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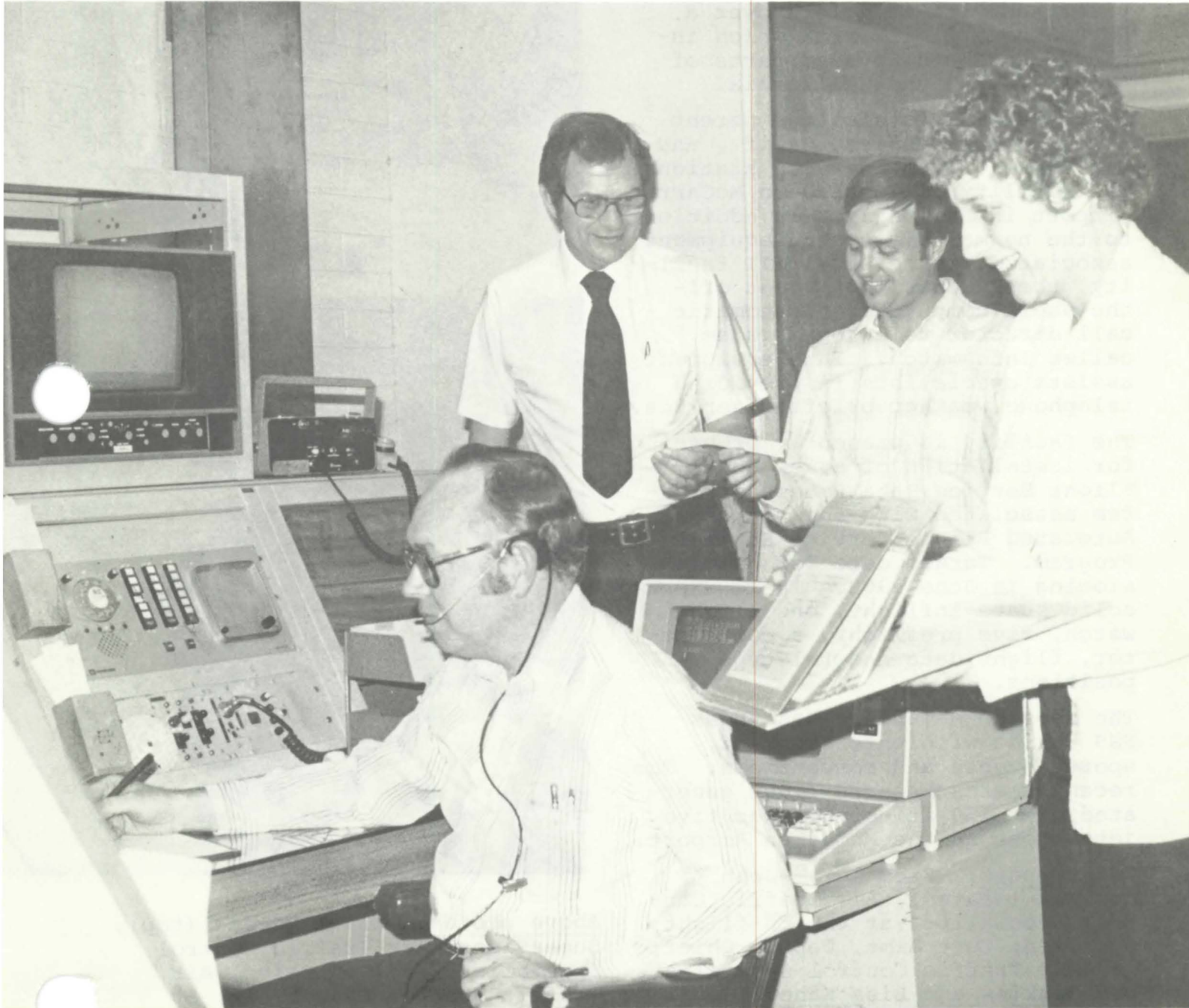
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**Federal Aviation
Administration**

