U.S. Department
of Transportation

**Federal Aviation
Administration**

intercom:

Office of Public Affairs
Alaskan Region
222 West 7th Avenue, #14
Anchorage, Alaska 99513-7587
(907) 271-5296

March 1989 #89-05

P-14

USA AND USSR MEET AT FAA

IN SPIRIT OF GLASNOST

Left to right: **Henry Elias** (Air Traffic Division Manager), **Jerry Wylie** (ATM, ANC ATCT), and **Bobby Lamkin** (Operations Specialist, Terminal) present an Honorary Air Traffic Controller certificate to **Victor G. Trezubov** (Minister of Magadan Department of Civil Aviation for the Soviet Union).

(Story on Page 2)

A MESSAGE FROM YOUR EDITOR

by Mary Lou D. Wojtalik

We currently are working under a reciprocal contract with the Bureau of Land Management (BLM) printshop to print our newsletter each month. Unfortunately, the BLM printers are often inundated with large printing jobs that sometimes require them to work 7 days a week on every available press. Because of their excessive work load, our newsletter is often bumped to a low spot on the totem pole.

It is important for us to provide you with a professional-looking newsletter that contains legible photos, and has print that doesn't bleed through the paper and onto your hands. It also is important that we get news out to you in a timely manner. We obtained quality paper, center binding, and good reproduction by having the Intercom printed by BLM (our printshop does not have the necessary equipment). The original agreement was for a 5-day turnaround in printing. We will get faster service in the future. Until that time, please bear with us.

-0-

intercom:

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

EDITOR
Mary Lou D. Wojtalik

REGIONAL ADMINISTRATOR
Franklin L. Cunningham

PUBLIC AFFAIRS OFFICER
Paul Steucke

PUBLIC INFORMATION SPECIALIST
Ivy Moore

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.

GLASNOST IN ALASKA

We Alaskans had the pleasure last month of a visit from **Mr. Victor G. Trezubov,** Minister of Magadan Department of Civil Aviation for the Soviet Union. His trip to Alaska was part of a Soviet-American meeting in Anchorage that was hosted by the State of Alaska and the state Chamber of Commerce. The purpose of this meeting was to encourage communications and commerce between the Magadan Territory and the State of Alaska. Approximately 85 representatives from the Soviet Union arrived at the same time as **Mr. Trezubov**. They included government officials, correspondents, musicians, and trade officials.

Members of our Air Traffic Division escorted **Mr. Trezubov** on tours of the Anchorage ARTCC and Anchorage ATCT. During these tours, **Mr. Trezubov** explained (with the aid of an interpreter) that he had hoped to obtain an agreement for flights between Magadan/Anadyr and Alaska. He stated that he had already been in contact with Alaska Airlines to achieve this end. Furthermore, he expressed a great deal of interest in improving operational communications between the USSR and Alaska. He said that the existing trilateral line was not satisfactory as it went to Khabarovsk Center rather than Magadan Center.

He was presented an honorary Air Traffic Control Specialist Certificate. At the conclusion of his tour, **Mr. Trezubov** extended an invitation to his FAA hosts to visit his offices in Russia. We hope these "hands across the water" may continue to be extended in friendship from our close neighbors.

-0-

OUR GOOD GUYS IN THE TOWER COME THROUGH AGAIN

The following letter was received by our staff at the Fairbanks Airport Traffic Control Tower:

> We want to thank the Control Tower staff that was on duty Wednesday, February 8, 1989, through the noon hour. They handled our "emergency" both professionally and helpfully. Also, thanks to Chris, the pilot from Frontier Air who came over to the control tower to talk to us also.
>
> Although nothing we tried would work to lower the gear, it was comforting to know someone out there cared. We made a "controlled crash" at Chena Marina on the snow packed runway, quite successfully, sustaining minimal damage to the 210. No damage to either of us!!
>
> Our appreciation for your efforts and consideration.
>
> Sincerely,
>
> Tom & Marge Kushida
> N6016N -- Cessna 210

A special pat on the back goes to **Roger Barnes** (ATCS, Fairbanks Tower) for his professionalism and concern in helping the Kushidas to safety. We are sure that **Roger's** reassuring voice over their radio helped the Kushidas make such a successful crash landing.

-0-

FAA BADGES

Vickie Sherburne will again be ordering FAA pin-on badges in May; so if anyone needs one, don't procrastinate. Give **Vickie** a call at her new number of 271-5198 or send your order to her at AAL-450.1 by April 28.

