



ALASKAN REGION

INTERCOM

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
February 29, 1980

'Black Hawk' Flies Alaskan Skies



2 COVER PHOTO

INTERCOM's thanks go to Dick Kauffman, Anchorage FSS/IFSS for providing the cover photo of the UH-60A Army "Black Hawk" successfully tested in Alaska recently for cold weather operation. Tests were conducted at Valdez and Fort Greely under temperatures as low as 46 below. Army photographer SP. 4 David M. Kipp took the picture.

MPP Selections

80-019	ATCS/S, GS-2152-11 ANC FSS/IFSS	Earl Stevenson Claude Welch, Jr. Timothy E. Leary
80-027	SATCS/S, Team Supv GS-2152-11, Sitka FSS	Roger Barr
80-035	ATCS/S, GS-2152-10 FAI FSS	John Berglin
80-054	ATCS/S, GS-2152-7/9 ANC Training Pool	Katherine Arehart Raymond Christensen Daniel Hart
80-063	SATCS/S, Team Supv GS-2152-11, BET FSS	Gerald Dunn
80-072	Supv ASI (AW), BS-1825-14 FAI	Parker Nation
80-040	ASIP, GS-2071, 7/9/11/12 AAL-200	Robert Moore
80-037	ET, GS-856-9/11 AFD, FAI-N-Sector Fairbanks	John F. Meszaros
80-055	SET, GS-856-12 AFD, AKN Sector Cold Bay	Monte Larsh
80-057	ET, GS-856-9/11 AFD, AKN Sector King Salmon	Monte G. Hammond

The Alaskan Region INTERCOM is published weekly for Alaskan Region employees of the Federal Aviation Administration of the Department of Transportation by the Public Affairs Office, AAL-5, telephone (907) 271-5296. The deadline for pictures is noon Thursday the week before publication, copy is due by noon Tuesday the week of publication. February 29, 1979

HATCH ACT

Do's and Don'ts

3

As election year activities increase, employees are reminded that certain partisan political activities in both primary and general elections are governed by the Hatch Act. Agency Order 3750.4, Conduct and Discipline, paragraph 52, contains rules of conduct involving political activity.

You MAY:

Register and vote as you choose in a general election, primary and state caucuses for delegates.

Express your opinion on all political issues and candidates as long as it does not require taking an active part in partisan political campaigns.

Make voluntary campaign contributions to a political party or organization.

Participate in a nonpartisan election either as a candidate or in support of (or in opposition to) a candidate.

Serve as an election clerk or judge to perform nonpartisan duties as prescribed by State or local law.

Lobby for a Constitutional amendment, initiative, referendum, etc., that is not identified with a political party.

Join a political party or organization.

Sign nominating petitions.

Petition Members of Congress expressing your personal views on particular issues.

Attend political conventions, rallies and meetings.

You MAY NOT:

Become a partisan candidate for nomination or election to public office.

Solicit others to become candidates for nomination or election to partisan office.

Campaign for or against partisan candidates or political parties.

Attend a political convention as a delegate or an alternate.

Solicit votes, distribute campaign literature, or drive voters to polls on behalf of a partisan candidate or party.

Collect contributions or sell tickets to political fund-raising functions.

Organize or manage political conventions, rallies or meetings.

Hold office in a political organization or party.

Circulate nominating petitions.

Make campaign speeches or engage in other activities to elect a partisan candidate.

Work at the polls on behalf of a partisan candidate or political party.

Most employees, including part-time and temporary, are subject to these restrictions. Family members or relations are excluded from coverage. The most severe penalty for violation is removal from the federal service and the minimum penalty is suspension without pay for 30 days. If uncertain as to whether or not a particular action you are contemplating would violate the political activity rules, you should present the question to AAL-16, ext. 5367. Obtain a ruling on the matter BEFORE engaging in the activity, since ignorance of the provisions of the law will not excuse you from penalties for violation.



Hats Off to...



SATCS A. Iverson (left), Anchorage ARTCC, is presented a Special Achievement Award by A. J. Kulikowski, Chief, Anchorage ARTCC.



For performance of duties from December 1978 to December 1979, Gordon Meyer (left), Juneau AF, is presented a Special Achievement Award by Hal Guthrie, Juneau Sector Manager.



Airway Facilities Division Chief Al Bruck recently presented a Quality Within Grade Award to Fay Lauver, Facilities and Equipment Fiscal Analyst, AAL-421.

