U.S. Department
of Transportation

**Federal Aviation
Administration**

intercom:

Office of Public Affairs
Alaskan Region
222 West 7th Avenue, #14
Anchorage, Alaska 99513-7587
(907) 271-5296

August 1989 #89-10

THE DAY THE SOUND BECAME SILENT

In our attempt to find a silver lining around the disaster that happened in Prince William Sound on March 23, we do have some FAA employees that we would like to brag about.

When the call for help went out from the U.S. Coast Guard in Valdez, the FAA was there to help in any way they could. Air traffic was multiplying at a phenomenal rate and the Prince William Sound area around Valdez was turning into a three-ring circus.

That's when our Air Traffic Division put their command center into effect and proceeded to create some organization to what appeared to be a giant out of control. Air traffic efforts also were supplemented by the Airway Facilities and Logistics folks who gave their 110% of hard work in maintaining the facilities for our people in Valdez. And of course our Public Affairs staff was answering non-stop phone calls from all over the United States as the news media demanded information on what was happening in Prince William Sound.

The old air traffic control tower in Valdez that had been decommissioned back in 1983 was quickly reactivated and two air traffic controllers from the FAA and three from the U.S. Army were assigned there for active duty; and the word "active" is putting it mildly.

These controllers clocked in as many as 687 operations in one day -- and that was only at the Valdez Airport.

There also were two FAA air traffic controllers airlifted out to the Coast Guard cutter *Rush* from where they assisted the Coast Guard in providing traffic advisory services to aircraft flying over the spill cleanup area.

FAA air traffic controllers were lowered in a tethered basket onto the deck of the cutter Rush

Over 300 advisory operations per day were provided from the cutter *Rush* . This is a pretty remarkable accomplishment since they only had very basic equipment available that was not intended to direct such heavy air traffic.

Even after a hard day's work these air traffic controllers could smile. From left to right on the deck of the cutter Rush are Ray Ballantyne (FAA), James Walker (Coast Guard)), and Don Hall (FAA).

Let's not forget the gang over at the Cordova Flight Service Station during this time. Their workload zoomed up to an average of 450 flight advisories a day, which is over 350 more than their normal activity. Even as late into the season as June, the Cordova FSS experienced as many as 557 flight services in one day. They had not seen a demand as great as this since the oil pipeline days.

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

Of course, as time has gone by, the oil slick has continued its scenic journey through Prince William Sound, past the Kenai Fjords, and into the Homer and Kodiak areas. Many FAA employees who never dreamed of becoming involved with the oil spill cleanup from their very own doorstep are now finding themselves in the clutches of this nasty giant.

Realistically speaking, we all know the damage to our environment is immeasurable. No one will ever know how many animals have and will continue to perish, how much marine plantlife will die, and how many families will suffer as an aftermath of this tragedy. What we do know, however, is that when a disaster such as this does appear on our horizon, FAA is ready, willing, and able to tackle the job. No matter how unique, how grueling, or how long it takes -- our employees are always there to help.

Our goal is to provide the safest aviation system that is humanly possible, and a little inconvenience, twelve-hour workdays, and sometimes minimal availibility of food and shelter are never circumstances that stop our people.

As of the end of July, the Homer FSS is still experiencing over 29% higher requests for flight services; and the Cordova and Kenai Flight Service Stations are keeping right up there with an increase in activities. The ATCSs on the Coast Guard Cutter *Rush* are now back on "terra firma," and continuing to meet the needs of the flying public in Alaska.

It always is rewarding to receive friendly letters from folks who appreciate the hard work and dedication of FAA employees. We would like to share the following letters with you:

University of Alaska Anchorage

THE LEADING EDGE

of Aviation Education on the Last Frontier

May 9, 1989

Mr. Hank Elias, Manager
AAL 500, AT Division, Alaskan Region
701 C Street
Anchorage, AK 99501

Dear Hank:

It gives me great pleasure to write this letter! As we discussed in our telephone conversation, I had occasion to participate as a pilot with Civil Air Patrol (N51322, N5146G, N9296J, N7681L, N4950R) in the Prince William Sound air operation along with many others. My comments, however, should be considered as also coming from the Alaska Airmen's Association of which I am president and the Air Traffic Control Department of the University of Alaska Anchorage which I chair.

