



U.S. Department
of Transportation

**Federal Aviation
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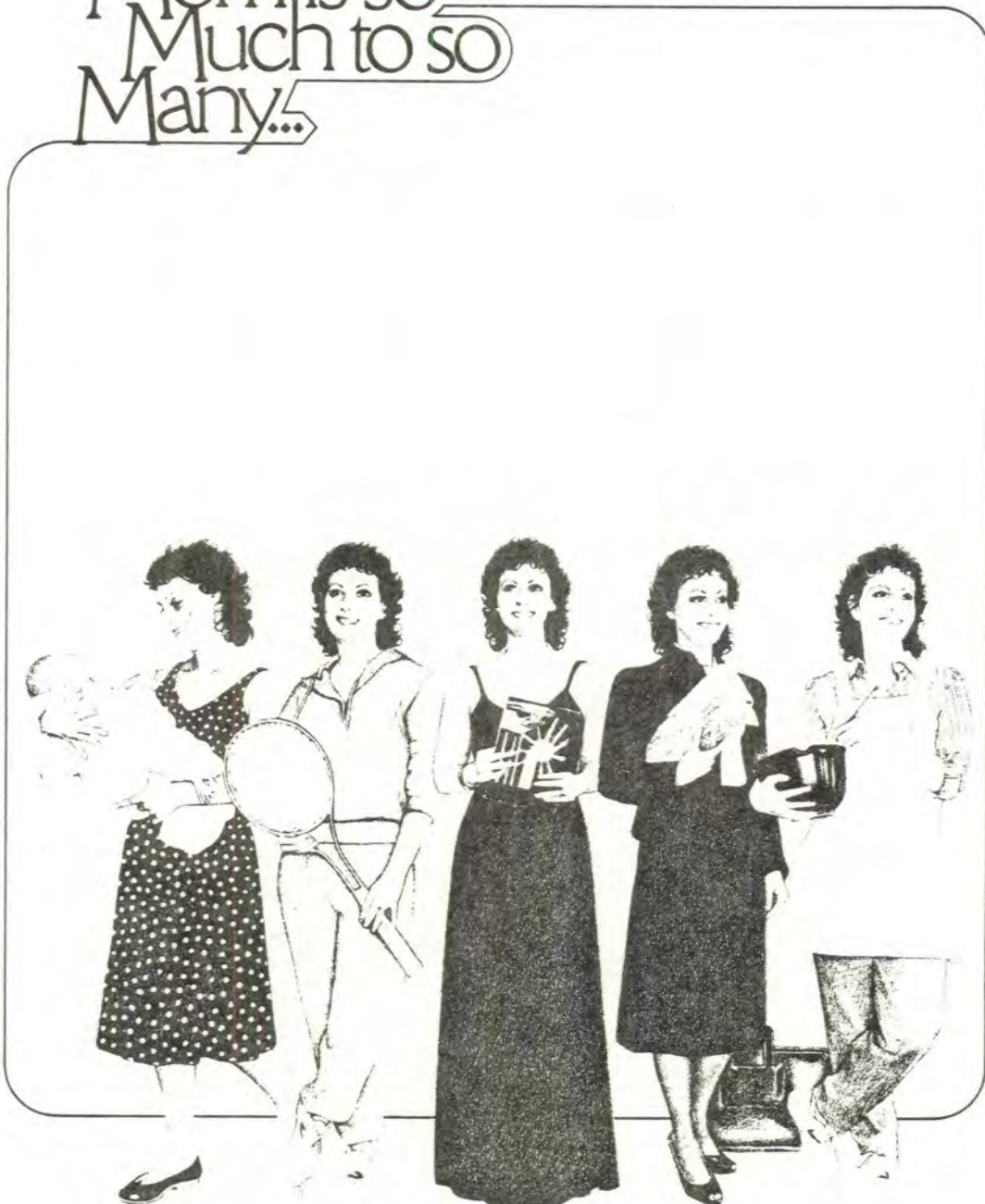
intercom:

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

May 10, 1985

85-10

Mom is so
Much to so
Many...



Happy

Mother's

Day



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

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

Alaskan Region's local coordinators

Local coordinators are FAA's representatives in their assigned communities who represent the Regional Director internally and externally - internally on all multi-purpose matters; externally on all local multi-program matters which include user groups, campaigns, emergency readiness efforts, and so on. They also establish effective channels of communication within the community and with the Director's office.

