



ALASKAN REGION

INTERCOM

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

MAY 4, 1979



TOM, CORA, LORI FLYNN WIN!

Tom and Cora Flynn of King Salmon have got to be the proudest parents in Alaska. Their 13 year old daughter, Lori, is the new Alaska Spelling Champion! Lori defeated all her competition in the annual Anchorage Times sponsored event that included young spellers from all parts of the state.

There has to be something good to be said about a life and education in the bush. For, Tom and Cora Flynn raised Lori, her sister Lani and their three sons, Tom Jr., Michael and Charles at Northway, Galena and, for the last ten years, King Salmon. The education the Flynn children are getting has produced a champion.

We talked to Tom Flynn while writing this story.

Tom Flynn credits Lori's success to the school at King Salmon. Flynn says that School Superintendent Dale Lunsford and Principal Jim Hennrickson provided the environment and opportunity for Lori to achieve.

There is someone else that deserves part of the glory. That's Cora Flynn, Lori's mother. Tom continues, "When you live in the bush, sharing and togetherness are a big part of life. As Lori learned a word, spelling it over and over again, Cora was the guide and spelling monitor. The family had to listen to the words and learned to spell them with Lori."

It took lots of patience, desire to win and just plain old fashioned love to produce a champion speller. But, maybe that wasn't too difficult for the Flynn family. After all, love and patience they have always had aplenty.

(COVER STORY)

Carol Farnsworth is a GS-12 controller at Anchorage Center. She is also a commercial pilot with an instructor's rating and a very active member of the 99's. Recently, that organization of women flyers put on a "pinch hitters" course. Idea was to teach sometime passengers enough about flying to ease their fears, give them a fighting chance if something goes awry with the man in the left seat. Carol had a lot to do with the success of the course. She is pictured on our front page doing her instruction bit with a pilot absorbed in some Link-type instrument training.

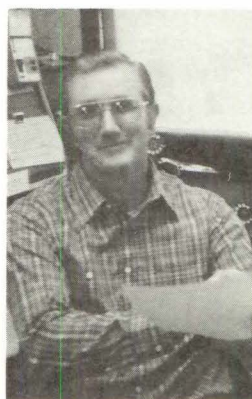
IT'S THE LAW GALS



Being briefed on the functions of the regional counsel's office by Jean Mahoney (right) are three work-study students, left to right, Ethel White, Janiece Ballard and Dione Zeeder. The three ladies will be receiving similar briefings from other staff and program division offices .



Steven McDuffee, Northway FSS, got a commendation and a 15 year pin at one and the same time.



Bill Grefe, Northway FSS also got a letter of commendation for his stint as Acting Chief.

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Jacob C. Knapp (right) Aviation Safety Inspector, ACDO 31, got his letter and a 25 year pin from the hands of Flight Standards Chief Bob Judd.

NO BUSINESS LIKE SMALL BUSINESS

FAA wants to give small business more business, Deputy Administration Quentin Taylor told a White House Small Business Conference in Wichita last week. Taylor noted that agency awards to small business had climbed from about 25 percent of total procurement in 1972 to 39 percent in 1978 but added that neither he nor Administrator Bond are satisfied with that figure. "We want to increase it from 39 percent to 50 percent over the next 3 years, and we think we'll be able to manage it." Taylor said he was particularly proud of the start FAA has made in opening up business possibilities for minority firms. "Back in 1972," he noted, "about 1 percent of our procurement dollar went to minority enterprise. Last year, that figure had increased to 9 percent, which means about \$30 million worth of business of minority enterprises."

