

86-9
Mar. 3, 1986

Public Affairs Office
AWP.5

FAA
Western-Pacific Region
Los Angeles, CA 90009
(213) 536-6431



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

Western-Pacific Intercom



**Leaving
Prison
Gates**

Cover Story

In the fertile San Joaquin Valley near Tracy, California, is a rather unique FAA certificated airframe and powerplant school, the Deuel Vocational Institution. Its uniqueness lies in the fact that it is located in a state prison surrounded by guard towers and barbed wire fences, and that all the students are inmates. The prison employs two instructors to teach the airframe and powerplant courses. Ed Minnick instructs the airframe course and Mike Driggers instructs in the powerplant course, with assistance from other institutional instructors in areas such as remedial reading and writing, welding, math and drafting. The school moved from a prison in Lancaster during 1953, and was certificated by the FAA Oakland Flight Standards District Office (FSDO) on April 18, 1958.

The students' ages are between 18 and 25 years, and the average term is 10 years. Student enrollment in the airframe and powerplant courses runs about 45. About one-third of the students require remedial reading and writing before starting the course. Most students take three years and twice the required hours to successfully complete the course. In some cases, they are unable to complete the course and then the emphasis is placed on developing their skills in a specialized area such as sheet metal or some other area of aircraft maintenance so they will have a marketable skill when they are released. One of the advantages of this school is that the students are in prison for a period longer than the required course time, thus they can put in as many hours as required to learn the material. All the students are in the course voluntarily, and most dropouts leave within the first week of the

course. The prison normally holds 1600 inmates with only 10 percent of that number in one of the many courses offered in the prison school system.

For example, there are courses in auto body and fender repair, welding, machine shop, industrial electronics, industrial painting, drafting, watch repair, and a multi media course that supplies much of the training material used in the various courses. Before leaving the prison, the course graduates are given a six-month refresher course if sufficient time has elapsed since their graduation.

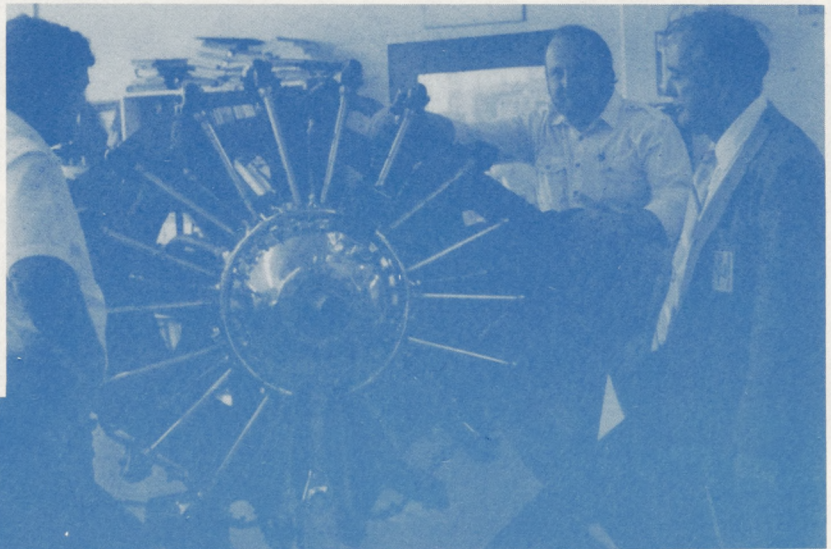
In the airframe shop at the time of this writing, there was a Piper PA12 Super Cruiser being rebuilt, a Cessna 172 Skyhawk undergoing major repairs to the fuselage and right wing, an operational Bell 47-D1 helicopter with shortened main rotor blades, and they are building an Osprey amphibian from amateur builder plans which will be certificated and sold upon completion. In 1971, the students completed building a Pitts S-1 which was possibly the first and only plane built in a prison. It was sold outside the prison and flown. They are able to buy aircraft to rebuild or repair by selling their completed aircraft projects. This gives the students excellent experience by allowing them to do bonafide repairs and rebuilding on live aircraft. They are able to learn taxi and runup in the prison yard in aircraft that have the wings removed. Radio communication is learned by listening to the Stockton Airport Tower on a receiver in the school.