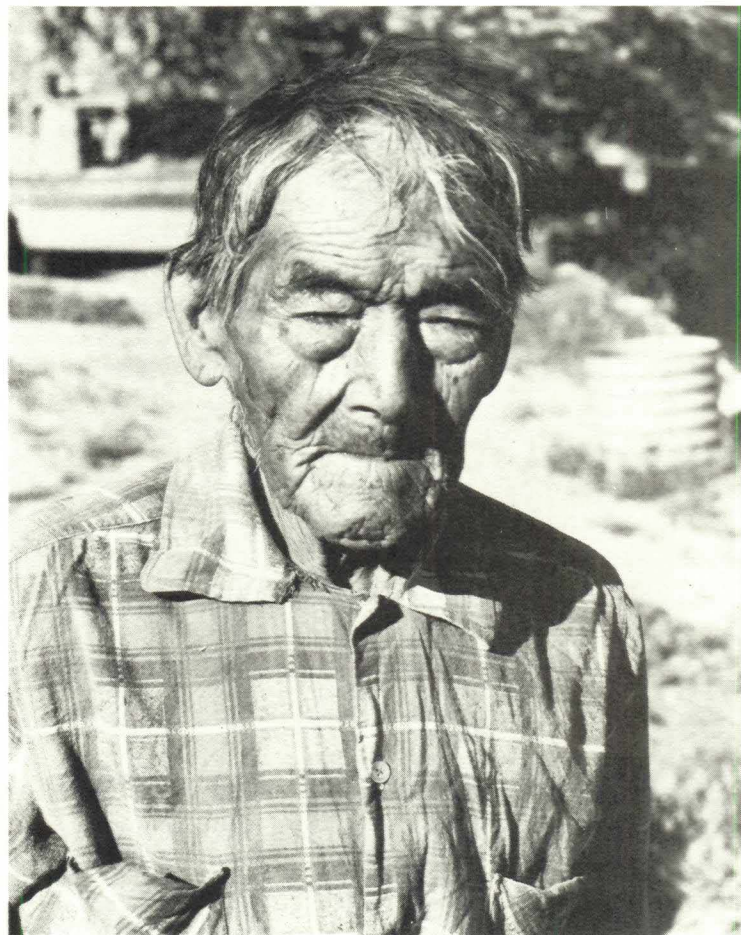


For correcting deficiencies, recurring problems and finding and correcting safety hazards in the Kenai ARSR-3 Radar system, George Muoio (left) and Dick Crowder, Maintenance Mechanics, Kenai Sector Field Office, received Special Achievement Awards.





Jerry Jones (left), Military Liaison Security Specialist (MLSS), Anchorage ARTCC, was recently presented a QWIG by A. J. Kulikowski, Chief, Anchorage ARTCC.



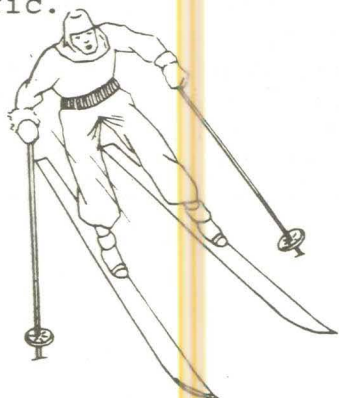
Among FAA "artists with a camera" is Sid Stone, Chief, GADO-1. Sid's absorbing hobby has taken him to many places including the Zuni Indian Reservation in New Mexico where he took this striking photo of one of the tribal elders. Sid commented: "This man was 116 years old and still a tower of strength among his people. He took time out from tending sheep in the fields to let me snap this picture." For camera bugs, the photo was taken with a Mamiya Universal, using a green filter to bring out skin texture.



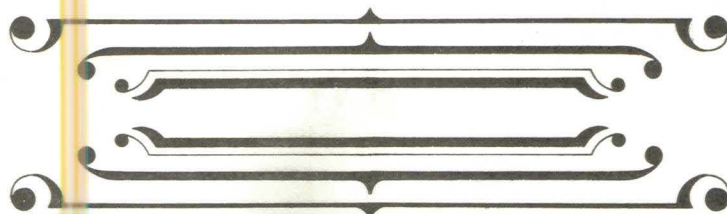
O.K., it's true--a Christmas picture NOW in INTERCOM is a bit behind the times--but we've just received it and those in the picture reflected such good cheer while decorating the GADO-1 office we decided to publish it anyhow. After all--we all need good cheer at times other than Christmas. Shown in the photo, provided by GADO Chief Sid Stone, are (from left to right) Andrea Davis, Corella Pearson, Diane Arnold, Shirley Rodger, Susan Hammond, and Betty Slabaugh.

