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HISTORY MARCHES ON

Regional Administrator Frank Cunningham turns over final collection of FAA historical photographs and negatives to **Patricia Wolfe**, Director, Anchorage Museum of History and Art.

(Story on Page 2)

HISTORY MARCHES ON

About 5 years ago, we at FAA recognized that we had many photographs of local historical interest, and that these photos were in essence being lost to users due to lack of identification and organization. **Warren Mitchell**, an FAA employee at ZAN ARTCC, voluntarily began to index and organize these records. The Anchorage Museum of History and Art expressed an interest in housing and maintaining these photo files, so we obtained approval from the National Archives and Records Service to donate them to the Museum. Several boxes of materials were transferred from the FAA Public Affairs Office to the Museum in 1986. The transfer of the remainder of the collection was delayed because of the death of **Mr. Mitchell**.

We recently conducted the final transfer of photographs and negatives to the Museum, along with the index as far as **Mr. Mitchell** had prepared it before his death.

We are very pleased that the Museum has agreed to be the repository for our FAA photos and to make them available to the members of the public who are interested in the history of aviation in Alaska.

intercom:

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If you have questions, suggestions, or complaints, please call the Editor at 271-5293.

QUEST FOR CHAMPIONS

FAA is looking for top aviation education boosters in and out of government and industry who have made major contributions to aviation education.

The agency will bestow honors on individuals, groups, and organizations who have made outstanding efforts to foster aviation education of students, educators, parents and the general public.

Called the "FAA Administrator's Championship Awards for Excellence in Aviation Education," they will be given in several categories with both regional and national winners.

Nomination forms may be obtained from **Ivy Moore** (AAL-5, Phone: 271-5169), your aviation education coordinator in the Alaskan Region. Entries must be submitted to her by February 15. Award categories include:

*State aviation officials.

*State education officials. Any state official may be recognized for his or her program of conducting a successful, statewide aviation education program.

*Communities.

*Industry associations.

*Business entities. An aviation industry association or a private sector business entity may be considered for this award.

*Educators. Any educator for a public, private or parochial school or college who either teaches aviation education as a discipline or uses it to enhance the teaching of traditional subjects. There are eight awards in this category for the following levels: grades K-3, grades 4-6, grades 7-9, grades 10-12, vocational technical schools, community colleges, undergraduate colleges or universities and graduate colleges or universities.

*Individuals. Any individual may be considered for this award.

*Youth organizations or programs.

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NEW FACES IN NEW PLACES

The end of 1988 and beginning of 1989 found a number of FAA employees changing their place of residence. The following folks have recently transferred within the FAA organization:

Gene Emery (ATCS/Dev) and his wife, **Yvonne**, moved from the Anchorage area where **Gene** had been an Air Traffic Assistant at the ZAN ARTCC to the Bettles FSS. **Gene** will be eligible for promotion to full performance level upon completion of his facility training.

Randy Rogers moved from his position as ATCS at the Sitka FSS to his new job as Air Traffic Manager at the King Salmon FSS. **Randy** has been with FAA for 10 years and has experience at several Alaskan Region "Bush" facilities.

Eugene Armstrong, FAA Maintenance Mechanic from Little Rock, Arkansas, has joined the environmental crew at the Nome FSS.

Judy Hickey departed from her position as Aviation Clerk at the Juneau FSDO office to join the Airway Facilities Division in Anchorage as a Clerk/Typist.

Julius Wery, ATC/S at the Dillingham FSS, has been selected for the position of ATCS at the Kenai AFSS.

Wanda Kirk moved from the Anchorage FSS to take over as Branch Secretary for the Operations, Procedures, & Airspace Branch in the Air Traffic Division.

Ron Cowles has reported to the ZAN ARTCC as the Airway Facilities Sector Manager. Previously, **Ron** was Manager of the Facilities Establishment Branch.

David Champion, Computer Programmer at ZAN ARTCC, accepted a new position as the Assistant Manager for Automation at the Kenai AFSS.

ATCS **David Allred** was selected to fill a journeyman's position at the Anchorage FSS. **David** previously was located at the Nome FSS prior to his move to Anchorage.

Clara Steiner from the Terre Haute AFSS has been selected to take on the responsibilities of Air Traffic Control Specialist at the Anchorage FSS.

John Haynes, Training Specialist from the Anchorage FSS, has moved over to the Anchorage Center.

George Reynolds left the hustle and bustle of King Salmon to take over as the new Supervisory Electronics Technician at the Sector Field Office in Juneau.

Joe Waterer, his wife **Karen**, and their four children have relocated to Nome where **Joe** has been assigned to the Nome FSS staff as an Air Traffic Controller. Up until this time **Joe** has worked at the ARTCC as an Air Traffic Assistant. **Joe** and his family should be settled into Nome just about in time for the 1989 Iditarod dogsled race. Get ready **Joe,** hotel rooms in Nome are scarce and "acquaintances" suddenly refer to themselves as "old friends of the family" when they discover you might have an extra bed in your house during the grand finale of the Iditarod.

Steve Maddox departed from his FAA position in Helena, Montana, to accept the job as a Maintenance Specialist in the Flight Standards Division. Welcome aboard, **Steve**.

Jimmy Ford has been selected as the new supervisor in the Electronics Technician Navigation Communication Unit at the South Alaska Sector Field Office in Anchorage. **Jimmy** previously worked at the Kenai SFO as an Electronics Technician. Congratulations on the move upward, **Jimmy**.

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OUR HEROES

It's time to applaud some of our FAA people who have really gone that extra mile to help their fellow man.

Our Nome FSS personnel figured prominently in recent search efforts for two overdue hunters in that area. **James Cook** (ATCS) flew his Cessna 310 with **Jim Miller** (ATCS) as an observer, while **Wendell Wassmann** (ATM) flew the Civil Air Patrol DH-2 during the search. When the hunters were finally located, **Homer Hoogendorn** (ATCS) and **Lawrence O'Connor** (ATCS) were on duty at the inflight positions in the Nome FSS. They carried out the necessary coordination with the Alaska State Troopers to arrange the pick-up of the hunters. These rescue efforts were particularly significant since the surface temperature in the search area was nearly -40 degrees. Time was definitely a matter of essence on this one.

