



U.S. Department
of Transportation

**Federal Aviation
Administration**

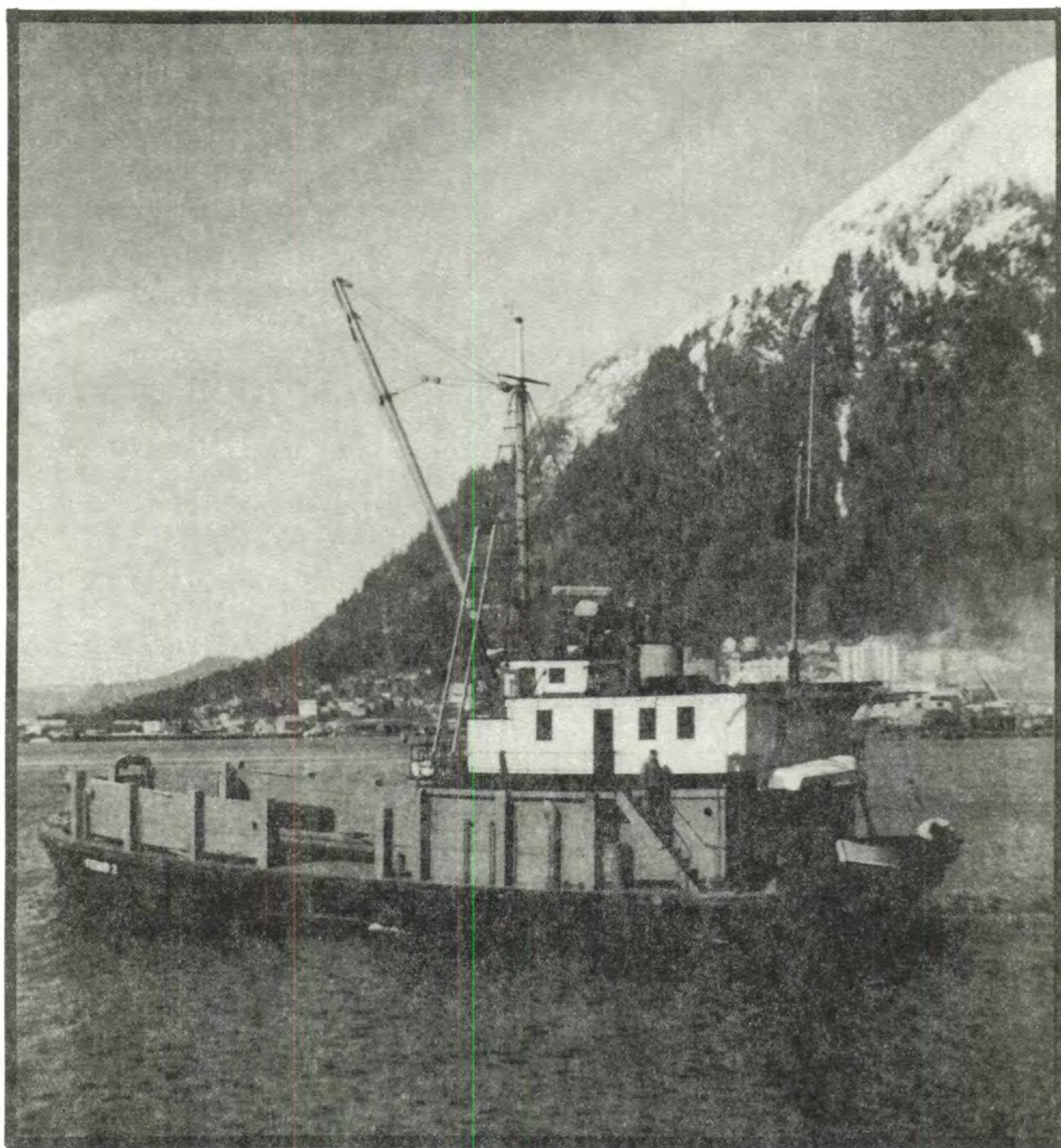
intercom:

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

May 24, 1985

85-11

The way it was



Softball fever!

Do you like to play in the Alaskan fresh air in the summer, as well as having fun with other FAA personnel? If so, here is your chance.

Anyone in the Anchorage area interested in participating in an FAA softball team, please contact Paul Steucke, AAL-5, 271-5296. The team would be playing against teams from other federal agencies. Right now it is anticipated that there would be one game a week.

If you are interested in being the "big cheese" (coach) of the team, also contact Paul.



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

In memorium

There is an empty spot on the dock at the Juneau small boat harbor and in the heart of many Alaskans with the recent loss of Gordon Meyer who passed away April 27.

