



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

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85-16

## *The FAA Family in Alaska*



Compliments to Terry Alexander, AAL-530, on the cheese ball plate



## Cover story

"One USA, One FAA" gave all appearances of being a huge success throughout the Alaskan Region during the week of July 1, 1985, in honor of the Fourth of July and what that day means to Americans.

Ken Smith, Civil Rights Officer, AAL-9, came up with the idea for the celebration after hearing employees talk about how they hear about One FAA/One Family but never see any organized effort to draw everyone together.

"We often talk about the American melting pot where each person loses identity and becomes part of the whole," said Smith. Perhaps we ought to think in terms of the 'American salad' where each retains individual differences, backgrounds, culture and

talents but blends with others, making a better product. That is how I see our FAA family."

The Air Traffic Division in the Regional Office sponsored a potluck on Tuesday, July 2. From the way the folks in the division were moving later in the day, it is safe to say that everyone got their fill. They also decorated the offices with streamers, and most of the folks were dressed in red, white and blue.

The Northern Umbrella of the Alaskan Human Relations Council hosted a potluck and barbecue on July 3 for all FAA employees in the Fairbanks area. Kodiak venison, Northern pike and numerous moose burgers were brought in by fellow diners for everyone's enjoyment. And the entertainment committee imported Herb Shannon from Flight Standards to recite "Bessie's Boil" to add a little Alaskan flavor to the festivity. In the words of the air traffic manager, Fairbanks FSS, "It was reported that overstuffed folks waddled back to work with smiles of contentment."

Personnel in the Juneau area from Flight Standards, Flight Service, the Tower and Airway Facilities, along with their families, gathered for a picnic at the Auke Bay recreation area on Tuesday evening, July 2.

The folks at the Bethel air traffic control tower celebrated with a potluck dinner at the newly remodeled club house over the weekend prior to July 4.

The South Alaska Airway Facilities Sector opened its doors to everyone who works in the building (businesses other than FAA have offices in the building) to a potluck in the hangar on July 3. Over 100 people showed up and consumed about 160 hot dogs, along with salads and desserts (including the all American apple pie). Music was provided and a good time was had by all.

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The Anchorage Center celebrated the All-American Celebration with a potluck/barbecue on July 2, and a display of crafts made by employees were on display on July 3.



Ken Delp, ARTCC, invites everyone to partake of hot dogs, ribs and hamburgers.



The food covering the table was provided by the employees of the Center. Teri DeMarco, computer programmer, baked and decorated the flag cake.



At the Regional Office music was provided during the lunch period in the atrium of the FOB. The Air Force Jazz Band played on Monday, July 1; the Army Band (in picture above) played on Tuesday; and Nite Life, a four person band, lead by Jesse Barksdale, played on Wednesday. From the tapping of the feet and the swaying of the hips it appeared that everyone enjoyed the entertainment.



Marilyn Cholometes (daughter of Marge Cholometes, AAL-15C) gave a dramatic reading during the coffee and cake on July 3 at the Regional Office.



## Around the region

A flight assist was recently given by the Sitka Flight Service Station. At the time the pilot of the aircraft requested Sitka weather, the pilot was advised that conditions in Sitka were IFR. The pilot, however, advised the FSS that he was not IFR rated, was lost and requested DF services. The aircraft was given DF steers back to Yakutat (pilot had just come from there) where there were VFR conditions. Thanks also go to the Juneau Flight Service Station for its assistance given during this critical time. Teamwork prevails.

\* \* \* \* \*

Welcome aboard to Laura Plamondon, air traffic control specialist, and her husband, Dennis Plamondon, electronics technician, to the Nome Flight Service Station. Laura recently transferred to Nome from the Fairbanks Flight Service Station.

\* \* \* \* \*

More congratulations go to air traffic control specialist Howard Mickles, Yakutat Flight Service Station, who recently received his Yakutat facility rating.