Craig Sutphin, one of our controllers at the Bethel Tower, was the pilot-in-command of a Civil Air Patrol aircraft that located a 23-year-old Quinhagak snowmobiler who had been missing for 2 days. The weather conditions at the time of the search were -25 degrees with a wind chill of -50 degrees. **Craig** was able to direct ground personnel to the man's position. The victim was returned to Quinhagak and reported in good condition.

Craig certainly deserves a free cup of coffee from that snowmobiler after his outstanding efforts in such cold conditions.

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Courtney (Stu) Prisk (ATCS, Dillingham FSS) put in a long day and night not too long ago when he helped to douse the flames that were destroying one of Dillingham's oldest landmarks. **Stu** is a voluntary firefighter and Emergency Medical Technician for the Dillingham area. That is why he spent nine and a half hours fighting the flames from the Commercial Company building that shot 50 feet into the night sky.

The three-story wood structure was located in downtown Dillingham. It was the original trading post back in the 1920's, and has gone through an evolution of being the town's post office, hotel, brothel, tavern, gambling house, eating establishment, grocery store, and warehouse.

The fire was so extremely dangerous to battle because it was located next door to a storage area containing over 300,000 gallons of gasoline and diesel fuel. More than 500,000 gallons of water later, the fire was extinguished and no one was hurt.

Our "Man of the Hour" -- **Courtney (Stu) Prisk**.

RSVP PROGRAM

A Letter of Appreciation was recently presented to **Joshua Andrews**, a Haines, Alaska, high school student, who had been participating in the RSVP program at the Juneau Flight Service Station.

The RSVP program attempts to promote local hire in Alaska by providing the opportunity for rural high school students to obtain work experience related to their vocational objectives that cannot be obtained in their rural communities. The students are then encouraged to seek employment and/or higher education in Alaska after high school.

It currently costs each school district $300 per student to participate in RSVP. This money is used to help pay for transportation and housing costs.

FAA SAYS THANKS TO ITS EMPLOYEES

A number of service pins were presented recently to our employees at FAA. They are as follows:

Don Neros (ATCS, Sitka FSS) -- 30 years.

David Peterson (ET, ZAN-AF) -- 25 years.

Dennis Simantel (Communications Unit Supervisor, ZAN-AF) -- 30 years.

Gary Near (ATC, Merrill Tower) -- 30 years.

Claudia Hoversten (Systems Accountant, Financial Mgt. Div.) -- 15 years.

Jean Yount (Lead Actg. Tech., Financial Mgt. Div.) -- 15 years.

Dave Champion (Automation Specialist, ZAN ARTCC) -- 15 years.

Charlie Williams (North Alaska SFO Maintenance Mechanic) -- 15 years.

All of us thank these people for their hard work and dedication to FAA, and we hope to see their faces here with us for a long, long time.

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GROUP AWARD

A Group Special Achievement Award was recently presented to several Flight Standards, Legal, and Word Processing employees. The idea for the awards was initiated by **Tom Westall** (AAL-200) to recognize an outstanding team effort which led to resolution of a situation critical to public safety. Receiving the award were:

John Hallinan, Aviation Safety Inspector, AAL-200
Robert Christensen, Aviation Safety Inspector, AAL-200
Alfred James, Aviation Safety Inspector, AAL-200
Eddie Thomas, Attorney, ASO-7, (while Acting AAL-7)
Garrison (Gary) Russell, Aviation Safety Inspector, FSDO-03
Delinda Wall, Attorney, AAL-7
Jean Mahoney, Paralegal Specialist, AAL-7
Pauline Steffy, formerly Lead Editorial Assistant, AAL-61 (now at ZAN AFS)
Walter (Dick) Mahl, Aviation Safety Inspector, FSDO-03
Jerome Schiller, Aviation Safety Inspector, FSDO-03

We congratulate each of these men and women and we thank you for your hard work and dedication.

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PEGGY & JACKIE GO TO ATLANTA

Peggy Smith (Manager, AAL-420) and **Jackie Holland** (AAL-14D) attended the nationwide Airway Facilities Supervisory Identification and Development Program (AF-SIDP) meeting held this past fall in Atlanta, Georgia. **Jackie** is the Regional Human Resource Management Division SIDP Manager, and will be responsible for the SIDP program implementation in the Airway Facilities Division.

The program seeks to identify and develop high-quality, first-level supervisors through an improved identification/assessment, development and training process for candidates. SIDP began as a pilot program in the Air Traffic organization, and is currently in various stages of development and implementation throughout FAA.

The AF-SIDP will be implemented in phases. March 1989 begins Phase I, which will cover first-level supervisory headquarters positions. Phase II is expected to start October 1989 when the AF-SIDP will be expanded to two "lead" regions -- New England and Central, and will target first-level AF supervisors. AF-SIDP plans to go nationwide in Phase III, which tentatively is set for October 1990.

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SANTA STOPS AT DILLINGHAM FSS

STOP! DO NOT PERMIT ANY CHILD UNDER THE AGE OF 90 TO READ THIS ARTICLE! IT COULD BE HAZARDOUS TO THEIR BELIEF IN SANTA CLAUS.

A joint community effort took place in Dillingham last month that will be remembered by many little munchkins for a long time.

MarkAir hosted a Christmas party for the community of Dillingham that was attended by over 150 children. Of course no Christmas party would be complete without a visit from Jolly St. Nick. Not being one to disappoint the children, **Jeff Barnes** (ATCS, DLG FSS) donned his Santa suit and pillows and had just about everybody convinced that he just flew in from the North Pole.

Santa Claus alias **Jeff Barnes** & friends.