ALL'S WELL OVER LAKE PLACID

All those horror stories about ground transportation foul-ups at the Lake Placid Winter Olympics prompted Intercom to check with FAA's temporary control tower at nearby Adirondack Airport to see if air traffic has been experiencing similar problems. The answer was an unqualified "no" from tower chief Glenn Broomell. "All in all, it's working out very well," Broomell said after the first week of operation. He noted that traffic in the air and at the airport, unlike the congested surface transportation in the area, was flowing smoothly and without delays. He reported that the longest delay experienced during the first week was a mere 12 minutes. "This was an IFR departure delay," he explained. Although traffic had been a little less than anticipated, he added, it has been almost exclusively IFR traffic made up of multi-engine business jets. "It's going very well," he repeated, "because the guys at the Boston Center have been very cooperative and the guys here with me have been doing an excellent job." The tower will remain open until March 1, to handle the post-games traffic.

**G.A. ACCIDENTS DOWN, AIR CARRIER UP**

Air safety was a mixed bag in 1979, according to preliminary statistics released by the National Transportation Safety Board. General aviation showed marked improvement in virtually all safety measures, but the air carriers experienced a sharp jump in fatalities due to the DC-10 accident in Chicago last May. The 4,238 general aviation accidents last year were six percent under the 1978 figure and the lowest total since 1976. Fatal accidents and fatalities, meanwhile, were the lowest in nine years, with 658 and 1,311, respectively. The air carrier safety record was marred by the Chicago DC-10 crash that claimed 273 lives, making it the worst single airline accident in U.S. aviation history. The total number of air carrier fatalities last year was 353, and that's the third highest figure since the birth of commercial aviation. Total airline accidents also jumped sharply from 24 in 1978 to 33 in 1979. Fatal accidents numbered six during both years.



NAFEC MOVES INTO COMPLEX

NAFEC employees began moving into their new building complex on February 20, two months ahead of the original schedule. Employees in the Terminal System Support Facility (TSSF) lab were the first to take up residence in the new \$50 million headquarters building. Additional units will move over the next several months with all 1,300 employees inside by June. Dedication of the new building is scheduled for the last week of May.

BOND TESTIFIES ON BUDGET

Dealing with the skyrocketing costs of aircraft operations caused by rising fuel prices is one of the major challenges facing the aviation industry and the FAA, Administrator Bond told a Congressional subcommittee last week. On Capitol Hill to testify on the agency's proposed Research, Engineering and Development budget for FY 1981, Bond said the estimated \$8.4 billion in fuel costs for 1980 for U.S. trunk carriers "will probably exceed the total operating revenues of the trunk carriers just one decade ago." That means the aviation industry must build more fuel efficient aircraft and the FAA must eliminate inefficiencies in the air traffic system, Bond told the House Subcommittee on Transportation, Aviation and Communications. Delays at airports from weather and excessive demand are particular problems, he said, and he

cited 34 airports where the number of delays doubled over the last four years, far outstripping the increase in operations at those same airports during that time. To deal with these and other problems will require new approaches, Bond said, including the development of "better and more sophisticated facilities and equipment, both on the ground and in the cockpit." Bond also supported a multi-year authorization for the agency's R&D program as contained in the proposed ADAP legislation. He said: It's important to retain a multi-year authorization scheme so that we can plan a program that has a clear sense of continuity with future funding levels that can reasonably be counted on."

URGENT REQUEST

The International Civil Aviation Organization has an assignment available in Amman, Jordan, for a Civil Aviation Organization and Management Adviser. The initial appointment is for a one-year period with a gross salary of \$38,190 and a tax-free net of \$26,299 with dependents and \$24,298 without. There also are allowances ranging up to \$21,154. Qualifications include a university degree in Public or Business Administration or equivalent professional qualifications, extensive and proven experience in organization and management matters at a responsible level with a civil aviation authority, international organization or air carrier. For additional information, contact regional personnel offices or Marilyn R. Fobbs, API-10, 202/426-3178. Applications must be sent to API-10 not later than March 14.



Ivy's Corner

by Cathy Jenkins

If you're at the Regional Office, I imagine you pass the FAA library a dozen times a day--never giving it a second thought except, maybe, to chat with Ivy or Pati or to look up technical data needed for a specific job. I discovered the end of the rainbow at the Regional library; why don't you check it out?!

Friends await you there; books which can stretch your mind. Try THE MIND BUILDER, a self-teaching guide that could raise your IQ 10 percent.

Or, if you're shy, read THE NEW ASSERTIVE WOMAN. I recommend it highly to men as well as women.

If you're interested in the growth of our nation, THE NEGRO ALMANAC a reference work on The Afro American is a good start. THE JIMMY CARTER DICTIONARY will keep you laughing and laughing and. . .

