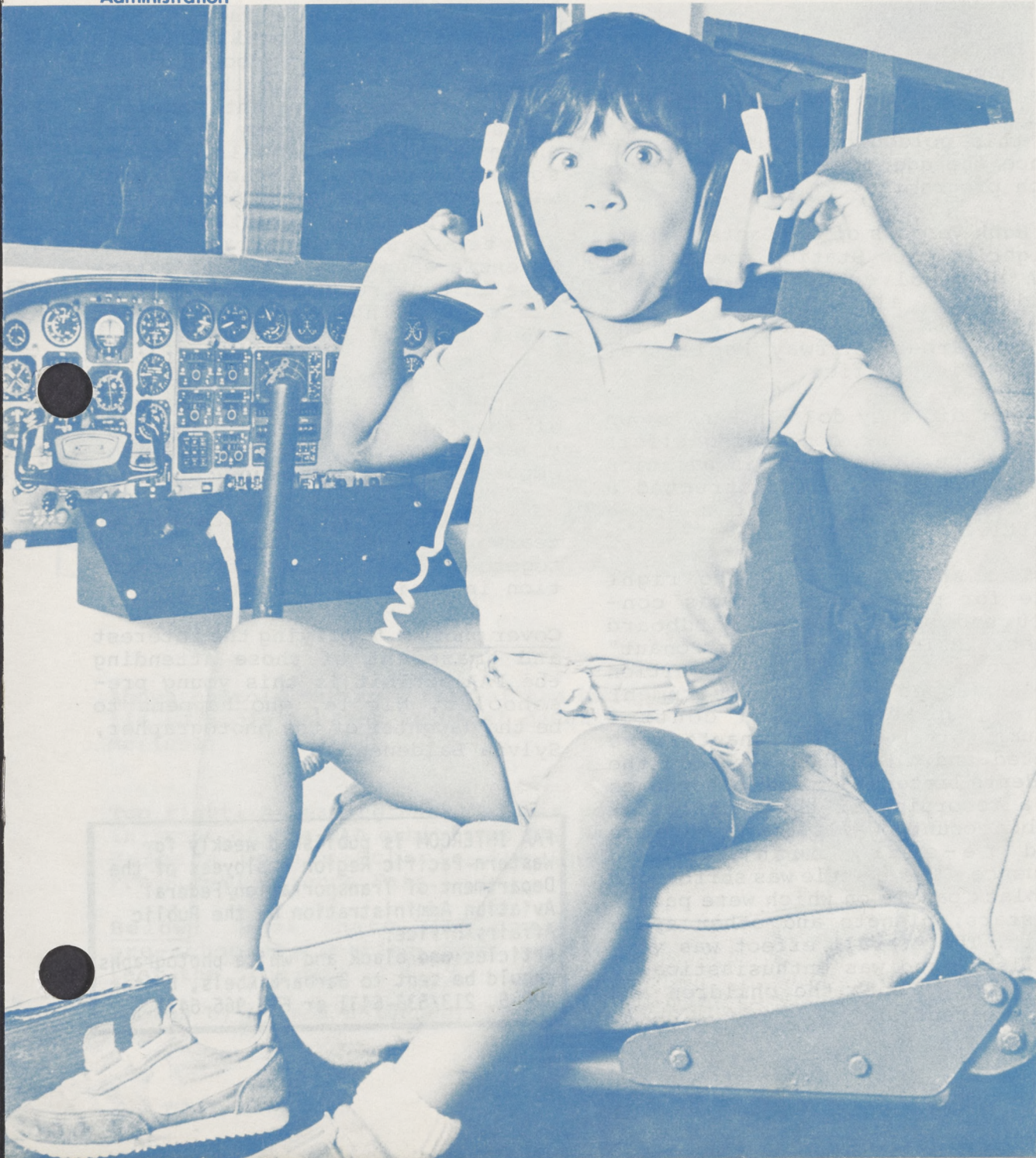




U.S. Department
of Transportation

**Federal Aviation
Administration**

Western-Pacific Intercom



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Cover Story

If you think pre-schoolers are little more than babies nowadays, think again!

The Santa Barbara County Schools 5th Annual Pre-School Science Fair was recently held in Santa Barbara, and FAA was there to participate in this golden opportunity to enhance the agency's aviation education program.

