



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# intercom:

Office of Public Affairs  
Alaskan Region  
701 C Street, Box 14  
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June 14, 1985

85-12

## ***FAA winners - Anchorage***

Glenda Walters



Tony Moulton



Jack Twiggs



Jim Hughes



## Cover story

The four FAA winners from the Anchorage area chosen as candidates for the Federal Executive Association's outstanding Federal Employee of the Year Award in Categories I through IV were Glenda Sue Walters (GS-5), secretary, Anchorage ARTCC; Tony Derial Moulton (GS-11), air traffic control specialist, Anchorage FSS; James E. Hughes (GS-13), employee development specialist, AAL-17; and John D. Twiggs (GS-13), planning officer/program manager, AAL-460.

Walters' normal duties include maintenance of a training library and maintaining the training and proficiency records for 200 air traffic control personnel. On top of these duties she assumed the responsibility for time and attendance

for the entire facility when the facility lost its payroll clerk. To simplify the task and make a very complex job easier she initiated training for the 14 area supervisors and four area managers. She also reviews and coordinates corrections of travel vouchers for all of the students returning from the training academy (about 100 per year). These are only a few of her contributions.

Moulton's position as flight service specialist demands a high degree of proficiency. On August 23, 1984, he more than proved he had what it takes. Because of his calm, expert, and professional service he was instrumental in avoiding certain disaster for the pilot of a single engine aircraft, saving the pilot from injury and possible death. His volunteer work on his off-duty time in support of programs like the monthly aviation safety seminars, pilot forums, etc. has been outstanding. Moulton's commitment to pilot education and public information has established him as a leader in the aviation community.

Hughes is directly responsible for the development and presentation of the interagency "Pre-Retirement Seminars" which have reaped untold benefits for employees and the community in that retirees are better prepared for their new community role. He played a big part in establishing a four year BA degree program in Aviation Management through Anchorage Community College and Alaska Pacific University. Hughes is also responsible for establishing two college opportunities program agreements with ACC and the University of Alaska-Anchorage whereby agency employees may receive equivalent college credits for formal agency training courses.

Twiggs, FAA's nominee for the community service category, has provided the community with more than 5,000 hours of volunteer public service as a member of the Anchorage Police Department's Auxiliary Police

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INTERCOM is published for the employees of the Alaskan Region by the Public Affairs Office. Articles and photographs are welcomed.

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Force (a group of citizens interested in helping the police department). He developed and implemented a standardized training academy and taught training classes which resulted in a change in entrance requirements to match those of the regular police force. The State Troopers, impressed with his work with the Police Reserves, requested Twigg's assistance in developing and implementing their police reserve program. His recruiting drives through television, newspapers, etc. brought in more than 300 applicants for the reserves, and many of these have since become regular full time police officers.

The 1985 FEA winners were Leon Lassiter, U.S. Army, Category I; Albertina Holmlund, U.S. Air Force, Category II; David W. Street, National Weather Service, Category III; and Mary Bonin, Bureau of Land Management, Category IV.

Congratulations to everyone who was chosen to represent his/her organization.

## **Changes in new MPP**

The new Merit Promotion Plan (MPP), Order 3330.1B, was signed April 4, 1985, and will be effective October 1, 1985. The most important change is the use of knowledges, skills, abilities and other personal characteristics (KSAOs) to measure the requirements of a position, and the measure of those same KSAOs of potential in the applicants.

This will require an intensive pre-training of the people in the Personnel Management Division and other selected administrative types in the Regional Headquarters. During the week of June 3 through June 7, approximately 18 people in the Regional Office attended a five-day course on the new MPP. The graduates of this five-day training will be expected to put together a shorter seminar type presentation.

The first target of this seminar will be all supervisors and managers of the region who will be responsible for using the KSAO process for rating and ranking all promotion candidates after September 30.

## **COLA update**

by: Bill Schmidtman  
AAL-15

On Friday, May 19, a meeting with government employees and the lawyers from Roberts & Shefelman was held at 4:30 p.m. in room 117 of the Federal Office Building to discuss the status of retroactive COLA. A summary of highlights from the meeting follows:

1. At present all agencies have identified eligible former and current employees, computed the dollar amount owed employees, and sent notifying letters to each employee.

