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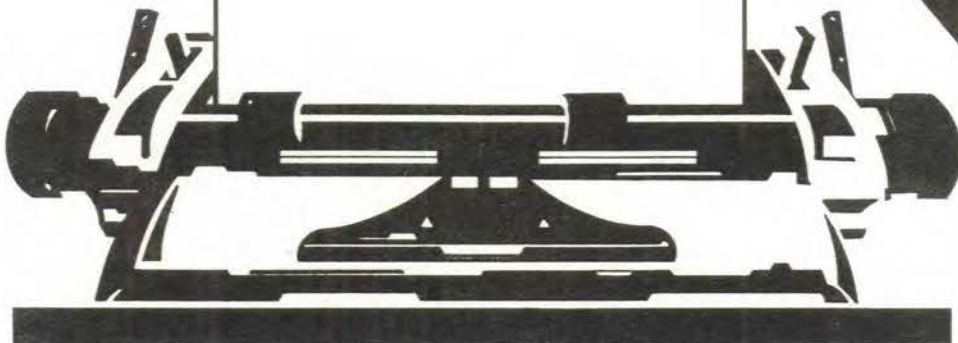
MEMO

To all employees:

A little

***EXTRA
EFFORT***

***makes
the difference!***



2 Cover

Dear Editor,

"The Homer Civil Air Patrol (CAP) would like to say "Thanks" to the FAA for the excellent presentation on "Mountain Flying" given at the Jr. High last week (December 4) by Tom Carter (FSDO-63). As involved as this community is with aviation, we are lucky to have these safety classes presented regularly by the FAA."

Dink Bostwick
Homer CAP

EDITOR'S NOTE: This letter was printed in the December 19 issue of the Homer News.

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EDITOR
Gloria Moody

REGIONAL DIRECTOR
Franklin L. Cunningham

PUBLIC AFFAIRS OFFICER
Paul Steucke

PUBLIC INFORMATION SPECIALIST
Ivy Moore

PRINTER
Anne Burt

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

Dear Mr. Hunt:
(Division Manager, AAL-400)

"During my 10 years as manager of the Ketchikan International Airport, I have had the extreme good fortune of working with several very capable technicians from the Alaskan Region's AF Division. The purpose of this letter is to thank you for the outstanding assistance recently provided to our airport by one of your electronic technicians, Mr. Wayne Goldsberry.

In late November, our main taxiway lights failed. Commercial electricians from the City of Ketchikan were not able to determine the source of the problem. We NOTAMED the lights out of service.

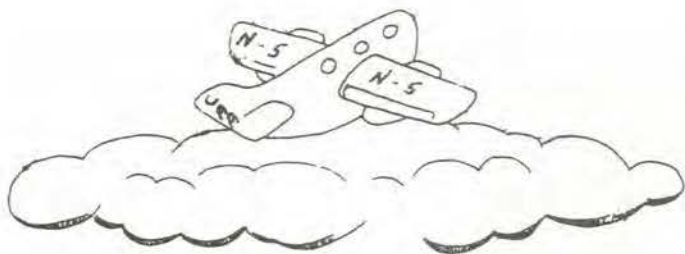
When Wayne heard of the problem, he immediately contacted my office and made himself available to assist in whatever way possible. With his knowledge of airport lighting, he stayed at the airport until 7:30 p.m. on a Friday night working with our airfield maintenance personnel until the problem was traced to a taxiway light base which had filled with water, frozen and sheared the power cable. Thanks to his assistance, we were then able to repair the cable and return the taxiway lights to service.

Another example occurred in the last few days. Our windsock lights failed for an undetermined reason. Through tactful suggestion and appropriate recommendation, Wayne identified the source of the problem which was then corrected by our maintenance personnel.

Mr. Hunt, these are just 2 examples of the outstanding cooperation we continually receive from Wayne who recognizes the positive relationship which must exist between the FAA and airport operator to insure the successful operation of an air carrier airport.

Again, Mr. Hunt, I wish to commend Mr. Goldsberry for his performance during the last several months. You can be proud of the manner in which Mr. Goldsberry represents the Federal Aviation Administration."