Western-Pacific Intercom



Las Vegas FSS

Cover Story

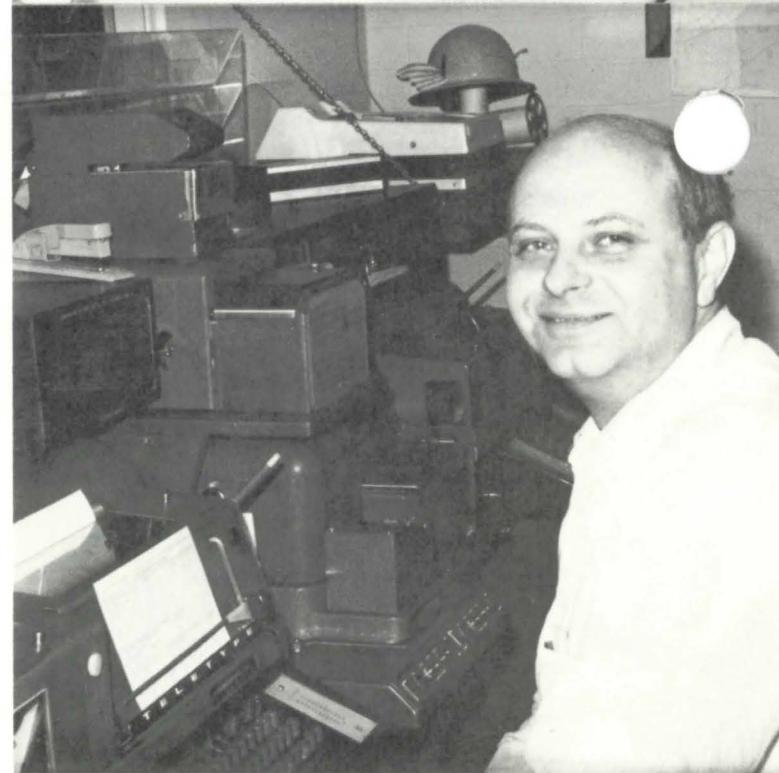
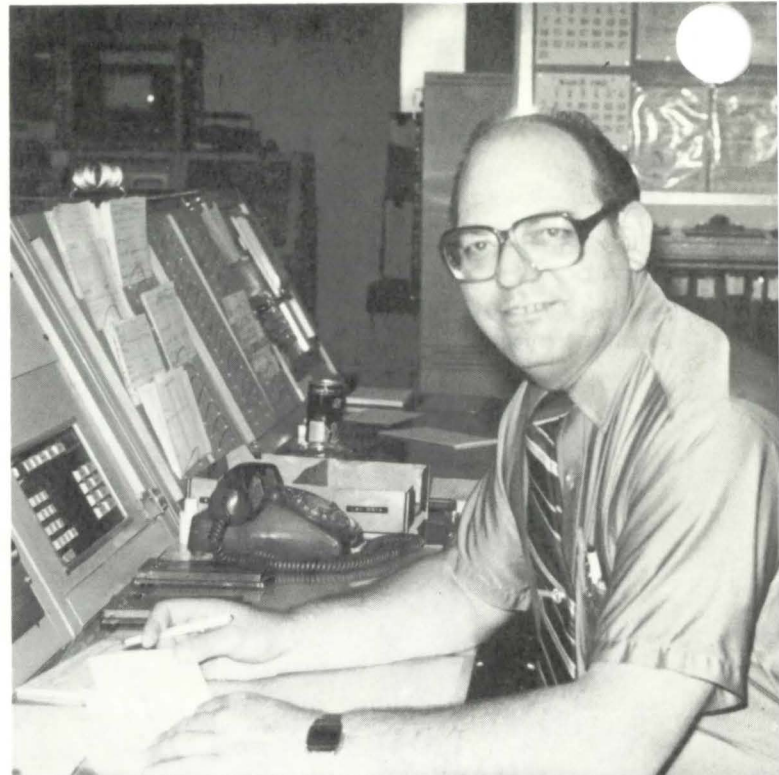
Las Vegas Flight Service Station is a Level III facility, providing 586,000 flight services to the flying public in FY 1981. Thirty specialists and four team supervisors provide 24-hour a day, 7-days a week flight plan filing, weather briefings and enroute flight advisory service to pilots over a 50,000 square mile area which includes southern Nevada, parts of Arizona, Utah and California.

