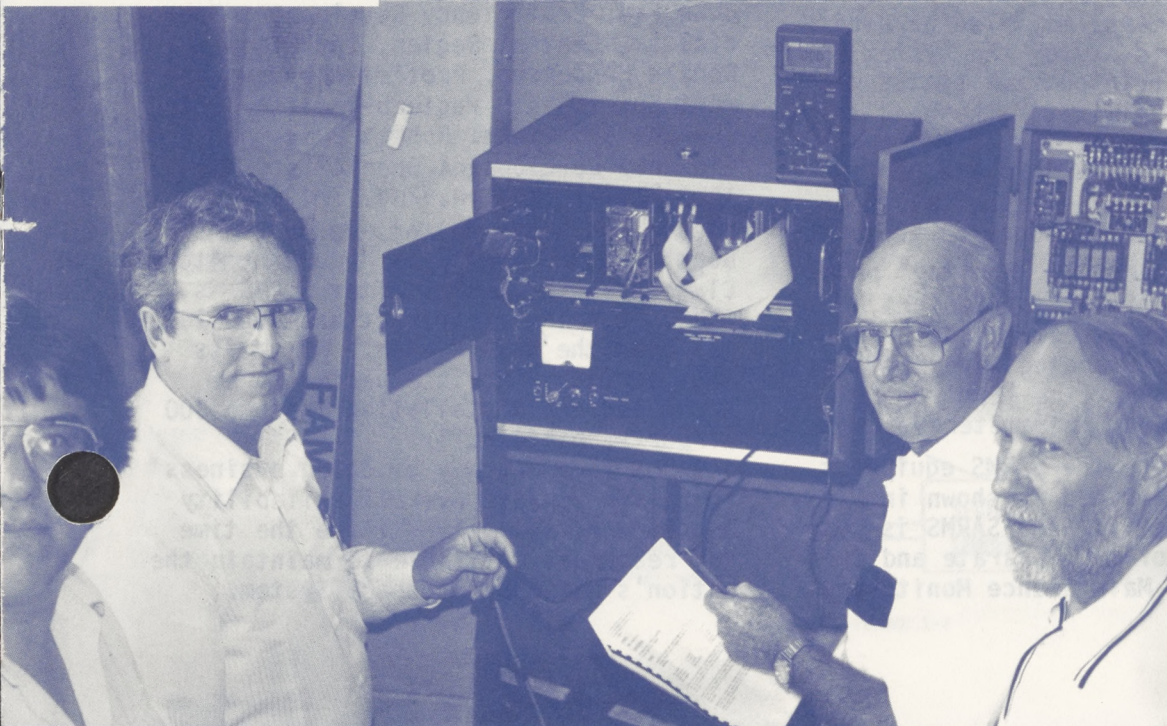




U.S. Department
of Transportation
Federal Aviation
Administration

Western-Pacific Intercom

ADVANCED
TECHNOLOGY



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Cover Story

by Robert Evanston
Lancaster AFS

Perhaps nowhere else in the Federal government is advanced technology so prevalent as in the Federal Aviation Administration. The agency's technical workforce is continually tasked to produce advanced technology. The Central Region developed the SARMS (short for Small Airport Remote Monitoring Subsystem) and the Western-Pacific Region provided training to various Regions: Northwest Mountain, Eastern, Southern, Great Lakes and the Western-Pacific.

SARMS provides remote control functions and a data base of all measureable equipment parameters. This data is continuously updated and sent to a Mainframe computer (a TANDEM) for centralized monitoring and control. By providing access to this data, a remote office can obtain the necessary information about a facility on which to base future visits. The necessity of traveling to the site for the purpose of checking current facility status is eliminated with Remote Maintenance Monitoring. In addition, a 30-day history of events is maintained in the TANDEM for review by the field office or regional office on demand.

SARMS also provides some data to facility technicians that was not previously available without use of measuring and/or special test equipment. On-site system status printouts, in addition to producing an instant review of all current data parameters, may also be used as a long term history of the system, since hard copy printouts of status may be saved. This eliminates the need to "write down" all parameter data for future reference. SARMS does the work.

SARMS power: As an example, at the ILS Localizer, SARMS reports on three "Station" parameters, 19 "Monitor" parameters, 11 "Transmitter" parameters, four "Radio Frequency power panel" parameters (Voltage Standing Wave Ratio is calculated also) and nine "Environmental" parameters -- 46 parameters total.

