



U.S. DEPARTMENT OF
TRANSPORTATION

FEDERAL AVIATION
ADMINISTRATION

August 31, 1990 #90-09

Alaskan Region

Intercom

AWOS!

THE AUTOMATED WEATHER OBSERVING SYSTEM



Robie Strickland, Airway Facilities Division Manager, checks out the equipment atop the AWOS tepee.

(STORY ON PAGE 10)



MESSAGE FROM THE ADMINISTRATOR

Working Together for a Smoke-Free Headquarters

As we all know, a new DOT smoking policy goes into effect September 1. There will be a total smoking ban in FAA Headquarters.

I'm fully supportive of this major health initiative by our Secretary of Transportation and am preparing to lead the FAA charge.

Years ago, when you and I began to smoke, little was known about its effects on smokers and non-smokers.

Through the years as more and more information becomes available, it is tough to ignore the facts.

We smokers are definitely in the minority of our fellow Americans today.

While it is never easy to modify behavior, we are challenged to do just that.

To help us through the difficult transition ahead, Aviation Medicine and Human Resource Management have set up smoking cessation clinics here at Headquarters.

I intend to make use of that opportunity to help me through the tough transition.

Recognizing not only the effects of smoking on my

own health, but also that of passive smoking to my co-workers' health, I fully support the Department's new policy.

I urge each of you to join with me in creating a smoke-free workplace.

It is in all of our health interests to do so.

Let's all work together, smokers and non-smokers alike, to make Headquarters the first FAA smoke-free workplace.

Press on!

J. B. Busey

HAA EXPANDS TO MAT-SU VALLEY

by Carol Marvel, AAL-16M

AVIATION HISTORY...

FIRST INSTANCE OF AIR TRAFFIC CONTROL:

When Wilbur ran after Orville, calling out, "It's my turn!"

FIRST NEAR MIDAIR COLLISION THREAT:

When Orville turned to Wilbur and asked, "Think we ought to build another one?"

In an effort to better serve employees and their families, Human Affairs of Alaska (HAA) has opened a Wasilla office which is available to agencies they serve with an Employee Assistance Program (EAP). Human Affairs has provided confidential counseling services for over 9 years to employees and family members of the FAA throughout the State of Alaska. The Wasilla office is located in the Delwood Plaza at 951 Bogard Road, Suite 201B, across from the West Valley Medical Center, and is open from 10:30 a.m. to 6:30 p.m., Monday through Friday. The phone number for HAA in Wasilla is 373-7783; in Anchorage, the phone number is 562-0794.

NBCFAE CONFERENCE '90

The National Black Coalition of Federal Aviation Employees (NBCFAE) will hold its 14th Annual Conference September 19-22, 1990, at the Aladdin Hotel & Casino in Las Vegas, Nevada. This year's theme is "Visions & Strategies for the 90's."

Admiral James B. Busey, FAA Administrator, has graciously accepted the Coalition's invitation to be the opening keynote speaker.

The NBCFAE, whose motto is "Let each become all they are capable of being," is celebrating the completion of 14 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. Membership in NBCFAE is open to any person or organization wishing to share this commitment.

Conference '90 will be climaxed by the awards banquet held each year in honor of "Chief" C. Alfred

MESSAGE OF THANKS

For your help after the loss of my loved one, to just say thank you seems so inadequate, so mediocre, so unimaginative. It doesn't begin to describe my gratitude and how truly touched I was by your selfless gestures of support, contributions, flowers, food, and prayers. May God bless each and everyone of you.

Marge Tideman, AAL-14A

Anderson, whose aviation career spans 50 years. Since becoming the first Black man in the Nation to receive a private pilot's license in 1929, "Chief" Anderson has been instrumental in developing or fostering aviation programs in the minority community and has been an inspiration for minority youths to seek careers in aviation.

For further information, contact:

John A. Clayborn
NBCFAE Public Affairs
Officer

(312) 384-2484
P. O. Box 2757
Aurora, IL 60507
or

Ms. Linda Smith
Conference Coordinator
(313) 487-5939.



CORRECTIONS

In the August 15, 1990, issue of *INTERCOM*, "Temporary Tower," it was reported that the mobile tower, equipment, and controllers were provided at Tanacross by the Alaskan Air National Guard. It was in fact the Army National Guard.

AWARDS

ON-THE-SPOT

Jan Hoskinson, FSDO-01 at Fairbanks, received an On-the-Spot Award for her performance during a 3-week period of reduced clerical staffing.

ATCS/S Ronald D. Sherman, Dillingham FSS, received an On-the-Spot Award for his quick actions on June 28, 1990. While performing SAWRS duties in the Dillingham FSS during his off-duty time, he received a request from King Salmon FSS for his help in a flight assist. His immediate acceptance of the control of the facility was the key factor in averting an accident. Five minutes after he assumed control, the Dillingham earth station went down. If King Salmon FSS had been working the flight assist, they would have lost communications with the aircraft. With little information and no communications with the outside, **Ron** was able to bring the aircraft in to a safe landing at Dillingham.