His knowledge of CAA/FAA stations and equipment was unsurpassed and his FedAir (name of boat he skippered) crew was always a most welcome sight to every Southeast Alaskan remote repeater station dating back to the World War II days. The FedAir crew delivered freight as well as maintenance crews who worked on the equipment at the FAA facilities.

His entire career was spent traveling the waters to Southeast Alaska. First with the Coast Guard, then as skipper of one of several CAA/FAA boats which serviced FAA's facilities (see cover photo), and after his retirement in 1980 with his personal boat.

In addition to today's stations such as Level, Sisters and Biorka, facilities no longer in existence like Duncan, Narrow Point, Sunset Cove and Angoon were regular stops on his schedule.

Meyer had that very special talent and willingness to share which left its mark on everyone who had the good fortune to know him. He will be missed but never forgotten.

YOU CAN'T
BUILD UP
A
REPUTATION
ON WHAT
YOU ARE
GOING
TO DO.

Tom Hunt-AF manager

From electronics technician in the Eastern Region to his new position as manager of the Airway Facilities Division in the Alaskan Region, Tom Hunt has made his mark on FAA over the past 30 years.



Hunt, who took over the manager's position when Al Bruck retired on April 26, 1985, began his FAA career in 1955 when the agency was known as Civil Aeronautics Administration.

He has spent the majority of those years on the east coast working in the District Office of the Eastern Region in Philadelphia as a technician, a technical inspector, resident engineer and eventually the sector manager.

Hunt then moved on to the Technical Center in New Jersey as a design engineer. Staying in the east, Hunt went to work in Washington, D.C. in 1962 where he remained until 1979. During this time he was, among other things, chief, AF Evaluation Staff and chief, AF-100 Program Division. In 1979 Hunt transferred from the east coast to Guam as the FAA resident director. He then went back to D.C. as chief, Administration for Development and Logistics, evaluation staff, before departing for Alaska in 1982 as assistant chief, AAL-401.

He has been the originator of many successful FAA programs throughout his career. A couple of firsts was the Equipment Failure Reporting/Analysis

Program and the Airway Facilities Career Planning/Development Handbook. The handbook he wrote was the forerunner for career handbooks in Airway Facilities throughout all the regions.

Hunt said he was most proud of the Airway Facilities Cooperative Engineering Development Program which he was very instrumental in starting. The program, which has affected over 100 people, gives technicians in airway facilities an opportunity to move from technician to an engineering position if they obtain two years of college on their own.

Hunt has also been very involved in national programs. Before taking over as division manager Hunt was either on a steering committee, a chairman or co-chairman for six national programs which had him going back to Washington, D.C. about every six weeks. He said he will keep ties with only one of the programs now and that is the F&E Contracting Plan.

Hunt, born in Wichita, Kansas, moved to the east coast in 1940. After six years of military duty he became a member of the FAA family.

His personal family includes his wife, Linda, six children and seven grandchildren. Besides work and his family, Hunt also enjoys experimenting with computers.

Hunt attended Drexel Institute of Technology in Philadelphia where he earned three years of engineering credits. He also has three years of credits in Business and Public Administration from the University of Maryland.

"An essential element of good management is delegating responsibility, authority and accountability to the lowest practical level," said Hunt, and he said that is how he plans on managing the Airway Facilities Division.

Word from Dave Hearn

The following letter, dated May 2, is from Jeanne and Dave Hearn. Both were injured, Dave critically, in a head-on car accident on March 5, 1985. Dave received severe head and chest injuries along with a broken neck and jaw. He works at the Anchorage Air Route Traffic Control Center.

"Hi everyone,

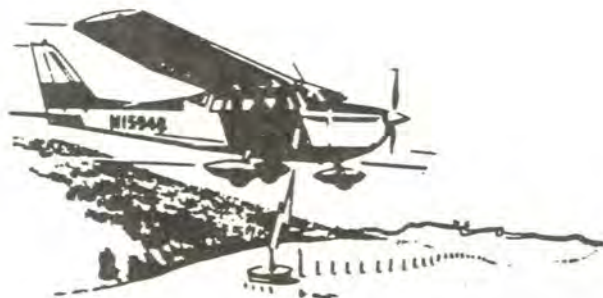
We made it to Denver. David had a bad trip; he stayed awake the whole time with a high fever and sick to his stomach coming into Denver.

But we have some good news. They took him into surgery today to look down his throat and his vocal cords are not damaged which means he will be able to talk and eat eventually. Also found out he has a broken jaw and they were hoping to repair it today, but will have to wait until his halo cast comes off which will be awhile.

We are very happy with the hospital. Physical therapy says he has a lot of muscles left to work with so things are looking up. The day after we got here they had him in a wheelchair in front of an open door - he loved it. Tomorrow they are letting me take him outside with all his equipment. It was 93 degrees today so he will really enjoy it!!!"