The local coordinators who represent the Alaskan Region are:

John Williford, supervisory electronics technician, Bethel Sector Field Office; Roger Barr, air traffic manager, Bettles FSS; Monte Larsh, supervisory electronics technician, Cold Bay Sector Field Office Unit; Harold Richardson, air traffic manager, Cordova/Valdez FSS; Daniel Truesdell, air traffic manager, Dillingham FSS; Al Crook, manager, FSDO-61, Fairbanks, Tanana, Big Delta, Barrow and Deadhorse; Bill Nelson, air traffic manager, Gulkana FSS; Roy Hoyt, air traffic manager, Homer FSS; Gerald Dunn, air traffic manager, Juneau FSS; Bill Toppa, air traffic manager, Kenai FSS; Richard Kauffman, air traffic manager, Ketchikan FSS; Carl Fundeen, supervisory electronics technician, Sector Field Office, King Salmon and Iliamna; Ernest Bates, air traffic manager, Kodiak Tower; Alvin Nowland, air traffic manager, Kotzebue FSS; John McLaughlin, air traffic manager, McGrath and Farewell FSS; Elwin "Red" Roberts, air traffic manager, Nome FSS; Homer Sutter, air traffic manager, Northway FSS; Ronald Glonek, acting air traffic manager, Sitka FSS; Mike Tarr, air traffic manager, Yakutat FSS.

To each of you FAA says a big thank you for your dedication and time given to this collateral duty.

Women's History Month

March 1985



A big thank you to Lois Aden and drama students from the University of Alaska, Anchorage, Drama Department, who prepared the display of women's dress from the 17th to the 19th century as seen above. This display and the one in the picture below were part of Women's History Month sponsored by FAA's Federal Women's Program Committee. Another big thanks goes to those who worked on the FWPC display.

On Friday evening, March 15, 1985, the Anchorage Tower Cab was staffed with an all female crew for the first time. From left to right are air traffic control specialists Jo Gable, Linda Fowler and Becky Moore; air traffic assistant Evelyn Allison; and supervisor Carol Jefferson. Way to go!



Gretchen Feind, secretary/typist at Ketchikan FSS, received a Special Achievement Award on April 4, 1985, for excelling in her major job assignments during the past year.

Human relations found in Wasilla

Recently three Human Relations Seminars were conducted at the MAT-SU Resort in Wasilla (February 10-15, March 10-15 and March 17-22). Pictures of the groups are shown on the next page. The list of those who attended are as follows:

February 10-15, 1985:

Herb Rollins, Anchorage ATCT; Carrol Shirk, ZAN AT; Ed Jones, AAL-463; Tommy Taylor, FSDO-63; Chuck Moody, AAL-13; Wendell Nelson, AAL-452; Dean Child, AAL-16; Neil Reese, AAL-31; Al George, ZAN-AF; Jon Tamplin, FSDO-62; Dennis Simantel, ZAN AF; Ron Hoffman, Nome SFO; Eleanor Williams, ZAN AT; Leon Chesler, AAL-464; Bob Mowery, Anchorage FSS; John Hartwick, Fairbanks FSS; Larry Rodger, AAL-52; Jimmy Ford, Anchorage AFS; Harry Joe Brown, ZAN AT; Danny Syverson, AAL-533; Joe Rollins, ZAN AT; Doug Cook, ZAN AT; Bob Paxton, ZAN AT; Paul Wegrzyn, AAL-52; Edd Barr, AAL-55B; and Verne Braman, Juneau CMF.

March 10-15, 1985:

Dean Vance, Nome CMF; Al King, Fairbanks AFS; Mike Tallman, ZAN AT; Ray Marley, Fairbanks AF; Tony Johnson, Fairbanks FSS; Gerry Coates, AAL-452; Rick Ericson, Anchorage FSS; Lee Stratman, ZAN AT; Joe Boswell, ZAN AF; Bill Schmidtman, AAL-15; Wally Tharp, Fairbanks ATCT; Herb Hinman, Nome FSS; David Bergt, Anchorage ATCT; Don Truesdell, Dillingham FSS; Tom Cetlinski, ZAN AT; Billie Cox, Anchorage ACTC; Jim Finlayson, Anchorage AF; Ray Ballantyne, Bethel ATCT; Jim Moeller, Anchorage ATCT; Chuck Horacek, AAL-451; Maurice Batt, Kotzebue FSS; Mike Pumphrey, ZAN AT; Sylvia Caldwell, Bethel FSS; Dwight Meeks, Anchorage SFO; Bob Stinson, AAL-519; Pat Stone, AAL-33; and Dick Kauffman, Ketchikan FSS.