ATCS **Ronald D. Sherman** (left) receives award from ATM **Kalei Wery**, Dillingham FSS.

Ron also noted that Dillingham airport manager **Norman Heyano** made an invaluable contribution to the assist by acquiring weather from various locations in the town of Dillingham by phone and at other landing strips by marine VHF, thus enabling **Ron** to give a more thorough weather report to the pilot, to determine the movement of the weather within the area, and to guide the pilot to better conditions.

LETTER OF COMMENDATION

SATCS **Jeffry Wheeler**, Sitka FSS, for his performance as Acting Air Traffic Manager 3/26/90-6/16/90.

Edie Parish, ANC FSDPS, for excellent work in Training Department at ANC FSS.

Cordova FSS ATCS **Everett Boster** for his performance while Acting Air Traffic Manager.

Northway FSS ATCS **David Harbison** for performance while TDY at Cordova FSS.

LETTER OF APPRECIATION



Dwight Kramer (left) received a Letter of Appreciation from the Regional Administrator for his job performance as Local Coordinator for Dillingham during the transition period before new Air Traffic Manager **Kalei Wery** (right) reported for duty.

SERVICE PINS

25 Years and Up:



Ed Pool, (left) Electronics Technician at ZAN AF, receives his 25-year pin from **Ron Cowles**, ZAN AF Sector Manager.



Ivy P. Moore, AAL-5A, received her 25-year pin from Deputy Regional Administrator **Don Keil**, who admits to being "one of the few people who remembers you as you were...and appreciates you as you are."



Shari Stanfield, Air Traffic Manager, Bethel FSS, receives her 25-year pin from **Henry Elias**, Manager, AAL-500.



Al James, AAL-290, (25 years) and **Gene Ulbricht**, FSDO-03 (35 years) receive their service pins from **Don Keil**, Deputy Regional Administrator.



15 Years

Linda Lang, ATCS, Juneau FSS/AFSS.

3 Years

Valerie Estabook, ET/trainee, SA AFS (presently at Kenai SFO)

WASHINGTON REPORTS

POLISH FLIGHTS

More flights between the United States and Poland are expected after the two nations amended their bilateral aviation agreement.

The amendments permit U.S. carriers freely to convert Polish currency into dollars and pay those dollars to the United States, resolving a long-standing problem with aviation relations between the two countries.

They also allow U.S. airlines to sell tickets in Polish currency and liberalize rules for charter operations between the two nations.

Polish airlines have also been granted the opportunity to serve Miami and to provide connecting service to Los Angeles through an arrangement with a U.S. carrier.

LOT, the Polish airline, currently serves New York and Chicago. Pan Am is currently the only U.S. carrier serving Poland, but United, American, and Tower Air have expressed interest in flights to Poland.

\$2,000 TIME SAVER

Richard Moran had a good idea that saves electronics technicians hours of time and that made him \$2,000 richer to boot.

Moran, who works at Missouri's Joplin Airway Facilities Sector Field Office, recently was awarded the cash by the agency for a suggestion that helps technicians pinpoint problems when an airport localizer/glide slope monitor goes out.

FAA Headquarters approved Moran's technique for widespread use throughout the agency.

In plain language, here's the problem Moran tackled.

When certain aviation electronics equipment with restart circuits malfunction, a monitor sounds an alarm, shuts down the apparatus, and indicates what went wrong.

When the restart circuit tries to turn the equipment back on after a few minutes, however, it also wipes out the "alarmed parameters."

That means the service technician has no immediate indication of what caused the problem and the outage.

The result was many hours wasted in troubleshooting an entire sys-

tem instead of a specific area.

"Why troubleshoot a suspected transmitter or monitor when the intermittent problem is really the antenna array?"

Moran's solution allows the alarm parameter data to be saved when the automatic reset circuit is activated.

CALMING FEARS; Air Traffic Controller Turns Airborne Social Worker

Henry Oltman won't forget his first cockpit familiarization flight for a long time.

He spent most of his time calming a distraught passenger — an act that averted a potentially disruptive flight and won him praise from United Airlines.

Oltman, a controller at California's Hawthorne Automated Flight Service Station, was in the cockpit during a recent United flight from Honolulu to Los Angeles. After the 747 reached cruising altitude, a concerned flight attendant told the captain that a frightened passenger was acting irrationally and had begun yelling that the plane had been hijacked.

Oltman volunteered to accompany the flight engineer to investigate. They

found a terrified passenger who had begun to unnerve other passengers.

