



U.S. Department
of Transportation

**Federal Aviation
Administration**

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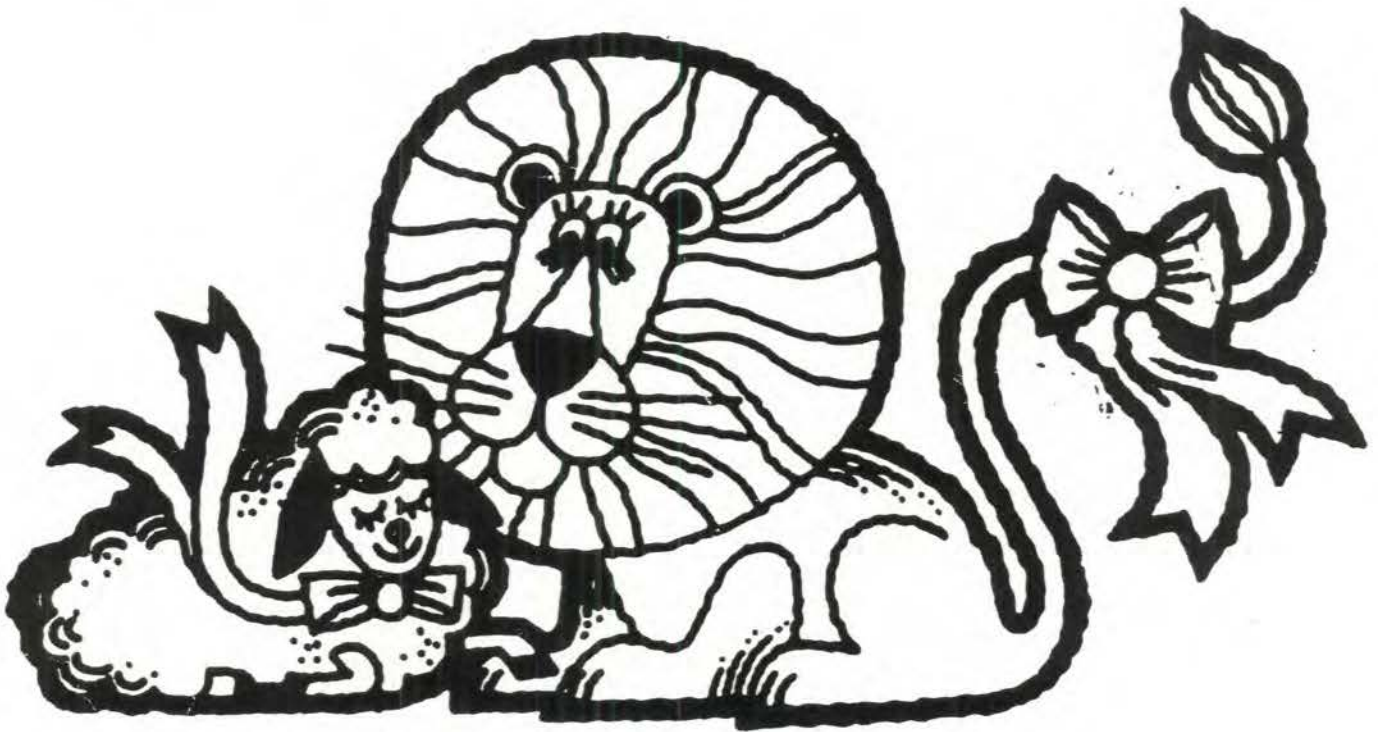
Office of Public Affairs
Alaskan Region
701 C Street, Box 14
Anchorage, Alaska 99513
(907) 271-5296

pu-medical

MARCH #88-02

MARCH

In like a lion ...



...out like a lamb

EDITOR'S NOTE

Kursplat! Bonk! Wow! Zing!! Psffff! Sputter! Boom! Chugga! Chugga! Zoom! Golly! *? Ouch! Uruggh!! Ooof!? Lurch!# Klunk! Klunk!! Klunk!! Varoom!! Sput...Sput...Sput. In other words... Rats! No Federal holidays to speak of this month, but Erin Go Blarney to you anyway.