March 17-22, 1985:

John McCumiskey, AAL-60; Jim Hughes, AAL-17; Michael Landon, AAL-55; Jerry Jones, ZAN-AT; Ray Richel, Kenai FSS; Bobby Lamkin, AAL-514; Steve Palmer, ZAN AT; Irene Gross, Fairbanks FSS; Red Roberts, Nome FSS; James Hodges, AAL-516; Earl Hiatt, AAL-451; Chuck Hallett, Fairbanks ATCT; Norm Gommoll, Anchorage ATCT; Bob Moore, Bethel FSS; Mike Tarr, Yakutat FSS; Mike Hessler, ZAN AT; Bob Wilson, Anchorage AF; Larry Brown, ZAN AT; Harold Eward, Anchorage FSS; John Wilber, Anchorage FSS; Frank Babiak, ZAN AF; Ron Glonek, Sitka FSS; Jim Yakal, Cold Bay FSS; Bob Arnold, Nome CMF; Joel Collins, King Salmon FSS; Velma Teutsch, AAL-32; Jim Walton, AAL-14; and Terry Alexander, AAL-530.

Dr. Bob Mitchell, Human Resource Specialist, Lisa O'Brien, consultant, Judy Pierce, human resource consultant, and Dr. Donald (Don) Nylen, consultant, were group leaders at all of the sessions. Staff support was provided by Norma Bonewitz, human resource assistant, AAL-1H, and Jonene Boggess, employee development specialist, AAL-17.

* * * * *

These seminars provided participants the opportunity to gain new insights, understandings and generalizations about persons, groups and organizations which are relevant to all staff situations. They were a continuation of the Sitka and Soldotna seminars held last year for managers and supervisors.

* * * * *

Each participant received a certificate from Director Frank Cunningham upon his/her completion of the Human Relations Seminar at MAT-SU. Pictures of a few of them are on the next page.

February 10-15



Ray Marley

March 10-15



Sylvia Caldwell



March 17-22



Tony Johnson

Emergency medical transportation volunteer network

There was an article in the April 26 issue of Intercom about FAA families coming in from the bush who needed help when coming to Anchorage, Fairbanks or Juneau for medical purposes. The Human Relations Council asked if you had an extra room and if so would you like to help out by becoming a member of the emergency medical transportation volunteer network. The Council has created a form (below) which the members ask you to fill out if you are interested in sharing your home with another FAA member. The form should be returned to your Human Relations Representative.

DETACH and RETURN to HRC REP

NAME: _____

ADDRESS: _____

HOME
PHONE: _____

WORK
PHONE: _____

I am able to provide the following:

Spare bedroom with: single bed _____ double
bed _____

Able to accommodate small child: yes _____ no _____

Able to provide transportation: yes _____ no _____

Able to provide meals: yes _____ no _____

My work schedule is: _____

Other comments: _____

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News in brief

In the spring, a young pilot's fancy turns to thoughts of flying. And in Alaska, that can spell trouble because April and May traditionally are the peak accident months in the "flyingest state." Accordingly, FAA's Alaskan Region has launched a special statewide accident-prevention program this year, called "Operation Springback," to encourage pilots to check out both their airplanes and themselves before taking to the air again after months of inactivity. FAA Flight Standards personnel, assisted by the air traffic division staff and other FAA employees, will be out in force at airports across the state during this period, contacting and counseling pilots, distributing safety literature, and taking appropriate action to correct any safety problems that they might encounter.

* * * * *

Air traffic delays of 15 minutes or more plunged to an 18-month low in March with a daily average of 605. That's 44 percent less than the 1,081 daily delays in March 1984, and the lowest figure since the 545 daily average in September 1983. Through the first 10 days of April, delays had fallen off even further to a daily average of 536.