-0-

THIRD ANNUAL "KEY OFF" 10-KEY CALCULATOR WORLD CHAMPIONSHIP

Faster than a speeding bullet. Able to add great columns of numbers in under 3 minutes. The Financial Management team did us proud in the annual 10-key championship during the recent Fur Rondy activities in Anchorage last month. This event determined the fastest, most accurate calculator operator in the free world.

The calculating FAA team from AAL-30 was comprised of **Jean "Lightening" Yount, Ann "Flashy Fingers" Roberts,** and **Joyce "Rocket" De Clements.** They were accompanied by Lead Cheerleader **Pat Stone** and Equipment Boy **Dan Goodstein.**

Kathy Albright, who works for Enstar Natural Gas Company in Anchorage, took first place honors as she correctly added a column of 100 numbers (some as big as 8 digits) in 2 minutes and 14 seconds. Accuracy was the deciding factor in determining the winner of each round. All 24 competitors had to not only be fast, but 100% accurate as well.

Our FAA team has already begun getting ready for next year's competition. They are having periodic in-house contests of speed and accuracy with their ten keys and are planning on bringing home the gold in 1990.

-0-

DON'T FORGET TO REMEMBER

You can still get the lastest news about AK-FAA by calling the Employee Telephone Newsline at **279-6544.** The recording is usually updated every Thursday afternoon in an effort to keep everyone up-to-date on the latest national and regional news items. This newsline has been a lifesaver in getting timely news out to our employees.

Facility managers are encouraged to record the messages from the telephone for use at staff meetings, etc.

-0-

THE ULTIMATE SNOW BLOCK PARTY

As promised in the February INTERCOM, here is a photo of the finished snow sculpture created by our Merrill Tower gang.

MERRILL TOWER'S MASTERPIECE

For anyone who is contemplating an entry in the snow sculpture contest next year, you might want to read the following article written by ATCS **Ed Neumann** from Merrill Tower.

Controllers at Merrill Field in Anchorage reached for new heights while participating for the first time in the Fur Rendezvous Snow Sculpture contest.

Fur Rendezvous is a winter festival held annually to commemorate the days when fur trappers "rendezvoused in the big city" to trade their winter fur harvest and to medicate acute cases of "Cabin Fever." Festival events include expositions, The World Championship Sled Dog Race, snowshoe softball games, carnivals, and an always popular Miners and Trappers Ball, just to name a few. Emphasis is on home grown and homemade wares, community participation, and FUN!

This year's snow sculpting event was the largest ever in the United States with 75 entries. Contestants carved their creations from 8-foot square blocks of packed snow.

Developmental controller **Larry Lescanec** (a graduate engineer of the Michigan Tech School of Engineering) was drafted to design the Merrill Tower entry. Members of the carving team included Area Supervisors **Dennis Wegner** and **Gary Near**; Controllers **Ed Neumann, Dave Levesque, Rocky Eddie, Cathy Frantz, Helen Groeneveld** and **Dan Schenkenberger**. In addition to **Larry Lescanec**, developmentals **Kim Webber** and **Alan Hoffman** joined in. Wives, significant others, and children also provided support and assistance.

Contestants were given a week to create their frozen illusions. The tower team worked to build their scale reproduction of a Piper Cherokee adjacent to the Merrill Field Control Tower. Sunny skies and temperatures in the teens kept the snow firm yet workable, and within 7 days the fantasy was nearly complete. The final step was the addition of a fine glaze of ice over the sculpture to enhance the strength and appearance of the carving. All was finally ready for judgment day.

Only a week before the competition, the weather had been clear and cold -- so cold that cats froze to trees, deer sought refuge in sporting goods stores and air traffic controllers throughout the state sat on their hands for the lack of any airplanes to talk to. Yet on the day before their work was to be judged, controllers at Merrill Field worked a record number of airplanes for that date and watched as the temperature soared into the mid-30's under blue skies and intense sunshine. First arrivals at the contest site the evening before the judging found the Cherokee missing the outboard half of one wing, flaps and ailerons from the other wing, and the vertical stabilizer and propeller had become heaps of snow below the fuselage. The first reaction of the team was to surrender and to write the whole thing off to experience for next year's contest. But when late night temperatures dropped to just below freezing, the sculptors rallied with one great frantic effort to restore the sculpture. By 5:30 a.m. on judgment day, the work was done again. Mr. Piper may

not have recognized his original design but comments from early morning spectators indicated it was at least recognizable as an airplane -- and all Alaskans know what a proper airplane should look like.