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ACTING EDITOR
Pauline Steffy

REGIONAL DIRECTOR
Franklin L. Cunningham

PUBLIC AFFAIRS OFFICER
Paul Steucke

PUBLIC INFORMATION SPECIALIST
Ivy Moore

PRINTER
Anne Lewis

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

WHAT'S NEWS?

* This is old news, but when the time zones were changed here in Alaska in October of 1983, the Department of Transportation planned a time zone acronym. Since "AST" was already in use as Atlantic Standard Time, when referring to the Alaska Standard Time Zone, use "AKST/AKDT" and when referring to Hawaii-Aleutian Time Zone use "AIST/AIDT."

* According to the International Civil Aviation Organization, the number of passengers carried by the world's scheduled airlines passed the one billion mark in 1987 for the first time in history. The 1987 total of 1.04 billion was up almost 9 percent from the 1986 figure.

* The FAA Periodic Drug Test Program as well as the DOT Random Drug Testing Program is still in effect. As stated in Administrator McArtor's memorandum, some employees may be subject to two collection processes simultaneously. As a reminder, the FAA testing is accomplished in conjunction with the regularly scheduled annual physical and the DOT testing is accomplished randomly by a contract collector. Any questions should be directed to the Office of Aviation Medicine, AAL-300 at 271-5431.

* Daylight Saving Time is scheduled to begin at 2:00 a.m. local time on April 3, 1988 (the first Sunday in April). For Spring Daylight Saving Time (DST) set your clocks ahead one hour. DST will remain in effect until the last Sunday in October.

* Transportation Secretary Jim Burnley has established a DOT/FAA task force to recommend internal FAA reforms. The task force is a vehicle for defining specific reforms that present an opportunity to bring about positive changes in the organization and structure of the agency. The task force will focus on personnel practices, procurement procedures, budgeting deficiencies, and the regional structure.

THIRD ANNUAL SEAPLANE SAFETY SEMINAR

The FAA's accident prevention program, in conjunction with the Alaska Aviation Safety Foundation, the Elmendorf Aero Club, the Seaplane Pilot's Association, the Alaska Airmen's Association, Northland Enterprises, and Air Alaska, will be holding its third annual free seaplane safety seminar on Saturday, April 30, at the Elmendorf AFB Officers Club/Hanger 7.

Registration begins at 7:30 a.m. and the seminar continues until 5:00 p.m. Gary Bennett of Northern Lights Avionics, will be inspecting and providing instruction to individuals who bring their ELT's. The Seaplanes Pilots's Association will provide free seaplane patches to the first 150 pilots that arrive. For more information, call 243-1902 or 753-4167. Door prizes and refreshments will be served.

MODEL AIRPLANES/MODEL PILOTS?

Administrator McArtor is encouraging support for model aircraft flying as part of an education program to promote aviation awareness. The Academy of Model Aeronautics needs support and help in making flying sites available.

Prompted by Cliff von Kann, President of the National Aeronautic Association, who believes that "model aviation can stimulate a life-long interest in aviation and also lead to careers in the field," McArtor sees the program as an excellent means of promoting one of his major goals which is aviation awareness.

Any questions, comments, or suggestions, on model aviation and other programs designed to stimulate interest may be directed to Phil Woodruff, APA-120, FTS 267-3476.

AAL-530 WELCOMES NEW MANAGER

A welcome to Mary Barnett, newest member of the Air Traffic Division's regional office team. She arrived on February 11, 1988, as the Manager, Operations, Procedures, and Airspace Branch, AAL-530.

Mary entered on duty with the FAA in June 1969. In 1977, she was lead ATC instructor at the Washington ARTCC and remained there until 1982 when she was selected for a position in the Operations Branch of the Eastern Region in Jamaica, New York. In 1984, she moved to the Air Traffic manager position at the Newport News Airport ATCT and then to the Quality Assurance Branch at FAA headquarters until her selection here.