Later on that same day 39 third-grade students from Dillingham Elementary School visited the Flight Service Station for a tour. Even though **Jeff** gave it his best shot as Santa Claus, there were several children who recognized the real **Jeff**.

Santa's helpers were not only in Dillingham. They also were seen at the Kotzebue FSS. **Roger Dube** (ATCS) did his part as make-believe Santa for the children at the community day care center, while **Dwight Kramer** (ATCS) helped the Lions Club annual effort to purchase and deliver over $6,000 worth of toys and clothing to over 80 needy children in that community.

We are certainly proud of these men giving up their time and energy to help spread a little peace on earth and good will to men, women, and children.

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AIR CONTROLLERS RECEIVE AWARDS

Seven air traffic controllers, who established and operated a temporary air traffic control tower at Beaver last summer during the height of the firefighting season, were recently presented awards by **Henry Elias** (Manager, Air Traffic Division) on behalf of FAA.

Letters of Commendation and specially designed plaques were presented to the following personnel at an awards luncheon held at the Fort Wainwright NCO Club:

Charles Hallett, ATM, FAI ATCT
Thomas Risdal, ATCS, FAI ATCT
SSG William Hughes, U.S. Army
SGT Randal Alumbaugh, U.S. Army
SGT David Henderson, U.S. Army
SGT Tod Schlomann, U.S. Army
SGT Anthony Radovich, U.S. Army

We are proud of all these men for the great job they did out there in what appeared to be the middle of nowhere. It was hard work, under difficult conditions. The men lived in Army tents, ate combat rations, had no running water and only lean-to roofs over their tower equipment. Not exactly "Home Sweet Home."

Air traffic controllers from left to right are: **Sgt Henderson, Tom Risdal, Chuck Hallett, Sgt Anthony Radovich, Henry Elias** (AT Division Manager) **Sgt Schlomann, Sgt Alumbaugh, and SSG Hughes**.

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IMPACT '88 SPACE MANAGEMENT INITIATIVES

Space, the final frontier. To boldly go where no man has gone before.

Look out! The space over the Accounts Control Branch in the Regional Office's Financial Management Division was invaded during the Christmas holidays. While **Ron Gledhill** was away from his desk one day, his ceiling space was fully decorated with a Christmas tree and all the trimmings -- even presents "under" the tree. The unique thing about the tree was the fact that it was secured upside-down from the ceiling.

Jean Yount and **Ann Roberts** seemed to have been the ringleaders over the other members of the Accounts Control Branch for this invasion of **Ron's** space. They all have been lovingly nicknamed the "Space Cadets" of FAA, and have created an entire new realm of space utilization for all FAA offices to consider.

"Space Cadets" are from left to right: **Ron Gledhill, Dan Goodstein, Terry Saldana, Alpha Valdrow,** and **Dorothy Blackwell.**

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WHO SAYS FAA FOLKS ARE NOT GOOD SPORTS

We have some FAA employees who are not only good sports, but they are real "Hall of Fame'ers."

Dick Griffith, a Civil Engineer in our Airports Division, was recently mentioned in the Alaska Sports Hall of Fame section of the Anchorage Daily News. **Dick** had crossed the Brooks Range from Barter Island to Anaktuvuk Pass, which is considered a classic in wilderness travel. Later he gained notoriety as the oldest competitor in several of the Alaska Wilderness Classic footraces across all kinds of remote terrain.

Rumor has it that **Dick** is now training for the Iditaski race to take place in February from Knik to Skwentna and return. Three cheers for **Dick!** We all are rooting for you.

Also in that same edition of the Alaska Sports Hall of Fame is a photo and mention of **Mia Costello**, daughter of retiree **John Costello**. (**John** used to work in the Air Traffic Division.) **Mia** is now a junior at Harvard. She holds 17 senior and age-group state records and two Alaska high school records in swimming. She and one other swimmer from Fairbanks are the only Alaskans ever to qualify for the U.S. Olympic Swimming Trials. **Mia** finished eighth in the 100-meter breaststroke during the 1985 Senior Nationals.

We all join **John** in the pride he must feel for the outstanding accomplishments of his daughter.

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AND THE WINNERS PLEASE

A number of special awards have been presented to our employees since our last newsletter.

Bronze ulus were presented to **Joseph Martin** and **Lee McCaw**, both ATCSs at the Anchorage FSS, for their Combined Federal Campaign contribution. The bronze ulu was a special award reserved for those persons who donated over $300 to this very worthwhile program. Our hats off to **Joe** and **Lee**.

Ricky Koch (Electronics Technician Trainee, North Alaska AFS) was presented an On-the-Spot Award for his assistance in preparing the sector training needs program.

Tom Doherty (Maintenance Mechanic, Yakutat FSS) graduated from a National Guard Primary Leadership Developmental Course at Fort Richardson, was awarded the Army Achievement Medal, and was selected as the honor graduate from that course. We commend **Tom** on his outstanding performance.

Fred Sam (Technician-in-Depth, South Alaska SFO) received a $100 On-the-Spot Award for his efforts in completing a final draft of a NARACS User's Manual.

Frank Price, AT Manager, (left) presents **Mike Moravec** (ATC, Anchorage ARTCC) with a Special Achievement Award for his work in developing area rating examinations. **Mike** also provided "How to Develop Test Guidelines" for the ZAN training department.

Arthur Cummings, ZAN AMPS, (left) presents **Linda Kellen** (Secretary, Airway Facilities) an On-the-Spot Award for her assistance with the graphics work during the annual program review process.

Ben Haynes (left) is presented an On-the-Spot Award by **Larry Giles**, Asst. Air Traffic Mgr., ZAN ARTCC, for his voluntary effort in assisting Airway Facilities personnel in a recent move. **Ben** is an Automation Specialist at ZAN ARTCC.

Fred Keller, Fred Ninger, and **Ron Aikens** each received an On-the-Spot Award from **Larry Giles**. The quick action by these three air traffic control specialists allowed the Anchorage Center controllers to continue tracking an aircraft in distress until it landed.

