



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# intercom:

Office of Public Affairs  
Alaskan Region  
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86-10



## Around the region

Congratulations to Sylvia Kobayashi, program specialist, AAL-610, who recently received "April's Wild Recognition" from the Anchorage Convention and Visitors Bureau (ACVB) for her exemplary service to visitors. She received a pin and certificate featuring "Seymour" of Anchorage. Sylvia is a Japanese speaking volunteer in ACVB's Emergency Language Bank, providing emergency interpretation for visitors and assisting Japanese families with things like medical and dental appointments when they relocate to Anchorage.

\* \* \* \* \*

Congratulations to Flora Robinson, air traffic control specialist, predevelopmental, temporarily assigned to Team "B," at the Anchorage FSS, who recently received the coveted "Purple Penney Award" for her outstanding performance in handling a large number of military stopover flight plans on April 5, 1986. The award consisted of a Purple Penney engraved with likeness of Yukon Jack and a Letter of Appreciation signed by trainers John Haynes, II and Wilbur Smith.

\* \* \* \* \*

The Sitka FSS said farewell to Sheila Desmond, air traffic control specialist, who recently moved to California; then said hello to Kathy Johnson, air traffic control specialist from Yakutat FSS.

\* \* \* \* \*

A small stream of juicy ripe smelling spawning silver salmon located near the approach end of runway 11 at Yakutat will be relocated in the interest of safety. Since these fish use this stream to spawn all winter long it attracts everything that has wings, including numerous bald eagles. Since this is of concern to all pilots the Fish and Game division has authorized the airport manager to reroute the stream away from the approach end of the runway. This should be satisfactory to all except FAA employees who live near the stream.

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Gulkana is gearing up for the annual Lions Club Air Show on May 24 and 25, Memorial Day weekend. It is a week later this year, in hopes of avoiding a weather problem that almost canceled last year's show.

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



Each year there is a regional selection in four categories for air traffic Regional Facility of the Year. The categories are a center, a radar tower facility, a VFR tower facility and a flight service station. The regional selections for Alaska were the Anchorage Center, Anchorage ATCT (radar tower facility), Bethel ATCT (VFR facility) and Nome FSS. The four regional winners were submitted for "National Facility of the Year" award in their respective categories. National selections have not been announced.



Dick Mathews (right), AAL-517, presents Ray Ballantyne, manager, Bethel Tower, the non-radar tower facility of the year award for the Alaskan Region. Along with them are controllers from left to right Kevin Cain, Pat Clark, Don Hall and Randy Kline. Mark Caldwell was not present. Anne Lewis, now of Fairbanks ATCT and Harold Zarr, now of Merrill ATCT, also contributed to the operation during 1985.



Pictured from left to right are controllers Timothy Ryan; Daniel Schenkenberger; Lawrence O'Connor; Herbert Hinman, FSS manager; and Earl Scott, area supervisor, all from the Nome Flight Service Station.



Some folks from the Anchorage Center are from left to right Jimmie Vaughan, AT manager at time of selection; Clif Miyamoto, air traffic assistant; John Miller, training specialist; Dave Palmer, supervisory air traffic control specialist; and Mike Hessler, assistant AT manager.



Part of the employees at the Anchorage Tower are from left to right Susan Spencer, air traffic control specialist; Jim Moeller, supervisory air traffic control specialist; Billie Cox, air traffic manager; John Amor, quality assurance training specialist; John Craft, supervisory air traffic control specialist; and Bob Jefferson, air traffic control specialist.

## **Susan House delegate to Congress in India**

by: Susan House  
Anchorage FSS

I was recently a PWC delegate to the World Aviation Education and Safety Congress (WAESC) in New Delhi, India, where ideas and information were exchanged about aerospace, technology, education and safety issues.

Professional Women Controllers, Inc. (PWC) was invited to represent women in air traffic control. Ms. Kate Beebe, president, and I, prepared a slide presentation/briefing for the 150 delegates and visitors. We also brought greetings from the FAA's Civilair Club and the Federal Women's Program Committee in Alaska and from Administrator Donald Engen.

WAESC was sponsored by the International Women Pilots Association (Ninety Nines) and the Aero Club of India.

The Ninety Nines, formed in 1929 to promote aviation activities among women, now emphasizes aviation education, safety seminars, and scholarship programs among many other programs.

The Aero Club of India is the apex body of aviation in India. Over the last 60 years it has governed and guided all the aero sports activities and basic aviation skills in the country. Prime Minister Shri Rajiv Gandhi is the patron-in-chief of the Aero Club.

The general public in India, as a whole, is not well informed about aerospace. Schools have developed new programs to create interest in aviation and space.

But an important feature of the Congress was that all sessions were open to the public. I noticed groups of college students and interested adults taking advantage of the

opportunity to hear an Indian Cosmonaut, the 1966 world record holder for solo monoplane flight, chairman of the World Aerospace Education Organization, a representative from NASA and the President of the Aircraft Owners and Pilots Association.

The most frequent questions asked were regarding equipment, staffing, traffic and salary. Indian civil servants make comparable wages to their American counterparts, with the perks included. Usually the first question was "How many women air controllers are there in America?" The second question was "How do you keep your family obligations and work too?" And the third question was "Your husband must be a controller?"

At this time there is only one woman who is in training to be an ATCS in the entire country. They had one previously, but she went to work for Indian Air (the domestic carrier) as a co-pilot. I met this pilot at one of the many banquets. We talked in depth about the problems she faced. Third World countries have traditional attitudes about women working outside the home. Cultural pressure keeps younger women from breaking away from the stereotypes.

