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**Federal Aviation  
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# intercom:

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## ***Anchorage skies light up!***





## Cover story

Anchorage, Alaska, skies were recently dotted with a flock of bright and unexplained amber lights which spectators and officials were at a loss to explain. Air traffic controllers at Anchorage International Airport reported seeing what appeared to be balloons in the cold winter sky but local area hot air balloonists denied that any of their pilots were out flying.

As many as 14 lights appeared in the cold night sky. Some glowed alone while others appeared in crude designs or in straight lines. The lights appeared to climb slowly into the sky before hovering and then disappearing. They faded about 30 minutes after appearing.

Police and FAA officials received numerous reports from nervous citizens and the news media describing the mysterious lights.

The mystery was solved when plastic dry cleaning bags, sooty from candle smoke, were found hanging limply on several power lines in the city (see cover photo).

One local citizen who grew up in Anchorage said he knew what they were because he did the same thing when he was a kid. "You take a plastic garment bag, the real thin kind from a dry cleaning store, place a cross in the open bottom made of soda straws, add a light piece of paper board with some birthday candles on it, blow a few hot breaths into the bag, light the candles, and up it goes." The colder the weather the better. Some have been known to rise several thousand feet.

FAA officials, with the cooperation of the news media, announced that the balloons could be a serious hazard to aviation and that a civil penalty fine of \$1,000 for each balloon could be levied against the experimental balloonists. The UFO show stopped abruptly.

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If you have questions, suggestions, or complaints, please call the Editor at 271-5293.





## Get well soon, Dave

Dave Hearn, Anchorage ARTCC, was critically injured in a head-on car accident on March 5, 1985. He suffered severe head and chest injuries along with a broken neck which resulted in paralysis. He will remain in intensive care at Providence Hospital, Anchorage, until April 29, when he will be medivaced to Craig Hospital in Denver, Colorado. The Anchorage Center Employee Club has started a trust fund for Dave, and donations can be sent to the Anchorage ARTCC Employee Club, ATTN: Don Joy, 5400 Davis Highway, Anchorage, Alaska 99506. Editor's note: An address for Dave is not available at this time, but hope to have it to put in the next issue of Intercom.

## Letter of thanks

On March 13, 1985, an avalanche at Mile 3 on the Copper River Highway between the Cordova and the Mile 13 Airports closed the highway and snapped power poles and lines.

On initial contact with the local power company we were advised that power to the FAA housing would not be restored for at least 24 hours.

I would like to thank you (AAL-1); the Anchorage Sector Manager, Bob Wilson; Peggy Smith, AAL-420; Concetta Cron, Phyllis Taylor and G. Laurine Williams, all from AAL-58, for the personal concern and interest shown to the Cordova FAA families.

The expeditious manner in which the arrangements were handled to accommodate our people and the professionalism of all those involved in our emergency is to be commended. It is these types of experiences that exemplify the real concern our Agency has for its employees.

Harold Richardson  
Local Coordinator



## Looking ahead

Technology will revolutionize the air traffic system during the next several years, and the agency is now taking a careful look at what this will mean to controllers and other people involved.

The result is an Air Traffic Management Plan (ATMP) designed to keep workforce management improvements ahead of technological advancements. Developed by the Office of the Associate Administrator for Air Traffic, the plan was put together over a period of more than a year by a cross-section of air traffic employees. ATC specialists from centers, towers and flight service stations, as well as AT facility managers and floor supervisors, contributed to the project. In fact, nine of the 36 members of the ATMP working groups are journeymen ATC specialists in the field, representing all three options.

The plan covers the 1984-94 period and clearly outlines new or redirected programs that will help air traffic employees adapt to changing equipment and responsibilities. These programs include a new supervisory selection and development process as well as a standardized training, evaluation and certification program for controllers.

By putting human concerns first, the plan will help ease the transition to new technology. It will be reviewed in six months and updated every two years to keep it current.

Washington Report



## BA degree is here

Thanks to the hard work and dedicated efforts of Jim Hughes (right), manager, Training Branch, AAL-17, and Mike Pannone (left), former air traffic controller, who retired from FAA in 1984, Alaska now has a four-year aviation education degree program.



Anchorage Community College (ACC) and Alaska Pacific University (APU) have joined forces to establish a four-year Bachelor of Arts (BA) degree in Aviation Management.

"Hughes and Pannone have spent the past nine years trying every trick in the book to get institutions interested in this degree program," said George Woodbury, manager, Personnel Management. Their determination has paid off, as the program has been firmly established.

There are four associate degrees available from ACC; air traffic controller, professional piloting, aviation administration and aviation maintenance technology. For a BA in Aviation Management, the upper level courses must be taken at APU. If you would like more information on these programs, you may contact the Aviation Technology Division at ACC, 276-3737, or call APU at 564-8229 or 564-8208.

