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Western-Pacific Intercom

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FAA WITNESSES THE DREAM

Cover Story

by Marilyn E. Ramsey
Computer Specialist
Technical Support

Since the latter part of 1981, Western-Pacific computer classes have been taught in-house, and instead of dull script out of a "book" to practice on, all FAAers found themselves entering information on something called "Voyager," a strange airplane with a modern Jules Verne adventure story. The students not only learned all the complexities of a computer, but met history in the making.

On December 23, this FAAer was able to see the Voyager dream come true. Charlie Heckrotte from TRW; Barbara Heckrotte, Secretary, AWP-42; and myself, departed the South Bay at 2:00 a.m. Tuesday morning and headed for Edwards Air Force Base, the site where the historical Voyager odyssey would come to an end. According to the radio, the landing time varied between 6:00 a.m. and 9:30 a.m. because of weather conditions.

We arrived at Edwards after a two hour drive and were directed to the viewing site. At 4:00 a.m., on Rodgers Dry Lake Bed, in the middle of the desert, we were directed by flashlights to our parking spot. It was dark! We knew we were somewhere along the landing area. We began to wonder if it had been necessary to arrive so early. Only a trickle of cars were arriving. We decided to catch up on a little shut-eye before the 6:00 a.m. scheduled landing now predicted on the radio.

At 5:00 a.m. (one hour after we arrived), I turned around to look out the back car window, and was amazed! Through the darkness car lights were now lined up, bumper to bumper on the highways leading down to the landing area. It appeared the world was descending on Rodgers Dry Lake Bed.

At dawn, we found ourselves surrounded by a sea of cars and campers. Those who could not get in to the parking area were pulled off the highways in the distance, in long lines, to get a glimpse of this historical moment.

It was bitter cold and few were venturing out of their cars. We kept the radio on and received regular reports on the scheduled arrival time. Finally, they predicted an 8:00 a.m. landing. At 7:30, we reluctantly emerged from the car into the cold desert air. At last we could see our surroundings, and were only about three rows from the roped off landing area. Also, we were at the far end of the crowds, and worried (unnecessarily) that we wouldn't have a good view of the landing. The massive crowds were in good spirits, in spite of the cold, the waiting and the early hour. Many had radios on, and we could hear the pilot to ground communications. The triumphant Voyager and pilots Dick Rutan and Jeana Yeager were out there somewhere!

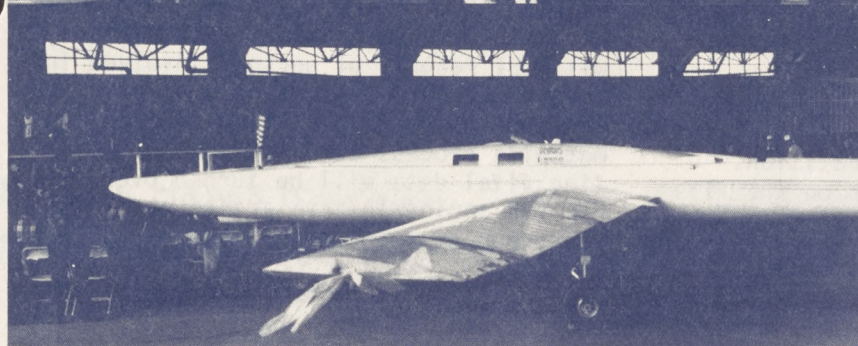
Earlier in the morning hours, we learned of the engine failure where the plane dropped 3,000 feet before the front engine could be started. And of the attempts to transfer fuel between the back and front engine, and of the fuel leakage in the cockpit area which could prove very dangerous around all the electronic instrumentation. Talk about "electric".. .the crowd was wired!

Suddenly, one person thought they spotted the Voyager. All eyes went up to the cloud cover on the horizon. Five tiny specks came into view! As they came closer, you could see that beautiful, magnificent bird, surrounded by four chase planes. The radio announced that Voyager would do some fly-bys before landing. She made her turn right in front of our group, dipped her wing in greeting, and gracefully flew by... Visible were the wing tips broken from take off, and her expanse no longer white and shiny, but bearing the scars from her incredible journey.

