



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# intercom:

Office of Public Affairs  
Alaskan Region  
701 C Street, Box 14  
Anchorage, Alaska 99513  
(907) 271-5296

August 30, 1988

88-05



**COVER: Concorde Visits Anchorage,  
July 9-11, 1988**

### SMOKE GETS IN YOUR SKIES

We hear from the controllers at McGrath FSS that air traffic continues to be quite heavy due to the continuance of firefighting activities in that area. Last July 20 they experienced the highest count of flight services since September 1986.

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The Bureau of Land Management's Logistics Branch in Fairbanks has been coordinating firefighting activities for the area north of Fairbanks from seven staging points (Birchcreek, Fort Yukon, Five Mile, Hess Creek, Central, Hot Springs, and Beaver). Most of the air traffic that had been concentrated in Beaver was being impacted by flight scheduling, runway construction, and the smoke and weather. For that reason, BLM requested FAA to provide temporary tower services.

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INTERCOM is published for the employees of the Alaskan Region by the Public Affairs Office. Articles and photographs are welcomed.

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

Our Air Traffic Division made arrangements to provide six Air Traffic Control Specialists and a portable tower to be set up at Beaver, Alaska. By August 5th there were four ATCSs and a portable tower sent out of Fort Wainwright on site and operating in Beaver. Two of our FAA ATCSs (**Chuck Hallett**, manager of the Fairbanks Tower, and **Tom Risdall**, Fairbanks automation specialist) supervised the temporary tower personnel.

The 3,600 foot long, 100 foot wide, graveled runway saw plenty of activity at Beaver. For example, the total traffic count that was worked through the temporary Beaver Tower on August 9 was 346 operations. The majority of those operations were helicopters.

Evidently BLM got all the fires under control and the Beaver Tower was closed on August 14. A special note concerning **Chuck**, **Tom**, and all the other personnel who were on location at Beaver. During those nine days spent there, they all lived in tents, had no running water, and ate combat rations for every meal. That kind of makes you think twice before complaining about your office being cold or the office coffee pot being empty.

Fortunately, these guys were "as busy as a beaver" out there in Alaska's timberland, and the primitive conditions they were living under were probably a welcome site after a long, hard day.

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We also hear from the folks at the Bettles FSS that this seems to be one of the busiest fire seasons in that area for the past few years. The fires have been fewer in number but greater and more threatening in intensity. They have had as many as three DC-7s, a P2V and a KC-97 operating out of Bettles at one time plus several support aircraft.

All these fires is enough to make a person almost look forward to winter, when the snows will dampen the environment and hide all the charred land. Maybe then the workdays for our FSS people will return to normal too -- if there ever is a "normal" day in FAA.

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## WELCOME ABOARD

A hearty FAA welcome goes out to the following new employees in the Alaskan Region:

**Dorothy (Dotty) Thomas** is now working as an Accounting Technician with the Accounts Control Branch in Anchorage. She previously worked as a Supervisory Accounting Technician with the Coast Guard in Seattle.

**Mike Thompson** has been selected as the new Assistant Air Traffic Division Manager, AAL-501. **Mike** formerly worked in the Southwest Region as the Air Traffic Division's Operations Branch Manager.

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## ON THE MOVE

**John Maxwell** and his wife, **Allison**, have departed Fairbanks so **John** can take over his new position as Air Traffic Manager and Local Coordinator at the FSS in Cold Bay.

**Johnnie Wallace** (Principal Operations Inspector at FSDO-01) and **Gary Childers** (Principal Maintenance Inspector at FSDO-01) have departed from Fairbanks to take over their new unit supervisory positions at FSDO-03 in Anchorage.

**Ed Wilson** has left his old position behind as an Air Traffic Controller at the Anchorage FSS to take on the same responsibilities at the McGrath FSS.

**Gail Daly** (ATCS/S) has departed the Talkeetna Flight Service Station to assume her new set of responsibilities at the Kenai Automated FSS.

