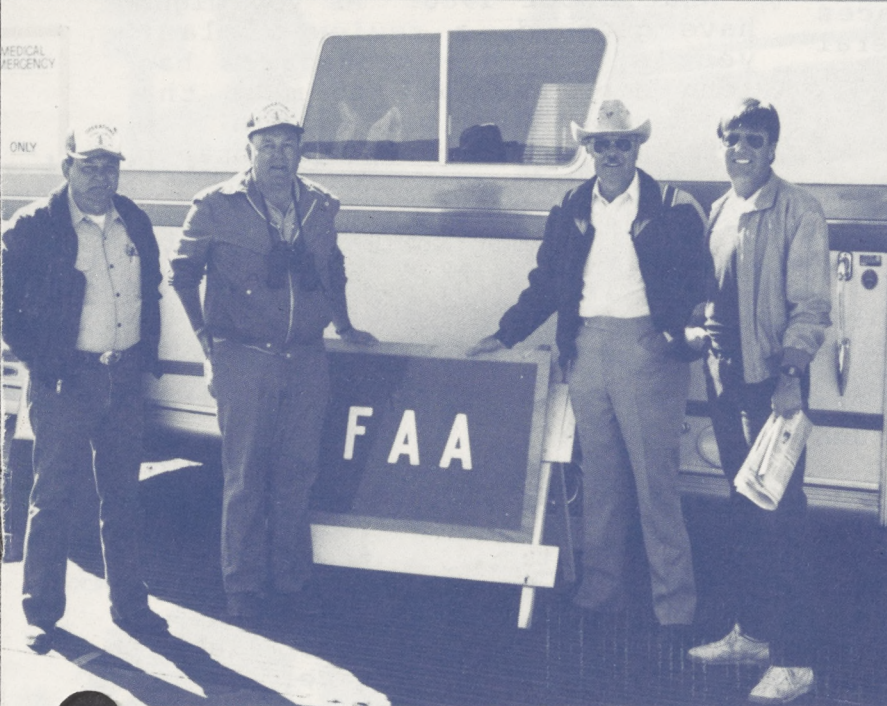
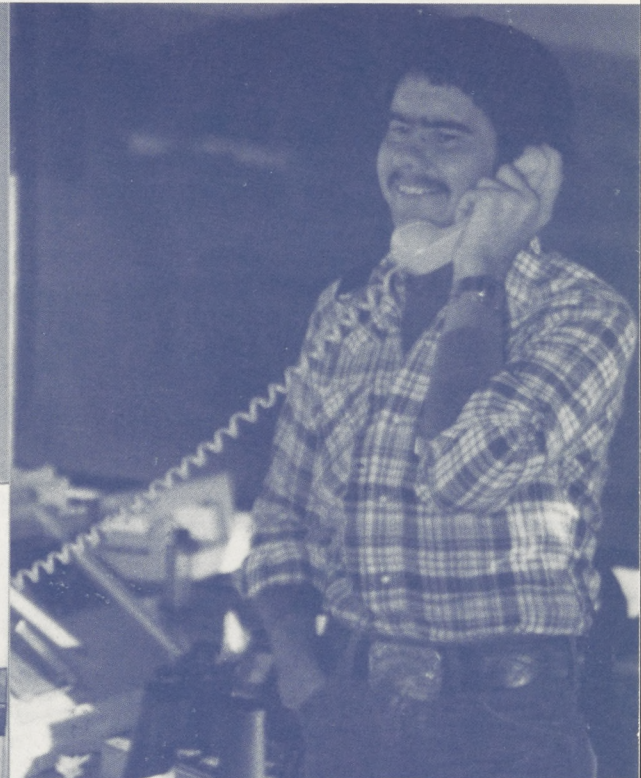
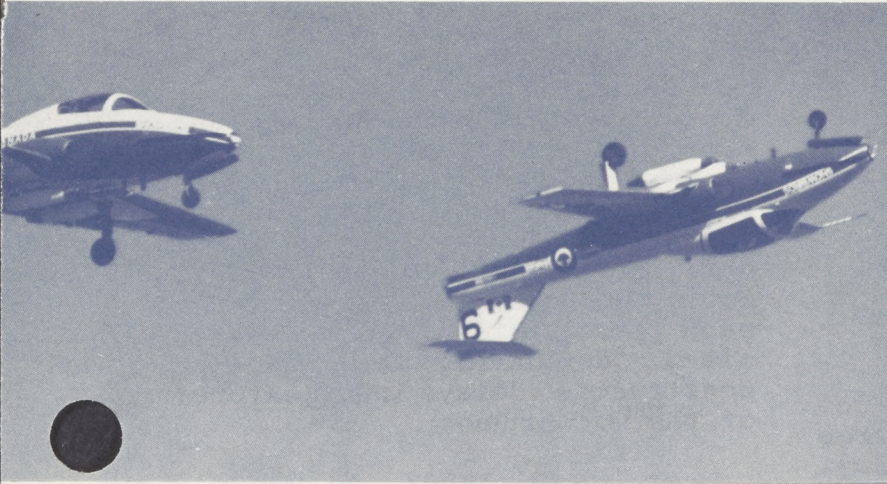




