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intercom:

Office of Public Affairs
Alaskan Region
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85-07



Jones

Smith

FAA Winners

Alaskan Region



Francis-Robinson



Collins

Engen

McCumiskey

Cover story

Peggy Smith, manager, Program Support Branch, AAL-420, who was presented the Special Secretarial Award by DOT Secretary Elizabeth Hanford Dole earlier this year, is congratulated by Richard Jones, Deputy Administrator, FAA.

Smith was recognized for her consistent and effective support in the advancement of women within FAA through her efforts in recruitment, providing developmental and career opportunities, training and effective counseling/guidance. She has been personally responsible for recruitment of 18 women for jobs ranging from GS-3 to GS-13 during her eight years in the Alaskan Region. Smith's counseling is one of her most important tools in aiding the career progression of women. She encourages and motivates

women to build on their strengths and overcome specific weaknesses. The Alaskan Region extends its congratulations to you, Peggy, for your successful efforts in providing employment and advancement opportunities for women.

Two other Alaskan Region winners were Rosetta Francis-Robinson, Civil Rights Office, AAL-9, and John McCumiskey, Word Processing Branch, AAL-61. They both won the Administrator's Award for Excellence in EEO (Equal Employment Opportunity).

Although Francis-Robinson could not make the trip to Washington, D.C., because of her doctor's orders (she was due to have a baby very soon), she was there in spirit and through the eyes of her sister, LaVerne Collins.

Francis-Robinson's contributions to the EEO Program "reflect a level of commitment far beyond the norm; she has continuously worked for the fair and equitable treatment of all applicants, employees and supervisors." All in all, she "epitomizes the very finest qualities of a professional federal employee and a genuinely concerned, caring and sensitive person."

McCumiskey's nomination states he "believes that everyone deserves a chance to prove and improve themselves through whatever means available and he has made that means available in the Word Processing Branch by giving individuals an opportunity to achieve, regardless of limited prior experience or limitations imposed by physical disabilities. While on one hand his willingness to provide opportunities for his employees results in a constant flux of new personnel in his section, the benefits of the training, goal-setting abilities and the inspiration he provides to his employees will only be seen in the coming years."

Congratulations, Rosetta and John, from the entire Alaskan Region.

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Mark Boberick, air traffic control specialist, Northway FSS, received a Special Achievement Award from the air traffic manager, Kaye McLeod, for his outstanding job performance during the past year.



Mary Fran Johnson, manager, AAL-55A, makes a presentatin to Lillian Demoski (right), contract specialist, AAL-55A, at Lillian's farewell cake and coffee. She is now working at the Public Health Service in Anchorage. Good luck, Lillian, in your new job.



Air traffic control specialist John Colelli (right) of the Deadhorse Relief Team received a Special Achievement Award for exceptional performance at Barrow, Deadhorse and Fairbanks Flight Service Stations during the period of February 17, 1984 to February 16, 1985. Len Canter, area supervisor, presented the award.



Dave Bartholomew (right), AAL-463.PI, receives his 15-year service pin from Ed Jones, CMF. Congratulations, Dave.



Red Roberts (left), manager, Nome FSS, receives his certificate which designates him as an accident prevention counselor from Gary Childers, principal operations inspector, FSDO-61.



Mike Pumphrey, assistant manager, Airspace and Procedures, ZAN-530, presented Tom Lane (left), air traffic control specialist and evaluation proficiency developmental specialist, with a Letter of Commendation for his performance during 1984.

Medical notes - cordless telephones

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

Cordless telephones available to the consumer may be hazardous to your health in that certain models may cause hearing losses. The problem occurs with the ringing mechanism in the ear piece. If the user places the ringing phone at his ear before switching a control button, he could be exposed to 125-135 decibels of sound level. Sound levels at 70 decibels and higher can cause irreversible hearing loss.



Several hearing loss cases have been traced to cordless telephone use and many of those losses are irreversible sensorineral deafness. Persons considering purchasing one of these new devices (cordless telephones) of modern living should do some comparison shopping and choose a model which does not have the ringer in the ear piece. Those who have this type of telephone should keep it out of the reach of children and read the instructions carefully before using it.

Stereo headphones are another modern living device that are exceptionally damaging when played at 100 decibels or more. People should not play them above a normal conversational level (65 decibels). Too much noise for long periods of time, or certain types of noise for even short periods of time, can cause loss of hearing.