Of course a happy ending to this report would be to announce that the Merrill Tower team won an upset victory over the many experienced and expert artists at the show and took home a trophy for their efforts. But, they didn't. Sculptures of an eskimo blanket toss, polar bears sharing a hot tub with moose and dall sheep, and a 16-foot tall Tyrannosaurus Rex carved with a seal in its mouth took top honors--and justly so. But the winning in this contest, for all the entrants, was the participating in the effort and the watching and hearing as thousands of spectators would ooh and aah as they toured the illusions. Merrill Tower's crew were winners all. They had a great time and left their mark on the 1989 Anchorage Fur Rendezvous.

NOTE: The Merrill Tower entry was named the "Ron Barnes Merrill Tower Express" and dedicated to Air Traffic Manager Ronald Barnes to recognize and thank him for his many years of service to the FAA, especially to Merrill Tower. Ron plans to retire from the FAA in June of this year.

-0-

ANOTHER FIRST AT THE ANCHORAGE FEDERAL OFFICE BUILDING

Look out **Vern Tejas** (one of the only two people to have completed a solo ascent and descent of Mt. McKinley) and all you other Mt. McKinley hikers, you've got some competition! During a recent relocation of offices at the Anchorage Federal Office Building, another high-altitude first was accomplished. **Bert Belluomini** (computer specialist from the Logistics Division) tackled Mt. Baker, which was somehow created as part of the moving activities in the Management Systems Division.

A guy leaves his desk for a day and things can really pile up. Is **Jerry Baker's** desk really under all this work? Can **Jerry** be sitting at his desk trying to find the top? **Bert Belluomini** is doing his best to guard **Jerry's** work from any foreign computer hacker who might want to make a deal for any of the high-level information contained within Mt. Baker.

Seriously, any field personnel who might come into the regional offices should not question his or her memory banks when someone is not where he or she was remembered to have been. Most of the location changes took place in the Flight Standards and Management Systems Divisions where people just juggled their office furniture around into nearby areas. **Jerry Baker, Ken Slauson, Doyle Bruner,** and **Muriel Girardet** have all moved into the area across from the Civil Rights Office.

-0-

A MOVING EXPERIENCE FOR FAA EMPLOYEES

We have a number of FAA employees transferring to new positions this month.

Jim Houston (Anchorage SFO Radar Technician) has been selected for a position at ZAN AFS.

Barry Swinburnson, his wife, **Darlene**, and their three children have relocated from their previous home in Oklahoma City to Alaska, where **Barry** will work at the Northway FSS as an Air Traffic Control Specialist (Developmental). Their timing was perfect for entering Alaska and driving up from Haines. They missed the sub-zero temperatures, heavy snows, and strong winds, and are witnessing the clear winter nights filled with Northern Lights and wildlife bounding across the terrain. Welcome to the Last Frontier!

ATCS/S **David Allred** has left the Nome FSS for the more moderate climate found at the FSS in Anchorage.

ATCS **Dwight Kramer** departed from the Kotzebue FSS this month, and has set up his new home in Dillingham where he will work at the FSS.

ATCS/S **Michael Orkiszewski** probably went through some climatic shock last month when he arrived in Alaska at the Anchorage FSS. **Mike** drove up here from his previous duty station at the AFSS in San Angelo, Texas. Don't worry, **Mike,** spring is just around the corner.

Two ATCS/S Developmentals, **Michael Tepp** and **Daniel Cabrera**, recently reported for duty at the Anchorage FSS. **Dan** braved the winter elements along the Alcan Highway and now knows what a "tank heater" can do for your car.

Annie Ralls is the new facility secretary at the Anchorage FSS. She came to us from the USAF Elmendorf Hospital in Anchorage where she worked in the Patient Affairs and Ambulatory Services office. Welcome aboard.

We send our sincere condolences to FSDO-05 inspector **Jim McCoy** on the sudden death of his wife, **Marsha**.

We also extend our sympathy to **John Repasky** (Electronics Technician, Anchorage SFO) on the passing away of his mother last month.