I wish to commend those persons involved in the control of air traffic in Prince William Sound during the oil spill emergency during March and April. I had numerous contacts with the Valdez temporary tower and the controller aboard the U. S. Coast Guard cutters Rush and Sedge. With 30+ years in the air traffic control profession, I can well appreciate the difficulties encountered by those involved. A great expanse of air space had to be learned immediately and effective procedures developed. It was obviously an enormous task. Nonetheless, it was done and the service was excellent!

From the air side, the controllers were obviously dedicated to the effort, clearly concerned about the safety of traffic and highly professional in their manner. The "can do" attitude was reminiscent of the days of late summer and fall 1981--which I'm sure we both remember well. The guys did a damn fine job!

I would request that you extend to all involved my congratulations on a job well done. They have done much to bring pride to the air traffic control profession as well as the FAA. Over the years, I have personally recognized service which I consider exceptional with a certificate of appreciation of my own design. I feel this is such a service. If you could provide me a list of names, I would like to send each a certificate.

Finally, I think you must be quite proud of FAA's ability to perform so well. Congratulations!

Sincerely,

M. L. Pannone, Chair
Air Traffic Control

FISHING AND FLYING
Box 2349
Cordova, Alaska 99574
May 8, 1989

Air Traffic Division Manager
Federal Aviation Administration
222 West 7th Avenue, Box 14
Anchorage, Alaska 99513-7587

Dear Sir:

I am certain that you are aware that our corner of Alaska has been thrown into a chaotic situation as the aftermath of the tanker accident on March 24, 1989. A lot of the ensuing chaos involved air traffic: it almost seems that everything built to fly has been in the area during this time!

The Cordova Flight Service Station has been one of the key communication centers and these specialists deserve the highest praise for a job well-done. Not only have they handled the increased traffic, but they have managed to deal with it all in the highest professional manner. Without exception these people have continued to work with the local air taxis and traffic in the way they always have: we get the information we need in a courteous manner.

It's been a high-stress time for the entire community and the FSS deserves acknowledgement for a job well-done! It's going to be a long summer--and we are glad to be working with them.

Sincerely,

Gayle Rafney

U.S. Department of Transportation
United States Coast Guard

Commanding Officer
USCGC RUSH (WHEC 723)

FPO San Franc
CA 96677-392

Mr. Benry A. Elias
Manager, Air Traffic Division
Alaskan Region
Federal Aviation Administration

Dear Mr. Elias:

My ship's function as Advisory Air Traffic Controller in Prince William Sound ended on Sunday, 30 April, when we shifted to the current EXXON-run flight following system. As I was reviewing our performance in this mission, 37 accident-free days with over 9,000 aircraft controlled and over 54,000 radio contacts, I remembered our meeting on 28 March, when we first discussed the Coast Guard/FAA liaison which made this superb performance possible. Your people augmented my crew from 29 March through the termination of our involvement, and we gained significantly from it. You taught us how to run a professional Advisory ATC operation, something we will never forget. I want to recognize specifically the Messrs. Ray Ballantyne, Don Ball, Kent Peterson, Tom Bullard, Steve Turner, John Craft, Jim Woody, and Mike Scalf. They all became RUSH crewmembers during their stay with us. Each and every one was an excellent representative of the FAA.

Thanks for the help. We could not have done it without you. I look forward to working with FAA again.

Sincerely,

John T. Tozzi
Captain, U. S. Coast Guard

Washington Reports

Funding Bill Includes 3.6% Raise for Federal Employees. The House Appropriations Committee has approved a 3.6% general federal raise effective next January 1. This figure had been determined earlier this year in a budget agreement between Congress and the White House.

Hatch Act Reform Is Approved by Senate Panel. Although President Bush threatens to veto the bill, the Senate Governmental Affairs Committee has approved the Hatch Act political activities reform bill (S-135). If passed, the bill would allow federal and postal employees to become involved in partisan politics on their own time. However, they still could not run for public partisan office. Employees could solicit political donations but only on behalf of their unions or their employee organizations.

Medicare Catastrophic Surtax is Cut. Federal employees and retiree groups enjoyed a major victory when the House Ways and Means Committee approved cutting the Medicare surtax for "catastrophic" illness.