* * * * *

Taking note of the drop in delays, Administrator Engen told the Air Traffic Control Association and aviation industry representatives on April 10 that FAA's controllers deserve much of the credit for the improved record. "People are the most critical element in the air traffic control system," he said. "And I want you to know that I am proud of the job that I have seen the air traffic controllers of the FAA doing this past year."

* * * * *

Now that the air traffic control work force has reached its post-strike target of 14,300+, the agency is focusing its efforts on maximizing the number of full performance level controllers in the system. Administrator Engen told a Senate budget hearing earlier this month that the agency plans to reduce the number of developmentals in the system from the current 2,200 to 1,100 by the end of the fiscal year. He said the agency believes 800 is the optimum number of developmentals it should have in the pipeline.

* * * * *

With the award of the host computer contract set for midsummer, FAA is continuing its ARTCC expansion program so it will have a place to put this equipment and other elements of the advanced automation package. The latest facility to award a contract for an addition to the control wing is the Denver Center at Longmont, Colorado. FAA plans to have the expansion program completed at all 20 domestic centers in early 1987.

* * * * *

The agency has put some additional teeth in its eight hour "bottle-to-throttle" rule. The change establishes for the first time a blood alcohol standard for determining objectively when drinking has impaired the ability of pilots and other crew members to perform their flight duties safely. Effective June 17, airmen and airwomen will be considered under the influence of alcohol if they have a blood alcohol level of .04 percent or higher by weight.

FAA also proposes a rule to require airmen to submit to alcohol testing when requested by law enforcement officers.

* * * * *



FSDO-61 accident prevention specialist Chuck Berns (right), Fairbanks, received an Accident Prevention Awareness Badge from Director Frank Cunningham. Here the two are discussing the Alaskan Region's "Operation Springback," a statewide inspection program that will hopefully lower the number of springtime aircraft accidents. It runs from April 1 through the end of May.



Paul Gallagher (left), sector manager, North Alaska Sector, receives his 30-year service pin from Al Bruck, manager, Airway Facilities Division.



Tom Logan (left), maintenance mechanic, South Alaska Sector, receives a Special Achievement Award for the installation and primary maintenance of the automated weather observation system (AWOS) in Galena and maintenance on the system in Valdez. The award was presented by Director Frank Cunningham (right).



Jerold Dehmer (left), air traffic control specialist at Anchorage ARTCC, is presented his three-year service pin by area supervisor Larry Brown (right).



Anne Lewis (left) and Harold Zarr (right) each received a Letter of Commendation for completing extra proficiency training on their own time. This was a voluntary project completed during a time of a staffing shortage.



Dusty Rhodes (left), civil aviation security inspector, AAL-700, shares a laugh with Bob Oliver (right), manager, AAL-700, during his farewell cake and coffee. He and his family are headed for Brussels, Belgium, where he will be working as a civil aviation security inspector for FAA.



Area supervisor John Hartwick (left), Fairbanks FSS, presents air traffic control specialist Ted Wild (right) a Letter of Commendation for his excellent performance of duties while detailed to the team supervisor position at Fairbanks FSS from February 24 through March 18, 1985.



Robert Rhembish (left), air traffic control specialist, was presented his three-year service pin by Jimmie Vaughan (right), air traffic manager, Anchorage ARTCC.



John Cline (left), electronics engineer in the Establishment Branch's Electronics Section, receives an outstanding performance award from Robert Morrison (right), section supervisor.



Jerry Wylie, assistant air traffic manager, Anchorage Tower, presents Cheryl Wieskamp, secretary, a Letter of Appreciation.



Chub Schefers (right), maintenance mechanic, AAL-463.P, receives a Letter of Appreciation from Ed Jones (left), supervisor, for the assistance he provided Anchorage FIFO in repairing the clutch on the road grader. Congratulations!



Air traffic control specialists Pat Kerber (left) and Bob Gunter, Northway FSS, were awarded Letters of Commendation for their job performance during the past several months by air traffic manager Kaye McLeod.

OPM releases draft of retirement plan

The Office of Personnel Management (OPM) has released a "draft" of a proposed new retirement system for federal employees who began work after January 1, 1984, and presently are covered only by Social Security. The OPM plan would provide a supplemental retirement system for these employees. In addition, the plan would be set up so that pre-1984 employees currently under the Civil Service Retirement System could switch to it if they desired.