Excessive noise is a leading cause of hearing loss in these modern times. Your hearing is one of your most precious possessions for learning, communications, safety and pleasure.

If you know that you are going to be exposed to excessive noise be sure to wear ear protectors. There are several different designs on the market to choose from for degree of protection and comfort.

It is worth your while to be concerned about your hearing so you can continue to communicate with your family and friends, to feel less tired and less irritable at the end of the day, to appreciate the sounds of the birds, music and children's voices.

So take care of your hearing - it can not be replaced. Have regular professional care and hearing examinations, wear the protective equipment required on your job and make sure it is in good condition, and wear protective devices around recreational vehicles and devices which have a high level of sound decibel. In case of an accident or infection, get medical attention.

Tune in on saving your hearing. That is "sound" advice.



News in brief

By the mid-1990s, two-engine jets will comprise 53.5 percent of the airline fleet, as compared to 35 percent in 1984. That projection is contained in the FAA's latest Aviation Forecasts (FY 1985-96), which cites the competitive pressures of deregulation and the resulting need for higher flight frequencies for the increasing popularity of the two-engine airplane. Overall, the commercial air carrier fleet is expected to grow from 2,745 large jets in 1984 to 3,966 in 1996. (No data available for Alaska.)

* * * * *

Administrator Donald Engen thinks that some carry-on baggage poses a potential safety problem on airliners, and installing bigger and stronger overhead luggage bins is not the answer. Speaking recently to a Cabin Safety Symposium on the West Coast, he said, "We are getting some massive pieces of luggage going into those overhead bins that could become lethal missiles or impede prompt evacuation." He noted that FAA has received a petition for rulemaking in this area and has responded by initiating a regulatory project to explore the need for additional restrictions on the size of carry-on items.

* * * * *

The Office of Civil Rights reminds us again that a race/national origin code has been entered into confidential civil rights records for each employee. Any one wishing to determine his or her code or wishing to correct it, may do so by writing to Federal Aviation Administration, Office of Civil Rights, ACR-1, 800 Independence Avenue, SW, Washington, D.C. 20591. (Or contact Ken Smith, Civil Rights Officer, AAL-9, Federal Aviation Administration, 701 C Street, Box 14, Anchorage, Alaska 99513; 271-5289.)

Washington Report

Era comes to an end

by: Frank Babiak
ARTCC

Another era in Alaskan Region electronics quietly came to a close in February with the replacement of the last of the RCAG tube-type tone control equipment at the Sparrevon RCAG site and at Anchorage Center with VFCS solid state, digital control equipment.

Originally installed in 1961 throughout Alaska as "Peripheral Air Ground Control" equipment, it was operated by the local Flight Service Stations acting as a message relay between the Centers and the pilots. Later, with the advent of a better communications network, the equipment and operational control was transferred directly to the Fairbanks and Anchorage Centers.

Pictured below are technicians Floyd Judd (left) and Chuck Benson removing the last tube-type RCAG tone control equipment from Anchorage Center.



Academy instructor - is it for you?

"Looking for individuals who are resourceful, empathetic, people-oriented. Must be capable of self-evaluation and enjoy teaching. Job requires planning, managing, teaching and consulting skills. Experience shows that this is a very satisfying job with opportunities for self-development. Continuous openings due to in-house mobility of employees. Pay varies depending on branch for which application is made. This is not for people looking for a dead end job."

If the FAA used classified ads to hire instructors, this might be one of the ads they would write. Since DOT SF 3300.6 is used, however, something is often lost in the translation. For example, a recent job announcement for air traffic instructors read:

DUTIES: Performs a variety of professional functions in the area of course instruction delivered in a student-centered or conventional format which is related to the terminal option in the ATCS career field.

Sound like the same job as above? Hardly! And if this is all you knew about the job, you might not give it another thought. But fortunately, that is not all there is to it.

If you have been considering a career move but haven't been enthused by the Academy instructors job announcements, maybe you should take another look. Talk to instructors, past and present, or talk to personnel at the Academy about the job, its requirements, challenges, and benefits. You may realize that it's just the job you've been looking for.

If you have a background in education but are not interested in teaching the technical side of the house, the Training Methods and Operations Branch may be the place for you. In that

area, instructors teach other instructors how to teach, how to plan and develop courses, how to develop tests and so forth.