The broad view of the SARMS equipment and facilities serviced is shown in Figure 1-1 (See page 3). The SARMS is composed basically of two separate and independent Remote Maintenance Monitoring

units, the Data Acquisition System (DAS) and the Link Control. The Link Control polls automatically every few seconds the DAS units installed at the various facilities as to their state of health. If a degrading change or malfunction occurs...even an intrusion or fire...a WARNING or ALARM is immediately announced and recorded at TANDEM (see Figure 1-2, page 3). The ILS Localizer, Glide Slope, Markers, Lighted Aids and Distance Measuring Equipment are the principle facilities in the system to date; however, the future will see Remote Communications Outlets in the system, too. SARMS is scheduled for the following locations:

Oxnard and Santa Barbara, Calif. in the Western-Pacific Region; Salisbury, Md. and Manassas, Va. in the Eastern; Alpena and Sault Ste Marie, Mich. in the Great Lakes; Martha's Vineyard, Mass. in New England; Ft. Collins and Greeley, Colo. in the Northwest Mountain; Clarksville and Smyrna, Tenn. in the Southern; Fort Worth, Texas in the Southwest Region; and Oklahoma City, Okla.

The Lancaster Lead Sector took on the project to install Western-Pacific's first SARMS at Santa Barbara, Calif. Also, the project included providing training to all regions scheduled to receive SARMS. So far, four classes have been conducted at Santa Barbara. The training was accomplished through the team action of four regions. The instructors were Ray Blancarte--Field Manager, Southwest Region, 1st Class; John Fry, Proficiency Development Specialist, Central Region, 1st Class; Donald Henderson, Proficiency Development Specialist, Western-Pacific Region, 2nd and 3rd Class; Robert Evanston, Proficiency Development Specialist, Western-Pacific Region, 2nd, 3rd and 4th Class; and Blake Palmer, Technician-In-Depth, in the Northwest Mountain, 4th Class. The next step after SARMS is ARMS. Already a contract has been let to build the ARMS system. After its test period, ARMS is expected to be scheduled for installation in some 300 airports, nationally.

SARMS is a new way of doing business that will improve overall reliability and more effectively utilize the time and resources available to maintain the nation's National Airspace System.

SMALL AIRPORT REMOTE MONITORING SUBSYSTEM (SARMS)