Hank Verbais of the Santa Barbara Flight Service Station spearheaded FAA's involvement, assisted by Todd Smith, also of Santa Barbara FSS, and Stuart McKenzie of the Santa Barbara Airway Facilities Sector Field Office.

What did they do? In Hank's own words, "In our continuing effort to promote an interest in aviation and aerospace, we constructed a very simple mock up of a space shuttle."

The shuttle, just the right size for pre-schoolers, was constructed primarily of cardboard boxes. Inside were four "astronaut" control positions. Each position was equipped with an instrument panel, headphone and control column. After the astronauts were seated and the hatch secured, the students listened through headphones to a recording of the Shuttle Columbia countdown/liftoff sequence and re-entry burn/landing sequence. The shuttle was surrounded by black panels on which were painted stars, planets and other space craft. The overall effect was very realistic and was enthusiastically received by both the children and their parents.

Mickey Long, Santa Barbara FSS Manager and FAA Coordinator for the area, said that Hank Verbais did a magnificent job with the project. "The shuttle project was really a community affair," commented Mickey, "A local packaging company donated the cardboard boxes, a fixed base operator the instruments for the instrument panel, a commuter airline company the seats, and a building materials company some of the miscellaneous hardware. FAAer Todd Smith donated his time and building expertise, while Electronics Technician Stuart McKenzie spent his time and expertise in constructing the operating light emitting diode instrument panel lights."

After the Science Fair, the shuttle was put on long-term display at the Santa Barbara Science Discovery Center, a hands-on museum emphasizing science and technology.

All in all...an **outstanding teamwork effort** by FAAers working together to enhance aviation education in their local community.

Cover photo: Typifying the interest and amazement of those attending the FAA exhibit is this young pre-schooler, Nicole, who happens to be the daughter of the photographer, Sylvia Baldenegro.

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Above photo: Taking a turn at the shuttle controls is Hank Verbais' daughter, Melissa.

Top right: A beaming Hank Verbais poses in front of the FAA exhibit at the Santa Barbara County Schools 5th Annual Pre-School Science Fair.

Below: Hank chats with one of the pre-schoolers getting ready to flight test the mock-up.

Photos by Sylvia Baldenegro.



New Av. Weather Service

General aviation pilots at 24 U.S. cities now can tap into an FAA-sponsored computer network, using ordinary touch-tone telephones, and obtain basic weather information and forecasts.

A prototype of the new Interim Voice Response System (IVRS) has been on line in Washington, D.C. since 1978, with Columbus, Ohio, subsequently tapping in. The newly expanded IVRS network is a precursor to a system that FAA plans as part of the final automated flight service station program.

The agency is leasing IVRS from Input/Output Computer Services of Waltham, Mass. It uses computers located in 16 of the 24 cities, which means that some computers will serve more than one location. These computers are connected to four other computers in Waltham, which in turn collect and store weather data relayed from FAA's Weather Message Switching Center in Kansas City.

When a pilot calls the local IVRS number and then punches in a three-letter airport identifier, he or she receives the pertinent weather information from the central computers in a pre-recorded, digitized voice message.

IVRS will supply notification of severe weather watches, convective sigmets, transcribed weather broadcasts, route forecasts, hourly surface observations, terminal forecasts, and winds aloft forecasts. However, FAA does not consider an IVRS call sufficient to provide the pilot with all the information required for a complete preflight weather briefing and recommends that pilots contact their local flight service station (FSS) before takeoff. FAA planners expect, however, that IVRS will

substantially reduce the time required for FSS weather briefings.

IVRS now is operational in these cities: Atlanta, Boston, Chicago, Dallas, Denver, Detroit, Ft. Worth, Harrisburg, Houston, Islip (NY), Kansas City (MO), Los Angeles, Miami, Minneapolis, New Orleans, Oakland, Raleigh, Philadelphia, Portland (OR), Seattle, St. Louis, and Teterboro (NJ). The Washington, D.C., and Columbus IVRS prototypes have been replaced with updated systems.

FAA Proposes New Fire Safety Rule

The agency has proposed that additional protective breathing equipment be carried in airline aircraft operated under FAR Part 121. This is the latest in a series of FAA actions to improve cabin fire safety and is linked to the rule change increasing the number of fire extinguishers required on passenger airplanes. The proposed regulation specifies the type of equipment to be used and would require "hands on" training in using the new type fire extinguishers while wearing the protective breathing equipment.