You can get more information on the various instructor jobs by calling one of the following numbers:

Air Traffic Br.	FTS 749-4791
Airway Facilities Br.	FTS 749-2701
Flight Standards Br.	FTS 749-2531
Airports & Logistics Br.	FTS 749-2169
Training Methods & Operations Br.	FTS 749-4310

ASRP - 10 years old

With the tenth anniversary of the FAA/NASA Aviation Safety Reporting Program (ASRP) approaching, the agency has announced a minor revision of the provision enabling pilots who report certain hazardous incidents to avoid enforcement penalties.

However, there is no change in the provision for air traffic controllers filing similar reports.

For pilots to avoid FAA enforcement penalties now, they must have a clean record for at least five years prior to the date of the reported occurrence. Previously they had to have clean records since the beginning of the program. As in the past, the ASRP reports can not be used as the basis for any enforcement action as the names of the persons filing reports will continue to be protected by NASA. FAA will have to base its actions on independent sources of information.

Other changes in the program include a format revision of NASA's Aviation Safety Reporting System forms. Copies of these forms are being sent to all airmen.

Washington Report

Around the region

Congratulations to Robert Moore, air traffic manager, Bethel Flight Service Station, on his recent appointment as an Accident Prevention Counselor. Safety counselors contribute their time and ideas to solve safety problems and remind the aviation community of aviation safety.

* * * * *

Big Delta FSS specialists Mike Betts, Leon Butler and Bill Clark were presented Certificates of Appreciation by the 12th Special Forces Group "Airborne" for their "outstanding support during Brim Frost 85." Fairbanks FSS manager Dick Tomany reports that "this is a typical example of the outstanding work these specialists produce." Congratulations to each of you.

According to Jimmie Vaughan, air traffic manager, ARTCC, "from the ARTCC standpoint, the overall mission operation of Brim Frost was quite smooth and the credit goes to the advance planning and coordination performed by ARTCC area specialist Charles Bennett and military operations specialist Tom Bonhannan."

* * * * *

Although a little late coming, congratulations to Mike Cronk, son of Northway air traffic control specialist Lyle Cronk, who ranked as the high scorer for the Class II-A basketball tournament in January. The Northway High School boys' team took fifth place in the tournament.

* * * * *

Welcome aboard to Harumi Baker, secretary, AAL-200. She comes to FAA from the Corps of Engineers.

* * * * *

Congratulations to John McCumiskey who was recently selected as branch manager for Word Processing, AAL-61. He had previously been acting manager of the branch.

Also, welcome aboard to Chris Wittwer, new editorial assistant in the Word Processing Branch. Before coming to FAA he was a student at Anchorage Community College.

* * * * *

Wayne Bates, manager, Kodiak Tower, recently received a Letter of Appreciation from Colonel Andrus, USAF, Commander, for the service provided by the the personnel at Kodiak Tower in support of the A-10's operation during Brim Frost. Andrus said, "We are especially grateful for the cooperation your controllers gave our Supervisors of Flying (SOFs) by providing space for them in the tower, and particularly by helping them with weather decisions. We achieved all the training goals we had set for ourselves, and we accomplished that training safely because of your help."

* * * * *

A C-130 aircraft from Pope Air Force Base, North Carolina, conducted some special night landing tests at the Bettles Airport in January. The landings were designed to test the feasibility and proficiency of the pilots to land using only infrared lighting, without the use of any airport lighting. Bettles was chosen for the second test because of the loose and packed snow conditions. The first test was done at Edwards Air Force Base in California which has a dry, hard packed landing surface. Roger Barr, air traffic manager at Bettles FSS, said that the test director, Captain Walker, was well satisfied with the results of the test and the services provided by the FSS.

* * * * *

Have a wonderful day!



Glenn F. Baker, air traffic control specialist, Anchorage FSS, recently received a Special Achievement Award from his supervisor, Edward Bell, for his outstanding performance this past year. Congratulations, Glenn.



Bobby Lamkin, evaluation specialist, AAL-514, received the Air Traffic Facility Manager's Award for most supportive Regional Office employee in support to the field. Sharing the happy moment are from left Bob Davis, air traffic manager, King Salmon Tower; Roy Hoyt, air traffic manager, Homer FSS; Lamkin; and John Arsenault, air traffic manager, Kenai Tower.



Tom Cetlinski (left), area supervisor, Anchorage ARTCC, presented Ricky Ford, air traffic control specialist, Anchorage ARTCC, with a letter congratulating him for his successful completion of the air traffic control specialist training program and reaching full performance level.