RONDY EXHIBIT TAKES 1ST PLACE

The FAA exhibit at the 1988 Anchorage Fur Rendezvous took 1st place this year for "Best Information Booth." Congratulations and much thanks and appreciation to the members of the FAA planning committee (Linda Craig, Bernice Wenzel, Val Aron, Jerry Swanson, Tom Kucera, and Bill Chord) for the success, and special thanks to all who contributed their skills, time, effort, labor, and expertise which accounted for a total of 84 FAA'ers participating in the Fur Rondy action.



DIRECT DEPOSITS HIGH

As of January 2, 1988, 87.6 percent of Alaskan Region employees were having their salary payments sent directly to financial institutions using direct deposit. The Alaskan Region direct deposit participation rate is higher than any other region, or center, and higher than FAA headquarters. As stated before, direct deposit saves time and money. The Treasury Department has estimated that a cost savings of \$1.10 per transaction occurs when direct deposit is used. Now that's money I don't have to take to the bank!

SCHOLARSHIPS AVAILABLE

The Air Traffic Control Association has scholarships available for students enrolled in aviation-related studies.

Winners are selected in two categories: (1) part- or full-time students pursuing a bachelor's or advanced degree in aviation related studies, and (2) full-time employees taking courses designed to enhance their aviation or ATC skills.

The number of scholarships awarded and their amounts will depend on several factors but will be at least \$1,500 in the first category and up to \$600 in the second category.

To request an application, write to ATCA, 2020 N. 14th Street, Suite 410, Arlington, Virginia 22201.

COLLEGE CREDIT GUIDE

The "FAA Guide to Earning College Credit" has been published. This guide, formerly known as "The Green Book", lists all the FAA training courses, including CMD courses, which have been evaluated and have received credit recommendations from the American Council on Education (ACE). In many cases, the guide's recommendation is sufficient for a college or university to grant credit, but ACE also offers a "for fee" process whereby courses are evaluated, recorded, and an "official transcript" is prepared. The guide is available through the OE Branch, AAL-17. Questions may be directed to Joyce Moon, Employee Development Specialist, at 271-5725.

CARIBOU ROUNDUP

During the last week of January, the U.S. Fish and Wildlife Service began transplanting caribou from the Becharof Lake area near Dillingham to Nushagak Peninsula. Numerous flights were made to and from sites transporting as many as five caribous (mildly sedated) per trip in specially designed crates. No problems were encountered so I am considering starting my own commuter airline called the "Human Animal Express" (does this sound vaguely familiar?) in which I will sedate people, put them in specially designed seats, tie them down (by an approved means, of course), and cart them from place to place for a minimal fee. Gosh, now I wonder... What about competition...What about mergers? What about taxes? What about insurance? YIPES!! ...nevermind.



MEDICAL NOTES

by: Mary Grindrod

The components of a comprehensive eye examination vary depending on age, date of last exam, family history and other factors. If you are having an initial eye exam, your medical and family history may be taken. This may include questions about your general health, allergies, medications, and past eye surgeries or eye disease.

The visual acuity test is to check your ability to see fine detail with your central vision, and this is tested by reading an eye chart of progressively smaller letters. These results reveal a numerical value such as 20/20. The first "20" means you were tested 20 feet from the eye chart. The second value represents the distance at which a normal person with normal vision could see the smallest line of print you saw. Visual acuity may not be the same in both eyes. A weakness in one eye can go unnoticed because the stronger eye will dominate visual perception.

A refractive error is present when images are not focused properly. Some refractive errors are: nearsightedness, or inability to see distant object clearly (myopia); farsightedness, or inability to see close objects clearly (hyperopia); distorted vision (astigmatism); and difficulty changing focus from distant to near objects (presbyopia).

