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**Federal Aviation
Administration**

intercom:

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CAP, FAA, and AASF Wing It As They Sign Memorandum of Understanding for 1989 Safety Awareness Campaign

(RETIREES DN REVERSE)

The FAA continues to promote safety in aviation through their 1989 Safety Awareness Campaign in Alaska during the busy summer months.

The tail of CAP's "Beaver" search and rescue aircraft becomes a press conference table for the signing of a Memorandum of Understanding by (left to right) Lt. Col Douglas H. Askerman (Chief of Staff, Alaska Wing,Civil Air Patrol), Frank Cunningham (Regional Administrator, FAA), and Tom Wardleigh (Chairman, Alaska Aviation Safety Foundation) as they commit their support in this joint venture to reduce aviation accidents in Alaska.

Feedback to date has been very positive as the FAA, AASF, and CAP work together in promoting safe air travel.

Tutko's Tips #6

by Paul Tutko, AAL-33

Here's another friendly tip from Paul.

There may be misunderstandings among travelers and accounting personnel involving occupancy tax as part of the lodging charge. To help clarify any confusion which may exist, it should be noted that the rates quoted for discount lodging in the Federal Travel Directory (issued monthly by the General Services Administra-tion) contain all state and local taxes. No additional taxes should be paid by Federal travelers on official business who use any listed hotel or motel.

If additional taxes or other unexplained amounts appear on your lodging bills, inquire about such charges before you make payment. Occasionally, some hotel/motel personnel may need to be reminded that all taxes have been included in the Government rate.

People On The Move

Some of our people who have been on the move this past month with either transfers or promotions include the following:

ATCS **Jay Langton** has transferred from the Grand Forks, North Dakota AFSS to join the staff at the Nome Flight Service Station.

ATCS **Shawn Keane** changed his work address from the Bethel ATCT to the Merrill ATCT.

Larry Updycke (Maintenance Mechanic at the Fairbanks SFO) has settled down in Nome where he will fill a journeyman's position.

Gerry Wilcox pulled up his roots at the King Salmon Sector Field Office where he was a Boiler Mechanic to accept another position in the Environmental Section of our Airway Facilities Division.

James Browning just recently moved from the Establishment Branch in Airway Facilities into the vacant Radar Technician position in the Anchorage SFO located at the Anchorage Tower.

ATCS/S Developmental **Gary Habe** has entered on duty at the Kotzebue FSS. Gary previously was stationed at the Anchorage FSS.

A fond farewell to **Dan Vallish,** our Electronics Technician from the Cold Bay FSS. **Dan** and his wife, **Kat**, have moved to Boston, Massachusetts, where **Dan's** new position is described as the New England Regional Expert in En Route NAV/COMM Equipment. **Kat** was reported to have begun planning her Bostonian flower and vegetable gardens before she even left Cold Bay. The **Vallishes** arrived in Alaska back in 1981 when **Dan** was a young F&E technician. We wish them well, and the INTERCOM Editor will miss the news items **Dan** occasionally would submit.

Frances Elliston has accepted the manager's position in the Acquisition Management Branch of our Logistics Division. She left the hectic life of Washington, D.C., behind, where she worked in the Procurement Policy Division for FAA.

Everyone greeted **Becky Wolfe** with open arms as she took over the position of Accounting Technician in the Financial Management Division. **Becky** is now working hard with the other members of the travel section to help catch up on the backlog of travel vouchers. Prior to joining our "money group" of people, **Becky** worked in our Human Resource Management office in Anchorage.

And now , promotionally speaking, we would like to congratulate the following people on their recent moves up the ladder of success:

At the Fairbanks Sector Field Office, **John Meszaros** has moved from an Electronics Technician position to a Radar Relief Technician position for the Technical Support Unit.

A number of people in the Airway Facilities Program Support Branch have moved up another pay grade this past month. Congratulations to **David Hryle**, **Darrin Lung, Don Vandermeer, Tim Dean, Kim Webber**, and **James Browning**.

Bob Bilak from the ANC FSDO has moved up to the position of Principal Maintenance Inspector at the FSDO.

Christine Morgan left her position as Secretary at the Anchorage FSS to accept the responsibilities of a Staff Assistant at the ARTCC Program Support Staff office.

Jan Ward is the new Secretary in the Civil Aviation Security Division. **Jan** transferred here from the Civil Aviation Security Field Office in Anchorage where she worked as a Security Clerk. Prior to that, **Jan** was based at the Salt Lake City FSDO.

Welcome!