On the radio, we could hear pilot Dick Rutan talking to base operations, asking "Where did all those people come from?"

Like a giant "wave", the crowd began a cheer which rippled from one end of the lake bed to the other. I don't think there were many in the crowd with dry eyes. It was a very emotional moment, and a perfect ending to the year.

Voyager, Dick and Jeana were safely home!



"A superb feat"

--Donald Engen

Photos: Cover == Regional Director Mac McClure prepares to greet pilots Jeana and Dick with a message from FAA Administrator Donald Engen. Engen, who is a former test pilot, relayed congratulations "saluting the Voyager, it's pilots and crew for their superb feat."

This page == Above -- Among others presenting awards is Major General William Twinting, (center) Air Force Flight Test Center Commander. Addressing the pilots, he commented, "On behalf of all people and the whole United States Air Force . . . we congratulate you on a truly phenomenal mission. We are very proud of you."

Below: A view of the wing which was damaged during takeoff. Due to the heavy weight of the fuel on board, the wings had dragged and scraped the runway. The Voyager is still available for viewing, but will be moved to the Smithsonian at a later date.

News in Brief



* FAA Administrator Donald D. Engen has told Congress that the agency's increased emphasis on enforcement and surveillance activities resulted in the initiation of 63 certificate actions against air carriers in 1986 and the assessment of \$15 million in civil penalties. Both figures represent record highs. Engen also noted that the number of aviation safety inspectors increased to 1,813 by the end of the year, up 11.4 percent from 1985, and the agency is asking for another 228 inspector and support personnel in the FY 1988 budget.

* The International Air Transport Association (IATA) says that total passengers on international flights increased two percent in 1986, reaching a total of 198 million, but aircraft passenger load factors slipped from 63 to 60 percent. An IATA spokesman said, "Poor traffic on the North Atlantic was offset by healthy traffic in Asia and on routes between Europe and Latin America..."

* DOT has launched an investigation of airline-owned reservation systems (CRSs) and their effect on the competition. The investigation will focus on the five carriers that presently operate such systems — United, American, Eastern, TWA, and Delta. After reviewing data submitted by the five airlines, DOT will decide whether regulatory or other action is necessary to protect the public interest.

* Canada and the United States are opening their border in a new way. In December, FAA's Office of Airworthiness approved a one-year trial of a new policy that permits the operation of Canadian, amateur-built aircraft in the U.S. for up to 90 days under special flight authorization. Canadian aviation officials have now reciprocated by permitting U.S. amateur-built aircraft to operate for a similar period in their country. Previously these operators were restricted to airshows on both sides of the border.

More on Penalty Payments

Federal employees on official travel who voluntarily deplane from an overbooked airline flight can keep any compensation they receive from the carrier as a result. However, it may be reduced if there is additional cost to the government from the delay in travel time.

Intercom previously reported that the General Accounting Office required all airline compensation payments to be returned to the government. Not in this case! Anyone needing further clarification should check with his or her servicing accounting office.

Program Will Identify Falsified Pilot Records

Secretary Dole has announced a new program for identifying pilots who have failed to declare drug or alcohol-related convictions on their medical certificate applications.

Under the program, DOT's Office of Inspector General will provide the FBI with a tape from FAA's automated medical certification data base for comparison with FBI records of persons involved in drug or alcohol-related convictions. The names of persons identified through this matching process as falsifying or omitting vital data will be turned over to FAA for administrative action and to the Justice Department for possible criminal action.

DOT expects the matching program will be completed in nine months.

Aviation Lab Upgraded

The Civil Aeromedical Institute's Aviation Psychology Laboratory, which did the employee attitude surveys among other achievements, has been upgraded and renamed the Human Resources Research Branch.

Acting Federal Air Surgeon Jon Jordon said the change reflects the new branch's increased role in support of the agency's Human Resource Management Program. It also will continue to conduct other human performance research in support of the NAS plan, regulatory, and medical programs.