An eye examination will include an examination of your eyelids, tear glands and tear drainage system, and the area around the eyes. Observation of movements of the eyes will be observed and may reveal misalignment, coordination problems, or neurological problems. A test for eye pressure is conducted. Pressure in the eye that is above or below normal range can cause a number of problems. Elevated eye pressure may be a sign of glaucoma which, if left untreated, can lead to blindness.

All the data obtained from the various elements of an eye examination will be interpreted by the ophthalmologist. An

ophthalmologist is a licensed physician, or medical doctor, with a specialty in eye care. He or she may prescribe medication and perform surgery.

Another person involved with eye care is the optometrist. The optometrist is licensed to practice optometry and specializes in determining the need for glasses and screens the patient for some abnormalities of the eye. This person may order glasses and contact lenses, but is not able to prescribe medication or perform surgery.

The optician is the person who is licensed to fit, adjust, and dispense glasses and other optical devices on the written prescription of a licensed physician or optometrist.

Regular checkups are essential. Your vision is too important to lose through neglect.

Here are a few facts and myths about eye care. Take the test and "see" how you do. Answer True or False. (Answers on next page)

1. Reading in dim light will hurt your eyes.
2. Not using the proper glasses can damage eyes.
3. Using computers will not damage eyes.
4. Eating carrots will improve vision.
5. Cataracts can be removed with a laser.



WOMEN'S HISTORY MONTH

"Reclaiming the Past...Rewriting the Future" is the theme for the March 1988 celebration of Women's History Month brought into being as Public Law 100-9.

Women's History Month celebrates the heroines of our past whose important contributions have, for too long, been left out of history textbooks. It helps bring to light women who have left their mark on our society and provides important role models for our children so that they realize and understand that gender is not an obstacle to accomplishment, and achievement is the reward of those who make the effort.

Women's History Month also celebrates the lives of common women from all walks of life; women whose everyday struggle for survival has made our past memorable and our future foreseeable.

AIR FORCE ACADEMY NOMINATION

Rachell Mattson, daughter of Cordova FAA maintenance mechanic Rick Plucker, was nominated by Senator Ted Stevens to the Air Force Academy. Rachell maintains a 3.7 GPA in one of the most competitive classes to ever graduate from Cordova High School.

ANSWERS TO "MEDICAL NOTES" FACTS AND MYTHS:

1. **False:** Reading in dim light will NOT damage the eyes. Reading in good light will, however, prevent eye fatigue and make reading easier.
2. **False:** Going without glasses or lacking proper glasses will not physically damage the eyes. Eyes are not strengthened or weakened by glasses. Glasses can only provide optimum vision.
3. **True:** Using computers or video display terminals (VDT's) will not harm the eyes. However, eye strain or fatigue may develop with prolonged periods of close work. Taking breaks and looking up or across the room at frequent intervals usually relieves the strain.
4. **False:** Carrots are rich in Vitamin A which is essential for sight, but many other foods are also rich in Vitamin A. Only a small amount is necessary for vision. A well-balanced diet, with or without carrots, provides all the nutrients necessary for good vision.
5. **False:** Cataracts are NOT removed by lasers. The cloudy lens must be removed surgically. After surgery, a membrane within the eye may become cloudy and an opening into the membrane is made with a laser.



**** Name Badges available:** Vickie Sherburne, contact representative for the blue, FAA Name Badges, will be placing an order next month (April). If you would like to order a name badge, contact Vickie at 271-5351 by COB April 8, 1988. Cost of the badges is \$5.00 and must be prepaid.

EARTHQUAKES AND THE ANCHORAGE FEDERAL OFFICE BUILDING

by: Ronetta McConnell, AAL-421
with AAL-4

Earthquakes are unpredictable and, although Anchorage hasn't had a "big one" for over 23 years, they are a concern to people who live in this area. After the 1964 quake, engineering investigations were conducted on how to build new buildings for future earthquake resistance here, as well as in other parts of the nation.

