



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

December 6, 1985

85-23

1st scheduled passenger jet services to Aleutian Islands



Cover story

The first BAe 146-100 to be operated in the United States was delivered to Airpac, Inc. on February 27, 1984. Built by British Aerospace Aircraft Group, Hatfield-Chester Division, the BAe 146-100 provided the first scheduled passenger jet services to the Aleutian Islands on March 26, 1984.

The aircraft offers a choice of cabin configurations of either 78 passenger seats or a mix of 40 seats and four cargo containers each capable of carrying 1,500 pounds of freight.



Recipe corner

from: Mrs. Neil Reese

JELLO DESSERT

CRUST:

1 1/2 cup pretzels, crushed
2 tablespoons powdered sugar
3/4 cup melted butter or margarine

Mix. Put in 9x13 pan. Bake at 350 degrees for 10 minutes. Cool.

OR

CRUST:

1 1/2 cups flour
3/4 cup butter or margarine
1/2 cup chopped nuts

Blend. Bake at 350 degrees for 15 minutes. Cool.

FILLING OR TOPPING:

Mix: 1 - 8 oz. cool whip
1 - 8 oz. cream cheese
1 cup sugar

Spread on crust (bring up on the sides of the dish - sometimes the jello will leak and make the crust soggy).

Mix: 1 - 6 oz raspberry jello
2 cups boiling water

Dissolve

Add: 2 packages (large) frozen raspberries (no extra water). The jello will start to thicken right away. Spoon on top of cool whip layer and chill.

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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.

Around the region

John McIntyre, technician-in-depth, South Alaska AFS, recently received a plaque from Bob Wilson, sector manager, on behalf of the Air Traffic Division, for his effort in developing a video tape for indoctrinating air traffic specialists on the use of IOTs for Second Generation VOR/DME/TACAN monitoring and control.

* * * * *

Three cheers for the Airway Facilities Division on exceeding its goals across the board for its FY-85 end-of-year facility performance. Poor performers were down to 12.0% (goal was 12.7%); 19 of 35 reportable facility types had higher reliability than the national average and 25 of the 35 had higher availability than the national average (goal was to beat the national average on more than half). Way to go!

* * * * *

In case you have tried to find the Anchorage Flight Service Station lately without any luck, here are some suggestions. The new frontage road allows entrance to the Flight Service Station and Merrill Field at four locations: Fifth and Concrete (Peggy's Airport Cafe); Fifth and Reeve (Wendy's); Merrill Field Drive and Airport Way (Northway Mall); and Merrill Field Drive and DeBarr (City Land Fill). You can exit the area at any of the above intersections except the Fifth Avenue and Reeve Boulevard access.

* * * * *

Congratulations to Jane Ryan on her recent transfer to the Budget Branch as a budget analyst (she was formerly a program analyst in AAL-421). She replaces Cherlyn Bennett who recently transferred to the Northwest Mountain Region.

* * * * *

The employees of the Alaskan Region send their condolences to Mo Knight, FAA retiree, Kenai, Alaska, on the death of his wife, Jimi. She will be missed by all those who knew her.

* * * * *

October was a month for tours of the Merrill Tower. A tour was given to 25 sixth graders from Bear Valley elementary school on October 18; eighteen ground school students from the Anchorage Community College were given a tour of Merrill on October 22; and twelve cub scouts were given a tour on October 23.

* * * * *

Congratulations to the following FAA folks who recently received Certificates of Appreciation from the Medical Division, AAL-300, for their efforts in kicking the smoking habit: Harry J. Brown, Anchorage ARTCC; Bobby Lamkin, AAL-514; Rebecca Moore, Anchorage Tower; Phyllis Bremer, Fairbanks FSS; Edward Wild, Fairbanks FSS; Lowell North, Fairbanks FSS; and Charles Gilmore, Fairbanks SFO.