\* \* \*

Hughes received a Letter of Commendation from Frank Cunningham, FAA Director, Alaskan Region, for his years of hard work.

Cunningham said, "Bringing together the Alaska Pacific University, the Anchorage Community College and the Federal Aviation Administration in such an undertaking is exceptional. You can be proud of having performed a great service for the FAA and aviation education in Alaska. I commend you for your excellent performance and thank you for your efforts."

\* \* \*

In conjunction with the Aviation Management Degree, FAA and Alaska Pacific University signed a Cooperative Education Agreement on February 8, 1985. This agreement will enable FAA to hire APU coop students enrolled in the Aviation Management program and other programs.

Director Frank Cunningham (right in picture below) signed the coop agreement for FAA and Glenn Olds (left), President of Alaska Pacific University, signed for the University. Randy Miller (middle), represented Anchorage Community College.





## **HRC works for you**

by: Terry Alexander  
Chairperson, ARHHRC

### SMOKING ISSUE

The Alaskan Region Headquarters Human Relations Committee (ARHHRC) is again reviewing the smoking issue. Included in this review was a meeting with members of the Director's Management Team by some committee members. At management's request, the committee developed and delivered a proposal to the Deputy Director. This issue is now being reviewed by members of the Director's Management Team.

### PAYROLL

Many employees approached the Alaskan Region Headquarters Human Relations Committee on payroll problems. The committee gathered and consolidated information on all known types of concerns and delivered it to the Deputy Director. The package was forwarded to the Aeronautical Center for comment and action.

Representatives from the Aeronautical Center subsequently visited the region and spoke with a number of people who had been having problems. Their final report has not yet reached the region, but we understand that they identified several areas in which improvements can be made.

## **Help needed for FAA families in bush**

The Emergency Medical Transportation Program has a problem for FAA employees in the bush who must accompany a spouse or a child needing emergency treatment in Anchorage, Fairbanks or Juneau. While the program pays for transportation, there is no per diem provided for the parent to pay for lodging, food or transportation while in the city.

The Regional Human Relations Council is establishing a volunteer network of FAA employees living in Anchorage, Fairbanks or Juneau who have a spare bedroom and are willing to provide lodging and perhaps transportation to and from the hospital. The Regional Operations Center (ROC) has offered to coordinate assistance to those arriving in the big city during an emergency with no place to stay. Hopefully this volunteer network will be in operation early this summer.

If you have a spare bedroom and want to help out please contact your local HRC member and maybe we can soften the impact of a tragic incident to our fellow employee in the bush.

## **FAA goes to dogs**

by: Eleanor J. Williams  
Area supervisor, ZAN ARTCC

On March 5 the 1985 Iditarod Trail Race Committee put out an emergency call for food for the dog teams and mushers stranded at Rainy Pass. Anchorage Center's Brent Bunch responded by volunteering his Stinson stationwagon and himself as a pilot to help fly the food in. Awaiting a break in the snowy weather, Bunch spent most of Wednesday, March 6, coordinating food drops at Iditarod Headquarters in Anchorage and Wasilla. At first light on Thursday, March 7, Bunch loaded his Stinson with over 1,000 pounds of food and supplies, and flew from Palmer to Skwentna. The supplies and food were then flown by chopper from Skwentna to Rainy Pass, where the mushers were weathered in. The Alaskan people really came through. Thousands of pounds of food and supplies were donated by individuals and businesses, from gas to beef to dry dog food, along with four dozen boxed chicken lunches.



## Lifesaving assists

Safety and saving lives is at the core of FAA's mission as was made abundantly clear in these recent dramatic flight assists:

Sitka, Alaska: ATC/FSS specialists don't get paid to prevent suicides, but sometimes it comes with the territory. On March 19, Janice Mathews of the Sitka Flight Service Station was alerted about a pilot who was bent on suicide. By talking to him via radio at great length and by refusing to turn on the runway lights, she gave the local authorities time to catch up to the potential suicide.

\* \* \* \* \*

Peoria, Illinois: FAA controller Tom McDade of the Peoria Airport Tower spent a tense 39 minutes on March 21, which he said "seemed like at least an hour," talking a non-pilot passenger down to a safe landing. The pilot, who suffered a fatal heart attack, stayed conscious long enough to set up the emergency radio and transponder frequencies. After that, it was McDade, aided by an instructor called to the tower, who brought the plane in to a safe but hair-raising landing. McDade vectored the plane to the airport and a final approach while the instructor gave emergency flying lessons.