MOVE OVER COLD BAY -- YOU'VE GOT COMPANY

The Cold Bay grizzly bears have become just about as famous as the Chicago Bears. We have seen articles in several publications (including the January 2 issue of "Aviation Week & Space Technology") about our big furry friends who like to tear siding off buildings and to use our monitor antennas to scratch where it itches. Talk about persistent! Mr. Bear made another hit on our Cold Bay VOR during the end of November.

Well, not to be outdone, the polar bears of Barter Island have now rubbed out the Visual Approach Slope Indicator boxes that make up part of the Distant Early Warning (DEW) Line. Although this equipment is located at an Air Force site, the FAA is responsible for its maintenance.

So our FAA folks will find the heaviest parkas that can be found, and perhaps a big gun loaded for bear, and head for Barter Island. Let's hope they can get in and out of there without our carnivorous neighbors noticing their presence.

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PAY RAISE in the NEW YEAR

JANUARY 1989 GENERAL SCHEDULE PAY CHART*

	1	2	3	4	5	6	7	8	9	10
GS-1	$10,213	$10,555	$10,894	$11,233	$11,573	$11,773	$12,108	$12,445	$12,461	$12,780
2	11,484	11,757	12,137	12,461	12,601	12,972	13,343	13,714	14,085	14,456
3	12,531	12,949	13,367	13,785	14,203	14,621	15,039	15,457	15,875	16,293
4	14,067	14,536	15,005	15,474	15,943	16,412	16,881	17,350	17,819	18,288
5	15,738	16,263	16,788	17,313	17,838	18,363	18,888	19,413	19,938	20,463
6	17,542	18,127	18,712	19,297	19,882	20,467	21,052	21,637	22,222	22,807
7	19,493	20,143	20,793	21,443	22,093	22,743	23,393	24,043	24,693	25,343
8	21,590	22,310	23,030	23,750	24,470	25,190	25,910	26,630	27,350	28,070
9	23,846	24,641	25,436	26,231	27,026	27,821	28,616	29,411	30,206	31,001
10	26,261	27,136	28,011	28,886	29,761	30,636	31,511	32,386	33,261	34,136
11	28,852	29,814	30,776	31,738	32,700	33,662	34,624	35,586	36,548	37,510
12	34,580	35,733	36,886	38,039	39,192	40,345	41,498	42,651	43,804	44,957
13	41,121	42,492	43,863	45,234	46,605	47,976	49,347	50,718	52,089	53,460
14	48,592	50,212	51,832	53,452	55,072	56,692	58,312	59,932	61,552	63,172
15	57,158	59,063	60,968	62,873	64,778	66,683	68,588	70,493	72,398	74,303
16	67,038	69,273	71,508	73,743	75,473	76,678*	78,869*	81,060*	82,500*	
17	76,990*	79,556*	82,122*	82,500*	83,818*					
18	86,682*									

Find your pay: This chart shows the new pay scale including the 4.1 percent increase in base pay that recently was signed into law for most Federal employees. An estimated 5,000 "other" Federal workers won't get the raise. They include members of Congress, Federal judges, and other top government officials. The asterisks on the chart denote that although the 4.1 percent is included in those yearly rates, the salaries of those employees are limited by Congress to $75,000. That limit could be raised next year if Congress tackles possible salary increases for itself and other top-level government officials.

WASHINGTON REPORTS

Federal Employee Winners: In addition to the 4.1 percent pay boost effective January 1, there is other legislation in the mill that will benefit Federal employees.

*The Federal Employees Liability Reform and Tort Compensation Act makes the government the sole defendant in suits against employees performing their duties. The Supreme Court ruled in January that employees were immune to prosecution only when using decision-making discretion, which exposed most rank-and-file employees to lawsuits for negligence.

*The Federal Employees Health Benefits Amendment Act permits employees who leave the government to retain their health insurance at their own expense for up to 18 months. It would also continue coverage up to 3 years for dependent children and former spouses.

*The Federal Employees Leave Transfer Act, familiarly known as the Leave-Sharing or Leave Bank bill, authorizes a government-wide, 5-year program for donating annual leave to co-workers facing medical or family emergencies and would establish three leave banks, which permit anonymous donations. Provision for sick leave donations was deleted from the bill. Under FAA's experimental program, there have been 50 recipients and 1,169 donors.

*In the Miscellaneous Revenue Act is a modification to the Windfall Elimination Provision, which reduces the first-tier amount of self-earned Social Security benefit that a federal annuitant may receive. The revision reduces from 25 to 20 years the amount of SS-covered work required to escape full reduction, which would be 40 percent of the earned benefit.

Commuter Airline Safety Report: Setting up self-evaluation programs to help commuter airlines' top management monitor compliance with safety regulations would be a major step toward improving the quality of this fast growing segment of commercial aviation.

That's one of the recommendations stemming from FAA's recently completed in-depth inspection of 35 commuter carriers.

The study discovered serious management problems at some carriers. In the next few months, FAA will meet with the airlines to discuss inspection results, help them set up self-evaluation programs, and make other changes.

The most serious findings reflected a lack of management knowledge of, and experience with, complex commuter air carrier regulations, and a substandard adminis-tration of training and deficient aircraft inspection programs.

FAA Administrator Allan McArtor emphasized that the report's conclusions do not apply to all operators. FAA inspections found some commuters fully complying with safety rules, but others require "significant improvement."

The report said many commuter problems stem from the "rapid growth of the commuter industry and the transition to larger, more complex aircraft with which existing management is not knowledgeable."

Since airline deregulation 10 years ago, commuter passenger traffic has skyrocketed from 12.9 million in 1980 to 27.2 million in 1987.

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Tougher Airport Security: High tech explosive detectors are on the way. High tech machinery, capable of detecting explosives on airplane passengers and in baggage, is on the way after years of intense research and development.

The devices use chemical and electronic techniques.