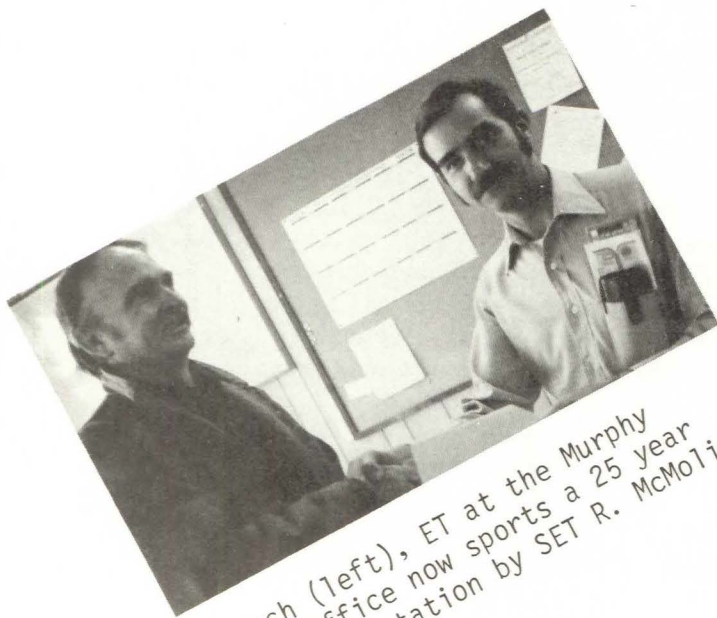
FERRARESE RETIRES

Joseph A. Ferrarese, who has been Deputy Director of Flight Standards since May 1975 and Acting Director for the past year, has announced his retirement effective May 18. Ferrarese came to FAA in 1947 as a flight operations inspector in New York after wartime service as an Army Air Corps pilot and 2 years as a civilian air transport pilot. Following the New York assignment, he served as Chief Advisor in the Agency's International Field Office in Lima, Peru, and as Chief Advisor in the International District Office in San Francisco. He moved to Washington in 1961 as Project and Program Coordinator in the Air Carrier Operations Branch of Flight Standards.

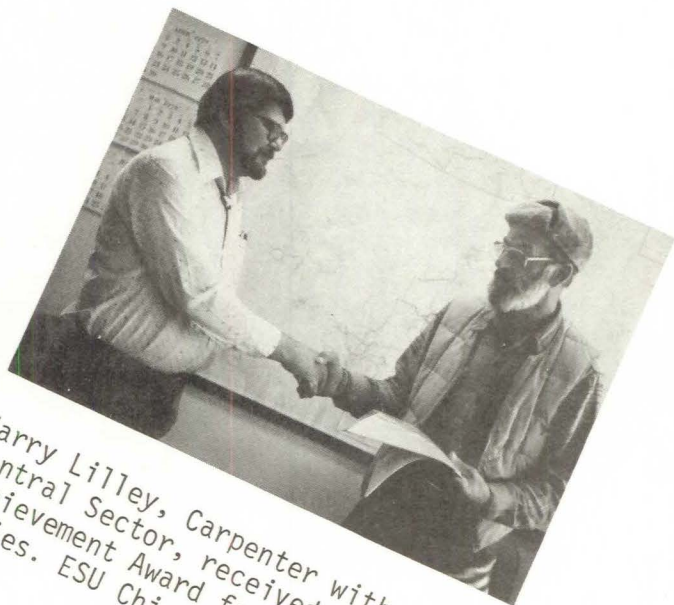
CHANGE IN DUAL PAY SYSTEM

The Civil Service Reform Act of 1978 has made certain changes to the regulations on dual pay for retired members of the uniformed services who take civilian jobs with the Federal Government. The change applies only to members of the uniformed services who began receiving retired pay after January 11, 1979. Civilian employees currently receiving retired pay who were already employed before this date are not affected. Individuals in nontemporary civilian positions on October 13, 1978, who have enough years of service to retire but are not old enough, are not subject to this change so long as they continue in a Federal position. For those affected, the annual rate of retired pay will continue to be computed as it has been in the past. However, when an individual's annual pay, including retirement pay, exceeds pay Level V of the Executive Schedule, (currently \$47,500), an adjustment will be made to keep it below that level. Employees with any questions about the change should check with the servicing Personnel Management Division.

MORE



Henry Lynch (left), ET at the Murphy Dome Field Office now sports a 25 year pin after presentation by SET R. McMolin



Harry Lilley, Carpenter with the FAI Central Sector, received a Special Achievement Award for performance of duties. ESU Chief Alvis King made award.



ATCS Mike Betts got his 3 year pin from FAI FSS Sup'vr Duane Ambuehl.

KUDOS



Phil DePalmer (right) earned a Special Achievement Award. Coordination of move to new FOB brought the Kudo from AF Chief Al Bruck.



Vard Jensen recently received a sustained superior performance award. AF Div. Chief Al Bruck did the honors.



Jim Price, Av. Tech. AMB-4 smiles with a OWIG from FS Chief Bob Judd.

BOND SEIZES OUTLAW AIRCRAFT

Administrator Bond flew to Miami recently to slap a padlock on a decrepit DC-6 cargo plane that was posing a serious threat to safety. Bond's action was the first move in a get-tough policy against unsafe air cargo operators announced by him in March. The plane, owned by a Hialeah, FL, outfit, had been the target of FAA action for months. It had been cited for 46 violations of airworthiness regulations and, at the time of Bond's visit, it was dripping a steady stream of fuel onto the runway at Miami International Airport and leaking oil from all four of its engines. Last August, the plane was grounded by FAA inspectors but, in defiance of that order, it was flown to the Dominican Republic. On its return to Miami, FAA inspectors found 43 violations of the airworthiness regulations and advised the owner that the original grounding order was still in effect. When that order was ignored again, Bond decided to step in. He noted the arguments of Miami airport officials that "Cockroach Corner" had been cleaned up, but said more needs to be done. "Overall," he said, "there is strong evidence of compliance with the regulations but a small number of hardcore manipulators are still abusing the system."