After ushering the man to a distant part of the cabin, Oltman reassured him until the plane touched down nearly 4 hours later. He sat with the passenger to provide comfort.

"The man would go through these periods when he'd just have terror in his eyes, and he'd start crying. All you could do was sit with him and try to get him to think about something else," Oltman said.

Oltman's efforts were recognized recently when United Airlines presented him with a letter of thanks and a silver plaque.

United Captain Bill Scholes told Oltman, "You unselfishly gave of yourself and your time in order to calm the unwarranted fears of a passenger who potentially could have disrupted the entire flight."

Hawthorne AFSS manager Fred Kelly added his congratulations and asked, "Now that you have your first familiarization flight out of the way, are you ready to experience another?"

ALCOHOL AND DRUGS: Greatest Threat to Transportation Safety

During 1989, aviation fatalities declined slightly in the United States, the National Transportation Safety Board reports.

NTSB statistics show that 1,158 died in aviation accidents last year, two less than the previous year.

General aviation deaths totaled 763, the lowest ever recorded annually and down from 796 in 1988.

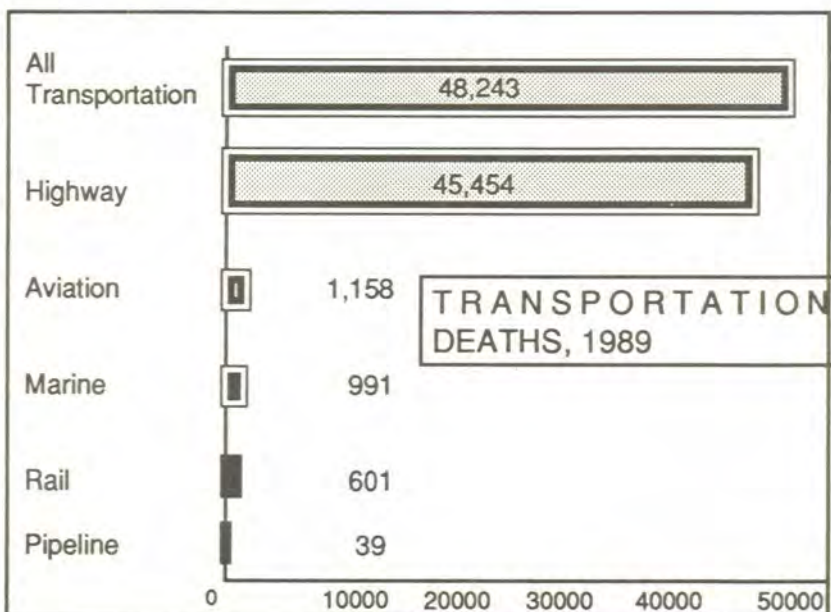
Air carrier accidents claimed the lives of another 277, down from 285 in 1988.

Fatalities rose for commuter and air taxi operations.

The NTSB reported 32 deaths attributed to commuters, up from 21 in 1988. Air taxi deaths totaled 86 in 1989, up from 58 in the previous year.

Fatalities for all modes of transportation totaled 48,243 in 1989 — a drop of three percent from last year's 49,904.

"While the decline in highway fatalities is heartening," NTSB Chairman Jim Kolstad said, "the number of people killed in alcohol- and drug-related accidents on the highway is still totally unacceptable. Alcohol and drug abuse continues to be one of the greatest threats to transportation safety facing our nation."



WASHINGTON REPORTS

AIRBORNE 'CATCH 22' **Mandating Child Safety Seats on Airliners Would Increase High- way Deaths**

Making child safety seats mandatory for infants traveling on airlines would do more harm than good, an FAA official recently told Congress.

The higher cost of using a safety seat and buying an infant ticket — estimated at \$185 — would force many parents to switch from air travel to automobiles.

Tony Broderick, Associate Administrator for Regulation and Certification, told a Congressional committee that enacting a mandatory law would lead to "more lives lost than saved, and to more disabling injuries than avoided."

Broderick testified before the U.S. House Subcommittee on Aviation against proposed legislation to require that all infants use child safety seats on airlines.

Broderick made it clear that the FAA "strongly encourages" parents to use approved child

safety seats, but he cautioned that making their use mandatory would be counterproductive.

"While the chance of survival aboard an airplane may be slightly improved," Broderick said, "the cost associated with mandating that a child use a separate seat will divert a significant number of families from our safest form of transportation, air travel, to a far less safe travel by automobile."

Broderick cited four studies that conclude that more people would die each year because of a mandatory law than would be saved.

Using child safety seats 100% of the time would save about one life aboard an aircraft over a 10-year period, at a potential cost of \$2.5 billion to children's families. Because of the cost, a significant number of families who would have flown would choose to travel by automobile instead.