\* \* \* \* \*

Merrill Field Airport construction is in full swing. The paving of parking areas and the construction of a frontage road is being accomplished in three phases with Phase I being that area immediately adjacent to the Anchorage Flight Service Station. It should be completed as you read this. Phase II will be the area west of the Flight Service Station to the end of the airport, and Phase III will be east of the Flight Service Station to the end of the airport.

\* \* \* \* \*

The Regional Human Relations Council (RHRC) held its July business meeting at Bethel between July 16 - 18. The visit was kicked off by a luncheon with the Bethel facility managers, later followed by a potluck at the newly renovated club house for all FAA and National Weather Service personnel. The RHRC treated all in attendance to some delicious melons. Regional Director Frank Cunningham arrived on July 18 to meet with the council. The council meeting was held at the club house with an open forum following the meeting.

\* \* \* \* \*

Congratulations to Kathy Johnson as the new air traffic manager at the Yakutat Flight Service Station. She began her new duties on July 21. In her own words, "Hello paperwork!"

She replaces Mike Tarr, new air traffic manager at the Sitka Flight Service Station, who said he is impressed with the location and the quality of the city. Now to find a home.

\* \* \* \* \*

Congratulations to Patrick Clark, air traffic control specialist, Bethel Tower, on his recent certification on ground control.

\* \* \* \* \*

In spite of the marginal flying conditions Nome has encountered the past few weeks, Nome Flight Service Station's traffic count continues to increase. Through the first eleven days of July, flight services totaled 7,680, an increase of 21 percent over the same period in 1984. Although fewer aircraft are flying, more pilot briefings and Special VFR operations are contributing to the higher count. Of course, the opening of the commercial salmon season has also increased the traffic activity.

\* \* \* \* \*



## ***Accidents and fatalities are up***

Through the first six months of 1985, the air carriers and general aviation operators are finding last year's outstanding safety record hard to match. The number of accidents was up in both categories and so was the number of fatalities. According to preliminary figures compiled by FAA's Office of Aviation Safety, air carriers - which include the airlines, commuters and air taxis - had 20 fatal accidents and 152 fatalities in the January - June period as compared with 16 fatal crashes and 36 deaths in the same six months last year.

General aviation reflected a similar trend with fatal accidents increasing from 219 to 234 and fatalities from 391 to 424.

One bright spot in the first half statistics was a drop in the number of midair collisions. They were down from 15 in the first six months last year to 10 this year. Five of these involved fatalities, the same number as last year.

Washington Report

## ***The end has arrived***

One of the longest-running rulemaking projects in FAA history came to an end July 17 with the publication of a new flight time rule for airline pilots.

The new rule permits more flexibility in scheduling flight crews and, at the same time, insures adequate rest between assignments. Also, for the first time, it prescribes long-term flight time limitations for commuter and on-demand air taxi pilots who presently are restricted only as to the amount of time they can fly in a 24-hour period.

In developing the new rule, FAA used a process known as "regulatory negotiation," which means it was drafted with the help of an advisory group representing all affected parties. FAA decided on this approach after previous attempts to update and simplify the 30-year old flight time rule failed to win anything approaching an industry consensus.

Implementation of the new rule is scheduled for October 1, 1986.

Washington Report

## ***Running a business and flying are alike***

Running a large organization, like FAA, is a lot like flying an airplane, Administrator Donald Engen told a group of prospective DOT women managers recently.

Speaking at the DOT-sponsored training session in Cherry Hill, New Jersey, Engen said his personal management philosophy has been strongly influenced by his experiences as a pilot. "For example," he said, "running beyond your budget is comparable to running out of fuel. In either case, unless adjustments are made early, neither the pilot nor the organization can reach its goals."

The seminars are held periodically to help prepare upwardly mobile women from FAA and other DOT elements for top level management positions. The Administrator summed up the position of the participants by noting that: "You have mastered single-engine VFR flying and are ready to tackle multi-engine and, perhaps, instrument ratings."

