



U.S. Department
of Transportation
Federal Aviation
Administration



Alaskan Intercom

FAA—Alaskan Region
Anchorage, Alaska

May 1993

93-5

Civilair Club Ties the FAA Family Together

by Crystal Crouch

In an agency as large as the FAA, it's very possible to work on the same floor for years and never know your neighbors across the hall. The demands of an average workday leave people just enough time to eat lunch and take a few breaks; not enough time to get to know their coworkers in other divisions.

It is for this reason that the Civilair Club provides recreational events for FAA employees and their families. Over the years, the Civilair Club has consistently been promoting a social network for FAA employees who want to meet new people, swap tales with their coworkers, or bring their families to the annual functions.

The Civilair Club was founded in 1947 by FAA employees who came to Alaska to build the first Federal airways. R. T. Williams and George Karabelnikoff, now retired, wrote the by-laws for the club. Fresh from the modern comforts of the Lower 48, families



Early "Walk for Hope"

often arrived in Alaska unequipped for the rigors of life in the wilderness and unprepared for the higher cost of living. FAAers in the Civilair Club provided assistance to these families by donating money and clothing to help them get settled.

Today, the active, non-profit organization still operates on the FAA family concept and charges only \$2 for membership. Benefits for membership cardholders include discounts at Civilair Club events and automatic entries in the

drawings for door prizes.

"Sometimes at our raffle drawings, we'll just pull names from our membership cards," said

Terry Alexander, past president of the Civilair Club.

"There's about 200 people who

actually hold membership cards. Although, most everything we do is for everyone to participate in," she said.

Alexander estimated that the club has at least one activity a month ranging from a membership drive bake sale to a picnic or party.

Annual Civilair Club events include: Christmas parties for adults and children, Fall Bash, halibut charters, chili luncheons, baking contests, and the Retirees Picnic. Alexander noted that this year's picnic will be at National Bank of Alaska picnic grounds at Eklutna Village on June 26.

One of the objectives of the club is to continually raise funds for the Civilair Club scholarships. In 1986, the Civilair Club began giving scholarships to aviation students, FAA employees, and the dependents of FAA employees. "Usually, the scholarships run from \$250 to \$500,"



1975 Fur Rondy

"Air Traffic Control Gameboy Style"



Pictured left to right are ATCS's Brian Mines, Georgia Tolbert, and Roy McPeak at the Merrill Tower entry for the Fur Rendezvous GCI Snow Sculpture Contest. Merrill Tower placed second in their division. "Air Traffic Control Gameboy Style" is the title of the sculpture.

IN MEMORIAM



Joselito H. Lauron, 34, died April 12, 1993, with his family at his side at the San Diego Hospice in San Diego. Joe recently took medical retirement from the FAA. He was an air traffic control specialist and had worked at Big Delta, Deadhorse, Barrow, and Fairbanks. Survivors include his parents Joe and Fely Lauron of San Diego and sister Fely Parker of Escondido, California. Memorial contributions may be made in his name to the San Diego AIDS Foundation, 4080 Centre St., San Diego, California 92103.

Harold Guthrie, former Juneau Airway Facilities Sector Manager, passed away in Salem, Oregon, on April 21, from complications arising from leukemia.

Intercom

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

The submission deadline is the first Friday of each month.

If you have questions, suggestions, or complaints, please call the Editor at 271-5169.



Prospective Managers Program

"Moving On Up"

In an effort to bridge the gap for employees interested in "moving on up" into supervision, the Alaskan Region has developed a regional training program titled

Alaskan Region
Prospective Managers Program
"Moving On Up"

The DOT's Prospective Women Managers course is limited to GS/GM-11 to GS/GM-14 and is extremely competitive. This fiscal year (1993), the Alaskan Region received 3 quota and 19 applications to attend the course.

This response highlighted the need for a comparable course for Alaskan Region employees that would provide a "prep" course for those with aspirations to first-level supervision. An inter-divisional committee was formed to develop an alternative program.