Las Vegas FSS is also the parent facility for Needles, Calif., and Ely, Nev., flight service stations. The facility is located on McCarran Airport in Las Vegas. In addition to the normal processing equipment associated with a Level III facility, the FSS has the latest off-the-shelf computerized automatic call director telephone system, called Infoswitch. This equipment assists specialists in providing telephone weather briefing service.

The facility is presently preparing for installation of a new Model I Flight Service Data Processor System associated with the National Automated Flight Service Station Program. Target date for commissioning is June 1983. There are two solid state inflight, one flight watch, five preflight, a coordinator, flight data and teletype positions.

The service demand at Las Vegas FSS varies with entertainment, sports events and conventions. The recent Hearn/Leonard fight generated over 150 itinerant executive jets alone at the McCarran Airport.

Cover photo: From left--John Carlson (seated), Air Traffic Control Specialist, at the in-flight position; Curt Alms, Deputy Chief; and Air Traffic Control Specialists Dan Jenkins and Lisa Kane. Cover photo by Barbara Abels.

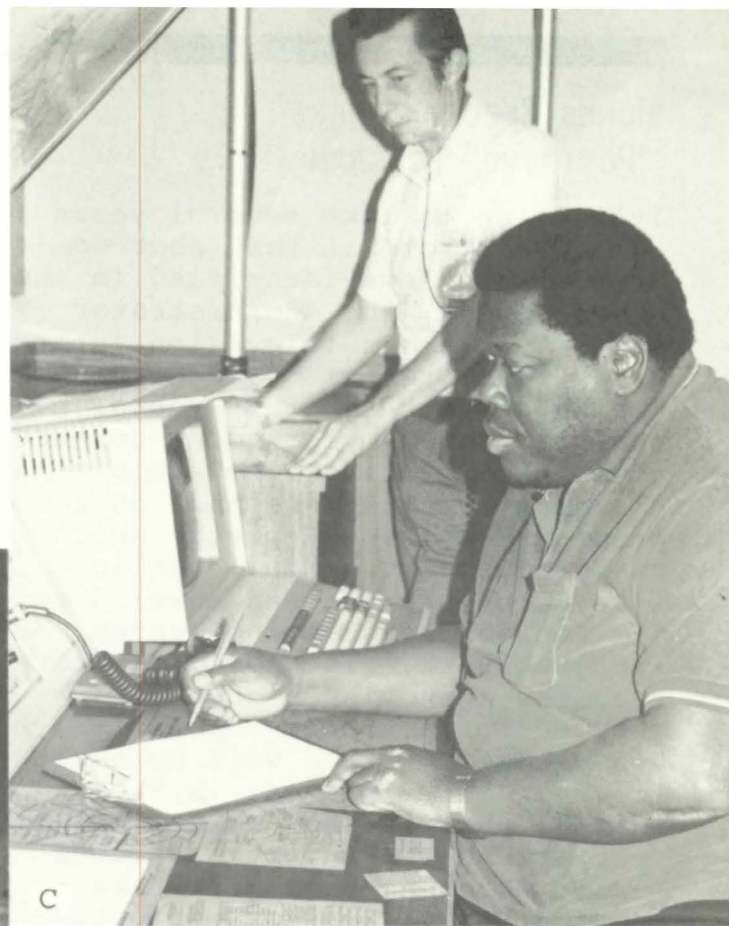
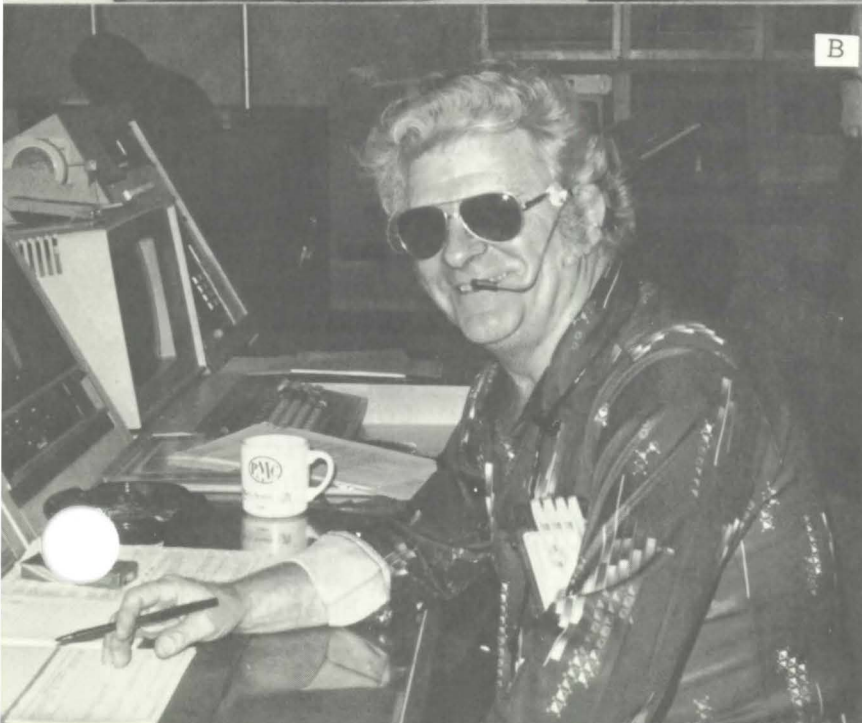