Washington Report



## 6 1985 golf tournament and Civilair picnic

by: Charlie Muhs  
Anchorage FSS

Once again the world's greatest duffers, sandbaggers and masters of the ole Scottish rite met in head to head competition for the distinct honor of being the 1985 FAA/Civilair Golf Champion. Almost 80 FAA employees, dependents, retirees, and guests participated in this annual classic. They came from far and wide and it was an honor to have the likes of Dave Jones, manager, Air Traffic Division, Northwest Mountain Region, in the field. Jones was a former Alaskan Region employee of years gone by. I don't know who traveled the furthest, but it was good to see many of the former employees and golfing regulars back again.

On hand to defend his crown was John Groeneveld, and previous years winner Dee Nelson. Their bid for repeat victories was valiantly fended off by first time entrant Don Kuler, who posted a respectable low gross of 80 to win this year's tournament.

Kuler is the owner of the MAT-SU Resort and former owner of the Club Paris. He has been a long time supporter of the FAA/Civilair Golf Tournament and various FAA bowling teams. We truly appreciate his support and we are pleased that he was this year's winner.



Don Boberick at his best



Stella Mitchel (in hat), Dottie Muhs (in sunglasses), Dianne Schmitt (looking in purse) and Jean Mahoney, wishing the guys ahead would move on - please.

Other winners were Jean Mahoney, Women's Low Gross and Ladies Closest to the Pin; Dottie Muhs, 2nd Low Gross and Ladies Longest Drive; and Stella Mitchell, 3rd Low Gross. Dan Cox, Low Net 1st Flight; Ed Jones, 2nd Place; and Bob Harik, 3rd Place. Herb Rollins, Low Net 2nd Flight; Dave Simpson, 2nd Place; and Frank Cunningham, 3rd Place. Fuzz Rogers, Low Net 3rd Flight; Sam Shelton, 2nd Place; and Bob Tarr, 3rd Place. "Big John" Groeneveld, Men's Closest-to-the-Pin; John Scukanec, Men's (over 55) Longest Drive; and Jim Moller, Men's Longest Drive.

A special thanks to this year's sponsors; Bag & Baggage, MAT-SU Resort, Oriental Gardens, Alcan Distributors, Club Paris, FEDALASKA Credit Union, First National Bank of Anchorage, Terry Ferraro Settlers Bay GC and the Civilair Club.

Next year's picnic and golf tournament are scheduled for Saturday, June 28, 1986 - see you then!



## Civilair picnic - 1985



Why is this golfer hitting his ball into the trees? Or is it his ball?



"I got it." "Oops, I thought I had it." "Next time I'll get it."



Jim Johnson (left) and Director Frank Cunningham watch the roll of the ball. Is that all there is to golf?



Some folks are hard at work setting up for the picnic. Looks like there was lots to drink, but where's the food?



## 8 **The "Big Apple" sees drop in traffic delays**

"I Love New York" signs are taking on new meaning this summer as the drop in air traffic delays has removed some of the hassle out of flying into and out of the "Big Apple." In fact, during the first six months of the year, delays were down 44 percent at the city's three major airports compared with the same period in 1984.

Administrator Donald Engen took note of this fact in a speech to the Port Authority of New York and New Jersey on July 23, observing that New York reflects the nationwide trend with total delays down 25 percent across the country from the 1984 figure.

Engen pointed out that New York airports accounted for 69,928 delays of 15 minutes or more in the first six months of 1984. That was 37 percent of all delays in the air traffic control system during that period.

"This year," he added, "New York has been a major participant in the solution to these (delay) problems. In the first six months of 1985, New York airports experienced 39,634 delays, which is only 28 percent of the delays in the overall system."

Weather continues to be the single biggest culprit, causing about 60 percent of all delays.

Washington Report

## **GASA results are in**

Preliminary results of the first 11 months of the agency's General Aviation Safety Audit (GASA) show that most private and business flying is being done safely and by the book. Administrator Engen called these results encouraging but added that FAA is working hard to correct deficiencies.

The GASA began in July 1984 and will continue through the end of the year. The survey is General Aviation's counterpart to last year's National Air Transportation Inspection (NATI).

