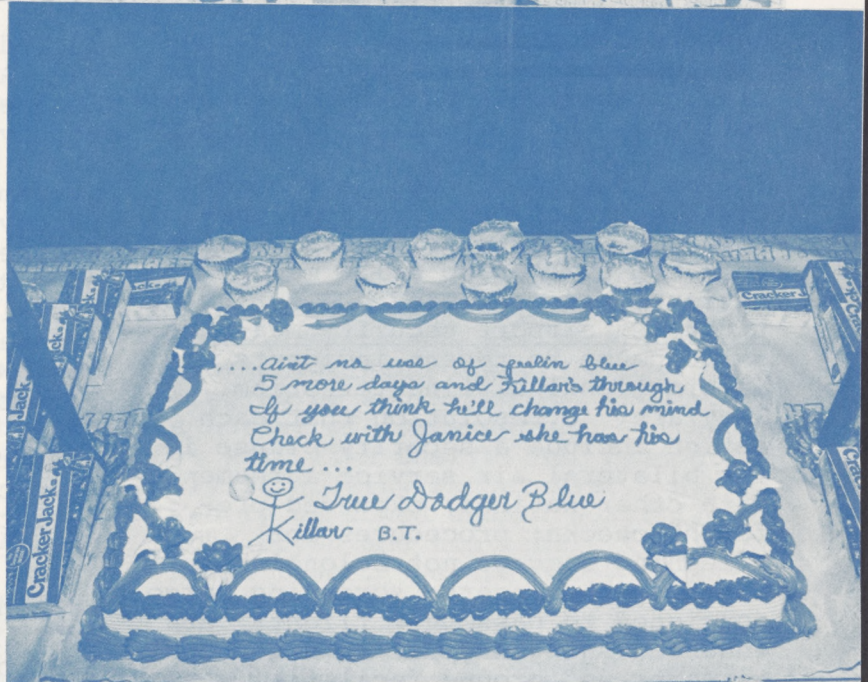
Photos By Rafael Riera.



Bob Talbert, Supply Technician, Logistics Division, Property Management Section, recently retired after 41 years of federal service. The entire division (indeed, perhaps the entire R.O.) turned out to honor Bob and wish him "Happy Retirement."

Highlight of the tribute was a specially signed baseball by Los Angeles Dodgers' Manager Tommy Lasorda. An avid Dodgers fan, Bob was overwhelmed. The photos tell it all!

Top Photo: Ted Campbell, Manager, Materiel Management Branch, presents Bob with his official Retirement Certificate.





The News

In Brief

* FAA has launched a special two-month drive to recruit applicants for air traffic control positions in an opening response to Secretary Dole's directive to boost the size of the controller work-force from the current level of 14,000 to almost 15,000. The agency normally recruits controllers twice a year -- during the months of April and October -- to maintain a pool of qualified applicants to fill vacancies created by retirements, attrition, transfers, and other personnel actions. The current drive has been extended through Nov.30.

* The Council of the International Civil Aviation Organization, composed of 33 national representatives from the U.N. group's 156 member nations, has recommended a series of tightened airport security measures in response to recent incidents of international airline terrorism. They are: a resolution that each nation include a security clause in its bilateral air service agreements with other nations; expanded pre-flight checks; procedures for screening baggage not belonging to boarding passengers; screening cargo consigned to passenger flights; and enhanced safeguards at international airports and ground facilities.

* The agency has scheduled a meeting Oct. 28-30 in Arlington, Va., to discuss "fly-by-wire" and other advanced aircraft control systems. The meeting could help FAA determine the criteria to be used in certifying aircraft with control systems dependent on electronic technology.

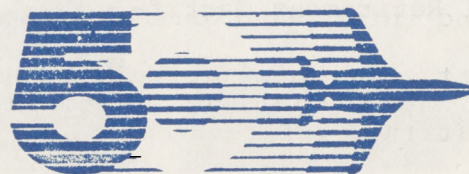
Regional Deputies Picked

The agency has a trio of new regional deputy directors: William Pollard in the Southern Region; Jerold Chavkin in the Central Region; and Clyde DeHart in the New England Region.

Pollard, who has been acting Deputy Director of the Central Region since April, began his FAA career in 1964 as a controller in the Memphis Center. In the years since, he has had tours as Assistant to the Director of Air Traffic in Washington headquarters, Manager of the Las Vegas Tower, Assistant Manager of AGL's Air Traffic Division, and Manager of the ACE's Air Traffic Division.

Chavkin, formerly Director of the Rotorcraft Program Office, started with the agency in 1963. He has held a number of high posts in the engineering field, including Special Assistant to the Associate Administrator for Engineering and Development, Deputy Director of the Quiet Short Haul Air Transportation Systems Office, Acting Director/Deputy Director of the Systems Engineering Division, and Manager of the Aircraft Engineering Division.