That would lead to a greater risk of death not only to children, the intended beneficiaries of mandatory safety seat legislation, but also to their parents, brothers, and sisters who would be in the automobile with them.

A 1990 study conducted

for the FAA concluded that in the first year of mandatory safety seat use, deaths of those who would be diverted to automobiles would be 20 times greater than the potential lives saved aboard aircraft through safety seat use.

**"Congress and the
FAA should not be in
the business of
creating a travel
safety problem that
is bigger than the
one being solved."**

...from a study by two economics
and finance professors from the
University of Mississippi and the
University of Georgia.

BOHR RETIRES

Paul Bohr, Central Regional Administrator, retired on August 3 after 36 years of Federal Government service — four in the U.S. Navy and 32 with the FAA. He began his agency career in the Central Region in 1958.

SAVING LIVES

Three Honored for "Outstanding" Flight Assists

"Outstanding Flight Assist Awards" are given each year to air traffic controllers who help pilots avert disaster. They are awarded in each of the three options — en route, flight service station, and terminal.

The winners for 1989 were:

- * **Michael J. Blume**, Minneapolis Air Route Traffic Control Center.
- * **Albert D. Jones**, Tri-City Airport Traffic Control Tower, Blountville, TN.
- * **Stephen A. Hubbert**, McGrath Flight Service Station, McGrath, AK. Hubbert is currently assigned to the McAlester, OK, Automated Flight Service Station.

At a recent Headquarters ceremony, Ed Harris, Executive Director for System Operation, commended the winners for their "high degree of professionalism" and for their "ability to act in the right way at the right time."

Calling the award a "celebration in recognition of employees," Bill Pollard, Associate Administrator for Air Traffic, acknowledged how much these and other FAA employees had done for the flying public.

In 1989 alone, there were 1,127 flight assists — 238 at en route centers, 499 at terminals, and 390 at flight service stations.

Regions nominate one assist per option (center, tower, and flight service) each year and forward them to ATH-310, the System Analysis Branch of the System Improvements Division, Office of Air Traffic System Effectiveness. A review board then selects the three winners from the regional nominations.

A cash award accompanies the selections.

Look for details of the very dramatic events on which the awards were based in an upcoming FAA World.

LETTER TO THE EDITOR

The article from the Washington *INTERCOM* ("SAM's on Its Way," Alaskan Region *INTERCOM*, August 15, 1990) refers to the implementation of Office Automation and Technology Services (OATS) hardware and software procurements. In addition, Headquarters is finally getting enough hardware and communications access to their Data General computer to fully implement the System for Acquisition Management (SAM). SAM has been running in the

Alaskan Region for 10 years. For us to make use of the OATS contract, division OATS coordinators dial into the Headquarters SAM system and create a procurement request (PR). The PR is then coordinated locally and mailed into Washington to the appropriate national level coordinator.

Ken Slauson is the Regional OATS Coordinator. He is responsible for assisting users on hardware and software configurations to ensure compatibility.

Janet Girt is responsible for providing user assistance on the preparation of OATS PR's.

The OATS process is being handled by the Information Management Branch (AAL-43). The on-going SAM procurement process in the region will continue to be handled by the Logistics Division. Other than OATS questions, the correct contact is Janet Girt (271-5430) or Mary Lou Lexvold (271-3126).

Naomi Christensen, AAL-51

AWOS!

The Automated Weather Observing System (AWOS) provides local real-time weather, 24 hours a day, updated every minute. Specifically designed for use at airports, the weather sensors are located to give readings as close as possible to actual runway conditions.

A computer collects and analyzes the data automatically, and it generates an up-to-the-minute voice report in a standard weather format. In the aircraft, pilots can receive this message via ground-to-air radio. On the ground, you can call the system on the phone and

hear the current weather before leaving for the airport. The AWOS also sends current data via satellite to the National Weather Service Center in Kansas City.

The FAA is planning the installation of 60 new AWOS stations in Alaska. Unalakleet, Aniak, and Fort Yukon are the first of 20 sites that will become operational this year.

Forty more sites will be installed in the next 2 years.

The new units will provide information on wind velocity and direction, temperature, dew point, barometric pressure, cloud height, visibility, and the amount and frequency of precipita-



"A body could sleep in here if you had to."

Robie Strickland inside the AWOS tepee.

tion that accumulates. The total cost for the 60 Alaskan sites is \$7.8 million.

The FAA has been working with the National Weather Service for some time to develop an unmanned system that will provide weather reports every minute, 24 hours a day, with no holidays. The present system, using human observers to record and report weather, can be sporadic or nonexistent in remote locations. Human observers frequently transfer or move, leaving a site without weather reporting; and human observers, unlike machines, must sleep.



Workers at Reeve rotate the tower down to change out a defective piece of equipment.