The retirement plan, which must be approved by the Office of Management and Budget (OMB) before being submitted to Congress, features full Social Security coverage as well as a pension benefit which is paid from a fund maintained by government contributions and the interest from the fund. The government's contribution to this fund would be 11.6 percent of the employee's salary. Employees, on the other hand, will pay the regular Social Security 7.05 percent. They will be vested in the new plan after one year and begin drawing from their account at age 59 1/2, either in a lump sum or as an annuity.

The proposed plan also contains early retirement provisions for air traffic controllers, firefighters and law enforcement officers. Employees in these occupations may begin drawing annuities as early as age 50 and will receive an immediate supplemental Social Security benefit based on an estimate of their benefit at age 62. However, under this newly defined contribution plan, unlike the current Civil Service benefit plan, the benefits an employee would receive would not be calculated until the time of retirement.

In addition to other benefits, the proposed plan contains a tax deferred, voluntary, IRA-type savings plan that

would allow employees to contribute up to \$5,000 of their salary each year. However, the Internal Revenue Service would have to approve this part of the plan.

Washington Report

Addition to EARTS

The Minimum Safe Altitude Warning (MSAW) and the Conflict Alert (CA) systems are to be added to the En Route Automatic Radar Tracking Systems (EARTS) at the Anchorage, Honolulu, and San Juan centers and at Nellis Air Force Base. Providing the hardware and software for the enhancement program is the Sperry Corporation, which is currently developing the software for radar mosaic at the four facilities. Radar mosaic, which allows controllers to view multiple radars on a single screen, is a prerequisite for the MSAW system.

Both enhancements are groundbased warning systems. MSAW alerts controllers when a plane under their control is too close to the ground or an obstruction. CA sounds a warning when two aircraft are on a collision course. The hardware for these EARTS additions are scheduled to be delivered to the Anchorage Center in July 1985, to Honolulu in August, Nellis in October and San Juan in November.

The software, or computer programs, being developed for the Anchorage Center not only will expand the EARTS capabilities, but also will enable that facility to use data from recently installed Air Force radars.

Washington Report



Richard L. Hunze (right), air traffic control specialist, Talkeetna FSS, recently received a Special Achievement Award for Sustained Superior Performance from his supervisor, Richard A. Ericson (left), Anchorage FSS. Congratulations!



Frank Babiak (left), sector manager, ZAN AF, Anchorage Center, was presented with the Airway Facilities Regional Sector of the Year Award from Director Frank Cunningham.



The Career Advisory Subcommittee of the FAA's Federal Women's Program Committee recently sponsored "Careers Don't Just Happen," a panel discussion and "testimonial" from six women who have achieved career goals through career planning and preparation as well as a lot of hard work. From left to right in the above picture are Jane May, employee development specialist, AAL-17; Terry Alexander, Airspace and Operations Specialist, AAL-530; Chris Novosad, budget analyst, AAL-31; Peggy Smith (AAL-420) and Rosetta Francis-Robinson (AAL-9), panel moderators and FWPC career advisors; Pat Strickland, civil aviation security specialist, AAL-700; Mary Lou Lexvold, procurement analyst, AAL-55B; and Sherrill Czarnecki, program specialist, AAL-422. The program was a great success according to the comments received by the committee from the 36 persons in attendance.



Medical notes - carbon monoxide

by: Mary Grindrod, R.N.
AAL-300

Anchorage has a serious carbon monoxide (CO) air pollution problem. During the last five years we have had repeated incidents of exceeding health standards for this poisonous gas in the air we breathe. In 1984 we exceeded the National Air Standard 44 times. Almost 90 percent of all carbon monoxide gas in Anchorage is a result of improperly tuned and poorly maintained vehicles and the problem is getting worse. A Municipal Vehicle Inspection program will begin in Anchorage in July 1985. The purpose of this program will be to monitor the amount of carbon monoxide gas a vehicle is producing and to ensure that the owner of a vehicle with high emissions either reduces or eliminates all excess emissions.