* * * * *

Dave Johnston, area supervisor, and all the relief specialists at Barrow received a complimentary note from Commander Stephen H. Davis, thanking them for their help and support in the successful deployment of the Coast Guard's polar icebreaker. Congratulations, folks, for a well deserved thanks.

* * * * *

On October 6 the facility secretary stopped by the Cold Bay FSS to see if the personnel at the FSS would issue a NOTAM for standing water on her 3 foot by 6 foot runway (her desk). It seems the ceiling in her office sprung a leak from the large amount of wind and rain that Cold Bay had been experiencing.

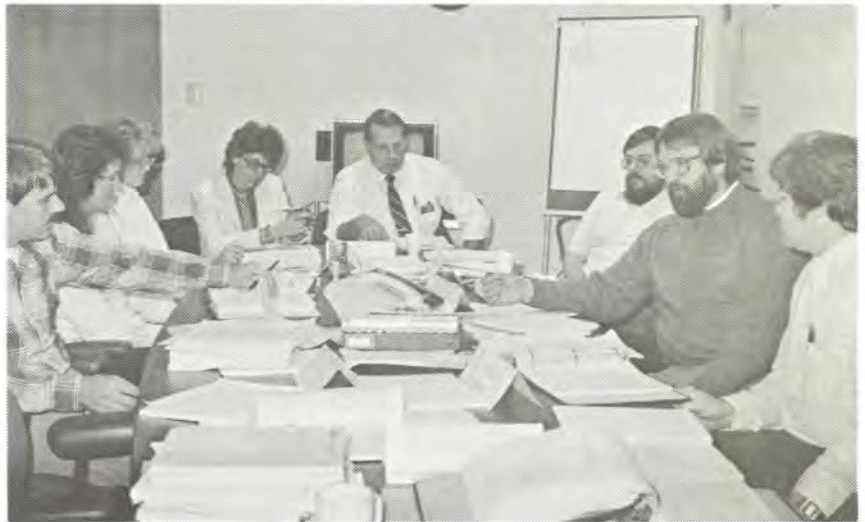
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James Houston (left) and William Noblett, electronic technicians, International Sector Field Office, South Alaska Sector, received the Director's Award for their efforts involving an emergency repair of the Anchorage radar enabling continued service until parts arrived.



Cindy Crawford, formerly an editorial assistant, AAL-61, receives a going away present from the personnel in Management Systems before she starts her new job with Housing and Urban Development in Anchorage.



The Alaskan Region Flight Service Station Committee (FSSCOM) met October 22 and 23, 1985 in Anchorage, Alaska. From left to right are Robin Craviotto, Kenai FSS; Janice Mathews, Sitka FSS; Mary Ellen Cunningham, Nome FSS; Terry Alexander, AAL-535; Harry Adams, ATO-368; Greg Lehman, Fairbanks FSS; Robert Drewes, chairman, Bethel FSS; and Ray Christensen, Anchorage FSS.

Recommendations accepted by the local committee which are national in application will be forwarded to the national FSSCOM meeting being held from December 3 through 13. Bob Drewes will be the region's representative. Recommendations which are regional in scope will be forwarded to the Air Traffic Division for review and action.



Dudley Clark (left), Juneau SFO, receives his 35-year service pin and congratulatory letter from Tom Hunt, AF Division manager.



Dan Syverson (right), operations specialist, AAL-530, receives his 30-year service pin from Director Frank Cunningham.

New contract signed for relocation

The problems associated with uprooting families and moving to new FAA posts should be considerably more manageable for employees now that the agency has its own relocation services contract to assist them in making permanent change-of-station (PCS) moves. Signed November 8, the new contract with ChemExec Relocation Systems, Inc., offers several advantages over the Federal Bureau of Investigation contract which FAA was sharing prior to the award of its own contract.

Employees now have 60 days to accept the relocation company's offer for the purchase of their home as opposed to 45 days under the FBI contract. The ChemExec contract also provides relocation services for renters, at no charge to the employee. Furthermore, relocation authorization forms no longer need be completed before services can be provided. As soon as a travel order is completed authorizing a PCS move, the relocation company will contact the employee and get them started on the relocation process.

