



U.S. Department
of Transportation

**Federal Aviation
Administration**

intercom:

Office of Public Affairs
Alaskan Region
701 C Street, Box 14
Anchorage, Alaska 99513
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June 1987

87-07

New Juneau ATCT scheduled to open July 1



Cover story

The Juneau ATCT, which won the 1986 VFR Facility of the Year in the Alaskan Region, will soon be moving from a portable facility to a new facility due to open July 1. The folks at the tower have been working out of the portable facility which is located on top of the terminal building.

The FAA folks in the picture are from left to right Don Gellerman, Steve Brouillette, Bob Alker, Linda Lang, Mark Smith and Tom Meisner. The photo was taken by J.T. Stubbs, facility manager, ATCT.

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

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

Around the region

Congratulations to Qimmah Washington, daughter of Jim (AAL-50) and Sandra Washington, for being chosen for Good Citizen at the Sand Lake Elementary School. She was selected because "she is very kind, sweet and helpful to others."

* * * * *

The Dillingham Flight Service Station has set a new all time flight services count of 116,249. Contributing factors are additional flight plans and aircraft contacts. April 1987, compared to April 1986, showed VFR aircraft contacts were up by 1,593 flight plans and IFR/VFR were up by 1,271.

Merrill Tower had a total of 29,032 operations during April 1987 as compared to 26,591 during April 1986.

* * * * *

Congratulations to Roberta Vanborg, daughter of maintenance mechanic Red Vanborg, on taking first place in life sciences, grades 4, 5 and 6; to Shannon Baker, son of maintenance mechanic Dave Baker, on taking first place in physical sciences for Junior High; and to Stosh Hoffman, son of electronics technician Stan Hoffman, on taking first place and grand prize for his physical science entry for the high school level. All the FAA employees are from the McGrath FSS.

* * * * *

Congratulations to Raymond Christensen and Karl Elwood, ATCSs, and Wilbur Smith, training specialist, Anchorage FSS, on receiving their associate degree in Air Traffic Control; and congratulations to Susan House, ATCS, Anchorage FSS, upon receiving her associate of arts degree.

Medical notes - drug awareness

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by: Pat Sanders
AAL-300

Administrator Donald Engen has proclaimed the week of June 22 as Drug Awareness Week. Since I recently attended the Annual School on Addiction Studies I would like to share some insights and thoughts on one drug, cocaine (known as crack).

Cocaine, more than any other drug, merits these admonitions: "Don't try it." "You might like it!" "If you have not used cocaine, don't start." "If you use cocaine, stop." "Don't take no for an answer if you care for that person."

The glittery image of cocaine, combined with its undeserved reputation for safety, makes cocaine use one of epidemic proportions. A new group of people is using this drug - the less affluent and an increased number of women and teens - as it becomes more available and less costly in the new form of crack.

As with any drug, the initial use of cocaine may be inconsequential or even negative. One use does not an addict make.

But socializing with other drug users, the novice cocaine user is commonly taught how to get high. From there, the novice moves into the supposedly safe, easily controlled honeymoon stage of regular cocaine use. Later, if use continues, comes the crash - compulsive cocaine dependence with multiple physical and psychological problems and an inability to stop cocaine use.

For many of America's 22 million cocaine users, about one of five who have tried the drug so far, it was a passing fancy. They appear to have stopped cocaine use. For those other 80 percent, a total of more than 17 million Americans, cocaine use is continuing.

Nearly two million new cocaine users are added each year in the United States and about a quarter of these are 17 years of age or younger. These people are the ticking cocaine time bomb in the American drug scene.

The consequences of continued cocaine use range from a runny nose to a sudden, unpredictable death.

Financial problems brought on by cocaine use can be severe and relentless. Aside from health considerations, the most likely consequence from continued use of the drug is loss of control over money as the illicit substance assumes an ever greater priority in the user's life. Compulsive users will often go to any length to get it. Formerly law-abiding men and women will steal from their employers and starve their families. Broken homes are common.

Coke, as in cocaine, is not "The Real Thing." It is the great deceiver and the great destroyer of many an individual and family.

You may be questioning the rise of crime, murders, suicides, "accidental" deaths of young adults in the Anchorage community. Some folks are trying to relate this to a falling economy, and some of it may be. But a good portion of these tragedies are directly related to the drug culture in our city.

