



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

Western-Pacific Intercom



**AIR FAIR '86
20th ANNIVERSARY
APRIL 12, 1986**

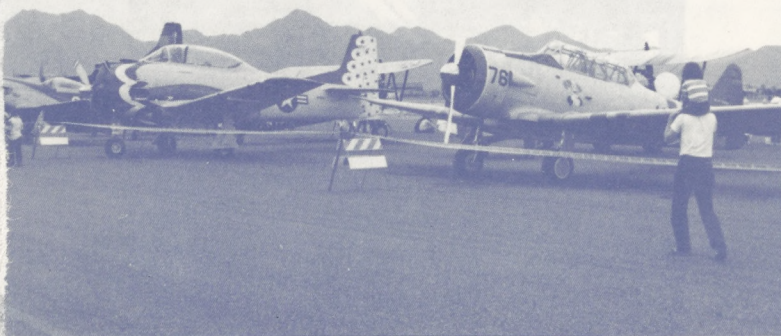


Photo — Tom Johnson



FAA ON THE SCENE

Cover Story

Scottsdale Municipal Airport was originally a civilian contract flight training facility used in World War II. The airfield was called Thunderbird II during this period. The U.S. Army Air Corp and other members of the Allied forces used the facility for pilot training. At the height of operation, the facility housed more than 250 Stearman aircraft and provided basic training for over 1,000 cadets.

At the end of WW II the Seventh Day Adventist Church acquired Thunderbird II, building a church and school while maintaining and operating the airfield as a private facility used in training pilots for missionary efforts.

The City of Scottsdale acquired 226 acres of Thunderbird II in June 1966, with funds provided by the Federal Aviation Administration.

The development of the airport included a 4,800 foot by 75 foot runway, an apron for aircraft parking, a taxiway connecting the runway and the apron, and turnarounds at either end of the runway. In June 1967, the Scottsdale Municipal Airport opened for operations.

Since 1967, growth has been continuous including an expansion that added a parallel taxiway, taxiway lighting, an additional apron, a wind tee and a general aviation terminal building. Between 1970 and 1974, the city financed the construction of a service

hangar, two shade hangars and ten T-hangars. An office building was built and leased to the FAA. An air traffic control tower was constructed during that time and placed in operation.

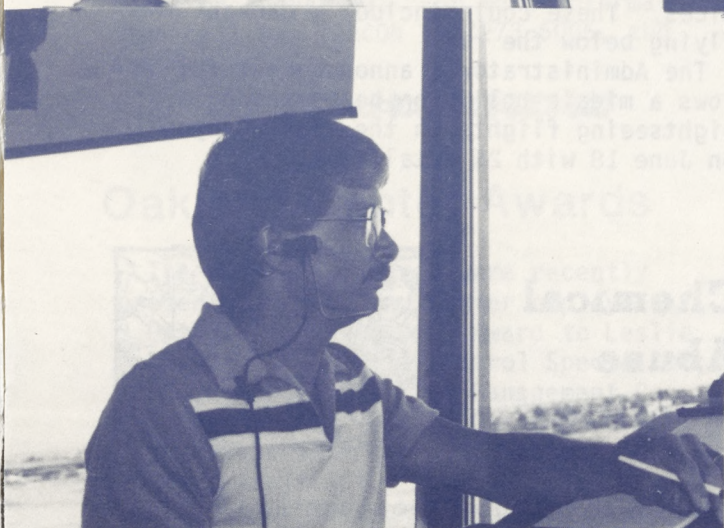
Improvements have become an ongoing effort at Scottsdale Municipal Airport including additions to the terminal building and the construction of a parallel taxiway on the east side of the runway. The FAA financed an additional parking apron, tiedowns, security lighting and the property for the extension project that has provided the present 8,250 foot runway.



1986

Cover photos: Scenes at the 1986 Scottsdale Air Fair. In the top photo local radio and television personality Meteorologist Ed Phillips and Air Fair Coordinator Andrea Baumer discuss the day's activities.