Last summer, the agency awarded an $8.4 million contract for five operational models of a new "thermal neutron analysis" detection system. The first of the machines, manufactured by San Diego based Science Applications International Corp., will be delivered in mid-1989. They will be placed at five airports around the country.

The new system is the result of more than 3 years of FAA-sponsored research and development. Extensive airport testing has shown that it can quickly and effectively screen checked baggage and air cargo for all types of explosives.

The thermal neutron analysis system -- called TNA for short -- emits a continuous flow of low-energy neutrons that pass through the luggage or air cargo and interact with chemical elements in explosives. The device measures the gamma rays produced by this process and then triggers an alarm.

All functions are performed automatically, helping to eliminate human error -- a primary goal of the agency's civil aviation security research and development program.

Two TNA prototypes have examined more than 40,000 pieces of luggage at airports. With continuing improvements to the system, it achieved a 95% detection rate with only a 4% false alarm rate.

The TNA equipment can scan one piece of luggage every 6 seconds, leaving no detectable residual radiation in the luggage or its contents.

FAA also completed a week-long test in mid-October of another explosive detecting device at Boston's Logan Intl. Airport. Several thousand passengers walked through the device which "sniffs" the air for explosives. Test results show the machinery performed reliably.

Here's how it works: A passenger steps into a booth while a vapor analyzer takes an air sample, analyzes it, determines the type and amount of explosive material and displays the information on an operator panel.

Using a variety of technologies, the machine has the ability to determine chemical properties in the air. It is designed to detect a full range of explosives and was developed under an agency contract totalling about $4 million over the past few years.

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First Convictions: Two Florida pilots have been convicted in a DOT crackdown on pilots who have failed to report drunken driving and drug convictions on their medical certification forms. Since last September, 39 pilots and flight instructors from Florida, Colorado, and Utah have been indicted for falsifying records. More indictments are expected in the 50-state investigation.

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LLWAS Update: The remaining eight Fairchild-Weston Low Level Windshear Alert Systems (LLWAS) have been installed at airports. The last one to go on line was in mid-December at Dayton, Ohio. The phase II, six-sensor improvement includes a new, faster computer with more storage, improved windshear microburst algorithm and new circuit boards at remote sites. Other recent installations include: Los Angeles, Knoxville, Mobile, Birmingham, Washington, Cincinnati, and Jackson.

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Safety Top Priority; An instrument-rated pilot, regional transportation chief and partner in a prestigious Chicago law firm was tapped by President George Bush as Secretary of Transportation.

Samuel K. Skinner, 50, was selected to take over the reins of the position previously held by Jim Burnley. Skinner said he was "challenged and humbled" by the nomination. He also went on to say that "Safety must be our first priority."

Skinner was a senior partner in the Chicago office of the international law firm of Sidley & Austin. Since 1984, Skinner has been board chairman of the Regional Transportation Authority of Northeastern Illinois -- the country's second largest public mass transit system. Previously, he co-chaired Bush's 1980 Republican presidential nomination bid, and throughout 1988, he was Bush's state campaign director. He holds a private pilot's certificate and likes to fly.

Some highlights of Skinner's career are:

*After receiving an undergraduate degree in accounting from the University of Illinois in 1960, Skinner served as an officer in the Army from 1960-61; he is an honor graduate of the armored officer's course at Ft. Knox, KY.

*From 1961 to 1968, he worked in the data processing division of IBM Corporation and was one of only three of the company's outstanding salesmen nationwide in 1967.

*In 1966, he received a law degree from DePaul University where he was a member of the law review.

*Skinner joined Sidley & Austin after serving 9 years in the office of the U.S. Attorney for Northern Illinois. From 1968 to 1975, he held positions of assistant and first assistant to U.S. Attorney, later Governor Thompson.

*He received the Department of Justice's Outstanding Service Award twice and was appointed U.S. Attorney in 1975 by President Gerald Ford -- the first time a career prosecutor had been named to the post in the Northern Illinois District.

*As U.S. Attorney, Skinner served on white-collar crime and advisory committees and was named by President Ronald Reagan as vice chairman of the President's Commission on Organized Crime.

*He has also been named one of 10 outstanding young citizens by the Chicago Junior Chamber of Commerce and outstanding alumni at DePaul University.

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FAA DISTRIBUTES VIDEO CASSETTES

No, it's not the latest MGM blockbuster or Steven Speilberg's newest hot item. These are videos that you can actually learn from. They are PG rated -- that stands for Personal Growth.

AAL-17 has distributed 1/2" video cassettes of Dr. Gregory May's presentation, "Accountability, Commitment and Teamwork" and is in the process of distributing 3/4" videos. For those offices that did not receive copies, there is a copy available in AAL-17 for checkout.

In order to aid employees interested in applying for positions in the U.S. Virgin Islands, Southern Region has developed a "Virgin Island Indoctrination" video cassette. It is available for checkout in AAL-17.

Paul Steucke (AAL-5) has copied "Off the Air", two half-inch video tapes about the grand State of Alaska. He has placed copies of this video in the FAA Academy and CMD video libraries to encourage students and employees to apply for positions in Alaska. If you know of employees who are interested in transferring to Alaska, suggest to them that they take a look at these videos.

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Richard Kutz (left) and **Peggy Smith**, Acting AAL-400, (right) present **John Fischback** (center) with a retirement plaque in recognition of his 38 years of federal service, 17 of which have been with FAA.

Henry Elias (center) presents ATCS **Steve Hubbert** (left) and ATM **Earl Scott** with their Air Traffic Certificate and Special Act Awards. These presentations were in recognition of **Steve** and **Earl's** outstanding performance that earned them the National Flight Assist Award of 1987.