Education geared to our school children as to the real and honest effects to the human body is our most effective preventative measure.

Parents, employers, school administrators and government must make it known that use of illicit drugs will not be tolerated in the family, workplace, school and government. In other words, we in the community must get tough.

News in brief

Transportation Secretary Elizabeth Hanford Dole has squelched rumors that she plans to leave her job to help her husband, Sen. Robert Dole, campaign for the Republican presidential nomination. She also told reporters that she has no plans to seek national office herself.

* * *

The members of the **American Association of Airport Executives** have cited poor scheduling practices as the major cause of flight delays in the nation's air transportation system. They also cited inadequate runway capacity at major airports, the uncommitted balance in the Aviation Trust Fund, and FAA/DOT. In other words, they think there is enough blame to go around.

* * *

The **National Black Coalition of Federal Aviation Employees (NBCFAE)** celebrated its 10th anniversary recently at a convention in Jamaica, New York. It elected Evelyn Washington, area supervisor at the Tulsa, Oklahoma Flight Service Station, as its president.

* * *

The FAA has issued an **Airworthiness Directive** ordering airlines to fill all tires on braked wheels with nitrogen or other inert gas. The action was prompted by three confirmed and other suspected cases in which the oxygen in airfilled tires combined with other gases in overheated tires and exploded. Such an explosion in the wheel well is suspected in the loss of one aircraft and severe damage to two others.

* * *

Transportation Secretary Elizabeth Hanford Dole has joined Administrator Donald Engen in warning Congress that

FAA will be in big trouble if either the Senate or House budget resolutions for FY 1988 are adopted. Both resolutions would basically freeze FY-1988 spending to FY-1987 levels. Dole said all new FAA initiatives in the proposed FY-1988 budget would have to be deferred and the agency would have to start imposing hiring restrictions "perhaps as early as July 1, 1987."

* * *

The FAA is developing a response to the May 13 recommendations by the **National Transportation Safety Board (NTSB)** to restrict traffic levels this summer in order to prevent overloading of the enroute system. The Board noted that controllers interviewed during the study do not believe the present ATC system is "unsafe" but noted that "many believe that an unsafe situation could develop if the traffic volume continues to increase." The agency already has initiated a number of actions relating to the NTSB recommendations, including commissioning of a new traffic management tool, known as the aircraft situation display, in the headquarter's Central Flow Control Facility (see story on page 7).

* * *

Transportation Secretary Elizabeth Hanford Dole has told the nation's airlines that they need to take immediate action to stem the rising tide of passenger complaints. In a May 20 letter, the Secretary offered to work with the carriers to resolve outstanding problems but warned that DOT, if necessary, "will not hesitate to refer a matter to our enforcement office for action." Among the most frequent passenger complaints are delayed refunds, delayed baggage claims, overbooking and smoking.

* * *



Stan Hoffman (right), electronics technician, McGrath, is presented a quality performance award by **Monte Larsh**, supervisory electronics technician, South Alaska Airway Facilities Sector.



Dennis Warth (third from left), sector manager, ZAN AF, presented **Dan Fogar** (left) and **Gary Stadig** (next to Fogar) with outstanding performance awards along with quality grade increases; and he presented **William Ipock** (right) with an outstanding performance award along with a Special Achievement Award.



Mary Lou Lexvold (left), procurement analyst, AAL-51, receives an award for sustained superior performance from **Jim Washington**, manager, AAL-50.



Stan Hill (left), computer programmer analyst, AAL-51, receives an award for sustained superior performance from **Jim Washington**, manager, AAL-50.



Jean Davies (left), administrative officer, NA-AFS, Fairbanks, was presented with a quality performance award by **Bob Snoddy**, assistant manager for Program Support.



Jim Houston (left), electronics technician, receives a Special Achievement Award for sustained superior performance from **Ed Billiet**, manager, International Sector Field Office, Anchorage Tower.

PWCs convention

from: Linda Craig
Anchorage FSS

The 1987 Professional Women Controllers (PWCs) convention came to a close in Long Beach, California, on May 3, 1987. Alaska was represented by six attendees: Jeannie Jacobs, Fairbanks FSS; Mary Ellen Cunningham, Deadhorse FSS; Susan House, Anchorage FSS; Linda Craig, Anchorage FSS; Carmel Leese, Anchorage Tower; and Don Schmidt, AAL-501.

