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**Federal Aviation
Administration**

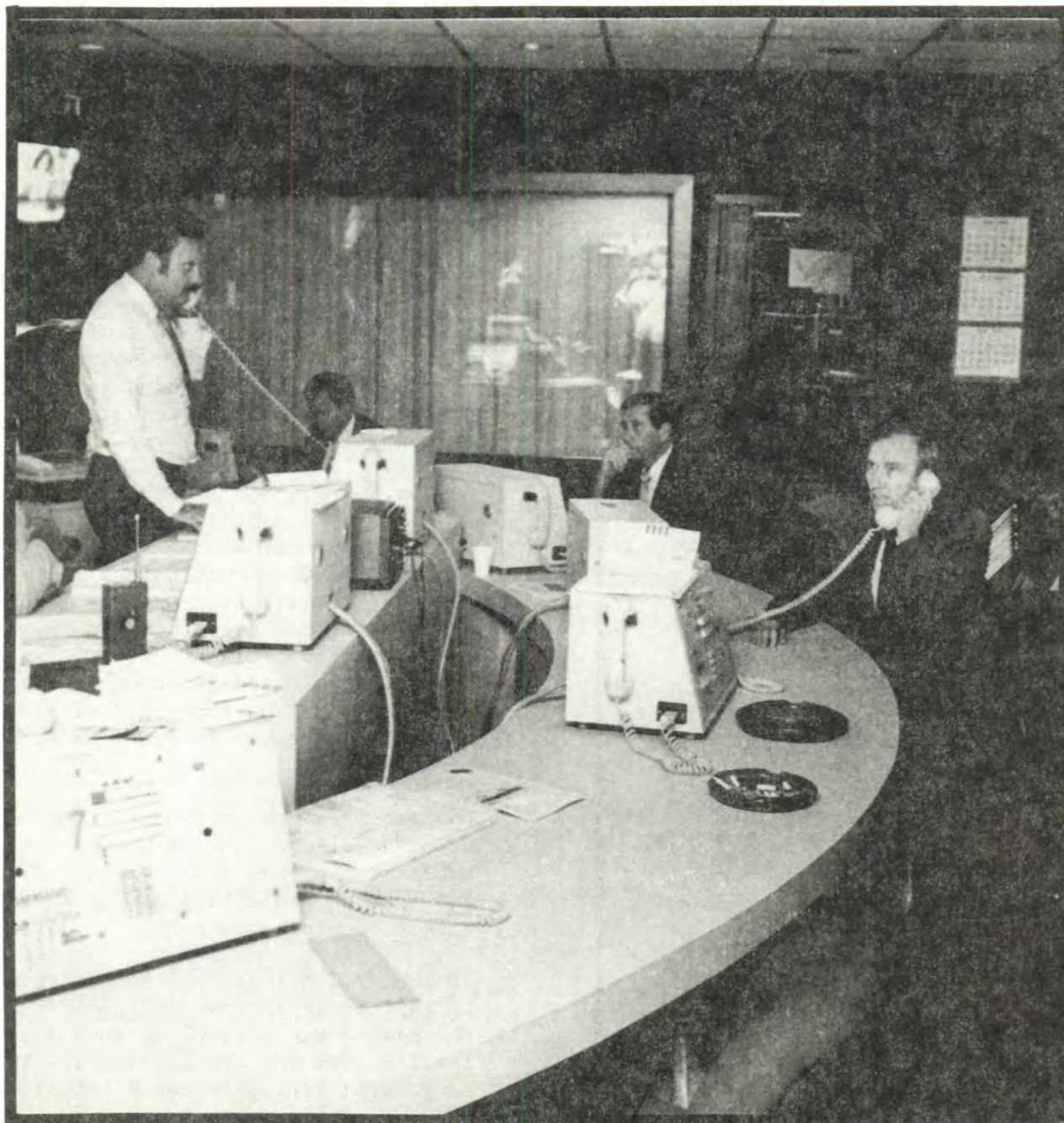
intercom:

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July 12, 1985

85-14

FAA Command Center for TWA #847



Cover story

Federal Aviation Administration officials in Washington, D.C., established a global information network on the tenth floor of the FAA Aviation Command Center for monitoring the hijacking of TWA flight #847 on Friday, June 14, 1985.