**Pat Wilson** left the Fairbanks FSS behind to become our new Air Traffic Manager and Local Coordinator at the FSS in Northway.

**Lee Edwards** is now in his new position as an attorney with the Northwest Mountain Region FAA office in Seattle. Many people know **Lee** from his many years of service in the Regional Counsel's Office of the Alaskan Region.

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## DETAILS, DETAILS

**Melissa Berry**, (AMTS, South Alaska AFS) left Anchorage on August 5 for her detail to Washington, D.C. until mid-October. She will be working on maintenance management planning that will take us up to the year 2000. **Ed Billiett**, Manager, ANC AFI, will be the acting AMTS during her absence.

**Dotty Muhs** (Senior Management Analyst in the Management Systems Division) currently is on detail to headquarters for the next month and a half to participate in the implementation and documentation of the agency reorganization.

**Joan Bickell** has been detailed from her position as secretary in Airway Facilities to take over the secretarial responsibilities in the Logistics branch. She is scheduled to work with the Logistics folks for a time not to exceed eight months.

**Debbie Waltman** vacated the position filled by **Joan Bickell** so that **Debbie** could be detailed to the Labor and Employee Relations Branch for a time not to exceed one year.

**Paul Wegrzyn** has been detailed over to the Air Traffic Division as an Operations Specialist. He is expected to return to his previous position as our Materiel Branch Manager in Logistics sometime in October.

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**EEO UPDATE**

by Ken Smith, AAL-9

I see most selecting officials as desiring to be fair and impartial in making their selections. However, no matter how honest intentions may be, some are unaware of questions which are inappropriate or illegal in the interview process. The following list is not all-inclusive for all positions, but will provide a general guide for your consideration:

**YOU MAY ASK --**

\*Whether the applicant will be able to travel -- if the position includes travel;

\*About training and experience in the military;

\*Whether the applicant can meet specified work activities or has commitments which may prevent him/her from meeting work attendance requirements;

\*Whether the applicant has certain specified sensory, mental, or physical handicaps which relate reasonably to fitness to perform the particular job; whether the applicant has any health problems or handicaps which may affect work performance or which the employer should take into consideration in determining job placement;

\*Whether he/she has worked under a different name and by what name is the applicant known if different from present name;

\*Inquiry into organization memberships so long as they do not indicate race, color, creed, sex, marital status, religion, or national ancestry of its members;

\*Inquiries as to intent to stay on the job or anticipated absences so long as those questions are asked to all applicants;

\*Photographs may be requested for ID purposes after hiring.

**DO NOT ASK--**

\*About a change of name;

\*Maiden or former name of spouse;

\*Previous foreign addresses;

\*Birthplace of applicant;

\*Applicant's spouse, parents, relatives or friends;

\*Applicant's religion;

\*Applicant's complexion or color of skin;

\*Applicant's citizenship or national origin;

\*Applicant's membership in clubs and organizations;

\*Applicant's arrest or conviction record;

\*What the spouse does, how much spouse earns, whether the spouse is subject to transfer, spouse's feelings about work or travel;

\*Marital status or non-marital status or plans for marriage;

\*Whether there are children, plans for them, their ages or sex;

\*Arrangements for child care -- either during the regular work tour, or while traveling TDY;

\*Applicant's race;

\*Applicant's handicap as to nature or severity;

\*How the applicant feels about political issues and candidates.

Remember, a poor question is not legitimized by asking everyone that same question. It is safer to develop a list of appropriate questions before starting to interview, and to ask all applicants the same questions. The focus of any question should be on determining what knowledge,



skills, and abilities each applicant has in relation to the requirements of the position. Refrain from allowing yourself from being influenced by stereotypes such as men not accepting clerical positions or women not being able to travel, etc.

Whenever in doubt about a question, don't ask it! And always feel free to contact the Staffing and Compensation Branch, 271-5747 or the Civil Rights Office, 271-5289, for additional assistance or information.