As of the end of June, agency inspectors had filed a total of 23,093 reports on GA operations and had spent more than 23,000 hours making the inspections involved.

The audit covered all pertinent areas including: Part 125 operators; operators of old four-engine jet aircraft now required to meet FAR Part 36 noise standards; flight schools; flight instructors; pilot examiners; repair stations and mechanics; and on-demand air taxi operators. The data from all segments of the audit are being detailed into computers for a detailed analysis, which is expected to be available after the first of the year.

Washington Report

## **Asbestos removal is a success**

The asbestos removal work being done in en route centers in conjunction with the expansion for the new host computers has now been completed at the Seattle and Boston centers. During this project, no significant evidence of asbestos particles in the atmosphere of adjacent areas was found by special monitoring equipment.

Because of the successful results at Boston and Seattle, the same process to assure clean air will be used at remaining centers. The work has already begun at several centers and is expected to be completed over the next six to eight months.

Washington Report



## Medical notes - cigarette smoking

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

"WARNING: The Surgeon General Has Determined that Cigarette Smoking is Dangerous to your Health."

An act of Congress requires that this warning appear on all cigarette packages manufactured for sale in the United States. In this single sentence it expresses a scientific judgment supported by a series of nine Public Health Service reports issued since 1964.

Here are a few main facts to remember about the relationship between cigarette smoking and health.

During the 16 years of the Viet Nam War, there were 58,014 American military deaths. In 1983 there were 44,300 motor vehicle deaths in the United States. In the same year, some 350,000 deaths were attributed to tobacco use, principally cigarette smoking.

Cigarette smoking is the cause of 85 percent of lung cancer cases and 50 to 70 percent of oral and laryngeal cancer deaths. At every age, from 35 on, death rates are higher for cigarette smokers than for the nonsmokers for both men and women.

The more one smokes the greater the risk. Compared to the nonsmoker, the two-pack-a-day smoker has more than twice the chance of dying of heart disease and 20 times the chance of dying of lung cancer. Remember, the effects of smoking are not restricted to the heavy smoker alone. The average or light smoker is significantly affected.

Cigarette smoking is the most important risk factor for coronary heart disease. Cigarette smoking contributes to the development of arteriosclerosis. Smoking also

contributes to peripheral vascular disease.

Women who both smoke cigarettes and use oral contraceptives are susceptible to subarachnoid hemorrhage, a kind of stroke.

Between 80 and 90 percent of deaths from bronchitis and emphysema, which killed 60,000 Americans in 1983, are attributed to heavy smoking. Among heavy smokers, the risk of bronchitis and emphysema are as much as 30 times higher than in nonsmokers. Children of smoking parents have an increased risk of getting bronchitis and pneumonia in early life. Pregnant women who smoke have more spontaneous abortions, premature births and low-weight babies.

The judgment that cigarette smoking is hazardous to health is the result of more than 30 years of research carried on by hundreds of scientists in this country and abroad. The conclusion of the Surgeon General's Advisory Committee that cigarette smoking is a significant health hazard is supported by every medical and health agency in the world which is known to have expressed an opinion of the matter.

In the United States, the list of such agencies includes the American Medical Association, the American Cancer Society, the American Heart Association, the National Tuberculosis and Respiratory Disease Association, the American College of Chest Physicians, the American Dental Association, and the American Public Health Association.

Information on smoking and your health is available in AAL-300. The choice for you to smoke or not to smoke is yours to make.

It has been proven that cigarette smoking causes disease. The only way to quit is for you to want to quit. Take control of your own body and find your own way to be master of your own life.



## Service pins



Paul Gallagher (right in above pictures), sector manager, NA-AFS, presents a 25-year career service pin to John Scrivner, supervisory electronics technician, NA-SFO; and a 15-year career service pin to Bobby Pedigo, manager, NA-SFO.



Don Keil (right), Deputy Director, AAL-2, receives his 30-year service pin from Director Frank Cunningham.