The committee voted to make participation voluntary in the catastrophic program, although choosing not to pay for it would cause individuals to be ineligible for Medicare (Part B) coverage for doctor reimbursements.

Under the new provision, the surtax rate, which starts at $22.50 for each $150 of federal income tax paid for 1989 and increases in steps to $42 per $150 of taxes paid for 1993, would be cut in half. This means that an elderly couple in 1990 with gross income of $30,000 to $35,000 would pay $85.30 each in surtaxes for the year, instead of $170.60 each under the existing Medicare law. A couple would not reach the 1990 ceiling of $1700 until its combined income reached at least $80,000 compared with $60,000 to $65,000 under current law.

Did You Know? The shelf life of a federal paycheck as of October 1 is one year rather than the previous indefinite timeline. Employees will soon see "Void After One Year" stamped on their checks. We doubt many people keep their uncashed checks as souvenirs -- but you never know.

Lots and Lots of Pilots. The Aviation industry's appetite for pilots won't be satisfied any time soon as U.S. airlines scramble to hire between 52,000 and 62,000 new pilots in the next decade.

According to the Future Aviation Professionals of America and the General Aviation Taskforce.

*Corporate aviation is growing between 5% and 10% a year.

*More pilots are needed for commuter and regional airlines whose growth rate is more than 10% annually.

*The average income for corporate pilots is $44,000 annually. Commercial pilots earn an average yearly salary of $83,000.

*Women are becoming pilots at a greater rate with the number of licensed female pilots up 33% from 10 years ago. The number of women with commercial licenses has increased 27% in the past 10 years.

*Employers are actively recruiting female and minority pilots. For example, 13% of pilots hired by Federal Express in 1987 were women.

DOT Secretary Addresses Air Traffic Work Force. Secretary Skinner recently expressed his concern over the shortage of air traffic controllers and the inconsistencies in the federal work force. He said that, while most air traffic controllers are young, the technicians face the biggest challenge because they are mostly senior employees who have agreed to put off retirement. Skinner said there is no question that in the last eight years, no federal department has been challenged more than FAA. "When you lose 10,000 to 12,000 workers like we did, your top priority is to just keep the boat afloat. We are working very hard to bring it back up to acceptable levels," he said.

Lots of Hot Air. For you hot air ballooning enthusiasts, here's some interesting news.

After 18 years of soaring majestically and silently over fields in Iowa, the U.S. National Hot Air Balloon Championship has pulled up stakes and flown south to Baton Rouge, LA.

More than 200 balloonists -- including 100 of America's top ranked competition balloon pilots -- took to the skies earlier this month for a 10-day festival.

The championship, known to balloonists simply as "The Nationals," ranks second in size to Albuquerque's International Balloon Fiesta.

This year, a purse of $63,750 was divided among the high-scoring pilots, with the overall winner earning a $20,000 check and the right to represent the United States in the 1991 World Championships in St. Jean Sur Richelieu, Montreal, Canada.

Secretary of Transportation Speaks Out

Administrator Busey has asked us to share with all employees the following letter from Secretary Skinner to the President of Aloha Airlines. Airport capacity problems have caused much undeserved criticism to be aimed at FAA employees, and he wants us to be aware of the strong support that he and the Secretary of Transportation will continue to provide to the FAA workforce.

I recently commented in several different forums on the issue of airport and airspace capacity. I have received various inquiries regarding my remarks on the subject, and I want to share with you my views on system capacity.

I am aware, as I am sure you are, of occasions when airline personnel who, when involved with a delayed flight, will announce to passengers that the delays were due to the actions of the Federal Aviation Administration (FAA) or our traffic control system. Oftentimes this information is inaccurate or misleading, and those making the announcement should know that it is inaccurate. Nonetheless, the public's perception of the performance of the FAA and the national airspace system is affected.

I know that you will agree that the FAA employees in the system do an outstanding job and deserve to be recognized for their performance. We can also agree that these employees maintain the safest and most efficient air transportation system in the world. Suggesting that these employees are responsible for the lack of airport and airspace capacity facing the system or for ground holds caused by weather is in my judgment unwarranted.