The interview process can be a growing experience both for the applicant and for the selecting official if all parties plan ahead, and if they desire to learn from the experience!

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**Willie Edwards** (ANC FIFO) received an award from **Don Keil** (Deputy Regional Administrator) for his continuous support of the Civil Air Club. **Willie** has always contributed a 100% level of commitment to the Civil Air Club during its many activities. Thanks **Willie**, for all of your hard work.

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## NON-RETIRING MINDS WANT TO KNOW

Is it true that retirement is as much fun as they say it is? Ask **Mel Eubanks** (PDS, NA-AFS). He retired at the beginning of this month after over thirty years of federal service. Forty-three of his co-workers held a big luncheon at the Chena Pump House for **Mel** to express their fond farewell and to give him something to remember them by.



**Mel** proudly wears his treasured gifts from his "friends" -- a hat with the phonetic spelling of the word "retired" (with a Texas accent) and the largest belt buckle in Alaska.

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## LET THE CONVENTION BEGIN

The Fairbanks International Airport tower was sure busy last month with the 20th Annual Convention of the International Cessna-170 Association. Over 100 pilots flew their aircraft into Fairbanks for the six-day convention. We hear there were numerous complimentary comments made by the pilots over the excellent service they received from our air traffic personnel.

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## LIFE IN BETHEL DURING WORLD WAR II

We recently received a letter from **Art Ross**, a former FAA employee from back in the days when it was the CAA (Civil Aeronautics Administration), and he was stationed as a radio operator at Bethel. Life in Bethel during World War II was anything but plush, although it sounded like everyone sure made the best of a difficult situation. **Art** actually described Bethel as a "pleasant tour."

According to **Art**, Bethel was made up of a Moravian church, a Northern Commercial store, a large house for the "government supervisor" (he never did learn what he supervised), and several assorted houses. There was one good cafe to which he and his buddies would go for a good caribou steak dinner. The steak was always served on a large platter, which never seemed to be "quite big enough." The cost was a flat five dollars, coffee extra.

Everything came out in even dollars so everyone always carried silver dollars in their pockets. **Art** always divided his dollars up into various pockets just to keep the weight even.

On laundry day **Art** would hang his laundry out to dry. Since this was in the middle of winter, the wind would snap the ice crystals out of the clothes, leaving them dry when he brought them inside. This was the only way to dry clothes, since there were no dryers, and if the clothes were left in the laundry they would be one frozen mass.

The Engineer Battalion that also was stationed there as part of the National Guard had their share of problems due to the cold. One sentry fired at the "intruders" when 55-gallon drums began to contract in the cold. Each contraction made one heck of a bang, which the cold seemed to amplify. The sentry was taking no chances and proceeded to fire at the noise. Fortunately, he never hit any of the drums.

One time **Art** and his buddies met a soldier sitting, or so it seemed, in the middle of the camp road. Naturally they asked why he was sitting there. He replied that he was "marking the site of the cat." He actually was sitting on the seat of a D4 Caterpillar tractor which had sunk into the tundra-like earth.

At one point the old CAA had arranged for husband and wife radio operator teams to staff certain remote spots. In some cases, the ladies had to be trained as radio operators before reporting for duty. In every case, **Art** felt the lady turned out to be the better operator. **Art** says the guys were darned good ops; the ladies were just better at it.

As civilians in a war zone they were allowed no firearms, but when the group decided to go ptarmigan hunting that didn't turn out to be a hindrance. They just carried a hardwood stick about three feet long, and walked up to a ptarmigan and hit it on the head. The birds relied on their camouflage and didn't move as the guys walked up on them. One bird was enough to feed two people, and they never killed more than what they would eat, so it didn't take them long to hunt down dinner.

For those of you who are curious about the salary of employees located out in this kind of remote location in 1941, **Art** made a grand total of \$2300 + 25% differential each year as a GS 06.