We were saddeded to hear that **Charles H. Werneke**, 79, passed away this month at the Anchorage Pioneer Home. **Charles** was an Alaska resident since 1942 and a retired draftsman for FAA. Memorial contributions have been suggested to the Secular Order of Franciscans, in care of Lorraine Sonnetag, 923 W. 11th Ave., Anchorage, AK 99501, or to the St. Vincent de Paul Society, 818 West Fifth Ave., Anchorage, AK 99501.

-0-

NOTE: On March 17, 1989, the Mike Monroney Aeronautical Center in Oklahoma City switched over to a new telephone system. The FTS number, 747, remained the same, but the new commercial exchange number is now 680- instead of 686-.

-0-

GET WELL WISHES TO JAN WILLIS

We all hope to see Accounting Technician **Jan Willis** back in the Financial Management office soon. **Jan** recently underwent surgery in Anchorage. Our best wishes for a speedy recovery go out to her.

-0-

CIVILAIR CLUB'S DECEMBER BAKE SALE A HUGE SUCCESS

by Terry Saldana, AAL-33

A most heartfelt "thank you" is extended to the promoters and helpers for the very successful December Bake Sale sponsored by the CivilAir Club. Special thanks to:

Marge Tideman
Rochelle Green
Bob Lewis
Joan Bickell
Pat Strickland
Susie Brady
Norma Bonewitz
Ellis McElroy
Alpha Valdrow

For those of you who look forward each year to copying down the winning recipes from the annual CivilAir Baking Contest, we've got good news and we've got bad news. The good news is that we are rounding up the winning recipes. The bad news is that we won't have them collected until the April issue of INTERCOM. This will give you all a little time to wear off the couple extra pounds you might have put on over Easter.

The cakes were judged not only on appearance, but on taste as well. The judges certainly got their sugar fix for the day as they sampled their way through the 18 delicious entries. The sweet-toothed judges for the event were **Allen Demers** (Federal Credit Union), **Mausha Castleman** (NANA Corporation), and **Jim Ducher** (BLM). At the conclusion of the contest, an auction was held at which seven of the cakes were sold to the highest bidders for a grand total of $188.00.

The baking contest was one of the special events planned in conjunction with the annual membership drive for the CivilAir Club. Retired FAA employee **R.T. (Bob) Williams** served as a guest speaker at the activities. Many of you might remember **Bob** as one of the founders of the CivilAir Club back in the 1940's.

TIME TO OIL UP THE OLD SOFTBALL GLOVE

by Be Wenzel, SA AFS

The CivilAir Club is looking forward to summer and a full schedule of sun and softball fun. Now is the time to start getting ready for the Second Annual FAA/CivilAir Softball Tournament that is being planned for August. Details on several improvements are being worked out for an even bigger and better tournament than last year.

Plans are in the works to develop an evening schedule for preliminary games and a weekend schedule for the finals. By stretching the game schedule throughout the week, it is hoped to prevent some of the moans and groans that were heard in the halls last year from the sore-muscle group who reeked of Ben Gay and Grandpa's Magic Horse Liniment.

CivilAir members currently are applying for an extra measure of sunshine to go along with the multiple playing fields. It sure promises to be a fun summer with lots of softball action, and a super opportunity to get together with old friends and also to make some new ones.

We'll be looking for you at the ball diamond!

-0-

WASHINGTON REPORTS

Most FAAers Like Their Jobs: Most FAAers like their work, and their job satisfaction rose sharply from just 4 years ago.

That's what a recent employee questionnaire -- the Job Satisfaction Survey -- found after polling several thousand agency workers across the country, a representative sample.

Results of the December 1988 survey -- the third in the biennial series focusing on job satisfaction -- show that 66% indicated overall satisfaction with their jobs, as compared to 56% in 1986 and 53% in 1984.

In general, FAAers said they were positive about the work itself, co-workers and supervisors. They were less satisfied with their pay, the organization and management.

FAA gave much of the credit for the improved record to employees at all levels who developed action plans for following up on the results of the previous surveys.

Here are some of the actions taken as a result of the 1986 survey:

*Soliciting employee opinions and suggestions on supervisory and managerial effectiveness.

*Implementing the Survey Feedback Action Program.

*Revising the supervisory training curriculum.

*Setting up a new way to select air traffic control supervisors: the Supervisory Identification and Development Program.

*Increasing face-to-face and frank discussions between top management and employees through national and regional "focus groups."

The most recent surveys were sent randomly to 7,000 FAAers throughout the country, and 72% responded -- the highest figure since the employee surveys debuted in 1984. Previous response rates were 63% in 1986 and 55% in 1984.