Standing is Donnie Blazer, Office of Aviation Security, and Administrator Donald Engen, seated on the far right. Seated in the background are representatives from the Aircraft Owners and Pilots Association (AOPA) and the Federal Bureau of Investigation (FBI).

Don't take
a chance on
your health...

Six Miami employees are reassigned

FAA has reassigned six employees at the Miami en route center to administrative duties pending completion of an investigation into their alleged drug use during off-duty hours.

Miami center manager William Abernathy said the reassignments were made June 10 and 12 as a result of information provided by "sources within the FAA." He noted that the action was in accordance with "my responsibility to preserve the integrity of the air traffic control system."

Abernathy described the individuals involved as five controllers and one air traffic assistant but declined to provide further details while the investigation is in progress. "As of this time," he added, "none of the employees have been charged with any crime nor have the allegations been proven."

Additionally, he emphasized that there were "no allegations of use of illegal substances on the job," and he added, "we have no indication of any adverse effect on performance."

If the drug allegations are sustained by the investigation, Abernathy said the agency has several options for dealing with the six employees. These range from firing to rehabilitation.

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

News in brief

The litigation growing out of the grounding of the DC-10 following the American Airlines crash in Chicago on May 25, 1979, is over. The end came in a ruling by the U.S. Court of Appeals of the District of Columbia that Balair, a Swiss charter and cargo carrier, was not entitled to damages resulting from the FAA's issuance of Special Federal Air Regulation (SFAR) 40. The SFAR prohibited foreign carriers from taking off or landing in this country as long as the U.S. DC-10s were grounded.

* * *

In another ruling, the U.S. District Court for the District of Puerto Rico has cleared FAA in a suit that arose from the crash of an overloaded PA-123 at Isla Grande Airport on February 11, 1983. Allegations against the FAA were that a controller had failed to alert the fire and rescue crews quickly enough, and that there had been a negligent inspection of the rescue equipment.

* * *

The Federal Labor Relations Authority (FLRA) has agreed to FAA's request to review a lower level FLRA decision that would permit air traffic controllers to organize within a nationwide unit. The FAA believes a nationwide unit is the appropriate one. The Authority has given the parties involved until July 2 to file additional briefs and has granted FAA's request not to allow any elections until the matter is resolved.

* * *

Mary Jo Knouff of the Public Affairs Office, APA-5, has been awarded the Frank G. Brewer Trophy by the National Aeronautics Association for significant contributions to aerospace education in the U.S. Knouff is an experienced pilot and was active in private industry before she joined FAA in 1971.

Washington Report

Alaskan region essay winners

The Alaskan Region winners for the 1985 FAA National Aviation Education Essay Contest were Angela Gayle Taylor, 17, a senior at Cold Bay High School; Anne Carmichael, 13, a seventh grader at Central Junior High School, Anchorage; and Eileen Beckett, 12, a sixth grader at Sand Lake Elementary School, Anchorage.

The contest, which was open to all students in the United States from the 4th through the 12th grades, asked the students to focus their essays on integrated airport systems and the importance of the airport to the community.

Prizes for the regional winners included airplane models from Beech Aircraft Co., a flying lesson from Cessna Aircraft Co., and VIP tours of the Anchorage International Airport provided by the American Association of Airport Executives. Reeve Aleutian Airways gave Taylor a complimentary flight from Cold Bay to Anchorage for her airport tour.

Regional judging was done by Diane Barth, Brooks Wade, Barbara Bowerman, Christy Cutting, Dr. Jerald Cockrell, Larry Smith and Dr. Michael Mitchell. These folks are all part of the flying community in one way or another.

The three regional winners from Alaska competed with winners in the eight other FAA regions, hoping to be selected as national winners in each of the three grade levels (elementary, junior high and high school). Although they did not make it as national winners, congratulations to each of them for representing Alaska with well written essays.

These essays, along with a picture of each winner, are on the following four pages.



AIRPORTS - AN INTEGRATED SYSTEM

Airports have changed alot in the past years. Changes such as landing lights by the runways and advanced technology have made airports safer and better. The U.S.A. has the most advanced and the largest airports in the world. More than 300 million people use them.

The four types of airports are the Primary Airports, Commercial Service Airports, Satellite (Reliever) Airports, and General Aviation Airports.

Primary Airports are the main airports in urban areas. They are the biggest, most sophisticated airports. They carry mail and cargo as well as passengers.

Commercial Service Airports are smaller than primary airports and they have smaller planes using them.