Those present were briefed by many interesting speakers including Administrator Donald Engen, Keith Potts, AAT-1; Dr. Mac McClure, AWP-1; Arlene Feldman, AWP-2 and Janet Hale, from the office of the Secretary of Transportation. The Hughes Aircraft Company provided a briefing on the Advanced Automation Systems of the future.

Susan House continues as the national vice president (second year of 2-year term) and Linda Craig was elected as the Alaska area director.

New rule proposed

The FAA has proposed a new rule that would require large commercial jets to carry windshear warning equipment. If adopted, the airlines would have two years to complete installation of the equipment.

The FAA already has approved a number of so-called "present position" systems that constantly monitor various flight parameters to alert flight crews to a wind shear encounter. A computer then provides flight guidance information telling the crew what actions to take to escape the encounter.

The proposal is part of a broadbased attack by FAA on the windshear problem that includes the implementation of new flightcrew training programs, development of advanced ground sensors (terminal Doppler radar) and improved dissemination of weather information. The FAA is also involved with the National Aeronautics and Space Administration in a five-year research program to develop standards for "predictive" airborne windshear systems. Such a system could look ahead of the airplane and spot windshear in time for pilots to avoid it.

Request \$5.7 million

The FAA has asked Congress for an additional \$5.7 million in FY-1987 funds to expand the radar simulation program at the FAA Academy in Oklahoma City. The program was developed at the Academy to provide site specific training for prospective controllers designated for assignment to the Chicago Air Route Traffic Control Center. It proved so effective that the agency now plans to expand it to include the Oakland Center in June and a third, yet-to-be-determined center in mid-September.

Benefits statement

Work is proceeding on the preparation of the 1987 Employee Benefits Statement. This handy summary of benefits will allow employees to make a comprehensive evaluation of the number and amount of benefits that they may accrue as a result of their government employment. A printing contract has been approved with REZA Corporation. The target date for the mailing of the 1987 statement is July 1.

Central Flow Control

Air traffic control specialists at the Central Flow Control Facility in Washington headquarters are discovering the truth of the old adage that "One picture is worth 1,000 words."

On May 17, the facility went operational with a new Aircraft Situation Display that can show at one time all aircraft being tracked by en route center radars nationwide. The computer-generated display is updated every four minutes.

And that is only the beginning. The Central Flow controllers also can adjust the system so that it will highlight in color those airplanes headed for or departing from a particular airport, such as Chicago O'Hare or Los Angeles International. In addition, data tags can be generated for each target and all of the information printed out for further study and analysis.

Other system options include the ability to "zoom" in on a particular geographic area or airport, project arrival times at airports and display aircraft by altitude strata.

Central Flow Control's acting manager, John Richardson, said the new equipment provides an important new tool for managing traffic flows systemwide and should be a big help during the upcoming peak summer travel season. He expects all 20 domestic centers to have similar capabilities by the summer of 1988.

AAL-16 and AAL-300 will sponsor three speakers from the community as special events for Drug Awareness Week (June 22 - 26). Watch for additional bulletins and flyers for times and places.

THE COCAINE HOTLINE NUMBER

1-800-COCAINE

Negative effects

Administrator Donald Engen has cautioned Congress on the negative effects that proposed Senate cuts in the 1988 budget would have.

In a letter to Chairman Frank Lautenberg, Senate Appropriations Subcommittee on Transportation, Engen said, "I can see it causing air traffic delays in 1988 and 1989. Overall, it would cut about \$800 million from our FY 1988 request."

The Administrator pointed out that the cuts would have a devastating effect in the area of the operating budget alone. For instance, there could be "no increase in controllers in the face of six percent traffic growth; no increase in safety inspectors and security staff in the face of known workload; no pilot test of contract maintenance; and similar retrenchments.

He also noted that a strict hiring freeze would have to be instituted and that furloughs of 9 to 16 days would have to be scheduled beginning as early as October. In addition, promotions would have to be stretched out or suspended.

