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FAA Purchases Homes In Cordova

The Alaskan Region Comprehensive Housing Program is nearing completion of a major milestone. The Region recently completed the purchase of five homes in the city of Cordova to be used for employee housing. These homes will replace the 50-year-old FAA housing that is located at Mile 13 Airport, outside of Cordova. Cordova sector personnel and their families are excited about moving into these modern homes soon and gaining the convenience of living in town.

The homes were purchased using funds authorized under the Aviation System's Capitol Investment Plan, Project "Provide FAA Housing." The program is now addressing housing requirements at Bethel, Cold Bay, and King Salmon. Current plans are to have construction of new homes underway at these sites in the summers of 1994 and 1995.

The homes in Cordova were selected by a group made up of members of the Housing Project Coordination Team, Region, Sector, and site personnel. Each home considered was thoroughly evaluated for structural integrity, energy efficiency, functionality, and location. As is typical for each FAA station included in the housing program, a comprehensive and thorough evaluation process was undertaken in Cordova to accurately determine the FAA's housing needs and then to identify the best method of meeting these needs.



Options available included leasing, building new housing in the city, building at the FAA's site at the airport, or buying existing housing. After thoroughly analyzing all the options, the selection group decided that purchasing existing homes in the city was clearly in the best interests of the employees and the Government.

Due to the depressed economy and associated housing market in Cordova, several of these newer well-built homes were available for well below their original construction costs. The price of these homes was roughly 25 - 50% of the cost of building new homes at the FAA's airport site. This approach also saved the cost of purchasing and clearing a new site; obtaining environmental permits; and then building new water and sewer systems, roads, an electrical distribution system, and Community Service Facility that would have been required if we rebuilt at the airport. It also saves on long term maintenance and operation costs.

Employees will have the added bonus of being able to be more involved in community activities, have better access to shopping and services, have immediate accessibility to medical services, and their children will be spared the 13-mile bus ride into town for school each day.



Rose Mower Honored



photo by Joette Storm

Rose Mower, Graphics Specialist, received the High Flyer Award from Dick Gordon, right, and Bill Missal, left, for her special help to the Flight Standards Division.

"Command Central"...

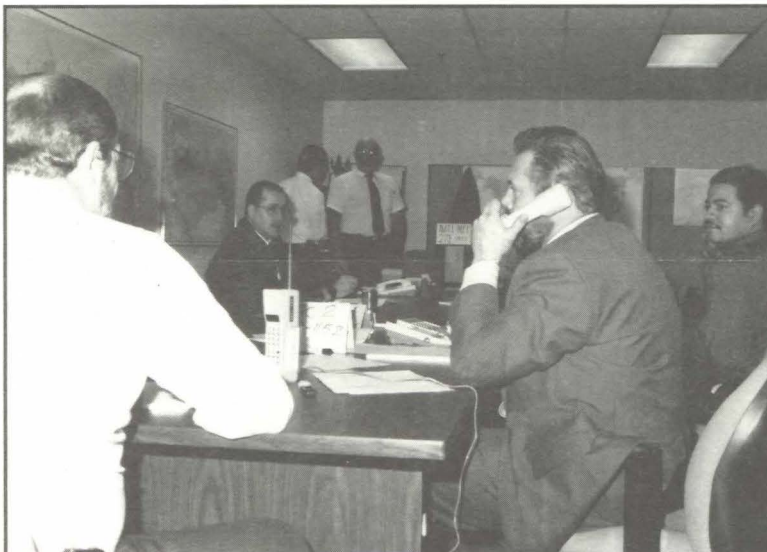


photo by Joette Storm

*Civil Aviation Security personnel participated recently in Polar Star 94, an exercise to test international response to an aviation hijacking. From left to right: **Chuck Lund**, Flight Standards; **Jack Twigg**, **Jim Derry**, Security; **Clarence Goward**, Air Traffic; and **Steve Powell**, Security, coordinate response to the news that a "terrorist" has hijacked a commercial airliner and is headed for Anchorage, Alaska.*

Intercom

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The Sky's The Limit

by Mary Lou Dordan

Thirty teachers in the Anchorage/Wasilla area participated in the first Aviation Education Teachers Workshop sponsored by the FAA in Anchorage. The 3-day workshop demonstrated how aviation can be an effective theme used to teach science, math, social studies, geography, history, vocational education & technology, economics, language arts, and government.