Sincerely,
Henry L. Wise, Sr.
Airport Manager



The DC-3 celebrates its 50th birthday

from: Al Crook
FSDO-61

December 17, 1985, was not only the anniversary of man's first powered flight at Kitty Hawk, but it was also the anniversary of the first flight of the DC-3. The DC-3 was 50 years old on the 17th.

A nationwide program was presented on the Public Broadcasting System commemorating the history of the DC-3. At Fairbanks International Airport there was also a birthday celebration.

There are five DC-3s in Fairbanks, all of which were exhibited on the ramp at Fairbanks International Airport. The exhibition included not only walk arounds and ground display of the aircraft, but also a flight in Harold's Air Service turbine powered DC-3 for specific guests. In the lobby of the terminal was a big birthday cake commemorating this event.

Many local aviation personnel were present, and many visitors, including Mrs. Frasee's 5th grade class at Barnett whose project included aviation and the DC-3. Part of the program was video taped for the local TV station and George Clayton, an ex-wing captain, summarized the brief history of the DC-1, DC-2 and the DC-3, which provided new insights to most of us. The theme of the Harold's Air Service presentation made by Dee Stone was that now that the grand old DC-3 is 50 years old she is rightfully referred to as the "Queen of the Airways."

Rule requires medical kits

The FAA has issued a rule requiring that airline aircraft be equipped with emergency medical kits for treating passengers who may suffer heart attacks or face other medical problems in flight.

Under the new regulation, which becomes effective August 1, each passenger-carrying aircraft must carry a medical kit containing equipment and prescription drugs for treating such emergencies as cardiac arrest, insulin shock, and acute allergic reaction. These aircraft also must continue to carry the standard first aid kits now required by FAA regulations.

In addition, airlines must report all medical emergencies annually for two years, describing how the medical kit was used, by whom, and the outcome of the emergency.

Washington Report

A SUPERVISOR'S PETITION

Please help me -

To accept human beings as they are -
not yearn for perfect creatures;

To recognize ability -
and encourage it;

To understand shortcomings -
and make allowance for them;

To work patiently for improvement -
and not expect too much too quickly;

To appreciate what people do right -
not just criticize what they do wrong;

To be slow to anger -
and hard to discourage;

To have the hide of an elephant -
and the patience of Job;

In short, please help me be a
better boss.

Adapted from
BITS & PIECES
Vol. F, #4G



George Reynolds (right), supervisory electronics technician, presents Verne Jensen, electronics technician, with a Quality Within Grade Increase for sustained superior performance.



Jo Ann Thomas, air traffic control specialist, Anchorage FSS, recently received a Letter of Commendation for her job performance the past year.



Dan Truesdell (left), air traffic manager, Dillingham FSS, presents air traffic control specialist Julius Wery with a Letter of Commendation for superior performance during 1985. Attached to the letter was a gold coin (Hawaiian) with a value of over \$300.



John Williford (left), former manager, and Fred Jack (middle), acting manager, Bethel Sector Field Office, receive a plaque from Tom Hunt, manager, AAL-400, in recognition for over two years of continuous superior facility performance in the Sector Field Office.



Debbie Culver (right), air traffic control specialist, Merrill Tower, receives a Special Achievement Award from area supervisor Dennis Wegner for her performance during the past year.



Area supervisor Al Nowland (left) presents Mike Betts, air traffic specialist, Big Delta FSS, with a Special Achievement Award for exceptional performance of duties.

New rule aimed to curb drunken flying

Under a new FAA rule, pilots and other aircraft crew members will have to submit to chemical tests for alcohol, under certain conditions, or face the loss or suspension of their certificates.

In announcing the rule, Administrator Donald Engen noted that incidents of alcohol abuse among pilots have declined steadily since 1971 when it was cited as a contributing factor in 12.6 percent of all fatal general aviation accidents. By 1984, he added, that figure had dropped to 4.8 percent.

The new rule, which takes effect April 9, is linked to another FAA regulation adopted last April that established a blood alcohol standard (.04 percent or more by body weight) for determining objectively when pilots and flight crew members were flying under the influence of alcohol.