Editor's note: The Anchorage Center Employee Club has started a trust fund for Dave, and donations can be sent to the Anchorage ARTCC Employee Club, ATTN: Don Joy, 5400 Davis Highway, Anchorage, Alaska 99506. Checks should be made payable to Dave Hearn trust fund.

If you would like to write to Dave, his address is Dave Hearn, Swedish Memorial, Room 412 B, 3425 South Clarkson, Englewood, Colorado 80110.



Team flight assist

On the evening of January 31, 1985, air traffic control specialists Wendell Wassmann, Tim Ryan and Dan Schenkenberger of the Nome Flight Service Station teamed up to assist a lost Cessna 207 which was unable to land at Nome due to fog.

Rapidly deteriorating weather at Nome, Alaska, made a landing there impossible. After efforts to assist the aircraft were made by Wassmann, the pilot made contact with the Anchorage Center for a clearance to VFR on top; however, the pilot was unable to climb due to heavy icing. The pilot reported his altitude and visibility as 100 feet. The specialists were unable to use direction finding because the aircraft was too low, and the pilot was unable to receive any of the NAVAIDS.

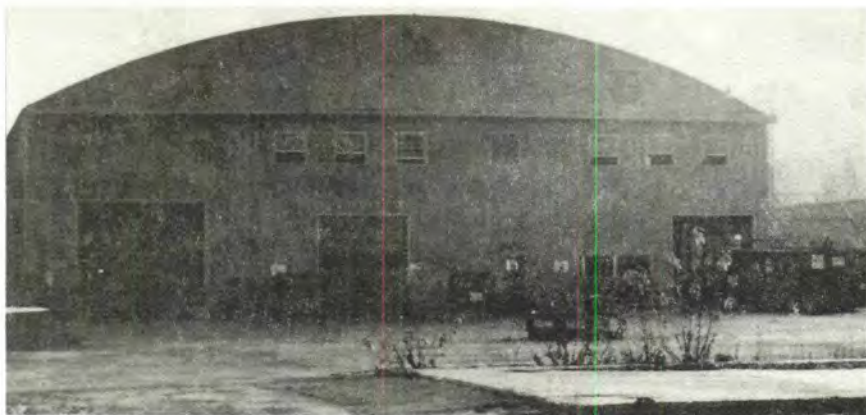
Specialist Wassmann established contact with another aircraft whose pilot volunteered to relay information. After an hour's assistance, the pilot of the lost C207 reported through the relay aircraft that he sighted land and a reindeer corral not shown on the charts. A call was made to specialist Ryan, a long-time resident of the Nome/Unalakleet area, at his home. Ryan advised specialist Schenkenberger of the corral's location and its relation to St. Michael. With this information, the pilot landed safely at St. Michael.

Congratulations to each of you for a job well done.

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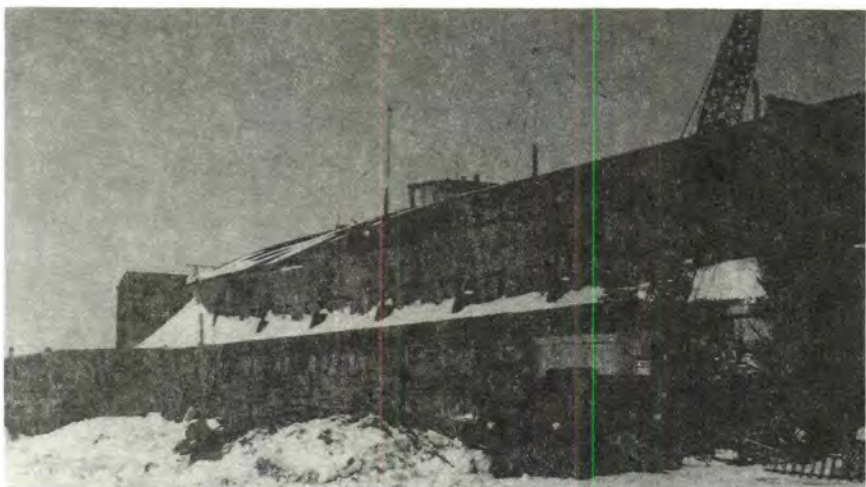
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Two old "FAA hangars" were recently torn down. The hangar in the picture above was located at Merrill Field. In the 1950s this building served as the "depot or logistics complex." The depot (not the hangar) was moved to Seattle in a "cost saving - efficiency" effort; and later still, reinstituted in Anchorage at the present site, Anchorage International Airport. Subsequently, the hangar became an airway facilities maintenance base where heavy equipment was brought in from the field and overhauled. The day after this picture was taken the building was demolished to make way for airport improvements at Merrill Field. That happened in December 1984.