FAAers At Scottsdale Air Show



Top: Up...Up...And away! Part of the 66 hot air balloons at lift-off.

Middle: Air Traffic Controllers -- from left -- Gary Hiner, Gary Heckler and Doug Young.

Below: Air Traffic Controller Dan Ernst (left) and Area Supervisor Steve Lakin.

The News

In Brief



On July 21 Administrator Engen met with representatives of the Professional Women Controllers, the National Black Coalition of Federal Aviation Employees, the National Hispanic Coalition of Federal Aviation Employees, and the Supervisors Committee. The meeting was requested by the groups after concluding at their own intergroup meetings that they were often erroneously perceived as adversaries of the FAA rather than as assets. After the meeting Engen said, "I felt I got a candid account of each group's concerns and suggestions. We will certainly continue this dialogue in the future."

"The FAA has adopted tougher new flammability standards for the materials used in airline cabin interiors. The rule will require the use of more fire resistant and slower burning materials than those presently allowed for cabin sidewalls, ceilings, partitions, stowage compartments, galleys, and other interior structures. The new standards become effective Aug. 20 and will apply to all airline aircraft with 20 or more seats type certificated after that date and to those already type certificated. Existing planes and new planes built under old designs would be required to meet the new standards in two stages beginning in 1988.

New antismoking rules announced by the General Service Administration (GSA) may be so strict as to cause morale and enforcement problems, the Office of Personnel Management (OPM) has noted. In a letter to the GSA administrator, the OPM director has recommended more flexible rules that could be implemented by consensus. The proposed GSA rules ban smoking in open office spaces, restrooms, elevators, and conference rooms. Federal officials estimate that the rules would affect nine to ten million government employees who are smokers.

Flight Ban Considered Below Grand Canyon

Administrator Engen has told the Chairman of the House Committee on Interior and Insular Affairs that FAA is considering action to ban aircraft flights below the rim of the Grand Canyon.

In a July 23 letter to Rep. Morris Udall, the Administrator said he is "considering a plan to supplement the voluntary measures now in effect with a regulation which would generally prohibit flights below the rim of the Grand Canyon except in the case of emergencies."

Engen also said flights 2,000 feet above the rim level would be limited to certain specific routes and altitudes. Transient aircraft not operating in accordance with these requirements, would have to remain at least 2,000 feet above the rim when overflying the canyon.

Pending issuance of a regulation, Engen said he is considering action to amend the Part 135 operating specifications of Grand Canyon tour operators to provide for immediate implementation of certain flight restrictions and practices. These could include a ban on flying below the rim.

The Administrator's announcement follows a midair collision between two sightseeing flights in the Grand Canyon on June 18 with 25 fatalities.

Chemical Abuse Meetings



Chemical Abuse Meetings are being held at the Regional Headquarters. Old and new members are welcome. For more information, please call Anne Clayton at x1300 in the Aviation Medical Division.

Retirement Luncheon For Ray Northam -- August 29



Ray Northam, long-time Bay TRACON area supervisor and nice guy, is retiring, after 31 years of government service. In 1959, after four years in the U.S. Navy, Ray arrived at San Francisco Tower as a controller. He went to Long Beach as a supervisor in 1965, and returned north to Bay TRACON in 1970. In 1973, he was promoted to an area supervisor at Bay and has remained there giving his best.

Ray lives in Pleasanton where he plans to begin a new career in lumber and hardware. We wish Ray good luck and are saying farewell at a luncheon in his honor on August 29. For more information call Bay TRACON 415/273-6005, and ask for Juanita.



Oakland Center Awards

The following awards were recently presented to Oakland Center employees:

Outstanding with Cash Award to Leslie Jackson, Air Traffic Control Specialist; Bruce Peterson, Traffic Management Coordinator; Carl Theall, Quality Assurance Specialist and Keith Watness, Air Traffic Assistant.

Special Achievement with Cash Award to Jeffrey Howard, Air Traffic Control Specialist; Edward Stubbs, Air Traffic Control Specialist and Ruth Fullmer, Administrative Officer.

Congratulations, all!