Coffman Engineers, Inc., which was instrumental in the innovative structural design related to the installation of the Airport Surface Detection Equipment (ASDE), and Steenmeyer Corporation, responsible for the expeditious and efficient installation of the ASDE atop the Anchorage International Airport Control Tower, were recently recognized for their part in making ASDE a reality for Anchorage. Director Frank Cunningham (left) presents Neil Pearson (middle), vice president, Coffman Engineers, Inc. and George Dewey, project manager, Steenmeyer Corporation, with plaques for their work regarding the ASDE project.

Cold Bay FSS presently has a staff of five personnel and four of the five serve as Emergency Medical Technicians (EMTs) on the Cold Bay Rescue Squad. They are in the picture on the right (from left to right): air traffic control specialists Jeffrey Wheeler, Mary K. Jokela, Theresa Dubber and James Yakal.





## **More warning systems in automated systems**

Controllers at 120 airports across the country will soon have additional warning systems built into their automated systems. At these sites the agency is upgrading the Automated Radar Terminal Systems under a contract with Burroughs System Development Corporation. Altogether 87 ARTS II systems will be upgraded and 33 TPX-42 systems replaced with the enhanced ARTS IIAs.

The new equipment, among other features, will provide controllers with automated Conflict Alert and Minimum Safe Altitude Warning. These systems trigger aural and visual alarms when planes are below their safe altitude or in a conflict situation. Also, the new equipment will include a tracking function that will give controllers ground speed data on transponder-equipped aircraft.

Deliveries of the new equipment will begin September 1986 with scheduled completion in November 1987.

Washington Report

## **Pomp and circumstance**

FAA award winners are going to get a little more pomp and circumstance during presentation ceremonies in the future. The reason is that Administrator Donald Engen has requested all Associate Administrators to set up quarterly formal ceremonies so that award winners will know how much their accomplishments are appreciated. Regional directors and other field managers were asked to arrange similar award ceremonies.

Engen specified that presentations be made in the presence of as many of the recipients' co-workers as possible. He also suggested that, where practical, photos be taken for publication and other uses.

A recent ceremony held by Associate Administrator for Human Resource Management Gene Weithoner in the Administrator's conference room was typical of what the Administrator has requested. Some 21 award winners were honored before a "standing room only" crowd of co-workers.

Washington Report



## **Reduced separation study is underway**

As part of its ongoing effort to improve system performance, the agency is collecting data on the potential effects of reduced longitudinal separation between aircraft in terminal areas.

Phase I of the program got underway in March with data collection on dry runway operations at Newark and Los Angeles International Airports. Phase II, which includes data collection on wet runway operations, began June 24 at Atlanta Hartsfield and Dallas-Fort Worth.

Data collection and analysis will continue through the summer. The agency expects to make a final decision near the end of the year on whether to implement a reduced separation standard.

Washington Report



## Performance



Jim Krause (left), air traffic control specialist, Anchorage ATCT, was recently presented a Special Achievement Award for Outstanding Performance by Jerry Wylie, assistant air traffic manager.



Cheryl Wieskamp (right), secretary, Anchorage Tower, was recently presented a Special Achievement Award for Sustained Superior Performance from assistant air traffic manager Jerry Wylie.



Darrel Zuke (left) receives a Quality Within Grade Increase for Outstanding Performance from former AMPS Ed Kiss.



Judy Hickey (left), secretary, Juneau FSS and Tower, receives an award from Jerry Dunn, manager, Juneau FSS, for her superior performance.



Geri Adam (left), training secretary, Anchorage ARTCC, was presented with a Letter of Appreciation from Dennis Wilson for her Outstanding Performance during his appointment as acting assistant manager for training. Harry J. Brown, assistant manager for training, presented the letter.



Carmen Piesik (left), secretary, ZAN AT, was presented with a Sustained Superior Performance award on July 12 by her supervisor, Mike Pumphrey, assistant manager, Airspace and Procedures, ZAN-530.



Charlene Taylor (right), Civil Aviation Security Inspector, AAL-700, receives her Outstanding Performance Award from manager Bob Oliver.





