



U.S. DEPARTMENT OF
TRANSPORTATION

FEDERAL AVIATION
ADMINISTRATION

February/March 1991 #91-03

Alaskan Region

Intercom

The Little Red Hen: A Productivity Fable

Reprinted from the
Central Region *INTERCOM*
(many moons ago)

Once upon a time there was a little red hen who scratched about the barnyard until she uncovered some grains of wheat. She turned to the other workers on the farm and said: "if we plant this wheat, we'll have bread to eat. Who will help me plant it?"

"We never did that before," said the horse, who was the supervisor.

"I'm too busy," said the

duck.



"I'd need complete training," said the pig.

"It's not in my job description," said the goose.

"Well, I'll do it myself," said the little red hen. And she did. The wheat grew tall and ripened into grain.

"Who will help me reap the wheat?" asked the little red hen.

"Let's check the regulations first," said the horse.

"I'd lose my seniority," said the duck.

"I'm on my lunch break," said the goose.

"Out of my classification," said the pig.

"Then I will," said the little red hen, and she did.

At last it came time to bake the bread. "Who will help me bake the bread?" asked the little red hen.

"That would be overtime for me," said the horse.

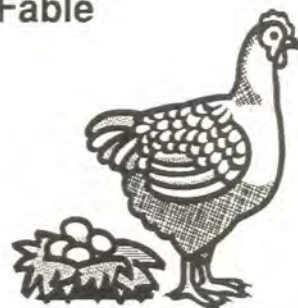
"I've got to run some errands," said the duck.

"I've never learned how," said the pig.

"If I'm to be the only helper, that's unfair," said the goose.

"Then I will," said the little red hen.

She baked five loaves and was ready to turn them in to the farmer when the other workers stepped up. They



wanted to be sure the farmer knew it was a group project.

"It needs to be cleared by someone else," said the horse.

"I'm calling the shop steward," said the duck.

"I demand equal rights," yelled the goose.

"We'd better file a copy," said the pig.

But the little red hen turned in the loaves by herself. When it came time for the farmer to reward the effort, he gave one loaf to each worker.

"But I earned all the bread myself!" said the little red hen.

"I know," said the farmer, "but it takes too much paperwork to justify giving you all the bread. It's much easier to distribute it equally, and that way the others won't complain."

So the little red hen shared the bread, but her co-workers and the farmer wondered why she never baked any more.



This year marks the 50th anniversary of the introduction of the modern U.S. Savings Bond and with it the 50th year of outstanding work by citizens from all walks of life to promote the sale of bonds. The U.S. Savings Bonds Division will celebrate that tradition throughout 1991.



The "Minute Man" adapted from Daniel Chester French's statue of the "Minute Man of Concord" has been associated with the sale of Savings Bonds since 1941. Over the last fifty years it has been used on savings Stamps and Bonds and in untold numbers and varieties of materials to encourage the sale of Bonds.

NOTICE:

SINCE THE PUBLIC AFFAIRS STAFF AT THE FEDERAL AVIATION ADMINISTRATION IS SMALL, THERE ARE TIMES WHEN NO ONE IS IN THE OFFICE FOR SHORT PERIODS OF TIME. SO THAT WE WILL NOT MISS YOUR CALLS, WE HAVE INSTALLED AN ANSWERING MACHINE.

WE KNOW THAT IT CAN BE FRUSTRATING WHEN YOU ARE ON DEADLINE TO GET A MACHINE INSTEAD OF A PERSON. BUT IF YOU WILL LEAVE A MESSAGE, WE WILL CHECK OUR MESSAGES AS SOON AS SOMEONE RETURNS TO THE OFFICE, AND CAN GIVE YOU A CALL BACK WITHIN A FEW MINUTES.

SINCE OUR MISSION IS TO SERVE AND SUPPORT ALL DIVISIONS IN FAA AS WELL AS THE PUBLIC, THIS CONCESSION TO TECHNOLOGY, THOUGH IMPERSONAL, WILL ALLOW US TO PERFORM OUR MISSION.

FAA PUBLIC AFFAIRS STAFF

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

CHRISTMAS GIVING/CHRISTMAS BLESSING

by Joseph F. Woodford, Manager,
Anchorage ARTCC

Among the many blessings that Christmas brings is the opportunity for all of us to give to those who may not be as fortunate as we are.

With the initiator of this Christmas project, ATCS **Tom Lane**, and the employees of the Anchorage ARTCC combining their generosity in the true meaning of Christmas, two local Anchorage families received more than they had hoped for or imagined.

ZAN employees collected over \$600 and an estimated \$250 in gifts. The money was used to purchase items that each family identified as needs. Additionally, both families received a hearty Christmas ham with all the trimmings for dinner.

From toothbrushes and blankets to Teenage Mutant Ninja Turtles and Barbies, everyone was elated by the abundance of gifts that were received.

The children were especially thrilled as Santa Claus made a personal visit on Christmas Eve to deliver the presents. Parents and children alike were thankful to all those who helped make Christmas 1990 more than simply merry.

Because of this year's tremendous success, organizers hope to sponsor other families in years to come.