Golden Gate Sector News



Best wishes to Russ Anderson who has retired after 30 years of service.

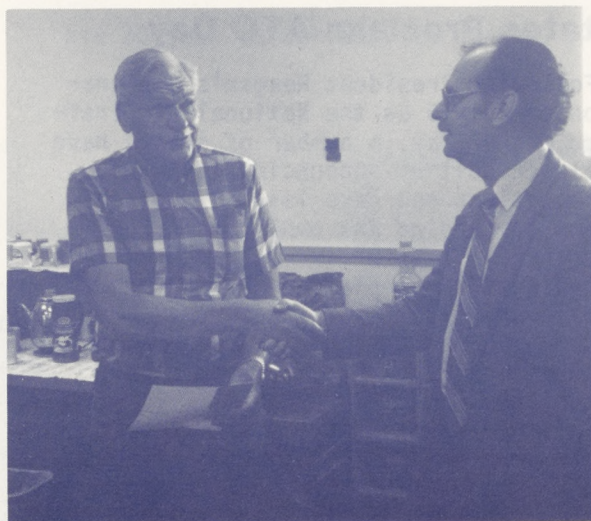
Congratulations to Richard Sherry who received \$250 for a suggestion to improve the reliability of the FAA back-up power system.

More congratulations to John Langacker, Michael Buback, Harvey Finwick and Albert Velasck, Paso Robles Nav/Com, who received on-the-spot awards for their efforts in attaining 100 percent preventative maintenance at all sites.

Letters of Appreciation were presented to Curtis Alderman from Jack Ryan, Bay TRACON, for keeping the Flight Data Entry and Printout equipment operational; and to Neil Folden from Henry Barbachano (Palo Alto Tower Manager) for the excellent service and cooperation provided to the tower.



Congratulations, Don Hebbard



Congratulations to Don Hebbard (left), Electronics Technician, who receives his 35-year career service emblem from Mel Haworth, Manager, Golden Gate Air-Way Facilities Sector.

Personnel Hotline Number Change



FAA personnel have an opportunity to get the latest scoop on what is going on in Congress by calling the Personnel Hot Line at FAA Headquarters, where a recorded message gives updates on the latest changes in laws affecting Federal employees. The Personnel Hot Line has been a very useful service, averaging 2,000 calls per week from FAA'ers seeking information.

The number of the Hot Line changed July 28, and the new number on the FTS system is 267-8220. For those not on the FTS system, the number is 202/267-8220.

States Proclaim ATC Day

Following President Reagan's designation of July 6 as the National Air Traffic Control day, a number of states have followed suit by announcing state-wide celebrations and have issued proclamations commending FAA employees. For instance:

Connecticut proclaimed that FAA controllers in that State had helped "to assure the safety and smooth operation" of the air transportation system nation-wide.

Maine authorities said that the ATC system there has handled about 208,000 aircraft operations each year, and the controllers, technicians and administrators of the ATC system deserved recognition.

The governor of Massachusetts asked that the public be informed of the contributions of all ATC personnel in that state.

Dear Dad,

You asked about the danger of flying and the number of accidents that happen over here that kill someone.

Relatively few of our craft are destroyed by enemy action. I would say that complacency, or a false sense of adequacy, causes more crashes than any other factor. Aviators attempt unauthorized maneuvers, run out of fuel, become disoriented or lost, fly low level and crash into obstacles or attempt takeoffs or landings that are not within the capability of their aircraft.

The craft we fly are relatively safe and in most cases planning and professional competence normally result in a safe landing if a mechanical malfunction occurs. The loss of aircraft to the enemy is accepted risk and is the nature of war, but at times it's difficult to understand why, with the inherent risks of combat always present, our aviators make such stupid mistakes, that's the only way to describe them, stupid.

I imagine that as long as man experiences that exhilaration and the freedom of flight, and the need to foolishly exhibit his manhood and mastery of his machine, accidents will continue. A competent aviator must realize both his own and his aircraft's capabilities and limitations, especially in a combat situation. A loss of an aircraft, whether by enemy action or by accident, is still a loss to our cause.