Besides these effects on personnel, Administrator Engen pointed out that the proposed cuts will kill or certainly delay a number of safety critical facilities and equipment initiatives, such as doppler weather radar, wind shear detection programs, and other major NAS Plan projects.

He concluded by urging the adoption of the FY 1988 budget submitted by the President.

Job safety analysis

by: Charles Gilmore, AAL-463
Regional Safety Manager

There are many types of analysts and their duties are varied. But perhaps the most important analyst in your life is you.

When something is analyzed, each of its parts is given a close examination. Such is the case when a job safety analysis is made. Each step of the job is broken down to pinpoint safety hazards involved in doing it.

Most of us don't have time to completely analyze our jobs. This is usually an assignment that is given to a safety professional or someone with similar responsibilities. However, we should all be aware of potential hazards connected with our jobs, and this awareness should become second nature to us.

So let's take a look at some of the elements of a job safety analysis. I'm sure you'll recognize at least a few of the elements as things that you are already concerned with.

Motions, positions and actions often result in injuries, and their consideration is significant to safety. People who reach over moving equipment or objects are vulnerable to injuries, and reaching beyond the range of clear vision is also a dangerous practice.

Other items in this category include motions too rapid for conditions - off-balance positions, incorrect posture while lifting or handling objects, and positions which are hazardous in relation to machines or other workers.

Looking into the job safety analysis further, we find that both physical and equipment hazards may be present. Problems around equipment and

machinery develop at points of operation or around flywheels, gears, shafts, pulleys, keyways, belts, sprocket chains and so on.

In addition, other important concerns are the operation of brakes and exhaust. Activities such as feeding, oiling, adjusting, grounding and maintenance also have to be observed for possible hazards.

Other hazards include tools that are too long, too short, have faulty design, or are in poor repair. And certainly guards that do not give adequate protection are perils to your safety.

Faulty layout of work areas may cause hand and foot injuries in material handling operations. Poor work area arrangement can also be responsible for strains from lifting.

Safe housekeeping is important in all types of jobs. It is also very predictable. Without it, a safety program won't be successful. Housekeeping problems often involve waste disposal, tool storage, misplaced objects and materials, and leakage and spillage. Windows, ledges and storage areas should not be overlooked in examining job hazards, particularly if storage involves flammables.

So you have to plan ahead and think your job through. That's being safety-minded. In addition, a safety-minded person will do the following: follow instructions; correct unsafe conditions, if authorized, or report them to the supervisor; avoid horseplay and distracting others; comply with safety rules and safe practices; practice good housekeeping; use the right tool for the job; lift properly; use proper protective equipment; operate, adjust or repair equipment only when authorized.

Quill users guide to literary masterpiece

9

by: Pauline Steffy
AAL-61

Does your writing sometimes go so slow that you feel as if you are in a dim, cold, candle-lit room, dipping your pen into an inkwell and scratching out your last will and testament? If so, maybe this article can bring you out into the sunshine, eager to take ball-point pen in hand and write.

For most of us, writing is a necessary part of our jobs so we might as well enjoy ourselves, or at least become comfortable with the writing process. Personally, I love to write. It makes me as happy as a clam at high tide. The turn of a phrase, a good pun, or seeing the light go on in someone's head after reading something well written is enjoyable to me. Most of you enjoy these things as well, just as long as you do not have to write them.

Let us take first things first now. The first paragraph above was designed to get your attention. You can not communicate anything in writing to anybody if they are not going to read it. Writing is a process, and it requires a plan. Step number one in this plan to communicate is to **KNOW YOUR AUDIENCE**. Entertainers know this. Frank Sinatra would not sing at a rock concert, nor would Gary Shandling tell Polish jokes at a polka festival. You, as a writer, need to know your audience as well so that you can get your message across in a quick, understandable, and painless way.

Some factors to consider about your audience are their age, education, level of technical expertise, and their purpose for reading what you are writing. These are important. Do not disregard these factors just because you know what you are talking about. Various age groups respond

differently to instructions, and depending upon the group, will demand more or less detail from you.

Educational levels appear to be a factor in how well people respond to change or new ideas. The language or jargon you use in your writing will depend upon the technical expertise of your audience. A reference guide for an electrical apprentice and a master electrician would vary in the amount and type of technical jargon used.