Among the significant positive findings were:

*More than 90% of agency workers said they like the work they do. Working for the FAA is challenging, provides a sense of personal accomplishment, and allows workers to use their skills and abilities.

*Job duties and standards are clearly articulated. Employees understand what they are supposed to do.

*Employees are generally pleased with the caliber of people chosen for supervisory positions both in terms of interpersonal and technical skills.

*Employees respect their co-workers. Relationships between different work groups is very good and showed increased levels of cooperation and information sharing in 1988.

*FAA's responsiveness to suggestions and its dialogue with employee participation groups have been useful and have shown improvement.

*Signs of "burnout" have steadily declined for air traffic employees since the 1984 survey and reached their lowest levels in 1988. In 1984, for example, 15% of controllers working at en route centers said they experienced "burnout." The 1988 figure was half that -- 7.5%.

Areas that showed improvement but still need further attention are:

*Employee opportunities to contribute to the decision-making that affects their jobs.

*Communications from management about organizational change and management's seeking of opinions from employees, both before and after the change.

*Performance management skills among supervisors with particular emphasis on career development, performance appraisal, counseling, and feedback.

The Job Satisfaction Survey was one of two questionnaires FAA employees filled out in the past few months.

All agency workers were also recently asked to complete the Survey Feedback Action Program, which rates the job performance of individual supervisors and managers.

Results of the SFA are expected to be released in April.

The agency intends to continue using the Job Satisfaction Survey every 2 years to find out what employees think about their jobs, bosses and organization. The goal is to make sure senior-level management is aware of employee concerns and knows what concrete actions to take to make FAA a better place to work.

Based on the significant gains made in the 1988 survey, the agency intends to increase emphasis and support of human resource programs, and expand current efforts and investigate additional ways to increase communications and employee participation.

-0-

McArtor Says Goodbye: Former FAA Administrator **Allan McArtor** said his final farewell last month as he prepared to leave Washington, D.C., and return to his home turf of Memphis, Tennessee. He has rejoined the Federal Express Corporation where he has been installed as Senior Vice President of Air Operations.

Before **McArtor** left Federal Express in the summer of 1987 to become FAA Administrator, he was Senior Vice President over Communications.

Just before leaving FAA, **McArtor** was praised by new DOT Secretary **Sam Skinner** who said, "Perhaps his (**McArtor's**) most significant achievement at FAA has been the restoration of public confidence in the air transportation system, which was badly frayed when he took office. Due in large measure to the programs he put into place, we have seen dramatic improvements in all of the various air safety indicators."

T. Allan McArtor, you will be missed!

-0-

Attention All Young Artists -- Ages 5-16: It is time to prepare your entries for the 1989 International Aviation Art Contest. Age categories for entries are:

I. Ages 5-8
II. Ages 9-12
III. Ages 13-16

This year's theme is **MY DREAM TO FLY**.

The rules are very simple.

*Use an 11 3/4 inch by 16 1/2 inch format using any form of art medium;
*Title the artwork on the front side of the piece;
*Put your full name and address on the back of the artwork;
*Have your art teacher or a parent certify the authenticity of the work;
*Send entry to FAI/NAA INTERNATIONAL ART CONTEST, National Aeronautic Association, 1763 R Street, NW, Washington, D.C. 20009.

All entries must be postmarked by June 1, 1989, and received no later than June 14, 1989.

For additional information contact **Ivy Moore, AAL-5A, 271-5169**.

-0-

Traffic Lights: The first red-and-green traffic light system for runways and taxiways in the United States began a year-long evaluation last month at New York's JFK International.

Called the Stop Bar System, it features red lights at 15 major runway intersections which flash to green when selected individually by tower controllers.

During the evaluation, however, pilots must comply with verbal clearances and have been advised to tell controllers when a visual red or green signal is in conflict with a verbal clearance. The $600,000 system was installed after 5 years of planning and is linked to the air traffic control computer in the tower. It aims to avoid ground collisions and near collisions. The worst ground collision on record was in 1977 between Pan Am and KLM jumbo jets in Tenerife, Canary Islands, killing 583 people. The new system will be featured in an upcoming issue of **FAA World**.

FAA Proposal Zeroes In On Airline Flightcrews: The FAA is proposing a regulation that would authorize airlines to adopt innovative training programs for flightcrews with emphasis on crew coordination and cockpit resource management.