To better answer your question, no, it is not dangerous to fly; our machines are adequate. It's the human who is dangerous.

Editor's Note: This letter was written 68 years ago, in the spring of 1918 by an American aviator in France. Doesn't it make all of us professional aviators proud to realize that we don't make the same stupid mistakes today?

Reprinted from U.S. Army Aviation Digest, January 1983

Orders Canceled

Two regional orders have been canceled. They are WP 7233.4A -- Nevada AFSS Transition Plan and WP 7233.5 -- Arizona AFSS Transition Plan.

Honolulu Center Awards Ceremony

When Regional Director Mac McClure recently visited Honolulu Air Route Traffic Control Center, an Awards Ceremony was held to honor Center employees.

At right, Honolulu Air Traffic Hub Manager and Center Manager George Harvey (right) receives his 30-year career service award from Regional Director Mac McClure.



To the left, congratulations are in order as Automation Specialist Alan Roundy is presented with his 30-year career service award.

In the photo at right, Plans and Programs Specialist Ron Mata is congratulated by Mac McClure. Ron earned the Outstanding Federal Employee Award for the State of Hawaii.



Photos by Sol Espinda

Plan ATCA Convention



The Air Traffic Control Association (ATCA) is now mailing registration forms for its 31st annual convention at the Hyatt Crystal City Hotel in Arlington, VA., November 2-6. According to ATCA Chairman Quentin Taylor, FAA's Deputy Associate Administrator for Airports, this year's theme is "The Next 50 Years of Progress." He said the convention's professional program will include technical sessions on such topics as the implications of aeronautical research on the ATC system, and ATC management perspectives. At least 140 technical exhibitors are planning to exhibit.

Reno FSS Award

The Reno Flight Service Station is pleased to announce that a Letter of Commendation for performance has been granted to Supervisory Controller John Beatty. Jack has been cited for his performance during the past year.

Action Notices Are For Permanent Programs

The Office of Management Systems (AMS) has noted that the new Action Notices (AN), which are designed to give guidance on permanent national programs, are sometimes being used to issue guidance on temporary matters. To avoid this improper use of ANs, Management Systems Director Mike Sherwin is encouraging users to consult with their directives management officer or Diane Ables on FTS 267-9944 before issuing an AN.

In addition, at a series of meetings for headquarters personnel during the last week in July, AMS officials will discuss the proper use of Action Notices.

NHCFAE National Conference

The National Hispanic Coalition of Federal Aviation Employees (NHCFAE) will hold its annual training conference August 13-15 at the Travel Lodge of Isla Verde, Puerto Rico.

Anyone interested in additional information regarding the conference or information on membership to NHCFAE may contact Tony Trevino, Oakland Airway Facilities Sector, 415/797-3200, x428 or Cathy Trujeque, Regional Office, 213/297-1443.



Frank Dailey

Friends of Frank Daily will be saddened to learn of his death on June 22. Frank retired in 1980 after an illustrious career in the personnel management division.

Frank will be missed by his many friends and his family. Condolences may be sent to his sisters, Mrs. Phyllis Dattilo and Mrs. Betty J. Slack, 1404 Heckman Way, San Jose, CA 95129.

THOUGHT FOR THE WEEK

No one is as deaf; As he who will not listen.

Reprinted from Southern Region Intercom

FEB/College Federal Council Awards



As detailed in a previous issue of INTERCOM, several FAA folks were presented awards and Certificates of Appreciation as sponsored by the Los Angeles Federal Executive Board and the College Federal Council for Southern California. The presentations were made by Regional Director Mac McClure (far right in line) at the Director's staff meeting. The honorees are -- from left -- Debra Turner, Gertrude Williams, Royal Wade Mink, Gayle Hodges and William Withycombe. Other Certificates of Appreciation were forwarded to those recipients who were unable to attend the ceremony. (Photo by Russ Park.)