New code standards and techniques were applied for stronger foundations and safer structures. The construction of the Federal Building/ U.S. Courthouse is a product of these studies and concerns.

The following information was obtained from construction drawings and may give you some peace-of-mind during an earthquake:

BELOW GROUND LEVEL

- All of the structure below street level is made of heavily reinforced concrete
- Approximately 198 concrete spread footings support the building's steel columns. Some footings are connected together with reinforced concrete "Grade Beams" to add rigidity where it is needed.
- All of the concrete is reinforced with rebar.
- Outer walls have strip footing 3' wide.

AT GROUND LEVEL

- Support columns at street level and above are welded steel square sections of various thickness.
- Steel columns are jointed to the concrete with steel bolts which were cast in the concrete at the time of pouring.

ABOVE GROUND LEVEL

- Columns and main beams are sprayed with fireproof material (not asbestos).
- Tapered girders are used between columns for greater resistance to bending.
- Corrugated steel floor decks are poured with reinforced concrete for durability.

GENERAL INFORMATION

The Anchorage Federal Office Building is a strong steel-frame structure that has been designed with enough flexibility to withstand very large earthquakes without structural damage.

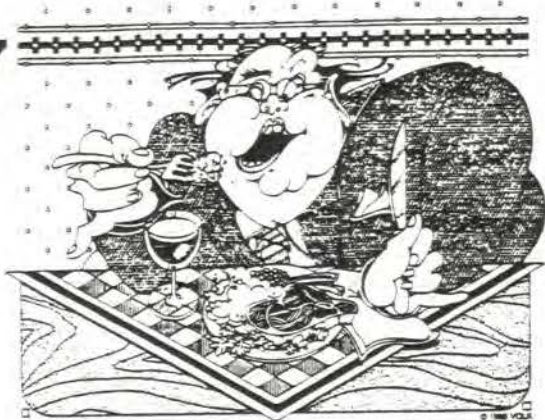
The building has numerous seismic joints between building modules starting with a 3"-gap between them at below ground level to a 9"-gap at the top of the building. This allows the energy of the earthquake to be dissipated as a swaying motion.

Electrical wires and piping throughout the building have been routed and supported in such a manner to withstand substantial movement.

HELPFUL HINTS

Be careful of heavy objects, such as flower pots placed on tall cabinets and the cabinets themselves. In the event of an earthquake, stay where you are unless you are near a ledge or window. Do not go into the street as you may be struck by falling glass, out-of-control cars, or other debris.

Information on emergency preparedness and earthquake survival can be obtained from Bill Schmidtman, AAL-13C, phone x5375, or from your local fire department.



CIVILAIR CLUB NEWS

The Civilair Club's annual membership drive and baking contest held February 19, 1988, in the AFOB training room was well attended and successful. President Robie Strickland, AAL-401, introduced the club officers and restated the club's threefold purpose of recreational activities, service to employees, and community service.

At the activity, Don Keil spoke about the history of the Civilair Club and Dave Epstein spoke about future activities to include the annual picnic, halibut charters, the end-of-summer bash, turkey drawings, the kids Christmas party and many more activities. Also, Dave Epstein presented this year's \$400.00 scholarship award to Susan Windle of Eagle River who is majoring in Aviation Maintenance Technology.

Ruben Jackson presented monetary awards to the "food winners" of the baking contest with Laura Warrell's "Fruit Delight" winning for the best tasting dessert. Copies of the prize-winning recipes are included in this issue of the "Intercom."

CARD OF THANKS

Roger Barr, Air Traffic Manager, Bettles FSS sends a card of thanks to all of those who called, sent cards, and wished him well during his recent 8-day stay at Fairbanks Memorial Hospital. Roger is back to work part-time now. Roger's other comment..."Hospital rooms are boring."

PROFESSIONAL WOMEN CONTROLLERS HOLD CONVENTION

The Professional Women Controllers, Inc., is holding its 10th annual convention this year at the Key Bridge Marriott in Arlington, Virginia. The convention will be held from April 28 to May 1, 1988. The theme this year is "Back to the Future," and in our 10 years together what better time to reflect on the past and explore the future.