On June 27, 1985, Bob Harik (left), manager, Air Traffic Division, presented the Alaskan Region's FSS Facility of the Year Award for 1984 to the Anchorage FSS. Charlie Muhs (middle), air traffic manager at the FSS is shown receiving the award, along with Danny Syverson (right) who was assistant air traffic manager in 1984.



When the mailroom was contracted out the folks above became a part of FAA as employees for the contracting company in the stockroom/mailroom. Seated are Charles Williams, project manager; and Thomas Johnson, supervisor. Standing from left to right are Karen Roan, supply clerk; Bryan Putzier, laborer; Robert Dettman, mail clerk; Mercede Alvarado, warehouseman; and Grace Clayton, mail clerk. Welcome to the family.



Bill Noblett (left), electronics technician, receives a Special Achievement Award which was presented by sector manager Bob Wilson at the South Alaska Sector International Field Office, Anchorage.



Dolores Coates (left), evaluation proficiency developmental specialist, Anchorage FSS, receives a Certificate of Appreciation from Rosetta Francis-Robinson, Federal Women's Program manager, for her "high level of participation" for the FWP Committee.



Eleanor Williams (left), former supervisor, ARTCC, receives a Certificate of Appreciation from Rosetta Francis-Robinson, Federal Women's Program manager, for all her hard work provided to the FWP Committee. She is now with FAA in Washington, D.C.



## News in brief

Edmund Pinto, Assistant Administrator for Public Affairs, has announced that he will leave FAA at the end of August to become the Senior Vice President for Public Affairs of the Aircraft Owners and Pilots Association. A former newsman, Pinto earned his pilot's license while at FAA and established a STOL world record. His replacement has not yet been named.

\* \* \*

So far, the appeal to FAAers to contribute to a fund for paralyzed controller Mike LaJuene of the Milwaukee/Mitchell Tower has raised \$17,500 with 90 percent of FAA facilities responding. The funds will be used to purchase a specially equipped van. The fund address is: Mike LaJuene Trust Fund, St. Francis Savings & Loan, Acct. No. 0301045593, 2360 N. 124th St., Wauwatosa, Wisconsin 53226.

\* \* \*

FAA is one of the agencies being looked at by the General Accounting Office in their review of the implementation of the new Performance Management and Recognition System. This is the system that Congress developed to replace the Merit Pay System. The review will seek to determine how successful pay for performance systems are in government. The review is currently underway and will run through August.

\* \* \*

In conjunction with next year's 50th ATC anniversary, a reunion is being planned for members of the old Detroit Center which has been out of business for more than 20 years. Those interested should contact Lloyd Duncan, FTS 784-5239, or Jim Holtsclaw, FTS 983-2019.

\* \* \*

The Merit Systems Protection Board has upheld the strike-related removals of 73 former Chicago Center controllers. The former FAA employees had argued that the agency falsified or improperly altered their time and attendance records. However, the full Board affirmed the initial decision and rejected the former controllers' arguments while sustaining their removals for participating in the strike.

\* \* \*

The Airport Operators Council has announced that in 1984 the world's five busiest airports in terms of passengers all were in the United States. They are: Chicago O'Hare with 45.7 million passengers; Atlanta Hartsfield with 39 million; Los Angeles International with 34.3 million; Dallas/Fort Worth with 32.3 million; and New York's Kennedy International with 29.9 million.

\* \* \*

### Washington Report



## It's the truth

Contrary to popular belief and some erroneous statements, there really is an Aviation Masters Program at the University of Alaska, Anchorage. Those with interest in the program should contact Mike Pannone at Anchorage Community College, 276-3737, or Dr. Troy Sullivan at the University of Alaska, Anchorage, 786-1771.



## Instructors to meet for reunion

Last fall approximately 160 former FAA Academy Air Traffic instructors and friends gathered in Oklahoma City for a reunion. The event was a success, and many participants expressed interest in repeating the reunion in 1985. As a result, several current and former AT instructors in the Oklahoma City area are working to accomplish this.