Welcome to **Harry Steeves**, our new Lead Project Engineer in the Airway Facilities Division's Environmental Section. **Harry** brings many good years of experience from his previous job at the Army Corps of Engineers in Anchorage.

Beth Rodigari recently joined the Maintenance Branch of the Airway Facilities Division as an Environmental Engineer. **Beth** is another one of those top notch people that we have been able to entice away from the U.S. Army at Fort Richardson in Anchorage where she previously worked.

Welcome aboard to **Robert Greenshields** who has joined the Program Support Unit at the NA-AFS as an Electronics Technician Trainee.

A hearty welcome goes out to our eight student/employees who are working for FAA this summer through the Municipality of Anchorage's Job Training Partnership Act Program. These young adults are always a welcome addition to our team.

Welcome back to Davie Elliston. Davie has been selected as the new Planning & Appraisal Officer (AAL-4). He returns to the Alaskan Region after three and a half year's absence,during which time he completed assignments at the FAA Depot in Oklahoma City and with Logistics Services in the FAA Washington Headquarters. During his previous tour in the Alaskan Region, Davie served in both the Logistics and Accounting Divisions.

Get Well Wishes

We want to send our best wishes for a successful recovery to some of our employees who have crossed paths with a bit of misfortune.

Terry Alexander, one of our Planning Specialists in the Air Traffic Division, recently underwent surgery at the University of Washington Medical Center. We hear that **Terry** is in good spirits and should be back in Anchorage towards the end of July, and hopefully back to work shortly after that.

Mike Betts, a Quality Assurance & Training Specialist at the Fairbanks FSS, was involved in a motorcycle accident on July 3 at Big Delta. As of this date, **Mike** is greatly improved from his original serious condition and has been transferred to Bassett Army Hospital in Fairbanks. He is expected to be released from the hospital sometime during the last week in July.

Muriel Girardet, Computer Specialist on the Data Systems Staff in the Management Systems Division, is back at work following some eye surgery. We suspect that she sees everything differently now .

Tom Flynn was out of commission recently, following a little knee surgery. **Tom** is our Maintenance Mechanic Foreman at the King Salmon SFO.

We wish all these folks a speedy recovery back to normal. With all this beautiful summer weather we have been experiencing, it certainly is not a good time to spend your days and nights in a hospital room.

Congratulations Corner

SPECIAL AGENT DOODY CLEANS HOUSE

The bullseye was never safe when **Ed Doody** was around at the annual Alaska Police Olympics that were recently held in Anchorage.

Ed walked out with four gold medals to his name for his excellent marksmanship during the competition. Talk about the perfect kind of a guy to have as a Special Agent on our Civil Aviation Security Division staff -- that's **Ed.**

The purpose of the Alaska Police Olympics is to promote physical fitness among the law enforcement community and to demonstrate to the public the mental and physical fitness that is required of law enforcement personnel. Participation in the Police Olympics is worldwide with an international event held every other year. As one of the winners at this year's Olympics, **Ed** is now qualified to participate in the International Police Olympics in Edmonton, Alberta, next year. We all will certainly be cheering for him.

Naomi Christensen in the Logistics Division's Program Support Branch was presented a Superior Accomplishment Award in recognition of her excellent support of the SAM system, her establishment and upgrade of the local area network, and her support of several national logistics programs.

ATCS **Lisa Workmen** received a Letter of Commendation from **Harold Richardson** (Air Traffic Manager, Cordova FSS) for her exceptional performance during her temporary duty assignment from May 15-June 21 at the Cordova FSS. **Lisa** certainly chose to work during one of the busiest times the Cordova FSS will ever see with all the oil spill cleanup activities going on in that area.

Jerry Hill (left) and **Bob Baker** (right), both Electronics Technicians at the Juneau SFO, each received a Letter of Appreciation from Sitka FSS Air Traffic Manager **Herb Hinman. Jerry** and **Bob** were commended for their outstanding support of the flight service station and their high level of cooperation with the air traffic personnel.

Congratulations to **Maria Lanier** for earning her high school diploma. **Maria** has been working with FAA since March 1988 as Clerk in our Civil Rights Office. While working part-time with FAA ,she also was taking classes through the S.A.V.E. school program and the Anchorage Career Center. **Maria** has made a significant contribution to the goals of the Civil Rights Office, and we are glad to hear that she plans to work with us for a while longer before venturing outside to a college in the Lower 48 where she hopes to pursue a degree in the child care arena. Best of luck to you **Maria**.