U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Intercom



Reno Air Races: A Team Effort

Cover Story

By Marty Clark and Bill Withycomb

It was a clear, crisp day last fall at the 1985 National Championship Races at Reno, Nevada. At the observation areas, the assigned FAA Flight Standards Inspectors scanned the sky awaiting the start of the unlimited category championship race.

Down the slot into the first race course pylon the aircraft roared past in a racing start, their powerful engines strained near the limit of endurance. The radio crackled to life with an announcement from the pace aircraft, "Gentlemen, you have a race!"

The National Championship Races held each year in Reno draws large crowds of spectators every day. Much like Oshkosh, the air races are also a social event for general aviation pilots. Preparation for the air races is a year-long process by FAAers at Reno.

The actual races are held at Reno/Stead Airport, about 12 miles north-northwest of Reno Cannon International Airport. FAA Air Traffic Controllers from Reno Tower manned a temporary tower at Stead Airport for five days to assist in the arrival of air race participants, the Canadian Snowbirds and various military aircraft.

Back at Reno Cannon Airport, Air Traffic Controllers worked nearly double the normal amount of traffic over the five-day period. Nearly 1200 transient general aviation aircraft arrived at Reno for the four-day affair. Temporary parking areas were established in four different infield areas between the runways and taxiways, and pilots

were shuttled back and forth to Fixed Base Operators on the airport.

The races included Formula One, North American T-6s, Bi-Planes, and the popular unlimited category aircraft. In addition to the racing events the air show activities included performances by the Blue Angels, Canadian Snowbirds and the Christen Eagle aerobatic teams.

Each year it's an FAA team effort all the way. Flight Standards personnel are assigned to monitor the air race and air show activities to ensure that necessary safety standards are maintained throughout each event. The Flight Standards team coordinates their safety observations with race officials and participants to ensure continued safe operations. Reno Air Traffic Controllers do an excellent job each year but last year was particularly demanding compounded by construction delays in the extension of the main runway.

What about 1986? As you might have guessed, a review of last year's air race procedures has long been underway to make the general aviation pilot's visit to this year's National Championship Air Races even more enjoyable.

An FAA Team Effort for Safety? You bet!

Cover photos:

Top right:
Air Traffic Assistant at Reno Tower.
(Photo by Marty Clark)

Bottom left:
Inspectors, from left--Earl Morgan, Bill Spooner, Paul Hineman and Jack Howell from the Reno Flight Standards District Office.
by Bill Withycomb)

Upper & Lower Corners:
Canadian Snowbirds Aerobatic team.

More Reno Races



Left photos--from top down--Reno Air Traffic Control Specialists Willie Munroe, Mike Golden and Joe Dimas.

Top right--The Blue Angels depart Reno Airport for one of two daily performances at the Reno National Championship Air Races.

Above: Reno Area Supervisor Larry Martin.

Photos by Marty Clark.



MORE

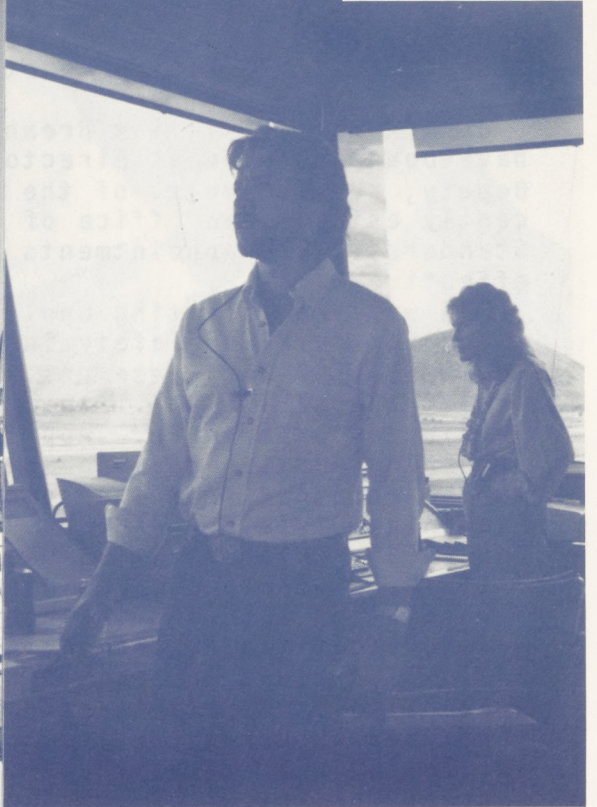
Above: Bill Withycombe, Assistant Division Manager, Flight Standards Division.