Satellite (Reliever) Airports are in metropolitan areas. They relieve congestion from larger airports.

General Aviation Airports are the largest single group of airports. They handle small air crafts.

All of the four types of airports help and relieve each other in their integrated system.

The local state and national government are responsible for the airports. The F.A.A. (the Federal Aviation Administration) integrates the airports and coordinates them. They oversee all decisions made about the airport.

The airports have a large effect on communities. It offers jobs and encourages industries. Without airports exactly the opposite would happen and it would slow down communities.

I think airports are great! They bring in and out all sorts of interesting people and things. They offer jobs and cause communities to grow!



Eileen Beckett
Grade 6
Sand Lake School
Anchorage, Alaska

AIRPLANES ARE FOR THE DOGS
(sled dogs, that is)

"Hi, my name is Butch. I'm a lead dog in the 1985 Iditarod and I have a couple of things to say about transportation . . . especially in Alaska.

"First of all it's the dogs that have to do everything. Or at least they used to. I mean without us where would Alaska be right now? Probably not past 'Seward's Folly!' I'd like to see a car trying to drive to Kotzebue. That's a laugh. The only way it would get there is if we pulled it. So, of course, it was up to us sled dogs to get people around.

"Then came the airplanes. Now from what I hear they're pretty important. But they sort of put us on the sidelines for awhile. Not that I'm complaining, mind you. I mean all the glory's nice while it lasts, but just the same I prefer the Iditarod once a year to tramping around all year--always back and forth to the same old places. It can get kind of boring, you know.

"Anyway, getting back to these airplanes I can see that they have a place in Alaska. I mean they're faster, they carry more people and supplies, they're warmer--you can't get frost bite on them--not to mention the fact that you don't need to worry about avalanches, wolves . . . and MOOSE! . . . especially moose. And apparently these airplanes don't need to rest, at least that's what I'm told.

"The sled dog doesn't really have much of a chance when you think about what we're up against. Besides, it's not as serious as it used to be. With dogs and sleds I mean. For one thing we don't have to carry all the food on the sleds anymore. These airplanes do it for us. For another, we're not always risking life and paw to get from one end of Alaska to the other carrying medicine for someone who's seriously ill. Why? Because airplanes do that too. If you ask me they do just about everything for everyone. I mean if I wanted to get from Anchorage to Nome real fast, you wouldn't catch me running the Iditarod Trail. Not on your life. Nope, I'd be flying in one of those airplanes. Why the doggone things have become so important that right now we can't even finish our race--the weather's so bad the airplanes can't get our food through! Think of that! It doesn't seem all that long ago that we were doing everything. And now it's just about all airplanes.

"Let me tell you, the first thing I'm gonna do when I retire from this business is get myself a pilot's license. Then it'll be me that's flying the Alaska air with time to spare. And when the weather gets so bad that the planes aren't moving, I'm gonna hide. Because that's when they'll come looking for us sled dogs."



Frank Cunningham

Anne Carmichael

Anne Carmichael
Grade 7
Central Junior High School
Anchorage, Alaska

Angela Gayle Taylor
Grade 12
Cold Bay School
Cold Bay, Alaska

THE IMPORTANCE OF AIRPORTS TO OUR COMMUNITY

Our airport is a necessity to Cold Bay community for many reasons. All of the major businesses in the community are airport oriented.

According to Mr. Denton Chambers, manager of Reeve Aleutian Airways Cold Bay facility, the airport has been closed only a few times in the past seven years. It is the most western airport in the United States and serves as the major transportation source for the Aleutian villages. These include False Pass, King Cove, Sand Point, Dutch Harbor, St. George, St. Paul, Adak, Atka, Nikolski, Nelson Lagoon, Port Moller and other villages. Our airport has an all-weather landing system and is open twenty-four hours a day. It has one of the very few sophisticated instrument approaches in our region.

The Cold Bay airport serves as an alternate airport for continental flights. Due to the length of the runway and the refueling facilities, aircraft often use these services. During the Vietnam war, it served as an important refueling stop for military aircraft. In the event of another conflict or world war, it would very probably be used again. Ships can come into the harbor and pick up supplies that have been transported by air to Cold Bay.

The airport is often used by the U.S. Coast Guard and Jet Air Alaska for medi-vac transportation for sick and injured fishermen, oil company employees, and residents of Cold Bay and surrounding communities. Both American and foreign seamen have been transported to Anchorage for medical attention through the airport facilities.