\* \* \* \* \*

Salt Lake City, Utah: In another apparent heart attack situation on January 5, Salt Lake City Center controllers teamed up with an American Airlines pilot to give a passenger flying lessons and guide him down to a safe landing. Controllers Melvin J. Brock and Max A. Hall received the first radio call from the passenger, who reported that his father, who was flying the plane, was unconscious and that he himself was not a pilot.

The controllers told the young man to continue flying straight and level toward his original destination, Billings, Montana. Shortly after this exchange, the pilot of American Airlines Flight 391 came on the radio and offered to give flight instructions.

While FAAers kept the plane on course for Billings, the American pilot instructed the passenger on speed and rate of descent.

With this guidance and approach control assistance from controller Steve Reed in the Billings Logan Airport Tower, the pilot's son managed to make a controlled crash and both occupants escaped uninjured.

\* \* \* \* \*

Grand Canyon National Park: Gale Cotton of the Grand Canyon National Park Airport Tower doesn't know the meaning of the word "quit." She was alone in the tower February 20 when the pilot of a low-on-fuel single engine plane radioed her that he was unable to land because of driving snow. She then contacted the Los Angeles Center and they vectored the plane to nearby Williams Airport. Although it then was well past the tower's closing time, she refused to leave and soon learned that there were no lights at the alternative field. She called the airport office, but no one answered. Still not ready to accept defeat, she put in a call to the local sheriff's office and urged the lawmen to light the runway with automobile headlights. With this make-shift help, the plane landed safely.

Washington Report

It's the little  
extras that make  
the **BIG DIFFERENCE.**





Much time and hard work went into putting the display, shown in the picture above, together for Black History Month, February 1985.

Attendants at the Black History luncheon shown in picture below listen to Eleanor Williams (in picture on right), supervisor, Anchorage Air Route Traffic Control Center, as she sings the "Negro National Anthem."



Jimmy Ford (left), acting manager, Anchorage Sector Field Office, presents a 15-year service pin to James Broyles, electronics technician, Anchorage Sector Field Office, South Unit.



Air traffic control specialist John Colelli (left), Deadhorse Flight Service Station, receives his 15-year service pin from area supervisor Len Canter.





## 8 ***Around the region***

A health screening and CPR class will be held in Bethel on May 1. Bethel employees need to contact Bob Moore at the Bethel FSS for more information on this clinic.

\* \* \* \* \*

Congratulations to Wallace Tharp, area supervisor, Fairbanks Air Traffic Control Tower, on his recent election as Chairman of the Regional Supervisors Committee (SUPCOM).

\* \* \* \* \*

More congratulations go to Homer Sutter, air traffic manager, Northway FSS, and Ronald Glonek, area supervisor, Sitka FSS. Sutter, who recently transferred from Sitka FSS, was appointed as Local Coordinator for the community of Northway from April 19, 1985 to June 30, 1986. Glonek has been designated as the local coordinator in Sitka until a new air traffic manager has been assigned.

\* \* \* \* \*

When the 1985 Iditarod race got to Nome, there were several wives of FAA personnel along with Tess Staples, general supply specialist, and Mary-Ellen Cunningham, air traffic control specialist, who volunteered and assisted with the coordination and communication of the finish of the race.

Another air traffic controller at Nome, Lonnie O'Connor, did a great job managing the teams and facilities for a basketball tournament during the same time as the Iditarod.

\* \* \* \* \*

Congratulations to Juanita Schroeder, Computer Operations Branch, on her recent milestone. She was presented her 15-year career pin by Dick Brindley, manager, AAL-60.

\* \* \* \* \*

The Dillingham Civil Air Patrol (CAP) became a reality on April 16 when it was presented its charter plaque. The presentation was followed by a potluck for the families. This Southwest Senior Squadron will have one Cessna 182 assigned to it, according to Daniel Truesdell, manager, Dillingham Flight Service Station.

\* \* \* \* \*

Alaska draws national television and camera crews for documentaries and a movie. Terry Drinkwater, CBS News, was in Cold Bay doing research for a documentary to be shown on CBS. According to James Yakal, manager, Cold Bay FSS, Drinkwater was interested in the fact that many of the leftovers from World War II are to be buried, burned or removed in the future.

The National PBS network was recently at Nome FSS working on a television segment about telecommunications.

Cannon Films used the Anchorage Flight Service Station building in filming the upcoming movie "Runaway Train" starring John Voight. It seems the 1940 motif of the FSS was well suited for a prison administration building. Only the outside of the building will be seen in the movie. It is scheduled to be released around Christmas 1985.

\* \* \* \* \*

Congratulations to Ron Barnes, manager, Merrill tower; Terry Alexander, AAL-530; and John Michaelis, FSDO-63; on their recent acquisition of gold pans for their work on the Aviation Committee. Barnes, chairman of the committee, and the other committee members, were presented their awards at an Open House at the Anchorage Community College Aviation Complex located on Merrill Field. The committee evaluated and made recommendations for change to the Anchorage Community College/Anchorage School District Aviation Programs.