Nadine, Santa (Mark Kelliher), Brian, and Samuel



Roger, Paula, and Kerston

HELPING YOUNG CHILDREN UNDERSTAND WORLD CONFLICT

Teachers and parents concerned about how to help children during the current crisis in the Persian Gulf appreciate being reminded that young children are at a different cognitive stage than adults and that they organize and interpret information differently. The information children collect about war and peace is changed and adapted to conform to their current understanding of the world. The following characteristics frequently influence the normally egocentric nature of thinking in children under 7:

- * Fears will focus on the child's immediate environment and on that particular moment (my house, my mommy and daddy — today — not so much in the future).
- * Thinking generally will be concrete rather than abstract (bombs and explosions rather than the abstract concepts of peace negotiation).
- * Thinking will have a static nature (incompatible ideas about the world existing side by side — feelings of power and feelings of fear).
- * Cause and effect relationships between events will not take place the same way as they might to an adult (a conclusion drawn that the war on television is related to the sirens outside the house).
- * Categories young children form will often be broad and based on single, concrete characteristics (war in the same category as lightning if the category were "threats to my safety").

As parents and teachers of young children, the most important roles we play are those of observer and listener. Children will tell us by words and actions in their play how they are processing what is happening in the world and what their concerns are. Ask open-ended questions that allow for several responses. This offers the opportunity to find out about children's thoughts and feelings. Listen without judging responses based on adult views. Respond in a way that conveys to the children interest in and respect for their thinking.

After discovering how the child is thinking and feeling, the parent or caregiver can, if necessary, provide support and appropriate information. The information should address the concerns of the child, not those of the adult. It should be expressed at the child's level of understanding. In addition, when giving children information, it is important to reassure them of their safety.

The primary need of the child is often such reassurance about his/her safety. While reassuring children, the further information we provide can help them add new understandings to what they already know and clarify confusions. When a child asks a question or makes a statement for which additional information seems appropriate, the following guidelines might be helpful:

- * Remember that the child will not understand what they hear exactly as it is said, but from what they already know.
- * Point out how the child's world remains secure.
- * Relate time and distance to the child's direct experience rather than miles, clock, and calendar time.
- * Help the child move beyond stereotyped images.
- * Continue to use questions to expand the child's own thinking.





The responsibility for finding solutions for world problems lies with adults, not children. While the goal for parents and teachers is to prepare children to eventually become active participants in the culture, this must be accomplished in a gradual way that respects the need for the child to feel protected by adults. For example, it is important not to overexpose young children to events evolving on television. Parents should make every effort to maintain daily routines and perhaps consider watching the news when very young children are settled into bed for the night. Caregivers

should give the children in their care full attention, conduct normal activities, and discuss adult interpretations of world events when they are with adults and not responsible for young children.

Fred Rogers, host of *Mister Rogers' Neighborhood* for preschoolers and author of parenting materials says, "The least — and best — we adults can do is to let our children know that we'll take good care of them no matter what." King Friday in *Mr. Rogers' Neighborhood* makes a rule after acknowledging that war is

scary: "All children shall be well taken care of in their neighborhood and beyond — in times of war and in times of peace." Daniel Striped Tiger says, "If anybody's scared, I'd like you to know that you'll always have somebody to love you no matter where you are."

Listening, observing, loving, and maintaining routines are the keys to helping young children cope, and are keys to creating environments where children feel free to express themselves and feel safe.



Many of the ideas presented here come directly from the following sources:

Carol Marvel, AAL-16, is the Alaskan Region's Child Care Program Coordinator. Her telephone number is 271-3572.

Peace, War and the Nuclear Threat

Nancy Carlsson-Paige and Diane E. Levin
National Association for the Education of Young Children,
1985.

Reducing Stress in Young Children

Janet Brown McCracken
National Association for the Education of Young Children,
1987.

National Association for the Education of Young Children
1834 Connecticut Avenue, N.W.
Washington, D.C. 20009-5786.

PROUD PARENT CORNER

Louise Franklin, who is an accounts payable supervisor at First National Bank of Anchorage, is the Champion of the Fur Rendezvous fifth annual Ten-Key World Championship Key-Off.

The Ten-Key World Championships was started half-jokingly as a way of recognizing the fastest-fingered calculator operators in Anchorage.

Contestants are given a list of 100 positive and negative numbers, each with nine digits including the decimal place. The first to add the numbers correctly wins.

Louise broke a 3-year second-place streak by cruising through 300 numbers in three rounds without missing a digit. "It feels good! I finally did it," she yelled.

Grand prize was an electronic typewriter donated by The Office Place.

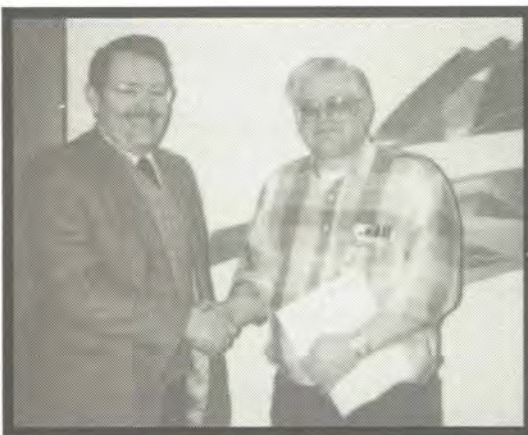
Louise's mother is **Marcia Bolton**, AAL-455.