The committee focused on providing an abbreviated version of the formal DOT Prospective Women Managers program. This regional version will provide formal training to develop basic skills essential for employees who elect to compete for a supervisory/managerial position.

Additionally, this program will be opened to all employees who meet the established criteria. It will consist of a three-phase approach.

Phase I focuses on self-development activities such as college courses, FAA correspondence courses, or volunteer activities.

Phase II involves a 3-day intensive training program which will be offered once a year. It will provide information and review some basic skills that are essential for employees who aspire to enter a supervisory position. It is also an opportunity for employees to take stock of where they are in their career in relation to their technical field and to prepare for the demanding field of management.

Phase III is a half-day follow-up session to provide participants an opportunity to evaluate progress on commitments and to continue networking efforts.

Selection for Phase II will be done by competitive process. Attendance at Phase II is not dependent on completing Phase I. Activities identified under Phase I would prepare an employee to be more competitive for a quota under Phase II.

Participation in this course will not preclude eligibility for other formal programs.

Five women, chipping in \$50 and a batch of ideas each, were the genesis of what is today the Professional Women Controllers (PWC). Three of the original members came together in the Alaskan Region recently to share their reminiscences with other FAAers and to promote the organization's benefits. Regional Administrator **Jacqueline Smith**, **Katherine Kuhlmann**, Indianapolis Center, and **Patricia Smith**, Lafayette Tower, talked about the early days, the issues that brought them together and the camaraderie which they experienced. "PWC means friendships, support, and a source of strength," said Jacque Smith. Issues addressed by the group included child care, which to that time had not been addressed by the traditional employee organizations.



First Hi-Flyer Awarded to AF



Left to right: Allen Strah, Dick Gordon, Gary Nielsen

Wednesday, March 31, had a most unusual beginning for two Airway Facilities employees.

As he was beginning to open his automation training class, **Allen Strah**, AAL-424, observed new "class members" entering the room: **Dick Gordon**, acting Flight Standards Division manager, **Robie Strickland**, Airway Facilities Division manager, and **Gary Nielsen**, Strah's immediate supervisor.

Seizing on the moment of stunned silence to present the Flight Standards Hi-Flyer to Allen, Dick observed, "This recognizes both the personal accomplishments of an AF employee who willingly took on more than the normal workload to support our people and his organization's commitment to responsive service. This is the first Flight Standards Hi-Flyer presented to AF and it represents a continuing commitment to quality and customer service we have experienced in our partnership with the AF Division." Dick then presented both the Hi-Flyer and a cash award for Allen's support.

Then, turning to supervisor Gary Nielsen, Dick presented a Letter of Commendation praising Gary's commitment and management ability in responding to the Flight Standards need while balancing his own pressing mission requirements.

As he concluded the ceremony, Dick observed, "This formally recognizes the excellent relationship and teamwork between Airway Facilities and Flight Standards.

"Teamwork involves relationships with people. Since relationships may be our greatest 'people challenge,' we wish to acknowledge and confirm the value we place on developing and maintaining positive relationships. We genuinely appreciate all the accomplishments frequently done silently by AF."



Applegate Receives Master Mechanic Award

On March 11, 1993, Louis Applegate was presented the "Charles Taylor Master Mechanic" award by the Fairbanks Flight Standards District Office during an annual Inspection Authorization Renewal Meeting held at the Hutchison Career Center in Fairbanks.

The Federal Aviation Administration recently announced the award which honors Charles Taylor, the Wright Brothers' aircraft mechanic. The award is for the "quiet heroes" of the aviation profession, the men and women who brought us from the age of radial engines to the jet age. To be eligible, an individual must be a U.S. citizen and must have worked at least 50 years in aviation maintenance. The individual also must have worked as an FAA/CAA certificated mechanic or repairman for 40 of the 50 years. Awards are made by the local FSDO's.

Louis Applegate has been employed by Lockheed Aircraft Corporation, Boeing Aircraft, Wein Alaska Airlines, Interior Airways, and the Naknek Air Force Base at King Salmon. He served in the U. S. Army and was one of the few survivors of the 34th Regimental Combat Team in Korea.