Above photos: Grant Eccles (top), Supervisory Air Traffic Control Specialist, and Don Balbo, Air Traffic Control Specialist, at the teletype position.

More

Las Vegas FSS

People



Some of the Las Vegas FSS people on duty the day INTERCOM visited the facility were:

A--George Mawkey (left) and Al Almendariz, Air Traffic Control Specialists, at the preflight position.

B--Edward Kohl, Air Traffic Control Specialist, also at a preflight position.

C--Dan Hackett (left) and Robert Young, Flight Watch Specialists, at the EFAS position.

Unfortunately, Facility Chief Hugh Southerland was not available for the photo-taking session.

Photos by Barbara Abels.

JONES REPORT SPARKS "POSITIVE" PROGRAM

It's going to take several years to correct some of the labor-management problems identified in the Jones Report, the Administrator said in a recent television interview. The problems have been developing over the past 35 years, he stated, "and I'm not going to cure them in 35 weeks." The Administrator's remarks were made on the program "Business Reports" which was produced by a Miami public television station and carried on the Public Broadcasting System (PBS) network. The Administrator said the agency's program to respond to the Jones Report is "very positive" and will be developed in three phases: a short initial phase to determine employee reaction to the report; a second phase, which he said will take about a year, "to show employees that we are serious about correcting the problems" and finally the long-term implementation phase, which will take from five to seven years.

AIRWAY FACILITIES BRANCH MERGERS

The Airway Facilities Maintenance Engineering Branch, AWP-430, recently merged with the Maintenance Operations Branch, AWP-460. Dick Muckle, Chief; Mike Gonzales, Assistant Chief; and Florence Harmon, Administrative Officer, were temporarily using the Operations Section's extensions. They now have their own lines and can be called on either 6155 or 6156. Additionally, Bill Lindsey, Chief, Electronics Engineering Section, AWP-463, can be contacted on either 6450 or 6460. The extensions for the other two Sections - Operations, AWP-462 - and - Environmental, AWP-464 - remain the same; that is, 6316 and 6190 respectively.

RETIREE CORNER

Howard "Pete" Peterson, retired Chief of Van Nuys Tower, writes to say that he's sure enjoying retirement. Pete says, "We have moved to the beautiful state of Oregon, live right on the ocean (what a view!). Busier now than when I was working-you know, fishing for trout, salmon, cod, halibut, steelhead; clamming; crabbing; golfing; playing tennis and bridge, etc. Miss you all; drop by and see us." New address is 1722 Graham Court, Waldport, Oregon 97394 (P.O. Box 868 for mailing). Phone (503) 563-4999." Great to hear from you, Pete. Keep in touch!

MADELEINE DUNN SAYS "THANKS"

New FAA Retiree Madeleine Dunn writes to say that the Airway Facilities Division "sure knows how to launch a gal into a new chapter of life--retirement!" She wishes to thank everyone involved for the teamwork in putting together her luncheon on May 5, with special appreciation to the star of the program, Jerry Perkins, for the levity provided by his portion of the program. Madeleine says, "To all who attended, thanks for sharing a wonderful day with me and my husband Clint; for those who traveled some distance to attend, it was wonderful to welcome you."