Carl Wittfeld (left), supervisor, Procedures Section at the Anchorage FIF0, receives his 30-year service pin and congratulations from Bob LaBelle, manager, Anchorage FIF0.



Linda Fowler, air traffic controller, Merrill Tower, receives a "going away" plaque from manager Ron Barnes. Linda recently transferred to the Anchorage Tower.



Air traffic control specialist Steve Munroe (left), Anchorage ARTCC, is presented with his three-year service pin by air traffic control specialist Mike Tallman.



Lowell North, evaluation proficiency developmental specialist, Fairbanks FSS, receives a Special Achievement Award for his efforts in establishing a training program for the Digital DF and development of training aids which significantly enhanced proficiency training during the period January 7, 1984 to January 1, 1985. Air traffic manager Dick Tomany presented the award.



John Hancock (right) receives a Letter of Commendation from Nome Sector Field Office manager Dean Vance for his performance during October 1984 as the supervisory electronics technician of the Nome SFO.



Doris Brown (left), aviation clerk typist, FSDO-63, was issued a Letter of Appreciation by Al Crook, manager, FSDO-61, for her clerical assistance given to FSDO-61, Fairbanks, It was presented by Shirley Rodger, supervisor.



Jim Sidebottom (right), Anchorage ARTCC, is presented an award for Outstanding Performance by area supervisor Jerry Jones.



Fairbanks FSS manager Dick Tomany presents Carol Overton, secretary, with a three-year career service pin while co-workers look on. Carol is a very dedicated federal employee, said Tomany, and added his congratulations.

Superman asks for a mortal's help

You would think that Superman, more powerful than a locomotive and able to leap tall buildings with a single bound, would be the last person in the world to call for assistance from an FAA controller.

But Judy Herman, a controller at the Teterboro, New Jersey tower answered just such a call on the evening of March 1 from Christopher Reeve, the actor who has portrayed the red-caped superhero in three movies to date. An experienced pilot, Reeve had reported electrical problems with the Beech Baron he was flying as he was approaching the airport on the IFR flight plan.

"Faster than a speeding bullet," according to tower manager Dick Kellenberger, Herman gave Reeve vectors for a base leg to runway 1. Lois Lane couldn't have handled the situation any better than Herman, who qualified as a full performance level controller eight weeks earlier after transferring from the Philadelphia tower.

The Beech Baron landed safely a few minutes later as emergency equipment stood by. Although the nose wheel collapsed as the plane rolled to a stop, damage was minor and Reeve and his passenger were uninjured.

Kellenberger shrugged off the suggestion from an avid comic book reader that Kryptonite might have caused the aircraft malfunction. But he said Reeve frequently flies out of Teterboro and is a top-notch pilot.

The above story came to you from the Eastern Region.



Dole urges Congress to approve budget

Emphasizing safety and deficit reduction, Secretary Dole was on Capitol Hill February 20-21 to urge Congressional approval of the DOT's FY 1986 budget request.

Testifying before both the House and Senate Appropriations Subcommittees, the Secretary said, "As I have stressed throughout my two years in the Department, I consider transportation safety to be the Department's highest priority. For this reason, I have ensured that there will be no reduction in the total level of our safety programs."

As for DOT's contribution to deficit reduction, she noted that the FY 86 budget calls for 85 percent of total funding to be financed through user charges, up from just 70 percent in FY 85. However, to achieve the 85 percent level at FAA, she said the Department must submit legislation to the Congress to permit an increased share of operations and maintenance costs to be financed from the Airport and Airway Trust Fund.

Overall FAA funding for FY 86 is pegged at \$5.13 billion, she added, with slightly over \$1 billion earmarked for airport aid and \$1.15 billion targeted for facilities and equipment.

FAA officials will have their chance in April to present their case to Congress for passage of the FY 86 budget.



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Washington Re

It's the rule

by: Donald Boberick
AAL-7

Recently an employee was informed that he would have to appear at a deposition to testify in connection with a lawsuit involving the FAA. Since the employee felt he had no knowledge about the facts which were the subject of the suit and the timing for his appearance was most inconvenient for him, he was upset about the necessity of having to appear. Unfortunately, no one could clarify to him why his testimony was being sought. His annoyance was understandable but only because he, like many others, was not knowledgeable of the posture in which the agency occasionally finds itself when it is a defendant in a lawsuit.