NTSB RULES ON SAN DIEGO

The National Transportation Safety Board has ruled that the probable cause of the mid-air collision in San Diego last September 25 between a PSA 727 and a Cessna 172 was the failure of the flight crew to keep the other aircraft in sight while making a visual approach and its failure to inform the control tower that it had lost sight of the other aircraft. It listed as a contributing factor the air traffic control procedures in effect at the time which allowed the controller to use visual flight rules to separate aircraft on potentially conflicting courses when lateral and horizontal radar separation was available. The vote on the probable cause of the accident, in which 144 persons were killed, was three to one with Board Member Francis H. McAdams casting the dissenting vote and saying that he would file a dissenting opinion. McAdams said he believed more of the blame for the accident should have been placed on the pilots in the 172 for not following their assigned course and on the controllers and the air traffic control system. He also wanted to include the alleged shortcomings in the air traffic control system as part of the probable cause instead of listing them as contributing factors.

CHERLYN BENNETT TO BUDGET

Cherlyn Bennett has been selected as the new Budget Assistant according to Chief of the Budget Division, Robert Lewis. Ms. Bennett comes to the Budget Division with an extensive background that includes experience in data processing, accounting and procurement. Cherlyn has been working with FAA in the Alaskan Region for more than two years.

HARRISON TO DIRECT OAS

John R. Harrison, Assistant Chief Counsel in charge of litigation, has been named Acting Director of the Office of Aviation Safety. An experienced pilot in addition to having his legal credentials, Harrison has been with the agency since 1961, except for a four-year stint as a trial attorney with the Justice Department. He replaces Marion Roscoe, who retired this month after 32 years service with FAA, NTSB, CAB and the old CAA. Roscoe has accepted an aviation post with the Government of Jordan. Bascom Lockett, who was Deputy Director of the Aviation Safety Office, also retired this month after 26 years with FAA and its predecessor. He will go to work in private industry.

PAVEMENT SEMINAR SET FOR MAY

Airport Pavement: FAA will sponsor a seminar May 22-23 in Washington on the use of non-destructive test methods in evaluating airport pavements. This is the last in a series of seminars on the results of a two-year test program to validate the "frequency sweep" non-destructive test method. Use of the technique could lead to annual savings of millions of dollars by providing various cost benefit pavement rehabilitation designs. The contact is Carl Schulten on (202) 426-9396.

FWB CONFAB IN ATLANTIC CITY

A DOT-wide conference on the Federal Women's Program will be held in Atlantic City May 8-11 with NAFEC serving as host. The four-day meeting will focus on the impact of the Civil Service Reform Act on the Federal Women's Program and discussion topics will include the implementation of uniform guidelines and the development of special recruitment programs. The contact in OST Civil Right is Wanda Reyna on (202) 426-4670.

Safety Glasses Protect Eyes



JAX AND MIAMI GET NEW SYSTEMS

The Jacksonville, FL, tower has become the second dual-beacon ARTS III site to go operational with conflict alert, a system that warns controllers of potential mid-air collisions. The Miami tower has had the system in use for several months and the remaining seven dual-beacon ARTS III locations are in various stages of implementation. All of the 50+ single-beacon ARTS IIIs already have conflicted alert on line. And Miami International has become the eighth U.S. airport with an operating Low Level Wind Shear Alert System. The Miami installation also is the first of 27 LLWSAS units ordered by the agency last September to go on line. The LLWSAS measures wind speed and direction at various locations around the airport and alerts controllers when a significant shift is detected so they can advise pilots. The agency expects to have all 17 of the additional units installed by the end of June, bringing the total number of airports with this new safety equipment to 24.

ICAO SEEKING APPLICANTS

The following assignment is now available with the International Civil Aviation Organization (ICAO). CAIRO - 2 years PC-10/79 ICAO Representative, P-0, Gross: \$43,890 and Net (free of tax): \$26,931 without dependents and \$29,245 with dependents. Applications due in API-19 by June 14, 1979. Information about duties, salary, benefits, qualifications, and applications is available at your personnel office. In addition to basic salary, employees will be eligible for dependency allowance, assignment allowance installation grant, etc. Federal employees accepting ICAO assignments are entitled to restoration rights. Further information about ICAO assignments can be obtained from Agency Order 3330.6B, Chapter 7.

SHIPPING HOUSEHOLD GOODS

In the March issue of FAA WORLD, the cover story ("So, You're Being Transferred") made a strong pitch for using the government bill of lading, or GBL, method for shipping household goods instead of the commuted rate schedule. That's still good advice, but perhaps the article didn't make it clear that the employee doesn't always have a choice. The regulation says that a savings to the Government of at least \$100 must be expected to result before the GBL method can be approved.