The instructors for this course included **Richard Houghton** (Seward High School teacher), one of the two Teacher In Space reps in Alaska. He taught a full-day Challenger Center curriculum entitled "*Touching the Future: Linking the Classroom with Space*." **Kathy Hill** and **Wayne Clark** (Homer Junior High School teachers) presented their nationally acclaimed "Touch & Go" aviation program.

Debbie Nicholson (Clark Junior High School teacher, Anchorage) taught a popular course on rocketry. **Mike Pannone** (University of Alaska Anchorage associate professor, Civil Air Patrol Commander for Alaska, and Alaska Airmen's Association president) shared information on the aviation programs available through UAA and the CAP. **Mary Lou Dordan** (FAA Aviation Information Staff/Aviation Education Program Officer) informed the participants of resources available through FAA as well as other aviation industry members in Alaska.

Two highlights of the teacher workshop were the tour of the Anchorage ARTCC provided by **Charlie Gray** and his staff and the five flight simulators set up for use during breaks in the classroom activities. Several teachers came early and stayed late for class just so they could have more time to fly the flight simulators.

In order for the teachers to earn their post-grad credit from Alaska



photo by Mary Lou Dordan

Debbie Nicholson
(Clark Junior High School teacher) taught a popular course on rocketry.

Pacific University, they were required to prepare three lesson plans using information gained through the workshop, use these new lessons in their individual classrooms, and then evaluate their effectiveness.

Many of the teachers contacted our office to report the huge success they experienced in their classrooms with the materials we provided to them in *The Sky's the Limit*. From the special education classroom, to the geology course, to the Charter North school sessions, and everything in between—aviation education was a winner in motivating youngsters and allowing them to experience the fun of learning through the medium of aviation.

It was exciting to show teachers how much fun learning can be when aviation is the theme. The workshop left participants begging for more training.

Plans are in the works for a 5-day teacher workshop in 1994 called "*The Sky's the Limit, Part II*," involving aviation industry partners.



Flying Into 1994 —

Do We Have as Much Sense as a Goose?

*I*n the fall, when you see geese heading back south for the winter flying along in a "V" formation, you might be interested in knowing what scientists have discovered about why they fly that way. It has been learned that as each bird flaps its wings, it creates an uplift for the bird immediately following. By flying in a formation, the whole flock adds at least 71% greater flying range than if each bird flew on its own.

BASIC TRUTH NO. 1: *People who share a common direction and sense of community can get where they are going quicker and easier because they are traveling on the thrust of one another.*

Whenever a goose falls out of formation, it suddenly feels the drag and resistance of trying to go it alone and quickly gets back into formation to take advantage of the lifting power of the bird immediately in front.

BASIC TRUTH NO. 2: *If we have as much sense as a goose, we will stay in formation with those who are headed in the same way we are going.*

When the lead goose gets tired, he rotates back in the wing and another goose flies point.

BASIC TRUTH No. 3: *It pays to take turns doing hard jobs—with people or with geese flying south.*

The geese honk from behind to encourage those up front to keep up their speed.

BASIC TRUTH No. 4: *We need to be careful what we say when we honk from behind.*

Finally, when a goose gets sick or is wounded by gunshot and falls out, two geese fall out of formation and follow him down to help and protect him. They stay with him until he is either able to fly or until he is dead, and then they launch out on their own or with another formation to catch up with their group.

BASIC TRUTH No. 5: *If we have the sense of a goose, we will stand by each other like that.*

Source: Washington State Substance Abuse Coalition
Reprinted from *Prevention Express*—June 1992