Carbon monoxide is a colorless, odorless, highly poisonous gas which is formed by the incomplete combustion of carbon or any carbonaceous material, including gasoline. In order to help clear the air and ensure peak operating efficiency for your vehicle you should be aware of some of the things that you can do to have your vehicle in good working order even before the required inspection time:

1. keep your vehicle properly tuned,
2. use the recommended gasoline for your car's make and model,
3. be certain that any used vehicle you purchase has all air pollution devices intact and is properly tuned,
4. don't idle the engine unnecessarily, and
5. plug your vehicle in for an hour or two prior to driving it on days when the temperature is 20 F or below.

The inspection program will be in relation to your annual vehicle registration from the State Division of Motor Vehicles. In general, inspections are required for vehicles that are registered for street use, weigh less than 12,000 pounds unladen and are 15 years old or newer. This first inspection will be for vehicles from 1970 to 1985.

About 70 percent of the vehicles tested are expected to pass. Those that fail must be repaired and retested. Diesel-powered vehicles will require a one-time inspection and registration and then will become exempt. The diesel-powered vehicles do not release CO.

Inspections must be performed at a certified Inspection-Maintenance (I/M) facility. There will be around 150 mechanics at 100 stations around town that will be used. You may go to the certified station of your choice.

Repairs required to reduce emissions may be performed by anyone. However, a free retest and a ceiling on repair cost apply only when repairs are performed at a certified I/M facility.

The inspection certificate cost \$10. The maximum cost of the inspection is \$40; the maximum cost of repairs, if needed in 1985, would be \$150.

For additional information contact the Inspection Maintenance hotline at 264-4975. AAL-300 has a few handouts about this program if you wish to stop by for one.



FEGLI open season

The Office of Personnel Management (OPM) has announced a special, nationwide Federal Employees Group Life Insurance (FEGLI) "open season" to be held from June 1 through June 30. During the open season, employees eligible to participate in the life insurance program will have a chance to add to their existing coverage or, if they are not already enrolled, to enroll in FEGLI.

In either case, the selections will become effective in August.

Washington Report



ATCs doing good

The following comments by Dennis Wright, National Business Aircraft Association (NBAA) Manager Airspace/Air Traffic Control Services, were made in recognition of the good service controllers, old and new, are performing:

"At a recent symposium attended by NBAA staff, Mr. Walter Luffsey, newly appointed Associate Administrator for Air Traffic at FAA, made a cogent point. The thrust of his speech was that we, the users of the ATC system dwell too much on the negative, or the problems, and not enough about the positive, or what's right with the system.

Mr. Luffsey has a point. Here we are over three years after the illegal PATCO strike, and the current crop of controllers are handling over 107% of pre-strike traffic levels with a lot fewer controllers. Many have worked six-day weeks for the past few years, while coping with increased traffic. There have also been numerous changes to the delegation of airspace coupled with the severe demand of providing on-the-job training. New controllers have been through a very intense training program to get where they are today.

When a controller does a good job for an NBAA member, he should be told. They are doing a good job and they deserve praise and thanks."

Fire rules proposed

FAA has proposed new, more stringent flammability standards for airline passenger compartment materials as part of its continuing effort to reduce fatalities in post-crash and in-flight cabin fires.

The new standards would cover all materials used in sidewalls, ceilings, partitions, storage compartments, cabinets and galley structures.

Under the proposal, these cabin materials would be subject to additional testing that would demand higher ignition temperatures and lower heat release rates than currently are allowed. FAA estimates that only about half the cabin materials now used could meet the upgraded tests.

This measure follows on the heels of recent rulemaking to improve aircraft fire safety, including flame resistant airline seat cushions, escape path lighting, use of smoke detectors in airline galleys and lavatories, and additional fire extinguishers.

Washington Report

REPORT
Newsletter, NBAA



Ricky Wilder (left), air traffic control specialist, Anchorage ARTCC, was presented his three-year service pin by Jimmie Vaughan (right), air traffic manager.



Area supervisor John Hartwick (left), Fairbanks FSS, presents Phyllis Bremer, air traffic control specialist, a Letter of Commendation for her work in writing and typing a new Data Communications Training Guide. "The initiative you showed in taking on this project and the excellent job you did in completing it are greatly appreciated," said Hartwick.



Air traffic control specialist Derryl Blood received a Letter of Commendation for his work performance at the Homer FSS.