Cold Bay serves as a staging site for several oil companies that have off shore drilling rigs off the coastline. During the summer of '84, seven large helicopters operated out of the Cold Bay airport ferrying both men and supplies to and from the drilling rigs. In the event of the discovery of large oil deposits, the traffic in and out of the airport would increase dramatically.

The Federal Aviation Administration flight service personnel provide a valuable service to aircraft by relaying current weather conditions provided to them by the National Weather Service. The National Weather Service is a very important service due to the rapidly changable weather conditions in the Aleutians. They also aid in search and rescue operations for lost aircraft.

All of the mail that is scheduled for Cold Bay and outlying villages comes in to Cold Bay by Reeve Aleutian Airways. This is a service that residents of this area could not do without. The highlight of the day in most of the Aleutian villages is the arrival of the daily, or in some cases, semi-weekly or weekly mail.

Cold Bay and Aleutian Chain residents depend on the airlines for both business and vacation transportation, medical appointments, veterinarian appointments for pets, dentist and optometrist visits and shopping trips. In the summer, the airport provides two flights per day, seven days a week to Anchorage. In the winter months, flights are scheduled six days a week, one flight per day. Reeve Airline estimates that they serve approximately 15,000 passengers per year.

One of the most vital services provided is that of food transportation. Most of the supplies for the grocery store are transported by air freight. Some agencies provide air transport for food for their employees, while other residents have food sent from Anchorage by parcel post. R.A.A. estimates that they haul 50,000 to 55,000 pounds of food per year to Cold Bay and surrounding villages.

Cold Bay is an excellent hunting and fishing area, and hundreds of people fly in annually to fish for salmon, and hunt for geese, ducks, ptarmigan, brown bear and caribou. For example, annual charter flights from Anchorage bring in approximately 100 hunters for a weekend of goose hunting in October.

The airport in Cold Bay is essential to the existence of most of the population of Cold Bay. In fact, without an airport, 95% of the residents would be unemployed.

So as the many facts show, our airport is a necessity to Cold Bay.



Angela Taylor

Jim Yakal
Cold Bay FSS

Flight assist by 2 Sitka specialists

Two specialists at the Sitka Flight Service Station recently assisted a pilot who lost his short term memory after receiving serious injuries and a concussion from a fall that occurred outside his aircraft. After the fall he got back into his plane to return to Petersburg.

The first indication the specialists had that something was wrong during the 45 minute flight was when the pilot kept asking if he was on a flight plan. The pilot then said he had pain in his right arm and neck and indicated he thought his flying was a dream.

Although the specialists encouraged him to communicate, there was no response from the pilot for long periods of time.

The specialists called the Petersburg police, asking them to have an ambulance waiting at Petersburg upon the pilot's arrival. Both the ambulance and the pilot made it.

New officers for PWC

On May 2, 3, 4 and 5 the Professional Women Controllers met in Denver, Colorado, for their 7th annual convention. During the course of the convention FAA trained facilitators provided guidance on team building and group effectiveness, and a panel discussion was held on the subject of career development in addition to the business meetings.

Officers elected for the new terms were Kate Beebe (academy), president; Debbie Canter (Cleveland ARTCC), vice-president; Sally Weed (Albuquerque ARTCC), secretary; and Nancy Shelton (SW regional office), treasurer. Area directors are Susan House (Anchorage FSS), Alaskan Area;

Libby Wallis (Kansas City ARTCC), Central Area; Janette Sroka (Erie ATCT), Eastern Area; Kathryn Higgins (Quad City ATCT), Great Lakes Area; Carol Cidlevica (Boston ARTCC), New England Area; Rocky Wisniewski (Seattle ARTCC), Northwest Mountain Area; Janet Ellis (Atlanta ARTCC), Southern Area; Jackie Miner (Dallas FSS), Southwest Area; and Francie Prijatel (WP regional office), Western Pacific Area.

Congratulations to each of you.

Recipe corner ...

EDITOR'S NOTE: It seems that FAA in the Alaskan Region has more than its fair share of potlucks (or pig outs). So much good food is brought in that I have decided to share one recipe (if available) per issue of Intercom.

If you have a favorite recipe that you like to prepare for potlucks please send it to Editor, AAL-5. The first recipe, Chinese Cabbage Salad, was donated by Rosetta Francis Robinson, who got it from Sandra Frederick, who got it from ...