Under the proposal, the equipment--either a face mask or a mask covering the nose and mouth with goggles--would have to be located within three feet of each hand-held fire extinguisher in the cabin. They would also be required in the cockpit and in any cargo compartments where the crew has access.

The current regulation requires flight crews to be protected from smoke, carbon dioxide, and other harmful gases but does not specify the type of equipment to be used.



ATCS Cleared of Rap

Air traffic controllers took a bad rap in the media recently because of a misinterpretation of information in material released by the National Transportation Safety Board on the Aug. 2 Delta Airlines accident at the Dallas/Ft. Worth Airport. A transcript of the cockpit voice recorder tape quoted the captain as saying, "He's sleeping, get him out of bed." It indicated this remark was in response to an ATC call. The phrase was picked up and widely quoted by the news media.

However, a subsequent review of the context of the Delta captain's remarks prompted a clarification from the NTSB. It said, "any suggestion...that the comment constituted an evaluation of the en route controller (at the Ft. Worth ARTCC) was unfortunate, possibly incorrect and, in any event, not related to the accident."

Wind Shear Tapes Available to Pilots

A video tape called "Wind Shear Factor" was recently released by the Office of Flight Operations. Developed by FAA and the National Center for Atmospheric Research, the tape gives the latest information on severe wind shear and its effect on aircraft flight performance.

Copies are available on a loan basis from FAA regional public affairs offices. It may also be purchased in several languages from the International Civil Aviation Organization's Director of Personnel Training in Montreal, Canada.

Federal Women's Program Committee



The Federal Women's Program Committee (FWPC) meets the third Wednesday of each month at 9 a.m. in Room 4W7 (fourth floor of the Regional Office). Everyone is invited to attend. If you'd like more information about FWPC, please contact your division representative; Polly Bryan, FWPC Manager, AWP-9, x1443; or, for those in the field, your Associate Federal Women's Program Manager.

Relocation Guide Set

Now there is help for employees who are moving from one community to another as a result of a transfer of function, reorganization, or personal preference. The agency has issued a guide for movers, entitled "What If?," that is packed with practical suggestions for scheduling a move, from the first house hunting trip to transferring insurance when the move is finally made. The publication also contains information on various Federal programs--financial and otherwise--designed to help support an employee's move.

"What If?" is available from employment offices for all employees thinking about a move.

Burbank Happenings



**By Richard Lewis
Chairman, Burbank HRC**

1985 has been a busy year at Burbank Tower/TRACON. In January, Geri Sporman reported from Palm Springs Tower as the new Administrative Assistant. In February, George Slade was promoted from Area Supervisor to Area Manager. Joining the team in March were Cindy Stewart from Van Nuys Tower, Russ Turner from Hawthorne Tower, Rich Pyke from Scottsdale Tower and Bob Jones from Sacramento Tower. Brian Moore left the facility in April and reported to Santa Monica Tower as an Area Supervisor. May and June brought some relief to the teams as Jeff Gordon, Don Kirby, Dan Bowman and Gerry Porter all achieved full performance level status. In July Roy Killgore left for an Area Supervisor job at El Monte Tower, and Jerry Vasse was selected from the controller ranks for a one-year stint as Quality and Training Specialist. Finally, congratulations to Karla Morrison, newest full performance level controller who finished her training in August.

This year has also marked some personal milestones for Burbank people. Supervisory Air Traffic Control Specialists Dick "Mo" Morrison, Stan Stuka, Bill Kruschke, Controller Bill Knight and Air Traffic Assistant Phil Lee reached 25 years of federal service. Way to go guys!

Also, special good wishes to Tom Komer and Teri Phannkuche who were recently married.

Congratulations to Stan Stuka, Bill Murphy, Denise Maher, George Slade and Briane Moore for performance that earned them Letters of Commendation.

The Burbank Human Relations Committee (HRC) has also had a

busy year. After a successful All Facility Day in March, which included a potluck dinner and tour for facility members and their families, the HRC planned yet another extravaganza. This time it was a picnic for facility members, their families, and invited guests, funded entirely by the HRC facility fund. A special thanks to HRC members Dan "Burt" Bowman and Jim Rains. (Burt Burgers are now in big demand at Burbank.)