We thank **Art** for sharing some of his memorable experiences, and we encourage all our other retirees to send us any great stories and photos from their time with FAA/CAA.



### IRISH EYES WERE SMILING

Andy McMorrow (Air Traffic Controller with the Fairbanks FSS) received a royal sendoff from his friends and co-workers as he departed from FAA with nearly 40 years of government service (37 of those years with the CAA and FAA). Andy took his first job in 1951 as an International Operator at the Anchorage INSAC, and worked his way through the system until he ended up in Fairbanks in 1975. A big celebration was held at the Chena Pump House in Andy's honor, complete with an Irish band and all the trimmings. No one who knows Andy believes that he will be sitting around now that he's retired. The manager of the jazz group that Andy plays with has probably already doubled their bookings for the rest of the year. We all wish Andy the very best of health and happiness.



Andy McMorrow receives his 40 year service pin from Frank Cunningham (Regional Administrator) as Mary Barnett (Ops/Procs & Airspace Branch Manager) and Hank Elias (Manager, Air Traffic Division) look on.

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### THE MEMORIES WILL BE MANY, LIKE TREES IN THE FOREST

We were sorry to hear of the recent death of Pat Pearson's husband, Roger. Fellow employees of Pat (a real estate specialist in Logistics) donated well over 450 hours of leave time so she could spend time with Roger during his cancer therapy treatments in Texas.

In commemoration of Roger's life, employees of BLM and FAA have contacted the U.S. Forest Service regarding the planting of a stand of trees in the Chugach National Forest on the Kenai Peninsula. Pat formerly worked for BLM, and Roger's stepson, Ron Royer, currently works for BLM. The tree planting will take place in mid to late September of this year. A plaque will be placed in Roger's honor, carrying the names of the two agencies contributing to the planting.

Throughout his life, Roger loved hunting, trapping, and other wilderness activities. His friends and family felt that a lovely grove of trees would be a fitting tribute to his memory, and a comfort to those he left behind.

Any questions or contributions can be directed to Charli Carter (ext. 5660), Charlotte Pickering (ext. 3326), or Carla Follett at (ext 5877).

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Gary Paterna (ANC FSS) recently received some bad news that his teenage daughter, Lee, suffered a serious head wound caused by a fall from a horse while she was visiting down in the Lower 48. Latest reports are that she is well enough to travel back to Anchorage where she will undergo therapy treatments. We hope to be able to share some good news in the future on Lee and that she will soon be well again.

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**RELOCATION SERVICES**

by Marge Cholometes, Relocation Service Coordinator (RSC)

An employee who requests the guaranteed homesale service may cancel the service at any time prior to an offer or reject the offer once made. In either case, any authorized charge to the agency by the contractor generally will not be recovered from the employee.

The exception occurs when the employee decides not to relocate or violates his/her service agreement; in such cases, the agency may recover from the employee any cancellation fees and other costs (e.g., appraisal costs) incurred in providing services to the employee under the contract. Once the employee cancels or rejects the guaranteed offer, he/she cannot reenter the Relocation Services Program for the rejected services in connection with the same permanent change of station. The following road maps are examples in two different situations:

Cancellation  
(Employee does not move)

- \*Receives PCS orders
- \*Contacts the gaining RSC
- \*Requests home purchase service
- \*Receives counseling from RSC
- \*RSC refers to contractor
- \*Contractor contacts employee, and assigns a counselor to the employee
- \*Counselor contacts employee
- \*Employee selects 2-3 appraisers
- \*House is appraised
- \*Contractor reviews appraisals
- \*Contractor makes offer
- \*Employee rejects offer
- \*Employee decides not to move (too costly)
- \*Contractor bills the agency cancellation fee; what would have been the gaining region -- bills the employee the cancellation fee.

