



Coast Guard Carlift Aids FAA

(See page 9)



ALASKAN REGION

INTERCOM

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

February 15, 1980

2 COVER PHOTO

Coast Guard C-130 loads vehicle for FAA bush station. The cover photo was taken by Bruce Crouse of Logistics. (See Page 9 for detailed story.)



SUGGESTIONS FOR ACTIVITIES YOU WOULD LIKE TO SEE THE CLUB UNDERTAKE IN 1980 SHOULD BE SENT TO TESS SAFKO, AAL-203. THE CLUB IS HERE FOR YOU, SO LET'S HEAR WHAT YOU WOULD LIKE TO DO.

Interesting Items from All Over

MURPHY'S LAW?

Personnel at the Amarillo FSS and AFS were left in the dark recently for about 35 minutes after strong winds broke a powerline (the offices have no backup power, and the emergency lights would not switch on). Firefighters at the airport fire department, called to fight a grass fire--caused by the downed wire--threatening a large hangar, could not get their equipment out of the station due to lack of power to operate the electronically controlled doors. Sector personnel were able to contact the downtown fire department and trucks and crews were dispatched to the airport in time to prevent the spread of the fire to the hangar and fuel storage area. Murphy would be proud to know his law is still working.

* * * *

Richard D. Harbison, Meacham Tower, recognized the identification of a Piper Aztec, taxiing for departure, as a reported stolen aircraft. He confirmed this with the Fort Worth FSS and notified law enforcement officials while, at the same time, successfully instructing the pilot to return to the parking area to check with FSS on his flight. Upon his arrival authorities took the pilot into custody.

MPP Selections

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80-010	Computer Programmer, GS-334-9/11 ZAN ARTCC	Cancel
80-028	ATCS/T, GS-2152-11 FAI TRACON	Franklin Spencer Gerald Garton Michael Stafford
80-034	ATCS/S, (Team Supv), GS-2152-11 KTN FSS	James Yakal
80-054	ATCS/S (Trainee), GS-2152-7/9 ANC TP	Robert Heitkamp Roger Foster
80-064	ET, GS-856-9/11 AF, PDEO, Unit FAI-N	Cancel
80-065	ET, GS-856-9/11 AF, PDEO, Staff FAI-N	Cancel
80-043	SET, GS-856-13 ARTCC ZAN	Jackie France
80-056	ET, GS-856-11 AFD, Planning/Est Br Elect Section, ANC	Cancel
80-068	Accounting Tech, GS-525-6/7 AL-20	Merry Ruben

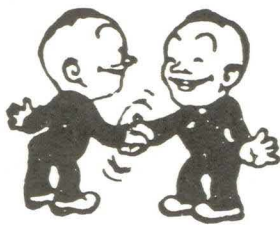
'RAINCHECK' SUCCESSFUL

"Operation Raincheck," now being conducted Monday through Thursday each week at the Anchorage Center is very successful--and probably will continue well into March.

The free "cram course" for pilots provides detailed information on all aspects of FAA air traffic control and answers pilots questions on ATC policies and procedures.

Present courses are full, but there are still openings for later in February and in March.





THE AWARDS SCENE



Monte Larsh (left), Supervisory Electronics Technician, is presented a Quality Within Grade award by Maintenance Operations Branch Chief John Ranspot.



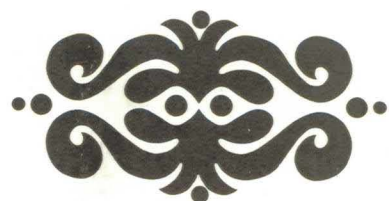
Seated at a Juneau FSS teletype is Scott Haston of Haines High School. Scott spent a week at the Juneau FSS and at Juneau Air Traffic Control Tower under the Rural Student Vocational Program (RSVP). Scott intends to pursue a career in Air Traffic field in the Air Force after high school graduation.



John A. Ferguson (right), Electronics Technician, Bettles AF, was recently presented a Letter of Commendation by Bobby Pedigo, Field Office Chief at Bettles.



Ed Jones (left), Environmental Support Unit, Anchorage ARTCC, recently received a Special Achievement Award from Al Bruck, Chief, Airway Facilities.





TWO OLYMPIC GOLD MEDALS FOR DOUG KEIL

Two gold medals!

That was the triumphant word that came over the phone lines from Doug Keil in Geilo, Norway to his parents, Mr. and Mrs. Don Keil in Anchorage recently.



Doug Keil brings renown to the U.S. team as he receives gold medal in men's giant slalom at Winter Olympics for Disabled in Norway.