Area supervisor Herb Hinman (left), Nome FSS, presents air traffic control specialist Wendell Wassmann a Letter of Commendation for his professional efforts and accomplishments in compiling course data and presenting the Pilot Weather Briefing II Course recently held in Anchorage. Thanks for a job well done.



The 42 year old Birchwood hangar on the Nome Airport was pulled down Friday, March 29. Four dozers anchored in a ditch north of the ramp used winches and cables to collapse the rotting wood structure. Some of the timbers are being salvaged and the rest burned in a hole west of the ramp. The old hangar, built by the military forces in 1943, was the last remaining landmark on the airport of the war era. Two other wood hangars north of the runways were demolished last summer. There are no immediate plans for reconstruction in the area, and the approach end of Runway 02 is now visible from the FSS cab.



Evaluation proficiency developmental specialist Robert (Bob) Daymude (right), Merrill Tower, receives a "going away" plaque from manager Ron Barnes. Bob retired April 25 after 33 years of federal service. Congratulations, Bob.

HAI and EAC merge into new company

In April 1985, Human Affairs, Inc. (HAI), FAA's contractor, merged with a former EAP contractor, Employee Assistance Consultants (EAC) of Alaska. The merger resulted in a name change, new offices and an increase in credentialed counselors with extensive expertise in all areas of counseling. The company is now called Human Affairs of Alaska (HAA), located at 341 West Tudor Road, Suite 206, Anchorage. The phone number remains the same, 562-0794.

Any FAA employee and/or dependents are eligible to receive free assessment and referral counseling services under this program. Professional counselors are available to help you or your family member during any crisis, 24 hours a day, seven days a week. During non-crisis situations all one need do is pick up the phone and call HAA for an appointment during normal business hours, 8 a.m.-6 p.m., Monday through Friday. Questions about program services? Contact HAA directly or Ernie Fleece, EAP Coordinator, 271-5367.

EAP has helped many employees

In order to acquaint employees with services provided, we will run a series of articles written by employees who have used this program to assist them deal with life's problems. These employees voluntarily let it be known that they had used the service. The Agency in no way attempts to learn the identity of employees using the program. Communications with HAA counselors are strictly confidential. No employee and/or dependent need be concerned that Agency personnel will become involved.

This first article was written by a manager with many years of service and used to having complete charge of his/her life at work and at home.



Employee Assistance Program

What happened to this individual was a personal realization that he/she was no longer in control. All of a sudden the answers to life's problems weren't there. The following is this individual's personal crisis.

**"Never before had I experienced
such a helpless feeling."**

I've always handled my own problems by myself with little help from others. I never needed anybody to "help me," - that is up until two years ago.

One afternoon, without warning, I found myself in a state of depression never before experienced. I had run out of ideas to solve my problems. In fact, I became even more depressed when I was unable to even identify my problems. Never before had I experienced such a helpless feeling. My mind just wouldn't function. I was frightened because I was no longer in control.

I reached for the phone and called the Employee Assistance Program contractor. My voice was breaking and I was having difficulty talking. With much effort I finally conveyed that I needed help - "NOW!"

Just making the call and setting up the appointment was enough to help me regain control of myself. Within 24 hours I met with a counselor and in one hour I received the help I needed.

I'm thankful the Employee Assistance Program was available because I don't know what I would have done without it. It only took one phone call and one hour but it was enough to help me "get back on track."

EAP can be there for you...

This employee knows that reaching out for help doesn't mean you have failed. It simply means that at some point in our life we are faced with

situations that overwhelm us. It is during these stressful, confusing times when our inner resources are drained that we must reach out for help. When you reach this crisis point - or better yet, before you reach it, help yourself or your family by reaching out. Your employee assistance program is there to help you.



Cunningham speaks on savings bonds

Frank Cunningham, Director, opened the 1985 kickoff for the U.S. Savings Bond Drive with comments regarding the "attractive reasons for participating in the U.S. Savings Bond Program."

One of these features is the competitive market-based rates. Cunningham said the exact rate is set every six months based on market yields of the treasury securities.

Another reason for buying bonds is the guaranteed minimum yield. The very least a person's savings could earn when held for five years would be the guaranteed 7.5%, and even at that minimum rate, the amount set aside would double every 10 years.

Other positive features include exemption from state and local income taxes, federal tax deferral, and free replacement of bonds that are lost, stolen or destroyed.

"I trust each of you will give serious consideration to all the advantages and disadvantages (of buying savings bonds) as they apply to you and your family," said Cunningham.