Insurance Rates Cut

It's getting cheaper to live, or maybe it's just getting cheaper not to die and keep paying for life insurance. Anyhow, the Office of Personnel Management tells us that beginning July 31 the premium rate for Federal Employee Group Life Insurance (FEGLI) will be reduced.

Currently the employee's share of the biweekly premium is \$0.20 per \$1,000 of

coverage. The new premium will be \$0.185 which is a seven percent reduction. The agency's contribution to the premium will continue to be 50 percent or one half of the employee's contribution.

The lower rates are the result of a study which found that there is good reason to believe people are living longer now than they did in the past.



Standardized Controls Make Light Planes Safer

In order to make a light aircraft even safer, the agency has proposed a new rule that will standardize the cockpit controls of all makes and models of these planes. This would mean, for instance, that the throttle on all types of light planes, such as single engine or twin, would be a standard size and

shape and would operate in a certain way.

Also covered by the rule are such items as aerodynamic surface controls, propeller pitch controls, mixture control, and auxiliary cockpit controls, such as landing gear switches, fuel tank selectors and speed brakes.

FAA--FAA--FAA-FAA-FAA-FAA



SPERRY CORPORATION
AEROSPACE & MARINE GROUP
P.O. BOX 21111
PHOENIX, ARIZONA 85036-1111

Mr. Richard Miller - Phoenix TRACON

I recently had an opportunity to participate in a series of technical presentations on Flight Management Systems Operation/Design at Sperry, and made use of a tape on TRACON communications which was assembled by a member of your staff, Mr. Ron Simmons.

The tape proved to be both enlightening and informative and provided many of our engineering staff with their first exposure to "real life" TRACON operations.

My colleagues and I express our appreciation to you and your staff for their efforts, especially Mr. Simmons. He responded on short notice and personally delivered the tape! We were impressed by Mr. Simmons' spirit of cooperation and his obvious enthusiasm for his work.

Sincerely,

Ken Lancaster

TO: Ontario TRACON

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 220 AIR REFUELING WING (SAC)
MARCH AIR FORCE BASE - CALIFORNIA 92519-5000



1. A potential midair collision was avoided due entirely to the alertness, perception, and initiative of one of the Ontario TRACON controllers. This letter of appreciation is the least I can do for the role a controller played in what I consider to be an aircraft "SAVE."
2. My crew and I were flying southbound from HITOP on the March Two Arrival. We were level at 7000' and received a radar vector off the STAR from Ontario TRACON for our arrival into March. While still at 7000' and over San Bernardino, the controller issued a second radar vector, stating it was for Mooney traffic at our altitude which he was unable to contact. Shortly after rolling out on the avoidance vector heading, we spotted the traffic. If the controller had not issued the vector, we would have had a near-miss at best and possibly a midair collision.
3. The take-charge attitude and positive actions of the controller were appreciated by all 9 people aboard. Thanks for keeping the skies safe and maintaining positive control of the most congested areas of the country and one of the most demanding professions.

(signed) L. JOHN SANLORENZO, Capt, USAF

HARVEY
MUDD
COLLEGE
CLAREMONT,
CALIFORNIA



Mr. Mateo M. Palenzuela, Manager
Brackett Air Traffic Control Tower

We appreciate the excellent cooperation by you and the controllers on the day of the outdoor commencement exercises on the campuses of Claremont Colleges. The information for pilots must have been communicated well because we enjoyed a very pleasant quiet afternoon. Please convey our thanks to the controllers and a special thanks to you.

I would also like to add appreciation for another job well done. When that Cherokee became disoriented and descended in the vicinity of Brackett, I happened to hear the communications while on the ground at the fuel area. That challenge of communicating successfully with a pilot under high stress was handled exceptionally well. We appreciate the controller's understanding and willingness to be patient, not say too much and with restraint say only what could be useful and would let the pilot regain control. This willingness can do a lot to enhance safety in such circumstances. Please forward my appreciation to the controller involved.

Thank-you.

Sincerely yours,

Iris C. Critchell
Director



United Way

Thompson
Thermal Flight Service Station

Please convey our grateful appreciation for generous support of our 26 agencies.