Robert Bransky (left), electronics engineer in the Establishment Branch's Electronics Section, receives a Quality Within Grade for an outstanding performance from Robert Morrison, section supervisor.



Air traffic control specialist Chip Dodd received a Letter of Commendation for his performance of duties at the Homer FSS.



Assistant air traffic manager Jerry Wylie (left), Anchorage Tower, presents John Craft (right), air traffic controller, with a certificate from Flight Standards for his participation in a recent Aviation Safety Class.

Around the region

Congratulations to Harold L. Ordway, Crew 4, electronics technician, who recently received his fifteen-year service pin from Frank Babiak, sector manager, ZAN AF.

More congratulations to Edwin T. Flower, relief technician, ZAN AF, on receiving a Letter of Appreciation from Frank Babiak, sector manager.

* * * * *

John Norsworthy, son of Patsy Norsworthy, AAL-421, has been awarded \$1,000 scholarship from Anchorage bowling groups to help pursue his studies in criminal justice at Anchorage Community College for the 1985-86 school year. Scholarship applicants submitted portfolios giving a brief autobiography, high school grades, career ambitions, college preferences and letters from counselors and school personnel. The committee's decisions were based on this information as well as responses during personal interviews. Congratulations, John, and best of luck in your college endeavors.

* * * * *

Air traffic control specialist Gary Fischer, Barrow Flight Service Station, recently received a Quality Within Grade Increase from area supervisor Dave Johnston. Way to go, Gary.

* * * * *

Welcome aboard to two new members in the Word Processing Branch, AAL-61. Sally Smith, lead editorial assistant, came to FAA from the National Weather Service (NWS). Lennier Woodard, who has been around the federal government for several years, has filled the administrative resource pool position in the branch. It is good to have you both with FAA.

* * * * *

An observant Lee Kelly, Cold Bay National Weather Service (NWS) meteorological technician, noticed something hanging from under the wing of a taxiing B727. He reported the information to FSS specialist Jeff Wheeler. Wheeler took a look at the object through binoculars and then advised the 727 crew that there was indeed an object hanging beneath the aircraft wing. The aircraft stopped and an employee from the airlines found a hanging fuel cap which he replaced. The aircraft departed without any further problems.

* * * * *

Kudos have been passed around lately to several FAA employees for various reasons:

- to Jim Burton and Tony Moulton, air traffic control specialists, Anchorage FSS, for their participation in the recent FSDO-63 Spring Safety Clinic; they received Letters and Certificates of Appreciation.

- to area supervisor Gary Near, Merrill Tower, who received a Letter and Certificate from FSDO-63 for his participation in the Spring Safety Clinic.

- to air traffic control specialist Helen Groeneveld, Merrill Tower, who received a Letter of Appreciation from Robert Harik, manager, Air Traffic Division, for her alertness in recognizing an aircraft in trouble and informing the pilot, thus preventing an aircraft accident.

* * * * *

Congratulations to Claudia Hoversten on her new job. She was selected to fill the systems accountant position in Financial Management. She had worked as a budget and fiscal analyst in the Airway Facilities Division prior to the move.

* * * * *

"No wheels" leads to safe landing

"The two-word message, 'No wheels,' saved me from my moment of imperfection." This is how a pilot began a letter of thanks to controllers at the Fullerton, California, Tower who were looking out for him when he was about to land with his wheels up.

The afternoon of February 16 was a busy time for controller-in-charge Kenneth J. Schuette and local controller Arthur D. Yarnell. Earlier in the day, the airport had been closed for two and a half hours and traffic was particularly heavy. That is why they both were on duty when Schuette spotted the plane on a short final with its landing gear still retracted. He immediately advised Yarnell who without hesitation radioed to the pilot, "No gear, no gear, go around."

For the controllers, it was a routine thing. But it made all the difference to the pilot who went around and returned for a safe landing with his gear down.

Washington Report

Safety statistics a mixed bag

The first quarter of 1985 safety statistics turned out to be something of a mixed bag. The general aviation (GA) safety picture improved in all areas. For the period, total GA accidents, fatal accidents, and fatalities were all below the average for the first quarters of the past three years.

Total accidents were down from a three-year average of 612 to 561, fatal accidents fell from an average of 124 to 95, and fatalities dropped from 241 to 176.