The reunion will take place in Oklahoma City on October 11 and 12, 1985. The main event will be a buffet and social on October 12, with an informal social on October 11 for those who arrive early. Friends and families are welcome. Tentative location is the Hilton Inn on I-40 and Meridian. Information on cost will be disseminated through mailings and future Intercom articles, or you may send a stamped self-addressed envelope to Ms. Laurie Tester, 112 Chickasaw Lane, Yukon, Oklahoma 73099.

Mark the date on your calendar, start planning your travel arrangements, and spread the word to any former Academy AT instructors you know.



## Recipe corner

from: E. I. Williams  
AAL-4

### Enchilada Casserole

- 2 lbs lean ground beef
- 2 cans cream of mushroom soup (or  
1 can cream of mushroom and 1 can  
cream of chicken)
- 4 cloves of garlic chopped very fine  
(garlic flakes will work)
- 2 cans El Paso chopped chilies and  
tomatoes
- 2 cans El Paso chopped chilies
- 1 large onion
- 1 large bag Doritos
- 1 - 1 1/2 lbs of yellow cheese

Chop up the onion and garlic and brown  
Put onion and garlic, along with all  
canned ingredients, into a big pot  
Simmer the above ingredients

Brown the ground beef (salt & pepper  
it as it browns) - add to the pot  
Stir all ingredients and simmer just  
long enough for the different flavors  
to blend together

Cover bottom of baking dish with  
Dorito chips

Cover the chips with a layer of  
ingredients from the pot; add a  
layer of grated cheese; then  
alternate all the way to the top,  
ending up with a good thick layer  
of cheese

Bake at 375 degrees until the cheese  
bubbles



50 Years of Air Traffic Control Excellence  
— A Standard for the World —





Each year Alaskan Region retirees get together to hear about what has been happening at FAA during the previous year from various division managers, as well as see old (not in age) friends. Here Deputy Director Don Keil talks to about 30 retirees who made it back for the "morning session" on Friday, June 27. On Saturday, June 28, the retirees and their families joined other FAA members at the annual Civilair picnic at the Mat-Su Resort.



Wes Frye (right), AAL-463.P1, received an Outstanding Performance Award from Tom Hunt, AAL-400, for the projects he and his crews accomplished this past year. Some of these were accomplished during adverse conditions. Congratulations for a job well done.



George Woodbury, manager, Personnel, retired from FAA after 30 plus years of federal government service. Here he says farewell to those he leaves behind. Enjoy your retirement, George.



The FWP Committee had a membership drive potluck luncheon recently with 48 employees in attendance. The officers (from left to right) are Melissa Berry, vice chair, AAL-450; Norma Bonewitz, secretary, AAL-1H; and Barbara Lapsley, chair, AAL-500. Keep up the good work.



John Scrivner (left), supervisory electronics technician, presents a Special Achievement Award to Arnold Koppy, electronics technician at the North Alaska Sector Field Office.



## Fairbanks FSS

Jack Thompson, Jean Jacobs, Mark Boberick and Laura Plamondon, all from the Fairbanks Flight Service Station, recently received Letters of Commendation from Robert G. Butler, acting area supervisor at the FSS, for their performance from April 21 to July 12, 1985. Although Team #3 had been critically short of personnel and at times were under extreme pressure from a heavy workload, these four individuals displayed a "highly professional attitude" in accomplishing the tasks. Pictures follow - Robert Butler is presenting the letters to each person.



Jacobs



Boberick



Thompson



Plamondon



Irene Gross (right), Fairbanks FSS, receives a Letter of Commendation from Timothy Rahmn, acting air traffic manager, for her performance as acting assistant air traffic manager from April 28 through July 9, 1985.