LOGISTICS DIVISION NOTES

Welcome aboard to: John Earl, Supply Technician, Materiel Management Branch, from Long Beach AF Sector; and Cheryl Peterson, Contract Specialist, Contracting and Acquisition Management Branch, from National Training Center, Fort Irwin, California. Congratulations go to: Larry Kruse, Traffic Management Specialist, on his promotion; and to Judy Sullivan, Purchasing Agent, on her promotion, both in the Contracting and Acquisition Management Branch.

Santa Monica Hosts Visitor From Liberia



The Santa Monica General Aviation District Office recently hosted Mr. Rufus Zulu from Liberia, Africa. During his visit, Mr. Zulu received FAA airworthiness program training and general aviation activity familiarization from assigned GADO personnel. Under the International Civil Aviation Organization (ICAO) fellowship program, participating countries provide actual on-the-job training to technical personnel. Formal classroom training is also provided by the FAA Academy in Oklahoma City. The experience was a rewarding one for both Mr. Zulu and Santa Monica GADO personnel.

Top right: Bill Withycombe (left), Chief, Santa Monica GADO, takes Mr. Zulu on a tour of the airport. Bottom: Bill Treece, Santa Monica GADO Inspector, greets Mr. Zulu.



LOS ANGELES FSS HAPPENINGS

Congratulations to Rick and Dana Mauck on the birth of their son Shane on April 16. The 8 pound 15 ounce boy, and the proud parents, are all doing well. Thanks Sandra Couverley, for your weather briefing and flight planning assistance "gig" for the women's Baja Air Race from Long Beach Airport. Recent transfers to the Enroute or Terminal Options include: Albert Bristo, Larry Ford, Robert Green, Carl Gainer, Lucius Hope, Kathy Smith, Luke Smith, Philip Vigil, Ted Walters and John Wong. Congratulations to Sandra Couverley, beginning a Staff Specialist assignment on May 30, as an Evaluation

and Proficiency Development Specialist. Congratulations also to recently promoted Specialists: Tom Anthony, Lori Collings, Carmen Ember, Matthew Gilbert, Mary Jue, Rose Marino, Richard Mauck, Arthur Morrison and Claude Rivers. We miss Jeanne D'Ambly and Ray Pettinelli, on extended sick leave pending disability retirement. Charles Burge and John Rezler, new employees, will return to the facility in early June from the Academy. They have a tough act to follow; the footsteps of John Boyce, latest Specialist to "check out" and join our efforts of keeping the doors open.

FR PUBLICATION COST CUT

FAA spent over \$1 million in FY 1981 printing notices and other material in the Federal Register, and the Office of Management Systems, this figure must be reduced sharply in the current and future years. AMS said that before submitting documents for FR publication, employees must insure that the information meets the regulatory requirements for the Register. They also point out that in some instances money can be saved by publishing a notice announcing the availability of the document in FR and printing the full document by other, cheaper means. For additional assistance, employees should contact AMS-110 or AGC-230.

WARBIRDS IN ACTION

On May 8, 1982, the Minter Field Air Museum presented its first annual "Warbirds in Action" air show at Shafter Airport, Shafter, California. The fly-in and air show was considered a big success for the one-day event, with a crowd of an estimated 3,000. The show consisted of model aircraft demonstrations, warbird fly-bys, aerobatic routines by Jim Modes in his AT-6 and Ron Hevle in his P-51 Mustang, and was concluded with an air show by the Condor Squadron. The Minter Field "Warbirds in Action" was sponsored by the Minter Field Air Museum in order to promote the future construction of an air museum at the Shafter Airport. Shafter, as it is known today, is located ten miles northwest of Bakersfield and was originally commissioned in 1942 as Minter Field, basic flight training base for the Army Air Corps. It was decommissioned in 1949 and renamed Shafter Airport. Today it primarily serves general aviation and agricultural operations and is the home of the Minter Field Air Museum. FAA monitor at the air show was Jim Shamp, Operations Inspector at Fresno General Aviation District Office.