Three cheers for **Bill Wuttke** from our Airway Facilities Division on his recent success in the Arctic Bicycle Club's Denali Class Race. This year, **Bill** took second place in the veteran (35-45 years of age) group of participants in this 24-mile race. Some of you might remember reading about **Bill's** winning the overall competition trophy last year for this race that includes hill climbing, time trials, and two separate road races -- all on a bicycle. Not an easy thing to do for 24 miles! Congratulations, **Bill!**

In Ring #1, the Nome FSS

Air Traffic Manager at the Nome FSS, **Wendell Wassmann**, and his staff all felt like they were in the middle of a three-ring circus when the 11-year-old pilot, **Tony Aliengena,** hit town. As if things were not hectic enough, **Tony's** father, **Gary**, managed to crash their 300 HP Cessna 210 Centurion while they were on a side trip to Golovin, Alaska. Boy, did that drive the media into a wild frenzy.

Telephone calls were coming in from every media source in Alaska along with all the newspapers and radio networks down in California where **Tony** and his family started from on this around-the-world aviation venture.

Wendell and his staff did a superb job of handling all the media folks who didn't believe that the FAA Public Affairs staff was telling them everything -- so they would call Nome, hoping that some little fact might be discovered that could give them an edge over their competitors.

Everyone breathed a sigh of relief when the word came through that **Tony** got home safe and sound in California. It was such a delight to have business go back to the normal routine, and all of us have canceled our requests to be transferred to anywhere but where **Tony** and his group are.

Richard Brindley Bites the Big One

After 39 years of service to the Federal government, **Dick Brindley** has finally decided to take life easy and retire from his 7:30 a.m. to 4:00 p.m. job. **Dick** began his career with the Federal government as a mechanic for the U.S. Army in Oklahoma back in 1950. From there he worked with the Oklahoma National Guard, joined the military for a short time, worked as a forklift operator with the U.S. Air Force, and finally heard the computer field calling his name in 1960 at which time he took a job as an Electronic Accounting Machine (EAM) operator.

In 1961, **Dick** joined the FAA as an EAM operator in Oklahoma City, and transferred to Anchorage, Alaska, in 1965 as a computer programmer. He continued to climb up his career ladder of success until he reached the top in 1981 when he became the permanent Manager of the Management Systems Division for FAA in Alaska.

Dick was very instrumental in the design and development of various computer systems throughout the agency. The national Information Resource Management Plan and the System for Acquisition Management were both projects that were developed and nurtured under his watchful eyes. All those strange sounding computer programs like EGATS, TRIMATE, SAM, DAFIS, and TVL were all special projects that involved **Dick**. He was and always will be a supporter of computer literacy within the workplace .

Many of us will miss his outstanding ability of analyzing and applying technology to administrative processes so that tasks become more simple while productivity increases. We also will miss his wonderful sense of humor and his excellent people skills that made it a delight to work both with him and for him.

As a grand finale to Dick's career, he was presented the FAA Distinguished Career Service Award in recognition of the significant accomplishments and sustained performance that he provided to FAA. The special presentation of this award was made by Brooks Goldman, Associate Administrator for Administration out of headquarters in Washington, D.C.

We all wish him well as he enjoys the more mellow years of his life. May you live long and prosper, **Dick**. We'll miss you.

Congratulations

Sis Hill, Manager, Real Estate and Utilities Branch in the Logistics Division, received her 30-year service pin from Regional Administrator **Frank Cunningham.**

How to Handle Pressure

Do minor problems throw you into a dither? Is everything becoming a disappointment? Are you unable to stop thinking about what's "bothering" you? Are you suspicious of people...tired of your friends? Many times a tale of woe can be shortened by a story of "whoa" -- just stop, take stock. There are several things to do with pressure, starting right now!

USE IT! That, say leading psychologists, is a very good way of dealing with it. Pressure, like a springboard, is wound-up energy -- jump off at the right spot and you can soar very high on it.

AVOID IT! If you want an escape clause, this may be it -- and it's legitimate. Read a book or lose yourself in a movie or hobby. These are all ways of coping with tension and anxiety.

WATCH THE GAUGE! Too much pressure can cook your goose. Pressure, anxiety and tension are normal, but there is a boiling point beyond which it is dangerous to go.

Booher Captures Battlefield Appointment in Montana

Barbara Booher, formerly a Realty Specialist in the Real Estate and Utilities Branch of the Logistics Division, was just selected by the National Park Service to become the new superintendent of the Custer Battlefield National Monument in Montana. This monument marks the site of the Battle of Little Bighorn that took place back in 1876 when the Union and Sioux forces battled it out. Many of us remember this encounter that took the lives of the famous General Custer and his entire regiment.