## Bethel

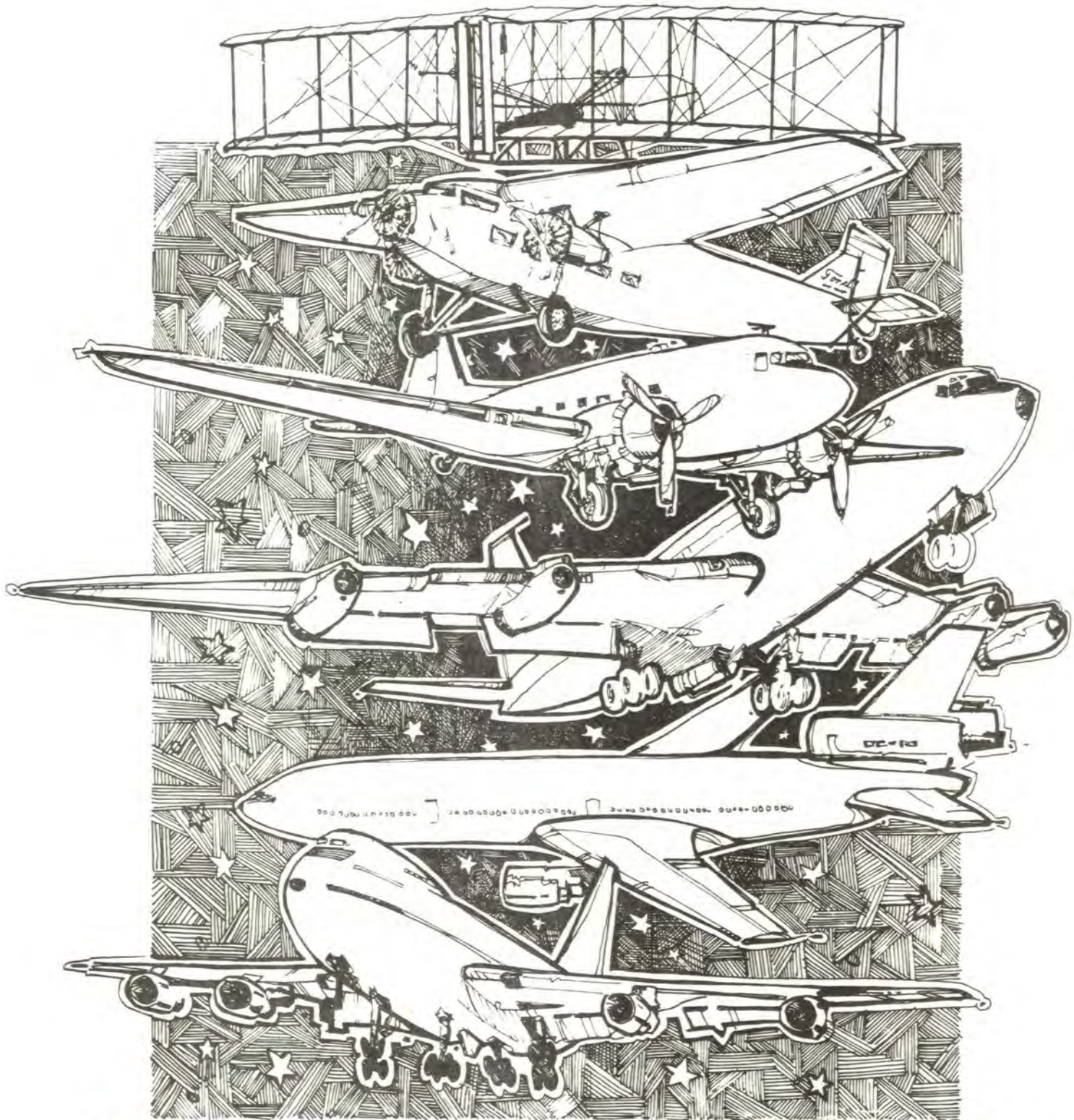


Joel Henkelman (right), maintenance mechanic foreman, Bethel Environmental SFOU, is presented a Special Achievement Award for Sustained Superior Performance by John Williford, manager.



# P = MT<sup>2</sup>

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**PROGRESS = MIND, TIME, TOGETHERNESS**