Since 1958, Lou has been self-employed, operating an aircraft maintenance and repair business. He has worked in the aircraft industry for 61 years and has been licensed as a repairman or an airframe and powerplant mechanic for 41 years.



On Secretary's Day, Anchorage Center management catered and served lunch to their top secretaries, (left to right) Leona Huffman, Nell Arvites, and Shirley Newhart. The ladies enjoyed a menu of shrimp cocktail, tossed salad, rolls, barbecued ribs and chicken, and baked beans. The managers served sherbet topped with fresh strawberries for dessert.

Recognition for Service

35 Years



Anchorage SFO ET Boyd Fullmer



*Dave Wiles, ZAN AF,
with daughter Georgia*

30 Years



Ken Moore, Airports

25 Years



Chuck Kyle, ZAN AF



Paul Jones, Talkeetna AF



Steve Andrews, ANC SFO



*Dennis Lavicky (left) and Glen Sisson (right),
ZAN AF, with Sector Manager Ron Cowles*



Retirement



*Floyd Pattison, Airports, says goodbye to
Regional Administrator Jacquie Smith.*



Al James, Flight Standards with wife, Claire



*Duane Hickey (left), Bethel SFO, with
Forrest Barber, NA AFS*

Anchorage Sector Field Office Employee of the Quarter

*Anchorage SFO NAV COM Unit
ET Kathy Pinette (right) is
congratulated by ANC SFO
Manager Melissa Berry. Kathy
was selected as ANC SFO
employee of the quarter for first
quarter 1993.*



Skwentna Tower "93"

by Don Hall



On March 5-8, 1993, controllers from Merrill Tower and Anchorage Tower staffed a temporary tower at Skwentna, Alaska, in support of the Iditarod Sled Dog Race. The tower was open for 24 hours and conducted 504 operations. Used for the first time was a special "Fly-A-Way" communications kit and portable tower building.

year's Iditarod) hoping that I would be called on to make this trip.

The day was shaping up to be beautiful, the northern lights were fading with the coming of dawn, and there wasn't a breath of wind. The temperature was hovering around ten above and the sun was starting its slow climb into the "spring" sky as I parked my truck and unloaded my gear at the Deshka River landing, 35 miles north of Anchorage and 65 river miles southeast of Skwentna. I could already tell it was going to be warm enough to be comfortable with "only" three layers of clothing, and the chill factor would not exceed forty below. At these temperatures, my Polaris snow machine would ride at its peak of performance.

In my sled, I had a case of MRE's [Meal Ready to Eat], an assortment of clothing to keep me warm and dry under any conditions that I might encounter, 20 gallons of gas and extra oil for my machine, and a hand held VHF transceiver.

I got under way at around 10 o'clock that morning and made good time down the Susitna River. Driving a Polaris long track, even when pulling a sled, with these snow conditions permitted me to cruise at around 40 miles an hour. I passed several freight pullers, homesteaders resupplying before the river breaks up. As I entered the Susitna River and turned north bound, I could see Denali's peak over a hundred miles in front of me. With one stop at the Yentna Station, my halfway point, I reached Swentna by three. After checking into the Skwentna Roadhouse and unloading my gear, I drove to the runway to check out our construction site.

On most days, I am an area supervisor at Merrill Tower. However, for several days in early March I was a controller at a temporary tower in Skwentna, Alaska. I had spent the last couple of months (to be honest, ever since I left Skwentna at the conclusion of last

The next morning I awoke to the sound of aircraft engines. Three representatives of Airway Facilities, **Butch Fuller**, **Fred Nunley**, and **Don Buck**, had just arrived. Two of them flew in with the Iditarod Airforce and the third arrived with the Skyvan. The four of us unloaded the Skyvan and, using my snowmobile and sled, transported the equipment and the portable tower to the building site.