Administrator Busey and I have serious concerns over the delays as well as the number of cancellations which are occurring throughout the system. We believe we need, and the traveling public deserves, further information on why these delays and cancellations are taking place. Therefore, I have instructed DOT and FAA staff to work together with you to implement new measures to insure that we are fully aware of where and why the bottlenecks exist so that the congestion, delays and cancellations can be more effectively identified and remedied. We fully recognize that we do not have a monopoly on the information or expertise necessary to create a more accurate and fair reporting system, so I'm asking for your assistance in this cooperative effort.

On the issue of capacity, both Admiral Busey and I are committed to exerting full energies to maximize the efficiency of our air traffic control system. We believe, however, that air carriers, airport operators and local and state organizations responsible for airports hold the real key to enhancing air travel and accommodating its future growth. In the short term, carriers must more carefully examine the capacity available at the airports where they operate when formulating their schedules. In addition, when carriers decide to create or move hubbing operations, it is critical that the FAA be consulted at an early stage in the process. We can assist in the successful implementation of the hubbing operation, and we can work to ensure that reasonable schedules are met. We cannot keep pace with unrealistic scheduling practices that put unreasonable demands on the system.

We can offer our technical expertise to airport operators and to local and state governments in analyzing their current airport needs and in planning for the future. Through methodologies we have developed, we can help them realize the substantial economic benefits air travel can bring to their communities. We cannot, however, finance completely the new runways and new airports that will be needed to meet the future demands of the systems or single-handedly garner the local support needed for local governments to embark on major airport construction or expansion projects.

I am seeking your commitment to become full partners with us in problem-solving so that we will continue to have the finest air transport system in the world. In the coming weeks we will be seeking your active participation in addressing and solving our system capacity needs. I look forward to your cooperation in meeting the capacity challenges of the 21st century.

Sincerely,

Samuel K. Skinner

Congratulations Column

Let's highlight some special moments in the lives of some of our FAA employees!

ATCS/C John Aarnink (on the left) at the Anchorage ARTCC received an on-the-spot cash award from Area Manager, Orlando Sanchez. John received the award for his work in developing an orientation briefing package on the operation of the Anchorage ARTCC.

Chris Hansen (on the left), a Computer Programmer at the Anchorage ARTCC, received a superior accomplishment award from Assistant Manager Jim Schave for his efforts in establishing the training and implementation of the electronic time & attendance program at their facility.

Eugene Webb and John Beck, both Electronic Technicians from the Kenai SFO, were presented Special Achievement Awards from SET Radar Unit Supervisor Steve Bridges. Eugene and John were honored for their hard work at St. Paul Island from February through May of this year. They both put in some long hours away from their homes to work on an air traffic control beacon interrogator.

Eugene Webb (left) and Steve Bridges

John Beck (left) and Steve Bridges

Wilson Angnabooguk (on right), Electronics Technician at the ZAN AF, received a Quality Within Grade award and a certificate for his outstanding job performance from Sector Manager Ron Cowles.

FAA Employees Who Recently Had Their Careers Serviced...

Harry Joe Brown (on the left), Area Supervisor, Anchorage ARTCC, was presented his 25-year service pin by Air Traffic Division Manager Henry Elias.

ATC Myron Frost just celebrated his 3-year anniversary with the Federal government.

Pat Sanders, a registered nurse in the Aviation Medical Division -- 10 years service.

Ann Spannagel, TID at the NA-AFS -- 15 years of service.

Deborah Foster, South Alaska Sector Proficiency Development Specialist -- 15 years of service.

Joe Fadaoff, South Alaska Sector Maintenance Mechanic Trainee -- 15 years of service to the Federal government.

Peggy Stogstill, Secretary at ZAN AF, received her 3-year service pin.

Joseph Boswell (on right), Supervisor, Data Unit at ZAN AF, received his 25-year service pin and a congratulatory letter from Ron Cowles, Sector Manager, ZAN AF.

Jim Houston (on right), Electronics Technician at the ZAN AF, received his 25-year service pin and a congratulatory letter from the Sector Manager, ZAN AF, Ron Cowles.

Health Fair 1989

by Pat Sanders, R.N.
AAL-300

Everybody get ready to roll up your sleeves and participate in the annual health fair!