Qualimetrics, Inc., was awarded a contract to provide AWOS stations to the FAA. The contract includes a 5-year maintenance agreement. The station as designed by Qualimetrics has the sensor equipment and the data collection platform mounted on towers.

Because of the harsh climatic conditions in much of Alaska, Dave Belanger of the Alaskan Region Airway Facilities Division went to work with Jim Miller from Reeve Aleutian Airways, the subcontractor to Qualimetrics, Inc., to design an enclosure for the data processing equipment. The result was a "tepee" with a platform on top for mounting the other equipment.

The enclosure is insulated, waterproof, and actually flood submersible to a depth of 4 feet, and has an inner wooden floor. A ladder provides access to the platform for maintenance of the sensors and equipment.

The mast which supports the Skyvane wind sensor, the barometer, and the temperature and dew point probes is designed so that it can be easily rotated down for ease of maintenance of those elements.

The Alaskan Region plans to have all 20 of this year's sites installed and operating by the end of October.

The Qualimetrics subcontractor fabricates the tepee

shelters in Anchorage, installs the weather equipment at the Reeve Aleutian Airways hangar here, and "burns in" the calibrated systems for 48 hours. The units are then broken down and shipped via Hercules aircraft, Alaska State Ferry, truck, or helicopter to their destinations for final installation and commissioning.



Inside the Reeve hangar, AF people look over the AWOS configuration.

BROKER SELECTION

by Marge Cholometes,
Relocation Service Coordinator

One of the keys to establishing a realistic, timely value for your home is selecting a good broker. The broker's major objectives should be to sell your home quickly and for an acceptable price.

I recommend the following guidance in selecting a broker:

1. Interview at least three brokers before making a choice. This way you can compare the manner in which they approach a potential assignment. You should ask that they prepare an action plan for you, showing their range of value, comparable sales, and strategy. You can use this as a means for determining which is the best broker for you.

2. Ask for references and then call them to find out if the broker lived up to his/her promises and if they maintained their enthusiasm throughout the assignment.

3. Require the broker to provide a track record in your specific location/area and price range. The time

the broker takes to sell the home and a comparison of listing price versus sale price also give you a good idea of the broker's effectiveness.

4. Find out how many of their listings expired without selling and the reasons why. This is a gauge of the broker's dedication to aggressively marketing your home.



5. One of the most important aspects of choosing a broker is making sure that she/he is part of the Multiple Listing Service (MLS), if available. This means that your home receives maximum exposure during the selling process, thereby greatly increasing your chances of selling your home quickly and for an acceptable price.

6. Make sure that your broker formulates detailed action plans on the marketing strategy being used to sell your home. These plans should reflect actions which will be taken in 30-, 60-, and 90-day intervals and include any contingency plans should the home remain unsold beyond that time. These action plans will be your road map and key to determining how well the broker is performing.

7. Ask the broker specifically how he plans to advertise your home. A creative advertisement can be a very effective marketing tool. Other methods include open houses, contests, flyers, premium give-aways, or offering a complimentary appliance, security system, lawn service, snow removal service, etc., to the buyer.

Please do not hesitate to contact Marge Cholometes, AAL-16C, at 271-5803 if you have any questions.



CONDOLENCES

Lawrence Robert (Bob) Tideman, husband of **Marge Tideman**, Personnel Specialist in AAL-14, passed away on July 26, 1990, at Elmendorf Hospital. The family has suggested that memorial contributions be sent to the Mayo Development Office, Mayo Clinic, 200 First Street, S.W., Rochester, Minn. 55901-0345.

Charlene Masuhara, sister of **Ruthie Sevy**, NA AFS, died July 28 at Humana Hospital-Alaska. Entombment will be in Hawaii.

Carl A. Johnson, who retired from the FAA in 1965, died July 30 at his home in Anchorage. He and his wife Alice came to Alaska in 1939 with the AA and CC, a division of the Lighthouse Department which later evolved into the CAA and then FAA. **Carl** was a radio operator and worked at the Anchorage Tower. Memorials may be directed to the American Heart Association, 2330 E. 42nd Avenue, Anchorage, AK 99508; the American Cancer Society, 406 W. Fireweed Lane, Anchorage, AK 99503; or American Diabetes Association, Alaska Affiliate, 4241 B Street, Anchorage, AK 99503.

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THANKS, DAVE!

"A sincere thanks goes out to **Dave Harbison** from the crew at the Cordova FSS. **Dave** came to us from Northway FSS to help out in some trying times. **Dave** arrived in Cordova June 17 and stayed until July 24. On his first day he was greeted by a day of moderate to heavy traffic, with an emergency flight assist thrown in. This, however, did not scare **Dave** off, and he performed well during his stay at Cordova. We'll miss having him around."