Their efforts resulted in making a positive difference in the lives of individuals in our desert communities and earns them the Gold Award.

W. Legert
Campaign Manager

Mr. William Maloney
Las Vegas Air Traffic Control Tower - Las Vegas, Nevada

I wanted to drop a note on the OUTSTANDING! performance your men gave at this last Rain-Check meeting.
I feel very fortunate to be able to observe such professionalism and outstanding teamwork at our tower. Your men went out of their way to answer all questions and show us that it is all about.
I feel a great deal safer in the sky while traveling in the TCA.
Please pass on my sincere thanks to your GREAT! team for their time and courteous help.

Again Many Thanks

Sincerely
Tim D. Heritage
Tim D. Heritage

Doug Combs
Incline Village, NV

Ontario TRACON Management
Los Angeles TRACON Management

I feel that recent actions and the fine professionalism shown in the handling of my flights should be noticed, commended and set aside as an example.

I am a new pilot on Union flights departing Ontario Mon thru Friday, returning each of the following mornings.

I understand that sequence from Ontario to Los Angeles is difficult to slot without en-route revision and turns for spacing because of the lack of airspace in this corridor. I also understand that there is at least one other scheduled departure from or to Ontario that prevents prompt sequential routing on my courses.

The reason for my letter is the excellent sequence of my reciprocating a/c with numerous jet aircraft entering this corridor. Of particular note is that two evenings last week I was sequenced perfectly with two heavy jets who passed at higher altitudes and with greater speeds and rates of descent to provide proper spacing when we all arrived at the airport.

This was done with no special request and no course deviations by pilots. Only routine and gradual speed reductions were instituted.

The professionalism and understanding of the aircraft limits and capabilities in this instance is a sharp contrast to the typical four turn and three speed change TRACON approach noted by me at several less busy airport areas. The controllers showed excellent spatial visualization and coordination and are a credit to the profession. I tip my hat to those who were working the screens on April 29 and May 1.

My most sincere compliments.

P. Douglas
P. Douglas (Doug) Combs, ATP,
Union Flights Pilot

Mr. Gordon R. Yen, Manager
Montgomery Air Traffic Control Tower, San Diego, Calif.

It was a special privilege accorded those of us who attended the "Orientation of Air Traffic Control." If more pilots could have the opportunity to learn from the information we were given, not only could air safety be aided, but understanding of the systems used and concerns of controllers would be enhanced. Our special thanks to Barbara and Gene who gave of their time to present the controllers' view. What they had to offer is not available through textbooks, but will prove more valuable in many instances.

On behalf of those whose lives are made safer by your efforts we say thanks. Your being there is gratefully acknowledged.

Ellen Gunkel
Ellen Gunkel

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

Mr. Dean DeShazo
Federal Aviation Administration
McCarran International Airport

Thank you so much for your assistance during my recent visit to the Nevada Economic Development Company's National MBE Procurement conference.

Please express my appreciation to your fine staff and especially to Jesse Ryan and Larry Barrett. They were most helpful with the arrangements.

Elizabeth H. Dole
Elizabeth Hanford Dole



FAA TOASTMASTERS

CLUB #3449

INVITES EVERYONE TO ATTEND A SPECIAL
MEETING AT THE FAA LAX HANGAR

DATE: August 19, Tuesday

TIME: 11:45 - 12:00 - "Social Time"

12:00 - 1:00 - Meeting

PLACE: - CONFERENCE ROOM AT LAX HANGAR
(WING D)



Toastmasters Club #3449 is made up of FAA folks who meet twice a month in the Regional Office on the 1st and 3rd Tuesdays at 11:45 a.m. The Club's goals include improvement of communications, eliminating fear of public speaking, boosting self-confidence, and having fun.

PLEASE JOIN US - - SEE WHAT WE'RE ALL ABOUT. Listen in and observe how easy it is to be a Toastmaster.

BRING YOUR LUNCH =

BRING A FRIEND

For more info, contact the Club's president,

Joan Zubarik at 297-1178.