From September 11-13, AAL-300 in cooperation with the Alaska Health Fair Project, will offer FAA employees the opportunity to have blood tests done in the FAA Medical Office. The test will cost $21.00 and will require a 12-hour fasting period.

This testing can help you learn more about your health and body and also detect potential problems early when treatment or changes in personal habits can be most effective. The following information includes short descriptions of the tests that will be done. The causes of abnormal test results are complex, and the descriptions are not intended to be complete, but only to give you some idea of what is being measured.

Hemoglobin is the oxygen-carrying chemical in your red blood cells. Hematocrit is a measure of the proportion of your blood that is red blood cells. Both may be decreased into anemia due to many causes. An increase may be due to dehydration, heart or lung disease, or an abnormal production of red blood cells by the body.

Sodium, Potassium, and Chloride are regulated by the kidneys and adrenal glands and are very important in the proper functioning of all cells, but especially nerves and muscles. They may be abnormal in kidney or adrenal disease, and many other conditions. Potassium is especially important if you are taking diuretics (water pills) or heart medication. Any value outside the reference range should be evaluated by your health care provider.

Glucose is the sugar in your blood. Increased levels are due to eating before the test, diabetes, stress, or illness. If your fasting glucose is greater than 114, or if you have eaten and your glucose is more than 160, you should consult your health care provider.

Total Protein is the sum of Albumin plus Globulin -- the next two tests.

Albumin is a protein in your blood which is decreased in chronic illness, malnutrition, or through excess loss of albumin through the kidneys or intestinal tract.

Globulin is the "antibody" protein important for fighting disease. Increases are usually due to chronic illness or inflammation.

AL/Globulin Ratio is the albumin level divided by the globulin level and may help your health care provider interpret abnormal values.

Calcium and Phosphorus are controlled by the parathyroid and the kidneys. These minerals are found most commonly in your bones, but are also important for proper blood clotting and cell activity, especially nerve and muscle activity. They may be increased in parathyroid disease, bone disease, or excess intake of calcium and vitamin D. Some diuretics may increase calcium.

Uric Acid is normally excreted in urine. Increased values are associated with gout, kidney problems, and the use of diuretics and should be evaluated by your health care provider. Low values are probably not significant.

Blood Urea Nitrogen (BUN) and Creatinine are waste products excreted by the kidneys. Increased values may mean the kidneys are not working as well as they should be. BUN increases with high protein diets, strenuous exercise, or dehydration. BUN may be lower in pregnancy.

BUN/Creatinine Ratio is the BUN value divided by the creatinine value and may help your health care provider interpret abnormal BUN or creatinine values.

To Be Continued Next Month.....

Please pre-register for blood tests on September 11 and 12 at the FAA Medical Office so your paperwork and payment can be completed ahead of time. This will reduce the high demand on the busy nurses and will allow more people to be processed through on the 13th.

The schedule for this year's Health Fair is:

September 11 and 12

**Preregistration All Day (This is only for those of you who will be going through the blood chemistry tests.)

**Blood Pressure Tests

**Tonometry (screening for glaucoma)

**Informational Room stocked with brochures and pamphlets on subjects like:

***Cholestrol
***Arthritis
***Fitness
***Nutrition
***Etc., etc.

September 13:
8:00 a.m. --10:00 a.m.

**Blood Chemistry Testing (Remember! This requires a 12-hour fasting period.)

September 13:
10:00 a.m. 3:00 p.m

**Glaucoma Tests
**Blood Pressure Tests

Various printed materials also will be available on this day.

If you have any questions on the Health Fair, call our medical staff at 271-5431.

Eighteen Strong

That's what it takes to manage the Local Coordinators' responsibilities throughout the State of Alaska for the FAA during 1989.

This year our Regional Administrator appointed 18 employees to a one-year term as Local Coordinators. In this position, each of them becomes established as the single focal point in various communities throughout the region whereby they:

a) represent the Regional Administrator on all program matters;

b) establish effective channels of communication between the FAA and the residents of the communities within their assigned geographical area

c) promote agency responsiveness to local requirements;

d) promote the effectiveness of Human Resource Management and EEO programs of the FAA;

e) represent the Regional Administrator externally on all local multi-program matters such as the Municipality, user groups, the media, Federal Executive Associations, emergency readiness efforts, and Civil Defense programs affecting FAA employees and their families.

f) and serve as a point of contact whereby they oversee appropriate arrangements for FAA visitors within their program area and/or community.