The engine shop has a complete stock of piston and turbine engines, and propellers that they

(continued on page 6.)

Cover photo: A Pitts Special leaving the prison gates of the Deuel Vocational Institution at Tracy.

More Deuel Institute



Top right: FAA Inspector Don Ogden (right), Vocational Technical Manager Don Sanders (left) and Instructor Mike Driggers look at a Pratt & Whitney R-1340 radial engine just overhauled by students.

Middle: At the left--Deuel students prepare a Pratt & Whitney radial engine for run after overhaul. At right, students work on parts for an Osprey seaplane. The Osprey tail can be seen at left of photo.

Below: Inspector Don Ogden at a North American AT-6 which is being restored by the students.

More Deuel



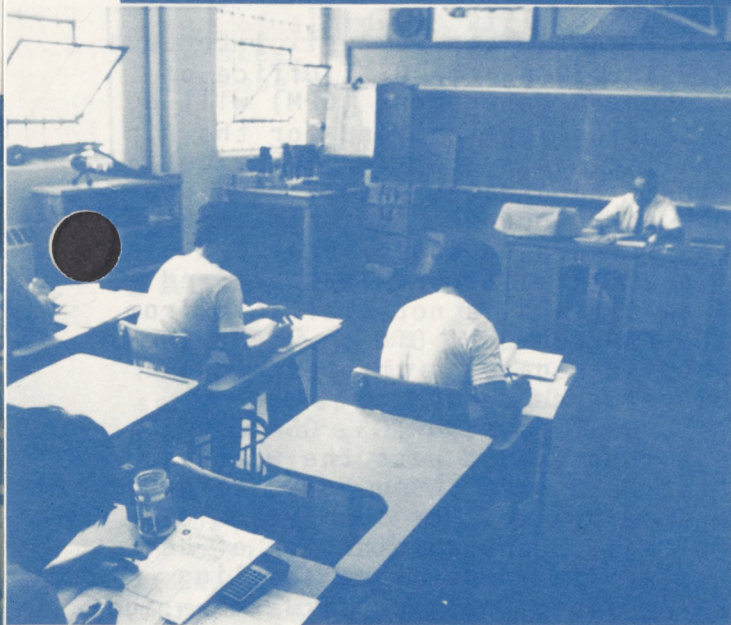
Top photo: A Pitts Special in the process of construction at the Deuel Vocational Institute.

Above left: A student works on a sheet metal project in the institute's airframe shop.

Above right: View of the airframe shop showing the nose of a PA12 on the right and a Cessna 172 on the left.



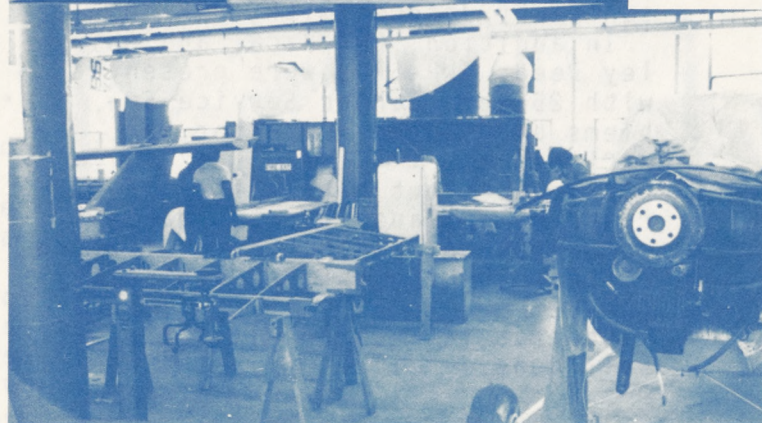
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Top photo: A Pitts special in the prison yard.

Middle: FAA Inspector Don Ogden (left) conducts FAA written exams for inmates in the classroom. At the right, one of the inmates assembles an instrument panel in the airframe shop.