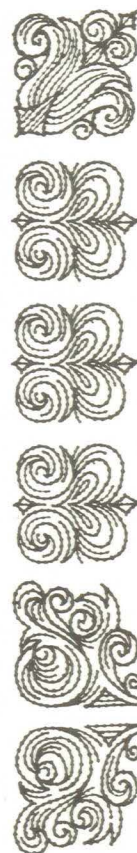
Doug's victory reflected courage and determination to overcome a handicap which might have overwhelmed anybody with less grit. An expert skier despite the loss of an arm and a leg in an accident several years ago, Doug vowed he would compete in the International Ski Olympics for the Handicapped.

He trained at Aleyska Ski Resort in preparation for the meet and also participated in qualifying preparation at a Colorado ski area.

His victory was good news, also, for the Muldoon-Tudor Lions Club which helped to finance his trip to the winter Olympics in Norway.

(INTERCOM carried a photo in the February 1 issue showing William Dolan--AAL-430B--program chairman for the Lions Club--presenting the check to Doug for the trip, with Doug's dad, Executive Officer Don Keil, looking on.)

INTERCOM salutes Doug Keil for being an inspiration not only to others who are handicapped but also to many who, though in good health, may sometimes have a tendency to feel sorry for themselves.



COMMUTER PILOT RULES STIFFENED

The agency has issued a regulation requiring that the pilot-in-command of any commuter airline aircraft have experience in flying that particular type of aircraft before carrying passengers. The new regulation, which takes effect March 1, will insure that commuter pilots are thoroughly familiar with the aircraft they fly and can respond quickly and effectively to emergencies. The FAA action is based on an analysis of the 13 fatal commuter airline accidents last year that showed the pilots involved in four of them had little or no experience in the type of aircraft they were flying. A total of 25 persons died in these four accidents. Under the new regulation, no one may serve as pilot-in-command of an aircraft unless he or she has logged from 10 to 25 hours of flight time in that type of aircraft under the supervision of a qualified check pilot.

**DEPUTY SECRETARY
CONFIRMED**

William J. Beckham, Jr., a former executive with the Ford Motor Company, has been confirmed by the Senate as Deputy Secretary of Transportation. The DOT post is Beckham's second presidential appointment. (See page 7)

REPORT FROM DEADHORSE

With winter making a belated visit to the East and Midwest, FAAers in those areas may find comfort in the fact that it's a heck of a lot colder at the Deadhorse Flight Service Station up on Alaska's North Slope, where all the oil is. FSS Team Supervisor Doyle Riddle says the wind-chill factor drops to 120 degrees or more below zero in the winter, the wind blows incessantly, piling the snow up in huge drifts and

the sun doesn't shine (doesn't even come up) for months at a time. For this reason, the agency rotates employees through Deadhorse, with each FSS team of seven or eight specialists working a 21-day shift--eight hours a day, seven days a week--before returning to Fairbanks for some R&R. Airway Facilities technicians work longer hours but they rotate on a weekly basis. And if anyone wonders how Doyle Riddle and the other Deadhorse regulars got stuck with this assignment, the answer is they volunteered--of course.

**FBI PROBING SABOTAGE CHARGE
AT N.Y. COMMON IFR ROOM**

The FBI is investigating charges involving four controllers and two supervisors in the New York Common IFR Room about alleged irregularities in the handling of an Aeroflot jet carrying the Soviet U.S. Ambassador, Anatoly Dobrynin, on January 18. No charges have been filed but preliminary investigations by FAA and the FBI indicate that one or more persons at the Common I may have deleted the radar data block of the Aeroflot plane as it was approaching New York's Kennedy Airport. As a result, the aircraft was misidentified on radar and given instructions that took it into airspace below the terminal control area. The error was detected, the aircraft was returned to the correct flight path, and landed safely at Kennedy. The incident occurred after PATCO Local 160 had announced that it would not handle Soviet airlines unless specifically ordered to do so by supervisors. PATCO President Robert Poli said, "I wish to deny most emphatically the suggestion in some newspaper stories that PATCO may have been involved in a so-called conspiracy in this incident. PATCO was not involved nor was any of

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AIR TRAFFIC CONTROLLER CAREER OPPORTUNITIES OPEN

On March 17, the Office of Personnel Management (OPM) will begin accepting applications for Air Traffic Control Specialist positions in the Alaskan, Great Lakes, New England, Northwest, Pacific, Southwest and Western Regions, as well as in the Washington, D.C., and San Juan, P.R., areas. April 30 is the application deadline, with testing scheduled for May 31 to June 14. The salary starts at \$13,925, GS-7, and may progress to \$45,126, GS-14. Applicants must pass a written test and show from previous experience or a four-year college degree a potential for learning the controller's work. They also must pass a rigid physical examination before appointment. Those applying for centers and towers cannot be more than 30 years of age. There is no age restriction on the flight service station positions. The announcement, application forms, a list of test locations and additional information may be obtained from any Federal Job Information Center.