- 1 head of cabbage, chopped
- 8 green onions, chopped
- 3 packages dry Ramen oriental noodles (chicken flavored) crushed
- 1 cup chopped walnuts or almonds
- 4 tablespoons sesame seeds
- 1 package chicken flavoring from the noodles

DRESSING:

- 1 cup vegetable oil
- 2 teaspoons salt
- 1 teaspoon pepper
- 2 packages of chicken flavoring from noodles
- 6 tablespoons vinegar
- 4 tablespoons sugar

Mix cabbage and onion in large bowl. Combine all dry ingredients together. Just before serving, pour dressing over cabbage mixture and toss. Then sprinkle dry ingredients and toss.

Around the region

June 1, 1985, was designated "Clean Up Bettles Day." The day was mainly organized by the Bettles Volunteer Fire Department, but with the exception of one person out of town and one person on duty in the Bettles Flight Service Station, there was 100 percent participation by FAA personnel and their family members.

The purpose of the day was two-fold. First was the picking up of trash and litter around the Bettles area which took about four hours. This included everything from paper and cans to junk that people have had around their homes for years.

The second part of the day's activities consisted of a barbecue and a pie auction. The local businesses supplied the ribs and the cooks and almost everyone donated a side dish. The FAA COMSERFAC (Community Service Facility) was used for dining and the auction.

The "Great Pie Auction" consisted of 35 pies which were donated by various members of the community. The pie auction took in a total of \$1,800.25 for an average of \$51.43 per pie. Keep in mind that there were less than 100 people (including children) present.

The proceeds went to the Bettles Volunteer Fire Department toward purchasing needed equipment.

* * * * *

Nome Flight Service Station recently said farewell to air traffic manager Elwin 'Red' Roberts. Prior to his departure for Roanoke, Virginia, his many friends and co-workers joined him for a going away dinner at the Ft. Davis Roadhouse. He was presented with an engraved gold pan as a souvenir of his tour of duty in Nome. Good luck on your new assignment, Red.

* * * * *

The Kotzebue Flight Service Station's air traffic manager also left recently, but he did not go quite so far away. Alvin Nowland is now in Fairbanks. In the words of the acting air traffic manager, "We hoped we could say we saw him fly off into the sunset but the sun won't set until mid July, so instead we wish him the very best of luck in his new position."

Air traffic control specialist Bob Kinsey also departed Kotzebue about the same time for King Salmon. Good luck in your new assignment, Bob.

* * * * *

Following are a couple of letters received from a group of 55 fourth graders who received a tour of the Kenai Flight Service Station. The large group was broken down into four smaller groups. They all had taken a course in aviation weather in school and were very interested in the weather equipment. After the tour they were all given a short test. The students all did very well, but the person giving the tour was removed in a basket.

"Dear Mr. Toppa,

We enjoyed the Flight Service Station. We thank you for showing us the machines you have at the station. We liked the DF best. All except Mark. He likes the PIREPS.

Thanks,
Maggie Adkins"

"Dear Mr. Toppa,

We would like to thank you. We learned a lot of new things. We learned about the DF and the PIREP. I think the DF was the best.

We wish we could come again soon. We think that the test was a great idea. We enjoyed it very much.

Sincerely,
Trevor Lofstedt"

* * * * *



Anchorage ARTCC employees gave Mick Wall (left), area supervisor, a farewell coffee at the Center. Mike Hessler, assistant facility manager, presented Mick with a caricature of himself growing his "beer garden" in Denver. He is transferring to the Denver Tower.



This picture was taken in Nigorya, Japan in 1955 or 1956. The two swimmers were Air Force radar operators and worked on the same crew at an AQ&W site near Kimaki Air Force Base. Today these men both work as air traffic managers for FAA in Alaska. On the left is Harold "Popo" Richardson, Cordova FSS; and on the right is Jim Titus, Fairbanks Tower.



The Training Branch coordinated with the Management Training School (MTS) and arranged for the Interpersonal Behavior and Problem Solving class to be held in the region April 9-18, 1985. Twenty employees participated in the training. The eight-day course provided counseling technique skills in such areas as employee development, supervisor/employee problems and problem prevention, and other situations requiring a face-to-face meeting. MTS instructors Bill Merrill and J.C. Smith did an excellent job teaching the course and received high marks on the course evaluations. The participants were especially pleased when Mr. George Woodbury, AAL-10, personally presented their Certificates of Training.