2. Over 100 employees have been paid by the General Accounting Office (GAO), including employees from Action, National Labor Relations Board, and the Office of Personnel Management. These payments were made after a manual records check for offsets by the GAO.

The GAO sent letters to all agencies the first week in May. This letter requested agencies to produce from the printed listings a magnetic tape in payroll format. The use of this tape will allow the GAO to perform the offset process using Automatic Data Processing. The GAO has advised FAA that within 60 days after receipt of the tapes from agencies, checks will be issued. The checks will be issued on a "first tape in, first check out" basis. The FAA has advised GAO that its magnetic tapes will be in GAO's hands by June 7, 1985.

Although no promises can be made, it seems that FAA has a good chance of receiving its retroactive COLA checks this summer.





Area supervisor Herb Hinman (left), Nome FSS, is awarded an Official Letter of Commendation by air traffic manager Elwin (Red) Roberts. "Herb's professional attitude, effective supervision, superior knowledge of air traffic activities and aggressive participation and support of FAA's Human Relations effort leave nothing to be desired as a member of the FAA team," said Roberts.



Don Huitt (right), ZAN AF, crew 4 electronics technician, received a Quality Within Grade from Frank Babiak, sector manager.



Danny Truesdell, facility manager, Dillingham FSS, presents air traffic control specialist Julius K. Wery, Jr. (right), a Special Achievement Award for his duties performed as acting facility manager. Wery also received a Letter of Commendation for his work performance.



David A. Patterson (right), air traffic control specialist, Dillingham FSS, receives a Special Achievement Award for his superior performance from facility manager Danny Truesdell. Patterson also received a Letter of Commendation for his work performance.



Air traffic control specialist Larry D. Korkowski (right), Dillingham FSS, receives a Letter of Appreciation from the facility manager Danny Truesdell for his performance.



Gary J. Paterna, air traffic control specialist, Anchorage FSS, recently received a Quality Within Grade Increase from his supervisor, John A. Wilber, for his sustained superior performance this past year.



## **AF working at HR**

by: Wilse Morgan  
AAL-452

Dennis Warth, branch manager, AAL-450, is trying to make Human Relations a real and viable management style. To help accomplish this task, he has established a routine of regular monthly "all hands" meetings that are held in the FOB cafeteria conference room. Now before you say that we need more meetings like we need another snow storm, let me explain how this works.

Each month a different non-supervisory employee volunteers to set up the meeting and agenda. This volunteer is actually a master of ceremonies and he/she runs the meeting. The supervisors and our branch manager simply sit in the audience and field questions. The meetings have four areas of general discussion:

1. Rumor control - for example, are we moving to Seattle next month or not?
2. Finding solutions to problems that arise in the day to day business between the sections within the branch to make our work flow smoother and have a better finished product.
3. The volunteer narrator of the meeting also lines up a speaker who can give information on current happenings such as, the status of our COLA checks; how to apply for a government Diners Club card; etc.
4. Policy, procedures and the philosophy of what is happening in the branch.

The meetings, by the way, are not mandatory, they are strictly voluntary on the part of each employee. Because of this "free wheeling" type of get togethers, a number of tired old cliches can no longer be supported:

1. No one would ever listen to my idea.

2. I wonder where that rumor came from?

3. Nothing ever changes around here.

4. I never have a chance to put any of my input into the end product.

So in conclusion, I recommend that more FAA organizations give this positive approach to "HR" a try.

## **Experts work in FAA**

by: Albert Crook  
FSDO-61

FAA employees are experts in their field. Its employees use this expertise to enhance U.S. aviation safety and to provide assistance to people in, among other items, certification issues. Chuck Berns, Accident Prevention Counselor, Fairbanks FSDO-61, recently received a letter from an airman whom he provided the initial look at the proverbial light at the end of the tunnel. In 1981, Mr. Jogis failed to requalify for his FAA medical certificate due to a medical problem. Berns explained that if the medical condition improves an airman can petition the FAA Flight Surgeon to reinstate his medical certificate by submission of further medical history and documentation that the Flight Surgeon may require.

A few weeks ago, Berns received a thank you letter from Mr. Jogis. After four years he has received his FAA medical certificate and can again exercise the privileges of his pilot certificate. Berns was the first person to point out that there were FAA procedures that could benefit Jogis.