Washington Report



Pay withholdings up

Social Security and Medicare rates, as well as the limits on earnings subject to withholding taxes for these programs, will be increased in 1986. Effective for the pay period dated January 14, the Social Security rate will be 7.15 percent, up from 7.05, and the Medicare rate will rise from 1.35 to 1.45 percent. The new annual withholding tax ceiling will be \$42,000, up from the previous ceiling of \$39,600.

Washington Report



Fly-a-controller

Controllers and flight service station (FSS) specialists now will get a chance to experience the air traffic control (ATC) system from the cockpit of a general aviation (GA) plane under a new program called Fly-A-Controller. And to further encourage the exchange of viewpoints, the program also calls for GA pilots to visit ATC facilities and flight service stations.

Inaugurated in January in Washington, Fly-A-Controller is being sponsored by FAA, the Aircraft Owners and Pilots Association (AOPA), and the Air Traffic Control Association (ATCA).

Administrator Donald Engen emphasized during a January 6 press conference that participation in the program will be purely voluntary. Both he and AOPA President John Baker pointed out that the program would make the ATC system more efficient by improving communication between controllers and FSS specialists and the GA pilots who use the system.

Both Engen and ATCA Chairman Quentin Taylor, who also is FAA Deputy Associate Administrator for Airports, said they expected a large number of controllers and flight service station specialists will accept invitations from GA pilots to fly the system. By the same token, Baker said AOPA would do everything possible to encourage member pilots to participate in the program by inviting ATC specialists to fly with them and by visiting ATC facilities and flight service stations.

Washington Report

EEO update

by: Ken Smith, AAL-9
Civil Rights Officer

Who is responsible for Civil Rights?

Have you ever thought about that question? Normally we do not ask for the responsible party unless and until something is terribly wrong. Then, we are looking for someone to blame.

We are all pretty well attuned to a part of the formal structure of the country's and the region's civil rights program. The Civil Rights Act of 1964 and many of the subsequent executive orders have impacted us all. Also, the Regional Director bears a heavy burden in his responsibility to answer to the Administrator in the area of civil rights.

Perhaps you were not aware that each supervisor and manager has as a critical job element a responsibility in the area of civil rights. It may be called "EEO" or "Affirmative Action," but it falls in the same category of civil rights.

But is the supervisor or manager really responsible for civil rights? Perhaps the Civil Rights Office is responsible, or the Director? Is it the Administrator or even the President?

While each of the above bears a formal responsibility, the answer really lies in the individual. Each one of us has a personal responsibility to protect the civil rights of one another. Do you agree? If not, or if you are uncertain, consider for a moment some of the founding principles of the United States.

Each has the right to worship or not worship as he or she sees fit. Suppose one were to worship in a way that we disagreed and the reaction to that person was so great that he or she was imprisoned.

Maybe the person deserved his/her sentence for being such a "weirdo." He or she should worship like others do. So long as I am not the one imprisoned, it does not really make that much difference. Or does it?

I think we can easily see in this over-stated analogy that when one citizen loses rights, no citizen is assured of continuing rights. As one person has so aptly expressed it, "I did not raise a voice when the Nazis took the Jews, the sick, and the aged. Then when they came to take me, there was no one to whom I could cry."

Perhaps I can not accomplish great things on the job or in life. But I can make my own personal space better. I can treat everyone with respect, even if I disagree with what they do. And I can refuse to join in anything which might give an appearance of demeaning others.

I owe all people my respect if not my love. I have an obligation to treat others as I wish to be treated, else I have no complaint when I am mistreated. Is this not really what the "One FAA" and "good human relations" is all about, treating people right?

Who is responsible for civil rights? The answer is obvious.

Peace.

"Happiness is not a matter of good fortune or worldly possessions. It's a mental attitude. It comes from appreciating what we have, instead of being miserable about what we don't have. It's so simple - yet so hard for the human mind to comprehend."

BITS & PIECES
Vol. F, #4G



Martha Butcher (right), aviation clerk, FSDO-61, Fairbanks, receives a Special Performance and cash award from Al Crook, manager, in recognition of her special effort while the second clerical position at FSDO-61 was vacant.