In the early stages of a lawsuit, both sides seek to "discover" what information the other party possesses that might bear upon the facts or issues in dispute. Judicial rules hold that in this discovery phase of the suit, either party may depose (take oral testimony) the agents or employees of the other party. And, with rare exception, the deposing party does not have to disclose in advance why they want to depose a particular employee. In the parlance of the business, they may simply be going on a "fishing expedition" to see what information lurks beneath the surface. In such cases, the FAA is simply notified of a time when such depositions will take place and is provided with the names of its employees who are to be deposed. The FAA is then responsible for making those employees available during that time unless circumstances, such as being out of the State, on leave, sickness, etc., would prevent them from being available. Although it is not normally the case, the FAA may not have knowledge as to why the other side wants to take testimony from a particular employee.

Consequently, you as an employee could be directed to present yourself for a deposition when you don't know why and the agency is without the ability to provide you with a meaningful explanation as to why your testimony has been requested.

If this happens, be understanding of the fact that the FAA is not purposely inconveniencing you and that the time spent in appearing for a deposition is duty time for which you will be paid. And remember, too, that in all such cases, an attorney representing the FAA will be present during the deposition to assist you and to assure that your examination by the other party is conducted with propriety.



"Personnel hotline"

FAAers throughout the system are increasingly using the information sources available to them. For instance, use of the "personnel hotline" has jumped from an average of 98 calls a day in February 1984 to 201 a day during February of this year.

The purpose of this hotline is to help employees across the country keep abreast of changes in the Civil Service Personnel System. Besides the hundreds of calls that come in each week from individual employees, some facilities, such as the Chicago Center, transcribe the hotline message and post it on their bulletin board. This increases exposure to the message while reducing calls to the five-phone rotary hotline. The number of the personnel hotline is still FTS 426-3934.



Ed Stevenson (left), airspace systems inspection pilot at the Anchorage FIFO, receives an outstanding performance rating from Elvin Jackson, supervisor, flight inspection section.

Doug Cook, assistant manager, Plans/Programs, Anchorage ARTCC, presented a Special Achievement Award to Patricia McGraw, air traffic control specialist, on September 20, 1985.



Letters of Appreciation were presented to electronic technicians Bob Mailander (left in top photo) and Ann Spanagle (left in bottom photo) of the Fairbanks Sector Field Office by area supervisor Len Canter (right in above photos) of Deadhorse FSS for providing in-depth explanations of Anchorage ARTCC/Deadhorse radar and the Tellab 334 system to Deadhorse personnel.

Jim Yakal, manager, Cold Bay FSS, recently presented Theresa Dubber, flight service specialist, with a Letter of Commendation.

Gary Near (right), area supervisor, Merrill Tower, receives a Special Achievement Award for Sustained Superior Performance from manager Ron Barnes.



Dan Cryer (left), acting supervisory electronic technician, presented electronic technician Ted Shield with a Special Achievement Award for developing a D-Base program for the modification records at the Fairbanks Sector.



Fairbanks Tower area supervisor Wally Tharp (left) recently presented an Official Letter of Commendation to five Fairbanks Tower controllers for their highly professional reaction to an aircraft emergency at Fairbanks International Airport. The teamwork displayed by this group was outstanding from the moment of notification that the emergency was inbound until the aircraft crash landed at Fairbanks.

The incident occurred on March 1, 1985, and the controllers receiving special recognition were Alice Ah Lo (center) and Barry Rubin (right). Not pictured were Louis Press, facility QATS, Shane Kusick and Ed Meyre, controllers.

This special recognition of "teamwork" is part of the Fairbanks Tower management team's program to focus on the positive, and on progress made toward achieving the agency goal of teamwork as a way of conducting business.



Doug Coats (right), air traffic controller, Merrill Tower, receives a Special Achievement Award for Sustained Superior Performance from area supervisor Gary Near.



John Brister (right), supervisory electronics technician, Crew-5, ARTCC, ZAN AF, presents Clifford J. Hoff, utilities system repairer operator, with a Sustained Superior Performance Award for the period of January 1984 to January 1985.



Al Bruck, manager, Airway Facilities Division, AAL-400, recently presented Lowell (Rocky) Oliver, former assistant sector manager, King Salmon, his retirement plaque. Congratulations, Rocky, and best wishes for your retirement.

THERE IS
NO ONE
AS DEAF
AS HE
WHO
WILL NOT
LISTEN.