Cancellation/Rejection  
(Employee moves)

- \*Receives PCS orders
- \*Contacts the gaining RSC
- \*Requests home purchase service
- \*Receives counseling from RSC
- \*RSC refers to contractor
- \*Contractor contacts employee, and assigns a counselor to the employee
- \*Counselor contacts employee
- \*Employee selects 2-3 appraisers
- \*House is appraised
- \*Contractor reviews appraisals
- \*Contractor makes offer
- \*Employee rejects offer
- \*Employee keeps or sells the home without contractor's help
- \*Contractor bills the agency cancellation/rejection fee
- \*Employee moves to new duty station and keeps or sells thru own source
- \*FAA pays the rejection/cancellation fee

At this point, the Alaskan Region RSC advises the employee to submit a letter to what would have been the gaining organization requesting forgiveness of expenses incurred. The RSC makes this recommendation based on FAA 1500.14A.



THESE ARE THE KINDS OF WORDS WE  
LIKE TO HEAR

We wanted to share the following letter that had been sent to **Earl Scott**, Air Traffic Manager at the McGrath FSS.

"During the period of May 27, 1988, through May 31, 1988, I had occasion to fly my personal aircraft in the McGrath area. On Monday, May 30, weather precluded returning to Nome VFR or, in the case of an accompanying aircraft, proceeding on to Anchorage. There were numerous contacts with MCG FSS in the course of normal flying and preflight briefings. The specialists were, without exception, most courteous and helpful and always professional. That attitude prevailed both over-the-counter and in air/ground communications.

Please convey my appreciation for the best of service to those specialists involved. I look forward to the opportunity of flying in your area again.

Sincerely,

**Wendell J. Wassmann**  
Air Traffic Manager, Nome FSS"

It's always good to get some quality control feedback from one of our own.

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NBCFAE CONFERENCE 1988

The National Black Coalition of Federal Aviation Employees will hold its 12th Annual Conference in New Orleans, Louisiana from September 21-24 this year. Administrator McArtor is scheduled to be the keynote speaker at the conference.

For more information contact **John A. Clayborn**, Public Affairs Officer, at 312-2484 or P.O. Box 2757, Aurora, IL 60507.

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RECORDBREAKERS!

The crews over at the Juneau and Dillingham Flight Service Stations have been ultra-busy this past June with record numbers of flight services. The overall traffic for the Juneau FSS had increased 11% over the same period last year. The Dillingham FSS recorded their busiest June in the history of the facility with a record 18,065 flight services performed.

The Juneau ATCT also witnessed a considerable increase in activity. They set an all time high with 1,952 airport operations more than for June of last year. Their record high for traffic that was set last July was exceeded by 500 operations by mid-July of this year. They attribute this increase to the transient traffic from Canada and the Lower 48.

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QUE SERA, SERA!

Whatever will, be will be. DOT Secretary Jim Burnley told a House subcommittee recently that the air traffic control system should be separated from the FAA and the executive branch. He sees this schism as the "only way" to permanently free it from all the "debilitating" red tape. Although separating the operational side of the FAA from its other functions may be complicated, it can be done, and it is good public policy to do so," he said. But Burnley also stressed that safety regulation and enforcement should remain a government function of the executive branch. "We are more likely to have the safest system possible if the regulation of aviation safety is subject to the checks and balances inherent in being a part of a Cabinet department."

Veteran Congress-watchers do not anticipate any changes to happen this year on this subject, but it's not a topic that is likely to go away.

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# CONGRATULATIONS

## YOUNG AT HEART OLDTIMERS?

We won't call these four guys "oldtimers" because one thing you might notice around the FAA offices is that our people all seem to be pretty young at heart.

We were not able to list the following gentlemen in our previous issue of INTERCOM due to a lack of space. But at last, their moment has come, and we would like to congratulate them in recognition of their numerous years of service to the federal government.



**RAY DURHAM**, (on the right) ET, FAI SFO Radar Unit -- is congratulated by **Ray Marley** for 30 years of service to the federal government.



**RICHARD TURNBULL**, (on the right) Establishment Branch, AAL-450 -- is congratulated by **Frank Cunningham** for 30 years of service to the federal government.