Right: The pit area, overlooking the unlimited class race aircraft.

Below: The grandstands and one of the Christen Eagle aerobatic aircraft.



RENO



Top: P-51 unlimited category aircraft.

Left: Main gate at the Reno National Championship Air Races, and (below) World War II Ace, Pappy Boyington, signs autographs.

Above: Air Traffic Control Specialists Byron Little (left) and Jeri Carson.

News In Brief

The agency has expanded the scope of the Airworthiness Directive it issued Jan. 31 following the discovery of frame cracks in the forward part of the fuselage of some high time Boeing 747's. The original AD called for external visual inspections of older 747's to detect skin cracks that might have developed as a result of the frame cracking. The follow-up Airworthiness Directive, issued on Feb. 16, requires visual or X-ray internal inspections to detect the actual frame cracks.

John Kern and William Brennan have been approved as Director and Deputy, respectively, of the recently established Office of Flight Standards. The appointments are effective March 2.

FAA will be accepting applications for Aviation Safety Inspectors March 10-31. These positions are at the GS-9/11/12 levels, depending on experience. Applications and additional information may be obtained from the special Examining Division, AAC-80, P.O. Box 26650, Oklahoma City, OK 73126.

Six U.S. Senators have introduced a resolution opposing the House-passed provision in the tax reform bill which would subject federal workers to immediate taxation of annuities when they retire. Senate Resolution 304, if passed, would express the intent of the Senate to omit this provision from its version of the tax reform legislation, thus allowing federal workers to continue to receive tax-free annuities until these benefits have equaled the amount contributed to the Civil Service Retirement System.

The Office of Accounting reminds employees who have not received their Form W-2s or have found errors on them to contact their servicing payroll center. Because processing of duplicate or corrected copies can take up to 45 days, employees are urged to move as quickly as possible so as not to run afoul of the IRS.

Airport Security Review Slated

Transportation Secretary Dole has announced that DOT/FAA will conduct a comprehensive, five-point review of security at U.S. airports.

The five areas to receive special attention during the review are:

- physical security of the airport perimeter and airline operations areas;
- implementation of the airline security coordinators program;
- passenger screening systems currently in use;
- screening systems for checked baggage; and
- development of weapons and explosive detection systems.

The review, which will be similar to the recently completed review of FAA safety programs by the Secretary, is scheduled for completion by the end of the year.

Be Aware Of Civilair!

New Civilair Officers Elected For 1986

At the first meeting of the 1986 Civilair Board of Directors, new officers were elected. The incoming are: Robert Bloom, Chairperson; Linda Murray, Vice Chairperson; Mardy Franks, Secretary; Mildred Ramos, Treasurer and Elly Brekke, Publicity Chairperson. The officers will serve a one-year term on the Board.

Civilair is sponsoring the 1986 See's Easter Candy Sale, offering chocolates and Easter novelties at discount prices. Orders received by March 18 will be available to pick up by March 21. Contact Linda Murray in the Regional Office at x1697 for more details.

Be Aware Of Civilair!

Joe Alvarez

Appointed

Special Assistant

Regional Director Mac McClure recently announced the selection of Joe Alvarez as his Special Assistant. In his new post, Joe will participate in executive decision-making, consult with line managers, provide key liaison between the Director's Office and regional organizations, and interface with other public and private entities.

Prior to his new assignment, Joe served as the Region's Civil Rights Officer. He also worked previously in the Personnel Office in Los Angeles and Denver, and in the former Compliance and Security Division.

In 1983, Joe received the Secretary's Award for Meritorious Achievement and the Administrator's Award for Excellence in EEO.



Western Airlines Fined

For FAR Violations

Western Airlines has paid a civil penalty of \$700,000 to settle an enforcement action involving alleged violations of FAA regulations governing maintenance and operations practices. The penalty is the second largest ever collected by the agency.