Barbara is one of the first Native American women to be chosen for a superintendent position in the National Park Service. Her responsibilities will cover the entire Rocky Mountain Region, which includes Colorado, Montana, Wyoming, North Dakota, South Dakota, and parts of Utah.

Barbara is of Cherokee and Ute descent. She was raised on the Uintah and Ouray Indian reservation in Utah and studied at the University of Utah and Alaska Pacific University. She and her husband **Hal** came to Alaska in 1972. She started working with FAA in the mid-70's in the printing plant, and moved to the Real Estate Branch in 1983 where she remained until she transferred to the Bureau of Indian Affairs in 1986.

Articles recently appeared in the Washington Post newspaper and Time magazine about the Battlefield and Barbara's appointment.

We all are happy to see **Barbara** take a giant step ahead like this. She is a very intelligent and competent individual, and we wish her the very best of success in this new endeavor in her life.

Fred Keller Becomes Hero of the Day

Fred Keller, skipper of the *Laissez Faire* marinecraft out of Seward (when he's not working as an Automation Specialist at the ARTCC) has earned a hero's title for his bravery and quick thinking.

June 24 seemed to be a typical summer evening in the Resurrection Bay area around Seward, Alaska. **Fred Keller** and his wife **Mickey** had visited a nearby boat owned by **Ruth** and **Art Crowder** to see the large halibut they had caught that day. An hour later, **Fred** and **Mickey** finally set anchor in one of the out-of-the-way bays outside of Seward and proceeded to catch some sleep. Suddenly they were awakened in the middle of the night. The **Crowder's** boat that had tied up for the night about 50 yards away from the *Laissez Faire* was in flames. Its two occupants were hanging onto the side of the craft as it quickly disintegrated before their eyes.

With no hesitation, **Fred** jumped into his dinghy and paddled like crazy towards the burning boat. He dragged the middle-aged couple (in their sixties) away from the fire and took them to safety. The first aid training that **Fred** had learned through FAA was invaluable as he treated the couple for hypothermia and shock.

Mickey had already called the Coast Guard in Kodiak. Two hours later, the Coast Guard helicopter arrived and airlifted the victims to a hospital. Both the **Crowders** suffered serious burns and remained in the hospital for weeks afterwards. The boat burned to the waterline and sank.

Apparently, the fire was started when the **Crowders** were transferring fuel from a gas can to the fuel tank on the boat. The gas fumes were probably ignited by a pilot light on the heater.

Fred Keller and the *Laissez Faire*

We all commend **Fred and Mickey** for their brave efforts in saving the lives of **Ruth and Art Crowder.** It took a great deal of courage to approach a burning boat that could explode at any minute, and we are so proud of **Fred** for his bravery and his responsiveness in saving the lives of those two people.

Service is Our Middle Name

A number of our employees recently have celebrated some anniversaries of service with the Federal government. Our congratulations go out to the following people on their receipt of three-year service pins:

Christina (Teena) Hart --Technical Support Unit Secretary at the NA-AFS

Mary Lou D. Wojtalik -- Writer/Editor, Public Affairs Office

Donna Ratcliff -- Electronics Technician Trainee, Juneau SFO.

Your Employee Assistance Program (EAP)

by Ernie Fleece, AAL-16
Manager, Labor &
Employee Relations Branch

Q. **What is the EAP?**

A. The EAP is an assessment and referral service. Generally, the counselor will meet for one to three visits, will help with discussing and defining problems (including crisis intervention), will provide information about community resources, will make referrals to other services needed, and follow up to ensure appropriate assistance is rendered.

Q. **What does a counselor do?**

A. The counselor can help by:

*Diagnosing the problem and determining its severity.
*Detecting early signs of potentially serious problems.
*Helping gain an understanding of the problem.
*Providing information about the problem with brochures, books, and workshops.
*Finding the best appropriate community resources.
*Finding the most cost-effective community resources in conjunction with the employee's individual health plan.
*Outlining alternatives for solutions/treatment.
*Teaching skills that can help individuals solve their problems in the future.

Q. **How is it provided?**

A. The FAA has a contract with Human Affairs of Alaska (HAA) to provide the service. The FAA is one of 15 agencies in Alaska that share this contract.

Q. **Who can use the service?**

A. The contract covers all FAA employees and their family members. We have included family members because so many individual problems become family problems and vice versa. A family member is described as anyone in a primary relationship who is affecting an employee's ability to function on the job.