EMPLOYEE OF THE QUARTER ANCHORAGE SFO

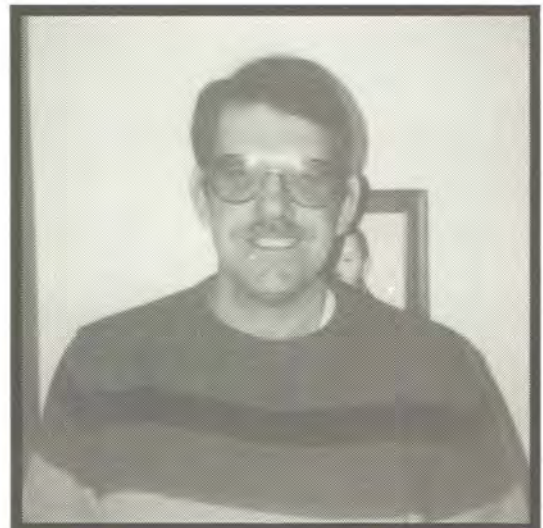


General Supply Specialist **Audrey Campbell**, 4th quarter FY90

LETTER OF APPRECIATION



Ron Cowles (left), ZAN Sector Manager, presented electronics technician **Leon Greenlund** (right) a Letter of Appreciation from **Bob Bransky**, AAL-450, for his assistance in the NARACS Program at the F&E Complex last September.



NAV ET **Leslie D. Kleider**, 1st quarter FY91

TALK TO THE ANIMALS

On December 23, 1990, a Speed Mark flight at Kenai reported striking a moose in the dark on the runway during landing rollout. This is the first report of an aircraft/moose incident at the Kenai Airport.

The left prop of the Twin Otter was damaged, all three blades curled back. The moose is still alive; it was found with its hump shaved, but Fish and Game people said it should live.

Tower Manager **Robert Bevan**, Airport Manager **Randy Ernest**, and **Ted Spraker** of Alaska Fish and Game immediately planned a meeting "to address moose on the airport."

On January 28, the Kenai Airport Manager with the use of Kenai Air's helicopter herded six moose from the airport fenced-in area. Ten moose were known to be on the airport that day.

.....

25 Years



SERVICE PINS

3 Years



Beverly Ryles (left) sector secretary, and **Loren Gilbert** (right), electronics technician, received their 3-year pins from ZAN AF Sector Manager **Ron Cowles** (center).

15 Years



Mark Caldwell (right)

3 Years



Douglas Moehle (right)

Fairbanks FSS Air Traffic Manager **Charles Hallett** (left in above pictures) presents service pins to ATCS **Douglas Moehle** and ATCS **Mark Caldwell**. **Hallett** remarks, "Both **Doug** and **Mark** are valuable assets at Fairbanks ATCT and both are happy to see the increase of annual leave."

Robert Lewis (left), Manager, Logistics Division, receives his 25-year pin from Regional Administrator **Ted Beckloff**

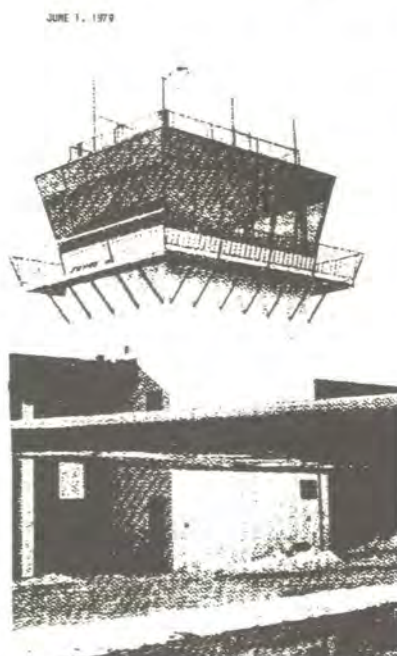
SENATOR MURKOWSKI HONORS ALASKAN AIR TRAFFIC CONTROLLERS

In the *Congressional Record* of January 15, 1991, Senator Frank Murkowski entered a statement recognizing "the contributions to public safety made by a very special group of Alaskan air traffic controllers. These 19 individuals were the ones assigned to staff the temporary control towers set up in Valdez in response to the Prince William Sound oilspill, and in Tanacross in response to last summer's devastating forest fires.

"These air traffic controllers were pulled from their jobs at the Anchorage and Fairbanks airports, and were given the demanding task of managing large volumes of air traffic in areas unaccustomed to such activity. Though it generally takes up to several years to fully learn to manage air traffic at any given airport, the diligent study and professional experience of the controllers allowed them to adapt rapidly to their assigned tasks. The result was a flawless performance.

"During the peak month of the oilspill cleanup, in April 1989, Valdez airport saw a nearly twofold increase in air traffic volume. The over 8,000 takeoffs and landings made at Valdez that month gave the airport a traffic count comparable to those at McCarran Field, Las Vegas, and Orlando International Airport in Florida. These controllers were an essential part of efforts to mitigate the effects of this environmental tragedy.

VALDEZ CS/T



"The portable control tower at Tanacross, AK, was commissioned for only a week in July 1990, but was operational during the most unpredictable and dangerous days of the fire. The controllers managed a large volume of air traffic operating in a small area, and were challenged by both high winds and limited visibility. The controllers themselves were in danger of being trapped by the fire, but continued to man their stations until the last firefighting pilots were returned home.