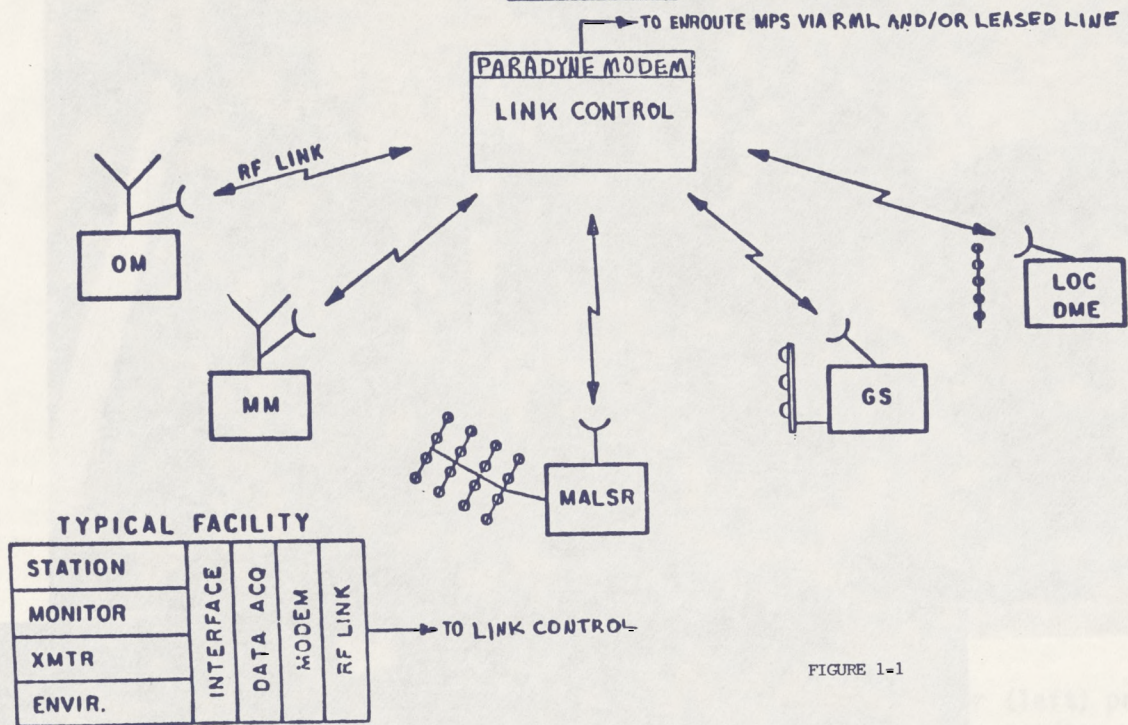


FIGURE 1-1

SMALL AIRPORTS RMM

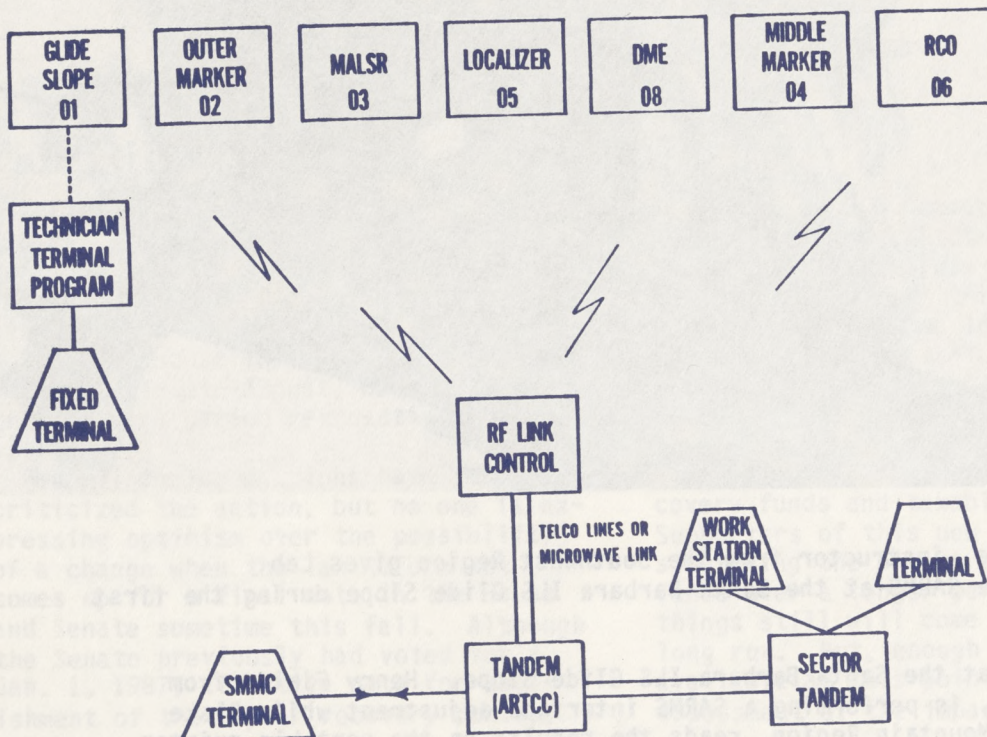
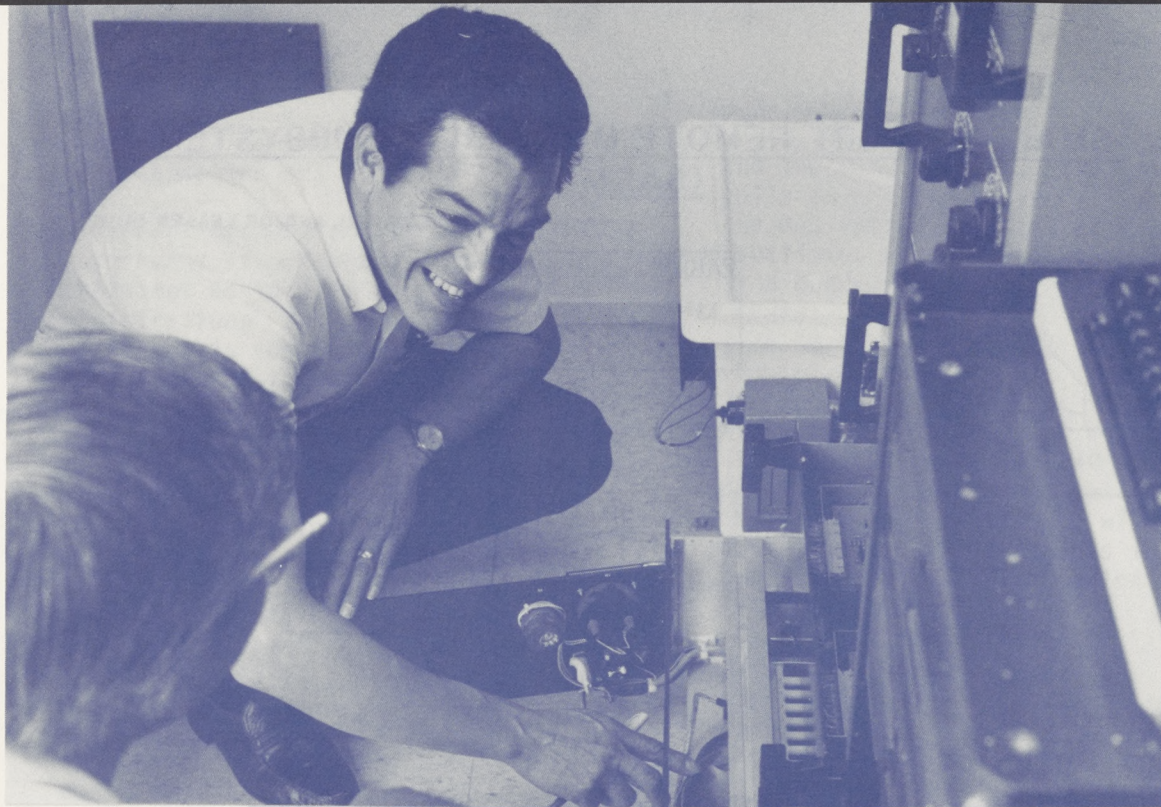