Finally, what is the reason your audience should read what you have written? Will it help them do a better job? Will it explain a process? Will it help them accomplish a goal? Is it information they need? Ask yourself these questions before you start writing.

Remember, your main purpose in written communication is to convey information to others. When your message is acknowledged and understood (and agreed with?) your reward is a sense of accomplishment. With this achievement, you too can be as happy as a clam at high tide.

... as a salmon at a fisherman's funeral?

... as a bear at a blueberry festival?

You decide.

Next edition,
step number two;
your **PLAN** of
ACTION.



Savings bond update

from: Mike Landon
Co-coordinator

Many thanks to everyone who participated in this year's savings bond campaign and those who have been savings bond investors for many years. On May 31, we exceeded our 1987 Savings Bond Campaign goal of signing up 35 new savers and exceeded our goal of 15 people increasing their present payroll allotments. There were 50 new allotments and 22 increased allotments, equating to a 25 percent increase.

Special thanks to all the canvassers and others who worked so hard to make this year's campaign such a success:

Marge Cholometes, AAL-16, co-coordinator; Linda Gentry, AAL-1a; Donna Skiles, AAL-10; Mayra Joy, AAL-32; Marie Stahl, AAL-50a; Pauline Steffy, AAL-60; Paul Fischer, AAL-200; Ginger Llewellyn, AAL-300; Janet Ulrich, AAL-421; Betsy Walatka, AAL-451; Jim King, AAL-534; Ethel Hoffman, AAL-600; Anita Beeman-Murray, AAL-700; Barbara Lapsley, AAL-500a; Valerie Honeman, AAL-14; Bill Schmidtman, AAL-15; Peter Corey, Office of Personnel Management.



McArtor nominated

President Reagan has nominated Allan McArtor, a graduate of the Air Force Academy and a former combat pilot in Vietnam, to be the next FAA Administrator. He currently is senior vice president of the Federal Express Corporation. McArtor, who is 44, has been with Federal Express since 1970.

45 alerts produced

During the first two weeks it was installed in a Piedmont 727, a prototype traffic alert and collision system (TCAS-II) produced 45 alerts to the flight crew.

Reporting to Congress on the TCAS II evaluation program that began March 18, Administrator Donald Engen said the 45 alerts resulted in three "warnings" and the pilots "were able to observe the traffic in all cases and properly responded to the perceived threat." He noted that FAA expects to begin a more extensive TCAS II evaluation this summer and issue a notice of proposed rulemaking later this year that would mandate carriage of this equipment by the airlines.

The Administrator emphasized that the TCAS program is only one of many programs being pursued by the agency to deal with the midair and near midair collision (NMAC) problem. In 1986, he added, the number of NMACs reported by pilots increased to 839 from the 1985 total of 578 but most of the increase fell in the "no hazard" category.

Engen also contradicted media reports that NMAC reports were at record high levels. He pointed out that the agency received 2,230 reports in 1968 when it ran a special immunity program and an average of more than 1,400 over the next three years the program was in force.

People and awards

** SPECIAL ACHIEVEMENT AWARDS **

Ivy Moore, public information specialist, AAL-5

John Harris and Monroe Eakon, maintenance mechanics, Anchorage Sector Field Office (SFO)

** LETTERS OF APPRECIATION **

Hal Eward, assistant manager, Anchorage FSS

Christine Morgan, secretary, Anchorage FSS

Glenn Baker, David Campbell, Edwin Dorsey and Jeffrey Lakshas, ATCSs, Anchorage FSS