"...As a direct result of the work of these 19 air traffic controllers, no human lives were lost in air travel during these dangerous times. I hereby offer my deepest thanks to these professionals.

| Name | Assisted | Facility From | To |
|---------------------|----------|---------------|------------------|
| Chuck Hallett..... | TSG TWR | FAI | 7/21/90 7/27/90 |
| Dave Levesque..... | TSG TWR | ANC | 7/21/90 7/27/90 |
| Allen Hoffman..... | TSG TWR | MRI | 7/21/90 7/27/90 |
| Brad Robinson..... | TSG TWR | ANC | 7/21/90 7/27/90 |
| Larry Lescanec..... | TSG TWR | ANC | 7/21/90 7/27/90 |
| Wayne Bates..... | VDZ TWR | REG | 3/25/89 10/10/89 |
| Gene Wehe..... | VDZ TWR | ADQ | 3/26/89 4/27/89 |
| Kevin Haines..... | VDZ TWR | FAI | 3/29/89 4/27/89 |
| Bernie Campau..... | VDZ TWR | FAI | 3/29/89 4/12/89 |
| Doug Coats..... | VDZ TWR | FAI | 4/11/89 5/08/89 |
| John Little..... | VDZ TWR | ANC | 4/25/89 5/30/89 |
| Randy Kline..... | VDZ TWR | FAI | 4/27/89 8/28/89 |
| Kevin Ford..... | VDZ TWR | FAI | 4/27/89 10/14/89 |
| John Brooke..... | VDZ TWR | FAI | 5/5/89 10/5/89 |
| Bob Phillips..... | VDZ TWR | ANC | 5/7/89 9/28/89 |
| Doug Moehle..... | VDZ TWR | FAI | 5/27/89 10/7/89 |
| Curt Faulk..... | VDZ TWR | ANC | 5/29/89 7/15/89 |
| Mark Caldwell..... | VDZ TWR | FAI | 6/20/89 7/24/89 |
| Les Habig..... | VDZ TWR | FAI | 8/23/89 10/14/89 |

"I am committed to help improve communications amongst the diverse cultures of the students and staff members of the Anchorage Schools. Many minority students' education is suffering due to the insensitivity to their needs. Some of the parents are reluctant to approach the teachers for fear that they will retaliate against the students."

—**Vince Casey**, FAA Recruiter, AAL-14D, recently selected to fill a vacancy on the Anchorage School Board. He was a School Board member 16 years ago, also.



ATCS **Michael Crain** completed his Qualification Training and became facility certified at Nome Flight Service Station in the fall. Nome FSS is **Mike's** first duty station as an FPL journeyman ATCS. Air Traffic Manager **Jeff Wheeler** presented him with his ATCS Certificate, FAA Form 7220-1.

THE STRESS DIET

Breakfast:

1/2 grapefruit
1 piece whole wheat toast
8 ounces skim milk

Lunch:

4 ounces lean broiled chicken breast
1 cup steamed zucchini
1 Oreo cookie

Mid-Afternoon Snack:

rest of package of Oreo cookies
1 quart Rocky Road ice cream
1 jar hot fudge topping

Dinner:

2 loaves garlic bread
1 large mushroom & pepperoni pizza
1 large pitcher of beer
5 Milky Ways
1 entire frozen cheese cake, eaten directly from the freezer.

(from *The Anchorage Times*, 8/15/90)



Larry Rodger (center), Transportation Officer, AAL-52E, receives his 30-year pin from Regional Administrator **Ted Beckloff** (left) and Logistics Division Manager **Bob Lewis**.

IN MEMORIAM

Sidney V. Stone, 70, died February 11 at Providence Hospital in Anchorage. He retired from Flight Standards in 1986. **Mr. Stone** started flying at age 16. He began work for the FAA in 1963 and moved to Alaska in 1974 where he worked in Fairbanks, Juneau, and Anchorage. He served as Chief of the Flight Standards District Office in Anchorage for several years. He is survived by his wife, Margaret, two sons Rod and Sidney, a sister, and four grandchildren.



First quarter FY 91 aircraft accident statistics look good. The Alaskan Region had the lowest number of general aviation accidents since before FY 1981. The first quarter air carrier accident total was only one accident more than the record low in FY 1987. The combined air carrier and general aviation accident totals were the lowest since Flight Standards Division started keeping records in the current form in FY 1981.

AS OF MARCH 5, 1991,
THERE WERE 60 CHILDREN
ENROLLED IN THE TUNDRA
TYKES CHILD CARE CEN-
TER.

"We are entering 1991 after one of the most successful years in DOT history. I want to commend each of you for the contribution you have made to that success.

"Our 1991 agenda will require a major commitment from all of us. I have no doubt we will respond to the challenge. I feel very fortunate to have you as colleagues.