Specifically, the airline was cited for deficiencies in the areas of record keeping, inspections, manual revisions and training checks. The agency noted that Western had taken a positive attitude toward corrective action and moved quickly to correct deficiencies.

Career

Milestone

For

Bill Horsey

William "Bill" Horsey was presented a diamond service career emblem by Stockton Flight Service Station Area Supervisor Jose Mandawe in recognition of Bill's 30 years of service with the FAA.

Bill is an Air Traffic Control Specialist at Stockton FSS and his duty assignments have included Anchorage and Deadhorse, Alaska, FSS; Reno FSS; and Pittsburgh FSS. Congratulations Bill!

Sacramento Hub News

Congratulations to Jim Johnston and Jim Howerton, Sacramento TRACON, upon completion of 30 years of government service. Service career awards were presented to both.

Sacramento TRACON said farewell to Norm Clark, area manager, who retired on December 21, 1985. Congratulations to Norm, who leaves the FAA after more than 30 years of service.

Congratulations to those people who received the following awards: Letter of Commendation--Mike Zinkin and John Reven of Sacramento TRACON, Davy Farschman, Hans DeWinter, Robert Thompson and Richard Lockwood of Redding Tower; Special Achievement Award--Chuck Sheufelt of Sacramento TRACON, Jim Faucett and Elizabeth Hawn of Sacramento Executive Tower; Quality Within-Grade--Don Getting, Cherlynn Miller and Sal Arcado of Sacramento TRACON and Quality Within-Grade with Outstanding--Lou Iseley of Sacramento TRACON, Greg Juro, Jon Middleton, John Shearer, Tom Morehouse, Bob Ferdon and Jim Howerton of Sacramento TRACON.



James Howerton, left, and James Johnston of Sacramento TRACON, with combined 60 years of service.

Can You Top This?

When Lorraine Jones, Gillespie Tower, received her 15-year service emblem, a discussion among the Gillespie folks questioned how long some of the people had been working at the tower.

Although much has been publicized about the alleged low experience level of many air traffic control facilities, Gillespie Tower is fortunate to have a contingent of people who have been around a while.

They are, in order of longevity: Art Perry--20 years, one month; Stan Haar--16 years, one month; Ed Ray--12 years, 10 months; Lorraine Jones 11 years and Patty Miller--10 years, 11 months. The total equates to 71 years, eight months, with an average of 14 years, four months.

Social Security Income Reporting

If you have substantial income in addition to your Social Security benefits, some of your benefits may be taxable. Contact the IRS for free Publication 915.

A public service message from the IRS

Reagan Budget Seeks Civil Service Changes

President Reagan has proposed several important changes to the civil service system in his FY 1987 budget that would affect both current employees and retirees. Most of the proposals have been included in previous budget submissions but have never received Congressional approval.

The major proposals:

- provide for a 3 percent general pay raise in January 1987;
- eliminate the 1987 cost of living allowance (COLA) for retirees and peg future COLAs at 2 percent below the Consumer Price Index;
- phase in a yearly annuity penalty of two percent for retirement before age 62 (this penalty would not apply to employees 55 years or older at the time of enactment);
- adjust student and survivor benefits to conform with Social Security benefits;
- revise the annuity calculation base to a high average salary over five years rather than the current "high three" average;
- increase the federal employee retirement contribution from seven percent to nine percent; and
- provide employees and retirees with an annual health premium voucher with which to buy health insurance (if the health plan costs less than the voucher, the employees would keep the extra money).

However, the Reagan Administration continues to support early optional retirement for air traffic controllers and fire-fighters, and the FY 87 budget does not propose any changes in that area.

Again the FAA personnel experts urge employees not to make any career or retirement decisions based on these legislative proposals. Congressional approval is required before any can become law and there could be significant changes and deletions in the process. INTERCOM will keep employees posted on new developments as they occur.

AF Technician Named Suggester Of The Year

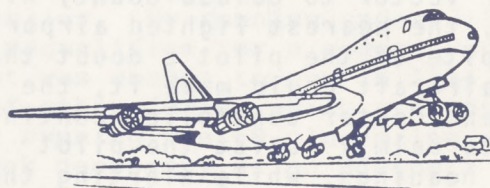
The Northwest Mountain Region's Thomas Campbell last year had a \$45,575 idea that has earned him the FAA Suggester of the Year Award for FY 1985.