This type of feedback is very satisfying and provides the challenges to excel in the position as FAA Flight Standards Inspector.



## Around the region

Here is an update from Gordon Jones, ATCS, Kodiak Tower, on the continuing saga of Wayne Bates, air traffic manager, Kodiak Tower, and his bear hunts in the Kodiak area. Bates' endeavors are different from most hunters - he has tried for years to protect the world's largest carnivore and is the unofficial founder of Brown Peace. Just like a postal carrier, neither freezing rain, sleet, or wind-whipped snow could stop him in his quest this year. After two weeks of intense environmental protection, Bates concluded the bruins to be an extinct species. However, Stan Gerlitz, ATCS at Kodiak, said he spotted a beauty on the ridge right behind Bates' house. After that sighting someone overheard Bates asking the Regional Office about reopening the Valdez facility.

\* \* \* \* \*

Congratulations to air traffic control specialist Bill Clark of the Big Delta FSS on having a picture he took be used in the May 10 issue of the Fairbanks News-Miner. The picture shows hundreds of migratory birds passing through the Delta agricultural projects on their annual trek north. Clark is scheduled to retire in August after a long career in the FAA.

\* \* \* \* \*

Congratulations to David (Dave) Morse on his recent selection as Assistant Airway Facilities Division manager, AAL-401. He replaces Tom Hunt, the new AF Division manager.

\* \* \* \* \*

Congratulations to Tina Marvin, AAL-4, on the arrival of a 10 pound 10 ounce baby girl named Alicia Fae on Tuesday, May 28.

\* \* \* \* \*

Area supervisor Dennis Wegner, Merrill Tower, was working local control on May 3, 1985, when he observed the landing gear was still retracted on a Comanche that was preparing to land on runway 24. He informed the pilot who made a go-around, putting down the landing gear. Good job, Dennis.

\* \* \* \* \*

FAA said farewell to Pat Stone, manager of the Accounts Control Branch in the Alaskan Region, on May 10. She has relocated in Florida where she will be near her grandchildren and involved in a number of private business ventures. Good luck, Pat.

\* \* \* \* \*

There are some changes going on in air traffic. Robert (Bob) Nelson departed Juneau for King Salmon on Monday, May 12. He had served as air traffic manager for approximately six years at the Juneau ATCT.

Al Nowland, air traffic manager, Kotzebue FSS, transferred to Fairbanks FSS on May 24. Mick Batt, area supervisor, will be acting manager.

ATCS Mark Smith, formerly of the Ketchikan FSS, reported for duty Tuesday, May 13, at the Juneau air traffic control tower. He finished terminal training at the FAA Academy in the top 10% of his graduating class. Way to go, Mark.

\* \* \* \* \*

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REMEMBER THE CIVAIR PICNIC ON SATURDAY, JUNE, 29, 1985

AT THE MAT-SU RESORT ON LAKE WASILLA

TICKETS AVAILABLE FROM CIVAIR REPRESENTATIVES





The activities sponsored by the Federal Women's Program for Secretaries Day, April 24, 1985, were a huge success from the comments made by many of the people attending the presentation acknowledging all secretaries/clerical personnel within the Alaskan Region. Above are a few of the guests of honor who were able to participate. The cake on the right says it all - "Pride in Performance."



Bob Nelson (left), newly assigned to King Salmon Tower as the air traffic manager, receives his 30-year service pin from John Groeneveld, manager of Operations/Procedures and Airspace Branch.



A Special Achievement Award was presented to air traffic control specialist John Key (right) by area supervisor Dave Johnston at Barrow FSS for an outstanding performance the past year.





## **Medical notes - good health and travel**

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

Changing climates, exotic foods, disrupted sleep patterns, time changes - these are just a few of the changes we go through as we get set for long awaited vacations. Anyone who has ever flown through a number of time zones on a plane where they shove dinner and breakfast at you in four hours is probably familiar with the drowsiness, insomnia, irritability, indigestion and nervousness that can linger for days after such a trip.

How do we ever survive? A few simple plans and some precautions may be all we need to make our vacation time really a time of fun and rejuvenation for our mind and body.