\* \* \* \* \*





A joint FAA booth set up at the Egan Convention Center during the 1985 Fur Rendezvous offered the public a variety of information on flight safety, flight inspection, FAA careers and employment, and air traffic control college programs at Anchorage Community College (ACC). Personnel from Anchorage and Merrill Towers, AAL-14, Anchorage FSS, FSDO-63, FIFO and ACC participated in staffing the booth. Lloyd Thunstrom, air traffic control specialist, Anchorage FSS, was manning the booth at the time of the picture.



Douglas Mott (left), automation specialist, Anchorage ARTCC, receives his 30-year service pin from Don Keil, Deputy Director, AAL-2. Mott has worked at the Center since July 1980.



Douglas Porter (left), air traffic control specialist, Anchorage ARTCC, receives his 30-year service pin from Don Keil, Deputy Director, AAL-2. Porter has been at the Center since November 1980.



The following Anchorage FIFO employees also helped at the Fur Rondy FAA exhibit: front row - Juan Rivera, Billy Rhodes and Willie Edwards; back row - William Tinney, Thomas Kucera, Carl Wittfeld, Ed Stevenson and Peggy Don; not pictured are Bob LaBelle and Joe Fitzgaird.



Mary Fran Johnson (left), supervisor of the Construction and Service Contracting Section of the Procurement Branch, admires a gift presented to her by Peggy Smith (right), manager, Program Support Branch, AAL-420, upon her retirement from FAA after 26 years of federal service. A big thank you to you, Mary Fran, for a superb job over the years.



# 10

## **Medical notes - health fair**

by: Mary Grindrod, R.N.  
AAL-300

The key points we wish to emphasize at our May 8 Health Fair are glaucoma, diabetes, hypertension and healthy exercise programs.

To help you keep informed about these conditions I would like to briefly discuss them with you.

GLAUCOMA: Glaucoma is a condition in which the pressure within the eyeball is higher than normal. If allowed to proceed uncorrected the problem may lead to atrophy of the optic nerve and eventual blindness. It is estimated that 1 million Americans have undiagnosed glaucoma. Glaucoma is the cause of blindness in 1 out of 7 persons who become blind, and two of every 100 Americans over the age of 40 have this disease. Persons with family history of glaucoma are more susceptible than others.

We will use the tonometry procedure at the health fair to check the pressure in your eyes. Those of you who have had this procedure done are aware that it is a short process that will not cause you any pain or discomfort.

DIABETES: Most of you know a little bit about "sugar diabetes." It is a complex condition which is not easily defined. Certainly one major aspect of diabetes is your body's inability to utilize food properly. Persons with diabetes have difficulty converting sugars and starches into energy which the body needs to operate in a normal manner. People who have diabetes experience difficulty producing an adequate supply of insulin. Insulin is used to regulate the use of sugar in the body. The sugar in turn supplies most of the energy that keeps the body working. Diabetes develops when insulin fails, for any of several reasons, to control blood sugar adequately. The single

key to the disease is a very high level of blood sugar, which is responsible for most of the initial symptoms of the disease as well as the long-term complications.

We will be doing a simple screening blood sugar test for you using the Ames Glucometer. This will require a finger stick and this year we have the monojector lancet device which doesn't hurt at all.

HYPERTENSION: High blood pressure, also known as the silent killer because most people can't feel it until something goes wrong, is another thing we hear a lot about. High blood pressure is a warning to let you know that your heart is working too hard at pumping blood through your body.

The high number is called the systolic reading. This measures pressure in the blood vessels when the heart is pumping. The low figure is called the diastolic reading. It measures the pressure between pumps, when the heart is at rest.

MAGIC WALK: This year we will be sharing with you the magic walk exercise program and have a fun walk-run lunch time break planned.

Save a few minutes of your day on Wednesday, May 8, for the health fair in the medical division.

8:00 - 11:00 a.m. - screenings  
11:00 - 11:30 a.m. - walk-run  
1:00 - 3:30 p.m. - screenings

There are no special preparations for the screenings, but you will need to allow approximately 15 minutes for your screening.

## **Health Fair -**

## **May 8**



## Organization chart has an addition

Get out the organization chart, add a new box for the Office of Program and Regulation Management and show it reporting to the Associate Administrator for Aviation Standards. The new organization will be built around Aviation Standards former Program Management Staff (AVS-10), with Irene A. Barnett serving as the director on an acting basis. A 24-year FAA veteran who worked her way up from the secretarial ranks, Barnett is the only woman to serve as an office director in Washington headquarters in the last 15 years. She previously was the AVS-10 manager. Joe Sullivan is the Acting Deputy Director.