Right: View of the airframe shop showing a Piper PA12 on the right. Wings under construction for an amateur-built Osprey seaplane and spray booth to the rear.



Cover story (continued)

repair or overhaul. There are two Westinghouse J34 and one Westinghouse J30 turbo jet engines that are operational. The shop has good equipment for the repair, overhaul and testing of engines and accessories.

Since students are volunteers in the course, morale and attitudes are good. Upon graduation the students can obtain 55 credits from the Delta College, plus 18 extra credits by taking an additional course toward qualifying for an Associate Degree. The FAA written exams are given in the prison by inspectors from the Oakland Flight Standards District Office, and the oral practical exams are also conducted there since the students cannot leave the prison. The school's norms are consistently higher than the national norms for the written exams.

Financial And Management Resource Division Awards

Several Awards were given out in the Financial and Management Resource Division recently. Carl Carlson, AWP-67A; Barbara Heckrotte, AWP-60A; Steve Kuwanoe, AWP-30; Evelyn Mosquera, AWP-63.4 and Shirley Reed, AWP-67D all received Letters Of Appreciation presented by Jacque Smith, AWP-40.

In addition, Don Baca, and Shirley Reed, AWP-67D, were presented with 25-year Career Service Emblems by Regional Director Mac McClure.

And last, but not least, was a round of applause for Bea Mathewson, AWP-60A, for her hard work and efforts working on the Hospitality Committee.

Congratulations to all for a job well done.

OPM Announcement

For Air

Traffic

Control Specialist

GS-2152-7

During the period April 1 through May 31, 1986, the U.S. Office of Personnel Management (OPM) will be accepting applications for the Air Traffic Control Specialist examination. Candidates should complete OPM Form 5000-AB, Admission Notice and forward to their local OPM office. This form can be obtained from OPM and is not available from the FAA Regional Office. Any inquiries regarding the test should be referred to OPM.

To qualify for ATCS, GS-2152-7, applicants must pass the written test PLUS have three years of general experience or four years of college or any combination of education and experience equaling three years. By law, a maximum age limit of 30 has been established for initial appointment to controller positions in terminals and en route centers.



**JOB
RECRUITING
FOR
AIR
TRAFFIC
CONTROLLERS**

The News In Brief

Employees who enrolled or changed their insurance plans during the recent health benefits open season but have not yet received their ID cards may, in most cases, use their copy of the Health benefits Registration Form (SF-2809) as proof of enrollment. Employees without cards may wish to contact their personnel office to confirm that the health benefits carrier has received their enrollment change.

The National Transportation Safety Board (NTSB) will convene a public hearing Feb. 18 as part of its investigation of the Sept. 6, 1985, crash of a Midwest Airlines DC-9 in Milwaukee. All 27 passengers and 4 crewmembers on board were killed.

FAA Orders Repairs On Faulty Jet Engines

The agency has issued an Airworthiness Directive (AD) calling for a special inspection of 105 jet engines that were inadequately overhauled in a Miami maintenance facility. All of the engines are Pratt & Whitney JT8Ds, the most widely used engines in civil aviation.

The maintenance firm, Aerothrust Corporation, reportedly had hired a subcontractor to perform X-ray checks of the engines' combustor cans, but failed to review the X-rays and returned the 105 engines to its customers without repairing cracks in the cans.

When these events came to light, FAA accelerated the inspection of Aerothrust that had been scheduled for February as a part of a broad check of 21 jet engine maintenance shops. The FAA inspection team was dispatched Jan. 29.

The AD lists the serial number of the affected JT8D engines and sets a schedule for removal of the combustor cans based on the lengths of the cracks as shown in Aerothrust's X-ray photographs.