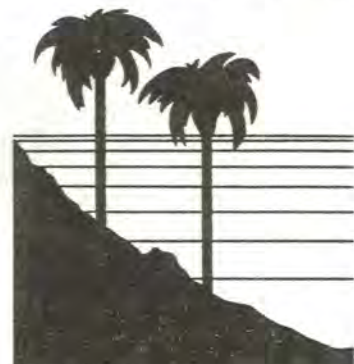
**FOOD** - It is wise not to overeat on the plane. Often one eats because of boredom. It is not necessary to eat everything on the tray. In flight one should stay away from alcohol. It will slow down your circadian (24-hour period) rhythm which affects all of us to varying degrees. Alcohol also dries you out and you want to maintain a good body fluid balance. Drink juice or water before and during the flight.

**CLOTHING** - You should plan to wear comfortable clothes on your plane trip. This is of uppermost importance for long trips. You need to be comfortable so your body can relax. Your carryon bag should not be overloaded. Take only the essentials. You may have a long walk from one terminal to another and will be happy to have a well packed lightweight bag. Comfortable shoes are a must for the trip. Body discomfort and tension can reflect in the way you feel and look when you arrive. So you want to plan ahead so that you will look and feel your best upon arrival at your destination.

**MOISTURE** - The dry recirculated air of an airplane cabin can give your skin an unbecoming parched look. You should pay a little extra attention to your skin en route to your destination. Your skin needs moisture. Moisturize before departure, rehydrate your skin during the flight, and drink as much water as possible on a long trip. This way it is easier to dampen the face with water as you travel. At the end of the trip makeup can be applied to a skin that has retained enough moisture to keep the skin well-conditioned.

**EXERCISE** - Don't forget exercise is important for your body. In flight you can do some simple stretching exercises that will help revive flagging energy quickly. Place your feet on the floor and take several deep breaths exhaling all the air you can get out of your lungs. Rotate your head in a complete circle, first clockwise, then counterclockwise. Bend over as if you were picking up something from the floor. Walk back and forth in the aisle and move your arms back and forth. From time to time change the seat back to a different position. Ask for a pillow and place it behind your back for short periods of time.

Remember to take your health habits with you for an enjoyable trip. Proper diet and rest are extremely important in maintaining your healthy lifestyle on vacation. Plan ahead for activities that will help you to arrive at your destination in the best of health and ready to enjoy everything that you have planned to do.





## **NUSAT orbits earth - will help FAA**

The Northern Utah Satellite (NUSAT), which soon will be receiving signals that will help agency technicians calibrate the vertical tilt of FAA beacon radar antennas, now is hurtling around the earth in an 18,000 m.p.h. orbit after being successfully launched April 29 from the space shuttle, Challenger.

NUSAT made space shuttle history as the first object ejected from a "getaway special," NASA's name for the garbage-can-sized canisters mounted in the storage bays of the shuttles and previously used to house various zero-gravity experiments. The satellite was fired from a spring-loaded clamp inside the canister. Complete details on the project were carried in the March FAA WORLD.

But NUSAT, the product of a special volunteer coalition of FAA, NASA, Utah's Weber State College, and a host of top aerospace firms, almost did not get off the ground because of last-minute difficulties.

The obstacle that nearly derailed this seven-year volunteer effort was an ordinary, household nine-volt battery. NASA scientists discovered just before the Challenger lift-off that some of the batteries, which are used to fire the explosion that releases the satellite from the canister, lose their charge at a much faster rate in vacuum conditions. To be on the safe side, NASA decided to delay the launchings of the NUSAT and another satellite.

After appeals from the astronaut crew, who were very interested in the NUSAT project, the NASA brass agreed to give it a go. NUSAT ejected properly but the other satellite did not.

According to Charlie Bonsall, supervisor of the Salt Lake City Terminal NavCom and one of the chief

FAA movers behind the project, NUSAT is performing very well. The ground support people have made contact with the satellite for a few seconds at a time and are expecting to make regular contact soon.

"We're still getting the ground station up to speed and working out a few bugs," says Bonsall.

Washington Report



## **Flying time reduced**

The Federal Aviation Administration is reducing the flying time required for an instrument rating in an effort to encourage more pilots to upgrade their flying skills and reduce the number of weather-related accidents.

As of June 7, the change will allow pilots with 125 total flight hours to qualify for an instrument rating. This is 75 hours less than the present requirement, and it means that some pilots could qualify for an instrument rating within two years of obtaining their private licenses.