Make plans now to join us. Meet with T. Allan McArtor, FAA Administrator; Keith Potts, Associate Administrator for Air Traffic; and, Ann Pellegrino, noted author and pilot.

Registration fee before March 31, 1988, is \$110.00. After March 31, 1988, - \$125.00. Hotel reservations should be made directly with the Key Bridge Marriott, 1401 Lee Highway, Arlington, VA. 22209, (703) 524-6400. For more details/tentative agenda, extra tickets, or more information call Linda Craig, Alaska Area Director, Anchorage FSS at 263-6528.

TRAVEL VOUCHER NEWS

The Financial Management Division has implemented an automated travel voucher computation system effective February 1, 1988. Most TDY travel vouchers will be computed utilizing this program and it is anticipated that vouchers will be processed and paid much more rapidly as a result. Travelers will be receiving a complete printout of their travel voucher computation as an attachment to their completed voucher. The format presently used is in a "draft" stage, and comments and suggestions are being solicited from the traveler as to how the format may be improved or changed for the better. If you have any questions or suggestions regarding the new travel system, contact Leo McGavick or Paul Tutko of the Internal Accounts Branch at 271-5235.

THE NEW PMS RATING SYSTEM

March 31 will mark the end of the first rating period under the new Performance Management System (PMS) which became effective April 1, 1987. Most FAA'ers formerly covered by the General Performance Appraisal System, including all GS and WG employees, now come under PMS.

Here are some of the effects on FAA employees:

- * Everyone is now under a common appraisal cycle. For PMS employees, it begins April 1 and ends March 31. There is no change in the eligibility date of individual employees for a within-grade pay increase.

Supervisors may complete their end-of-rating-year appraisals as early as February 1 and as late as May 12. There are a few circumstances that may require a supervisor to extend a rating period. An extended rating period can run until the end of June. In any event, every FAA'er will receive a rating of record each year for the rating year.

- * Employees receiving either an outstanding or exceptional rating for the year will automatically receive a performance award. The awards are one-time cash bonuses that do not increase an employee's base pay.

- * Performance awards will be processed at the same time after all ratings have been received and will not appear in individual paychecks until approximately September of each year.

- * There is no minimum amount for a performance award. Each region will have three "units", each of which will have the same percentage of payroll to expend on performance awards. These "units" are employee groups for which separate PMS funds are established and ratings collected to determine the individual performance award amounts to be paid to employees whose performance is rated exceptional or

outstanding. Within each PMS unit, employees whose performance is rated outstanding receive twice the percentage of salary that employees whose performance is rated exceptional receive. Individual award amounts will vary within each unit depending on the rating distribution.

The rating distribution within each unit will be the largest determinant of the size of individual performance awards. Units where many employees are rated outstanding and exceptional will have smaller performance awards and vice versa. Within each unit, all employees whose performance is rated outstanding will receive approximately the same percentage of their pay as a performance award. The same will be true for those receiving an exceptional rating.

- * Now, supervisors can give a Quality Step Increase (QSI) only to an employee rated outstanding. This does not mean that all employees receiving an outstanding rating will receive a QSI. For those who do receive such awards, however, these increases will be in addition to their automatic performance award.

- * In addition to performance awards that replace sustained superior performance awards, employees will continue to be eligible for superior accomplishment awards which are made on a one-time cash basis. These awards are used to recognize suggestions, special acts or services, or inventions.

This year alone, FAA will spend \$4 to \$5 million more on performance awards than it ever spent on sustained superior performance awards. For the first time, all FAA'ers can be assured that they will receive a performance award if they earn a high rating.

Questions about the awards or rating process should be directed to your supervisor or to Marge Cholometes, HRMD, Performance Management System Manager, at 271-5803.