An electronics technician in the Denver (hub) Airway Facilities Sector, Campbell received a \$2,067 check for the impressive first-year savings from an innovative suggestion he made to his supervisors. He developed a way to continue providing distance information to civil pilots when there is a weather-related outage of the azimuth portion of the TACAN system.

The result is to eliminate call-back overtime for FAA technicians who service this component of the common civil/military VORTAC system. It also may eliminate the need to reroute aircraft in some instances since the transmission of distance information continues.

In addition to the cash award, Campbell will receive an engraved plaque and a congratulatory letter from Administrator Engen, the last lines of which read "I commend you for your outstanding achievement. Please accept my personal congratulations and appreciation for your significant contribution to the Government."

Northwest Mountain Director Charles Foster also will receive a larger plaque with Campbell's name added to the roll of past winners for display in the ANM headquarters.



FAA Forecasts Growth

The agency's aviation forecasters are projecting the continued growth of aviation over the next dozen years with the workload on FAA's air traffic control facilities increasing apace.

According to the just-released "FAA Aviation Forecasts - Fiscal Years 1986--1997," 650 million passengers will be flying on scheduled U.S. commercial airlines by the end of the forecast period with another 55 million filling seats on commuter airlines.

The report, which is updated and issued on an annual basis, notes that major carriers have rebounded from the economic slump of the early 80's to post record operating profits in the last two years. It projects the continued growth of

passenger traffic at an annual rate of better than 4.7 percent through the forecast period.

The regional/commuter airlines are seen growing at an even faster rate—seven percent annually—but the forecast is considerably less bullish for general aviation. The growth rate for the G.A. fleet is pegged at only 1.4 percent, hitting 259,800 in 1997.

These increases in aviation activity will bring corresponding rises in workloads for FAA air traffic facilities in the forecast period. The projections are: a 46 percent gain in takeoffs and landings for towers; a 39 percent boost in flights for centers; and 37 percent jump in flight services for flight service stations.

Oakland Center Controllers Commended For Flight Assist

Oakland Center Air Traffic Controller Richard Zenoble and Supervisor Ralph Marsh received Letters of Commendation by FAA Administrator Donald Engen and congratulations from Congressman Gene Chappie for their active role in providing emergency flight assistance to a distressed aircraft.

October 10, 1985, was a particularly dark night in the Sacramento Valley, since the moon was hidden by haze. Controller Richard Zenoble was on position in Area D at Oakland Center when he suddenly received a frantic call from a distressed Mooney aircraft pilot en route to Oregon. He advised his airplane had experienced engine failure and immediate assistance was needed to land at the nearest airport. Richard, with the support of Area Supervisor Ralph Marsh, promptly issued the pilot a radar vector to Colusa County Airport, the nearest lighted airport. In spite of the pilot's doubt that the aircraft could make it, the Oakland Center controller continued to calmly assist the pilot with headings, while alerting the local authorities to be prepared

for the possibility of an aircraft accident.

In the meantime, a pilot with Mercy Air Ambulance heard the communications, and volunteered to assist. The controller provided him with a heading to Colusa County Airport, where the assisting pilot continuously circled the airport while leaving on the airplane's landing lights. The distressed pilot, who had been having a difficult time locating the airport, finally sighted it about two and one-half miles distant.

The timely and professional action of Richard and Ralph resulted in the safe landing of the disabled aircraft at Colusa County Airport, with only minor airplane damage and no injuries. For their outstanding performance, Richard Zenoble and Ralph Marsh were presented Letters of Commendation from Oakland Center Manager Vincent Mellone and Administrator Donald Engen, as well as a congratulatory letter from Congressman Gene Chappie. The FAA is proud to have these fine controllers in its family of professionals.

A Regional First --

Fly-A-Controller Program

In response to the Aircraft Owners and Pilots Association (AOPA) Fly-A-Controller program, two of Las Vegas Tower's finest--Rich Berry and Joe Cotterman--took a flight in a Cessna 210. Along with Rich, Joe and the pilot, Chuck Herman, was Channel 8 television reporter Dan Billow.

The trip went great, and the evening news presented a positive look at FAA controllers and the facility. Joe's background as a disc jockey served him well during his brief TV interview.

The Fly-A-Controller program was recently instituted by AOPA, with the cooperation of the FAA and the Air Traffic Control Association (ATCA). Participating general aviation pilots may ask FAA controllers to fly with them on a local flight, which can be planned to cover the airspace for which that controller is responsible.

When FAA Administrator Donald Engen, AOPA President John Baker and ATCA President Gabe Hartl kicked off the program in January 1986, they stated "we jointly feel that better communications and understanding between controllers and general aviation pilots will improve the system for all."