The FAA action follows the recommendation contained in a study done for the agency by Embry-Riddle Aeronautical University of Daytona Beach, Florida, and Seville Research Corporation of Pensacola, Florida. They found that the amount of previous flying time had no effect on a pilot's ability to learn to fly on instruments. They also concluded that the reduction of the 200-hour requirement would encourage earlier acquisition of instrument flying skills.

Washington Report





Dave Brown (left), AAL-515, receives a plaque from Director Frank Cunningham for his work in reestablishing ROC as a 24-hour service. His work included writing position descriptions and tying up all the loose ends.



Air traffic control specialists Wendell Wassmann (left) and Joe Martin from Nome FSS display the plaques they received along with letters of appreciation from NOAA. They received these awards for their part in the search and rescue mission of a downed NOAA helicopter. They were the crew of the Civil Air Patrol aircraft that located the helicopter and rescued the crewmen after the helicopter had crashed into the ice on Norton Sound.



Starr Dhabolt (left), air traffic control specialist, Merrill Tower, receives a Special Achievement Award for sustained superior performance from area supervisor, Dennis Wegner.



Raymond C. Christensen, air traffic control specialist, Anchorage FSS, recently received a Letter of Commendation from his supervisor, John A. Wilber, for his high standards of performance during the past year.



Roger Barr (right), Bettles FSS, receives his 25-year service pin along with a letter from Director Frank Cunningham.



Air traffic control specialist Mary-Ellen Cunningham (right), Nome FSS, receives a Special Achievement Award for outstanding performance of duties from Herb Hinman, acting air traffic manager.





Charlie Miller (right), ZAN AF utilities system repair operator, receives his 30-year service plaque on his retirement from FAA. Al Bruck, retired Airway Facilities Division manager, presents the plaque.



Delores (Dee) Groat, administrative officer for AAL-14, was temporarily detailed to ZAN AF for three months. Her accomplishments during this time were extensive. She returned to the regional office to await her retirement on June 3. Everyone at the Center joins Ernie Mundt (right) in expressing their greatest thanks to Dee for her diligence, initiative and dedicated effort while at the Center. They also wish you the best of luck, Dee.



Jim Hughes, manager, AAL-17, receives a Letter of Commendation from Director Frank Cunningham for all his hard work in bringing about the four year aviation education degree program provided by Anchorage Community College and Alaska Pacific University.



Air traffic control specialist Paul Stewart receives a Special Achievement Award for exceptional performance during the period of May 1984 to May 1985. He worked at the Barrow, Fairbanks and Deadhorse FSSs during the year and is presently on the Deadhorse relief team. Len Canter (left), area supervisor, Deadhorse FSS, presents the award.



Catherine Dewar is the newly appointed secretary/supply clerk at Cold Bay Flight Service Station. Welcome aboard.



Blanche Walters (left), secretary, Nome SFO, receives a Letter of Appreciation from Elwin (Red) Roberts, manager, Nome FSS, for the administrative assistance she provided during the past year.



## News in brief

The burned out nose section of the Boeing 720 used in the recent Controlled Impact Demonstration (CID) has been delivered to the Aeronautical Center. It will be used as a training device in survivability courses at the DOT's transportation safety institute. Meanwhile, the aircraft's engines have been delivered to Tinker Air Force Base for study. The remainder of the jet has been sold for scrap and removed from the crash site.

\* \* \* \* \*

As of March 31, the agency had certificated 685 air carrier airports under a program that began in May 1973. In all, FAA certificates have been awarded to 415 airports serving scheduled air carriers and 270 serving unscheduled carriers.

\* \* \* \* \*

More than four times as many people were killed on motorcycles last year than in all aviation accidents combined. And when you add bicycle fatalities, the ratio is five to one. According to the National Transportation Safety Board's annual report on transportation fatalities, 4,434 people died riding motorcycles in 1984 and 863 died on bicycles and other pedacycles. By comparison, the total number of aviation fatalities last year - that is general aviation, air carrier, commuters and air taxis - was 1,101.