At the same time, the agency issued a draft advisory circular that the airlines can use as guidance in establishing cockpit resource management (CRM) training programs that will qualify for FAA approval. The objective of CRM training is to get crewmembers to work together as a team and to utilize all available resources to achieve safe and efficient flight operations. These include the skills and judgment of each of the crewmembers as well as the systems, instruments, and performance of the aircraft.

Traditionally, airline training and checking has been oriented toward the pilot-in-command with less stringent requirements for other crewmembers. This has led to training and checking of pilots on an individual basis in an environment that is not crew oriented. Also, training has focused on flying skills and systems knowledge while neglecting factors such as communication skills, coordination and decision-making.

"That's right, it's the difference between profit and loss."

Fire Safety: FAA has adopted a new rule upgrading fire safety standards for baggage and cargo compartments in existing airline aircraft. It requires all cargo compartments larger than 200 cubic feet--and inaccessible to crewmembers in flight--be lined with rigid fiberglass or comparable materials on sidewalls and ceilings to resist the spread of fire. The panels replace liners made of Kevlar or Nomex cloth or flexible fiberglass --materials shown in Tech Center tests to be ineffective in containing cargo compartment fires.

The new rule affects many existing airline, air taxi, and commercial transport aircraft including the 707 and DC-8, but it will not affect older, propeller-driven aircraft.

More than half of the affected aircraft are already equipped with liners that meet the new standards. For those that are not, the estimated cost of retrofitting ranges from a low of $500 for most narrow-bodied aircraft to a high of $30,000 for one type of wide-bodied aircraft.

Airlines have 2 years to comply with the new regulations. The rule follows an earlier FAA action that requires stringent new fire safety standards for cargo and baggage compartments in future design aircraft.

IDITAROD -- THE LAST GREAT RACE!

It was Iditarod Sled Dog Race time again and something new was added. This year, ten mushers in the Iditarod Sled Dog Race carried the drawings and essays from ten home-study students who came up winners in the "Lessons Over the Trail Contest" in Alaska. One of those talented winners was 6-year-old **Lindsay Eberhardt**, daughter of **Wayne Eberhardt**, one of our Engineering Technicians in the Airway Facilities Division.

This contest was part of the 50-year anniversary celebration of the Correspondence Study Program for rural students in Alaska. Originally, the homework assignments and lessons were delivered to rural students by dogsled 50 years ago at the inception of this program.

This at-home style of education was created for students who did not have access to a public school in Alaska due to geographical limitations. The Department of Education now employs 45 teachers and support staff to conduct student assignments by phone and mail. There currently are over 800 students enrolled in the program this year.

We extend our hearty congratulations to **Lindsay** and to the other nine winners of this year's contest who live in Eagle River, Bethel, Eagle, Sitka, Adak, Big Lake, and Port Bailey.

-0-

OF COURSE COMPUTERS DO MORE WORK THAN PEOPLE. THEY DON'T HAVE TO STOP AND ANSWER THE TELEPHONE!

ALASKA
Health Fair

FREE HEALTH SERVICES

***Blood Pressure**
***Height * Weight * Vision**
***Special Tests**
***Health Promotion**
***Demonstrations**
***Exhibits**

CHOLESTEROL SCREENING & BLOOD TESTS (Age 18 and Over)

General Blood Test: $15.00

Cardiac Risk Profile & General Blood Test Combined: $20.00

AAL-300 strongly supports this program. It is an excellent way for us to become more aware of our health. If you have any questions, call the Aviation Medical Division (AAL-300) at 271-5431.

CHILDREN'S HEALTHFEST
Northway Mall
April 1, 1989 • 10:00 - 6:00
(No Blood Chemistry)

UAA HEALTH FAIR
UAA Campus Center
April 10, 1989 • 8:00 - 3:00

GIRDWOOD HEALTH FAIR
Alyeska Lodge
April 15, 1989 • 9:00 - 1:00

WASILLA HEALTH FAIR
Cottonwood Creek Mall
April 15, 1989 • 10:00 - 6:00

EAGLE RIVER
Gruening Jr. High School
April 22, 1989 • 8:00 - 2:00

PROVIDENCE HOSPTIAL
Providence Hospital
April 28 & 29, 1989 • 8:00 - 2:00

HUMANA HOSPITAL
Humana Hospital
May 1, 1989 • 7:00 - 6:00

CONGRATULATIONS COLUMN

Congratulations to **Paul Steucke** (Public Affairs Officer, AAL-5) on receiving a Certificate of Appreciation from the Alaska Aviation Safety Foundation. **Paul** has always been a strong supporter of aviation safety education, and it is good to see his efforts recognized by the Safety Foundation.