"The relocation services program has been carefully structured to remove the uncertainty of selling your home and finding a new one in a short period of time so that you and your family can concentrate on your new assignment and new community," said Administrator Donald Engen in a general notice to all employees announcing the contract.

Editor's note: Marge Cholometes, AAL-15C, the relocation coordinator for the Alaskan Region, recently returned from Kansas City where she received briefings on the new contract. If you have any questions, please give her a call at 271-5724.

Washington Report

News in brief

Deputy Administrator Dick Jones flew the agency's 727 in a demonstration of the Traffic Alert and Collision Avoidance System (TCAS) over the Delaware Bay on November 12. The cockpit-mounted TCAS display gives pilots the range, relative altitude and bearing of "intruder" aircraft and tells them to climb or descend to avoid a collision. A total of nine simulated "near-miss" encounters were flown by Jones, with the Technical Center's Alvan Bazer acting as the pilot-in-command. The FAA Jetstar served as the chase plane for the near-miss encounters, approaching the 727 from different angles within a block of protected airspace. The TCAS system worked "like a charm," according to Jones.

* * *

The FAA has issued a new rule requiring that shoulder harnesses be installed on all seats in newly-manufactured airplanes having nine passenger seats or less. The harnesses must be included in those aircraft manufactured one year after the effective date of this final rule. The rule also requires the pilots-in-command on these airplanes to brief passengers on how to use the harnesses and notify them to buckle up for takeoff and landing.

* * *

Morris Friloux has been named superintendent of the FAA Academy. At the same time, William Newman was appointed acting assistant superintendent. Both men have worked at the Academy since 1974 when Friloux was appointed assistant superintendent of the Academy and Newman was brought on as a planning specialist at the Aeronautical Center.

* * *

Washington Report

Retirement proposals

The Senate and House conferees have begun work on the new retirement proposals for federal workers who have been hired since January 1, 1984. The Senate has approved a proposal with two options. The House Committee's is a single plan. All three proposals base future annuities on benefits from Social Security, Civil Service, and earnings from tax-deferred investment plans. Senate-House conferees hope to complete most of the work on the compromise pension plan before the Thanksgiving recess.

A proposed tax change in the President's tax reform bill, if enacted, would change the way in which federal pensions are taxed. Currently, federal annuities are not taxed until employees have been "paid back" the money they contributed to the retirement system during their careers with the government. Under the proposed change, employees would continue to receive the same amount tax-free, but it would be paid back to an employee on a prorated basis over the annuitant's projected lifetime.

The effects of this proposal on individual employees may, of course, differ. For example, some employees might find it advantageous to receive non-taxable income and be in a reduced tax bracket over a period of years, whereas others' planning may be based on receiving the short-term non-taxable income. In any event, it should be noted that this provision is only a proposal at this time. Therefore, it is premature to make an informed judgment based on its current contents, which may not be adopted or may be changed during the legislative deliberations. For example, present legislation being considered in Washington, D.C. indicates a proposed effective date of July 1, 1986.

Editor's note: If you have any questions regarding this issue, please call Jean Pershall, AAL-14D, 271-4574.



FAA trivial pursuit

How well would you do in a game of FAA Trivial Pursuit? The Alaskan Region Aviation Education Committee has provided a series of "trivia" questions for checking your knowledge of FAA's inner workings and terminology. Questions in this issue of Intercom relate to airports.

1. What is the AIP?
2. What is an ALP?
3. What does a white "X" on a runway mean?
4. What do the numbers painted on a runway mean? For example, 15-33.
5. What airport is designated "ANC?"

(Answers on page 8.)

FAA cleared

The U.S. District Court for the Western District of Arkansas has ruled that "FAA negligence was not a contributing factor" in the January 21, 1982, fatal crash of a Cessna 402 in Kansas City. The court held that the Fayetteville FSS had furnished the pilot with an appropriate weather briefing and that the Kansas City radar controller had properly controlled the aircraft on the approach.



