



U.S. Department
of Transportation

**Federal Aviation
Administration**

intercom:

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June 26, 1985

85-13

**The
All
American
Celebration
Alaskan
Region**



**One
USA**



One FAA

Cover story

Director Frank Cunningham has designated July 1-3, 1985, "as a special time within the region to be observed as an 'All American Celebration' in which we recognize both the unity and the diversity of the people called 'Americans.'"

He has asked that all FAA members "join together as 'One U.S.A. - One FAA' (theme of the celebration) to demonstrate both our uniqueness and our unity of purpose."

Various activities have been planned for the three days. There will be punch and refreshments served on Wednesday, July 3, at 10:00 a.m. in the MIC room.

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

In case you are wondering who the motley group is on the cover - they are all FAA members, most of whom were very cooperative in getting their pictures taken. Hunger pains were getting the best of some of the folks and they were letting the photographer know it.

Articles on the following three pages were written by FAA employees in the Alaskan Region for the "All American Celebration."



"A thrill"

I thrill to watch OLD GLORY fly
And wave her gleaming colors high.
Many visions and thoughts come into
view
When I thrill to the sight of the red,
white, and blue.
A bustling nation great and true,
Freedom of speech, freedom of the press
And a system of free enterprise.
The right to live, the right to pray
And worship God in one's own way.
I see Arlington National Cemetery,
Monuments of Iwo Jima and Vietnam.
Our nation's sacred trust
And our heritage so costly won.
Our every hope for peace and freedom
For those yet to come.
Yes, I thrill to see OLD GLORY proudly
wave,
A blest and treasured symbol
Of the free and the brave.

(Source: Ideas and excerpts from "Old Glory" by Harold A. Schulz and composed by Mary Ellen Sissman. From America My Country, Ideals Publishing Co.)

by: Jim C. Walton
AAL-14

All

American

Celebration

One U.S.A. -

One FAA

by: Paul R. Lutko
AAL-34

To me, being an American means being able to enjoy our freedom. As a veteran of twenty two years service with the U.S. Air Force, I have served in several countries where the basic freedoms we Americans take for granted were denied the people who lived there.

I served in a country with no elections at all, where only the state religion was tolerated, and with virtually no free press. The government decided what could be read, and even what movies could be shown.

Another country I served in constitutionally denied Christians the right to hold elected office, and while nominally a democracy, is in fact ruled by a military officer who seized power. This country too has no free elections.

Seeing these things first hand has made me realize just how precious our freedoms are, and happy and proud that my ancestors decided to emigrate to this land of the free.

We are getting there! But we have a ways to go. In my life time I have watched the evolution from separate schools, separate restrooms, separate water fountains, all clearly and legally marked "black" and "white." Some people had to ride on the back of the bus. Some people were not welcome outside the reservation. Some were labeled with funny names, like Wop, Chink, Taco benders, Nigger, Kike, etc. No one would even consider that women should have a serious career. We have come a long way from those days.

I like it much better now. It isn't considered strange to be close friends with someone with different colored skin, or from a different church. In most of America anyone with credit cards (or even money) can stay wherever and play together without feeling uncomfortable - or feeling like they should feel uncomfortable. Some of the most professional career people I know are women.

Many of the barriers are gone, or at least much lower and fewer. The laws and official (and unofficial) policies are more positive. A generation of Americans are more "color blind" in their every day behavior (both public and private). The minorities and women are holding themselves with higher esteem and promoting themselves for bigger and better things now, and to come.

I freely admit that we are not "there" yet. Human nature and politics are harder to change than the flow of water in the old Mississippi River. It takes generations to make even small changes in culture, beliefs, behavior, and most of all, understanding. But we are headed in the right direction! I think we should celebrate the direction we are going, the distance we have come to, and most of all, celebrate our commitment to a day when people are people just because they are people.

On being an American

by: Terry Alexander
AAL-530

It's easy to take being an American for granted. After all, in most cases we've never been anything else. However, travel to other countries has given me the opportunity to gain a new perspective and appreciation for being an American.