Congratulations to **Debbie Roth**, who was promoted to a Program Analyst in the Air Traffic Division.

Muriel Girardet, Computer Specialist in the Management Systems Division, receives her 30-year service pin from Regional Administrator **Frank Cunningham**.

Four of our Airway Facilities employees were promoted to GS-7 positions. Congratulations to **Brian Soosuk** (ET, SA AFS), **Sherris Rose** (ET, SA AFS), **Edward Hyatt** (ET, ANC SFO), and **Donna Ratliff** (ET, SA AFS).

Marilyn Dillard was promoted from Environmental Section Secretary to the Establishment Branch Secretary for the Airway Facilities Division.

Douglas Coats (on left) was presented a Letter of Commendation from **Chuck Hallett**, the Fairbanks ATCT ATM. **Doug** was commended for the good job he did while working as acting supervisor at the Fairbanks ATCT.

Our Civil Aviation Security Division staff received a number of kudos this month. Letters of Appreciation were presented to **John White, Steve Powell,** and **John Isgrigg**. Letters of Commendation were given to **Anita Beeman-Murray** and **John Isgrigg**, and **Brad Butzlaff** received two separate Certificates for Outstanding Performance. At that same time, a 25-year service pin was presented to **John White**, and a 30-year service pin to **Larry Petty**.

ON-THE-SPOT AWARDS

Congratulations to **J.W. Tucker** and **Benny Williams**, who were presented on-the-spot awards for the fine work they both did in upgrading some of the facilities in McGrath.

Harry Huhn (Operations Specialist, Airway Facilities Division) was given an on-the-spot award for his dedicated efforts in implementing a new software system in the regional office.

Keith Landers (Communications Management Specialist, Airway Facilities Division) was presented his 30-year service pin by Regional Administrator **Frank Cunningham**.

John Harris (Maintenance Mechanic) and **Mel Altom** (Temporary Laborer) at the South Alaska AFS each received a Special Achievement Award as a result of their actions to save the carpet and floor at the Anchorage FSS after it had been damaged by a sewage backup problem.

John Harris (on left) receives his award from Anchorage SFO Manager **Edd Clair**.

Melvin Altom (on left) is presented his award by **Edd Clair**, Manager, Anchorage SFO.

Tom Risdal, on left, (Automation Specialist at the Fairbanks Tower) received a Letter of Commendation from Fairbanks Tower ATM, **Chuck Hallett**. **Tom** had developed an automated program that can maintain an up-to-date currency status on all employees at the facility.

RETIREMENT -- FEDERAL EMPLOYEES HEALTH BENEFITS

by Jean Pershall, AAL-16B

Overheard in the hall: "After retirement, I will have to pay the full cost of my Federal Employees' Health Benefits (FEHB) enrollment."

Thank goodness that is NOT a true statement. When you retire, and have been enrolled in any FEHB plan, or combination of plans for the 5 years prior to retirement, your FEHB enrollment is transferred to the Office of Personnel Management (OPM). Your premiums continue at the same rate you paid as an active employee. The OPM will withhold the premiums automatically from your annuity. You do not have to do anything if you wish to retain your present coverage.

The premiums for retired persons increase as costs to active employees increase. Each year, at the same time as active employees, retirees have an open season for FEHB. During this open period, you may change plans or options. The only thing you cannot do is cancel coverage and then pick it up again later. Once you have canceled, you are no longer entitled to pick up FEHB.

When you become 65 years of age, eligible for Medicare, you get an FEHB premium reduction of $3.10 per month. You get an additional $3.10 off your FEHB premium for each person covered by your enrollment who is also eligible for Medicare. At this time, you begin to file your claims first with Medicare and then with your FEHB carrier.

If you need more information about your FEHB and retirement, please call **Jean Pershall**, Employee Relations Specialist, AAL-16B, at 271-5804.

-0-

LINDA LANG BAGS THREE RATTLESNAKES IN JUNEAU

Yep, it's true. **Linda Lang** has now earned her snakeskin shoes and purse the hard way. During a recent promotional activity at the local SuperBear Market in Juneau, **Linda** came out a winner with her bagful of snakes. Before anyone starts fainting on us, we might add that the snakes were made out of rubber and were purposely hidden by the store manager throughout the market.