FIGURE 1-2

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Top: Ray Blancarte, instructor from the Southwest Region gives Lab instructions on the SARMS at the Santa Barbara ILS Glide Slope during the first class.

Below: SARMS Lab at the Santa Barbara ILS Glide Slope. Henry Fields from Great Lakes (left), is performing a SARMS interface adjustment while Blake Palmer, Northwest Mountain Region, reads the results on the portable printer terminal. Blake later returned to be an instructor in the fourth class.

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Graduation day. Donald Henderson, Western-Pacific instructor (left) presents certificate to Thomas Tate, Southern Region. Don Henderson's academy experience greatly enhanced the training material and his lively manner kept the students alert and pleased with his instruction. Left to right = behind Don and Tom: Blake Palmer, Northwest Mountain; Lloyd Hawley, Northwest Mountain; Robert Evanston, Western-Pacific instructor; Henry Fields, Great Lakes and William Bryan, Eastern.

Tax Bill Scuttles Recovery Period

That tax-free recovery period that Federal employees have always counted on in planning for retirement may already be history. One of the provisions of the much-heralded Tax Reform Act, which House and Senate conferees agreed to in mid-August, would abolish the recovery period retroactive to July 1, 1986.

Federal employee unions have strongly criticized the action, but no one is expressing optimism over the possibility of a change when the Tax Reform Act comes up for a final vote in the House and Senate sometime this fall. Although the Senate previously had voted for a Jan. 1, 1987, effective date for abolishment of the 3-year recovery period,

its position did not prevail in the joint conference which adopted the earlier date in the House version of the tax bill. What all this means is that Federal employees no longer will be able to recover all of their nontaxable personal contributions to the retirement fund up front when they call it a career. Instead, monthly retirement payments will include both nontaxable recovery funds and taxable new money. Supporters of this new system claim that stretching the payout of the recovery funds over a longer period means that things still will come out even in the long run. But, enough details are not available at this point to permit a full assessment of the impact.

FAA "Top Gun" Saves USAF Jet

It could have been a scene out of the summer's big hit movie, "Top Gun," except this time the hero worked for FAA and nobody was playing "make believe."

The real life drama began when the pilot of an Air Force F16 jet declared an emergency about 25 miles south of Chicago after losing engine oil pressure. At that point, supervisory controller Jeff McCoy at the O'Hare TRACON took over control of the aircraft and began guiding it toward nearby Glenview Naval Air Station.