Q. **Who pays for this?**

A. All contacts with Human Affairs are paid for by FAA. However, when a referral is made to a community resource, there may be a charge by that community resource. This will be explained by the HAA counselor.

Q. **What kinds of problems can I take to HAA?**

A. The HAA counselors can assist with a wide variety of problems which include but are not limited to: family issues (marriage counseling, adolescents, child care, single parenting, divorce, caring for aging parents); emotional problems (depression, anxiety, grief); medical concerns (smoking cessation, weight reduction, stress); legal problems; financial problems; and substance abuse.

Q. **Is this service confidential?**

A. Yes. No names or any identifying information can be provided to the FAA unless the employee signs a written statement authorizing the counselor to do so.

There are a few exceptions, however. The counselors are required by law to notify official authorities in cases of child abuse and if individuals may do harm to themselves or to others. Additionally, for employees in safety-related positions, if an alcohol or drug problem surfaces, the counselor is obligated to notify the FAA so the Regional Flight Surgeon can make a determination regarding the individual's ability to continue in their safety-related duties. This information will not be passed to FAA unless the employee signs a written consent form. If the employee does not wish to sign the consent, the service is discontinued and the employee may contact an EAP of their own choosing.

Q. **Can an employee be referred by someone else?**

A. Yes. Frequently co-workers know of troubles their peers are having. It is a sign of caring to remind a co-worker about EAP

services. This alleviates the problem of being a sounding board and keeps the problem out of the workplace. Also, where an employee is not performing at an acceptable level, or intervention has not improved the performance and/or conduct, a supervisory referral is appropriate.

Q. **How can I use the service?**

A. Using the service is easy. Just call 562-2812 or (outside Anchorage) 1-800-478-2812 for an appointment during regular business hours. Counselors are available on a 24-hour basis for emergencies.

The EAP has been a great success for many people. If you have occasion to use the EAP, the HAA counselors will give you an evaluation sheet to complete and return to FAA. This information is anonymous and tells us whether the program is effective. We value your input, so please take the time to provide your comments.

Also, if you would like to share your story, provide a short write-up along with your name and phone number to **Roslynne Reed,** EAP Manager, AAL-16A. If you encounter difficulties in making contact or have further questions about this valuable program, contact **Roslynne** at 271-5367.

Employee Assistance Program

her 30-year service pin from Regional Administrator Frank Cunningham.

They Will Be Missed

We are sad to report about a few of our employees who have passed away or have lost members of their family.

Our condolences go out to **Jim Oliver** on the sudden death of his teenage son. **Jim** is an Electronics Technician at Wrangell. His son and a companion lost their lives while pulling crab pots near Wrangell last month.

Elmer (Red) Harrop, formerly a Plant Crewman at King Salmon with the FAA for a number of years back in the 1950's and 1960's, recently passed away in Anchorage. He is survived by his wife, **Agnes**.
Gordon E. McNitt, an FAA retiree from Alaska, recently passed away in Keizer, Oregon. **Gordon** worked as an Electronics Technician in King Salmon, then he moved on to Bethel, Fairbanks, Fire Island, and finally was Sector Field Office Chief in Sitka. He retired in 1980 and moved with his wife, **Gail**, to the Salem, Oregon, area.

Women's Equality Week

There will be a celebration of **Women's Equality Week** at the Anchorage Federal Office Building from August 21-25. Various activities are being planned.

A display of female mannequins dressed in various uniforms reflecting women in nontraditional roles will be set up in the Anchorage FOB atrium.

Paula Rasmus-Dede, EEO Manager for the State of Alaska, will give a presentation on ***"Myths of Women Managers"*** on August 24 from 11:30 a.m.12:30 p.m.in Room 133.

The annual Men's Bake-Off is always a fun event each year in the atrium. The judging and award presentations will run from 11:45 a.m. to 12:15 p.m. on August 25,

immediately followed by the auction until about 1:00 p.m.

Also during that week, for those folks who are "doing lunch" in the AFOB dining room, check out the local trivia cards about women in Alaska that will be located on the dining room tables.

In connection with Women's Equality Week, here is a fact that might be of interest to some people. According to a study by the Population Crisis Committee on the status of women, Sweden was found to have the best conditions for women. Factors that were used to determine the ranking of women's status included health, marriage and children, education, employment, and social equality. The top ten best countries in order of women's status were:

1. Sweden
2. Finland
3. U.S.A.
4. East Germany
5. Norway
6. Canada
7. Denmark
8. Australia
9. Bulgaria
10. Jamaica

Before all you women start planning a move to Sweden remember -- America probably has the best and most shopping malls in the world (with exception of Edmonton, Canada).