The new office, which carries an APR designator, is comprised of three divisions. The division managers are all from AVS-10 and currently are serving on an acting basis.

The Program Management Division (APR-100) is responsible for management of program planning, fiscal human resources, management procedures, international program coordination, and emergency preparedness programs. Ken Parrish, manager.

The Safety Regulations Division (APR-200) is responsible for AVS rulemaking and is the AVS focal point for NTSB recommendations. Fred Laird, manager.

The Aviation Standards Data Division (APR-300) is in charge of the Aviation Safety Analysis System and the Information Resources Management Programs. It also supports office automation. Michael Dunlap, manager.

Washington Report



## Smoke detectors a must for airliners

The FAA has adopted a rule requiring airlines to install smoke detectors in the lavatories and galleys of their large aircraft, automatic fire extinguishers in lavatory trash receptacles, and more hand-held fire extinguishers in cabins.

Under the new rule, airlines are required to install the lavatory smoke detectors within 18 months of the April 29 effective date, and trash receptacle extinguishers within two years of this date.

The receptacle requirement was based on inspections made following a June 1983 fatal fire on an Air Canada jet which showed that many of the aircraft's receptacles had lost their ability to contain fire because of normal wear and tear.

The number of hand-held extinguishers would be increased from the maximum of two now required to as many as eight, depending on the number of passenger seats.

Two of the devices would have to be Halon 1121, or equivalent extinguishers, which are more effective than conventional ones in terms of range and power while emitting no toxins. Airlines will have six months to install the added extinguishers and one year for the Halon devices.

Washington Report





Peggy Smith (right), manager, Program Support Branch, AAL-420, presents Claudia Hoversten (left), budget and fiscal assistant, Fiscal Support Section, with a Quality Within Grade Increase.



Air traffic control specialist Stanley Porter of the Homer FSS received a Letter of Appreciation from Anchorage FSS manager Charlie Muhs for his participation in the video productions being filmed for the emergency services training program.



John Chambers, painter inspector, AAL-463.Pl, recently celebrated his 77th birthday. Known by his co-workers as the "Silver Fox," he says he does not feel a day older than 40. Happy birthday, John, and may you have many more.



Ken Smith, Civil Rights Officer, AAL-9, presents Margaret Moore, a temporary employee from Alaska Vocational Rehabilitation, a Letter of Appreciation. The letter was from Torri Clark, manager, ROC, for Margaret's help when ROC was suffering from the short staffed syndrome found throughout FAA.

Jim Hodges (left in the next three pictures), former assistant manager for Airspace and Procedures, Anchorage ARTCC, presents Special Achievement Awards for Sustained Superior Performance to the following three area specialists: Fred Ninger, Jim Stockman and Dave Behrens.





## ARTCC's task group creates action plan

by: Dave Behrens  
ARTCC

Anchorage ARTCC developed an Action Plan in response to the 1984 FAA Employee Survey, which is a classic example of "participative management." Even though the 1984 survey had a mandatory Action Plan to be developed by the facility manager, everyone took part in the plan.

A questionnaire was given to every employee to comment on the 23 questions from the 1984 survey that were identified as "areas in need of improvement" at Anchorage ARTCC. These questionnaires were then analyzed by a Task Group representing a cross section of Anchorage ARTCC employees. The group consisted of an area supervisor who is a member of SUPCOM (Supervisors' Committee), an air traffic controller who is chairman of FAB (Facility Advisory Board), an area specialist who is a member of HRC (Human Relations Committee), an area manager and the air traffic manager.

The task group created the following plan:

1. Listening sessions: team briefings will include a weekly exchange of information from one of the facility's departments; i.e., training, data systems, area office, regional office, etc. Besides giving a wealth of information, these sessions will encourage employees to take an active part in decisions that will affect their daily worklife.
2. Area supervisors: administrative and staff personnel and area managers will have separate bi-monthly meetings focusing on employees' comments and suggestions in ways to improve facility operation.
3. A status board is to be constructed which will present future equipment, radars and events with

their target dates. This will give the employees accurate up-to-date information on what is happening in the facility.

4. An annual all-hands meeting will be held with the Regional Director or a suitable regional/national representative as guest speaker. This meeting will focus on regional and national FAA programs and policies.

5. A standardized career counseling program will be developed and administered to all non-supervisory personnel.

6. A facility task group will be formed to develop a staff study in support of reclassification of the grade structure, and a "comparability pay" option for administrative personnel.

7. Anchorage ARTCC is to be graded by its employees. Every quarter each employee will be given a report card to fill out, grading the facility's progress in its Action Plan.