--Lari Belisle, ATM, CDV FSS

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UNMANNED

A "first" in the history of Bethel Tower was achieved on August 1, 1990, when the facility was "unmanned," i.e., the entire day's controller staffing consisted of female FPL's.

ORDER NAME BADGES

Want a blue name badge with the FAA logo? **Vickie Sherburne** will be ordering them again in **October**. CivilAir Club sponsors the sale of these badges (which are either pin-on or pocket type). The price for each badge is \$5.00, which must be paid at the time you place your order. Make checks payable to CivilAir Club.

Contact **Vickie Sherburne**
AAL-450.1
271-5198

3RD ANNUAL CIVAIR SOFTBALL TOURNAMENT

by Dave Johnson, AAL-610

The final game of this year's Civaair softball tournament came down to a meeting between **ATC** (ZAN) and **Ruks' Raiders** (SA AFS). The Raiders have reigned as tournament champions for the last 2 years. However, this year ATC came out on top, winning the showdown 3 to 2. ATC has vowed to return next year to defend their new bragging rights as FAA champs.

Get well wishes to a few folks who gave above and beyond the call of duty: **Tess Staples, Patricia Norsworthy, Cissie Doyle, and Jim Finlayson**. I understand they will all be fully recovered by Christmas.

Special thanks to the great group of people who once again organized an enjoyable afternoon at the ball park: **Edd Clair, Tess Staples, Gary Nielsen, and Stephen Ruks**.

And finally — What happened to **Robert Yerkes**?



The winning team, ATC: (left to right) front row: **Connie Brandon, Mike Bartholomew**; back row: **Chris Brown, Ty Rollins, Mark Anderson, Lori Jones, Lu Rembish**



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FACILITATORS



Meeting Management Facilitation Skills, May 7-1, 1990

1st row: (left to right) **Louis Press, Cynthia Endsley, P.J. Williams, Kris Conquergood, Marilyn Christiansen**; 2nd row: **Mark Caldwell, Steve Persall, Dennis Nice, Dan Deneen, Charles Smith, David Garcia, Ray Ballantyne, Roland Switalski**

THEY'RE EVERYWHERE!

by Cynthia Endsley, AAL-17E

They're everywhere!

They're **FACILITATORS** who "have markers, will travel."

Facilitators are a key component in FAA's movement towards a more participative style of management. Facilitators are neutral servants of the group and do not evaluate or contribute ideas. The responsibility of the facilitator is to help the group focus their energies on a task or process using various methods and being sure everyone has a chance to participate. Facilitators can be useful for many types of meetings and are particularly useful

for helping a supervisor/ subordinates work group address problems. Trained facilitators are a valuable FAA resource.

Since the CMD Basic Facilitating class was canceled for this fiscal year, AAL-17 boldly

stepped in, announced a competitive program for new facilitators, designed a 1- week course, and has now trained 24 new facilitators. A special class was also conducted for PASS members who will be involved with the Employee Involvement and Survey Feedback Action Programs as well as other types of meetings.

Supervisors are encouraged to make use of our facilitator resources to help ensure positive meetings with energies focused on the issues. The Coordinator for the Alaskan Region Facilitator Program is **Cynthia Endsley, AAL-17E, 271-5463.** Cynthia is available to help you with all your facilitator needs.



Meeting Management Facilitation Skills, April 16-20, 1990

1st row: (left to right) **Cynthia Endsley, Catherine Dewar**; 2nd row: **Jeffrey Wheeler, Kris Conquergood, Pete Smith, Lonnie Brewington, Nancy Richison, Charlene Derry**; 3rd row: **Dave Brubaker, Bill Missal, Sally McMullen, Howard Cleveland, Mike Goings, Carolyn Empey**; 4th row: **Marsha Brown**



PASS Meeting Management, June 13-17, 1990

1st row: **Ken Lively**; 2nd row: (left to right) **David Williams, Kris Conquergood, Cynthia Endsley, Louise Mackey, Sherry Shulman**; 3rd row: **Boyd Fulmer, John Jakobowski, Eliot Staples, George Garcia, David Wiles, John Ferguson, Allen Dubord**; 4th row: **Melanie Totten, Victoria Dukes, Sizie Walkowics-Haines, John Carli, John McIntyre**

DAY CARE



Craig Boswell, Ph.D., Executive Director of Developmental Day

At a "lunch and learn" session in the Anchorage Federal Building on July 25,

Dr. Craig Boswell, executive director of Developmental Day School, talked with interested Federal employees about the Federal Child Care Center which will open in Anchorage this fall.

Two and a half years ago, the Anchorage Federal Executive Association (FEA) began the effort to provide a day care center with a survey of need. Developmental Day School has been selected as the provider, and a building is being built on Fifth Avenue.