Around the region

Air traffic facilities in the Alaskan Region provided emergency service to 11 pilots during April 1985. This averages a flight assist every three days. Good work, folks.

Herb Shannon, newly selected operations unit supervisor for Fairbanks Flight Standards District Office (FSDO), reported to duty on April 29. He transferred from the Des Moines, Iowa, FSDO. He has previously served a tour at the Fairbanks FSDO from 1967 to 1974. Welcome back, Herb.

Congratulations to Karla Shaw on her recent selection to Supervisory Contract Specialist, Construction and Services section of the Procurement Branch. More congratulations to Marie Johnson and Marylyn Alfsen on their promotion to Contract Specialist positions.

Air traffic control specialist Warren Thompson, Kotzebue Flight Service Station, was the first person outside the Kikiktagruk Inupiat Corporation to receive an award from the organization. He was honored for his many years of service given to search and rescue missions throughout the NANA Region. Thompson has spent countless hours organizing and working search and rescue missions. Congratulations, Warren.

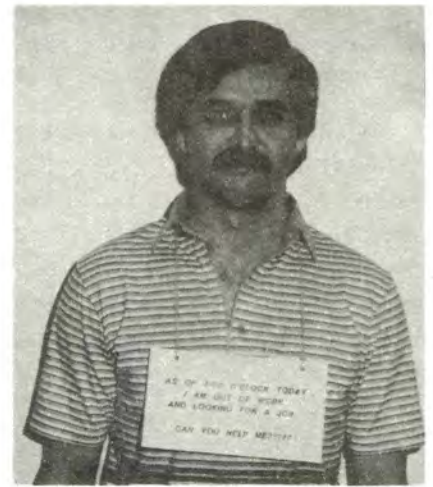
As of May 1, the Juneau, Kenai, Bethel and Merrill air traffic control towers changed to their extended hours of operation for the summer.

Have a good day!

When the Office Services Section was contracted out, the people who had worked in supply and the mailroom either found another job within FAA, retired, or in the case of one individual, went looking for a job outside the agency. A cake and coffee was given in honor of these men and women for all the work they did for the entire Alaskan Region.



From left to right in the picture above are Mike Rearick, the person looking for a job; Joe Fadaoff, now working in Airway Facilities; Fred Nunley, also working in Airway Facilities; Larry Rodger, Logistics Support Complex; and Joe Roush, now working in procurement. Anna Petrishak was not able to attend the celebration, but is later pictured on this page.



Mike Rearick, AAL-52C1, wears his job status during the celebration. As a temporary employee he had no where to go within the agency and so, as the sign says, was out of work. Good luck in your search for a new job, Mike.



Joe Roush (right) receives an Outstanding Performance Award from Larry Rodger.



Anna Petrishak taking care of business at her desk in the supply room and receiving her retirement plaque for almost 30 years of service from Director Frank Cunningham.





The Juneau Flight Standards District Office, Tower and Flight Service Station participated in a careers day on April 24, 1985, at the Juneau High School. John Tamplin (right), FSDO; Tom Meisner (left), Juneau Tower; and Jerry Dunn (not pictured), Juneau FSS, made career presentations to approximately 80 students regarding career opportunities in aviation and FAA. One of the students who participated is shown in the picture.



Supervisory electronics technician John Scrivner (right in the three pictures above) presents Letters of Commendation from manager Bobby Pedigo to electronic technicians William Herbert, Ann Spannagel and Charles Gardner, Barrow/Deadhorse Central Maintenance Facility, for their contributions to the team effort of improving facility performance, site condition and appearance of North Slope facilities in Barrow and Deadhorse.



Gary Christiansen, procedures and airspace specialist, AAL-537, receives a "suitcase cake" from the air traffic division on his departure from Alaska to the regional office in the New England Region, which is located in Massachusetts. He will continue to work in the air traffic division.



Area supervisor Sylvia Caldwell, Bethel FSS, presents Bob Drewes a Special Achievement Award for an outstanding performance.



Sam Shelton (right), air traffic control specialist, Anchorage ARTCC, receives an Outstanding Performance Rating with a Quality Within Grade from his supervisor Bob Paxton.

A new hotline

FAA is establishing a new, confidential safety hotline designed to increase reporting of airline safety violations and false recordkeeping.

Plans for the new hotline were announced by Transportation Secretary Elizabeth Hanford Dole in an April 24 speech to the Regional Airline Association. The Secretary also said the Department is considering proposed legislation to stiffen penalties on parties who knowingly falsify airline safety records.

According to the Secretary, the new hotline "will permit those with knowledge of false recordkeeping or other unreported violations to alert federal officials without fear of recrimination. Hotline reports of violations will be cross-checked and verified to insure accuracy before action is taken."