Visit Ivy's corner; it will help turn your Mondays into Fridays.

MEDICAL NOTES

. Effects of the use of cocaine include constriction of blood vessels, increased heart rate, elevated blood pressure, deterioration of nasal passageways--to say nothing of dread addiction and death.

. Before you trust your scalp to someone, find out who that someone is. Synthetic hair implants leave a battlefield of scarring and infection which often requires hospitalization--even scalp removal.

. During 1977 there were 140,000 emergency room visits as a result of skateboard injuries. The figure for 1978 was 87,000.

. Alcoholism can hit harder at the young. A Danish study of 37 alcoholic men under age 35 showed that 59 percent of them suffered intellectual impairment--brain damage--as well as liver damage. The chilling conclusion: "Disabling intellectual impairment may be the earliest complication of chronic alcoholism and may arise early in the alcoholic career."

Smoking in bed can be **FATAL**

FWP NOMINATIONS

9

In support of the Federal Women's Program (FWP), the Director has announced that 3 nominees have been selected to attend the five day training sessions for professional women in Grades GS-11 to GS-15. This is being offered by the Office of the Secretary.

The selectees for classes to be held in Denver and San Francisco are Lillian Demoski, AAL-55B, Debby Foster, ANC/AFS, and Louise (Mickey) Long, FAI/FSS.

Three Denver

Each division and staff office was requested to submit a nominee for consideration to a committee who made the final selection.

"There were many deserving candidates and hopefully we will be able to offer this opportunity again," said Marcelle Phillips, Women's Program Coordinator. "Participants will gain greater confidence and competence in the managerial process and will have the opportunity to meet with other DOT professionals. A career development plan will be established for each trainee as a part of these workshops. This should prove helpful in mapping personal career patterns."

KUDOS

Jim Jensen, Chief, Yakutat FSS, and Homer Sutter, Chief of the Sitka FSS, were singled out recently for praise by Robert L. Culver, Chief of Flight Standards District Office 62 in Juneau.

Culver commended Jensen for efforts he expended to help FSDO inspectors during the past year. He commented: "Assistance you rendered to Operations and Maintenance Inspectors and to the Accident Prevention Specialist has been invaluable."

Sutter and the staff of the Sitka FSS received kudos from Culver for "efficient help and continuing cooperation that saved my personnel many valuable man-hours and complimented our programs to the benefit of the entire aviation community." Sutter was praised, also, for his work in promoting air marking of towns and villages. That program, said Culver, "is progressing very well and ultimately will save pilots from experiencing embarrassment, injury and possibly even death."





WILDERNESS WISE--Trekking through Alaska's wilderness--on foot, by dog team and by kayak--is getting to be commonplace with Dick Griffith, Civil Engineer in Airports, who leaves March 8 for another of several trips to the Brooks Range. At Bettles, Dick will charter a light plane into Anaktuvuk Pass, then load a sled with 50 pounds of gear and begin skiing down the John River, dragging his sled behind him toward the Yukon--a point he expects to reach in about a month, depending on snow conditions and obstacles. Griffith has criss-crossed the Brooks Range--most of the time alone. Among his other many wilderness exploits: a raft trip down the Green River of Wyoming to Lee's Ferry, Arizona, a distance of 900 miles. A 200-mile, 15-day winter trek on skis from the mouth of the Colville River on the Beaufort Sea overland to Anaktuvuk Pass.

* * * *

THE WILD, WILD NORTH--Recently, according to the Nome FSS, it was necessary to have Alaska State Troopers round up a pony that had wandered on to the Nome Airport runway. Nobody had the faintest idea where the critter came from.

* * * *

MAIL FAMINE OR FEAST--Robert L. Nelson, commenting recently on the uncertainty of the U. S. mails arriving at the Juneau Tower: "This past week reached a high point of absurdity. For the first 3 days of the week, we didn't get any mail at all. Then on Thursday we got enough to fill a wheelbarrow."

* * * *

GO DIESEL--Converting to diesel vehicles might be an avenue to cost-savings that needs further exploration, since it's already so successful. Logistics Chief, Margaret Walker, reports that the diesel truck acquired by the agency last February on a test basis is showing real fuel savings at Palmer where it was dispatched last September. The truck, which averages 3,500 miles per month travels an average of 19 miles per gallon of diesel fuel--8 miles per gallon better than the conventional V-8 gasoline engine trucks. Diesel at Palmer will save an estimated 1,600 gallons of fuel a year, or about \$1,750 in fuel costs. Lower maintenance required is an added bonus.

* * * *



your safety is important in any season