The new building will be 6,000 square feet and will house approximately 70 children. It will have four classrooms: infants 6 weeks to 12 months, toddlers 12 to 30 months, preschool I ages 30 months to 3 1/2 years, and preschool II ages 3 1/2 to 6 years.

First priority for registration will be children of Federal

employees of participating agencies. Employees of other Federal agencies will have second priority. If there are still openings, the general public will be allowed to register.

Developmental Day School is a non-profit organization which was established in 1973. For the last 4 years they have concentrated on on-site and Federal day care centers. The Anchorage center is what is called a "near-site" center, since it is located a few blocks from the AFOB.

Dr. Boswell said that he expects to hire "the best child care director Anchorage has" and also the "best child care providers." National Association for the Education of Young Children (NAEYC) standards and guidelines will be followed, as well as municipal requirements.

Carol Marvel, recently hired as the Child Care Program Coordinator, is FAA's contact person for information regarding the new child care center. Her phone number is 271-5370.

DOT CHILD CARE RESOURCE AND REFERRAL DIRECTORY—NOW AVAILABLE

by Carol Marvel, AAL-16M

As part of the Secretary's initiative on creating a premium Departmental child care program, the Department has published a *DOT Child Care Resource and Referral Directory*. This directory lists child care referral agencies in all 50 states which can assist parents in identifying and evaluating quality child care services for their children.

Each division/staff office within the Alaskan Region has received two copies of the directory to keep on hand for employee review. Copies of the directory are also available for individuals and may be obtained by contacting **Carol Marvel**, Child Care Program Coordinator, Human Resources Management Division, at 271-5370. New employees will also have access to these directories as they will be available during orientation.

Parents using the directory need to call the Resource and Referral Agencies directly to discuss their particular child care needs. DOT, FAA, and the Resource

WINGING IT!

Much-loved account of an Alaskan flying legend back in print!



WINGING IT!, the biography of Jack Jefford, former chief pilot for the Alaskan Region, has been reprinted by Alaska Northwest Books.

Over a period of 5 years, Jefford recorded stories from his lifetime of flying in Alaska at the urging of his daughter Carmen and son-in-law Mark Fisher. Cliff Cernick, retired Public Affairs Officer of the Alaskan Region, worked with the Fishers to put the taped stories into book form.

The 320-page paper edition of *WINGING IT!* retails for \$12.95 and is available at most book outlets throughout Alaska or from the publisher, Alaska Northwest Books, 137 E. 7th Avenue, Anchorage, Alaska 99501.

1991 DENVER CENTER/FAA SKIFEST....

will be held February 18-23, 1991, at Breckenridge Resort in Breckenridge, Colorado. Start planning now to attend and renew old acquaintances and make new friends. We will arrive and register on Monday, February 18. Our week of activities include a welcome wine and cheese party, 3 days of skiing at Breckenridge, 1 full day and night of skiing at nearby Keystone Resort, our annual NASTAR race, an on-mountain BBQ, group photo session, a fun race (much like an obstacle course — but on skis), and of course, a closing party with trophies and door prizes.

For those of you who have never been to Breckenridge, you are in for quite a treat. The skiing is on three separate mountains. Everything in the charming Victorian town is within walking distance. By that we mean 2 to 5 blocks from your condo to the lifts, dining and dancing, ice skating, shopping, and many other exciting diversions.

REGISTER NOW... to ensure yourself a week of winter excitement in Breckenridge, Colorado. Send \$110* deposit per person by 10/1/90 to: SKIFEST '91
2211 17TH AVENUE
LONGMONT, CO 80501

*payable to Denver Center Ski Club

...if you don't have "a few good men," just clone...
"Copies of Tom Carter explaining how to read approach charts have been sent to Sitka, Gulkana, Nome, King Salmon, Cold Bay, Homer, and Fairbanks FSS's."

from a manager's weekly report.

AOPA

John L. Baker will retire at the end of this year as president of the Aircraft Owners and Pilots Association. He will continue as a member of the AOPA Board of Trustees and will serve as an advisor to the association. Baker said he will be involved in the identification and selection of the next AOPA president.

Intercom

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If you have questions, suggestions, or complaints, please call the Editor at 271-5169.

"MAR" TRAINING

Due to the efforts of **Dave Brubaker**, AAL-17, and the Proficiency Development Specialists in the Program Support Office at ZAN AF, **Jerry Bliss**, Chief, Technical Training Branch, 84th Evaluations Squadron, from Hill Air Force Base, Utah, was in Anchorage from July 12 through July 17, 1990, to teach Minimally Attended Radar (MAR) training to 13 Alaskan Region Airway Facilities employees and one Elmendorf AFB employee. The Alaskan Region makes extensive



The following were in attendance: (left to right) **Robert Hopper**, SA AFS; **Marvin Pelfrey**, AAL-461B; **Bob Snoddy**, Rice Hall, **Don Huitt**, **Duane McEwen**, **Denny Simantel**, **Ole Powell**, **Jim Royse**, **Art Cummings**, all ZAN AF; and **Jerry Bliss**, instructor (front row)

use of radar data furnished to us by the U. S. Air Force from their MAR radar sites, and our AF personnel needed the knowledge on how these radar sites function. This was the first

class of its kind to be taught in the Alaskan Region. Because the training was such a resounding success, future training is planned.