Carl Olson

Friends of FAA retiree Carl Olson, who was Budget Officer of The Western-Pacific Region when he retired in 1973, will be saddened to hear that he died very suddenly on New Year's Eve of a heart attack. Carl and his wife Doris made many friends in all the FAA regions during Carl's 31 years of Federal service, 25 of them with FAA. Carl began as regional accountant for CAA's Pacific Region in Honolulu in 1948. In 1956 he went to Washington, D.C. for a five-year stint as Chief, Accounts Division, followed by four years in Los Angeles, working in both Accounting and Systems Divisions. In 1965 Carl went to San Francisco where he served as Area Executive Officer for six years, and then returned to L.A. where he was Regional Budget Officer until his retirement. Since leaving the Agency, he and Doris have lived near Seattle, enjoying reestablishing relationships with old friends, fishing, travelling and other benefits of retirement. Carl is survived by his wife Doris, sons Brad Olson of Irvine, Calif., Tom Olson of Ventura, Calif., and six grandchildren. Condolences may be sent to Doris at 24710 11th Avenue South, Kent, WA 98032.

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FAA INTERCOM is published weekly for Western-Pacific Region employees of the Department of Transportation/Federal Aviation Administration by the Public Affairs Office.

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material for
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photos, in black
and white only,
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Letters We Like To Receive

November 8, 1985

Ms. Debra A. Guarriello
Controller
Air Traffic Control Tower
Deer Valley Airport
524 W. Deer Valley Drive
Phoenix, Arizona 85027

Dear Ms. Guarriello:

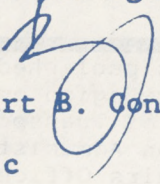
You may recall that on the afternoon of November 3, I had departed DVT in a Beech Sundowner from runway 25R. I had difficulty maintaining a climb and requested a return for landing.

At an estimated altitude of 1900 feet MSL a normal pattern return would have been difficult and your prompt authorization to return to runway 7L allowed me to maintain speed and make an easy 180-degree left turn.

I appreciate not only your prompt response to my request but also the propriety of your runway selection.

I spoke to the Sunburst Aviation mechanic and he feels the throttle friction lever became loose and allowed the mixture control to lean just enough during take-off to bleed off about 500 rpms. I held the mixture control in the full rich position on the return; it had not traveled very far, but I presume that indeed was the source of my power loss.

Thank you again,


Robert B. Connolly

RBC:c

cc: Mr. S. R. Watt ^{JRW} 11/13/85

AWP-5
AWP-546

Back To Basics Program Underway Nationwide

The Back to Basics general aviation (GA) safety program that was announced last October by Administrator Engen is now underway throughout the country. The three-year program, devised by FAA and various aviation associations, will spotlight a different accident factor during each of 12 three-month segments. For the first three months the emphasis is on landing.

In the first few weeks of January the Western/Pacific Region, the agency's most active GA region, held two safety meetings in each of its 14 Flight Standards District Offices (FSDO). This is typical of what is being done to support Back to Basics in all FAA regions.

In the Southwest Region, for instance, a meeting held in Houston featuring the General Aviation Manufacturers Association's presentation on landings was attended by over 700 pilots. In the Central Region, FAA accident prevention specialists conducted four takeoff and landing clinics in early January at airports in addition to giving safety seminars at FSDOs and at General Aviation District Offices (GADO).

The second Back to Basics topic, Collision Avoidance Awareness, is scheduled to begin April 1. For this segment, accident prevention specialists have already come up with a slide show that will be available from FSDOs, GADOs, and aviation organizations across the country.

1985 Los Angeles Center Awards

The following Los Angeles ARTC Center employees are congratulated for receiving awards during this past year: Special Achievement Award to David Allec, Tina Bathke, Kimberly Bissonnette, Mary Farrell, Mary Ford, Bertha Forde, Neoma Hammer, Norma Keipe, Karen McIntosh, Marielena Miller, Pamela Porkorny and Susan Rabe; Outstanding Rating with Quality Within Grade to Daniel Look, Dwight Medina, William Terry, Pamela Pokorny, John Massarella, Theodore Blaine, Eileen Seaman, Wayne Checkwood, Linda Harris, John Hansen, Timothy Pomeroy, Bertha Forde, Harry Burke, Thomas Lynde, Thomas Dowsett, Ronald Williams and Lorraine Nealis; Special Achievement Awards with Outstanding Rating to Mark Stemple, Frank Perino, William Keigwin, Mac Havens, Kimberly Bissonnette, Eligio Arizmendis and Karen McIntosh; and Quality Within Grade to Billy Ball.