In summary, the Action Plan has one major goal and that is to develop a working example of "participative management." With the positive approach of management, HRC, FAB, SUPCOM and employees working together, working conditions at Anchorage ARTCC will be perpetually improving. After all, the most important resource in the FAA is its people.





## Controllers soon to have new chairs

The first deliveries of new controller chairs are expected to take place in June. After close to five years of studying and evaluating chair proposals, the agency has signed a \$1.8 million production contract with Rudd International of Washington, D.C.

During the long search for a chair that would provide ATC specialists with better support and reduce on-the-job fatigue, FAA evaluated different model chairs at the Islip, New York, Washington National, New Orleans, O'Hare, Houston Intercontinental, and Buffalo air traffic control towers; Washington, Houston, Chicago, Ft. Worth, and New York ARTCCs; and Washington, Ft. Worth and Oakland FSSs.

The most recent evaluation took place in October 1984, when three controllers from the field traveled to Washington headquarters for sort of a final "sit off."

The chairs they evaluated included the three different models that are to be delivered under the contract. They are a low base model which gives firm body support to radar controllers, flight data and FSS specialists; a high base model for control towers and training evaluations; and a high back model which is a little larger and somewhat more comfortable. It is designed for those working light traffic for long hours without relief.

Delivery of the new chairs will end the era of the plain brown ATC chair. The new covered seats will be available in 12 different colors, from flaming red to pastel blue.

Washington Report



## NTSB releases results of crashes

The National Transportation Safety Board (NTSB) has ruled that pilot error was the probable cause of a non-fatal DC-9 landing accident at Detroit's Metropolitan Airport last June 13, and blamed a combination of mechanical and pilot failure for the fatal crash of an Air Continental cargo flight near Windsor Locks, Connecticut, earlier that same month.

The fatal accident, in which two pilots and a passenger died, was caused by a sudden roll triggered by the failure of a spoiler to retract. However, NTSB said that flight tests indicate that such a roll is controllable when pilots react immediately with opposite-to-roll rudder and aileron control.

In the US Air accident at Detroit, the Board cited a series of "inappropriate decisions" on the pilot's part. First, he did not compensate for a known wind shear condition and then misjudged the ability of his aircraft to climb. As a result, the plane touched down with the landing gear only partially extended.

In addition, the Board's report pointed to the first officer's lack of aggressiveness and recommended improvement in the formula used by controllers in transmitting wind shear information to pilots.

Washington Report





Robert E. Wilson (left), manager, South Alaska Sector, presents Lloyd L. Mathews (right), electronics technician, International Sector Field Office, with his 25-year service pin.



Buck Willoughby (left), Anchorage ARTCC, presented Fred Keller, automation specialist, with an Outstanding Award for Sustained Superior Performance.



Jonene Boggess, employee development specialist, AAL-17, receives her 15-year service pin from George Woodbury, manager, Personnel Management.



George Woodbury (left), manager, Personnel Management Division, receives his 30-year service pin from Don Keil (right), Deputy Director, AAL-2.



Walt Gilbert (left), flight inspection specialist, AAL-223, receives his 30-year service pin from Director Frank Cunningham (right).



Jimmie Vaughan, air traffic manager, Anchorage ARTCC, presented Jim Hodges, AAL-516, with his 15-year service pin.



Charlie Muhs (left), manager, Anchorage FSS, receives his 30-year service pin from Director Frank Cunningham (right).



Air traffic control specialist Barry Meyer, Homer FSS, received a Letter of Commendation for performance of duties.



## **Teams take show on the road**

Administrator Donald Engen met March 19 with a team of six FAA airworthiness inspectors to thank them for their efforts in promoting the concept of "standardization" in a series of seminars with fellow inspectors across the country.

Engen said standardization "is one of the hardest things to achieve," but noted that it "is vital - not only in maintenance, but in all aspects of the agency's dealings with the aviation industry."

Organized last summer to correct nonstandard practices identified in recent special airworthiness inspections, the team developed the seminar materials at the Aeronautical Center and later held a successful prototype session for 25 veteran inspectors.

In October, the six-man team split into two groups and took the show on the road. To date, they have carried their message to 475 inspectors in 19 seminars and expect to increase that total to more than 650 by the end of May.

Washington Report

## **ARSA moving ahead**

The new Airport Radar Service Area (ARSA) concept moved from the evaluation phase to the operational phase at the Austin, Texas, and Columbus, Ohio, Airports on March 14 with a third ARSA established at Baltimore/Washington International Airport.

ARSA is designed to improve the overall operational safety level at airports and to reduce the potential for near midair collisions. It

requires all pilots in the service area to maintain radio contact with the airport tower and follow ATC clearances and instructions.

ARSAs are circular in shape with a radius of 10 miles and a ceiling of 4,000 feet. The concept was developed during the National Airspace Review as a replacement for the present nonmandatory Terminal Radar Service Areas at more than 130 airports.