First row from left to right are Bennie Hutson, Bill Merrill, George Foster and J.C. Smith.

Second row from left to right are Bob Morrison, Nancy Tinney, Ann Roberts, Judy Whetzel, Cetta Cron, Norma Bonewitz, John Wilber and Mark McLamarrah.

Third row from left to right are Carl Wittfeld, Paul Larson, Orlando Monfreda, Wally Tharp, Dennis Simantel, Jim Perham, John Brister, E.J. Hiatt, Ken Burgener and Ron Gledhill.



Chuck Berns (left) and Herb Shannon from Fairbanks FSDO-61 took a break from Operation Springback in Kotzebue to attend a retirement party for Warren Thompson (right). Warren received a plaque and a Letter of Appreciation for his efforts in aviation safety. The beautiful cake made for the occasion read "Alaskan Aviators ... Warren Thompson, one of the finest ... Thanks Warren for all you have given us over the years." Best of luck, Warren.



Elwood Hussey (left), lead travel voucher examiner, was recently honored for his participation in the preparation of the FAA Employee Permanent Change of Station Pamphlet. He received a Certificate of Achievement signed by Brooks Goldman, Associate Administrator for Administration, AAD-1, a Letter of Appreciation from E.M. Keeling, Director, AAA-1, and a Letter of Commendation from Regional Director Frank Cunningham. Don Keil (right), Deputy Director, presents the awards.



Jeff Bennett (right), cartographer at Anchorage ARTCC, receives a Letter of Appreciation from Jerry Wylie, assistant facility manager, Anchorage Tower, for his contribution in chart drawings for Pilot Bulletins. Presenting the award is Mike Hessler, assistant facility manager at Anchorage Center.



Jimmie Vaughan (left), air traffic manager, Anchorage ARTCC, receives his 30-year service pin from Director Frank Cunningham.



Don Huitt (left), electronic technician, Crew 4, receives a Suggestion Award for the improved communications at Middleton from sector manager Frank Babiak, Anchorage ARTCC.



Air traffic control specialist Tony McCray (left), Merrill Tower, receives a Special Achievement Award from area supervisor Dennis Wegner for sustained superior performance for the past year.

It's there when you need it the most

The following story is one in a continuing series of articles written by employees who have used the Employee Assistance Program (EAP) to assist them to deal with life's problems. The story was written by an employee who reached the "breaking point" and realized something had to be done.

"He was turning into what I perceived to be a real rotten kid."

Raising a teenager has been the most challenging and frustrating time of my life. It is also a time when I have never felt so helpless and angry. My son was failing every subject in school, becoming more rebellious daily, and getting into all kinds of trouble. He was turning into what I perceived to be a real rotten kid.

We were at the point we could hardly talk to each other. Curfews and restrictions were ineffective. Nothing I did seemed to work. I found myself thinking about the situation while at work which did not help the quality of my work. In addition, I had to take time off whenever the school called with a problem.

"I called HAA."

One day I said this is it! The situation can not continue! I called Human Affairs of Alaska (HAA). I made an appointment for both myself and my son. Needless to say he was not thrilled with the idea but he went with me. It really turned out to be a pleasant appointment. HAA made me feel so comfortable and at ease. They really seemed to understand exactly where I was coming from. My son must have felt the same way from his comments later.

EAP

Employee Assistance Program

It took someone who was not emotionally involved with the family to help us straighten our lives out. HAA did not have all the solutions but they helped to sort out the problems and suggested actions to take to resolve them ourselves.

They continue to care ..

What has also impressed me with HAA is the follow-up. Every so often they call and ask how things are going and to remind me they are there if I need them. It is like having a good friend.

NOTE: Employees contributing these articles voluntarily let it be known they used the service. The agency in no way attempts to learn the identity of employees or family members using the program. All communications with HAA counselors are strictly confidential.

Do not wait until life's problems overwhelm you. Your Employee Assistance Program is exactly what the name implies - assistance for you or your family member, at no cost, when you need it. Simply call HAA, 562-0794. A credentialed counselor is available 24 hours a day, seven days a week. Questions? Call HAA direct or contact Ernie Fleece, EAP Coordinator, 271-5367.