ALASKAN REGION HQ HRC ANNUAL REPORT

The following items and actions are reported from the Alaskan Region Headquarters Human Relations Committee annual report through Ivy Moore, Secretary:

The Day Care issue is still open. The committee is waiting on further information. Flexitime was closed in lieu of Order 3600.6 AL Supplement 1. Jury Duty Parking Fees were closed as change would require political action at the state/federal level. The Substance Abuse Program was closed as HRC involvement was not needed. The request for a Postal Substation in the AFOB was closed after discussions with the Postal Service indicated no possibility. GSA will act on specific complaints of Noise in the Atrium Area but will not post "Quiet" signs because the building is a public building. A survey of Health Club Group Rates was forwarded to the FEA committee. KSAO Briefings were closed as AAL-14 was already giving briefings - no HRC action needed. Early Dismissal Notification was closed; AAL-1 had already taken action to see that proper procedures are used and all offices notified in a timely manner. The Hiring Procedures issue was closed. The HRC sent a letter to AAL-10 expressing employees' continuing concerns regarding promotion opportunities. Travel Voucher Backlog issue closed. HRC is currently

working on a position paper for the Smoking Issue. The Safety Officer made a walk-through inspection and made recommendations so the Electrical Cord issue is closed. The HRC arranged with FedAlaska Credit Union for federal employees to use their copy machine, free of charge, for personal copies, so the Coin-operated Copy Machine issue is closed. Garage Parking issue is closed. GSA marked handicapped-parking spaces more clearly; unsafe to create additional spaces at ends of rows, and carpooling is revalidated annually and when employees terminate. The General Condition of AFOB is closed. AAL-50 reminded employees of procedures of contacting GSA through AAL-58 on problems. The Air Quality issue was tabled with request test be done again in future months. Clean-Up Day recommended and given to Logistics Division for responsibility. Item closed. The Travel Regulations issue is closed. Proposed change to regulations about POV's requires a change in statute; outlined requirements to division that raised issue.

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* Seventeen times as many people (20,500) were killed in home accidents in a single year (1986) than scheduled-service airline accidents (1,196) over the last 10 years (1978-1987).

* In the last 26 years, 316 times as many people died (1,286,032) in motor-vehicle related accidents than people who have died (4,049) in scheduled-service airline accidents in 26 years.

* In 1986, 12 times as many fatalities were attributable to football injuries than to injuries sustained traveling in scheduled airline service.

Is it safe to fly?

You bet it is!



STRAWBERRY CREAM CAKE

Hilda Elias

In large mixer bowl, put in 6 egg whites and let rest till room temperature. Beat at hi-speed until foamy. Add 3/4 C granulated sugar, 2 T at a time until soft peaks form.

In a small bowl, beat 6 egg yolks until thick and lemon colored (about 5 minutes). Add 3/4 C granulated sugar and beat another 2 minutes.

With beaters on low speed, add 1 3/4 C all purpose flour and 1/2 t salt (sifted together), 1/4 C fresh lemon juice, 2T water, and 1T fresh grated lemon peel (zest). Beat just to combine well.

FOLD the yolk mixture GENTLY into the egg whites just to blend.

Pour into an ungreased 10 x 4" tube pan and bake 40 minutes or until the top springs back.

Invert tube pan over bottle neck to cool completely--or, cool layers completely. Loosen with spatula and remove.

If you have used a tube pan, slice the cake horizontally into three layers.

The rest of the ingredients are: 2 pints of strawberries; 2 C heavy cream, chilled; 1/2 C confectioners sugar, 1/2 t vanilla; and 1/4 C current jelly.

Save whole strawberries for topping the cake and slice the others. Whip the cream with the powder sugar and vanilla.

Put bottom layer, cut side up, on plate. Cover with a layer of berries and a layer of whipped cream. Same song, second layer. Add the top layer and frost cake with balance of cream. Toss the reserved whole berries in the softened current jelly and place on the top of the cake.