The agency expects to issue a notice of proposed rulemaking in June for the remaining ARSA locations with implementation beginning in the fall.

Washington Report

## **Upgrade proposed**

The agency has issued a notice of proposed rulemaking that would require airliners to carry upgraded medical equipment and drugs for treating passengers who may suffer heart attacks or face other health-related emergencies in flight. The proposal would require that one medical kit containing equipment and drugs to provide basic life support during emergencies be carried on each passenger-carrying aircraft.

Present FAA rules require only basic first aid equipment on airline flights. The agency now believes these kits are inadequate for dealing with in-flight medical emergencies such as heart attacks, severe allergic reactions, acute asthma, insulin shock, protracted seizures, and childbirth.

FAA has estimated that there are approximately 21 in-flight deaths annually, mostly elderly persons suffering from serious illnesses. The agency believes that 10 percent of these might be prevented if improved medical kits are available.

Washington Report



## **Jones confirmed as Dep. Administrator**

On March 18, the Senate confirmed President Reagan's appointment of Richard Jones as Deputy Administrator, ending the recess appointment which Jones has been serving under since December 13, 1984. A recess appointment allows the President to appoint officials who require Senate confirmation while the Congress is not in session.

Prior to taking the second-in-command job with FAA, Jones served as a pilot with Eastern Airlines while also practicing law as a member of the Virginia and Washington, D.C., bars. In addition, he has been secretary of the Flight Safety Foundation, served as secretary and treasurer of the Air Line Pilots Association, and chaired the Virginia Advisory Committee on Aviation.

Jones received his B.S. from Virginia Polytechnic Institute in 1958, and his law degree in 1964 from American University in Washington, D.C.

A former adjunct professor at the University of Southern California, he has published numerous articles on flight safety.

Washington Report

As contributing factors to the accident, the Board cited the failure of the airline's management to provide proper recurrent training and FAA's failure to maintain adequate surveillance of the carrier's training program.

All seven passengers and three crewmen were killed when the Hawker-Siddley-748 crashed into a field while en route from Springfield to Carbondale, Illinois.

Washington Report

## **Way to go Bethel !**

Thanks to Vivian Anderson, secretary, Bethel Airway Facilities Field Office, for the following article.

The Bethel FAA volleyball team claimed the City Championship Sunday, March 17, following a double elimination tournament. The squad bounced back following a defeat in what would have otherwise been the last game to soundly humble its opponents in the second confrontation.

The effort culminated a two-game-a-week schedule lasting over four months in which participants from the Bethel flight service station, tower and airway facilities as well as the Weather Service office, saw court action.

Team members included station specialists Ross Flavel and Bob Drews (co-captains), Randy Kline, Kevin Cain and Connie Cloud; tower controllers Ray Ballantyne and Mark Caldwell; technicians Richard Totten and Sherry McBarnes; and FAA family members Lori Nelson, Lisa Ballantyne, Lisa Venes and Sherry Kline. Buzz Hutcheon of the Weather Service and Mary Ann Aloysius, an indigenous "ringer," rounded out the lineup.

## **NTSB splits the blame for crash**

The National Transportation Safety Board has determined that the pilot's decision to continue flight after the loss of electrical power from both aircraft generators was responsible for the Air Illinois commuter crash which claimed ten lives last October.





Gus McKenzie (right), electronic technician, AAL-461, receives his 25-year service pin from Al Bruck (left), manager, Airway Facilities Division, AAL-400.



Jimmie Tvrdy (right), acting frequency management officer, AAL-464, is presented with a Special Service Award from Leon Chesler (left), supervisor, AAL-464.



Robert Elzig (left), communications specialist, is presented with a Quality Within Grade Increase from Leon Chesler (right), supervisor, AAL-464.



Shelva Deibler (left), AAL-33, and Cleo Ossenkop (right), AAL-32A, received Letters of Appreciation from Bob Lewis, manager, Financial Management, for the assistance they provided payroll in Oklahoma City to compute back COLA for FAA employees. They also received Letters of Appreciation from the payroll staff in Oklahoma City.



Faye Lauver (left), manager, Fiscal Support Section, presents Gayle Kapansky (right), program analyst, AAL-421, with a Quality Within Grade Increase.



Pat Sanders, R.N. (left) and Mary Grindrod, R.N. (middle) are presented Quality Within Grade Increases from John Hepler, M.D., regional flight surgeon, AAL-300.