Kevin Cain (left) and Don Hall (right), air traffic controllers, Bethel Tower, receive their three-year FAA service pins. Actually, Kevin has worked with FAA for four years - but congratulations to both of you.



Larry Rodger (right), transportation officer, AAL-52E, receives his 25-year service pin from Director Frank Cunningham.



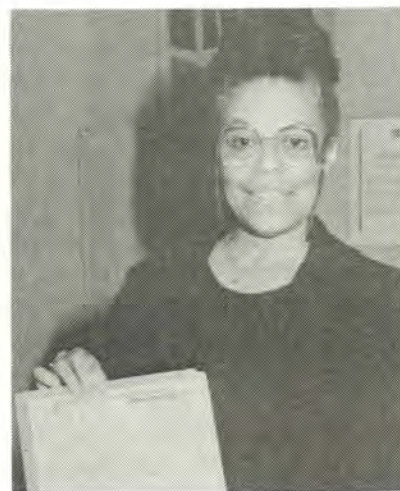
Air traffic manager Derril Bergt (left), and area supervisor Charles Hallett (right), present air traffic control specialist Kenneth Strong (middle) with a Special Achievement Award for exceptional performance in his duties as a specialist at Fairbanks Air Traffic Control Tower.



Robert E. Wilson (right), manager, South Alaska Sector, presents a 15-year service pin to Frederick T. Sam, electronics technician, Anchorage Sector Field Office.



Congratulations to Nancy Tinney, general supply specialist, ZAN-AFS, on receiving the DOT Secretary's Award for Excellence based on job performance. Nancy went to Washington, D.C. to receive the award. Here she receives a Letter of Congratulations from Director Frank Cunningham on being the Region's winner.



JoAnn Nash, clerk typist, AAL-61, was presented a Letter of Appreciation from Sandra Fanslau, manager, Accounts Control Branch, for her outstanding performance and professionalism during the FY 1985 year-end-close-out. Thanks for a job well done, JoAnn.

Spring registration

Registration for Anchorage Community College will be January 8 for continuing students and January 9 and 10 for new and returning students. At the University of Alaska registration will begin January 13 for new students, January 14 for returning students, and January 15 for special and late applicants. Class schedules are available for both colleges on campus at this time.

Employees can be reimbursed for tuition, books, lab, and other related fees provided their training is job related, funds are available, and the approved training is satisfactorily completed.

To receive reimbursement for allowable expenses, the following steps must be accomplished:

a. Supervisors concur in the request for training by submitting FAA Form 3000-3 (request for Out-of-Agency Training) in TRIPLICATE, to AAL-17 for approval.

b. The block entitled "Justification for Training" must include the specific relationship of the requested training to the employee's present job requirements or duties, including the impact/change expected in the employee's performance as a result of the training. Requests not showing this information will be returned.

c. Administrative approval from AAL-17 MUST be obtained PRIOR TO registering for the course.

If the desired course is offered only during normal working hours, a change in the employee's tour of duty may be requested from AAL-15, through channels, to allow the attendance. However, under this arrangement, tuition and related fees CANNOT BE REIMBURSED. Reference AL 3155.1A, para 8.

AAL-17 is aware that sometimes an employee's approved course is either cancelled or full at the time of registration. Should this occur, a substitute course may be approved if the course is similar and job related; the supervisor concurs with the course change; and FAA Form 3000-3 is submitted for the substitute course within three (3) working days after registration for approval by AAL-17. In no case will approval be granted retroactively after the employee has attended the substitute course.

Due to limited tuition funds, employees will initially not be considered for reimbursement for more than ONE COURSE. Requests, therefore, should be marked in priority order for consideration.