Chill for at least an hour. Serves 12

FRUIT DELIGHT

Laura Warrell

One angel food cake
(store bought or home made)

One large (6 oz) box of vanilla pudding
made according to package directions.

One large container of Cool Whip.

Three different fruits.

(I used lightly sweetened strawberries, sliced bananas and blueberries.) Use your imagination as to varieties of fruit that would taste good together. Sliced fresh peaches lightly sweetened are good with crushed pineapple (drained) and bananas.

In a large bowl, start to layer slices of cake/pudding/fruit/Cool Whip. Top with another layer of cake/pudding/second fruit/Cool Whip, etc., ending with Cool Whip.

Refrigerate an hour or two then dig in!!

HOT & SPICY SAUSAGE DELIGHT

Norma Bonewitz

Brown 16 oz, Jimmie Dean Hot Sausage in a large skillet.

Cut 8 oz. Velveeta Mexican cheese (Mild, Medium, Hot--your choice) into small pieces and drop into skillet. As cheese melts stir constantly to prevent sticking to the bottom of skillet.

Mix should be creamy but may require additional cheese for right consistency.

Brown one loaf Dark Rye bread in toaster or conventional oven.

Spread hot mixture over toast and serve.



****AWARDS******ON-THE-SPOT-AWARD**

Jerry Baker, AAL-67

*** SPECIAL ACHIEVEMENT AWARD ***

Technicians and draftpersons of the Engineering Services Section, AAL-453, were presented with a Special Achievement Award on January 25, 1988.

*** LETTER OF COMMENDATION ***

Donald R. Gellerman, ATCS, Juneau ATCT

SELECTIONS, TRANSFERS, PROMOTIONS

Patrick Clark, ATCS/T, ANC ATCT
 Chris Collinson, ATCS/T, ANC ATCT
 Donna Holbrook, ATCS/T, ANC ATCT
 John Hancock, SET, Nome
 Timothy Lorenz, Manager, FSDO-63
 Dan Schenkenberger to Merrill TWR from Nome FSS
 John Cline, 120-day detail from AAL-454E to AAL-55
 James R. Carew, from AAL-452 to a fishing hole somewhere on the Kenai

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SERVICE PINS

Kenneth Smith, ZAN AF, 30 years
 Dave Wiles, ZAN AF, 30 years
 Peggy Don, ANC FIFO, 25 years

ATTA BOY/ATTA GIRL

Letters of Appreciation to: Gordon P. Jones, Kodiak ATCT; Howard Mickles, ATCS/S, Yakutat FSS;

STORK REPORT

ATCS Toma Palma and wife Sandra of Sitka FSS are the proud parents of a daughter. Congratulations

DEATHS

Frank Borys, former Alaskan Region flight maintenance inspector, passed away February 1, 1988, at Providence Hospital. Frank retired from the FAA in 1967 after serving 26 years with the CAA and FAA. He initially served as a general aviation maintenance inspector and held the position of General Aviation Branch Chief in the Flight Standards Division at the time of his retirement. He was an active member of the Pioneer Aviation Association, the OX5 Club, and the FAA Flying Club.

Memorials may be sent to the American Heart Association, 2330 East 42nd Avenue, Anchorage, Alaska 99508, or the Alaska Transportation Museum, P.O. Box 920, Palmer, Alaska 99645.

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Edward Lillie died February 4, 1988. Mr. Lillie was the Chief of NTSB Anchorage Field Office from 1977 to 1981. Condolences may be sent to Mrs. Carol Lillie, 4318 Grandview Road, Kansas City, Missouri 64137

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Cheryl Wieskamp, secretary at the Anchorage Tower, died March 10, 1988, in her home. Memorials for Cheryl may be sent to the Michael and Kevin Wieskamp Scholarship Trust Fund, c/o Ralph Givens, 2914 Leighton Drive, Anchorage, Alaska 99517, or the Hospice of Anchorage, 3605 Arctic, #555, Anchorage, Alaska 99503.