Just a Reminder

The Human Resource Management Division has approved Audrey Clark (FSDO-05) as a leave recipient under the Leave Transfer Program. If you would like to be an annual leave donor to assist a fellow employee in a personal emergency, contact **Ray Reeves** or **Charles Monico** (AAL-14) at 271-5725/5724 for further information.

A Pat on the Back to Our Crew at the Dillingham FSS

Our FSS Air Traffic Manager, **Ronald Glonek**, and his staff at the Dillingham FSS recently received a letter of appreciation from the local Job Training Coordinator in Dillingham for their enthusiastic support and cooperation in the Vocational Exploration Program for high school youths. The FAA staff took on the extra responsibility to supervise a student in a limited work situation, which added more paperwork and extra effort to their daily routine. Their efforts greatly contributed to the goal of helping Bristol Bay area youths become more employable.

McGrath FSS Gets Face-lift

Some of our McGrath FSS staff have been working hard on a beautification project around the FSS building. ATCS/S **Mark Kytonen** and his wife, **Laurel,** went out on their own time and snagged several authentic Kuskokwim River logs for use in a raised flower bed. Then **Ed Kiss** and some of the local wives from the Fairbanks SFO located a nice variety of bedding plants and hanging baskets to use in McGrath. We hope they took some pictures of the fruits of their labors. It's amazing how much a few flowers at your doorstep can perk you up in the morning as you charge in to the old workstation.

Federal Employees Group Life Insurance

by Jean Pershall, AAL-16B
Employee Relations Specialist

Attention prospective retirees!

Public Law 96-427, enacted on October 10, 1980, requires all employees who retire on or after January 1, 1990, to pay to continue basic life insurance coverage after retirement. This required continued premium applies to all three levels of post-retirement coverage: 75% reduction, 50% reduction, and no reduction. The continued premiums will be two-thirds of the basic life insurance premium, identical to the amount paid by active Federal employees for basic life insurance coverage (Currently $.401 per month for each $1,000 of coverage).

If you have any questions, call **Jean** at 271-5804.

BUCKLE UP!

If you had been able to talk to the thousands of Americans each year who died in traffic accidents, just minutes before the crash, they probably would have said...

'it'll never happen to me'

BUCKLE UP!

Looks Like a Winner to Us!

We all are keeping our fingers crossed for **Lori Frasier** from our Financial Management Division. As a participant in the annual Anchor Point Fishing Derby, **Lori** is in first place with her king salmon that weighed in at a whopping 66 pounds. The contest runs until August 31.

Lori and her 66-pound trophy!

Don't Let Alaska's Waters Put You in the Drink

by Chuck Gilmore, AAL-463S
Regional Safety Manager

Most people who died in boating accidents last year drowned in inland water -- many were within a few feet of safety. Most of those who drowned owned lifejackets, but when they died, they were not wearing them.

The National Safe Boating Council urges people who use small boats to make sure, before leaving shore, that everyone on board is wearing a well-fitting lifejacket.

The law requires that each boat must have on board a personal flotation device for each person. If the boat is longer than 16 feet, wearable flotation devices are required. However, if the lifejacket is tucked away inside the boat and not worn, boaters take a chance of becoming a boating statistic. Most fatal accidents involve the boat capsizing or else the occupants falling overboard. It happens suddenly, without warning and with no time to get into a lifejacket.

If boaters fall into the water, lifejackets keep them floating while they tend to urgent business, such as climbing back into their boats, getting to shore or keeping still in the water to forestall hypothermia until help arrives.

The lifejacket is your friend for life.

The small utility or johnboats people use for fishing, hunting, and day cruising tend to be unstable and are easy to swamp or capsize. Overloaded boats also are prime candidates for overturning. Modern outboard boats have a capacity plate that indicates the maximum outboard horsepower and the carrying capacity of a boat. The number of seats in a boat is not a measure of its capacity. If the weather is not ideal, boaters should reduce the load to less than that recommended on the capacity plate and keep the weight low.

People in small boats face many hazards while boating in cold water. Should they fall in, they could suffer shock to the system, panic, hypothermia, or drowning.

The shock a person experiences when he or she suddenly falls into cold water can cause cold-induced gasping. People who have gone into a cold shower may remember the automatic gasp for air they experienced when they were hit in the chest with cold water. If the mouth is under water when this gasp occurs, drowning is probable.

If you know you are about to fall into the water, cover your face with your hands and hold your breath.