The first step in raising the portable building is establishing a level base from which to work. We shovelled snow into the low areas and topped the high spots. We laid the foundation which was made up of pressure-treated four-by-fours with two-by-four cross bars. Our next step was to lay the four floor panels, which went together in as little time as it takes to set them on the foundation. A corner panel was followed by a wall panel on each side to help support the remainder of the panels. Only three wall panels require special attention. The door panel must be perfectly level to operate correctly. The other two panels of note have opening windows that should be placed on opposite sides of the structure to facilitate air flow. The roof is by far the most difficult portion of the assembly due to the height of the walls. With the portable building up, we turned our attention to the electronics package.

Dan Schenkenberger, a controller from Anchorage Tower, arrived on his snowmobile that evening.

Early the next morning, Dan and I went to the tower and began testing the equipment. We decided to stack the modules vertically next to the door to make it possible for the controller to step outside and view the runway better. We also cross-checked the radios with each other and with aircraft on the Iditarod Airforce frequency. We found that we could talk to aircraft as far away as the mouth of the big Susitna, about 40 miles down river, and Rainy Pass, 35 miles northwest. By five o'clock that evening we were confident of being able to do a bang-up job come Saturday morning. We called it a day and went back to the cabin where we were joined by **John Craft**, manager; **John Little**, area supervisor; and **Allen Hoffman**, ATCS-T, all from Merrill Tower.

Sometime during the night, clouds moved in from the east, and by the



time we opened the tower it had begun to snow. As it continued to snow throughout the day, we saw only a little over 20 aircraft by close of business. Kevin, of Skwentna airport maintenance, was out almost the whole night pushing snow and cleaning up the field in anticipation of a busy Sunday. By morning we were very glad that Kevin had done such a thorough job. We were awakened by the sound of aircraft in the pattern over our cabin at about six o'clock in the morning. Our hopes for a busy day were realized beyond our wildest dreams. Within 20 minutes of opening, we had surpassed the previous day's count, and by noon our total traffic count had exceeded the previous year's count.

We had two ramps this year and used them both. We tried to keep several spots open for air taxi operators, but at times this was difficult or impossible due to the number of aircraft on the field. At any given time we would have 30 or more aircraft parked outside of the runway lights, sometimes on both sides of the runway. When this happened we would occasionally have to run out to the runway to verify that it was clear of aircraft so the next could land.

Our traffic flow required arrivals to go to runway 24 so we could see them and establish the sequence as they entered the downwind leg. Visibility was hindered by tall trees surrounding the airport and 15-foot snow berms enclosing the runway and ramps. We also ran into difficulty with aircraft that were not sure of their position. By the time we closed up shop that night, we had worked 415 airport operations with numerous overflights through the ATA.

Monday, our last day open, brought only around 50 operations, most of which took place prior to noon. By close of business that evening, we were ready to start packing. Dan had already left in order to be back to Anchorage for work the next morning, as had John Craft. Allen left shortly after closing, flying in his own aircraft back to town. The two of us left began disassembly of the electronics package.

Tuesday morning the AF people arrived, and the five of us

disassembled the remainder of the tower and transported it with the electronics package to the ramp for loading. At around one o'clock that afternoon, we packed the equipment aboard the Skyvan, our job done.

During the week, five controllers and three AF personnel had transported, assembled, and utilized a state-of-the-art portable control tower under less than perfect conditions. This was done in response to a request made by the Iditarod Race Committee and in the pursuit of aviation safety. The lack of taxiways and poor visibility caused by 15-foot snow berms surrounding the ramps and runway combined with the high volume of traffic present on Sunday would have greatly increased the possibility of collisions had the tower not been there.



Air Traffic Can Now "Fly-A-Way"

by Ray Ballentyne

Since 1989, the Alaskan Region has actively pursued a regionally owned portable communications station which can be quickly assembled to establish a temporary tower or flight service station.

This project, dubbed the "Fly-a-way," was completed and demonstrated in July 1992 at Lake Hood Seaplane Base. Mary Soha and Don Hall of Anchorage TRACON used the portable equipment to control Lake Hood traffic, communicate with Anchorage Tower, and conduct radio tests.