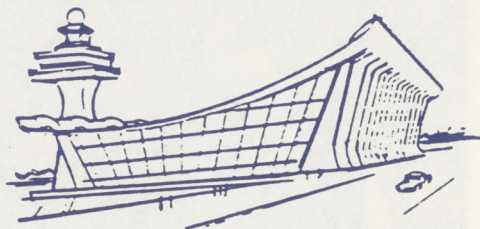
Five miles from Glenview, the drama heightened when the pilot made a "May-day" call saying he had lost his engine and navigation equipment. The F16 was dropping like a rock through the overcast, and the pilot was about ready to eject. "I've got one chance," he told McCoy, "make it good."

McCoy stayed with his man, tracking the aircraft on radar and issuing crisp, precise instructions that brought the jet out of the clouds just 1,000 feet from the Glenview runway. A few tense seconds later, the plane was safely on the runway where an arresting system helped to bring it to a stop. The F16 pilot subsequently called the TRACON to thank McCoy, a 16-year veteran controller, for coming through for him in a "life or death" situation. Both Walt Luffsey and Admiral Engen also called McCoy to congratulate him.

Controller Sentenced

An air traffic controller at the Midland, TX, Airport has pleaded guilty in Federal court to a charge of lying to FAA investigators about the cover up of a possible operational error and has been sentenced to two years of supervised probation.

Following his guilty plea, the court dismissed a second charge that the controller erased 54 minutes of a voice data tape covering the time of the error. The 23-year old controller could have been sentenced to five years in prison and fined \$250,000. He has been assigned to noncontrol duties at the Midland ATCT since the January 20 incident.



Dulles ATCT Upgraded

With Dulles International Airport now one of the nation's fastest growing airports, the Dulles control tower has been upgraded from a Level III to a Level IV facility. From a practical standpoint, that translates into a grade increase for Dulles' full performance level controllers.

The change was effective August 3, after the facility met the Level IV hourly traffic density factor of 60 operations per hour over the required period of time.

The rise to prominence of Dulles is due partially to its new status over the past year as a traffic "hub" for United, New York Air and Presidential Air.

Western-Pacific

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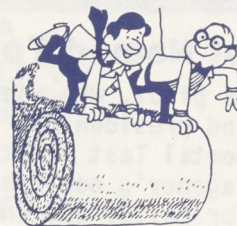
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NATIONAL HISPANIC HERITAGE WEEK

1986



National Hispanic Heritage Week pays tribute to a rich part of America's cultural tradition, offering all Americans a welcome opportunity to recognize the qualities and contributions of Hispanic Americans from earliest colonial times to the present. The dedication to principles of loyalty, patriotism, strong religious faith and devotion to family displayed by Hispanic Americans is basic to the American way of life.

Hispanic Americans have played an important role in the development of our rich cultural heritage and every State has benefitted from their influence. They have distinguished themselves in the arts and sciences, education, industry, government and many other areas of productive endeavor. Indeed, they are a part of all that makes America great.

Just as their forefathers sought a dream in the New World, Hispanic Americans have realized their dreams in our great Nation and will continue to do so. Their dedication to higher purposes reflects what is best in the American spirit.

But who are these Spanish-speaking or Hispanic Americans referred to? They are a group which cannot be categorized as easily as can other minorities because they are included in most major racial groups and many national origins.

For purposes of identification, Hispanics are those Americans whose culture is of Spanish or Latin-American origin and whose native or ancestral language is

Spanish. They are Puerto Ricans, Cubanos and Mexican-Americans, as well as those whose origins are in Central or South America. They are also those of Hispanic background who do not presently have Spanish surnames because of marriage or other reasons.

The Hispanic's heritage and culture has been on the North American continent for over four hundred years. The exploits of their forefathers are interwoven in the fabric of American history.

Bernardo de Galves was Governor of Louisiana in early 1777. During the American Revolution he supported the Americans and strengthened defenses against the British. Allied with battalions of mulattoes and Blacks, units from Spain attacked the British along the Gulf of Mexico.

Other forefathers of today's Hispanics fought with Admiral David Glasgow Farragut, who was of Hispanic origin, in the American Civil War. Hispanics have continued to serve the cause of democracy since then. A number of Spanish-speaking men have been awarded the Congressional Medal of Honor for their heroism while serving in the Armed Forces. Still other hold major posts in the military, the Federal civilian agencies and the private sectors of America.