The verification of these reports will be done by FAA's Office of Aviation Safety.

Also, Secretary Dole noted that as part of FAA's stepped up safety surveillance program, the agency has increased the frequency of unannounced airline inspections this year and placed greater emphasis on operational and maintenance practices with less reliance on airline records.

Washington Report

FAA mission - unified approach

Administrator Donald Engen has incorporated his "One FAA" theme into a new FAA Policy Statement (Order 1000.1A) stressing the need for a unified approach in carrying out the FAA mission.

Signed by the Administrator on April 12, it represents the first update of this policy statement in 20 years and reflects the many changes that have occurred in aviation and FAA during that period. Individual chapters cover such agency responsibilities as promoting aviation safety, supporting national security and achieving efficient airspace use, as well as the management of internal programs such as human resources, EEO, and procurement.

In his foreword to the new statement, the Administrator said, "All levels of management are requested to become thoroughly familiar with this order. Every attempt has been made to provide meaningful guidance covering a broad range of functions. Undoubtedly, however, individual issues will arise from time to time requiring individual decisions. This should be the exception, not the rule."

Washington Report

Near midair collisions up

The need for continual pilot vigilance in the air has been emphasized again by Administrator Engen in releasing statistics that show a 44 percent increase in Near Midair Collisions (NMAC) during the first three months of 1985, over the same period last year.

Engen noted, "The FAA is providing this information on NMAC statistics so that all concerned will exercise increased judgment during the spring and summer when historically such incidents occur with more frequency. The see-and-be-seen concept is a critical element of flying, and the release of this kind of information serves a useful purpose in making all pilots more aware of the environment around them."

Washington Report

Aviation education conference highlights

Ivy Moore, AAL-5, attended the FAA regional aviation education coordinators conference in Las Vegas March 19 and 20. Eastern, Central and Southwest Regions showed videotapes of their Partnership-in-Education projects. Each coordinator reported on aviation education activities during the past year and discussed plans for the future.



Ivy Moore, FAA Alaskan Region Aviation Education Coordinator, AAL-5, along with Don Clausen and Mary Jo Knouff, two FAA Washington Headquarters aviation education staff members.

Highlights of Alaskan Region's report were the Anchorage Community College/Alaska Pacific University agreement for a two-plus-two degree in Aviation Management (a culmination of nine years of effort by Jim Hughes, AAL-17, and Mike Pannone, retired air traffic controller); and the cooperative aviation program between Anchorage Community College and the Anchorage School District whereby high school students use ACC facilities and gain college credit (a result of recommendations by the Aviation-Business Advisory Committee with FAA members Ron Barnes, Merrill Tower; Terry Alexander, AAL-535; and John Michaelis, FSDO-63).

The FAA meeting was followed by the National Congress on Aviation and Space Education which was sponsored by FAA, Civil Air Patrol, NASA, and the National Air and Space Museum. FAA Administrator Donald D. Engen was the final congress speaker. He emphasized FAA's commitment to sharing the burden of education. Attendance at the congress was 1,099 educators.

Alaskans hit the Denver ski slopes

Four of the Alaskan Region's personnel headed for the Denver Ski Club's Steamboat Spring Festival in February to participate in ski races, barbecues, beer/wine/cheese parties and whatever else they could find to do. There were approximately 50 FAA people from all over the nation at the festival.

The Alaskan team, consisting of from left to right, John Schommer, resource program control officer, AAL-511; Connie Cloud, air traffic control specialist, Bethel FSS; Ted Williams, air traffic control specialist, Anchorage Tower; and Dan Schenkenberger, air traffic control specialist, Nome FSS. The team took 4th overall in the races. Schommer tied for second in individual time.



Medical notes - on the run

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

Spring is here, the days are longer, and we are seeing more people out on the run.

If you are a novice considering running as a fitness activity, you should be aware of some measures for preventing running injuries. If you are getting back into running after a winter of sedentary life style, proceed with caution and common sense.

You need to establish how much stress (from running) and what rate of increase of that stress is safe for you on an individual basis. A successful running program starts with a commitment of time to be spent on reaching a better fitness level. Decide on the amount of time you want to commit and then proceed with range of motion and leg strengthening exercises for warm-ups.

You may want to begin with a walking program for 15 minutes, progress to walking/jogging five minutes/one minute and then add another minute of jogging. Decrease the walking by one minute each day until you are jogging the whole time. Then you may want to increase your time commitment a couple of minutes each day until you have reached your time goal. Remember, you may want to alternate an easy, shorter run one day with a longer, harder workout on another day.

There are many possibilities for getting to your fitness level in a safe manner that will prevent injury. Injuries occur from overuse and from a blow or crushing incident. If an injury does occur treat it with rest, ice, ace bandage wrap, and elevation. This treatment may need to be continuous for six to eight weeks or six to eight months after the injury happens.