**GLEN SISSON**, (on the right) Communications T.I.D. Anchorage ARTCC -- is congratulated by **Dennis Warth** for 25 years of service to the federal government.





**RAY STITH**, (on the right) South Alaska Airway Facilities Sector -- is congratulated by **Frank Cunningham** for 35 years of service to the federal government.

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**Jim Titus** (Planning Specialist with Air Traffic) recently received a certificate of achievement from **Frank Cunningham** (Regional Administrator) for some fine negotiating that **Jim** completed between the community of Ketchikan and FAA.

### INQUIRING MINDS WANT TO KNOW?

Everyone is aware of the Brown Bag Lunches that are held every Friday with our Regional Administrator **Frank Cunningham** and all FAA employees. There are many employees, however, who are not able to join in the discussion because of time constraints, geographic location, or other commitments. For those reasons we plan to make space available in the INTERCOM for our employees to have their questions answered by our Regional Administrator. Simply print or type your question on a piece of paper, address it to AAL-5B, and drop it into the office mail system. The INTERCOM Editor will find an answer to your question and print that information in the next available issue of the INTERCOM.

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**Briggs "Buck" Willoughby** (Airspace Specialist with Air Traffic) recently received his 30 year service pin from **Frank Cunningham** (Regional Administrator).

## ANIMAL STORIES

From Juneau to Cold Bay to Yakutat to Homer, wild animals seem to be attracted to our FAA folks and the runways. In Homer the coyotes are a common sight as they cross the runway. Moving on to Juneau you can see big brown bears crossing the runway on their way to their favorite fishing hole. Now in Yakutat the brown bears are a bit spoiled and very determined. One pesky critter tore off the doors on both garbage bins and helped himself to a feast of leftover and outs. Since the Alaska Department of Fish and Game no longer has a bear transport program in that area no one is quite sure how to handle the little critters other than destroying them. A plan has been devised whereby **Tom Doherty** (Maintenance Mechanic at Yakutat) hauls the garbage on a daily schedule to the city dump. By removing the temptation they hope to convince Brother Bear to pig out somewhere else.

Now the brown bears in Cold Bay are the more sociable type. They wander into the housing area every night and shoot the bull with anyone who will listen. Sometimes the dogs will give them a piece of their minds, but most people just can't bear to have them lounging around. The bears usually lumber on back to the woods, sometimes with a tail full of buckshot when their curiosity had taken them too close to their human neighbors.

The all time winner of the animal story situations goes to the FAAers at the Kenai FSS. First **Denise Craviotto** heard loud threatening growls coming from the vicinity of the dumpsters one midnight when she was leaving the AFSS after an evening watch. A week later a large bear was seen at the end of the runway. One guess what was making those noises **Denise** heard!

During that same time, the moose were making their regular runs through the nice new grass planted around the FSS facility. It's amazing how much damage a 1,000+ pound animal can do to a new lawn during an evening stroll. After all the four-legged animal life did their best to rearrange the lawns in Kenai, another grass intruder appeared in the form of a two-legged critter. The driver of a truck pulling a loaded trailer managed to back into the front lawn of the FSS while attempting a turnaround. Of course it was raining and the ground was wet and easily modified by a truck and trailer, so you can imagine the damage that was incurred. Thanks to fast action by our tower personnel and the Kenai police, the culprit was stopped and the damage repaired that same day.

The happy ending to this story is that no one has been harmed, and so far most of our furry friends have only come by to visit and have a quick bite to eat. One thing to remember is that these are all wild animals and should be treated as such. A good closeup picture of Brother Bear or Mother Moose is certainly not worth a life or limb. It's much safer to go down to your local photo shop and buy a good picture to keep in that photo album or to send to mom or dad



IS THIS THE WAY TO THE KENAI AFSS?