ICAO Has Jobs Open

Interested in a job overseas? In Lima, Peru, The International Civil Aviation Organization has openings for a Technician Officer, RAC/SAR (PC 86/03/P-4) and an Air Transport Officer (PC 86/03/P-4). Both pay \$30,275 to \$41,308 per year, depending on experience and dependents.

Like to stay a bit closer to home? In Montreal, ICAO is seeking a Chief, RAC/SAR Section, Air Navigation Bureau (PC 86/05/P-5). Net salary is \$36,283 to \$46,340, plus post adjustment.

Further information is available from servicing personnel office. Applications are due April 30.

NAS Plan To Progress Despite Budget Cuts

Despite the across-the-board budget cuts mandated by the Gramm-Rudman-Hollings legislation, the National Airspace System Plan remains a viable program, according to Administrator Donald D. Engen. Speaking to the Air Traffic Control Assn. on Feb. 21, the Administrator assured his audience that the "NAS Plan can and will be implemented." Although budget constraints will require "stretching out" some of the low priority projects, he continued, "the program will go forward."

Retiree Corner

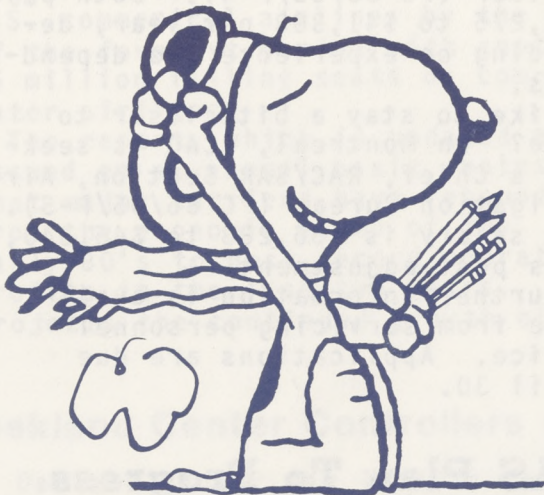
Charles Mariott, retired Realty Specialist from AWP-56, writes to INTERCOM as follows:

"I appreciated your cover story on Marathoner Greg Edwards.

"At 62 years, I ran the '83 Boston Marathon in 3:23. I qualified for Boston by running the Marine

Corps Marathon in 3:27 a few months earlier. By running under 3:30, I requalified for a second Boston but was unable to run in 1984 as I had other duties which prevented my running the 60-plus miles per week necessary as an adequate marathon base."

AVIATION EDUCATION



AVIATION CONTEST SCHEDULE OF ACTIVITIES

January 15, 1986	CONTEST BEGINS
March 3, 1986	STATE Essay Judging Begins
March 28, 1986	STATE Judging Concludes
March 31, 1986	Winning Essays to Regional Office
March 31, 1986	NASAO to inform Washington of Winners
April 4, 1986	States asked to acknowledge entries submitted. Send out letter signed by Admiral Engen
April 7, 1986	REGIONAL Judging Begins
April 18, 1986	REGIONAL Judging Concludes
April 21, 1986	REGIONS send winning Essays to Washington
April 25, 1986	Present STATE and REGIONAL WINNERS with trophies and Certificates
May 5, 1986	WINNERS ANNOUNCED!

Tired Of Waiting In Lines At The Bank?

This year you will spend eight and a half hours depositing your paycheck. Avoid this headache and the danger of having your paycheck lost or stolen in the mail by having it sent directly to your financial institution through the Direct Deposit/Electronic Funds Transfer (DD/EFT) Program. Sign up by forwarding a completed SF-1199A to your payroll office, AAC-24D, in Oklahoma City.

The use of DD/EFT also saves the government money by eliminating the costs of mailing, processing and overhead costs incurred by sending paychecks directly to home addresses. Savings are additionally obtained by eliminating administrative costs associated with issuing replacements for lost or stolen checks. Presently, 73 percent of Western-Pacific Region employees now enjoy the safety, speed and convenience of DD/EFT. Let's make it 100 percent participation. Sign up now!

PEP Open Season Set

GS-11 through GS-14 employees interested in new job experiences have until March 31 to enroll in the Professional Exchange Program (PEP).

Although PEP primarily is designed to improve opportunities for women, men also may enroll. Through the program, employees can expand their horizons by accepting temporary positions in new job areas. Managers with temporary positions that need to be filled should contact their personnel office for a run-down on PEP applicants.