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TO PARK OR NOT TO PARK -- THAT IS THE PROBLEM

by Alice Salzman, AAL-58A

Several instances have been observed in the Anchorage Federal Office Building parking garage where people are away for extended periods of time, on leave, training, etc. At this time, they are not using their parking space, and unauthorized people are parking in them. We want to bring to your attention Order AL 4665.1B, paragraph 8d which states:

> "If at any time an assigned space will not be used by the employee/carpool due to vacation, TDY travel, etc., it is requested that Real Estate and Utilities Branch, AAL-58, be notified. This will permit AAL-58 to make temporary reassignment of the space."

PLEASE NOTE: The Federal Protective Officers are becoming more stringent in ticketing unauthorized cars that are parked in the garage.

If you have any questions about the parking garage, please contact **Alice Salzman** at 271-5848.

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MANY THANKS

My thanks to all of you who participated in the leave transfer program. Your generous donations of leave allowed me to accompany and be with Roger in San Antonio, Texas, during his prolonged cancer treatment without the additional burden of financial hardship.

Also, my thanks to those of you who remembered us with your cards, letters, telephone calls, and flowers.

FAA is truly an organization of special and caring people who do the nicest things that mean so very much during such a personal emergency.

Pat Pearson, AAL-58B

NEW CIVILAIR CLUB OFFICERS ELECTED

With the new year also comes a new roster of officers for the CivilAir Club in FAA. Many thanks go to the outgoing officers for their efforts during 1988. If you cross paths with any of the people in the picture below, you might give them a pat on the back:

left to right: **Robie Strickland** (past President), **James Burton** (past Vice-President), **Christine Morgan** (past Secretary), **Dan Goodstein** (past Treasurer)

The new officers for 1989 are looking forward to a busy and rewarding year with the CivilAir Club. You might offer a congratulatory handshake to the following new officers:

left to right: **Frank Austin** (Vice-President), **Hilda Elias** (Treasurer), **Hal Eward** (President). **June Hardin** (Secretary) was unavailable for the photo.

As long as we are talking about the CivilAir Club -- did you know that both the CivilAir Club and the Civil Air Credit Union (now FEDALASKA) can attribute their beginnings to the FAA organization? Yep, in 1946 a fellow by the name of **Robert (Bob) T. Williams** came to Alaska to work for the Civil Aeronautics Administration as a personnel officer. **Bob** noticed a certain lack of cohesiveness among the various office divisions in CAA and decided to do something about it. He sat down one evening with two other CAA employees, **Frank Berry** and **George Karabelnikof**, and wrote the by-laws for what is now the CivilAir Club. This club became the model program for similar employee social and recreational groups at many of our remote field activities. It became known for its human relations efforts such as participation in the former "Employee Mutual Benefit Plan," in which money was collected and used to assist survivors of a deceased employee. It also pioneered a sponsorship of new employees program, blood bank efforts, loan kits that contained household items that were necessary to start off a newly arrived family in Anchorage, etc. The loan kits were particularly important to new employees in Alaska because household goods many times took months to reach Alaska from the Lower 48.

The credit union concept was a logical follow-on to the CivilAir activities. **Bob** put the wheels in motion by enlisting the aid of the Manager at the Credit Union Bureau in San Francisco. While the CAA group was trying to come up with the initial $100 application fee for the credit union, **Bob** escorted the manager to Elmendorf Air Force Base. By the end of the meeting with the Elmendorf people, an application had been formulated, the $100 had been paid, and the first Federal credit union in Alaska came into existence on November 24, 1948.

It was now possible for new hires in Alaska to borrow cash and establish credit while they were awaiting that first paycheck. Many people's lives were changed by the mere presence of the credit union in their community.

It is interesting to note that Alaska USA has become a worldwide organization, and one of the nation's largest credit unions; and FAA personnel had a major role in its creation.

The FAA CivilAir Club is open to all employees of the Alaskan Region FAA and their families. Memberships are $2.00 for one year or $20.00 for a lifetime membership. You can contact your nearby CivilAir rep or any of the officers for membership applications.

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WELCOME BACK TO THE FOLD

We are happy to report there are three former FAA employees who have recently returned to the FAA family. Welcome back to --

Deborah Moak, who returned to the South Alaska Sector Field Office in Anchorage where she now is a Relief Electronics Technician with us.

Dale Hughes, who is now working as an Electronics Technician at the Sector Field Office in Juneau. **Dale** previously worked with us in Wrangell for several years.

Rose Ivey, who has been selected to fill a permanent position in the Materiel Management Branch as a General Supply Specialist. **Rose** previously worked at SA-AFS and the Logistics Complex.

We are happy to have these people back with us. WELCOME!

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NEW KIDS ON THE BLOCK

Welcome to a great organization to the following new people who have joined FAA:

Jeanette Stoneham is the new Secretary for the South Alaska Sector Technical Support Staff. **Jeanette** came to us from the Department of Labor, OSHA, in Rhode Island. What a giant move for **Jeanette**, coming from the smallest state to the largest state in the Union.

The Bethel Tower staff welcomed two new trainees from Fairbanks last month. **Mike Carroll** and **Don Kent** have settled with their families into their new homes in Bethel.

Rick Davidson, ATCS, Developmental, entered on duty last month at the Anchorage FSS from the FAA Academy. **Rick** will be at the facility for approximately 3-4 months, after which he will be assigned to the Cold Bay FSS.

Catharine Benedictsson has joined us as the Supervisor of the Hazardous Materials/ Safety staff within the Airway Facilities Division. **Cathy** worked with the U.S. Army at Fort Richardson prior to her arrival at the regional office. She has had a great deal of experience in handling hazardous waste abatement programs, and should be a real asset to our programs. Welcome to the family, **Cathy**.

Sharon Ross recently started her FAA career as a secretary at the Fairbanks Airport Traffic Control Tower. **Sharon** has lived in Alaska for 6 years, so she is not exactly a cheechako. We predict that **Sharon** will move up that ladder of success as she puts that degree from Indiana University to good use in the future.

Charles L. Werner departed from his position as Area Supervisor at the Quincy FSS in Illinois to take over the job of Air Traffic Manager at the Kotzebue FSS. **Chuck** has been with FAA for 6 years and has experience at the Rockford FSS, Milwaukee FSS, and Green Bay AFSS.