The communications station has two full operating positions with UHF/VHF radio equipment, wind and altimeter information, VHF and FM hand-held transceivers, clock, light gun, binoculars, and an external antenna tripod. The equipment is capable of operating on stand-alone battery, 12-volt battery, or 110V outlet power. It is also equipped with its own engine generator. The four operations and support modules weigh 70 pound each and are designed to fit in a small airplane for maximum portability.

A companion project was a portable structure for the communications station and personnel. This Bally Building is approximately 10 feet long, 10 feet wide, and 8 1/2 feet high with windows on all sides. It is made of panels with 2 inches of insulation that quickly interlock with each other without nuts or bolts. The building breaks down to 4 foot by 8 1/2 foot sections and weighs 1,800 pounds.

These two projects provide, for the first time, the equipment and shelter necessary for the Air Traffic Division to quickly respond to all ATC exigencies anywhere in the region regardless of the season or weather.

The Real McCoy

Uncovering 'Star Trek' Trivia

*I*t's not often that FAAers can claim their jobs take them "to strange new worlds...where no one has gone before."

That's what happened recently when the Office of Public Affairs in Washington received a request from Joel Engel. A biographer, Engel is currently writing a book on the late Gene Rodenberry, author of science fiction novels and creator of the "Star Trek" television series.

In his research, Engel discovered that Rodenberry was a Pan Am pilot during the 1940's and was involved in a crash in the Syrian desert. Since details of the incident were sketchy and news reports were scarce, Engel asked the FAA to find out more.

After searching through files, a 1948 crash report was located with some interesting information for the upcoming book.

According to the report, the aircraft involved in the crash was a

Lockheed Constellation. The spacecraft used in "Star Trek" was a constellation-class starship.

The captain during the leg of the flight when the plane went down was Joseph Hart. The report made no reference to Rodenberry, but Engel determined that Rodenberry traded pilot duties with Hart, and Rodenberry was a passenger at the time of the crash.

While James Kirk was the fictional starship captain, the character's original name in the script was Hart.

The first officer of the ill-fated Pan Am flight was named McCoy, the same last name Rodenberry gave to the starship's medical officer who was affectionately nick-named "Bones."

"Trekkies," as fans of the TV series are called, may be disappointed to find out that the flight attendants names were not Spock or Scottie.



Technical Women's Organization Annual Training Conference

by Bernadine Molen
Communications Manager
Salt Lake City NADIN

*M*ark your calendar for the week of June 21-25, 1993, and head for Denver, Colorado, to attend this year's most exciting event: the Sixth Annual Technical Women's Organization (TWO) Training Conference. The theme of this year's conference is "Moving in TWO the 21st Century" and the conference planners are just "TWO" excited about the program.

The FAA is poised at the brink of a new era in aviation with major changes in equipment, work force, and leadership all around. The TWO is ready and eager to be at the forefront of these changes. The focus of our conference this year will be to prepare the membership of the organization for their role in the future of the FAA.

Acting Administrator Joe Del Balzo, Arnold Aquilano, AAF-1, Dorothy Berry, AHR-2, and Fred Isaac, ANM-1, are a few of the many top level presenters who will be at the conference. They will be addressing the vision, strategy, and plans for how we transition into the next century. One day will be devoted to the breakthroughs and bruises associated with the construction of the new Denver airport and will culminate with a tour of this fabulous facility.

TWO is an organization for all technical women in the FAA and offers the opportunity to network and mentor with women who share common interests and concerns within the FAA. The conference is open to everyone. For more information, contact Nancy Holston at (303) 286-5503.



Diversity — A Basque's Point Of View —

Getting Hip With HEP

by Sandra Paxton, AAL-la

Last summer, I attended a special Regional Management Team (RMT) 3-day diversity training session which made me aware of the many cultures that are represented within our Region's work force. I came away with a desire to learn more about my roots.

The training came at a good time for me, as I was due to attend a family reunion in Florida in August. One of my uncles has spent the last 2 years gathering information about my Basque and Cuban ancestors for a book he's writing.