TECH CENTER B-707 SET FOR SMOKE STUDY

Engineers at the Tech Center began to dismantle the venerable Boeing 707 almost as soon as they got their hands on it. First the engines came off, then the tail, and then the wings. Obtained from the Charlotte (N.C.) Aircraft Corp., the 23-year old former TWA jet is being dismantled so the fuselage can be used as a test bed for fire safety research. Specifically, FAA wants to evaluate the effectiveness of aircraft ventilation system in exhausting smoke from the cabin and will use the findings to develop test criteria. Testing is expected to get underway sometime this summer.

GSA VEHICLE RATES REDUCED

As of February 1, 1982, the GSA vehicle rental rates were reduced \$6.00 per month on each assigned vehicle. On dispatch vehicles the rate was reduced \$0.42 per day for sedans and station wagons and \$0.30 per day for all other vehicles. A supplement to GSA Regional Bulletin FPMR 9-G-82 will be published with the vehicle rate changes.

NOTHING SUCCEEDS LIKE SUCCESS

As previously reported in INTERCOM, the program to reduce FTS costs at FAA is succeeding. But the Logistics Service cautions that this must be a continuing effort and offers the following guidelines for FTS use: (1) FTS is provided for official Government business only. Detailed reports are being made of calls placed over FTS for management review. (2) Keep calls short and to the point. The longer you talk, the more it costs. (3) Avoid unnecessary calls. Plan your call for a time when the person you need to speak to will be there. (4) Jot down the items you need to discuss and keep them handy.

AWARDS

Outstanding With Special Achievement Award:

Ardis Rogers, Las Vegas AFS.

Police Mirth, Labor Relations Branch, Personnel Management Division.

Frances San Filippo, Oakland AFS.

Outstanding With Quality Within-Grade Increase:

Thomas Mangum, Principal Operations Inspector, Van Nuys GADO.

Paul Graves, Engineering Technician, Fremont AFS.

Quality Within-Grade Increase:

Paul Candelarie, Oakland AFS.

Bill Knight, Controller, Burbank Tower/TRACON.

Don Heady, Chief, General Accounting Systems Programming Section, AWP-67A.

Dale Kuhn, Chief, Logistics - Facilities & Other Systems Programming, AWP-67B.

Special Achievement Awards:

Donald Gehrke, Electronics Technician, Nav/Comm Unit, Guam.

Rick Yorsky and Scott Briggs, Elko FSS.

Carlyce Coit, PVD Electronics Technician, Fremont AFS.

Guillermo "Willy" Villalobos, Civil Engineer, AWP-454.

Ronald Gerber, Air Traffic Control Specialist, Burbank Tower/TRACON.

Jim Braithwaite, Air Traffic Control Specialist, Burbank Tower/TRACON.

Letters of Commendation:

Lula Lacy, Programmer Analyst, AWP-67B, from AWP-67A.

James Riggins, Litchfield Tower, for outstanding performance at N. LAS Tower.

Letters of Appreciation:

Kenneth Elsing and Nancy Ito, AWP-67A, from AWP-20.

Robert Anderson, Sacramento FMP, for work at Jackson and other F&E projects.

Las Vegas AFS personnel Jim Wuollet, Woody Harkcom, Al Berotti, Bill Wilson, Curt Ingle, Wayne Whipple and Glen Bickness from Las Vegas Tower Chief for contributions to the overwhelming success of the 1982 mobile helicopter control tower operation.

Wick Mizer, AWP-454, from Reno AFS for his work on the ASR-8 antenna bearing replacement project.

Paul Milani, Oakland AFS, from Sacramento AFS.

George Ferrara, Comm. Electronics Technician, from Oakland AFS.

Beverly Stevenson, Secretary, AWP-450, for her recent efforts while AWP-454's clerical help was absent.

Career Service Emblems:

40 Years:

Glenn Haas, Las Vegas AFS.

30 Years:

Finley Walter, Los Angeles FSS.

Lou Mitchell, Assistant Chief, Burbank Tower/TRACON.

Jerry Reinitz, Team Supervisor, Burbank Tower/TRACON.

25 Years:

Chig Horner, Team Supervisor, Burbank Tower/TRACON.