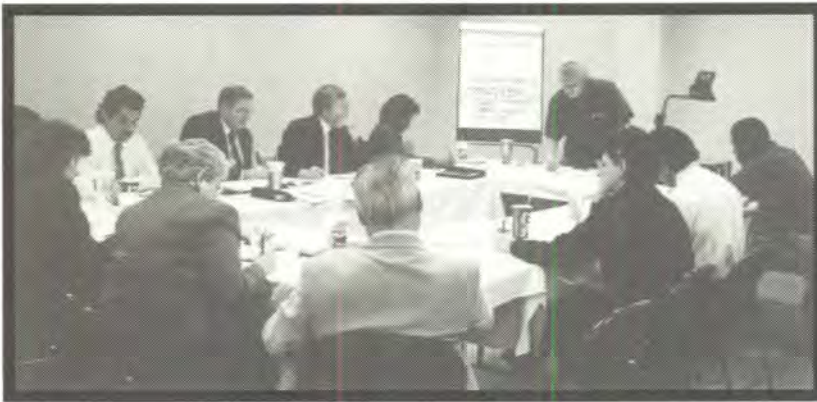
Sam Skinner
Secretary of Transportation

LARRY GRINDROD IS CAP WING COMMANDER

Civil Air Patrol changes command of the Alaska Wing. CAP Col. **Larry Grindrod** has been named commander of the 1,500-member organization with its 25 squadrons and 33 aircraft. During 1990, the Alaska CAP volunteers flew more than 5,000 hours, completing 226 missions. They assisted 25 persons in distress and are credited with saving 17 lives.

Larry, who joined the CAP in 1956, works at the Anchorage Flight Inspection Field Office (FIFO) as supervisor of the Flight Procedures/Inspection Section. His wife **Mary** is the Aviation Drug Abatement Program Manager in AAL-300.

EEO Steering Committee



The establishment of the region's EEO Steering Committee was described in the November 7 Special Intercom on Equal Employment Opportunity and Affirmative Action. The committee has met several times since it was established and is making progress toward the identification of barriers to the attainment of a representative workforce.

The group has analyzed not only the overall representation of women and minorities, but also their distribution throughout all grade levels, and their representation in the supervisory and management ranks. They have examined the factors which discourage women and minorities from seeking FAA employment, and the various avenues available for recruiting and developing these target groups.

The next step for the committee is to identify the most feasible methods of removing barriers to a representative workforce, and finding and developing qualified minority and female candidates.

Terry Alexander
AAL-9



DANGEROUS COMBO Caffeine & Stress

Excessive consumption of foods containing caffeine can add to a person's stress level. Symptoms include nervousness, irritability, chronic muscle tension, insomnia, sensory disturbances, rapid heartbeats, and headaches.

Be aware of the amount of caffeine you consume and approach it with caution. Intake of 200 to 750 milligrams of caffeine daily increases your chances of increased agitation and stress levels. Watch out for these products on the "high caffeine" list:

- 1 cup of drip coffee = 150 mg.
- 1 cup of percolated coffee = 110 mg.
- 1 cup of tea = 46 mg.
- 1 twelve-ounce can of cola = 65 mg.
- 1 cup of cocoa = 13 mg.

Healthier alternatives to these include caffeine-free or decaffeinated coffee, herbal tea, unsweetened fruit juice, and carob products.

Copied from Western-Pacific Region *INTERCOM*

HUMAN AFFAIRS OF ALASKA

(Your EAP Contractor)

Schedule of Upcoming Supervisory Training

Initial Supervisory Training

January 8

February 5

March 5

April 2

May 7

June 4

Refresher Supervisory Training

January 22

February 19

March 19

April 16

May 21

June 18

**All Supervisory Training occurs from 8 a.m. to 10 a.m.
and are held at the Human Affairs office.**

**We are located in the Alaska Energy Building at
4300 B Street, Suite 209, Anchorage.**

Human Affairs provides Supervisory Training at our offices at 4300 B Street, Suite 209, Anchorage, on the first and third Tuesday of most months. For supervisors new to the program, we recommend that they attend the Initial Supervisory Training, and for those supervisors who have been through the training before, we recommend that they attend the Refresher Supervisory Training.

If there are too few supervisors scheduled for a training, we may postpone that training until we have a minimum of 10 people. Also, if we have a need for a second Initial Supervisory Training in a month, we may reschedule the Refresher Training to another date.

Please call Carol Marvel, EAP Manager, at 271-3572 if you have supervisors who would like to attend these training sessions.

WHEN THERE IS A DEATH...

by Jean Pershall, AAL-16B

When there is a death in the family or a fellow employee or FAA retiree dies, most of us do not really know what to do. Although situations differ and we can't address them all, we can cover those involving a current employee and/or retiree.

How to get funds coming in for the surviving spouse and family is always one of the first concerns. Let's face it, money is probably the furthest thing from the survivor's mind until the bills come in, as they will, at the first of the following month.

Death of a Current Employee

If the deceased was on the agency's payroll at the time of death, the supervisor will notify the payroll office, the personnel office, and the Regional Operations Center (ROC) of the death. The notification to payroll stops any pending payments.

Fortunately these notifications also put some other wheels in motion as well as stopping a possible overpayment. AAL-16B (**Jean Pershall**, Employee Relations Specialist) puts together a package of claim forms for the survivor(s) to claim any unpaid compensation, lump-sum annual leave payment, any survivor(s) benefits, and/or Federal Employees Life Insurance. **Jean** immediately notifies the Office of Federal Employees Group Life Insurance (OFEGLI) if the employee had government life insurance.

Jean either contacts the

survivor(s) or, usually on the advice of friends or coworkers, waits for the survivor(s) to contact her. She can either take the claim forms to the survivor(s) or they can come into her office to complete the forms. **Jean** will then send the forms to the correct offices to have them processed as soon as she is furnished certified copies of the death certificate and any other supporting documents (marriage certificate, birth certificates for underage children, or proof of citizenship) required to make a valid claim. If the survivor(s) need assistance with following up on the claim, they are to contact her at 271-5804.