This might not seem like a great deal of work until you consider the fact that these responsibilities are added onto their everyday work schedule. They receive no additional compensation for these extra efforts, which many times require them to dedicate much of their own personal time during their off hours.

Let's give a big round of applause and our expression of appreciation and thanks to the following FAA Local Coordinators for 1989:

Mitch Clark	Bethel
John Maxwell	Cold Bay
Harold Richardson	Cordova
	Valdez
Ronald Glonek	Dillingham
John Williford	Fairbanks
	Tanana
	Big Delta
	Bettles
	Barrow
	Deadhorse
Bill Nelson	Gulkana
Roy Hoyt	Homer
John McLaughlin	Juneau
Nancy Lathey	Kenai
Dick Kauffman	Ketchikan
Robert Nelson	King Salmon
	Iliamna
Michael Homa	Kodiak
Charles Werner	Kotzebue
Wil Smith	McGrath/ Farewell
Wendell Wassmann	Nome
Patrick Wilson	Northway
Herb Hinman	Sitka
Eugene Wehe	Yakutat

Nearly half of these Local Coordinators have served in this capacity in previous years, and it shows a very high level of dedication to FAA and concern for their local communities when they continue to exert their efforts to develop those bonds of communication that are so valuable to everyone involved.

Oh Deer, Oh Deer, What is One to Do?

It's getting to be that time of year again when our furry friends from the woodlands venture out to the civilized world in search of food, drink, and entertainment.

Petersburg is the first location to report a little deer and bear problem that's become a real pain in the rear. The airport manager does runway patrols immediately before every landing or takeoff by Alaska Airlines and uses cracker shotgun shells and bird shot to drive the deer away from the airfield.

Nearly 300 deer and several bears have been counted on or adjacent to the runway in Petersburg this year. More than 70 deer were counted just during the month of July.

Maybe these little critters could be trained to pull an FAA Christmas sleigh?

Why Did the Bear Cross the Runway in King Salmon?

To Get to The Other Side.

Just Kidding! The real answer to the question is, so they can curl up next to the DC-3 fish hauler and enjoy a nap while inhaling the essence of fish in the air. For a little extra fun, brother bear has been known to wander down to the city docks and harrass the fishermen for awhile.

On the weekend Mr. Bear grabbed himself another bear buddy and the two of them went out for a night on the town as they cruised the airport and checked out what was fast becoming a favorite hangout, the DC-3 smelling of "Eau de Fish"-- a favorite cologne of many Alaskans this time of year.

Air Traffic Division Hosts VIPs

Congratulations to the Air Traffic Division on the success of their recent meetings in Anchorage involving VIPs in the field of air traffic from throughout the United States, Canada, and Japan.

During the course of one week, members of the National Air Traffic Procedures Advisory Committee (ATPAC) and the Informal Pacific ATC Coordinating Group (IPACG) held their first Anchorage-based meeting to discuss and review present air traffic procedures.

All members agreed that with the anticipated growth in the Pacific area (estimated between 5% and 15% annually for the next few years) the need for improved automation systems is immediate for all three oceanic control facilities.

FAA'er Gets BPW Top Post

Last month LaVerne Collins, currently an Employee Development Specialist with the Human Resource Management Division in the Northwest Mountain Region, became the first Black president of the National Business and Professional Women's (BPW) organization. Becoming the BPW President was only the latest in a long list of personal achievements for LaVerne.

She began her federal career almost twenty years ago with the FAA Alaskan Region. While serving as a Secretary, Air Traffic Trainee and Realty Specialist, she completed most of the work required to obtain her B.A. in Business Administration. She then was accepted as a participant in the FAA Long Term Training Program. After completing a year at the University of Southern California (USC) she returned to the Alaskan Region to serve as the Special Assistant to the Regional Director. To complete her obligations from the long term training, she accepted a position on the International Aviation (AIA) staff at FAA Headquarters in Washington, D.C. While on the AIA staff, she served on the FAA team manning the exhibit at the Paris, France International Air Show. After several years in Washington, LaVerne accepted a position with the Minerals Management Administration in Anchorage which enabled her to return to Alaska. She recently relocated to Seattle where she is again employed with the FAA.