Thirteen years ago I traveled from Anchorage to the Soviet Union on an Alaska Airlines tour. At this time, relations with Russia were relatively cordial and the trip couldn't have been more pleasant. We traveled the whole width of the country from east to west under clear, rainless, skies. We were treated royally, given the best of meals and accommodations, saw the most impressive sights, never had to wait in lines. Yet, when the wheels of our Alaska Airlines "happy face" left the runway at Khabarovsk on our way home, a spontaneous cheer went up from all the passengers.

The eight-hour trip to Alaska gave us plenty of time to reflect on the past two weeks:

On entry to the country (Soviet Union), most of our newspapers and magazines were confiscated (except for my Cosmopolitan magazine which I didn't tell them about and which eventually became the property of a delighted hotel maid in Moscow). During our two-week stay we never had access to any news of the outside world.

The first-class accommodations we enjoyed were comparable to second or third class accommodations in this country. Even a brand-new hotel appeared to be twenty or thirty years old.

We didn't have to wait in lines, but the local citizens sure did. Long ones. And there wasn't always much

to buy when you got there. The department stores were depressing and gave us the impression of shopping at a flea market after most of the good stuff has gone.

We made exactly one Russian friend, Alexander, a student at a university in Irkutsk in central Siberia. He approached us in a park near our hotel, always looking over his shoulder for people who knew him, because he wasn't supposed to talk to foreigners. We would meet in a somewhat secluded part of the park, Alexander with his tape player and prized but horribly worn out Credence Clearwater Revival tape. He of course wanted to know about the U.S.A., and had one member of our group teach him American dances while curious Russians would watch from a distance. When we parted, he was almost overwhelmed by our gifts of a Readers' Digest and a ball-point pen.

And the beautiful weather that we enjoyed marked the beginning of a drought that caused the failure of Russia's wheat crop. It was the U.S.A.'s own surplus that saved the day for them.

On a trip to Europe I felt both exasperated and proud at the European's lack of tolerance for weaknesses or failures in this country. For, like it or not, as our tour guide explained, we are their role models and they feel angry and disappointed with our major scandals, economic failures, or any other falling down in our role as a world leader.

Australia is a country much like ours. New, forward-moving, with a relatively high standard of living. But when I visited there some years back, the average citizen could expect to pay at least 50 percent of their income in taxes.

In Tanzania, which has made a rather disastrous move toward communism, it was sad to see a country so poor that

it could not support the tourist trade it so desperately needs. In our hotel rooms we sometimes had to fumble in the dark because Tanzania can not afford to import such luxuries as lightbulbs. In the breathtakingly beautiful game parks the hotel dining room tables were laid with a wide assortment of silverware in the formal tradition, but we had little use for all this cutlery. Food was sparse, and one breakfast consisted of only scrambled eggs and bananas (not mixed!) because that was all the food there was. We had to leave one spectacular lodge because the generator and two backups were lying in pieces and they lacked the parts and the expertise to fix any of them.

Being an American in China is like being a Martian visiting Earth. The Chinese are marvelously fascinated to finally have a glimpse at the outside world, and an upbeat atmosphere is pervasive throughout the country as they begin to throw off some of the more undesirable shackles of communism and experiment with the joys and problems of individual enterprise. However, they are still a long way from being a free society, and the arriving tourist still has to submit books and magazines for inspection on entering the country. (And I will probably spend my golden years languishing in some foreign jail if I don't stop lining the bottom of my suitcase with undeclared reading matter.)

For all the problems that some may have, I don't want to put any country down. They all have many wonderful things to offer, and there's a lot we could and should learn from them. But on many of my trips, when our group has unexpectedly come across Air Force One sitting on the ramp of an airport in the remote reaches of the earth, or we have come across Old Glory flying above the American Embassy, that same spontaneous cheer has gone up when we realize how glad and proud we are to be Americans.

by: Jeanne Hodge
AAL-2

We call Alaska the Great Land. Perhaps we should offer to share this name and allow all Americans to call their country the Great Land. For indeed it is a great land - land of freedom, land of opportunity, land of infinite variety.