DEPUTY CONFIRMED (From page 6)

In March 1977, he was named Assistant Secretary of Administration at the Department of Treasury. Before that, he was Deputy Mayor of Detroit. He joined Ford in 1978 as Manager of Research and Planning in the North American Governmental Affairs Office.

FBI PROBING (From page 6)

its officers involved." If tampering with the air traffic control computers at the Common I is proved, the accused could be prosecuted under Federal criminal statutes that carry a maximum penalty of 20 years in prison and/or a \$10,000 fine. In the meantime, four of the controllers have been temporarily assigned to administrative duties with full pay while the investigation continues.

SF-171s ARE INCOMPLETE

Word comes from the Office of Personnel and Training that employees may be disqualifying themselves from consideration for new jobs by submitting inaccurate or incomplete Personnel Qualification Statements, SF-171 Forms. The Office emphasizes that employees applying for new positions must:

- Sign and date their SF-171.
- Identify the announcement number and position title of the vacancy for which they are applying.
- Describe their experience and qualifications accurately, completely and clearly.
- Attach all required documents.

Employees submitting accurate and complete SF-171s give themselves a chance to run in the race. Those submitting inadequate forms break their own legs before they start.

SPECIALISTS TO MEET ON CIVIL SERVICE REFORM

The Office of Personnel and Training is sponsoring a seminar on the Civil Service Reform Act in Washington headquarters, February 12-14. Personnel specialists throughout the agency will be brought up to date on the latest policy developments and return to their home offices to serve as central sources of information for management and employees. Providing top management's perspective on Civil Service Reform will be Deputy Administrator Quentin Taylor, Associate Administrator for Administration Gene Weithoner, Director of Personnel and Training Don Rock and DOT Deputy Director of Personnel and Training Jon Seymour. Personnel specialists from Washington will brief participants on specific aspects of the reform legislation, such as performance appraisal and grade and pay retention.

HE MET THE TEST OF VALOR

James H. Morse, an air traffic controller at the Kalamazoo Tower, who came to the rescue of a Kalamazoo woman trapped inside a capsized, 30-foot sailboat, has been nominated by Wayne J. Barlow, Great Lakes Regional Director, for the Secretary's Award for Valor.

On October, 28, 1979, Morse and friend Mike Barger, an air traffic controller at Battle Creek's Kellogg Regional Airport, had just loaded Barger's boat on its trailer when the controllers were told a sailboat had overturned and the crew was calling for help. Morse and Barger quickly lowered the boat and raced to the middle of the lake, where they found a twin-hulled sailing craft upside down.

Three of the crew had climbed on top of the hull, but the fourth member, a woman, was trapped inside the cabin. En route through whitecaps frothing from a chill wind, Morse had removed his heavy waders and his shirt in preparation for a rescue attempt. As they pulled alongside the overturned boat, the trapped woman could be heard frantically pounding on the hull. Others arriving by boat moments later, cautioned Morse about the dangers of diving into the rough, cold water. "But when she started pounding, there was no choice," he said. "It would have driven me nuts not to try. I don't see how anyone could just stand there and let her drown."

On his first dive, Morse found the cabin entrance blocked by debris. He made five separate dives to free the entrance, but still could not get in. On the sixth dive, he found an open window off the cockpit and put his legs through to search the area by feel. It was then he felt the shock of the woman grabbing his legs. "I knew she wasn't going to let go, so I pulled her into the cockpit, and then downward and out of the boat." Morse related.

Afterward, the woman said that the water, which had been at shoulder level when the boat overturned, had risen to a point where there was only a few inches of breathing space. During her own attempt to dive out of the cabin she had struck her head against a window, which caused her to become confused and disoriented.

Morse credits his month of Air Force air-sea rescue training for teaching him how to avoid panic during water rescue, and his air traffic training and experience for building confidence. "In air traffic, you're making decisions all the time," he said. "If you make up your mind to do something, you do it."

Kalamazoo and Battle Creek newspapers devoted lengthy columns each to Morse and his rescue. He has also been nominated for the Certificate of Merit Award by the American Red Cross Kalamazoo chapter, and the Flame of Life Award by the Kalamazoo County Safety Council.