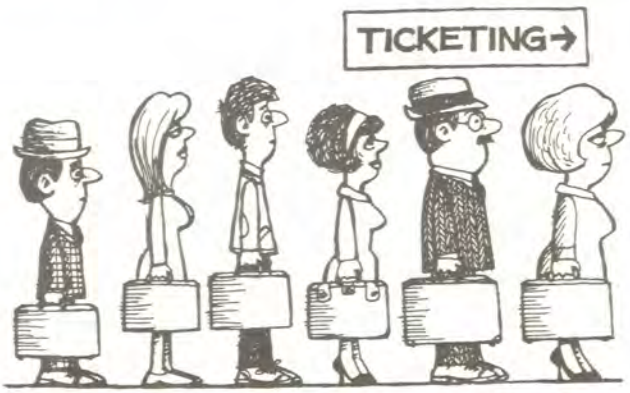
Along with her BPW service, which has taken her to many states, and countries as far away as Australia, she has served as a member of the Alaska State Real Estate Commission, the Merrill Field Advisory Committee, and a number of other boards and commissions.

LaVerne is a success story of which the FAA can be proud. We extend our congratulations from her friends in the Alaskan Region.

The Travel Voucher Backlog

by Dan Goodstein
Manager, Accounts Payable
AAL-33

The Travel Section has been working long hours to attempt to reduce the large volume of travel vouchers submitted during this high travel summer period. At last count, there were over 750 vouchers in inventory with the oldest being about 30 days. The postman hasn't helped matters much either. He has often delivered over 100 new vouchers in one day. To make matters worse, the Travel Section has had to replace four voucher examiners, and it takes about 12 weeks of training to bring a new voucher examiner up to par. We certainly appreciate everyone's understanding and cooperation in this matter.



Things Were Buzzing At Iliamna

There sure is no time for coffee breaks at the Iliamna FSS this year. With the world renowned Russian River on the Kenai Peninsula closed to fishing during the first week in July our crew at the Iliamna FSS saw an unbelieveable number of aircraft invading their turf. We attribute some of the average 500 flight services a day during July in Iliamna to the promotional ads sponsored by various fly-in services. Also, a special feature story on fishing in Iliamna was shown by a local TV station, bragging how great the fishing was. No wonder our guys recorded 909 flight services for July 8.

We bet Nels Wahl (Air Traffic Control Specialist in Iliamna) was glad to hear that the Russian River was back open to red salmon fishing -- that meant things should calm down in Iliamna.

Speaking of high traffic areas -- the crew over at the Anchorage Approach Control logged a grand total of 1302 instrument operations on July 27 this year. That is an all time high for that facility. The busy skies were due to good weather and an excessive amount of general aviation activity.

Controller Keeps Cool and Calm Prior to Crash in Kodiak

Since it wasn't mentioned in the local press in Kodiak, we are going to make an announcement here. The passengers and pilot who survived the airplane crash in Kodiak last month on Sharatin Mountain should not only thank the quick response of the search and rescue folks, but also the FAA air traffic controller who was on duty at the time of the crash. Yes, our Doug Thompson should be thanked and commended for his ability to maintain a cool and calm attitude as he made all the appropriate notifications which led to a successful rescue of the six persons on board the plane. Good job, Doug!

Fare Thee Well

A fond farewell to the following FAA employees who have made the big decision to retire from their career with FAA:

George Morgan, FSDO-03 -- 29 years

Helen Hall, NA-SFO -- 20 years

Ruth Battey, Air Traffic -- 7 years

James Oliver, Wrangell AF -- 22 years

Wilse Morgan, Airway Facilities -- 30 years

Gunars Cukurs, Airway Facilities -- 29 years

Harold (Popo) Richardson, Cordova FSS -- 33 years

Walter Gilbert, Flight Standards -- 34 years

Gary Near, Merrill Tower -- 30 years

We wish them all good health and happiness during this next phase of their lives.

They're On the Move Again

Here's the latest list of our FAA employees who are packing their bags and moving to another location.