It is axiomatic that blessings frequently go unrecognized until we no longer have them. Imagine, if you will, that America is gone and vanished. Where will you go? And when you go elsewhere, what can you tolerate? Repression? Religious intolerance and wars? Archaic laws? Stifling business regulations? Anarchy? Confiscatory taxation? Oligarchy? Our blessing is that we do not have to go elsewhere, for we have America. Let us count our blessings, let us celebrate, let us join in the All American Celebration.





James D. Walcutt (Anchorage FSS - instructor) demonstrates the use of various weather charts to Chip Dodd, Homer FSS (standing); and seated are Ronald Fischer, Anchorage FSS; Corinne Juntz, Sitka FSS (center); and Marge Adams, Juneau FSS, during the Pilot Weather Briefing class in Anchorage April 2 through 4.



The entire class consisted of from left to right in the back row: James D. Walcutt, Anchorage FSS (instructor); Wendell Wassmann, Nome FSS (instructor); Theresa Dubber, Cold Bay FSS; Barry Meyer, Homer FSS; Gary Fischer, Fairbanks FSS; Ronald E. Fischer, Anchorage FSS; Glenn F. Baker, Anchorage FSS; Jackie Tomlinson, Anchorage FSS; and Raymond C. Christensen, Anchorage FSS (instructor).

Front row from left to right: Corinne Juntz, Sitka FSS; Clara B. Steiner, Anchorage FSS; Chip Dodd, Homer FSS; Marge Adams, Juneau FSS; Paul E. Goodrich, Anchorage FSS; Dave Patterson, Dillingham FSS; Lawrence O'Connor, Nome FSS; and Walt Dotomain, Kenai FSS.



Paul Rohwer (right), electronic quality assurance specialist in the Anchorage FIFO, receives congratulations and his 40-year service pin from Bob LaBelle, manager, Anchorage FIFO. He began his CAA/FAA career in April 1948 and was promoted to his present Quality Control duties in 1961.



Hilde Newton (left), program analyst, AAL-512, receives an Outstanding Performance Award from Bob Harik, manager, Air Traffic Division.

Non-strikers are being harassed

FAA is using sophisticated electronic equipment to help identify persons who are illegally using ATC radio frequencies to harass non-striking United Airlines pilots.

As a result, the agency has initiated enforcement action against the airmen involved in two such incidents that occurred on June 1 - one near Chicago's O'Hare Airport and one near Seattle-Tacoma Airport.

Other flight crew members who have engaged in such harassment also have been identified by the equipment, which is being used throughout the ATC system, and additional enforcement actions are expected.

FAA Administrator Donald Engen has warned that he will not tolerate misuse of the air traffic control frequencies because of the grave threat it poses to safety and reminded airmen that it could lead to suspension or revocation of their licenses.

The equipment involved is a tracking device that helps pinpoint the source of otherwise unidentified radio transmissions.

More than 50 such incidents - either jamming a frequency by pressing a mike button or verbal abuse of the non-striking pilots - occurred during the first two weeks of the strike which began May 17.

Washington Report

The person who can smile when things go wrong is probably just going off shift.

"on the upbeat"
Vol. A/No. 8B



Relocation contract for selling homes

Employees who relocated and reported to their new duty station on or after November 14, 1983, soon will be able to take advantage of a relocation services contract, if need be, to help sell their homes. In fact, the contractor will purchase the property for the appraised value and in most cases, begin making payments within five days. The contractors are Homequity and Chemical Executive Relocations, Inc.

The contract effort was initiated by Administrator Engen with the Office of Accounting and the Acquisition and Materiel Service teaming up to secure a short-term contract for FAA by July 1. They worked out a "piggy-back" arrangement with the FBI's relocation contractors and devised a solution that covered all DOT civilian employees.

Each FAA region and center, as well as Washington headquarters, is now appointing relocation services coordinators who will contact relocated employees and offer help. Meanwhile, the FAA-led task group is continuing its work to arrange a long-term contract. This will become effective October 1, when the FBI "piggyback" arrangement expires.

Washington Report

Editor's Note: Marge Cholometes, AAL-15C, is the Alaskan Region's relocation services coordinator. If you have any questions, give her a call at 271-5724.