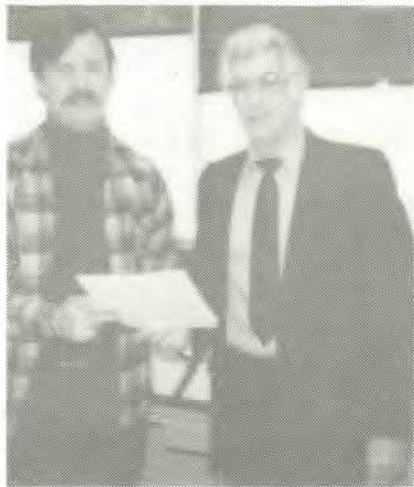
Joseph Buckley (left), electronics technician, Anchorage ARTCC, receives a Letter of Appreciation from Allen George, assistant sector manager.



The Joe and Chub twins were caught at an unguarded moment during a luncheon for Jim Morse, Chub Scheifers, John Chambers and Tom Lord. Chub and John have transferred to the South Alaska Sector from 463.P and Tom Lord has resigned in order to accompany his wife Julia (AAL-la) to Belgium.



Jeff Lakshas (right), air traffic control specialist, Anchorage FSS, recently received his 15-year service pin from his supervisor, Robert Turner.



Air traffic manager, Bob Moore (right), Bethel FSS, presents a Letter of Commendation to Gerald Flavel for his participation in local pilot meetings and in the Air Traffic Division's need to train remote area weather observers which took place at Savoonga, Alaska in November.



Air traffic control specialist Lee McCaw (left), Gulkana FSS, is presented a Special Achievement Award by air traffic manager Bill Nelson for performance of assigned duties.

8 Medical notes - nutrition

by: Pat Sanders, R.N.
AAL-300

We often speak of good nutrition as a component of wellness or healthy lifestyle.

What is good nutrition? When making decisions as to what we are going to eat we need to keep in mind some basic principles of nutrition. The body requires and needs a wide variety of nutrients, minerals and vitamins in order to function as it is designed to. It is important to keep in mind that these essential nutrients should be kept in balance and that the body should not become overloaded with any one nutrient.

Recommended daily dietary allowances provide us guidelines for balancing our intake of essential minerals, vitamins, fats, carbohydrates and proteins. You will find the RDA on the labels of many foods, over the counter vitamins and minerals.

No single or rigid dietary plan must be followed to assure adequate intake of all essential nutrients. A wide variety of foods in the diet helps ensure such an intake. Fad diets and "crash" reducing regimes are apt to be deficient and harmful if pursued over a long period of time. By selecting foods from the four major food groups (dairy products - i.e., milk and cheese; meat group including poultry and fish; vegetable and fruit group; and bread and cereal group) on a daily basis we are more assured of adequate nutrition.

In recent years the medical professionals and dieticians are recommending that we strive for cholesterol and triglyceride control with diet by consciously cutting back on food containing cholesterol and fatty foods. Better choices would be baked or broiled poultry or fish, or casseroles and stews using smaller amounts of lean red meat along with vegetables.

Less sugar and less salt are other recommendations for feeling good. Less sugar will minimize the risk for abnormal carbohydrate metabolism (diabetes) and will stabilize blood sugar for longer periods of time. Roller coaster blood sugar levels often result in headaches and sugar blues feelings. It is wise to satisfy our sweet cravings with fruit desserts and fruit juices.

Less salt helps to keep our body chemistry in balance and also helps to control our tendency toward hypertension as we mature. Some wonderful and exciting cuisine adventures can be gained by trying new and different seasonings on our food choices.



Fiber is provided in our diet from whole grain breads and cereals as well as fresh fruits and vegetables. Fiber is said to be nature's broom in that it helps to keep our digestive system and intestines in good working order. Grains (wheat, rye, oats, etc.) also provide us with essential vitamin B, iron and vegetable proteins.

Iron and calcium are two important minerals that are essential for normal body functions. Iron is necessary for red blood cell oxygen carrying capacity which is vital for all body functions. Adequate iron intake is assured by eating small amounts of lean red meat, leafy green vegetables and legumes (like peas and beans).

Calcium helps to keep our body chemistry in balance as well as keeping our skeletal structures healthy. As we become older our need

for calcium increases to prevent osteoporosis (decrease in bone mass). Some of the best sources of calcium are skim milk, yogurt and cottage cheese.