It behooves us to take care of athletic injuries and allow plenty of time for the healing process. If we begin running on an injury before it is completely healed we are likely to have injury on injury, which would put further limitations on our goals for fitness. Pain at the site of injury is a good indicator as to how much stress your body can withstand.

The rehabilitation of a joint or muscle injury involves strengthening exercises, starting slowly and progressing methodically and consistently. Most injuries will heal with out any restriction to range of motion or activity if this procedure is followed.

Remember, when planning your fitness program start slowly and progress consistently and keep your time commitment in mind.

One more thing - run with a companion for safety purposes.

Happy running and see you out there!



Reduce stress

- Learn to say no.
- Accept yourself as an imperfect package.
- Break the habit of feeling guilty.
- Give yourself permission to change your mind.
- Become your own best friend.
- Separate your past from your present.
- Learn to distinguish between those things you can change and those you can't change.
- Exercise.
- Laugh!

from "Northwest Mountain Intercom"

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NEW BOND INTEREST RATE EFFECTIVE MAY 1, 1985 IS 9.49%

Where can I buy Savings Bonds? During the month of May, a Savings Bond canvasser will meet with each of you to explain the merits of buying and retaining Savings Bonds and to answer your questions. Regional canvassers to include facility canvassers are:

Regional Coordinator-- Jane Ryan

AAL-1 thru 9-- Julie Lord

AAL-10--Michele Tait

AAL-31-- Mary Ann Earles

AAL-32-- Warren Sprenger

AAL-33-- Shelva Deibler

AAL-34-- Linda Goff

AAL-50-- Marie Stahl

Assistant Coordinator-- Sevard Wagenius

AAL-60-- Dottye Muhs

AAL-200-- Paul Fischer

AAL-300-- Linda Peterson

AAL-400-- Melissa Berry

AAL-500-- Lynn Johnson

AAL-600-- Carol Wilson

AAL-700-- Bob Oliver



Jack Wright (right), avionics inspector, FSDO-63, was presented his 30-year service pin by Frank Cunningham. Thanks, Jack, for your dedicated service.



Christopher J. Collinson recently received a Letter of Commendation for his excellent performance during a flight assist to N79523 on April 2, 1985, from Robert H. Harik, manager, air traffic division.



Brent Bunch, air traffic assistant, Anchorage ARTCC, receives an Outstanding Performance Rating with a Quality Within Grade from his former supervisor, Eleanor Williams.



Gary Price (right), Bethel FSS, receives his 25-year service pin from air traffic manager Robert Moore.



The Supervisor's Committee recently met in Anchorage to make preparations for the national meeting in June. Sitting from left to right are Tom Cetlinski, ZAN; Robert Turner, Anchorage FSS; Jim Gilbert, LBB Tower (national SUPCOM office); and Andy Laux, Anchorage Tower. Standing left to right are Harry Joe Brown, ZAN and past chairman; Tony Johnson, Fairbanks FSS; Wallace Tharp, Fairbanks Tower and new chairman; and Dennis Wegner, Merrill Tower.



Tom Santistevan (right), AAL-52C2, receives an Outstanding Performance Award from Larry Rodger, former manager of Office Services Section.

Letter of thanks

The following letter of thanks is from Alaskan Region Director Frank Cunningham to Mr. Bob Delaney, manager, Kenai National Wildlife Refuge, for his support regarding the aircraft accident in Soldotna, Alaska, on February 5, 1985.

"Dear Mr. Delaney:

Please accept our "thanks" for the excellent support which you and your personnel provided during the week of February 5, 1985. Not only did you provide assistance to the Federal Aviation Administration Accident Investigation Team, but to the National Transportation Safety Board (NTSB) as well. Both agencies were investigating the tragic aircraft accident that occurred at Soldotna, Alaska.

Because of your willingness and "can do" attitude in providing equipment, supplies and personnel, the FAA and NTSB investigators were able to complete their on-site investigation in a timely and thorough manner.

Please pass our appreciation on to Anne Toppa, who spent approximately 20 hours, some at night on her own time, for the excellent support. Anne made VU-graph prints for the NTSB briefings, typed personnel statements and two lengthy transcripts of air-to-ground communications from tapes provided by the Kenai Flight Service Station.

Another member of your staff we would like for you to express our appreciation to is Bob Richie. Bob arrived on the crash site soon after the accident. He provided the investigators with a hand-drawn and topographical map of the crash area. This proved to be very valuable. Bob also supervised the removal of the wreckage, and while doing so found part of a propeller which was an

important link in the investigation. You are very fortunate to have such competent individuals as part of your staff.