Grief Counseling Available

When an active employee of the agency dies, family and household members as well as coworkers go through a difficult period of grieving. Survivors and coworkers of the deceased employee have access to qualified counselors at Human Affairs of Alaska (HAA) through the Employee Assistance Program (EAP). HAA may be reached by dialing 1-800-478-2812 (outside Anchorage) or 562-2812 (within Anchorage). Employees may contact HAA directly or they may also contact **Carol Marvel**, our EAP Manager, at 271-3572.

Death of a Retiree

Retirees, on the other hand, are serviced by the Office of Personnel Management (OPM). Again, **Jean** should be notified of the death by a simple phone call to 271-5804. Give her some pertinent facts: Civil Service Account (CSA) number,

Social Security number, date of birth, date of death, name/ names of survivors and current addresses and phone numbers. **Jean** will then call the information in to the OPM who will, of course, stop payments to the deceased. Again, this stops any overpayment. OPM will then send the appropriate claim forms to the survivor(s).

Once an employee retires, his or her records are all forwarded to OPM, and the FAA does not have any information that is necessary to assist survivor(s). Also, circumstances may have changed. Life or health insurance may have been discontinued since retirement or names of survivors may have changed through divorce, marriage, or remarriage. A new designation of beneficiaries may have been filed with OPM by the retiree since retirement. Answers to the following questions are available only from OPM:

Are there any survivor benefits; if so, how much?

How much life insurance is left?

Is the health insurance in effect, and how can I make premium payments if there is no survivor annuity payable?

Only OPM knows for sure what has transpired since the retirement date.

Jean can help the survivor(s) complete the paperwork and return it to OPM for processing. Again, she will go to the survivor(s) or they can stop into her office, whichever is easier for the survivor(s).

If you wish more information or to discuss "what ifs," please call **Jean Pershall** at (907) 271-5804.

Quick thinking, care save 5-year-old boy

By ELEANOR YATLIN
Correspondent

BETTLES—On May 28, I took my son Johnnie Lee to Fairbanks from Bettles on Frontier Flying Service. He was very sick.

We left Bettles at 3 p.m. Chief Andrew Isaac Clinic in Fairbanks was expecting us.

About 10 minutes out of Bettles, the pilot, Doug Bratten, reached the highest altitude. Johnnie Lee threw up and was very still. I started feeling for a heartbeat on his wrist and chest. I could not find a heartbeat.

Prior to this I watched him for several days and nights. He had a fever of 103. I felt like I was ready to panic.

There were other passengers on board, Stanford Tanille and his son from Allakaket. Stanford came forward and asked, "How is Johnnie?" I said, "I can't find a heartbeat."

He took over and started feeling for his heartbeat on his wrist, chest and neck.

Doug turned around and asked how was Johnnie doing? I said, "We can't find his heartbeat." Johnnie was very still and pale and his lips were turning blue. I told Doug prior to leaving Bettles the health aides had him on a oxygen tank at the clinic.

He said he would go to a lower altitude and put him on oxygen that was on board the airplane.

I was crying and praying. Stanford grabbed my arm and said, "Eleanor, are you OK?"

I looked at him and thought I want him to take care of Johnnie

and not worry about me. I quit crying and got myself together.

I said, "I'm OK."

In the meantime, Doug attached the oxygen mask to the oxygen on the ceiling of the airplane and handed the oxygen mask to Stanford and Stanford put the mask on Johnnie's nose and mouth.

I kept asking if he felt a heartbeat, and I didn't get any answer.

Doug was gradually going to a lower altitude.

As we flew by the Yukon River Bridge and was about 20 minutes out of Fairbanks, I was watching the plastic bag attached to the oxygen mask. It started expanding and deflating, so I knew Johnnie was breathing again.

As we approached Fairbanks, Doug asked if he should call an ambulance and I said, "It's OK."

Stanford had a car parked at Frontier. He took us to Chief Andrew Isaac Clinic. The doctors checked Johnnie and admitted him to Fairbanks Memorial Hospital. He had pneumonia in his right lung and an ear infection, and the bacteria from his ears got into his bloodstream. He stayed in the hospital for eight days. He's doing great now and has gained all his weight back. He's 5 years old.

I say thanks to my friends and neighbors, and Doug Bratten and Stanford Tanille, for their quick thinking and for saving Johnnie's life.



WAY-TO-GO AWARD

For outstanding service and dedication in the establishment of Tundra Tykes Child Care Center. (Left to right)

Alice Salzman

"Sis" Hill

Carol Marvel

Arthur Lenseth

Grace Davis-Nerney

Jeanette Marshall

Andrew Billick

Not pictured:

Lonnie Brewington

Barbara Heatherington

(Eleanor is the wife of Al Yatlin, the ET assigned to Bethel.)



Administrator's Award for Excellence in EEO

Terry Alexander
AAL-9

Henry A. Elias is one of 28 FAA employees selected to receive the 1990 Administrator's Award for Excellence in Equal Employment Opportunity.