Air traffic control specialist Bob Heitkamp (left), Juneau Flight Service Station, is shown receiving his 15-year career service pin from acting air traffic manager Al Hester. Upon receipt Bob said, "The best thing about receiving this pin is the 8 hours annual leave I will accrue per pay period."



Bob Stinson (left), systems planner, AAL-519, receives his 30-year service pin from Director Frank Cunningham.



Harold (PoPo) Richardson (right), air traffic manager, Cordova Flight Service Station, presents air traffic control specialist Bill Cardin with his three-year service pin.



Carl W. Fundeen, electronics technician, radar/data unit, Anchorage Airway Facilities International, was presented a Letter of Appreciation for providing on-the-job training to Gus McKenzie, AAL-461, on the ATCBI-beacon equipment.



Steve Palmer (left), area supervisor, Anchorage ARTCC, presented Dexter Steinke, air traffic control specialist, with a Letter of Commendation.



Air traffic control specialist Harold Reid (left), Anchorage Tower, was recently presented a Special Achievement Award for Sustained Superior Performance from area supervisor Roger Carpenter.

Operation Springback

The Federal Aviation Administration, in its special Alaskan safety program called "Operation Springback," contacted over 1,800 pilots and surveyed over 1,290 aircraft in Alaska from April 5 through May 27.

The program was conducted at 63 airports in Alaska and provided direct assistance to over 688 pilots. The FAA found 36 aviation discrepancies and investigated nine violations of the Federal Aviation Regulations.

The picture below was taken at Bethel on April 27 during Operation Springback. From left to right are Austin Collier and Pete Beckner from FSDO-63 and Director Frank Cunningham.



FAA statistics indicate that annually during the months of April and May there is a dramatic increase in the number of aircraft accidents in Alaska. This trend rises at an alarming rate until reaching a peak around the beginning of June and then sharply decreases until reaching a low point in mid July.

"We are very pleased with the results of this special safety program," said FAA's Alaskan Region Director Frank Cunningham. "An analysis will be made to determine the success and cost of the program to see if we can repeat it again in the fall when the accident rate normally goes up again."

According to the National Transportation Safety Board in Alaska, there have been 25 accidents involving three fatalities since the start of the program. There were 28 aviation accidents in Alaska with two fatalities for the same time period a year ago. The accident rate for this spring period, based on past trends and aviation data was expected to be much worse.

Catch 62

How does military service affect your retirement? Post 1956 Military Service credit is removed from the annuity computation at the retirees' age of 62 unless a deposit for such service was completed before retirement. Recomputation of the annuity by the Office of Personnel Management is based on the assumption that the retiree is eligible for Social Security.

To protect your annuity from reduction at age 62 you may make a deposit of 7 percent of the post 1956 military basic pay into the Civil Service Retirement Fund prior to retirement. The deposit is penalty free if completed before October 1, 1985, or two years from the date of hire. The penalty at the variable interest rate established by the Department of the Treasury, for the last quarter of 1985 is 13 percent of the unpaid balance.

To make the deposit employees must obtain the basic pay information from their military service, complete an "Application to make deposit or redeposit" (SF 2803) and forward these documents along with a copy of the DD214 to the personnel office AAL-14D. To assure that the deposit is made before the penalty free deadline the documents must reach AAL-14D by September 16, 1985.

If you have any questions or need assistance please contact Jean Pershall at 271-4574.

News in brief

A \$3.9 million contract has been awarded to JRR Construction Co., South Bend, Indiana, for the construction of a new air traffic control tower at the Raleigh/Durham Airport in Raleigh, North Carolina. The structure will be a major activity tower, similar to the Dallas/Fort Worth Tower designed by Welton Becket.

* * *

Washington State's Mt. St. Helens is showing signs of another eruption, and FAA has issued a Notice to Airmen (NOTAM) advising operators to be alert "to the presence of airborne volcanic ash which may be hazardous to flight." The agency also noted, "Alternate routing and additional flight information will be provided if a major eruption occurs."

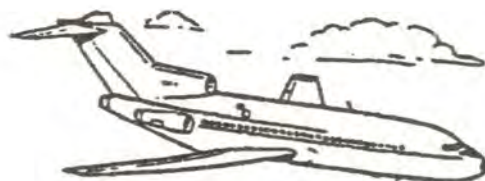
* * *

FAA's en route centers operational errors hit a significant low during the Memorial Day holiday period - May 27 to 31 - with a total of eight minor errors. During this busy time, 14 centers had zero errors, six had one each, and only one center had two.