\* \* \* \* \*

The FAA study on cabin air quality, which is being conducted by the National Research Council, is making progress. A hearing concentrating on the health and safety aspects of cabin air now has been scheduled for June 12-13 at the National Academy of Sciences in Washington, D.C. Persons wishing to testify should contact Andrew Page on (202) 334-2536.

\* \* \* \* \*

FAA has warned all airmen that expressing sympathy for United Airline strikers by interfering with ATC radio frequencies will not be tolerated. The warning was included in telegrams sent to ALPA President Henry Duffy and United Airlines Chairman Richard Ferris. The agency noted that those doing so are putting their pilot certificates in jeopardy and also could face civil and criminal penalties. Interference has included "keying mikes" to close the frequency and broadcasting remarks relating to the ALPA/United labor dispute.

\* \* \* \* \*

FAA has signed an agreement with the Japanese Civil Aviation Bureau to cooperate and exchange ideas to improve aviation safety. The first project to be initiated under the joint agreement is in the field of microwave landing systems.

\* \* \* \* \*

During the month of April the average daily air traffic delay figure was 748. This is up from last month's figure of 605, but substantially down from the 1,178 in April a year ago.

\* \* \* \* \*

The world's airlines in 1984 had their best safety record since the International Civil Aviation Organization began collecting statistics 40 years ago. There were 15 fatal accidents during the year involving 224 fatalities. The previous low was 247 in 1945.

\* \* \* \* \*

FAA's semiannual report to Congress on the Effectiveness of the Civil Aviation Security Program for the last half of 1984 shows there were two U.S. air carrier hijackings during that period. Over the six months, 408.2 million persons were processed through U.S. passenger checkpoints. There were 1,632 firearms detected with 720 related arrests.

Washington Report



## Engen speaks out

Below is a letter from Administrator Donald D. Engen in which he states that "the name of the [Human Relations and Human Resources] game is 100% compliance with good FAA management principles in order that we provide dynamic leadership for our people." As he said, "They deserve no less."

I have asked each of our managers and staff officers to present this memorandum to each supervisor and discuss the agency's commitment to the principles of sound human resource management.

Our goal is to be a fully informed workforce, one that recognizes each individual's responsibility to our human relations/human resources program. We are pleased to have the Administrator's support for this important program.

Franklin Cunningham  
Regional Director

### Engen's words

"The thoughts in this memorandum are directed ultimately to each and every supervisor and manager in the FAA. As Administrator, I have moved throughout our system and observed management style. The style varies, as you might expect, but on the whole we have mostly very good managers and supervisors who are trying and who are communicating well and listening to what those who work for them are saying. These managers are changing what is perceived to be wrong and moving our agency ahead. They will have the personal satisfaction that comes from doing their jobs well. They also will be receiving recognition informally from their subordinates, peers, and supervisors as well as through the agency's formal system for awards and promotions.

Unfortunately, from time to time, I am presented facts concerning the manager or supervisor who fails to practice what has been expounded on during our past three years' work in FAA human relations. I find cases where good communication has broken down, where a manager fails to listen or fails to discharge the responsibility that goes along with his or her authority. Where we find ineptitude, where we see managers or supervisors not addressing the problems of those who work for them, where we see resistance to adopting the management style we have articulated, or where we see my policies for improved human relations not being carried out, I expect, at a minimum, that person to be relieved of supervisory or managerial responsibilities and assigned to other duties.

The name of the game is 100% compliance with good FAA management principles in order that we provide dynamic leadership for our people. They deserve no less. I need say no more.

I request that you convey the substance of this memorandum to our entire supervisory and managerial workforce in a forceful but positive manner of your own choosing."

## Happy Father's Day







Spike Arnold (center), supervisory electronics technician at Nome Sector Field Office, presents electronic technicians John Hancock, Jr. (left) and Herbert Gray (right) Outstanding Performance Awards at Nome.



John Fischback (center), facility coordination officer, crew 4, received a Quality Within Grade Increase from Frank Babiak (left), sector manager, and his first line supervisor, Mark Kelliher (right).



Robert Phillips (right), air traffic control specialist, Anchorage Tower, receives his 15-year service pin from Andrew Laux, area supervisor.



On Friday, April 26, Bob Garrett (left) was honored with a cake and coffee by his friends at Anchorage ARTCC. He retired from FAA after 28 years, 11 months of service. Jimmie Vaughan, air traffic manager, holds the cake.