Hypothermia is another hazard for cold water boaters. It is thought to be responsible for half of all boating deaths. Cold water chills 25 times faster than cold air. To minimize the effects of hypothermia, a person should immediately attempt to get back into the boat or climb onto the overturned boat.

Clothing should not be removed since even wet clothing holds in body heat.

People who use small boats in cold water should always wear a well-fitted lifejacket. It offers both flotation capabilities and some protection against hypothermia.

The Rest of the Story

Since many FAA'ers are out on those waterways this summer, we feel that we cannot stress safety too much. The U.S. Coast Guard Auxiliary continues to warn everyone that drinking and driving a boat can be a dangerous combination.

Consider these facts:

**Over half of all boating accidents resulting in death are traced to alcohol use.

**Not only is operating a boat while intoxicated illegal, it is highly dangerous.

**As alcohol is consumed, a person's ability to think correctly is hampered, body coordination deteriorates and the desire to take risks replaces common sense.

**A drunken boat operator is of little use in responding to emergency situations

and often turns into a daredevil out on the water.

**As alcohol consumption increases, it seriously restricts vision. Alcohol induces tunnel vision, the inability to see to the side.

**Alcohol also reduces depth perception, night vision,and the ability to distinguish colors, especially red and green, the colors of a boat's running lights.

**Capsizing boats and passengers falling overboard are two of the leading causes of boating accidents.

**The passenger is often both the cause and the victim of accidents. While the designated nondrinking driver concept helps, even passengers are at increased risk if they drink while out on the water because of the distractions and demands they can make upon the driver.

For more boating safety information, contact your local Coast Guard Auxiliary or Coast Guard station.

AAAAAAAAAACHOO!

PAT SANDERS

by Mary Grindrod, R.N.
AAL-300

This month we have had numerous calls about the dreaded word ALLERGIES. As the pollen count rises, so do the symptoms of allergic rhinitis (hayfever). Have you had weepy, swollen eyes, nasal congestion, coughing and sneezing? Some of the treatment that will help this type illness is the use of antihistamines. Usually the antihistamines will control the symptoms in four out of five patients but may cause some side effects. We want you to be aware of some reactions to the use of these drugs. Sedation, depression, somnolence, and noncoordination are some of the changes that may occur when taking antihistamines. If a person is affected severely by allergic rhinitis, he may have to have sensitivity testing to see what the offenders are. Control of indoor environment and avoidance of outside allergens may have to be used.

Other summer health conditions might include the following:

Nosebleeds: This medical problem might result from an injury, disease (such as high blood pressure), following a period of strenuous activity, or excessive dryness, or from exposure to high altitudes. The blood vessels are close to the surface in the nose and are very delicate. Nosebleeding is generally more annoying than serious. The general first aid for nosebleeding is to keep the victim quiet. Place the person in a sitting position, leaning forward, whenever possible. Apply pressure to the bleeding nostril toward the midline for at least ten minutes. A cold compress may be used on the nose and face. Offer reassurance to the victim and if the bleeding continues, get medical attention. If the bleeding is severe, the nose may have to be packed or cauterized to stop the bleeding.

Heat: We very seldom get to speak to this topic here in Anchorage. But those of you who are taking trips out of Alaska might need a review of this topic. Excessive heat may affect the body in a variety of ways. Heat reactions are brought about by both internal and external factors. The extent of the reaction is related to the body temperature, the amount of air circulation around the body, the amount of moisture in the environment (humidity), and the kind and amount of clothing worn. Elderly persons, small children, chronic invalids, alcoholics, and overweight persons are particularly susceptible to heat reactions. If a person's body temperature reaches 105 degrees, sponge the skin with cool water or rubbing alcohol (ice should not be used), until his temperature is sufficiently lowered. Use of fans or air conditioners can be beneficial. Do not give the victim any stimulants. In heat exhaustion, the victim may faint because he is receiving a decreased amount of blood to the brain as his body is trying to cool off. This person may have sips of salt water (1 tsp. salt per 8 oz. water), half a glass every 15 minutes, over a period of about 1 hour. Have him lie down, loosen clothing and elevate feet. Cool wet cloths and the use of a fan are beneficial. If the person should vomit, stop all fluids. Following such an attack, the person should be protected from exposure to abnormally warm temperatures.

We hope none of you have a need to use any of this information, but realistically, it's always smart to file these health tips in a very accessible place for quick reference.