We welcome all these new faces around the FAA offices, and we wish them the best of success in their new careers.

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Richard Kutz, Asst. Sector Mgr., (left) presents **Ken Lively** (Electronics Technician, Anchorage Center) an On-the-Spot Award for **Ken's** efforts in solving an interference problem between the two Kenai RCAGs.

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WE APPRECIATE YOU

We have a big group of people who were appreciated even more than usual this past month by way of Letters of Appreciation, Letters of Commendation, or plaques. Congratulations to the following people on their recent achievements:

Bill Schmidtman (AAL-13C) spent a great deal of time and effort to secure the return of funds that had been withheld from Federal employees over the past few years as a result of an inappropriate procedure used to determine their cost of living allowance in the Anchorage area. **Bill's** perseverance in correcting this error provided benefits to thousands of employees and earned him a Letter of Appreciation from **Frank Cunningham**. Those of you who cashed those refund checks this past December should say a great big thanks to **Bill** for all his efforts on your behalf.

left to right: **Frank Cunningham** and **Bill Schmidtman**

Susan House (ATCS, Anchorage FSS) received a Letter of Appreciation for her hard work in serving as the CFC keyperson at the Anchorage FSS.

Engracia Limon (Secretary, AAL-60) and **Rheta Johnson** (Management Analyst, AAL-60) both received Letters of Appreciation from **Ken Smith** (AAL-9) for their support in the maintenance of his office during the absence of him and his staff.

Alex Iliev (ATCS, Yakutat FSS) was presented a Letter of Appreciation for the extra efforts he contributed to the facility during the past 6 months.

Robert Wastell (ATCS, Yakutat FSS) received a Letter of Commendation for the excellent service he has provided to the Yakutat FSS.

Doug Haralson (ATCS, Yakutat FSS) was the recipient of a Letter of Commendation for his outstanding performance as Acting Air Traffic Manager during **Wil Smith's** absence.

Wil Smith (Air Traffic Manager, Yakutat FSS) received a Letter of Appreciation for the cooperation and coordination he provided during the research of a special project.

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LATEST NEWS FROM THE CENTER FOR MANAGEMENT DEVELOPMENT (CMD)

by Sandra Ward, AAL-17A

As of January 1, 1989, the Leadership Development Program, Phase I (LDP-1), formerly the Supervisor's Course, has been shortened from 99 to 76 hours of classroom training. The classes will begin on Monday at 8:00 a.m. and end at noon on Friday of the second week. The change is the result of student critiques, instructor feedback, and program management evaluation for the six classes.

With the shortening of the LDP-I, the Center for Management Development has added six additional classes scheduled for the second and third quarters. It is expected that this will reduce the backlog of supervisory selectees who are awaiting training.

LDP-II (formerly the Supervisory Course, Phase II) will also be experiencing a change in class length from two weeks to one and a half weeks in length. These changes in class length will permit more flexibility in scheduling of supervisory training.

For more information and questions, contact **Sandra Ward**, AAL-17A, at 271-5372.

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WELCOME TO THE WORLD

We want to welcome a couple bundles of joy that have greeted us over the past few months.

Timothy (Mat) Worker and his wife, **Chris**, are proud new parents of a handsome baby boy. Little **Wesley Deitrich Worker** came into this world the last week in November. Welcome to our new little FAA member.

Mary (Janece) Wilson, ATCS, Anchorage FSS, is certainly dedicated to her job. She returned to work only 6 days after having a beautiful baby girl. We hear that **Janece** and her husband **Dennis** (who we might also add is an ATC at the Center) received a lot of help from their co-workers when it came to suggesting names for this new little **Wilson**. Fortunately for this little girl, **Janece** and **Dennis** didn't take the suggestions and called her **Jillian**. Congratulations!

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STICKS AND STONES CAN BREAK YOUR BONES, BUT SNOW, HOME, AND VOLLEYBALL CAN KILL YOU

Thank goodness their injuries were not that gruesome when **Jo Ann Thomas** and **R. Lee McCaw** (both ATCSs, Anchorage FSS) took recent falls and both of them broke a wrist. Just for the record, **Jo Ann** broke hers first.

Lee was out skiing when the fates decreed him to take a spill and break his bones. Not one to be discouraged over a broken bone or two, **Lee** was back on the ski slopes a week or two later -- cast and all.

Bob Wastell, Yakutat FSS ATCS, ruptured his Achilles tendon while playing volleyball at the local gym. He is scheduled to be in a cast and on crutches for at least 6 weeks. It's a good thing this all happened after **Bob's** trip to Anchorage in November. Otherwise he might not have been able to carry back to Yakutat those three, still warm, **Round Table pizzas from the "big city"** if he had to juggle them along with crutches. We might also add that **Bob** was selected to move over to the Juneau FSS, and is in place over there at this time.

We hope **Jo Ann, Lee,** and **Bob** have a speedy and painless mending process.

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MEDICAL NOTES ON ALZHEIMER'S DISEASE

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

We think it is appropriate to start the new year with a disease starting with A. It is a disease that we are hearing more and more about as more people face dealing with a family member who has Alzheimer's.

Alzheimer's Disease is still a little-known disorder of the brain which causes loss of memory or serious mental deterioration. The name is taken from Dr. Alois Alzheimer, who treated a patient with a brain disorder in 1900. He was 51 years old at the time. In 1906, he began to refer to this disorder as Alzheimer's Disease. Until recently, it was believed that people under age 65 developed this illness. However, new laboratory techniques have revealed that the same changes in the brain also occur in persons 65 or older. It is now estimated that 2.5 million middle-aged and older Americans have this disease.