Jenifer Hunter, ATCS, Palmer FSS

Robert Drewes, Robert Stanberry and Clara Steiner, ATCSs, Anchorage FSS

Richard Ericson, assistant manager for training, Anchorage FSS

** 25-YEAR SERVICE PIN **

Duane McEwen, PDS, ZAN-AF

Paul Donohoe, accident prevention coordinator, AAL-253

** 15-YEAR SERVICE PIN **

Torri Clark, manager, AAL-6

** TRANSFERS/PROMOTIONS **

Diane Hampton, ATCS, Big Delta FSS, transferred from Northway FSS

Joe Lauron, ATCS, Deadhorse FSS, transferred from Big Delta FSS

Patrick Kerber, ATCS, Deadhorse FSS, transferred from Northway FSS

Stephen Brouillette, ATCS developmental, Juneau ATCT

Randy Shields, new computer programmer analyst, AAL-51

Marilyn Christiansen and Charles Taylor, ATCS trainees, Cold Bay FSS

Constance Cloud, ATCS, departing Bethel FSS for Missoula, Montana

Charles Hallett, Jr., air traffic manager, Fairbanks ATCT

Brian Clark, ATCS, transferred from Prescott, Arizona to Juneau FSS

** SUGGESTION AWARD **

Doris McIntosh, staff assistant, North Alaska Airway Facilities Sector

FAA CONSUMER

HOTLINE

1 (800) FAA-SURE

Save time! FAA employees may now direct consumers to call this toll-free number for answers to problems/complaints concerning FAA. Do **Not** call with complaints about airline service.

From 8 a.m. to 4 p.m.
Eastern time Monday through
Friday, except Holidays.

More deaths from boating accidents

More people died in recreational boating accidents in 1986 than all segments of aviation combined. According to the National Transportation Safety Board (NTSB), the 1,030 aviation fatalities last year were just under the 1,066 deaths recorded on the nation's waterways. Overall, aviation accounted for only two percent of the 48,601 transportation fatalities in 1986. As usual highway deaths led the way with a total of 45,840. That is up from 43,795 in 1985.



Employee Assistance Program

by: Roslynne Reed
AAL-16

Personal problems often affect on-the-job performance. Recognizing symptoms and warning signs is important. Things you should watch for are **performance deterioration, poor attendance, attitude changes, safety hazards increase and domestic problems.**

Ignoring or covering up can only increase the problem, even speed up the deterioration. Counselors at Human Affairs of Alaska can help. They can be reached 24 hours a day, 7 days a week, at 562-0794.

The February 1987 issue of **Scientific American** had an interesting article on alcohol and flight. In a recent study conducted by Jerome A. Yesavage and Von Otto Leirer of the Stanford University School of Medicine, it was suggested that flying with a hangover can seriously impair a pilot's ability. The study also suggests the pilot may not be able to determine, based on self-analysis, that ability is impaired.

In the study, 10 navy pilots drank pure alcohol mixed in diet soft drinks until they were intoxicated (.1 blood alcohol count). Their flying skills were tested in a P-3C Orion flight simulator. Even after 14 hours, the pilots had difficulty maintaining an ideal course. Their performance improved with the passage of time.

The FAA is considering comments from the aviation and general public regarding random alcohol testing for pilots. Meanwhile, Yesavage and Leirer are conducting a 4-year study to further test how age, fatigue and health influence the effects of various amounts of alcohol.

QUESTIONS? Questions regarding the Employee Assistance Program may be made to Roslynne Reed, EAP Coordinator, 271-5367.

System doing great

The following letter to all FAA ATCTs is from Jonathan Howe, president of the National Business Aircraft Association, Inc.:

"Dear Facility Manager:

It seems like every week that goes by brings another revelation from an "expert" in the press on the poor performance of the Air Traffic Control System. We continually hear that the cause of airline delays, near mid air collisions and system errors is the shortcomings of the Air Traffic Control System. As users of the ATC system, we know the true nature of your fine system. It is healthy and reports of its inadequacies have been blown way out of proportion and the true facts are conspicuous by their absence.

The crews and passengers of business aircraft appreciate the fine job being done by the dedicated men and women that make up the Air Traffic Control System. This is to tell you and the personnel in your facility on behalf of the more than 2,800 member companies operating more than 5,000 aircraft - **YOU ARE DOING A GREAT JOB!**

You have our heartfelt thanks and best wishes for continued operation of the best ATC system in the world. Keep up the good work."

Sincerely,

Jonathan Howe
President
NBAA

TSP open period

from: Jean Pershall
AAL-16B

The Thrift Savings Plan (TSP) open period began May 15, 1987, and will run through July 31, 1987. Employees may enroll, stop deductions or change their contribution rates during this open period. New TSP brochures and enrollment forms were distributed May 1, 1987. Please use only the revised TSP-1 during this open period.