It was interesting for me to learn about my heritage and to see names dating back to the 1400's. In fact, Mayra Faza-Joy, AAL-42B, and I have been comparing notes and have learned we are both from Florida and are cousins by marriage!

I learned many things about others and myself last summer. One of the most important things I learned is that each of us is different — with important qualities, gifts, and talents to offer. At first the thought of being "different" really bothered me. To me, "different" meant wearing another label.

Then a funny thing happened as I left our first day of diversity training. I found myself being drawn into an Arby's restaurant for the first time in well over a year. This may not seem unusual except that in my mind I was planning to go to Carrs on Muldoon for a salad! The next thing I knew, I was looking at an Arby's cup with the words "DIFFERENT IS GOOD" printed on the side. I thought to myself, "I AM DIFFERENT. DIFFERENT IS GOOD!"

All of this has left me with a thirst for knowledge about my own heritage and a desire to share cultural information with others. That is why in January I volunteered to be and was appointed as the Hispanic Employment Program (HEP) Manager for the Region.

The Hispanic Employment Program was established in 1972 under the authority of Executive Order 11478 and FAA Order 1400.8 to operate as an integral part of the total EEO program. Some of the program goals include:

- Establishing and maintaining positive outreach efforts to recruit Hispanics.
- Encouraging and assisting Hispanic employees and applicants to achieve highest career potential.
- Liaison with community organizations, schools, and universities in an effort to develop agency-related programs which will enhance opportunities for employment of Hispanics.
- Working with supervisors and managers to enhance opportunities for Hispanic employees.
- Publicizing successful achievements of Hispanics in aviation-related activities.

Last September, several of us worked with the Civil Rights Office to celebrate Hispanic Heritage Month. This year we hope to once again share information on our traditions and customs. Plans are under way for activities in September, National Hispanic Heritage Month.

Some of the current members of our committee include:

Norma Bonewitz, AAL-14B
Ana Dunbar, AAL-4D
Erniestine Fleece, AAL-16
Mayra Faza-Joy, AAL-42B
Engracia Limon, AAL-10a

In an effort to accomplish our goals, I am establishing a committee to work with me. If you are interested in the program and/or being part of the committee, please contact me at 271-5645.

II
DIFFERENT
IS GOOD
II

Winged Raincheck Awards



Thirteen staff members from Flight Safety Alaska were honored at a recent ceremony for their excellence in preparing as flight instructors and accident prevention counselors. Dubbed the, "Winged Raincheck Awards" by Anne Wilbur, owner of the firm, the ceremony recognized extra effort by the staff to provide quality instruction in aviation safety. Among those receiving awards were James Alexander, Jerry Nunnally, Anne Wilbur, Alden Mowry, Jeff Tibbits, Andrea Armstrong, Mike Watson, Ken Julian, Richard Morrison, Roger Brophy, Dennis Safranek, and Joe Wilbur, president of the firm.



Tom Stuckey, right, and Jacqueline Smith, regional administrator, center, present Anne Wilbur with an award for her work in promoting aviation safety.



Flight Standards Feats

First Annual Awards Program Recognizes 24 Employees

In its first annual awards program, Flights Standards honored 24 of its employees nationwide.

The newly implemented program reinforces the Flight Standards strategic plan, which stresses the importance of "people" in the organization.

The National Flight Standards Recognition System is designed to give employees the opportunity to nominate their peers, subordinates, supervisors, or managers for national laurels. This year's awards program served as the prototype for the new system.

Flight Standards employees across the country nominated coworkers in specific award categories. The nominations were then screened at the local level, resulting in 367 nominations being forwarded for regional consideration. Of those, 88 were sent to the national selection committee, made up entirely of nonsupervisory employees.

Flight Standards also recognized the dedication of the regional program coordinators, who were also nonsupervisory. In addition to training local and regional selection committee members, they managed the program and successfully implemented it.