Meet Vincent Joubert Civil Rights Officer

Vincent Joubert, Jr., has been appointed Civil Rights Officer for the Western-Pacific Region. He comes to the position from the Human Resource Management Division where he was the manager of the Organizational Effectiveness Branch.

Vince was raised in Lake Charles, Louisiana. He served over 14 years in the U.S. Army, first as a medic and paratrooper, and later as a counter intelligence agent. His military tours of duty included Germany, Korea, Panama and Vietnam. Upon discharge from the military, Vince completed requirements for a B.A. in Criminal Justice at the University of Illinois and joined the FAA, Great Lakes Region, in 1976. He has held positions in the FAA as a Security Specialist, Personnel Management Specialist, EEO Program Manager and Human Relations Specialist. After joining the FAA, Vince completed requirements for an M.A. degree in Public Administration with a focus on Organizational Behavior



and Management. Community activities included serving as a Volunteer Probation Officer, working with both juvenile and adult offenders. He was also on the Board of Directors of that community organization.

He resides in Redondo Beach, Calif., with his wife, Diana, an employee at the Los Angeles TRACON, and two daughters, Adrienne, 9, and Christina, 7.

Sparky Hayes Receives Person of the Year Award

On January 9, 1987, Don Hayes (left), Electronics Technician of the Los Angeles Airway Facilities Sector Comm/Data Unit, was presented with the 1986 Los Angeles TRACON Special Commendation Award. Making the presentation is Dick Cox, Air Traffic Los Angeles Hub Manager.

Don "Sparky" Hayes is the first Airway Facilities member to be honored with this unique award. In presenting the award, Dick Cox thanked Sparky for his cooperation and superior support of Los Angeles Tower TRACON equipment. Dick went on to say that Sparky was selected by the air traffic managers and controllers of the facility.



New Airport/Airway Bill Goes to Congress

Secretary Dole has proposed legislation that would assure the continued availability of funds for airport and airway improvements through fiscal year 1989.

Known as the "Airport and Airway Enhancement Act of 1987," it calls for a two-year extension of the current Aviation Trust Fund legislation that expires on Sept. 30.

Under the DOT proposal, funding for the Airport Improvement Program would continue at the present \$1 billion a year level through FY 1989 with airport capacity projects given an even greater priority. In addition, 22 percent of total AIP funds would be available to eligible state governments on a voluntary basis for block grants for airport planning and development, general aviation, and small commercial service airports.

Another change would allow airport operators to "defederalize" their airports if they choose. This means they would not be eligible for grant funds but could raise money for airport improvements through passenger facility charges ("head taxes").

The bill also would authorize spending levels for facilities and equipment (F&E) of \$1.35 billion in FY 1988 and \$1.5 billion in FY 1989. The R&D levels would be \$150 million for each year.

Finally, the bill would authorize FAA to recover 85 percent of its total budget from the Aviation Trust Fund. In the FY 1982-87 period, only 57 percent came from Trust Fund monies.

Western-Pacific Intercom

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Oscar Waszkiewicz

Oscar Waszkiewicz, FAA employee who retired in October 1979, died on Jan. 5 of complications from kidney disease.

He worked more than 13 years for the FAA, first as an illustrator, then as a printer in Logistics.

Previously, he had served in the military for more than 20 years, first in the U.S. Army, then the U.S. Air Force.

He is survived by his wife, Phyllis, and a brother, John, of Chicago, Ill.

Expressions of sympathy may be sent to Phyllis Waszkiewicz, 2010 Belmont Lane, Redondo Beach, CA 90278.

Donations in Oscar's memory may be sent to the Salvation Army.

Aviation Growth Continues

The agency's latest "Aviation Forecasts" is projecting continued strong growth for the airline industry over the next dozen years but predicts little change for general aviation.

Passenger enplanements on the major scheduled airlines are expected to increase at an average annual rate of 4.5 percent, reaching a total of almost 700 million in FY 1998. Commuters will grow at an even faster rate and carry 8.2 percent of all domestic passengers by the same date.