DeHart, who comes to ANE from his post as Manager of the AWP Flight Standards Division, has been with FAA since 1969. Starting as a GA Operations Inspector, he has worked in a variety of positions, including chief of the Oklahoma City GADO, head of the Flight Standards Branch, FAA Academy, and Manager of the AWP General Aviation Branch.



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



Regional Airports

Division Awards

OUTSTANDING PERFORMANCE CERTIFICATE
John Milligan, Standards Section

LETTER OF APPRECIATION
Ellsworth Chan, Safety Section

Congratulations to each of you.

FAA

Toastmasters

Club 3449

FAA Toastmasters Club 3449 meets at the Regional Headquarters on the first and third Tuesdays of each month. The members meet from 11:30 a.m. until 1 p.m. on the fourth floor, Rooms 4W3/4W7.

Guests and visitors are **ALWAYS WELCOME**. Join the group and learn effective methods of communication and leadership. The Regional Director has approved one hour of administrative leave for employees to attend this educational function.

Contact Administrative Vice President Andy Anderson, ext. 6125, for further information.

EVERYONE IS WELCOME!

New Air Traffic Training Programs Announced

Starting in October, a new method will be used to place developmental controllers in en route and terminal options.

Under the new system, students will not be placed in an option or a facility until they have successfully completed the Academy Screening Program.

Following the screening, regions will make option and facility placement assignments based on operational needs, data on student performance in the screening, and students' personal preference. After the placement, students will enter an Academy training course which will be designed to prepare them for field classroom and on-the-job training in their assigned option.

Currently, en route and terminal developmental ATC controllers are placed in an option and facility before attending the Academy.

Falcon Tower News

Congratulations to Controller Cheryl Palkom who was recently selected for Reno Tower. Cheryl is also to be applauded for receiving a Letter of Commendation. Although we will miss Cheryl, our Falcon family is growing rather fast. We recently welcomed aboard Controller John Bryan and his family from Santa Maria Tower. We are happy to announce that Controller Bill McSpadden and wife Mary Ann are the proud parents of a newborn son. Benjamin Travis McSpadden came into this world at 8:58 a.m. on August 19. Mary Ann and Ben are doing fine. We are not so sure about Bill. Congratulations to Controller Tim Spence and his wife Cynthia on their recent marriage. Welcome to the FAA family Cynthia.

GASA Phase Two Reveals High Compliance Rate

The second phase of the agency's General Aviation Safety Audit (GASA), which covered 29 older transport aircraft currently being flown by corporate operators under temporary exemptions from FAA noise rules, has found a better than 90 percent rate of compliance with safety standards.

The aircraft involved include the BAC-111, B-707, and DC-8, many of which may be phased out or replaced in the near future because of the time limitations on their exemptions. This has raised concerns that operators might cut back on maintenance to hold down costs, thus creating possible safety problems. The GASA findings should ease these concerns.

The first phase of GASA dealt with Part 125 non-airline operators of large aircraft, such as travel clubs, corporations, and contract cargo outfits. It also found a high rate of compliance with FAA regulations.

In another phase of the study, FAA is looking into flight schools, instructors, repair stations, and mechanics. A separate phase will cover on-demand air taxis.

Authority Reverses Regional Unit Decision

The Federal Labor Relations Authority (FLRA) on Sept. 20 issued a decision upholding the agency's position that only a nationwide unit of air traffic control specialists is appropriate for collective bargaining. This decision reverses an earlier ruling issued by an FLRA regional director.

As a result of the full Authority's decision, the petition filed by the American Federation of Government Employees to represent controllers in the New England Region has been dismissed.

In addition, the Authority's decision precludes any additional petitions to represent controllers below the national level.

In making his decision to allow regional units the FLRA regional director found that controllers shared a community of interest on the regional level. But, in reversing that decision, the Authority pointed out that this community of interest is national in scope and that the air traffic control system operates as a single, nationwide unit.

Federal Employee Health Benefits Open Season

OPM has announced that there will be a five week long open season for Federal Employee Health Benefits beginning November 4, 1985 and lasting through December 6, 1985. During the open season, eligible employees may change plans and/or options. (Those of us who want no changes simply do nothing!) OPM has boasted that it has concluded a successful round of negotiations with health benefits providers and that lower rates can be anticipated for most Government workers. In addition, several new health plans have been added giving employees more choice than ever. Open season material will be distributed through human resource management offices as it is received from OPM.