Richard Powers, Airworthiness Inspector at the Anchorage Flight Standards District Office moved to the Seattle FSDO where he is now working as the Geographic Airworthiness Supervisor.

Gene Wehe left the Kodiak ATCT to take over as the new manager at the Yakutat FSS. Congratulations, Gene!

Rick Ericson is the new Assistant Air Traffic Manager of the Kenai AFSS. Rich previously worked at the Anchorage FSS.

Ronald Crumbaker has not departed from the Anchorage Flight Standards District Office, but he has changed his title there. Ron has moved over from his position as a Flight Inspector to the job of Geographic Program Manager. Even though his home base hasn't changed, Ron might want to buy a new pair of traveling shoes since this new job will take him over to the Orient every once in a while.

Congratulations to the following employees on their recent promotions:

Phil Stutzer --Electronics Engineer, AAL-451.

Della Triggs -- Staff Assistant, SA-AFS.

Henry Munro -- Electronics Engineer, AAL-451.

NBCFAE Conference

The National Black Coalition of Federal Aviation Employees is celebrating the completion of 13 years of dedication and service to FAA employees. The Coalition is committed to improving and facilitating career opportunities for Blacks, women, and minorities within the FAA.

Their 13th Annual conference, hosted this year by the Great Lakes Region, will be held in Detroit, Michigan, September 20-23, at the Hotel Pontchartrain.

Persons interested in attending should contact Linda Smith, P.O. Box 1228, Belleville, MI 48111 (313) 487-5939 or John Clayborn, Public Affairs Officer, (312) 384-2484.

EAP

Employee Assistance Program

Don't wait for life's hassles to become a problem!

Remember your Employee Assistance Program

For assistance, call:

562-2812

Outside Anchorage call

1-800-478-2812

Attention Alaska Region FAA Employees and Retirees!

LET'S DO DINNER!
&
WIN $1000

by Be Wenzel, FAA Retiree

Come join us in two great programs sponsored by the Civil Air Club. You don't have to be a club member to participate.

First, WE NEED YOU for the Scholarship Raffle. Last year our raffle allowed us to present three $650 scholarships to worthy students enrolled in various aviation-oriented courses at U.A.A.

This year's raffle features a $1000 travel certificate (good for one year) as the grand prize. The drawing will be on September 22 at the Fall Bash & Steak Fry. Before the "big prize" drawing there will be several other good prizes awarded, but all prize winners still get a chance at the big one!

Contact a Civil Air Club rep or an FAA supervisor to buy your chances. Raffle tickets are

$1.00 for one;
$5.00 for six;
$20.00 for twenty-five.

Then, come to the Fall Bash & Steak Fry. The menu includes a New York steak dinner and all the fixin's, and the special added complement of your friends and co-workers joining you for a great meal.

All this good food and fun for only $10.00 per person.

We prefer selling dinner tickets in advance since it sure helps in planning the bar and shopping for the food, but tickets will be available at the door, too. One advantage to getting your dinner ticket in advance is that it is accompanied by a great map to help you drive right to the door of the chalet at 6-Mile Lake on Elmendorf AFB.

So grab your honey and your money and head on out to the Fall Bash -- or just come on stag. There's always plenty of folks to join you in a terrific fun time.

Win ~ ~

Air Travel worth $1000

The Civil Air Club is again sponsoring
A RAFFLE
in order to award scholarships to deserving applicants at UAA who are involved in aeronautical studies

There's still time to get your tickets....

One for $1
Six for $5
Twenty five for $20

Contact your Civil Air Club Rep

The drawing will be held
at the "Fall Bash" in September
You need not be present to win.

Plan on coming to the Civil Air Club's

Fall Bash & Steak Fry

September 22, 1989
6981st Chalet, Elmendorf AFB

6:00 – 7:00 P.M. ▫▫ No host cocktails & mixer
7:00 ▫▫ Dinner

New York Steak & Baked Potato
Make-your-own Sundae Dessert

Adults ▫▫ $10.00 ▫▫▫ Children ▫▫ $5.00

See your Civil Air Club Rep for tickets

Drawings will be held for
MAGIC CARPET $1000 Airline Tickets
and Door Prizes