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GOLF TOURNAMENT
6th ANNUAL

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DRINKING AND FLYING

New Rule Allows FAA to Check Driving Records

A new FAA regulation helps the agency track down and ground pilots involved in alcohol- or drug-related motor vehicle offenses that result in convictions or administrative actions.

"This regulation gives us the tool we need to deal with pilots who drink and drive. This kind of behavior indicates an attitude that we believe is not compatible with safe flying," said FAA Administrator James Busey.

The new regulation provides that:

- * Individuals applying for an FAA-required medical certificate must consent to the release of information from the National Driver Register (NDR) enabling the FAA to obtain and review an applicant's motor vehicle offense record.

Information regarding motor vehicle actions occurring more than 3 years prior to the date of the FAA information request will not be released by NDR.

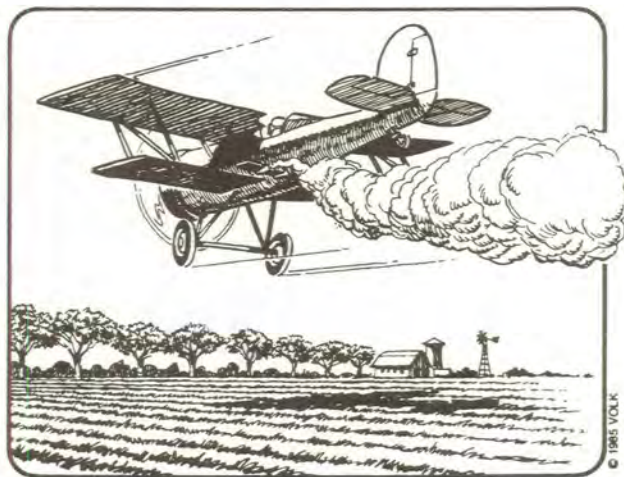
- * Pilots are required to give written notification of each state and federal alcohol- or drug-related driving conviction or ad-

ministrative action within 60 days of the action.

- * The FAA can deny an application for a pilot certificate or take action to suspend or revoke an existing certificate if the individual receives two or more alcohol- or drug-related driving convictions or administrative actions within a 3-year period after the rule becomes effective.

- * Failure of a pilot to report such a motor vehicle action to the FAA is grounds for denial of a pilot certificate application or suspension/revocation of a pilot certificate.

The new rule adds sharper teeth to regulations prohibiting flying under the influence of alcohol.



DON'T BUY THE FARM

It supplements a long-standing FAA regulation that forbids anyone from acting as a crewmember of a civil aircraft within 8 hours after the consumption of alcohol, while under the influence of alcohol, or while using any drug that adversely affects performance.

That rule was amended in 1985 to establish a blood alcohol level of .04% or higher by weight as determinative that a crewmember is under the influence of alcohol.

The FAA said the new regulation helps improve aviation safety by removing pilots who demonstrate an "unwillingness or inability to comply" with state or local drunk driving laws.

Aviation Education Policy Statement

The Federal Aviation Administration (FAA) has a rich history of dedication and commitment to aviation education. The Congress has recognized this historic leadership role by requiring a civil aviation information distribution program within each FAA region to support the agency's aviation education program.

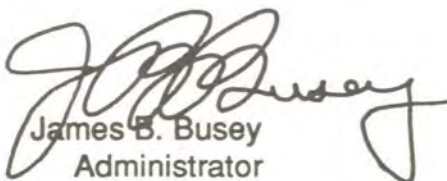
Aviation education is an integral element of the agency's mission and is essential to carrying out its responsibilities of promoting aviation and flight safety.

Therefore, it will be the policy of the FAA to support aviation education and to expand its scope under the theme of "aviation awareness" with new, broader program initiatives. This expanded effort will focus on the general public, through partnerships with the private sector, States, and communities; pilots, mechanics, and other airmen; colleges and universities; as well as, public and private schools at all levels.

Our goal is to provide increased awareness of civil aviation to promote intelligent, informed decisions about aviation by citizens and community leaders. We aim to promote an aviation-aware society, which understands and respects the economic importance of aviation at the national and community levels.

A key focus during my administration is to stimulate interest in aviation careers among America's young people, in order to provide a steady flow of skilled professionals, especially women and minorities. This will ensure America's continuing preeminence in world aviation.




James B. Busey
Administrator