States, cities, mountains, rivers, foodstuffs, automobiles, plants and animals have names that come from the Spanish language. Colorado, San Francisco, Sierra Nevada are a few examples. Millions of Americans of Hispanic origin today add meaningfully to the national diversity of the United States, enriching the quality of daily life.



Test Pilot Named To Policy Post

A pilot's pilot, who was a founding director and president of the Society of Experimental Test Pilots, has been named the agency's new Associate Administrator for Policy and International Aviation. Albert W. Blackburn steps into the job, vacated recently by Donald Segner, with responsibility for formulating FAA policies and goals on both the national and international levels.

Blackburn's log book shows more than 7,000 hours in some 125 different model aircraft, ranging from Mach 2 fighters to high performance racing sailplanes. Before coming to FAA, Blackburn was president of Aero Systems Associates, a consulting firm he founded.

A Marine Corps veteran, he is a graduate of the U.S. Naval Academy and holds a master's degree in Aeronautical Engineering from the Massachusetts Institute of Technology.



FAA TOASTMASTERS
CLUB #3449

Holds Meetings
1st & 3rd Tuesdays
of each Month
11:45 a.m.

Federal Building
Room 4W3/7 - 4th Floor
15000 Aviation Blvd.
Hawthorne, Calif.

EVERYONE WELCOME!

AOA Hotline Is Two

Two years and almost 1,800 telephone calls later, the Administrator's Hotline continues to provide employees with an effective medium for reaching top management with their suggestions, concerns and complaints.

The hotline's second anniversary was marked Aug. 20 in a low-key celebration at the Administrator's morning staff meeting, a particularly appropriate forum since it was Admiral Engen who personally initiated the service. Moreover, the Administrator reviews the record of all incoming calls and the replies that go back to the callers.

An analysis of the calls shows that "bread and butter" issues like employment, promotions and payroll are the top concerns. Next in frequency, are calls dealing with air traffic procedures, operations and general management.

The Great Lakes Region, generated the most calls. It accounted for 378 of the total of 1,778 calls, or 21 percent. The Southern Region was next with 14 percent, followed closely by the Eastern Region with 13.8 percent.

All future callers should remember that the new number for the hotline is 267-9532.

Pan Am Pays \$1.95M

Pan American World Airways has agreed to pay \$1.95 million in full settlement of enforcement actions resulting from in-depth FAA inspection of the carrier earlier this year.

Results of the FAA inspection, found that the carrier had failed to follow the mechanical reliability requirements of its approved maintenance program, operated aircraft on which required maintenance had not been made, installed parts that exceeded their approved service life prior to demonstrations that the life could be increased, and failed to keep adequate maintenance records.

Administrator Engen said Pan Am has reacted in a positive manner to the FAA inspection and has taken prompt action to correct its deficiencies. For example, he noted that "Pan American has revamped and expanded its quality control organization, reorganized planning and production control, reorganized its maintenance organization, and increased its engineering staff."

Glenn Cross Named Toastmasters Area Governor



Glenn Cross, AWP=462.3, the Past President of FAA Toastmasters Club #3449, has been named Area C-2 Governor for District 1 of Toastmasters International.

Area C-2 is composed of three clubs-- FAA Club #3449, TRW Toastmaster Club #990 and the Narrators Toastmaster's Club #1398.

The area is the smallest administrative unit of Toastmasters International, composed of three to seven clubs. The area Governor serves as a leader-link between the district, World Headquarters and the clubs.

The Area Governor and staff guide these clubs, educate club officers, handle administrative duties and conduct area programs.

According to Glenn, "Participation in a local Toastmasters Club is the most economical way to enhance your communications, leadership and presentation skills." And that is why he is encouraging individuals who aspire to leadership positions to-join Toastmasters now!

Photo: Glenn Cross -- new Area C-2 Governor for District 1 of Toastmasters International. (Photo by Elly Brekke.)



Water Survival Safety Seminar Held

A Water Survival Safety Seminar was recently held in Honolulu, Hawaii by the Honolulu Flight Standards District Office (FSDO), with the aid of the General Aviation Council of Hawaii, the Ninety-Nines of Hawaii (International Women Pilots' Organization), and a team of experts from the Navy, Air Force, Coast Guard and the Honolulu Fire Department. Approximately 190 people attended the two-day seminar at the Naval Officers' Club in Pearl Harbor and at Honeymoon Beach, Hickam Air Force Base. Some 85 people participated in the actual ditching of a C-150 cockpit mounted on a trailer for this exercise.