Good News for Some Reemployed Annuitants

Sometimes, timing is everything. Passage of the Supplemental Appropriations Act of 1985 was generally good news for all concerned. It was particularly good for 132 FAA air traffic controller reemployed annuitants who retired after Aug. 3, 1981, and before April 1, 1985.

This group will no longer have their full annuity subtracted from their salary, although their basic salary and annuity will be capped at \$2,633.60 per pay period, computed at an hourly rate of \$32.92.

However, for the group who retired before Aug. 3, 1981, whose annuity was not being subtracted, the news was not all good. Now, their basic salary and annuity also will be capped at the \$2,633.60 level. Previously, it had been excepted from this cap.

Salary adjustments will show up in October paychecks.

HIWAS Coming of Age

The Houston en route center became the third air traffic facility to go operational with Hazardous Inflight Weather Advisory Service (HIWAS) on Sept. 20.

HIWAS, which has been operational in the Jacksonville and Miami center areas since July 1983, broadcasts significant hazardous weather information on a continuing basis over selected radio navigation aid (VOR) frequencies. FAA plans to expand the program on a center-by-center basis.

In areas where HIWAS is operational controllers and specialists will not routinely broadcast hazardous weather reports. Instead they will give pilots appropriate HIWAS frequencies.

Withholding Taxes, An IRS Concern

Recent misunderstandings about the amount of taxes withheld from paychecks, which have led to several lawsuits against FAA payroll employees, has prompted a reminder from the Office of Accounting (AAA) that tax withholding is an IRS concern.

AAA also reminds employees that they themselves determine the amount of withholding when they claim exemptions on the Employee's Withholding Allowance Certificate (IRS Form W-4).

The FAA payroll office is then required by IRS to submit copies of all certificates on which employees claimed more than 14 dependents or on which employees claim to be exempt from withholding. IRS then contacts the employee if there is a problem and works directly with him or her. In this case, if IRS finds the certificate to be improper, the payroll office will be directed to withhold on the basis of the IRS statement.

Employees who feel there is something wrong with the IRS directed withholdings should contact IRS directly.

Attention All Women

To all Women who are now or ever have been a member of the Armed Forces; The GOLDEN GATE WAVES cordially invite you to an "ALL SERVICE WOMEN VETERAN'S LUNCHEON" Saturday, November 9, from 11 a.m. to 3 p.m. at the CPO Club, Treasure Island. No host bar starts at 11 a.m.; lunch at 12 noon. Prime Rib lunch, favors, hospitality and good company at \$20 per person. For information, please call: Jean Johnston, for the West Bay and Peninsula--415/355-2255; Sybil Garvin, for the East Bay--415/658-3060; or write to Marty Landers, 14551 Acapulco Road, San Leandro, CA 94577



International News

ELAINE P. CARTER, INTERNATIONAL AVIATION SPECIALIST, AWP-4(F)

(213) 297-1337
FTS: 984-1337

Australian Official Visits Regional Office



Keith H. Toakley of Australia's Department of Aviation (C) with Acting Regional Director Wayne Newcomb (R) and Acting Deputy Director Frank P. Contrell (L)

Mr. Keith H. Toakley, First Assistant Secretary, Resources Division, Department of Aviation, Canberra, included a brief stop at the FAA Regional Office following similar visits with United Kingdom's Civil Aviation Authority (CAA), and the British Airport Authority at London; the Canadian Air Transportation Administration at Ottawa and Toronto; FAA Headquarters, Washington, D.C. and the Port of New York and New Jersey Authority.

The purpose of Mr. Toakley's extensive itinerary was to discuss the latest developments in management systems in kindred transportation and related authorities.

In Los Angeles, Mr. Toakley was met and welcomed by Elaine Carter, with whom he renewed the working rapport they had enjoyed during his previous tenure as Civil Air Attache with the Australian Embassy in Washington, D.C.

After a brief courtesy call on Messrs. Wayne Newcomb, Acting Director, and Frank P. Cantrell, Acting Deputy Director, Mr. Toakley met with Mr. John Rivers, Manager, Budget Division, AWP-30 and with Mr. Dan Mack, Manager, Management Systems Division, AWP-60, to discuss applications in Program Budgeting, Computer Applications in Financial Management, Performance Measurement Indicators, Cost-Benefit Techniques, Central/Regional Relationships, etc.

Mr. Toakley's Resources Division is responsible for providing advice and implementing overall financial and manpower resource planning for the Australian Department of Aviation. The Resources Division introduced a major new general computing network in the Department in 1985/86 which will have applications across a large number of management and commercial functions. Mr. Toakley's interests included the latest developments on issues within these areas of responsibility, with particular emphasis on financial corporate planning systems and manpower planning in an environment of technological change.

Photo by Rafael Riera.