* * *

The sixth flight service station to be built and accepted under the Automated Flight Service Station (AFSS) Space Acquisition Program has now been completed at the St. Petersburg/Clearwater International Airport in Florida. Delivery of Model 1 automated equipment is scheduled for early next year. At that time the new facility will take over services for the Orlando, Melbourne, and Vero Beach areas.

Other AFSS buildings accepted by FAA are at Bridgeport, Connecticut; Terre Haute, Indiana; Green Bay, Wisconsin; Macon, Georgia; and Conroe, Texas.



2 engines approved for North Atlantic flights

FAA has adopted new criteria that will allow U.S. airlines to operate some two-engine airplanes on most North Atlantic routes. The criteria are designed to insure that transoceanic flights with two-engine aircraft are at least as safe as those in three- and four-engine planes.

The agency's decision was based, to a large extent, on the much higher reliability of the modern jet engines compared to piston and older jet engines. However, each airline desiring to make such flights will have to prove to the agency that its aircraft and flight crews meet the new criteria.

Under the new criteria, airlines receiving FAA approval will be permitted to fly twin-jets on routes that are up to 120 minutes of one-engine flying time from a suitable airport, provided at least 50 percent of the flight is within 90 minutes of the airport. The current regulatory standard is 60 minutes unless otherwise authorized by the FAA Administrator.

This means that two-engine aircraft will be permitted to fly North Atlantic routes, but not between the West Coast and Hawaii.

Medical notes - mothers and fathers

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

We have recently honored and had special thoughts of our parents on Mother's Day and Father's Day.

If we are lucky enough to have a living parent, perhaps it was a time to assess just how well our aging parents are doing physically, emotionally and financially. As longevity of life is expanded, one of the many problems we must face is maintaining the well being of our elderly.

We in the middle years planning for retirement or career changes after our own children have left the nest are often presented with the dilemma of caring for a widowed parent, or one with chronic illness, or deteriorating physical and mental health. What to do and how to do it brings forth many feelings, emotions and questions in both the parent and adult child.

Some of the many questions we face are, "Can mother live alone and handle her own affairs?" "Can she live in her own place but needing help occasionally?" "Who will help her when we live so far apart?" "Shall father come to live with us?" "Is it time to consider nursing home care?" "How does one go about choosing the right nursing home?"

The answers are not easy and often as we go about resolving them a raft of feelings and emotions come forth. Recognize that many of these feelings were instilled at childhood and either have grown or become repressed as the resulting relationship with your parents matured. Feelings of love, compassion, respect, tenderness, sadness, indifference, anger, shame, guilt, fear and anxiety, are all a part of our relationship with our parents.

Accepting our parents' old age and accepting our own aging in life cycles is one of the first steps in resolving the problems. Changing roles may be necessary and the adult child may have to become the caring parent to the child-like parent. This can be extremely difficult to do with dignity because a certain amount of independence is lost.

Unresolved feelings can produce withdrawal, domination, denial, scapegoating, and outmoded role playing. Other family relationships can suffer and deteriorate or grow and be more supportive depending on how we react to our parents' aging. Our brothers and sisters may help or back off. Our own husbands, wives and children are affected also by the time and energy spent on problem solving of the aging person.

Recognize too that our parents can play the games of manipulation, self-belittlement, denial or exaggeration of infirmity or the money game for self serving purposes and attention.

Forming a family task force is one way to approach the problems mother and dad present us. The family task force should plan a family conference, find out what the aging parent has to say, decide who else is to be involved, give all family members an opportunity to express thoughts and ideas, identify the problem, discover who will make commitments, set priorities, and reach an agreement.

Become informed of legislation, services and programs for elderly and their families in your communities. Another source of help and guidance is a book titled "You and Your Aging Parent" by Silverstone and Hyman.