Food is not the only thing that makes the body function properly. Body functions are also dependent on fluids. Through the normal kidney function as well as perspiration and evaporation, the body loses a good amount of fluid daily.

It is a good idea to drink six to ten 8-ounce glasses of water daily to promote fluid replacement as well as helping the body remove waste products of metabolism and normal body functions.

Many fluids available have caffeine in them. Caffeine, a stimulant that makes our heart beat faster, increases blood pressure and speeds up the body functions, can raise havoc with how we feel during the day. The body can become dependent on caffeine and we will need more and more to get the feeling we want. Often times caffeine will become irritating to the digestive system causing indigestion or colitis if taken in large amounts over a long period of time. How about replacing some of that caffeine with herbal teas, fruit juices or water.

For weight control it would be well to remember that our bodies need all of the essential nutrients but lower caloric intake. And so it would seem that one of the better diets to pursue would be one of portion control using a wide variety of foods from each food group, but in smaller portions or servings than usual.

Contemporary nutrition is exciting and adventuresome. You will find many newspaper articles, new recipes, revised old recipes and new books that speak to the recommended guidelines for good nutrition in these contemporary times.

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Engen limits spending

Administrator Donald Engen recently issued a General Notice (GENOT) to agency employees announcing "severe constraints on contracting, travel and other activities which result in spending money for FAA operations." He also announced an indefinite hiring freeze for occupations other than aviation safety inspectors, air traffic controllers, and civil aviation security specialists.

These measures follow Congressional approval of a \$4.9 billion appropriation for FAA spending authorizations for FY 1986. That is more than 5 percent below the Administration's request with additional cuts likely as a result of the recently-passed Gramm-Rudman-Hollings budget deficit legislation. Gramm-Rudman calls for automatic across-the-board budget cuts if the President and the Congress fail to agree to specific reductions by March 1.

Placing the spending constraints in the context of the legislative schedule imposed by Gramm-Rudman, Engen noted "... it appears that the FAA will not know exactly what its 1986 budget will be until early March. That will leave us less than seven months to accommodate the reductions. Therefore, it is prudent to begin spending cutbacks immediately."

Engen added, "While we will attempt to avoid doing so, reductions-in-force and furloughs are possibilities, the extent of which can not be determined until we have our final numbers."



Don Schultz, maintenance mechanic at Fairbanks International Sector Field Office, was presented a Special Achievement Award for sustained superior performance by his supervisor, Alvis B. King, maintenance mechanic foreman.



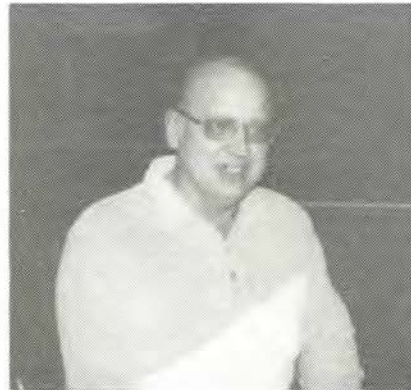
Glen Sisson (left), technician-in-depth, Anchorage ARTCC, receives a Letter of Appreciation from assistant sector manager Allen George.



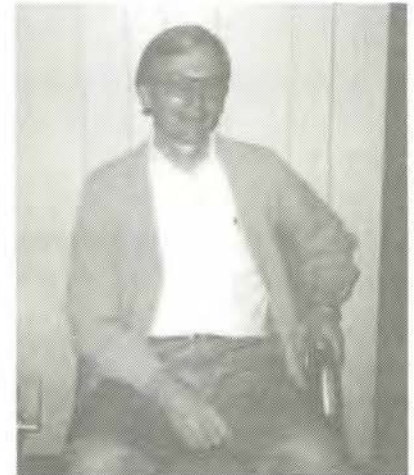
Air traffic control specialist Phyllis Bremer (right), Fairbanks FSS, receives a Special Achievement Award from area supervisor John Hartwick for her sustained superior performance of duties within the last year.



Ed Billiet (left), unit manager, South Anchorage Sector, receives his 25-year service pin from Tom Hunt, manager, AAL-400.