15 Years:

Jess Gomez, Los Angeles FSS.



40-YEAR PIN FOR GLENN HAAS

Glenn Haas (left), General Supply Specialist at the Las Vegas Airway Facilities Sector, is congratulated by Sector Manager Jim Webb on receiving his 40-year Career Service Emblem and letter of recognition. The presentation was made by AF Division Chief, Alex Hammond, during a recent visit to the Sector. Photo by John Katsigenis.

ICAO LOOKING FOR TALENT

The International Civil Aviation Organization is soliciting applications for two key staff positions. One is the Director of the Air Navigation Bureau in Montreal and the other is the ICAO Representative in Paris. The Director's job is a three-to-five year assignment and pays \$68,931 per annum with a tax free net of \$39,407 to \$43,052. Applications are due in API-19 by September 6. The salary for the Paris job is \$55,919 with a tax-free net of \$33,998 to \$36,939. It's a two-year post and applications must be submitted to API-19 by June 18. Additional information on both assignments is available from servicing personnel offices.

THUNDERSTORM STUDY BEGUN

A major scientific investigation of the air safety hazards lurking in thunderstorms will be conducted this summer in the Denver, Colo., area. Called JAWS for Joint Airport Weather Studies, the investigation will focus on the thunderstorm-associated phenomenon called "microbursts," which are small, intense downward bursts of air which frequently cause severe low-level wind shear conditions. Managed by the National Center for Atmospheric Research, with support provided by a number of organizations, including FAA, JAWS is aimed at broadening the basic understanding of the microburst phenomenon so it can be predicted or detected in advance. Other specific goals are to determine the effects of low-level wind shear on aircraft performance, test and evaluate wind-detection-and-warning systems and extend the usefulness of Doppler radars for detecting conditions which may spawn wind shear. Seven different research aircraft, including one provided by the British government, will participate in the data-gathering phase of the JAWS project, which began May 15, and will continue until August 15.

LAS VEGAS AFS NEWS

The Sector welcomed Bernard "Vance" San Filippo, Electronic Technician, who was reassigned from the Oakland Sector. Bernie Padget, Environmental TID, coordinated a very successful seminar conducted by members of the Transtector Systems, Post Falls, Idaho, on the subjects of transient protection, voltage regulation and grounding. The 41 attendees were from various sectors and the regional office. Congratulations to Joe Labrecque on his recent promotion. FAA Secretaries were presented corsages and honored at a luncheon held during National Secretaries Week. The festivities were attended by personnel from the Airway Facilities Sector, Flight Service Station, Flight Standards District Office, and the Civil Aviation Security Office. Get well wishes go to Dallas Knowlton, Tonopah Field Office, who has been on the sick list for several weeks.

A DOUBLE "MAYDAY" SAVE

The pilot already had declared a "Mayday" and was receiving vectors from the Fort Wayne (Ind.) TRACON when his engine quit. That prompted a second and even more urgent "Mayday" from the pilot who had been caught on top of an overcast with minimum fuel. Fortunately, controller Steven Cochran was ready with some sound advice. He told the pilot, "Fly straight ahead, check your carburetor heat and change fuel tanks." The pilot did and the engine kicked over. Cochran then finished the job of guiding the troubled pilot to a safe landing at the Fort Wayne Airport. During the month of April, 84 flight assists were reported by FAA facilities. Flight Service stations had 39, terminal facilities 33 and centers 22. There were 125 people on board the aircraft involved.

NAR MEETINGS TO BE HELD IN WASHINGTON, D.C.

uture meetings of the National Airspace Review (NAR) will not be held at various locations around the country, as FAA had proposed and which had been reported earlier in Intercom. That decision was reached at the initial meeting of NAR's Executive Steering Committee (EXCOM) May 4, when the majority of the industry members on the steering group indicated that meetings outside the D.C. area would strain their travel budgets and their staffs. That means the first two meetings of task groups, originally slated for Chicago and Atlanta in early June, will be held in Washington instead. FAA had wanted some NAR meetings to be held throughout the U.S. to take advantage of special expertise that exists at the selected meeting

sites and to get a broader public input to the review. The next EXCOM meeting will be held in late October, and, by that time, several task groups will have met and submitted recommendations for the EXCOM's review. Besides Deputy Administrator Fenello, EXCOM Chairman, FAA membership includes Ray Van Vuren, Director of the Air Traffic Service, who serves as the EXCOM's Executive Director, and Ken Hunt, Director, Office of Flight Operations. Other members include Representatives from the Department of Defense, Air Transport Association, National Business Aircraft Association, Regional Airline Association, Aircraft Owners and Pilots Association, Experimental Aircraft Association and the Helicopter Association International.