## **MITTS - resident and correspondence**

Management Improvement Through Team Study (MITTS) is a two-phase program which combines many features of correspondence study and resident training. The first phase consists of a correspondence study course which presents a discussion of the important principles, concepts, theories, methods, and techniques common to a particular area of management. FAA personnel desiring to enroll in the correspondence study portion of this program may submit their applications to the academy through supervisory channels. Supervisors, by their approval of applications, also indicate their willingness to permit employees to attend subsequent workshops.

The second phase consists of a workshop in which the correspondence study graduates practice and apply principles and concepts presented in the correspondence study phase, and interact and share experiences. The planning and coordination of MITTS workshops is a regional responsibility. The TPMO, AAL-17, schedules the workshop sessions for each MITTS course. Average attendant time for the workshop is approximately 16-20 hours. Minimum number of students is 5 and maximum is 8. If additional information is desired about the MITTS program, please refer to FAA Order 3110.2C on this subject.

The Training Branch would like to get the MITTS program active in our region again. However, we have been unable to get workshop facilitators. Workshops can be held in any location where the required number of students is available to attend. If you have completed the correspondence phase of the following courses and would like to be a workshop facilitator, please call Jane S. May, AAL-17, 271-5375.

Following is a list of MITTS courses:

- 14000 - "Use of Conference Techniques in Everyday Management" (MITTS - Workshop is 05105)
- 14001 - "A Positive Approach to Discipline" (MITTS - Workshop is 05106)
- 14003 - "Human Relations in Supervision" (MITTS - Workshop is 05107)
- 14004 - "Management by Objectives" (MITTS - Workshop is 05108)
- 14005 - "Use and Conservation of Personnel, Money and Material" (MITTS - Workshop is 05109)
- 14006 - "Effective Organization of Work" (MITTS - Workshop is 05110)
- 14010 - "Briefing and Presentation Techniques" (MITTS - Workshop is 05111)
- 14018 - "On-the-job Training Techniques" (MITTS - Workshop is 05113)
- 14019 - "Staff Specialist" (MITTS - Workshop is 05114)
- 14021 - "FAA Supervisory Grid" (MITTS - Workshop is 05115)
- 14024 - "Budgeting and Resource Management" (MITTS - Workshop is 05117)





## 20 **News in brief**

Add three names to the list of Part 135 commuter air taxi operators grounded by FAA in recent months for non-compliance with the Federal Aviation Regulations. Airline operations for Airways of New Mexico were shut down March 29 under an Emergency Order of Revocation that cited numerous FAR violations, including the use of improperly maintained and unairworthy aircraft. The company can appeal the order to the National Transportation Safety Board. Also grounded for violating various operational, maintenance and training requirements were Spectrum Helicopter of Ridgefield Park, New Jersey, and Atlantis Airlines of Florence, South Carolina. Both received emergency suspension orders.

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The fatal crash of a Lockheed Electra near Chalkhill, Pennsylvania, in May 1984 may have been the result of instrument failure, according to the National Transportation Safety Board. Although the Board was not able to determine the precise reason for the loss of control that led to the in-flight breakup of the aircraft, it noted that the failure in an attitude indicator system probably was a factor by incorrectly processing data fed to the co-pilot's attitude display. All three pilots and a non-revenue passenger aboard the Zantop International Airlines cargo flight died in the accident.

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FAA now has taken delivery of three of the 51 additional low level wind shear alert systems ordered from Climatronics Corp. at the end of 1983. They have been installed at the Tucson, San Francisco and Honolulu Airports. The agency expects to have all 51 delivered by early 1986, bringing the number of wind shear alert systems to 110.

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The University of Oklahoma has won a renewal of its FAA contract to provide instructors for training controllers at the FAA Academy in Oklahoma City. O.U. has been supplying many of the Academy's instructors since the faculty was expanded in 1981 to handle the heavy load of new controller hires following the PATCO strike. The contract covers a one-year period with options that could extend it up to five years.

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Another reminder that we're getting older (and not necessarily better) is the fact that the Boeing B-17 Flying Fortress will celebrate its 50th anniversary this July. Boeing is planning three days of ceremonies (July 26-28) in Seattle to mark the first flight of this venerable bomber with many World War II types expected to participate. Boeing, Lockheed and Douglas together produced more than 12,700 B-17s which distinguished themselves in the air war over Europe.

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The agency has proposed a realignment of the "General Operating and Flight Rules" (FAR Part 91) to make them more understandable and easier to use. To cite just one example, the proposal would consolidate all of the equipment and operating rules for large and turbo jetpowered multi-engine airplanes in Subpart G of Part 91. The proposal was published in the March 20 Federal Register and specifies a comment deadline of July 19.

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More than 500 U.S. airports - 501 to be exact - now have full Instrument Landing Systems (ILS) operational on at least one runway and another 104 have a partial system. In all, there are 852 ILS installations at airports across the country. Of this total, 718 are full systems and 134 are partial.

Washington Report