It is truly refreshing the way government agencies in Alaska work together during a crisis. Again I would like to say "thanks" and commend you and your staff for the excellent support and assistance which was so willingly provided."

Sincerely,

Franklin L. Cunningham
Director

MPP order signed

A new FAA Merit Promotion Program (MPP) Order was signed by Administrator Engen on April 4, 1985. The new MPP will be implemented on October 1, 1985. The intervening time will be used to train employees in the new method of rating and ranking.

The new system will measure the knowledges, skills, abilities and other characteristics (KSAOs) required by people who are selected for job vacancies. This requires: 1) identifying the KSAOs for each vacancy, and 2) evaluating the KSAOs of the employee bidding against those required by the job.

In the meantime, the "old" (current) MPP uses the "old" PER form (DOT Form 3430.1) to arrive at a reasonable evaluation of the bidder's potential for promotion. The new GPADs are good for evaluating performance on the job, but not good to measure potential. Therefore, until October 1, 1985, we must continue to use the old PER form for bidding on job vacancies.

Exceptions filed by FAA to FLRA decision

The agency has filed its exceptions to a recent Federal Labor Relations Authority (FLRA) decision that supported an American Federation of Government Employees' (AFGE) bid to hold an air traffic controller regional union election in the New England Region. This decision would allow a single regional unit to receive exclusive recognition by a union.

A second part of the decision being appealed by FAA is FLRA's approval of AFGE's move to include automation specialists in the controllers' bargaining unit.

FAA is arguing that regional units could lead to a situation that is "inconsistent with our safety mandate." Acting Chief Counsel Edmund Faberman noted that, "The air traffic system is not a piecemeal system. One facility, one region, must coordinate with another. And we contend that having different regional units could disrupt this."

Moreover, FAA emphasized that work rules, practices and safety issues are national in nature, not regional.

In addition, FAA argues that controllers and automation specialists should not be in the same bargaining unit because their jobs are too dissimilar.

Washington Report

Sinnie flies again

At the age of 97, C.R. "Sinnie" Sinclair of Grand Haven, Michigan, is something like Santa Claus. That is, he only flies once a year.

Billed as the "world's oldest active pilot" by no less a source than the Guinness Book of World Records, he turns out once a year on his birthday for an honorary flight check that preserves his place in the sun.

Sinclair's check ride this year was given by a former flight student of the Old Master who now is an FAA-certified flight examiner. The presence of another pilot on these annual flights is required because Sinclair no longer can pass a flight physical and, indeed, spends most of his time confined in a wheelchair in a nursing home.

Still, neither age nor infirmities have dimmed his love for flying. When he had completed this year's check ride he was presented with a letter of congratulations from Bonnie Merz, manager of FAA's General Aviation District Office in Grand Rapids. The letter took note of Sinclair's 70 years in aviation and said, "We offer our best wishes for good flying and hope that you continue to enjoy the experience of flight."

Washington Report

How big?





Ron Hoffman, maintenance mechanic facility, Nome, receives a Certificate of Appreciation from James Lake, regional administrator for OSHA, and a Letter of Commendation from FAA Director Frank Cunningham, for persistence in improving the Alaskan Region's safety record.



Air traffic control specialist Joe Martin, Nome FSS, (right) receives a Special Achievement Award from air traffic manager Elwin (Red) Roberts for his superior performance and outstanding professionalism.



Assistant manager for technical support Forrest Barber presents Brenda Koch, secretary (typing), NA-AFS, with a Letter of Appreciation from Ken Smith, Civil Rights officer, for her assistance with the "Prevention of Sexual Harassment" orientation.



John A. Ferguson (left), technician-in-depth, NA-AFS, was presented a Special Achievement Award by Forrest Barber, assistant manager for technical support, for his work in restoring the Barrow glide slope.



Bob Garrett (right), military liaison security officer, Anchorage ARTCC, presented Tom Bohannon, military liaison and security specialist, Anchorage ARTCC, with a Special Achievement Award for Sustained Superior Performance on April 25.



Jim Titus (right), air traffic manager, Fairbanks Tower, takes pleasure in presenting a Special Achievement Award for Sustained Superior Performance to Louis Press, quality assurance and training specialist.

W A R N I N G !

This machine is subject to breakdowns
during periods of critical need.

A special circuit in the machine called a "critical detector" senses the operator's emotional state in terms of how desperate he or she is to use the machine. The "critical detector" then creates a malfunction proportional to the desperation of the operator. Threatening the machine with violence only aggravates the situation. Likewise, attempts to use another machine may cause it to also malfunction. They belong to the same union. Keep cool and say nice things to the machine. Nothing else seems to work.

Never let anything mechanical
know you are in a hurry.