★ ★ Dedicated to the Veterans who helped  
Pioneer the Airways of the U.S.A. ★ ★

#### 1988 AIRWAY PIONEER

The Society of Airway Pioneers advises us that the 1988 **AIRWAY PIONEER** has been mailed to all members. This 154-page book contains articles on the activities of FAA retirees, early days of the Federal Airways, and a directory of members of the Society.

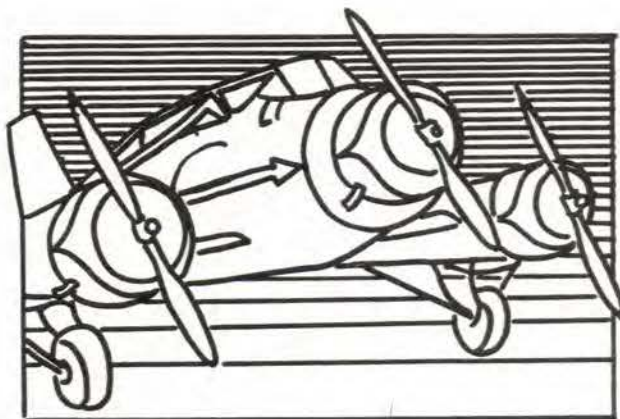
The Society is a volunteer, non-profit organization dedicated to CAA/FAA and NWS employees who for the past six decades developed, installed, maintained, and operated the National Airspace System. Some of the members started their careers installing the radio stations and beacons for the lighted airways as early as 1924. This was for the Post Office Transcontinental Airmail Service.

One of the prime functions of the Society is to publish annually **THE AIRWAY PIONEER**, which provides current addresses of members and information on recent activities of their friends and former co-workers. Membership is open to employees and retirees who have a minimum of twenty years service with the CAA/FAA or NWS. For further information on this group contact the Human Resource Management Division or the Society of Airway Pioneers located at 28719 Blythewood Drive, Rancho Palos Verdes, CA 90274, Phone: 213-377-3264, Executive Director is Leon C. Daugherty.



There is a copy of the 1988 **AIRWAY PIONEER** available for review in the FAA Regional Public Affairs office.

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#### A GHOST FROM THE PAST

A Stinson trimotor landed in Juneau back in June that created quite a commotion at the airport. On its way to a new home in the Alaska State Air Museum in Palmer, this vintage aircraft is the last known of its kind. Thirty-one other Stinsons were built by Stinson Aircraft of Wayne, Michigan back in the late 1930s, but this is the only one still able to fly the friendly skies.

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#### A TIME FOR SORROW

We express our condolences to Earl Scott (ATM at McGrath FSS) on the recent death of his son in a car accident in Texas this month. Our special thoughts are with him during this difficult time.

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# **4,500 MILE CROSS COUNTRY TRIP** **PILOTED BY 11-YEAR-OLD GIRL**

**by Cynthia Meyers,  
Nome, Alaska  
Flight Service Station Specialist**

"Nome radio, Cessna 9994H, 18 east."

The young child's voice, high-pitched but strong, came over the radio at the Nome Flight Service Station. The specialist on duty answered calmly, providing the standard airport advisory. But within the station's charged atmosphere, the activity intensified.

A mayday situation brewing? Nope, just Jennifer Hudgens, an 11-year-old pilot, now with 60 hours of flight time, ending her 4500-mile journey from Homestead, Florida to the Nome, Alaska airport.

When asked what prompted the flight, the slender girl grinned, her blond curls and red ribbon buffeted by the brisk Bering Sea wind. "Well, the boys were doing it, so I wanted to beat their records." One of the boys Jenny referred to, is a 9-year-old who had flown from California to Massachusetts. Last spring she asked her dad's advice on how to beat those flights. He replied, "Fly to Alaska", but didn't think she'd follow through. Jenny persevered. They adopted Alaska as their goal, and that summer Jenny began taking lessons from her father, an ATP-rated professional pilot and flight instructor.