Henry is currently manager of the Air Traffic Division in the Alaskan Region. Alaska's air traffic control system consists of 656 employees and 35 air traffic facilities. He began his air traffic career as a radar controller for the U. S. Air Force and later joined the FAA as an FSS specialist. His career has taken him to assignments throughout the West Coast and Alaska. He has served as a watch supervisor and facility manager in the FSS option, ATC evaluator, project officer, regional office branch manager, assistant division, special assistant to the Regional Director, and division manager.

His commitment to the concepts of EEO and Affirmative Action is reflected in his support of his employees becoming regional facilitators, EEO counselors, and members and officers of the Federal Women's Program and Professional Women Controllers. He supported such outreach efforts as job fairs in local shopping malls and recruiting booths at the Anchorage Fur Rendezvous, Elmendorf AFB Open House, Merrill Field Air Show, and the Alaska State Fair.



As a result of his personal guidance and the emphasis he placed on supporting the advancement of women and minorities, 33 percent of all new hires into the regional air traffic work force during FY-90 were minority or female, and the number of women and minorities in the higher grades (GS-13, 14, 15) in the regional AT work force increased 15 percent over the last year. Fifty-four per cent of the women and minority employees were either permanently or temporarily promoted, or detailed, to staff or supervisory positions.

The 28 award recipients were honored at a formal ceremony in Washington, D. C., on February 25, 1991.

"We are very gratified to have been selected to receive the Administrator's Award for Excellence in EEO. Although we have a long way to go to achieve the goals of the organization and parity with the CLF [civilian labor force], we have had many successes both in hiring and in advancing women and minorities in the workforce. The extra efforts of all AT managers, supervisors, and employees are reflected in these successes, and I will accept the Administrator's Award with full cognizance of these efforts by the entire regional AT team and also the support of our regional HRMD."

--Henry A. Elias

SPECIAL ACHIEVEMENT AWARDS

Dillingham FSS ATCS/S's **Stuart Prisk**, **Donald Graber**, and **Jeffrey Barnes** received Special Achievement Awards from DLG FSS ATM **Kalei Wery** (right in the pictures) for their willingness to take on additional duties and administrative tasks to assist the Air Traffic Manager in addition to performing their regular duties.



Stuart Prisk (left)



Donald Graber (left)



Jeffrey Barnes (left)

PEGGY DON SELECTED BUDGET ANALYST FOR FLIGHT STANDARDS

The selection of **Peggy Don** from the Anchorage Flight Inspection Field Office (FIFO) to be the budget analyst for Flight Standards Division, AAL-210, has been announced.

Peggy began her career with the FAA in Airports Division as a clerk-stenographer in May 1962. She was promoted to Division Secretary for the Administrative Services Division (now Logistics Division) in 1964, transferred to the Legal staff in 1966, and to the Planning Staff in 1967. She worked 2 years, from 1970 to 1972, for the U.S. Marshals Service, returning to the FAA

Airway Facilities Division. In 1973 she transferred to the Flight Standards Division as secretary to the Aircraft Management Branch. From 1975 to 1981 she worked for the Aviation Medical Division as Administrative Assistant, leaving Medical for a promotion to Program Analyst in the Flight Standards Division. She has been with the Aviation Standards National Field Office Anchorage FIFO as an administrative officer since AVN absorbed the aircraft program from the Alaskan Region in October 1982.

Peggy has lived in Anchorage with her family since the early 50's, graduating from Anchorage High School in 1961. Her hobbies include Amateur Radio and collecting cookbooks. She is married to Kenneth M. Don, who is in the construction trade in Alaska. They have one daughter, Donata Rae.

ON-THE-SPOT AWARDS



Computer systems specialist **Phil Freitag** (left) received an On-the-Spot Award from ZAN Data Unit supervisor **Dan Fogar** for implementing the software and data bases into the Hewlett Packard 1000 System.

Steve Lynd (left), computer systems specialist at ZAN AFS, was presented an On-the-Spot Award by **Dan Fogar**, supervisor of Data Unit, for his efforts in implementing the software and data



ATTENTION YOUNG ARTISTS

Youngsters with an artistic flair can win national recognition for their talent by entering the 1991 International Aviation Art Contest, sponsored by FAA and the National Aeronautic Association in cooperation with the Federation Aeronautique Internationale.

The deadline is fast approaching. Entries must be post-

marked by April 11 and received by the Regional Aviation Education Officer by April 15.

The contest is open to all children between the ages of 5 and 16, including children of FAA employees and other contest sponsors.

This year's theme is "*Modern Explorers of the Air*."

Winning art work from the United States will compete internationally for gold, silver, and bronze medals. Certificates of recognition will be given by the FAA and NAA to all U.S. winners.

Contest rules and entry forms are available from the Public Affairs Office, AAL-5 (Mary Lou Wojtalik, 271-5293).



3351 Arctic Blvd.
Anchorage, Alaska 99503
Telephone: (907) 561-6229
Telex: (200) 26-371
Fax: (907) 561-7120

October 12, 1990

Proletarskaya Street, #12
Magadan, USSR 685000
Telephone: 2-38-21
Telex: 145112 OSVZ
Fax: 2-38-65

Mr. Hank Elias
Air Traffic Division Manager
FEDERAL AVIATION ADMINISTRATION
Box 14, 222 West 7th Ave.
Anchorage, Alaska 99513-7587

Dear Mr. Elias:

I would like to take time to thank your Nome Flight Service people for the assistance they gave me on August 25th 1990.