You frequently hear someone say, "I must have Alzheimer's Disease" because they have forgotten something. This trait has probably occurred in almost all of us at one time or another. The true symptoms of Alzheimer's are gradual. If the person becomes more and more forgetful and changes in mood, appearance and behavior occur, it should be noted and medical attention sought. There are many patterns in the type, severity and sequence of mental changes in this illness. The symptoms are usually progressive, but there is a great variation in the rate of changes from person to person. Most common are long periods with little change. The development stages of this illness are hard for the patient as well as for his or her family. The course of the illness becomes a source of deep frustration for those afflicted as well as for the family members.

It is not known what causes Alzheimer's Disease. It affects the cortex of the brain, resulting in the formation of plaques and neurofibrillary tangles. These are seen at autopsy. Within the same family there may be an additional increase in its occurrence -- up to four or five percent. Many times only one member of a family is affected. Research continues on the causes. Some clues indicate that the disease may be viral, immune processes and biochemical disturbances. The actual cause is still unknown.

What to do when faced with this disease?

The prevention or cure of the disease is not known. Medical care can relieve many of the symptoms while proper guidance can assist the person and family to cope with this illness. It is necessary for the Alzheimer victim to seek the care of a physician. Sometimes tranquilizers can lessen agitation, anxiety and unpredictable behavior. Medication often will improve sleeping patterns. Activities should be maintained at as normal a level as possible. This will help the affected person as well as other family members. Support groups are a big help in coping with this disease.

Some anticipated problems to expect will be high levels of stress, worry over financial matters and wills that should be attended to, and concern for any other legal activities. Family members need to have some time off from the continued care of the affected family member.

We have some handouts on Alzheimer's Disease in our office. The Alzheimer's Disease Family Support Group also can offer support to those who need it. I will leave the "A" disease with this quote from Emerson Pugh, "If the human brain were so simple that we could understand it, we would be so simple that we couldn't."

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HOW COLD WAS IT?

Most "Tonight Show" fans will recognize the audience response to Johnny Carson's introduction to a joke about cold weather. The CivilAir Club wants you to answer the question, "How Cold Was It?"

We know "ya got a million of 'em" out there, all you FAA employees and retirees. So send in your stories about experiences you have had with the cold, snow, and rain while working in Alaska. We are looking for stories about the past and present. They can be funny, trying, or even a record-breaking event.

All materials collected will become the property of the CivilAir Club. Club members hope to develop a project to organize these stories into a pamphlet or small book that can be sold by the club members to raise funds for annual programs and scholarships. The materials will not be used for any other commercial purposes without the permission of the contributor.

Items can be sent to **Frank Austin**, AAL-4, 222 West 7th Ave., #14, Anchorage, AK 99513-7587. Each item should be easy to read (typed if possible) and bear the name/address/phone number of the contributor. We look forward to hearing from you.

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A LONG TIME AGO IN A LAND FAR AWAY

by Donald T. Keil, Jr., AAL-2

In a time when we are considering child care services, one of the early stories in Alaska comes to mind. The story was told at an FAA retiree occasion some 15-20 years ago. There once was a station manager at Northway, Alaska, who with his wife would occasionally journey to the United States via air along the Alaska Highway. This couple had a Stinson (station wagon) aircraft, and they had two children. The station manager related that as they were flying the highway and as the children would get rambunctious and unruly in the back of the aircraft, he and his wife would calmly climb to 10,000 or 12,000 feet until the kids fell asleep again. In this way they tolerated the flight down the highway until at the end of the day, they would stay in a roadside motel and then proceed on their journey climbing intermittently to 12,000 feet!

If there are any of you FAA retirees who have similar little vignettes you would like to share with others, drop a line to your friendly INTERCOM Editor at AAL-5B for inclusion in the next publication.

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THIS "WATCHDOG" DOES THE OPPOSITE OF TAKING A BIG BITE OUT OF ALASKAN BUDGETS

The next time someone complains to you that the FAA is just a watchdog organization, lay some of these figures on them!

In FY 1988 the State/Federal Airport Improvement Program approved 31 grants to various communities in Alaska totaling $35,435,848. These grants included items such as:

Airport reconstruction at Alakanuk -- $2,070,554

Acquisition of land for new airport in Wasilla -- $2,343,750

Airport pavement in Klawock -- $1,609,688

Runway reconstruction in Nome -- $2,800,000

And the list goes on and on for 27 more items -- all benefits to the people of Alaska.

So next time someone complains that DOT and FAA are just watchdog organizations -- just remind them not to bite the paw that feeds them.

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BLACK History MONTH 1989

"The foremost purpose of Black History Month is to make all Americans aware of this struggle for freedom and equal opportunity. It is also a time to celebrate the many achievements of blacks in every field, from science and the arts to politics and religion. It not only offers black Americans an occasion to explore their heritage, but it also offers all Americans an occasion and opportunity to gain a fuller perspective of the contributions of black Americans to our Nation. The American experience and character can never be fully grasped until the knowledge of black history assumes its rightful place in our schools and our scholarship."

The above quotation was taken from a Proclamation on National Black (Afro-American) History Month signed by **President Ronald Reagan**.

The theme for the celebration of Black History Month in 1989 is, "The Role of Afro-American Churches in Economic, Political and Social Development at Home and Abroad."

Chris Williams, our EEO Specialist in the Civil Rights office is planning the following activities on February 6 in recognition of Black History Month:

RUBEN JACKSON will present information on the significance of Black History Month. Join him in the Executive Dining Room of the Anchorage Federal Office Building cafeteria at 11:30 a.m. on February 6.

TRIVIA QUIZ -- A Black History trivia quiz will take place in the Executive Dining Room of the AFOB following the presentation by **Ruben Jackson**.

Activities are scheduled to begin at 11:30 a.m.

ART DISPLAY -- There will be an Afro-American art display in the atrium of the Anchorage Federal Office Building all day on February 6.

Chris is currently searching for appropriate pieces of artwork or artifacts that would represent the impact of the black artist in today's world both as a contributor and a user. She plans to display these items in a secured area of the atrium that will be well protected. If you have something to include in this display, call **Chris** no later than February 1 at 271-5292.