The articulate young pilot explained that her father handled the weather briefings, as this was a complex area she hadn't yet mastered. Their 21-day journey traversed dry, stable air through the continent's midsection until they reached Canada. Heavy rainshowers in Alberta compelled Richard Hudgens to take the controls. The next day Jenny retraced this leg. In Fort Nelson, British Columbia, fog and rain grounded them for three days.

IFR conditions at their destination of Barrow, Alaska prevented a try for that northernmost airport. Instead, at 1:06 PM on July 6, 1988, Jenny landed at Nome. Waiting at the airport were the Acting Air Traffic Manager of the Nome Flight Service Station, microphone-toting journalists from the two local radio stations, a reporter from the local newspaper, and several families with interested young girls in tow. Jenny and her father received a formal welcome on behalf of Frank Cunningham, the FAA's Regional Administrator in Alaska, and from the members of the Nome FSS. A flurry of interviews, picture-taking, lunch, and shopping ensued. At 4:30 PM Jenny climbed back into the left seat, ran through the checklist with her father, and taxied for take-off.

Nothing to it!

Happy Landings, Jenny Hudgens!



Eleven-year-old Jenny Hudgens stops at the Nome Airport after piloting a Cessna 182 on a 4,500 mile journey from Homestead, Florida. (Photo by Cynthia Meyers)



**EDITOR'S NOTE:**

Although FAA employees are always pleased to see such enthusiasm and ambition in our youth, we are not overly excited about the repercussions that follow such daring feats of courage and endurance. Child pilots have raised public safety concerns that have prompted letters to members of Congress and the FAA. In its response to these legislators, the FAA has been stressing the facts that:

1. Student pilots must be at least 16 years of age and private pilots must be at least 17 years old before they can be certificated.

2. Regulations do not prohibit a person under these ages to manipulate the controls of an airplane when accompanied by either a properly certificated pilot who is the pilot in command or a properly certificated flight instructor who is on board to provide flight instruction.

3. These youngsters are not flying the plane; the flight instructor is fully responsible for every step of the flight.

FAA is concerned that flights by youngsters may reduce public confidence in the safety of the aviation system. Therefore, we are actively working with general aviation organizations and flight instructors to discourage such flights.

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### **30 YEAR REUNION OF THE SAN DIEGO TRACON IS BEING PLANNED**

A big reunion is being planned for the past and present families and friends of the San Diego TRACON. Beginning September 30th, there will be two days worth of golf tournaments, beach parties, dancing, and lots of reminiscing. If you know of any former San Diego TRACON employees who might want to attend this shindig, have them call **Barbara** at 619-557-6545 or FTS-895-6545. The RSVP deadline is September 9.

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**DID YOU KNOW?**

Chicago's O'Hare Airport continues to edge out Atlanta Hartsfield International in the number of total operations. The latest numbers show that O'Hare had total operations of 331,112 compared to Atlanta's 322,866 for the first five months of this year. The same trend showed up in the monthly figures.

Chicago reported 68,233 operations for May versus 66,526 for Atlanta. In the delay category, however, O'Hare showed a 10% rise in delays for the first five months of 1988 compared to the same period last year. Atlanta recorded a 31% delay drop from the first five months of last year. Weather continues to be the main cause of system delays nationwide.

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**Geri Gaines (AAL-463)** is certainly a particularly proud mother this month after hearing the news that her daughter, **Patricia Lynn**, was honored by having her biography published in the eleventh annual edition of THE NATIONAL DEAN'S LIST for 1987-1988.

The NATIONAL DEAN'S LIST is the largest, most prestigious collegiate publication in the country that recognizes academically gifted students. These students are selected by their college dean or a comparable faculty representative to receive this honor. Only one-half of one percent of the nation's college students receive this award each year.

**Patricia** is now eligible to compete for \$25,000 in scholarship awards and to use the Student Referral Service for applying to graduate school or for seeking employment.

We congratulate **Patricia** on her outstanding accomplishment, and we wish her the very best of success in her academic endeavors.

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**Win !! Win !! Win !!**

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