Jim Martin, Honolulu Accident Prevention Specialist, says that there are about six or seven ditchings each year in Hawaii waters and it is very important that local pilots understand the proper techniques of ditching and have the life-saving knowledge needed if the occasion occurs.

This program was well received and was given special recognition by local TV stations, Channel 4 and 9, in Honolulu.

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.



Fresno Tower/ TRACON

News

Congratulations are in order for Dean Phillips who received an Special Achievement Award, for George Smith, Bill Glaser and Sheila Sweeney who are now facility rated, and for Valerie Wulff who successfully completed Radar Training requirements.

Thanks to Monte Starr for conducting pilot meetings in Fresno and Visalia, and for his recent "save" of a Cessna losing engine power. Manager Neil Bettenhausen addressed the local Lion's Club and also participated in airport tenant meetings at the Fresno Air Terminal and the Chandler-Downtown Airport.

Major construction is underway at Fresno Air Terminal, closing most of the taxiways, and ultimately each of the runways.

Dean Phillips has taken a medical retirement due to illness. The Phillips family has received over \$5500 in donations from all over the region, including the Sacramento Hub which sent some money left over from the flood relief effort. For all those who assisted, it was welcome and appreciated.

Fresno provided the temporary tower at the annual "Gathering of the Warbirds" show at Madera Airport this month. Thanks to controllers Brian Morris, Monte Starr, Sheila Sweeney, Joe Defelice, Bill Whitla and Supervisor John Manuszak.

Longtime Fresno Air Terminal controller, Joe Defelice, has been selected for San Diego TRACON and will be reporting sometime after October 1.

Spotlight On

San Diego

Imperial

Yuma . . .



The following people were recently awarded for their Special Achievements: Gerald Brucks, Air Traffic Control Specialist for Imperial Flight Service Station, received a Letter of Commendation and a \$25.00 on-the-spot award.

Laura Wade, Air Traffic Control Specialist for San Diego Flight Service Station, received a Letter of Appreciation and a \$25.00 on-the-spot award.

Congratulations, to Gerald and Laura!

GIVE LIFE



Reflections On

Beacon And Bonfire Days

FAA Retiree Charlie Grosh writes to Intercom and speaks out for the 50th: "The picture of the Whitewater Beacon by Larry Cheskaty in a recent issue of Intercom took me back a long way in time to memories of better days.

I was a young engineer in 1938 when the Washington office assigned me to make a survey for the Los Angeles-Phoenix Airway. I had only been with the agency for two years. At that time the facilities on this Airway were owned and operated by American Airways (now AAL) and consisted of a few Beacon Lights, Emergency Landing Fields and Weather Reporting Stations.

My job was to evaluate the system and bring it up to CAA standards and to select, survey and acquire new sites as needed for a Federal Airway.

Whitewater was one of the sites in the modernization. The site was located north of Palm Springs and was considered quite important for night VFR flying. It was at the east end of San Gorgonio Pass, a slot between two 11,000 foot mountains. This is still a ticklish spot for small aircraft even with modern navigation instruments. There were many other new sites on the route but this seemed to be the most important.

Looking back on these events makes me realize how far aviation has progressed. The days of Beacons and Bonfires was only a small beginning but it opened up new vistas that have, step by step, brought the FAA and the industry to where we are today. But today is still only prelude. The people in FAA are still moving ahead to bigger and better things even with the adversity of budgets and appropriations. Looking back at Whitewater I am proud and thrilled to have had a part in this humble beginning that now has a place in the archives of our National history."

Civilair Picnic

September 13



Don't miss the fun and excitement of the annual FAA/Civilair picnic to be held on Saturday, September 13, beginning at 11 a.m. The festivities will be held at the Gull Park picnic area of the Long Beach Naval Station, Long Beach, Calif. All FAA employees and their family and friends are invited.

BBQ lunch will be available for a small charge, as will be soft drinks and other liquid refreshments. Games will be held for the kids; raffle for the adults.

Join the family fun and the fellowship of your co-workers. For more information, contact Elaine Collander at 213/297-1260.

Bones To Pick

The body of every organization is made from four kinds of bones...

There are the WISHBONES, who spend all their time wishing someone would do the work.