New enrollments, changes or stop deductions elected between May 15 and June 30, 1987 will be effective July 6, 1987. Elections, changes or stop deductions received between July 1 and July 17 will be effective July 19. Elections, changes, stop deductions received after July 17, 1987 will be effective August 1, 1987.

Send all elections and designation of beneficiary forms to Jean Pershall, AAL-16B.

Please double check your forms for line throughs, erasures or alterations of any kind. Any form with any alterations will be returned to the employee without action by AAL-16B.

Engen talks to PWCs

FAA employees do not have to take unfair and inaccurate criticism lying down, Administrator Donald Engen told the Professional Women Controllers recently.

"We need to sustain public confidence in air safety, not only because it strengthens public support for aviation, but also because adverse press coverage is bound to affect the atmosphere where each of you work," he said.

"There are many great stories to tell the public about the work you are doing," he added. "Public confidence in aviation depends on the people getting the accurate information about the accomplishments of the system. People should learn about the 'saves' as well as the 'near mid-airs'."

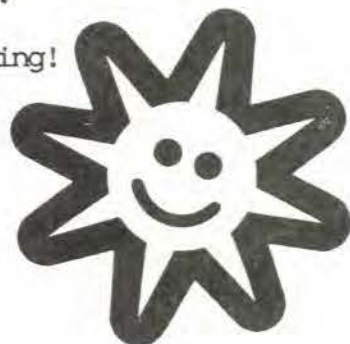
Urging FAAers to "pull together" in a common cause, the Administrator concluded by saying, "The future prosperity of all aviation depends on each of us contributing to the job of sustaining public confidence in the performance of the air traffic control system..."

Instructors' reunion

Plans are being finalized for this year's ATC Academy Instructors' Reunion to be held October 9 and 10 in Oklahoma City. This reunion is open to past, present or possible future ATC Academy instructors. Retired or contract instructors, friends or representatives of organizations that work closely with the ATC program are welcomed.

If you would like to help with the activities, or to receive information concerning the reunion (and are not already on the mailing list), please contact Laurie Tester, 112 Chickasaw Lane, Yukon, Oklahoma 73099. Her telephone number is (405) 354-2216.

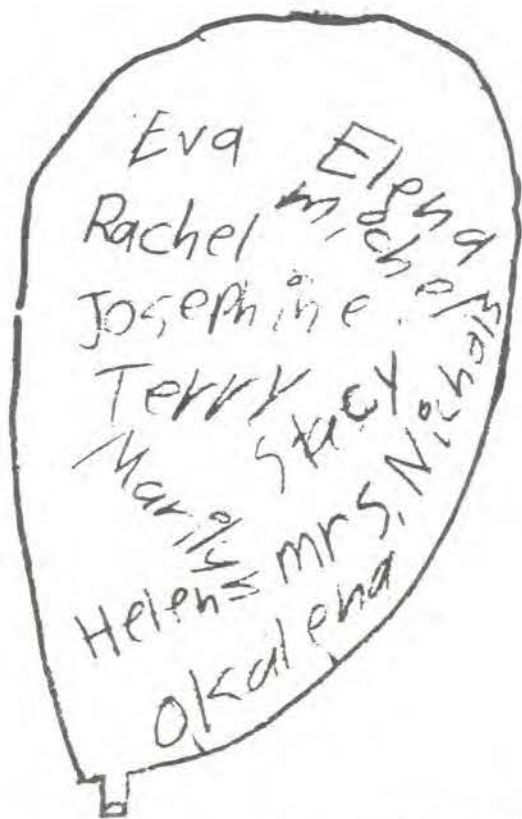
Plan on attending!



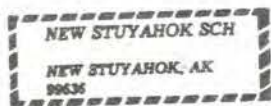
Monday, May 11, 1987

Dear Mr. Wery

Thank you for showing us
the Flight Service Station.
Thank you for putting
our names in the balloon.
We had fun.



Sincerely,
Eva
Rachel
Josephine
Maria
Stacy
Elena
Helen
Okaleha
Terry
Michael
Mrs. Nichols



Children from the New Stuyahok School recently toured the Dillingham Flight Service Station (FSS). A balloon with the names of all the children was inflated and released with a note that said if found, please return to the air traffic manager at the Dillingham FSS. Mr. Wery is Julius Wery, air traffic control specialist at Dillingham FSS.