They are: Nancy Risso, New England; Bob Ritter, Great Lakes; Carmen Dunn, Northwest Mountain; Jane Ryan, Alaskan; Dianne Miller, Eastern; Barry McCoy, Western Pacific; Charles Winkenwerder, Central; Chelle Brisco, Southern; Doug Dalby, Southwest; and Ted DeWeese, Headquarters.

Twenty four national winners will be recognized at an awards ceremony next month. Named in their respective categories are:

Manager of the Year

Clark Schadle
Southern Region Headquarters

Supervisor of the Year

Charles Smith
Miami Flight Standards District Office

Field Inspector of the Year

Robert Watson
Atlanta Flight Standards District Office

✈ Staff Employee of the Year

Steve Maddox
Alaskan Region Headquarters

Administrative Employee of the Year

Raquel McCormick
Miami Flight Standards District Office

Distinguished Service

Carol Prosperini
Springfield Flight Standards District Office
Linda Johnson
Northwest Mountain Region Headquarters

Excellence in Public Awareness

Larry Williams
Nashville Flight Standards District Office

Excellence in Human Relations

Melanie Jo Johns
Pittsburgh Flight Standards District Office

Mentor of the Year

James Edwards
Washington Headquarters

Innovations in Cultural Diversity

Vicki Schubert
Denver Flight Standards District Office

✈ Mission Possible Award

Team of:
John Gamble
Robert Shepherd
Fairbanks Flight Standards District Office

Good Friend

Ken Watters
Private Airman
Seattle, WA



✈ Steve Maddox

✈ [Picture of John Gamble and Robert Shepherd not available]

Barrier Breaker Award

Team of:
Keeton Zachary
Krissy Kay
Sarah Perotka-Moye
Philip Hoy
Errol Van Eaton
Dennis Franks
Gail Rogers
Seattle Flight Standards District Office

Visionary Award

Team of:
Eldon Beavers
Pamela McNabb
Washington Headquarters

Strategic Management Award

Nicholas Sabatini
Eastern Region Headquarters

Civilair Ties FAAers Together (continued from front page)

Alexander said. "Over the last couple years, we've had about \$1500 to give out for scholarships. We always have one big raffle at the end of the year to raise most of the scholarship money." This year, the club will sponsor approximately four scholarships

The club also raises money to support annual events and purchase trophies for the softball and golf tournaments. "The main source of income for us is the merchandise sales like the jackets, hats, pins with the FAA logos on them, and Fur Rendezvous items. The other source is the sale of Northern Lights coupon books. We make \$10 per book and that money also goes into our scholarship fund."

Alexander emphasized the great attendance at Civilair Club functions and theorized about the main reason why people join the Civilair Club, "I think it's basically the fellowship - getting to know people that

you would normally see during the workday. Getting to know people on a social basis means you find out more about them and when you have fun with people off the job, it sometimes helps on the job."

FAA retiree **John Bassler** came to Alaska in 1947 to establish some of Alaska's first Federal airways. A young and single aircraft communicator, he was a prime candidate for the Civil Aeronautics Administration to send to Middleton Island, Alaska. Middleton Island is 80 miles south of the town of Cordova. "I was one of five people on the windswept 'Bachelor Island'," Bassler says with a chuckle.

In those early years of the CAA in Alaska, Bassler was stationed at various remote locations throughout the state and depended on the Civilair Club functions to connect him with other people in similar circumstances. "At FAA, we were made to feel like we were part of a family. This harkens back to the time when you lived in the Bush - when you lived and worked together. I suspect it was the same in Anchorage because it was a much smaller community than it is now." In 1958, Bassler and his family moved to Anchorage. At that time, the



Monte Carlo



1966 picnic



birth of statehood, the Civilair Club was one of the largest social organizations in town.

Even though he has retired from the FAA, Bassler still attends Civilair Club functions, his favorite being the Retiree's Picnic. "At some companies, they tell you good-bye and never see or hear from you again. But at the FAA, the annual picnic is an opportunity for all the retirees to come out of the woodwork, check up on their old friends and talk about where they've been traveling," he said. Bassler said he looks forward to the briefing which occurs the day before the picnic. "Each division representative gives a summary of what he or she has been doing for the past year and the division's accomplishments. To keep things light-hearted and social, they have refreshments and have us introduce ourselves. We tell where we worked and what we've been up to over the last year," he said.