Meanwhile, the number of hours flown in general aviation will grow at an average annual rate of only 0.7 percent during the forecast period. This compares with a six percent growth rate in the 1960s and '70s.

FAA's air traffic facilities will feel the impact of the overall growth trend. During the FY 1987-98 forecast period, flights handled by the enroute centers will increase from 35.4 million to 45.6 million. Operations at controlled airports will rise from 60.5 million to 79 million and the number of services provided by flight service stations will go from 47.8 million to 55.1 million.



Sharkey Ogata Honored at Surprise Party

On December 4, 1986, Hilo Tower recently celebrated Yoshiaki "Sharkey" Ogata's retirement with a surprise party at Wailoa Park. Sharkey was deeply touched seeing his old friends from Honolulu Tower, his former boss Ron Bereman (retired) and his many friends and relatives. After almost 28 years with FAA, Sharkey is packing it in to spend more time with his family and the zillions of projects that he has.

Aloha, Sharkey. Hilo Tower thanks you for molding it into the first class facility that it is.

Photo: Honoree Sharkey Ogata (center), is surprised at a party held for him recently. Joining the celebration are (from left), Randy Fujita, daughter Audrey Okutsu, Bill Downie, Ron Watkin and Ron Bereman.

Air Traffic Operations Director Ryan Visits Nellis AFB

John Ryan, Director of Air Traffic Operations, Headquarters Federal Aviation Administration, recently completed an orientation of the U.S. Air Force Tactical Fighter Weapons Center at Nellis Air Force Base.

John was the guest of Major General Peter Kempf, Tactical Fighter Weapons Center Commander. The orientation included extensive briefings and tours of operational and air traffic control facilities. John was also treated to a familiarization flight in a McDonnell Douglas F-15 Eagle.

While in Las Vegas, John was escorted by John Breen, the FAA's air traffic representative at Nellis. John Ryan also used the trip as an opportunity to visit and tour Las Vegas Control Tower at McCarran International Airport.



Credit Union News

Your 1986 IRA contribution may be your last chance to take the full IRA tax deduction.

Your Credit Union is offering a 12 month 9% Participation Rate IRA Loan to members who act before April 1, 1987.

To apply for this special rate loan, the proceeds must be used for your 1986 or 1987 contribution to your Credit Union IRA Account (we currently offer a 6% 18 month IRA Certificate) and you must be a participant in one or more of the following programs:

- * Active Share Draft
- * Direct Deposit/Allotment
- * VISA Credit or Draft Card
- * any current loan

Remember, your 1986 IRA contribution must be deposited by April 15, 1987 in order to receive your deduction.

For more information contact:

FAA WESTERN FEDERAL CREDIT UNION
5400 Beethoven Street
Los Angeles, CA 90066
(213) 306-4262
(800) 352-7431. (Calif. outside 213 area)
(800) 421-7111 (All other states)

Name Badges Available from Civilair

Civilair is offering FAA name badges to employees. The badges are blue plastic with white letters, and the FAA emblem in the upper left corner. Anyone interested in ordering should fill out the order form below and mail to Civilair. The cost is \$5 if the badge is to be picked up in the Regional Office at the Civilair Desk on the fourth floor, or \$5.75 if it is to be mailed. If you have any questions, contact Elly Brekke, Civilair Publicity Chairperson, at 213/297-1431.



15000 AVIATION BOULEVARD
P. O. BOX 92007 213/643-8526
LOS ANGELES, CALIFORNIA 90009

Today's date _____

FAA Name Badge Order Form

PRINT NAME EXACTLY AS IT IS TO APPEAR ON BADGE:

Your name:

Address badge to be mailed: (If R.O., use 15000 Aviation Blvd., Lawndale 90261)

Your routing symbol:

Commercial phone number:

Amount enclosed \$ _____ Cash _____ Check _____ Money Order _____

Received by _____ on _____

RETURN THIS FORM TO CIVILAIR AT THE ABOVE ADDRESS.