National Women's History Week

March 2-8, 1986, has been proclaimed National Women's History Week. To commemorate the week the (Federal Executive Board) Los Angeles Federal Women's Program Council has planned a one-day conference on Tuesday, March 4. The theme for this program is "Women: History in the Making."

The conference will be held at the Long Beach Naval Station Officer's Club, Long Beach, California, featuring 12 workshops on such topics as: Time Management, the EEO Complaint Process, Communication Skills, Paths to Management, etc.

Activities planned in the Regional office include a film festival on March 7. For additional information contact Cathy Trujeque, 213/297-1443, or Rose Marino 213/297-1589.

CQ De

Winestompers

Yes that's a general call for all FAA Amateur Radio Operators. The Winestompers is the name of an Amateur Radio network composed of CAA/FAA "hams", (mostly retired) who meet on the air to have an informative, provocative, witty, (and sometimes intelligent and interesting) discussion on everything and anyone.

They meet on the 40 meter band, as near to 7230 kHz as the radio propagation and interference will allow, each morning at 0900 and at 1600 local time, except Sunday morning (church) and Monday morning when the FAA National Net meets on 14282 KHZ at 0800.

All Hams and Short wave listeners are invited to join in. We hope to see you soon. Some illustrious members of the no profit, no-dues Winestompers (no one knows the origin of the name) are from all over the Western, Pacific and Western-Pacific Regions. Take a look at these names and we know you'll recognize many friends and former co-workers:

George Harper...Ralph Hazleton...
Bill Cruse...Lloyd Cooley...
Merrill Griffith...Don
Trackwell...Monte Porter...Gordon
Hurst...Don Bennet...Lee
Warren...Lorin DeMerritt...Tom
Walker...Roy Post...Bill
Good...Harry Hegdahl...Charlie
Tate...Lee Bates...Wayne
Millburn...Hank Gabriel...George
Batanian...Carl Bassler...Ray
Bowers...Lee Dunlap...Bob
Noel...Al Horning...Bill
Schuck...Matt Frampton...Jack
Tunis...Bob Davis...Johnny
Conrad...John Kemper Mel
Bennitt...Marge Whittaker...Bob
Huber...Bob Traxler...Ken
Jones...Forrest Albertson...Gary
Costar...Paul Newport...Ray
Anderson.

For further information, please contact Ross Johnson, (KD6PQ), 8571 Crockett Cir., Westminster, CA 92683, 714/893-8622.

Air Taxi Inspections Completed

An FAA study of on-demand air taxis found that the great majority of operators were complying with safety regulations but some others were cutting corners.

During the study, which was part of the General Aviation Safety Audit, FAA initiated 127 enforcement actions against air taxi operators and their employees. Of these, sanctions were imposed in 74 cases, ranging from administrative actions to civil penalties, 41 remain open and 12 resulted in no action.

Also, FAA revoked the certificates of three operators and suspended certificates of three others pending correction of deficiencies. Another 89 operators voluntarily surrendered their certificates.

The most frequently observed safety deficiencies found by FAA inspectors were failure to maintain adequate emergency equipment, training programs and records.

Despite the adverse findings, the overall rate of compliance with federal regulations by on-demand air taxi operators was 89 percent.

FAA Orders 747 Checks

The agency has issued an Airworthiness Directive (AD) ordering inspections of older Boeing 747s operated by American carriers after routine inspections found cracks in the frames of four of the planes.

The AD calls for external visual checks of the fuselage skin in the forward part of the aircraft between the windowline and the floorline. Inspections are required within the next 25 landings for 747s with more than 14,000 landings and within the next 50 landings for those with 10,000 to 14,000 landings.