FAA Form 3000-3 for Anchorage enrollees must be submitted to AAL-17 by COB December 30, 1985. Field personnel's FAA Form 3000-3 will be handled on an individual basis and should be submitted to AAL-17 prior to registration.

Answers to FAA's trivial pursuit from page 6:

1. Airport Improvement Program. About \$40 million of improvements per year to Alaska's airports.
 2. Airport Layout Plan.
 3. The airport is closed!
 4. Runways are designated by numbers which indicate the nearest 10-degree increment of the azimuth of the runway centerline. In other words, 15-33 indicates that the runway ends point toward compass points 150 and 330 degrees.
 5. Anchorage International Airport.
-

Patty's burgers

by: Billy J. Baxter
AAC-410 (Oklahoma City)

A team from the FAA Depot was recently in Alaska to do a field evaluation of Depot services. One team member was Patty G. Booker of the Systems Development and Analysis Staff (AAC-410) who drew the assignment to go to the township of McGrath. To verbally describe McGrath, a population of 550, it suffices to say that it is picturesque, extremely isolated and accessible only by air. After completing her business of evaluating Depot support services, John McLaughlin, the air traffic manager, invited Patty to spend the evening with his family. During the course of their visit, Mrs. McLaughlin mentioned that the biggest treat her family missed most and dearly loved was McDonald's hamburgers and Arby's roast beef sandwiches, and that when they got the opportunity to go to Anchorage, about twice a year, they always brought back an ample supply.

On Patty's return to Anchorage, she decided to send her gracious hosts a hospitality gift from McDonald's and Arby's. After checking with the one airline servicing McGrath, she got an education in transportation costs in Alaska. Patty was informed that it would cost \$22.00 to send 10 hamburgers and 4 roast beef sandwiches to McGrath.

As fate would have it, while working another assignment, Patty learned that Ron Cook, another FAA employee, was leaving on a 12:30 p.m. flight that day for McGrath. With very little time, but a lot of determination, 10 hamburgers and 4 roast beef sandwiches were purchased and sped off to the airport. As Patty arrived at the departure gate, with sack in hand, Mr. Cook drove up behind her. After a brief exchange of greetings and identification, a bewildered Mr. Cook took off with the goodies for the McLaughlin family in McGrath.



Aviation associates in Mexico need aid

The Director of the Southwest Region, C. R. Melugin, Jr., recently spoke with FAA's aviation associates in Mexico regarding their plight after the earthquake which killed two of their people and completely destroyed the homes of 11 others.

According to Melugin, the replacement cost of an average home is about \$13,000 and replacement of basic furniture and bare living essentials per family is \$3,000 - \$5,000. "While these costs may not seem high to us," said Melugin, "their personal losses are almost insurmountable in light of their present 65-70% inflation rate (peso exchange rate is 521:1)." The problem is compounded since many of these people do not have insurance.

The contributions of FAAers in the past to the people of Mexico City are greatly appreciated. But as the holiday season approaches, a renewed emphasis on helping these folks has begun.

Any group or individual wishing to contribute should send a check or money order to:

SENEAM/DGAC Relief Fund
Chairman, Jim Lewis
Houston ARTCC
P.O. Box 60308
Houston, TX 77205

To assure equitable distribution to those most in need, a friend, Sr. Roberto Kobeh, Administrator of SENEAM in Mexico City, has agreed to administer any donated funds, according to Melugin.



Air traffic control specialist Barbara Stevens (left), whose assistance with a self initiated quality control program, especially helpful at Kenai FSS, receives a Letter of Commendation from her supervisor, Ray Richel.



John Scukanec, air traffic control specialist, Anchorage FSS, recently received a Special Achievement Award for his performance during the past year.



Edgar Anderson (right), maintenance mechanic foreman at the South Alaska AF Sector SFO, receives his 15-year service pin from Bennie Hutson, SFO supervisor. Sector personnel had gathered for the presentation and the chorus was "Gee, Edgar, we thought you had been around forever!"