Thank you,

mothers and dads



On April 30, 1985, the Federal Women's Program Committee sponsored a brown bag which brought together division managers or representatives to present information about job availabilities in each division and to describe the functions of the division. The participants from left to right were Tom Westall, manager, AAL-200; Robie Strickland, manager, AAL-600; Sis Williams, manager, AAL-58; John (Jack) Schommer, resource management, AAL-511, Dick Brindley, manager, AAL-60; Tom Hunt, manager, AAL-400; George Woodbury, manager, AAL-10; Ken Smith, Civil Rights Officer, AAL-9; Bob Lewis, manager, AAL-30; Linda Peterson, medical administrative officer, AAL-300; and Paul Steucke (not shown in picture), Public Affairs Officer, AAL-5. Below attendees listen to Westall talk about the Flight Standards Division.



Dee Groat, employee assistant, AAL-14B, receives her 30-year service pin from Director Frank Cunningham.



Steve Palmer (left), area supervisor, Anchorage ARTCC, congratulates Robin Held on receiving her Full Performance Level (FPL) status at the Center.

EAPs are catching on...



Employee Assistance Program

According to a recent article in the Government Employee Relations Report (GERR), employee counseling service programs are gaining momentum in the federal sector.

The GERR reported an increasing number of union agreements with federal agencies are including articles covering counseling services programs for federal employees suffering from alcohol/drug abuse and/or emotional difficulties. Across the nation, the Department of Health and Human Services (HHS) reported that one worker in five suffers from these types of problems.

HHS further reported that workers suffering from alcohol/drug abuse or emotional difficulties are 25 percent less productive than those who are not suffering from such problems.

Counseling services programs (better known as Employee Assistance Programs) in no way relieve an employee from his/her work performance responsibilities, but rather the programs help employees deal with the problems. Through effective counseling services programs workers suffering personal problems can once again become effective and fully productive employees.

Both current union agreements, the National Association of Air Traffic Specialists (NAATS) and the Professional Airway Systems Specialists (PASS), contain articles on EAPs. Since the Civil Service Reform Act of 1978, federal agencies are mandated by law to provide reasonable accommodations for employees suffering from substance abuse.

The Office of Personnel Management (OPM) is the office responsible for promoting employee counseling service programs in the federal sector. OPM

recently published its final rules to federal agencies on its basic requirements for employee counseling service programs.

Alaskan Region EAP in existence since 1981.

FAA's Alaskan Region was in the forefront in recognizing the need for, and cost effectiveness of, an EAP. The Alaskan Region's EAP has been in existence since February 1981 and covers employees and families. Services are provided at no cost and are strictly confidential. In cases requiring specialized or long-term counseling, normally the employee's insurance provider covers the costs depending on the particular health plan.

The region's current EAP contractor is Human Affairs of Alaska (HAA). HAA has credentialed counselors available 24 hours a day, seven days a week. During non-crisis situations, HAA's office is open 9 a.m. to 6 p.m. Monday through Friday. Assistance may be obtained by calling 562-0794. Your EAP can be there for you when you most need it.

Need someone to talk with about ...

- marriage problems
- parent/child relationships
- depression
- stress
- drug/alcohol abuse
- financial difficulties

Help is a phone call away.
Contact HAA, 562-0794.

THE WHITE HOUSE
WASHINGTON
April 24, 1985

Dear Mr. Bruck:

Congratulations on your retirement from the Federal Aviation Administration.

Throughout your career, you have been part of a special corps of Americans that devotes its talents and energies to our nation and its progress. You should take great pride in your many years of accomplishment. Thank you for a job well done.

Nancy and I are glad to share in this special time in your life and to send our best wishes for good fortune and happiness in the future.

Sincerely,

Ronald Reagan

Mr. Al Bruck
Anchorage, Alaska



Director Frank Cunningham (right) presents Al Bruck with his retirement plaque at a retirement dinner held in his honor on April 26. Lois Bruck received the Director's plaque from Cunningham for serving as hostess to many guests who came to the Alaskan Region.



Al Bruck (left), former manager of the Airway Facilities Division, received a letter (shown here) from President Ronald Reagan upon his retirement after 32 and 1/2 years of federal service. Director Frank Cunningham presented the letter to Al and his wife, Lois.