Teresa (Tess) Staples (left), Nome SFO, receives a Letter of Appreciation from Elwin Roberts, manager, Nome FSS, for the outstanding support she has provided the FSS the past year.



Dale Hanson (right), AAL-250, is presented a pin set from Director Frank Cunningham on behalf of Elizabeth Hanford Dole, Secretary of DOT, for his superb work with the National Aviation Inspection Program.



## **Fifty year celebration**

The Air Traffic Control Association will begin the commemoration of the 50th anniversary of the Federal Air Traffic Control Service at this year's convention at Crystal City near Washington. FAA's Administrator Donald D. Engen will help to celebrate the anniversary by speaking at the group's awards banquet October 3.

The theme of the convention is "The Transition (of the U.S. ATC System) to the Future." The five-day gathering will feature seminars, including a half-day session devoted to international aviation. In addition, the 150-plus exhibits of the latest state-of-the-art ATC equipment and services will be designed to promote foreign sales.

Washington Report

## **Transponders will be turned on**

As a result of a National Airspace Review (NAR) recommendation, the agency has proposed a rule requiring that all aircraft with operating transponders have them turned on during any flight in controlled airspace. Current regulations require activated transponders only for aircraft flying above 12,500 feet or within Terminal Control Areas (TCA).

In the Notice of Proposed Rulemaking, FAA said the rule would increase controller awareness of potential traffic conflicts. In addition, the agency pointed out that controllers could instruct pilots to turn off transponders when necessary to reduce clutter on air traffic control radar displays.

Washington Report



## **Flights banned over disaster areas**

FAA has issued an Advisory Circular (AC) implementing a new rule that gives FAA the authority to ban all flights over disaster areas except those directly involved in disaster relief. The rule becomes effective June 6.

Entitled "Temporary Flight Restrictions," the AC notes that the agency would impose such extreme restrictions only when necessary to protect human life during disaster such as toxic gas leaks or spills, imminent volcanic eruptions, and nuclear accidents.

Current FAA rules on establishment of temporary flight restrictions authorize exceptions to accommodate local aircraft operations as well as flights by the news media.

In adopting the new rule, FAA cited several incidents in which the presence of aircraft over a disaster site endangered rescue workers on the ground. Two of these involved chlorine gas leaks which were aggravated by the rotor wash of low-flying helicopters. In another, noise from a low-flying chopper interfered with rescue workers using listening devices to determine if survivors were still alive beneath the rubble of a collapsed building.

Washington Report



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 1985 FAA GOLF TOURNAMENT - 1985 FAA GOLF TOURNAMENT - 1985 FAA GOLF  
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The 1985 FAA Golf Tournament is scheduled for SATURDAY, June 29, 1985, at the  
 SETTLERS BAY GOLF COURSE - 8:30 a.m. SHOTGUN START!

DETACH AND MAIL

CHARLIE MUHS  
 TOURNAMENT CHAIRMAN

FAA GOLF TOURNAMENT

RICK ERICSON  
 CO-CHAIRMAN

1. Name _____	HNDGP/AVG _____
2. Name _____	HNDGP/AVG _____
3. Name _____	HNDGP/AVG _____
4. Name _____	HNDGP/AVG _____

ENTRY AND GREEN FEE

\$30.00 per golfer. \_\_\_\_\_ x \$30.00 = \$ \_\_\_\_\_

PLEASE SEND NO CASH! Make checks payable to Charles W. Muhs, then mail to:

2016 East Fifth Avenue, Anchorage, Alaska 99501-2998. Phone 263-6528.

ALL ENTRIES MUST BE RECEIVED BY JUNE 15, 1985.

ENTRIES BY PHONE WILL NOT BE ACCEPTED. FIRST COME, FIRST SERVE.



## Civil Air Club Picnic

JUNE 29, 1985

MAT SU RESORT-2:00

POT LUCK - HALIBUT - HAMBURGERS - HOT DOGS  
 BEER - SODA - COFFEE

CIVIL AIR CLUB MEMBERS - FREE  
 NON-MEMBERS - \$5.00  
 CHILDREN UNDER 12 - FREE



PADDLE BOATS - GAMES - HORSESHOES  
 SOFTBALL 11:00 am - GOLF 8:30 am