Duane McQuillin (left), air traffic controller, Anchorage ARTCC, receives a Quality Within Grade Increase for an outstanding performance from supervisor Joseph Rollins.



Earl Craig (left), general supply specialist, South Alaska AF Sector, Anchorage SFO, is presented a Special Achievement Award by Bennie Hutson, SFO supervisor, who thanked Earl for excellence in his accomplishments since his transfer in last fall.



Barry Rubin (left), air traffic control specialist, Fairbanks Tower, receives his 3-year service pin from air traffic manager Derril Bergt.



James A. Burton, air traffic control specialist, Anchorage FSS, recently received a Special Service Award and numerous Letters of Appreciation and Letters of Commendation for all his work and time spent with the Alaskan Region video projects. Congratulations, Jim.



Randy Benson (left), air traffic control specialist at Anchorage ARTCC, is presented his 3-year service pin from his supervisor Larry Brown (right).



Tommie Bell (right), electronic technician, Cordova, was recently presented his 15-year service pin by Verne Braman (left), North Unit supervisor, Juneau SFO.



James D. Walcutt, evaluation proficiency developmental specialist, Anchorage FSS, recently received a Special Achievement Award for his outstanding performance this past year. Congratulations, Jim.



Attending the Management Training School's HRM for Middle Managers class in Anchorage are: (standing left to right) - John Glenn, instructor; Robert Morrison; Jon Tamplin; Floyd Pattison; Pete Beckner; John Groeneveld; Fay Lauver; Jimmie Vaughan; Hank Dodd; Al Crook; Ray Marley; Charlie Muhs; John Williford; Dwight Meeks; Jerry Wylie; Dave Epstein; Dennis Warth; and Mike Hessler. Seated from left to right are Ken Barker, instructor; P. Nelson Gnrke; Bob Wilson; Billy Franklin; Paul Gallagher; and Al George.

Medical notes - holiday season

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

Trying to stay up with the passing seasons has become an issue for us in the Medical Division. Now is the time for us to be thinking about the holiday season and how we can gain the optimum of enjoyment and maintain some good health sense at the same time.

The holiday season often becomes a time of stress for us. We may lose control and not be able to function in a normal and reasonable manner. When our body speeds up to handle the stressful emotions, our nervous system becomes more active and our endocrine glands pour out extra hormones. This action tends to raise our energy level to an abnormally high level.

This condition is only meant to be short-term. If our body remains in this state for prolonged periods of time, the result becomes physical distress.

According to reports from the American Academy of Family Physicians, 66 percent of all office visits to family doctors are the result of stress related symptoms.

The most common of these are tension headaches and back pain. Chronic exhaustion, insomnia and digestive problems are other common problems. You can readily see that it would be to our advantage to have a plan to get us through the holiday season by making a few changes from our past behavior at this time of year.

Make your holiday plans early. It may be helpful to have a "do list." Try not to plan more than you are able to do and enjoy doing.

Remember the reason for the celebration. No one can be all things to all people at all times.

Take the time to really enjoy friends and family and most of all do not forget to save some time for self.

If a party is on your list, you will want to take some practical steps to avoid the possibility of drunken driving after the party. Some things to remember to help alleviate this problem would be:

1. always serve food with alcohol;
2. have several jiggers at the bar so mixed drinks can be measured;
3. have plenty of nonalcoholic beverages available;
4. do not force drinks on your friends;
5. stop serving alcohol about an hour before the party ends.

Another point of issue during the holiday season is overindulgence of our caloric intake. By the time the New Year arrives, some of us are about ready to "POP." It is not really necessary to eat the whole thing. Exercise of portion control could be used to your advantage.

Safety in handling Christmas ornaments and in our choice of package materials is also of utmost importance. Make sure the tree does not dry out if you are using electrical lighting equipment. Make sure only approved materials are used. Small children may try to eat attractive ornaments or put wrapping materials into their mouth.

We hope all of you have a safe, happy and healthy holiday season. And we hope you enjoy the camaraderie of family and friends to your greatest advantage during the holiday season.