Kalamazoo Tower Chief Dennis D. Root, in his nomination of Morse to the Great Lakes Region, stated, "without immediate concern for his own personal safety, James Morse placed himself in a situation similar to the trapped woman, which could have jeopardized his own life, and saved the life of a fellow human being. It's clear that in the absence of Morse's heroic act, the woman may not have survived."

--FROM THE GREAT LAKES REGION INTERCOM

Coast Guard 'Carlift' Aids FAA

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What do you do when you need to airlift a bunch of vehicles out to bush stations and the only aircraft capable of carrying them--the FAA C-123--is at Oke City undergoing maintenance?

Every tough problem has a solution--and FAA Logistics, with a boost from the Director, solved this one.

With 22 vehicles--private and government--backed up waiting to go to such remote points as Cold Bay, King Salmon, Dillingham and Bethel--and the agency C-123 temporarily "laid up"--the dilemma was a tough one.

Rates for chartering an aircraft to move the vehicles had skyrocketed due to increased fuel costs at a time when the region's transportation budget had been slashed drastically. At stake was the agency obligation to transport FAA privately owned vehicles as well as get badly-needed FAA vehicles to bush stations.

What to do?

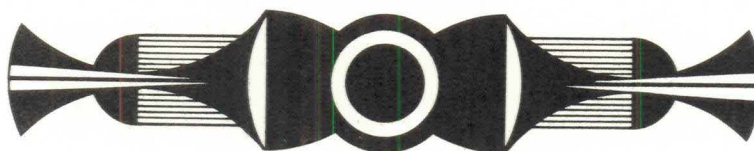
Director Robert L. Faith contacted Rear Adm. Robert A. Duin, Commander of the 17th Coast Guard District, Juneau.

The Coast Guard agreed to give a hand when a C-130 could be spared from higher priority duties such as search and rescue. Soon, the "carlift" got underway; a C-130 piloted by Lt. Cmdr. Al DelGarbino as copilot began the shuttle of vehicles to field stations.



A vehicle being offloaded at Cold Bay. Photo was taken by Fred Fosson at that location.

As in numerous other missions, the Coast Guard and the FAA (both DOT modal entities) are working closely together. And from all of us at the FAA--to all of you at the Coast Guard: a big "THANK YOU!" for your badly needed help.





NOT SO BAD IN RETROSPECT--Middleton Island has a population of thousands of foxes and rabbits but usually no more than a dozen people--all FAA. John Bassler, Air Traffic Operations Specialist, recalls that the bleak communications outpost in the North Pacific happened to be his first duty station many years back. John contends Middleton really wasn't so bad, and to prove it quotes from a letter he received from a former Middleton employee who decided to retire and go live in a remote corner of New Mexico. "After being out here," the employee wrote, "Middleton seems like Times Square."

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YOU GOTTA BE QUICK--Marty Ondra, Team Supervisor at Merrill Tower, will be back to work "as soon as he learns to manage a cast and crutches," reports Ron Barnes, Merrill Tower Chief. Marty broke his right leg in two places and will have to wear a cast for approximately 3 months. How? He was clobbered while refereeing a kids' hockey game.

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"SOMEONE" WATCHED--"Someone must have been watching" the crew and passengers of the Twin Otter which recently landed safely in a swampy area 4.2 miles north of its intended destination--Kenai Airport, according to John C. Arsenault Jr., Chief, Kenai Tower. Says John: "Contrary to reports, the aircraft did not land on a lake but on a tundra drainage. It was necessary for a large tracked vehicle to go to the accident scene and pull a large steel I-beam over the area before the aircraft could take off. Someone was obviously watching over these people because the aircraft landed between two small hummocks and narrowly missed two huge boulders."

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KUDOS--The FAA fire truck and crew recently responded to a house fire at McGrath. The fire had spread to the attic and could not be contained. Although the home was destroyed, the FAA crew was able to save another dwelling about 10 feet away. . . As a community assist the reservation book and key to Bettles' new gymnasium is kept in the FSS for convenient access to the residents. Kudos to Ann Carswell and her employees. . . "Friendly . . . courteous at all times. . . concerned with our well-being. . . highly professional. . . of great help to our pilots. . ." these words were used to describe the Sitka FSS staff in a letter written by Stephen L. Hamilton, pilot manager of the Sitka Branch of Channel Flying Inc., to Robert F. Harik ATD Chief. Congratulations to Chief Homer Sutter and his staff.

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