Other HRC accomplishments include an "All Hands Meeting," using the recent Employee Attitude Survey as a catalyst. This was accomplished over a period of several weeks, in small groups to ensure 100 percent participation, and was a great success. Employees had the opportunity to talk not only about what was wrong, but what could be done to improve Burbank Tower/TRACON and the FAA. Thanks to Facility Manager Charlie Aalfs (since transferred to the Region) and Assistant Manager Dick Morrison for making the meeting possible and the success it was. We hope to do it again in January 1986.

The HRC recently acquired a picnic table, bought with HRC facility money and, thanks to George Penrod who donated a barbeque, we now have outside facilities to enjoy our lunch breaks.

Items on the horizon for the facility, compliments of HRC, include: a sponsorship program for incoming personnel, an outstanding employee award program, and a recycling program for newspaper and aluminum cans.

Lastly, we would like to wish a fond farewell to Facility Manager Charlie Aalfs, who was chosen for a position in the Regional Air Traffic Division, and at the same time welcome aboard new Facility Manager Gerry Walton. We all look forward to a very productive year.

Roy Richards Retirement Party



Roy Richards is retiring from the FAA after 38 years of dedicated service. Roy, Manager of Coast TRACON, has served many years as the regional Air Traffic Plans and Programs Branch Manager. You are invited to join in a celebration in his honor on Saturday, November 9, at the MCAS El Toro Officers Club. Cocktails will begin at 6:30, with dinner following at 7:30. The price, including dinner, tax, tip and gift, is \$17 per person. For reservations, please contact Coast TRACON at FTS 799-2225 by Nov. 4.

FAA Contracts For Four Airport Towers

As part of the continuing program to keep the air traffic control system up to date, FAA has awarded construction contracts for tower construction at four low and intermediate activity airports.

A new 125-foot tower is being built at the Atlantic City, N.J., Airport. Ontario, Calif., is getting a 109-foot structure and the tower at Eugene, Ore., will reach 93 feet above the airport surface. The low-activity airport tower is being built at the St. Lucis County International Airport in Fort Pierce, Fla.

Searching for Clues

FAA has joined forces with the National Transportation Safety Board (NTSB) and the U.S. Navy to raise the wreckage of the Air India Boeing 747 that crashed off the Irish coast in June.

The recovery ship assigned to bring up the wreckage was scheduled to arrive on station near the Irish port of Cork by

Oct. 7. The wreckage itself, which is over 6,000 feet below the surface, already has been located, video taped, and mapped on sonar. Also, the essential "black boxes" have been recovered. However, in this case they did not reveal anything abnormal leading the recovery team to believe clues to the cause of the tragedy may be found in the wreckage itself.

Execs Judged by Peers And Top Subordinates

FAA is experimenting with a new method of providing performance feedback to executives with the rating being done by peers and subordinates. It began last July when each member of the Administrator's Management Team picked 10 peers and 20 to 30 first and second level subordinates to rate them in five areas of management effectiveness, including: human resource management, communication skills, personal openness and approach to participative management, ability to handle conflict, and interpersonal skills.

Those doing the rating used a 24-item executive evaluation survey form which was designed by the Office of Human Resource Management.

The survey forms have been analyzed by Drs. William Collins and David Schroeder of the Psychology Branch at the Civil Aeromedical Institute. Summarized information and comments resulting from this analysis now have been returned to the executives for their personal use and to help them improve their management skills.



DEPARTMENT OF THE NAVY
NAVAL AIR STATION
MOFFETT FIELD, CALIFORNIA 94035

IN REPLY REFER TO:

5701
Ser 300/2248
AUG 14 1985

Mr. Jack Ryan
Air Traffic Manager
Federal Aviation Administration
Bay TRACON
Post Office Box 2367 Airport Station
Oakland, CA 94614-0367

Dear Mr. Ryan,

Thank you and your staff for the cooperation and assistance you have given in support of this year's Naval Air Station Moffett Field Air Show. It is well recognized that conducting a show in the San Francisco Terminal Control Area is extremely difficult and would be impossible without the complete cooperation of your entire staff. My particular thanks and appreciation goes to Messrs. Ed Arri and Harold Heinrichs who established and coordinated the procedures which permitted the high performance aircraft aerial demonstrations. Special thanks also go to the watch supervisors and crews whose difficult task it was to coordinate routine traffic around the air show in a safe, efficient manner.

The Air Show with its associated challenges and complexities has once again served to demonstrate the excellent rapport that exists between the Bay Area FAA and NAS Moffett Field.

Sincerely,

J. D. PICCIONI
Captain, U.S. Navy

Letters We Like To Receive