We left Anchorage eastbound on August 11th for an around the World trip in a Lockheed Jetstar (L-329) and flew to Yellowknife, Frobisher, Keflavik, Warsaw, Budapest, Prague, Ostrava, Moscow, Novosibirsk, Yakutsk, Magadan, Nome and Anchorage. When out of Magadan enroute to Anchorage we encountered headwinds instead of the forecast tailwinds and would have been on minimum fuel for Anchorage. After passing Anadyr we decided we would have to land in Nome for Immigration, Customs and fuel. After several attempts through the Gambell repeater we made contact with Nome west of Provideniya at 06.37 hrs and landed at 07.21 hrs (44 minutes).

The Nome FSS operators contacted Chick Trainer, US Immigration, Jim West Jr. for fuel all between 10.37 and 11.00 PM and when we arrived at the airport, both Chick and Jim were standing at the aircraft. We were cleared, fueled and and back in the air in approximately one hour. The fastest turn around on our around the World trip. Our average turn around on this trip was around two hours even with several days of prior notification.

In closing, again I would like to thank you and your Nome FSS personal for ~~there~~ courteous and helpful assistance, and what a pleasure to land in Nome after this trip.

Sincerely,
SVZAL J.V.

Ron Sheardown

cc: Nome FSS
Chick Trainer
Jim West Jr.

FAAer WINS AT JEOPARDY!

Jerry Standlee had almost given up on a chance to test his mental prowess on TV's "Jeopardy!" quiz show.

Three years ago, when he worked for the FAA in Amarillo, Texas, the "Jeopardy!" crew was in town scouting out possible contestants. **Jerry** passed the test. His name was

added to a potential candidate list, but he never got a call from Hollywood.

Then this fall, while attending a convention in Los Angeles, he called the game show again, took the test again, and was put on another list.

Three weeks later he was in Hollywood on the show.

Jerry, an 8-year veteran of the agency who works at the Ft. Worth Automated Flight Service Station, came out on top 4 days in a row and won a total of \$22,500.

The shows aired nationwide in early January.



**Ellis McElroy (left) and
Charlene Derry , AAL-4**

"Just give us a chair, a wastebasket, and
a phone, and we'll get the work done."

During the recent rearrangement of the "front office" and
their acquisition of new systems furniture, it was "business
as usual" under adverse conditions.



**Donna Skiles (right), AAL-2a,
and Marian Courtney, AAL-52B6**

RECOGNIZING CHEMICAL DEPENDENCY

Drug abuse costs business and industry billions of dollars annually. These costs are attributed to worker's compensation, lost productivity and health care. But many managers are unaware of how pervasive substance abuse is in the work force. Less than two percent of the CEOs report it as a problem in their company. Yet statistics show that 10 to 23 percent of all workers are involved in daily drug usage. A user is 16 times more likely to be absent from work. And 47 percent of all industrial accidents have been attributed to alcohol abuse alone. A manager's job is to recognize the signs of possible abuse and refer the employee to an employee assistance program or to outside treatment.

Signs Of Possible Chemical Dependency

Signs of abuse include decreased job performance, absenteeism, tardiness and unreliability. Job performance problems can mean missed appointments, sloppy reports, failure to follow up on work and an apathetic or hostile work attitude. A chemically dependent employee's motivation will drop, and perhaps memory lapses or mood swings may occur.

Such an employee

creates a safety problem for everyone because chemical abuse affects vision, balance, coordination and other motor skills. The employee is not as alert, has slower reaction times, uses poor judgment and takes unnecessary risks. This can cause accidents from the improper use of equipment and injuries from hazardous wastes, falls or fires.

A chemically dependent employee's life is often in upheaval because of the abuse. Marital problems, uncontrollable children, and financial worries may add to the problems at work.

Signs Of Alcohol Abuse

Physical indications of drinking are alcoholic breath, bloodshot eyes, slurred or incoherent speech and irregular walking or muscle movements.

Try and observe the suspected employee in social or business situations where alcohol is avail-

able. Watch how much is drunk and note any personality changes. At work, be alert to whether the employee often leaves the work area for unexplained periods of time.


Signs Of Cocaine Abuse

Cocaine is highly addictive, is easily concealed and gives workers the false impression that they can do their jobs better and faster. Occasional use can cause a stuffy or runny nose. Chronic snorting can ruin the nostril linings and cause eczema around the nostrils.

A chronic user experiences behavioral changes, has difficulty sleeping, is irritable and may become depressed or feel inadequate. Injecting cocaine increases the chances of getting infection, hepatitis or even AIDS.

Signs Of Marijuana Abuse

Symptoms of marijuana use are red- dened eyes, talkativeness and a voracious appetite. Occasional users may exhibit poor judgment, an inability to concentrate, heightened perception, a sense of euphoria and a distorted sense of time and space.

Chronic users have low energy levels and occasionally experience panic attacks, delusions, or hallucinations. 



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Through the Employee Assistance Program (EAP), qualified counselors are available at Human Affairs of Alaska (HAA) to assist employees in matters regarding marital and family stress, legal and financial problems, difficulties centering on children, alcoholism, drug abuse, mental health, and care of the aged.

HUMAN AFFAIRS OF ALASKA

562-2812 within Anchorage

800-478-2812 outside Anchorage