HAPPY HOLIDAYS



Victoria Dukes-Mane, secretary, North Alaska SFO, Fairbanks, stands proudly by the Regional Director's plaque which was presented to the entire NA-SFO "for commendable performance in pursuit of excellence" at the 1985 Manager's Conference in November.



Air traffic control specialist Pat Minsch (right), Ketchikan FSS, receives a Letter of Commendation from area supervisor Harold Arab for a recent nighttime flight assist with an aircraft in a low fuel situation.



Ron Forsyth (left) and Dudley Clark (right) are shown here at a retirement luncheon which was given in their honor at Casa Del Sol Restaurant in Juneau. Both Ron and Dudley retired on September 30, each having more than 30 years of service. Both men were presented engraved gold pans from their FAA friends upon their retirements.



Dolores Coates, evaluation proficiency developmental specialist, Anchorage FSS, recently received a Special Achievement Award for her performance during the past year.



Cherlyn Bennett, budget analyst, AAL-31, recently transferred to the Northwest Mountain Region (Seattle). Here she says goodbye at a coffee and cake in her honor before leaving Alaska. Good luck, Cherlyn.



John T. Bailey, Fairbanks Sector Field Office NAV/COMM unit, received a Sustained Superior Performance Award for assistance in plant maintenance and the installation of the second General VORTAC environmental modifications.

Transponders to be turned on

The FAA has issued a final rule requiring pilots of aircraft equipped with transponders to keep the devices turned on when flying in controlled airspace. Currently, all air carrier aircraft and approximately 70 percent of the general aviation fleet have this equipment.

The new rule does not expand the requirement for carriage of transponders which presently must be installed and activated for flights in designated terminal control areas and in en route airspace above 12,500 feet. But pilots who have this equipment now will be required to have it turned on when operating in all other controlled airspace, such as airport control areas, designated federal airways and transition zones.

The only exceptions to this requirement will be those authorized by controllers for operational reasons such as excessive radar clutter caused by too many transponder replies in busy traffic areas. In these situations, controllers can continue to instruct pilots to turn their transponders to "stand by" or completely off.

Washington Report

regulations, more timely guidance to field inspectors, and recruitment efforts to obtain highly qualified inspectors.

The plan also calls for increased standardization of inspection practices and interpretation of regulations, increased use of automated inspection and enforcement data bases, and strong management oversight to insure prompt corrective actions.

Other actions already taken to implement the SAFE plan include: establishment of program guidelines to standardize investigation, certification and enforcement; actions to correct problems uncovered in the 1984 National Air Transportation Inspection and the on-going General Aviation Safety Audit; and setting national objectives and priorities for field operations.

Washington Report

Retiree luncheon

For Alaskan Region retirees who live in the Los Angeles area, here is some news that might interest you:

WHAT: A retiree luncheon

WHEN: Monday, January 20, 1986

TIME: 11:30 a.m.

WHERE: Hacienda Hotel
525 N. Sepulveda Blvd.
El Segundo, CA

PRICE: \$8.25 (including tax and gratuity)

Make reservations by Wednesday, January 15, by contacting Phil Guindon (213) 670-8124 or Fred Potter (213) 670-8769, 7222 Kentwood Avenue, Los Angeles, CA 90045.

Project SAFE

The FAA has given Secretary of Transportation Elizabeth Hanford Dole a five-year blueprint for revamping and upgrading its safety inspection system in order to keep pace with the continuing growth of aviation.

Entitled Project SAFE for Safety Activity Functional Evaluation, the plan is based on an in-depth analysis of the Aviation Standards Program that began in February of 1984. It will result in an updating of safety

Let's put a lid on cost

The Aeronautical Center has initiated a means to identify and report overpriced items and is encouraging all FAA employees to participate in this cost saving program. This Overpricing Action Plan pertains to any FAA Depot supply item for which an employee or organization suspects or knows that the unit price paid by the government is excessive compared to the price of that item as offered in the public market place.