Airways Facilities Reorganization Update

by Ivy Moore, AAL-5A

The Airway Facilities Division (AAL-400) is undergoing a reorganization to bring the region in line with the new standard structure approved by **Ed Harris,** AAF-1. Under the leadership of **Peggy Smith** (AAL-420), a Core Workgroup and several sub-workgroups have been established to develop a transition/implementation plan. These groups have members from each AF branch, and also pertinent people from other divisions. The PASS union has been involved in all phases of the planning. The Core Workgroup has established September 8 as their target date for submitting a plan to AAL-400 for approval.

On July 19, AAL-400 conducted an all-hands meeting for the purpose of communicating progress that has been made, and to solicit questions, concerns, and input. Each workgroup reported on their activities to date. The Telecommunications Maintenance and Operations (TM&O) group recommended they be made a separate branch (AAL-480) rather than a section in 420. **Robie Strickland** (AAL-400) has approved that recommendation. The name of the new branch will be TELECOMMUNICATIONS AND SPECTRUM MANAGEMENT BRANCH.

When names are assigned to positions, the incumbent will have first rights. There is no requirement to advertise a job for bid if there is no grade change. Some situations will change: Portions from several old positions may be combined to create a new position. If a higher grade results, bidding will be required. Most changes will be a reassignment within grade.

AF Division Manager **Robie Strickland** emphasized that there are no hidden agendas in the reorganization planning. He asked everyone to remember that the regional office is here to support the field, and the reorganization is an effort to do it more efficiently and effectively.

A Word About Kudos

We so freely use the word kudos during our business lives. Here's a little background on the word.

Kudos is originally and properly a singular noun from the Greek kydos, meaning fame, glory, and renown resulting from an auspicious act of achievement. Synonyms are prestige and glory.

Originally campus slang, kudos is now pseudo-literary. In American English, it is usually taken to mean more than one kudo. Kudo is "a back formation from kudos." What happened is that American speakers took the word kudos to be plural when in fact it was not. We backed into this new usage, unaware of our error. American English, however, is ruefully democratic. What the majority takes a word to mean, a word means.

The language changes with usage and current contemporary usage makes the dictionary. So kudos now means what most American speakers use it to mean -- more than one kudo, and a kudo means (because that's what most Americans think it means) an award, honor, or compliment.

In fact, the word has become so popular now that a snack bar has been named after it . Next time you are in your local grocery store in the granola bar section, grab yourself some Kudos.

Washington Reports

Retired Admiral James B. Busey Takes FAA's Helm as 11th Administrator:

Pledging to work hard to keep America's skies safe, retired Admiral James B. Busey began his career with FAA on July 11 when he was sworn in as the 11th FAA Administrator.

Prior to taking the FAA Administrator's job, James Busey served for two years as Commander-in-Chief of U.S. Naval Forces in Europe and Commander-in-Chief of Allied Forces in Southern Europe, a NATO Command.

A career Naval aviator, Busey enlisted in the Navy in 1952 and was assigned to the Naval Aviation Cadet Program. He received his commission and Navy Wings of Gold in August 1954.

Busey's 37-year career as a Naval officer included tours in Vietnam in 1967-68, where he received the Navy Cross for combat action. Other key assignments included a tour in Washington, D.C., following his promotion to rear admiral in 1979, where he served successively as the Auditor General of the Navy and the Deputy Chief of Naval Materiel, Resource Management.

Following an operational flying assignment in California, he was promoted to vice admiral and returned to Washington in July 1983 as Commander of the Naval Air Systems Command. In 1985, he was appointed Vice Chief of Naval Operations and promoted to full admiral.

Busey is a native of Urbana, Illinois. He attended the University of Illinois in Urbana and the Naval Postgraduate School where he received a B.S. degree and an M.S. degree in management.

He is married to the former Jean Cole of Sidney, Illinois. They have two married daughters and one son.

In response to his intentions regarding the FAA, the 56-year-old Busey pledged to make sure that:

* safety and compliance remain FAA's number one objective.

*FAA people are treated fairly and equitably.

*the deterrent against the threat of terrorism -- state-sponsored terrorists -- remains strong in this time of "violent peace."

*the U.S. aviation system remains the best and safest system in the world.

According to Secretary of Transportation Sam Skinner, the job of FAA Administrator "requires someone with people skills, procurement skills, technical skills, and an outstanding manager to manage a challenging program. Jim Busey is that man. The challenges are many, but Jim Busey will rise to them."

We all look forward to working with Jim Busey and we anticipate many years of great accomplishments under his leadership.

FAA Retirees Share a Cup of Coffee at the Regional Office

The Regional Office hosted the annual retiree get-together in the Anchorage Federal Office Building. Many of us enjoyed seeing all those familiar faces back at the workplace.

Intercom

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