The midair collision safety record also continued an improvement trend. In this period, there was only one such accident and it resulted in two fatalities.

On the other hand, airline safety statistics were less satisfying. In the first quarter of the year there were 100 fatalities resulting from three fatal airline accidents. Although one of these occurred in Peru, it involved a U.S. carrier.

Washington Report

Words to work by

All of the people who come to us, write to us, or call us on the telephone or radio, are the important people in our work.

They are not dependent on us...we are dependent on them.

They are not an interruption of our work...they are the purpose of it.

We are not doing them a favor by serving them...they are doing us a favor by giving us the opportunity to do so.

People who come to us are not outsiders to our agency...they are part of it.

People are not cold statistics...they are flesh and blood human beings with feelings and emotions like our own.



Larry Cribbs (left), automation specialist, Anchorage ARTCC, was presented with his 15-year service pin on March 25, 1985, by Jimmie Vaughan, air traffic manager.



Stu Bigler (right), quality assurance and training specialist, Anchorage Tower, receives a Letter of Appreciation from assistant air traffic manager Jerry Wylie.



After 38 years of service with FAA, Clarence L. Estes (left), Anchorage FSS, was presented his retirement plaque on March 15 from George Woodbury, manager, Personnel Management, AAL-10.



Lyle Cronk, air traffic control specialist, Northway FSS, was awarded a Letter of Appreciation for his work in refinishing the pilot briefing counter in the facility.



Eleanor Williams (middle), area supervisor, Anchorage ARTCC, won the Mary K. Goddard Award at the Spring Seminar in April from the Anchorage area Federal Executive Association/Federal Women's Program managers for her work in the recruitment and support of women in federal service. Bob Tarr (left), area manager, and Jimmie Vaughan, air traffic manager, share the happy moment. Williams is actively involved in many activities which increase awareness of job opportunities in federal service for women as well as aid women in achieving their potential. She is a member of the Alaskan Region FWPC, president of the Alaska Chapter of Blacks in Government (BIG), and is preparing a workshop which will focus on the role of supervisors and managers in EEO programs.

1985 FAA GOLF TOURNAMENT - 1985 FAA GOLF TOURNAMENT - 1985 FAA GOLF

TOURNAMENT - 1985 FAA GOLF TOURNAMENT - 1985 FAA GOLF TOURNAMENT - 1985 FAA

GOLF TOURNAMENT - 1985 FAA GOLF TOURNAMENT - 1985 FAA GOLF TOURNAMENT

The 1985 FAA Golf Tournament is scheduled for SATURDAY, June 29, 1985, at the SETTLERS BAY GOLF COURSE - 8:30 a.m. SHOTGUN START! Entries will be first come, first serve, and limited to 72 golfers. Tournament is open to ALL FAA employees, dependents, retirees, and their guests. The FAA PICNIC will follow at the MAT-SU RESORT, located on Lake Wasilla. Picnic tickets will be available from a CIVILAIR representative. Those desiring golf carts can make their own arrangements by directly contacting the Settlers Bay Golf Course - 376-5466. Golfers will be flighted according to level of skill. Each entrant must provide handicap or average golf score. If desired, foursomes will be grouped according to individual(s) wishes. Trophies will be awarded to men's and ladies' low gross and low net for each flight. Many other prizes and gifts will be awarded. We anticipate a large turnout. SIGN UP EARLY! Be on time! Have fun and we will make this tournament great!

DETACH AND MAIL

CHARLIE MUHS
TOURNAMENT CHAIRMAN

FAA GOLF TOURNAMENT

RICK ERICSON
CO-CHAIRMAN

1. Name _____	HNDGP/AVG _____
2. Name _____	HNDGP/AVG _____
3. Name _____	HNDGP/AVG _____
4. Name _____	HNDGP/AVG _____

ENTRY AND GREEN FEE

\$30.00 per golfer. _____ x \$30.00 = \$ _____

PLEASE SEND NO CASH! Make checks payable to Charles W. Muhs, then mail to:

2016 East Fifth Avenue, Anchorage, Alaska 99501-2998. Phone 263-6528.

ALL ENTRIES MUST BE RECEIVED BY JUNE 15, 1985.

ENTRIES BY PHONE WILL NOT BE ACCEPTED. FIRST COME, FIRST SERVE.