Don't wait until your health becomes a problem
help is just a phone call away

HUMAN AFFAIRS OF ALASKA

562-0794



Dennis Simantel (right in pictures above), assistant manager for technical support, Anchorage ARTCC, presents Special Achievement Awards for performance to Warren Mitchell (top photo), EARTS TID; and Richard Zaleppa, general laborer.



Fred Campbell (left), computer operations branch manager, receives his retirement plaque after 28 years of federal service from Dick Brindley, manager, AAL-60.



Juanita Schroeder, computer operator, left FAA after 15 years of service. As the sign around her neck indicated, she lost her job when the position went to contractors through A-76.

Medical notes - the sun and you

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

If my count is correct we have had about three days of sun this season. In spite of the short supply, I would not want to let the time go by without letting you all know one more time about the sun and your health.

By now we all know that too much exposure to the sun as well as to sunlamps can increase the risk of skin cancer and will prematurely age the skin. Our pursuit of the sun has become a year-round preoccupation. Many of our sports activities take place in the sun. That is, if we are lucky enough to have sun.

Many people are now using the tanning beds that are available year-round. All of them will indicate that they are completely safe to use. It is true that these beds are initially supplied with ultraviolet A (UVA) radiation which is supposed to be less damaging to the skin. This statement is probably true. The ads usually state you can tan without burning. This is also probably true.

What you may not know is that these (UVA) rays penetrate deeper than the old-fashioned ultraviolet B types. Some health risks may be edema, vascular system damage, and skin damage (such as the premature aging of the skin). It also increases the chance of skin cancer.

Some people run a greater risk from sun damage than others. Blacks are relatively safe because their skin pigment provides good protection from ultraviolet damages. People with fair skin, such as redheads or blondes, run a greater risk. Men and women whose jobs demand long exposure to the sun should protect themselves from the hazards of long exposure.

Some drugs like antibiotics or antibacterial agents in medicated

soaps and creams, some barbiturates, and birth control pills can make the skin more susceptible to burning. Read the labels of these drugs before using them.

If you make your choice to tan in the sun or by lamp or tanning bed you should take some precautions. For the tanning beds you should always follow these recommendations.

Wear protective goggles and don't overdo. Begin with the shortest exposure time and make a gradual increase. Be sure there is an attendant nearby to assist you should an emergency occur. Report any injuries from the use of these products to the Food and Drug Administration (FDA).

In the natural sunlight you would be better to tan before 10 a.m. and after 3 p.m. This is when the ultraviolet rays are at their weakest. If that seems to limit you too much, you should remember to stay out a maximum of 15 minutes during the danger hours.

The best cover-up available is one of the chemical sunscreens that contain para-aminobenzoic acid (PABA). Read the label and select the best one for your needs. Another method of protection would be to wear cool, loose-fitting beach robes, caftans, long sleeved shirts and wide brimmed hats.

Here are a few things for you to remember. You will not be fully protected in the shade of a beach umbrella because the ultraviolet rays are all around you. Do not count on being safe on a cloudy day as 70 to 80 percent of the ultraviolet rays' burning power will penetrate the clouds and overcast conditions. You are better off to be moving about than lying immobile on the beach or surfboard. And last but not least, avoid sun reflectors.

I hope the above information will help you to have a happy, sunny experience.



Dee Groat (right), administrative officer, AAL-14, receives a gift from Dottie Taylor, personnel staffing specialist, upon her retirement after 30 years of federal service. Good luck in Minnesota, Dee.



Nancy F. Tinney, general supply specialist, Anchorage ARTCC, receives a Special Achievement Award for performance from Ernest Mundt, assistant manager for program support.



Bob Dunlap (right in top picture), TID (technician-in-depth), South Alaska Sector, and Billy Franklin (right in bottom picture), manager, AAL-460, receive their 30-year service pins from Director Frank Cunningham.



Dorothy Sharrett, secretary, AAL-250a, receives a Special Achievement Award for sustained superior performance from Tom Westall, manager, Flight Standards Division.



Paul Rohwer (right), quality assurance specialist, Anchorage FIFO, Line Maintenance Section, receives his retirement plaque from Bob LaBelle, manager. Paul completed 40 years and 2 months of dedicated federal service after joining the CAA/FAA in 1948. He and his wife, Ellen, plan to remain in Anchorage.

SHARE THE JOY OF LIVING **GIVE BLOOD**