Then there are the JAWBONES who do all the talking but very little else.

The KNUCKLEBONES who knock everything anybody else tries to do.

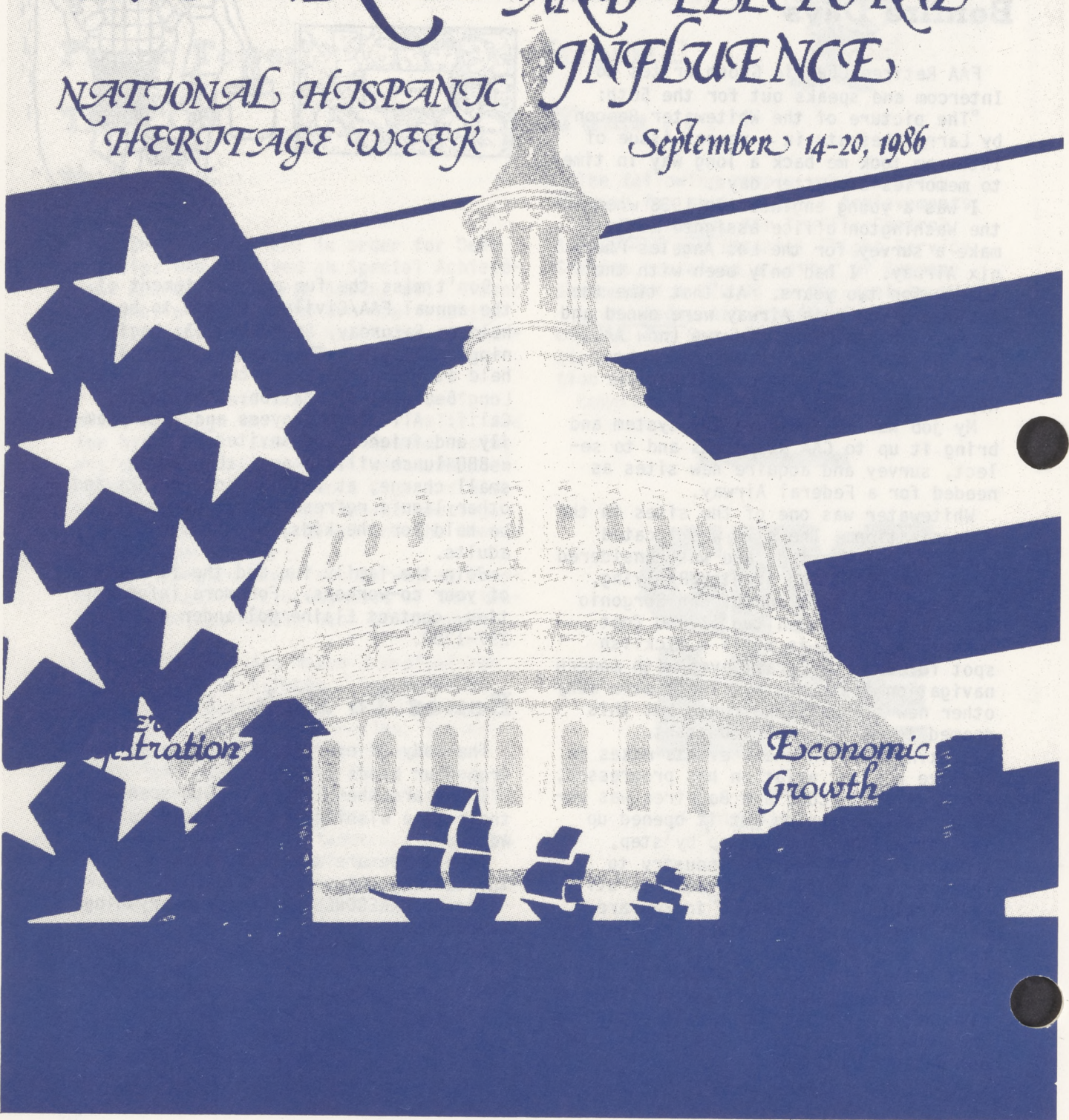
And, but fortunately, every organization has some BACKBONES, who get under the load and do most of the work!

--Fresno Squadron
CivilAir Patrol

HISPANICS: AN ECONOMIC AND ELECTORAL INFLUENCE

NATIONAL HISPANIC HERITAGE WEEK

September 14-20, 1986



Registration

Economic Growth