Gary Petersen, air traffic control specialist, Anchorage FSS, recently received a Letter of Commendation for his job performance and his detail at the FAA Technical Center where he assisted with the "shakedown" on Model I AFSS equipment this past year.



Lloyd Travis, air traffic control specialist, Anchorage FSS, and his wife Carmen, spent their Christmas holidays serving food at the Brother Francis Shelter. Nice touch, Lloyd and Carmen.



Marshall Severson, air traffic control specialist, Anchorage FSS, recently received a Letter of Commendation for his job performance and active participation in the regional videotape project this past year.



Michael Hessler (left), assistant air traffic manager, Anchorage ARTCC, presents Kay Falke, air traffic control specialist, a Letter of Commendation for his outstanding performance during an in-flight evaluation.



Maintenance mechanic David Garcia (right), Nome Sector Field Office, receives an Outstanding Performance Award from foreman Ron Hoffman.



Murray Shain (right), FSDO-61, Fairbanks, was presented with his 30-year service pin and a congratulatory letter signed by the Director. Al Crook, manager, presented the pin and letter.



Janece Pippin, air traffic control specialist, Anchorage FSS, recently received a Letter of Commendation for her job performance this past year.



Lloyd Thunstrom, air traffic control specialist, Anchorage FSS, received a Special Achievement Award from his supervisor for his outstanding job performance this past year. Also, Lloyd's home was a semi-finalist in the Anchorage Daily News' Most-Decorated House in Anchorage. Lloyd, congratulations on both.

Around the region

Area supervisor Dave Johnston, Fairbanks Flight Service Station, suffered a heart attack and was admitted to the hospital while on annual leave in Portland, Oregon on December 21, 1985. He underwent triple bypass surgery on the 22nd and was released from the hospital on Christmas Day. He is convalescing at home in Tigard, Oregon. Although it will be several weeks before he can return to work, his recovery continues to be good. Dave, the entire Alaskan Region wish you a speedy recovery.

* * * * *

Welcome aboard to Roger Dube, new air traffic specialist at Kotzebue Flight Service Station, who arrived there on December 26.

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The Juneau Flight Service Station recently said farewell to air traffic manager Jerry Dunn. He and his family departed Juneau via the state ferry for his new position as deputy air traffic manager at the Oakland Automated Flight Service Station. Good luck, Jerry.

* * * * *

Congratulations to Sheila Desmond who recently completed her facility training and is now a full fledged specialist at the Sitka Flight Service Station.

* * * * *

Don Keil, Bob Harik, Tom Westall, Robie Strickland, Rex Morris and Dave Morse were in Fairbanks on December 18 to hold a public Listening Session for residents of the Fairbanks area. Approximately 20 non-FAA people attended the meeting, voicing their concerns over a range of topics from weather reporting to the Anchorage Airport Radar Service Area (ARSA).

* * * * *

Congratulations to the following on their promotions/transfers:

David LaSelle, air traffic controller, who reported to duty at Kodiak Tower the last week of December. He had been a flight data assistant at the Anchorage Tower.

Linda Fogg, AAL-7, who was recently selected to fill the vacant analyst position in Planning, AAL-4.

Air traffic control specialist Blake LaGrone worked his last shift at Fairbanks Tower on December 31 before departing for Anchorage Tower, his new place of employment.

Boots Allen, former duty officer, AAL-6, was recently selected for a position at Anchorage International Tower.

* * * * *

The Nome Flight Service Station closed out 1985 with a slow but steady increase in traffic. As of December 31, the 12-month flight services were up approximately 6 percent compared to 1984. The FSS also received and disseminated a total of 12,249 pilot reports for the year.

* * * * *

The Anchorage FSS, Anchorage Tower, Merrill Tower and the Flight Standards Division, will develop a new information/education program directed specifically towards the VFR user. The prototype program will be designed to provide the pilot and specialist/controller with the opportunity to exchange essential air traffic and flight information which will assist the VFR pilot in the safe, efficient use of the National Airspace System, with particular emphasis on VFR pilots' use of traffic control services. Target dates for public hearings in the Anchorage area are April 19 and 26, 1986.

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