There presently are 161 of the 747s flying with the U.S. airlines and 604 worldwide, but those with less than 10,000 landings are not affected. The FAA order carries a mandate only for U.S.-operated 747s, but foreign safety agencies traditionally have followed the agency's lead on inspection directives for U.S.-built aircraft.



Polly Bryan, an Equal Employment Specialist on the Regional Civil Rights Staff, recently retired from Federal service. Polly first came to the Western-Pacific Region in 1983 after having worked in the Office of Personnel and Training in Washington, D.C. She served as the AWP Federal Women's Program manager and received an excellence award from the Los Angeles Federal Women's Program Council.

At retirement ceremonies held in Polly's honor at the Regional headquarters, Rose Marino, chairman of the Region's Federal Women's Program Committee, presented Polly with a Certificate of Appreciation for her leadership and efforts to improve the status of agency women.

Polly and her husband, Joe, currently reside in Northern California in the tranquil community of Ft. Bragg. The FAA family wishes them both much happiness and joy in the years ahead.

Above photo: From left--Joe Alvarez, Civil Rights Officer; Rose Mrino, Air Traffic Control Specialist; Polly Bryan; and Deputy Regional Director B. Keith Potts. Photo by Russ Park.

Phoenix Air Traffic Awards

Congratulations to the following who received awards: Quality Increase with Outstanding to Richard Waites, Phoenix TRACON--Outstanding Rating to Robert Tronvet, Deer Valley Tower and John Andrews, Phoenix TRACON--and Special Achievement Award to Bruce Armitage, Phoenix TRACON.

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.

1986 Employees Survey Planned For Summer

Administrator Engen has approved the final plans and schedule for the employee attitude survey to be held this summer. The survey will complete the first cycle of the process which started with the 1984 survey for assessing and addressing the needs of FAA in the area of human resource management.

Associate Administrator for Human Resource Management Charles E. "Gene" Weithoner said the questionnaires for the new survey are scheduled to be mailed out in late May and the agency expects to have the results ready for dissemination to employees by the end of September.

Although noting that surveys do not, in themselves, solve problems, Weithoner said he thought the results can be extremely useful in measuring FAA's progress in building a better workplace environment and defining those areas where further improvement is required. He urged the widest possible participation by employees, saying he would like to increase the response rate from the 54 percent level in the 1984 survey to 75 percent or more.

One change in the survey procedure this year is that the questionnaire will be mailed to employees at the workplace instead of to the home addresses, as was the case in 1984. This procedure not only will save on postage, but also should increase employee participation by underscoring the fact that the forms can be filled out either at home or on the job. Each employee also will be provided with a return envelope which can be mailed from either inside or outside the agency.

The suggestions and comments of employees who participated in the 1984 survey have led to a number of other changes for 1986, including the following:

The questions on stress and burn-out previously were directed only to air traffic controllers. This year all employees will be asked to respond on these subjects. In addition, this section will be expanded to allow for a better understanding of just what employees mean by burn-out.

The survey also will contain a new "Federal Issues" section that will endeavor to measure employee feelings about budget reductions, contracting out, proposed pay and benefit changes, and the prevailing attitude in the country toward federal workers.

Still other changes will allow the survey team to break down the demographics of replies into smaller units than was the case with the 1984 survey. The result will be approximately 1,400 separate reports instead of the 470 produced in 1984. Again, as in 1984, no reports will be generated or issued that will identify any single individual.

This year's survey questionnaire is slightly longer than the 1984 edition, but better organization of the material will make it easier to complete. Test runs have shown that the average time for completion is 35 to 40 minutes.

Engen Addresses Budget

"Under President Reagan's proposed (FY 1987) budget, the FAA can sustain services essential to aviation safety--particularly air traffic control and inspections--while remaining within budgetary guidelines," Administrator Engen told the Alaska Air Carrier Association on February 15. He went on to say, "If Congress does not adopt the President's budget, and automatic, across-the-board, and indiscriminate budget reductions go into effect, the FAA's ability to serve aviation, and our ability to provide a solid foundation for future service, will be impaired."