Bassler reflected on his experiences from past picnics, "There's all kinds of activities up there for the young and old. Often, they've had kids games where they'll hide coins in a bale of hay. You could rent a boat, swim in the lake, or participate in various contests. I also like the excellent potluck-style meal where the current employees all bring something to eat and the retirees eat for free. Sometimes my children would go in a boat or play softball. I usually buy chances in a raffle or fundraiser."

Vicki Suboski has been with the FAA since 1963. After working at the agency a few years, she became involved with the Civilair Club as a way to meet new people and include her young family in social functions. She recounted her favorite Civilair Club events, "At first, it was the children's Christmas party. This was a big event for me since I had a small son. We would go to the party every year. My son grew up with the Civilair Club."

Suboski said even though club membership has declined over the years as Anchorage

expanded and employees' interests became more diversified, the Retiree's Picnic still has the largest turnout of FAA employees of all the club's annual events. "Aside from the fact it's the best time of year to have a picnic, it's when most folks who are retired come up here, and we try to have them come every year."

Family & Retirees Picnic

National Bank of Alaska

Picnic Grounds

Eklutna Village

Saturday, June 26, 1993

12:00 noon

(Free to retirees)

Map on page 16

Retirees Reunion

Friday, June 25, 1993

Third Floor

Executive Conference Room

Anchorage Federal Building

9:00 a.m.

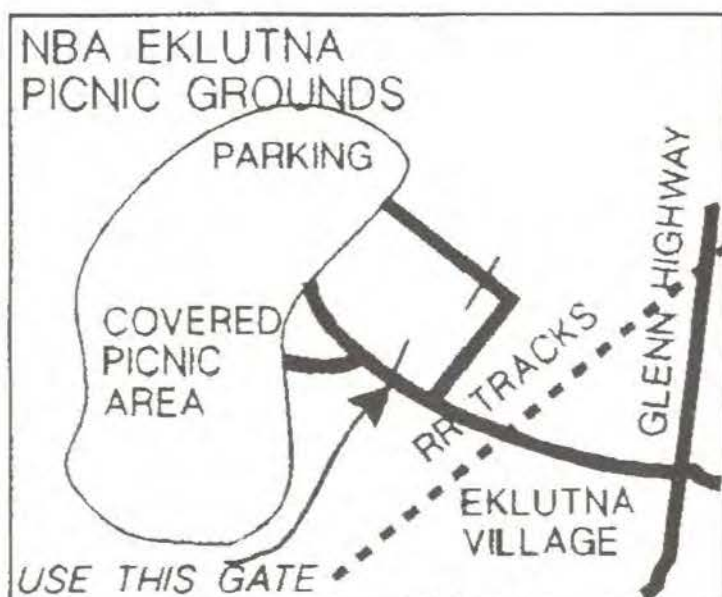
A 30-year employee, Suboski attends the picnic because it is the only time she can visit with former co-workers. "After you've been with an agency for a certain number of years, it's so great to see the retirees at the picnic." Suboski would like new FAA employees to join the club because she thinks only positive things come out of knowing and befriending one's colleagues. Suboski said that now is an especially good time to become involved with the Civilair Club due to the fact that certain divisions within the Federal Building are relocating. "As we spread out more and more in this building and the annex, we're going to have more scattering of people. Hopefully, it won't promote the isolation of co-workers. The Civilair Club is a great way to bring folks together. It also gives us the chance to mingle with the Anchorage field office folks. I'm a firm believer in it."



Civilair Club Family and Retirees Picnic

NBA Eklutna Picnic Grounds

June 26, 1993



Take Glenn Hiway north to the Eklutna Exit.

Turn Left & drive past the Eklutna Indian Village (cemetary).

Keep going straight through to the picnic grounds.