Shoppers cruised through the SuperBear Market last month hoping to find three of these reptilian little critters they could put into a bag and then exchange them for a free bag of groceries. **Lucky Linda** ate well that day as she trotted off with her free bag of food. Is it true the folks at the market just call her BWANA now? Good job, **Linda**.

-0-

THE GREAT AIRPORT ESCAPE III

Things have been anything but dull in Juneau this past month. Over 600 townspeople recently participated in the Great Airport Escape III that was held in the airport terminal. This annual extravaganza has turned into one of **THE** social events of the year in our capital city.

Over 40 gambling tables are set up for action, a live band performs throughout the evening's activities, and one of the most popular events is the paper airplane contest. Nearly 200 paper airplanes were entered in the competition this year. The only rules were that they could not weigh more than one pound, and must be made with paper and glue. Two judges from Alaska and Delta Airlines rated the aero-dynamic creations on their style and distance flown once the airport manager cleared each craft for takeoff.

For $18.00 per person, the Juneau folks dressed up in their gowns and tuxedos, and participated in this great fundraiser. Proceeds from the event went to the various arts organizations and museums in the Juneau area. In return, the Juneau Airport is always decked out in some of the finest artwork available. Sounds like a good deal for everyone involved.

-0-

JUST WHEN YOU THINK IT IS SAFE TO GO OUTSIDE...

Once the month of March comes face up on our calendars, we tend to think the worst weather is over. Well, not if you happen to be near Alaska's North Slope. During the first week of March, the winds were recorded up to 109 MPH and snow drifted up to 20 feet on the taxiway at Barrow. The Barrow FSS lost all power for 6 hours, and the VOR equipment was blown out of service. We bet the folks in Barrow did not hide their Easter eggs outside this year. Keep smiling, gang -- think of your GREAT summers.

NOTE: We hear special kudos are in order for the fine work done by **Bill Hendricks** (MM), **Rickie Griffith** (MM), **Doug Miller** (ET), and **Richard Zdanovec** (ET, NA-SFO) in getting the slope back to normal after all the wind damage that was experienced.

If it's any consolation, you guys in Barrow were not alone with the windy weather. The gang in the Kodiak Tower abandoned the premises when the winds started gusting up to 58 knots, and our people in the King Salmon Tower were also chased out of their work station by high winds and a loss of commercial power. With the wind chill topping out at -60 F., it didn't take too long for the inside temperature to get a little icy around the edges.

-0-

KODIAK FLOATPLANES SHARE WATERS WITH KILLER WHALES

We might have to install a traffic light in the channel between Kodiak and Near Island to accommodate the floatplanes and orcas cruising the area. It seems a pod of these killer whales has been enjoying the scenery lately, which could cause a problem to floatplane traffic. There's never a dull moment in Alaska, is there?

-0-

WELCOME WISHES

Welcome aboard to **Karen Metz**, who has joined the FAA staff as a Civil Engineer in the Airway Facilities Division. **Karen** previously worked for the Department of Defense at Fort Richardson here in Anchorage.

Blaine Henry has joined the Airway Facilities staff as an Electronics Engineer. He transferred from the FAA offices in Hawthorne, California, to experience life in the Last Great Frontier.

Nancy Pearson came on board this month at the Bethel SFO where she is working in a secretarial position.

-0-

SAFETY IS A 24-HOUR JOB FOR FAA

Here's another perfect example of the dedication and professionalism that FAA employees provide to the people of Alaska.

Bill Nelson, Air Traffic Manager at the Gulkana FSS, was awakened at 2:15 a.m. with a telephone request from the Cross Road Medical Center of Glennallen for weather observations at the Gulkana airport. A medical assistance flight was ready to depart Anchorage for Gulkana to pick up a patient, but the weather was not cooperating very well. **Bill** kept the weather at Gulkana updated for the next 2 1/2 hours, but it wasn't until later that afternoon that the aircraft was able to land at Gulkana.

You gave it your best shot, **Bill**, but the weather is one thing we have no control over.

-0-

TWO THINGS IN LIFE ARE CERTAIN --
DEATH & TAXES

REMEMBER THE LATTER ON APRIL 17
AND THE OTHER WILL TAKE CARE OF ITSELF