There are two ways to report a suspected overpriced item:

- a. use FAA Form 4680-1, Depot Customer Service Evaluation Report, or
- b. contact Jim Brand, Aeronautical Center Overpricing Coordinator, on the newly installed overpricing hotline, FTS 749-COST, or commercial (405) 686-COST.

The reporting hours by telephone are 8 a.m. until 4:30 p.m. (CST), Monday through Friday. There are no time restrictions on submitting the FAA Form 4680-1.

Let's put a lid on cost. Participate!

Hazard to Eagles

When the Eagles called the Administrator's Hotline recently it was not to get a flight clearance for themselves. Rather they wanted to report that airplanes were flying dangerously close to their nesting grounds.

The Eagles in this case were the Philadelphia entry in the National Football League and the team's marketing and sales director, Bob Ceasers, thought the low-flying aircraft near the home field posed a hazard to fans and players alike.

Although the AOA Hotline really is intended only for the use of FAA employees, Hotline Manager Joe Stevens did not stand on ceremony. He contacted the Eastern Region's Air Traffic Division Manager Edward Springs, who immediately issued an advisory notice to airmen. The notice raised the minimum altitude in the vicinity of the stadium from 1,000 to 1,300 feet and established special traffic patterns near the stadium.

Ceasers later explained that he got the Hotline number from an FAA employee after looking in the phone book for a listing of a local FAA office.

Washington Report

Safety record is not so bad

Despite all the rhetoric about the "worst year in aviation history," the airline safety record actually has improved rather dramatically over the past quarter century.

That is the view of Administrator Donald Engen who told the Flight Safety Foundation recently that scheduled U.S. air carriers (Part 121 operators) flew more than 135 million hours in the 1960-1984 period, experiencing 138 fatal accidents. That averages out to one fatal accident for each 98 million hours flown, or one fatal accident for each 112 years of continuous flight.

Moreover, he said, the safety record improved during each five-year period in that 25-year time span. From 1960 through 1964, Part 121 air carriers had a fatality rate of 5.733 per 100,000 hours of operation. For the 1980-1984 period, the rate was down to 0.759 per 100,000 flight hours.

Washington Report

Civil Air Club

Alaskan Region

Newly elected officers

Congratulations to the newly elected Civil Air Club officers for 1986:

David Epstein, AAL-463, president
Ann Roberts, AAL-34, vice president
Claudia Hoversten, AAL-30B, secretary
Dick Brindley, AAL-60, treasurer

A big thanks to the 1985 officers:
Charlie Muhs, Anchorage FSS; David Epstein, AAL-463; Pat Lucero, AAL-510A; and Ann Roberts, AAL-34.
 You did an excellent job, folks.

10 lucky winners

Congratulations to 10 lucky Civil Air Club members whose names were drawn for \$10 gift certificates at Carrs. Winners of the first drawing were Elvin Jackson, FIFO; Ronald Piersen, Anchorage FSS; Robert Stinson, AAL-519; Mark McLamarrah, AAL-33; and Susan House, Anchorage FSS. Winners of the second drawing were Merna Mobley, South Alaska AFS; Bernice Wenzel, South Alaska AFS; Stan Hill, AAL-51; Jonene Boggess, AAL-17; and Jerry Stennette, Anchorage ARTCC. More drawings will take place after Thanksgiving and before Christmas.

FAA HOLIDAY DANCE PARTY

Sponsored by
CIVIL AIR CLUB

Saturday, December 28, 1985

Northern Lights Inn

Live Music 7:00 to 11:00 p.m.
 (band plays various types of music)

\$15.00 per person

ALL tickets sold in advance
 (no tickets will be sold after COB on December 26)

See your Civil Air Club representative for tickets

NO HOST BAR

For those who may wish to spend the night at the
 Northern Lights Inn instead of driving home
 room rates for double occupancy - \$43.00