FAA TO ACCEPT LATE OPEN SEASON ENROLLMENTS

The Health Benefits Open Season is scheduled to end May 28. However, because of problems with late distribution of literature and the complexity of benefit and premium changes, FAA will accept late Open Season enrollments through June 11. The basic materials needed to help employees make a choice among the various health plans are BRI 41-331, "Enrollment Information and Plan Comparison Chart," and BRI 41-212, "Bi-weekly Premium Rate Booklet." Employees should have a copy of each publication. In addition, copies of individual health plan brochures should be available for review at each facility. If not, supervisors should be contacted immediately and a request for the material forwarded to the regional Health Benefits Officer. The grace period for late Open Season enrollments is intended primarily to accommodate employees in facilities which were late in receiving the Open Season material.

AIRPORT CONGESTION STUDY SET

Acting with the encouragement and support of FAA, the Airport Operators Council International has organized a task force "to examine the problems of airport congestion and the technical and analytical work already done to achieve relief." AOCI executive Vice President J. Donald Reilly will head the task force, which will begin work June 2, and expects to publish its findings and recommendations within 90-120 days. Administrator Helms has written Reilly expressing his support for the study, noting, "Practical solutions to the airport congestion problem must be found soon, because few, if any, major new hub airports can be expected to be built in the U.S. in the foreseeable future. If we do not find ways to better utilize our busiest hub airports and attendant relievers, we will experience severe congestion by the end of this decade. Even if not completely solved, the problem can be ameliorated; we must get on with it."

USE OF TRAVEL ADVANCE FUNDS

Travel advances are issued for use in official Government travel only. They are not intended for personal living expenses. Advances over and above the amounts actually needed to perform official travel should be repaid to the Accounting Division promptly. Excess outstanding funds not repaid timely will be collected through payroll deduction.

RETIREE

DEATH

The many friends of FAA Retiree Gene Brink, formerly team supervisor at Los Angeles Tower/TRACON, will be saddened to learn that Gene suffered a heart attack and passed away on May 13. He had enjoyed seven years of retirement at Bass Lake prior to his death. Our sincere condolences to Gene's wife and two daughters.

SAFETY RECORD ALMOST PERFECT

Installation of Low Level Wind Shear Alert Systems (LLWSAS) at more than 50 U.S. airports has significantly reduced the number of wind shear accidents at these locations but the record is not 100 percent, according to the National Transportation Safety Board. Taking issue with a recent Intercom article entitled "Wind Shear - No Accident," NTSB meteorologist Greg Salottolo says at least one wind-shear accident has occurred at an LLWSAS-equipped airport. That was November 11, 1980, when a Braniff Airlines 727 landing at Newark Airport was "lifted off the runway and yawed 30 degrees left," ending up in a grassy area near the intersection of two taxiways. The airplane was not damaged but seven passengers were injured, two of them seriously. Although the pilot was blamed for the accident, the absence of LLWSAS alters was listed as a contributing factor.

AGENCY GETS DC-10 HULK

The fuselage of the DC-10 that slid off the end of the runway at Boston's Logan Airport is on its way to the FAA Technical Center where it will be used in the agency's safety research programs. After being cut in half, the fuselage made the first leg of its trip by barge from Boston Harbor to the Cape May, N.J., Coast Guard station. FAA now is working with the Army on a plan to have the two fuselage sections flown to the Atlantic City test facility by "sky crane" helicopters. Program manager Gus Sarkos said the tests at the Technical Center will not be related in any way to the Boston accident but are aimed at collecting data on cabin fire safety and crashworthiness. The rear section of the fuselage will be used to study the effects of fire in cargo holds, whereas the front section will be involved in an investigation of the effects of crashes on aircraft structures.