I was also not aware of the difficulties of learning to fly. Aside from the cost, availability of aircraft and fuel, the bureaucracy of licensing is very complex. Unless the family owns an airplane, or has connections, a person interested in recreational flying must wait about five years for a student slot. The armed forces is a popular avenue for the men. However, women are not eligible for flight training.

A common thread between aviation enthusiasts is the love of airplanes. Any size, shape or type is always valued. The most popular airplane at



the Congress was the FAA Learjet I brought from Alaska in the form of pins. The Civilair Club generously donated these pins for the delegates.

Throughout the week I met the Indian equivalents to the FAA Administrator, Regional Director, members of the Air Traffic Division, Airway Facilities, Airports, Aviation Security, Public Affairs and the Flight Surgeon.

During the facility tour at Delhi Airport we saw the Air Route Traffic Control Center, the approach, the Flight Service Station and the tower. All of these functions were under heavy guard and in one building.

This trip was very enlightening for me. I learned more about other governments and countries. I gained new information sources for aerospace education. I convinced several women pilots we air traffic controllers were "just folks" like them. But most importantly, I made new friends by being a goodwill ambassador. I enjoyed this experience very much. It also reinforced my appreciation of my job and my country.



Susan presented Director Frank Cunningham with a silk scroll presented to her at the completion of the Congress. Each participant who spoke to the group was presented with a scroll on the last day.

## En route centers

The agency has announced plans to award contracts to private companies to perform the en route training and automation support functions. The automation contract will affect the 20 en route centers in the 48 states and the training contract the 22 centers in the 50 states.

In a letter to all affected FAA employees, Administrator Engen said the action will enable the agency to reduce non-controller air traffic staffing by the end of the fiscal year, in accordance with Congressional and Office of Management and Budget requirements, without impairing vital safety functions. He noted that "these positions were chosen because the functions can readily be performed by contract and because of the potential gain in the controllers workforce."

Although contracting for similar functions in terminals and flight service stations has been discussed, there are no current plans to do so.

At present, there are approximately 260 automation specialists in the centers and 170 training specialists. Engen said those with controller experience who are medically qualified will be offered the opportunity to return to controller duties at their current facility. Those who do not requalify or who do not have a controller background will be considered for other positions in the agency to the extent possible. Placement decisions will be made in accordance with the retention standing of affected employees determined by OPM reduction-in-force rules.

The contractors will begin phasing in as quickly as possible and be fully operational by October 1.

"I expect all FAA managers to carry out the contracting decisions with maximum concern for the welfare of the people who are being directly affected," said Engen.

## More constraints placed on spending

Congress may not approve FAA's FY 1986 supplemental budget request as anticipated. Therefore, Administrator Donald Engen has imposed additional agency-wide spending constraints in such areas as hiring, travel, training and procurements.

In an April 16 memorandum to all employees, Engen said, "I know that you are still concerned about the possibility of furloughs. I believe that our chances are still very good for avoiding a furlough, but again, we can not rule out the possibility."

Chances for early passage of the FY 86 supplemental that would compensate for the Gramm-Rudman cuts have been dimmed by its inclusion in a catch-all spending bill, and by a series of tactical and parliamentary maneuvers in the Congress.

Accordingly, Engen has imposed a "total freeze" on all vacancies except those in previously exempt categories and banned all paid overtime except for those employees working in jobs directly related to safety, security and payroll processing. Travel also is being cut back further, most in-grade/downgrade change of station moves are cancelled and new automatic data processing contracts are prohibited.

## News in brief

The Senate Finance Committee voted April 16 to protect the current tax recovery status enjoyed by federal annuitants in the period immediately after their retirement. The vote is an important, but by no means final, step towards retaining the recovery period for taxes paid on contributions made by employees. Under the law now on the books, federal workers receive pension benefits for up to three years before they are taxed.



## Recipe corner

from: Jean Mahoney  
AAL-7

### CREAMY PEANUT BUTTER PIE

1/2 cup cornstarch  
1 cup sugar  
2 egg yolks  
1/3 cup peanut butter  
2 cups milk  
2 tablespoons butter  
1 teaspoon vanilla  
1 9" baked pie shell

Mix cornstarch, sugar and yolks together; add milk and cook in double boiler until thickened. Remove from heat and add butter, vanilla and peanut butter. Stir until blended. Pour into baked pie shell. Cool. Top with meringue or whip cream.

## Withholdings charged

Travel payments to employees making permanent change-of-station (PCS) moves now are subject for the first time to withholding for FICA/Medicare taxes. All taxable PCS travel payments are affected, including the new PCS Relocation Income Tax payments. However, the maximum amount of combined salary and PCS reimbursements subject to taxation still is \$42,000.

FAA's Chief Counsel has been asked to provide an opinion on whether retroactive collections on past travel payments are in order and employees will be notified as soon as a decision is made.





Dick Kauffman (right), manager and local coordinator, Ketchikan FSS, receives his 25-year service pin from Director Frank Cunningham. Dick's picture was not shown on page 7 of the April 25 Intercom due to technical problems.



Andy Markovich (right), maintenance mechanic, Juneau Sector Field Office, receives his 30-year service pin and congratulatory letter from Frank Cunningham, regional director.



Air traffic control specialist Larry Fosson (right) receives a Letter of Commendation from Harold "PoPo" Richardson, manager, Cordova FSS, for exceptional performance.



Air traffic control specialist Daniel Schenkenberger (left), Nome FSS, is presented his three-year service pin by Earl Scott, supervisory ATCS.



Robert Drewes (right), Bethel FSS, receives a Letter of Commendation for doing an excellent job during the year on the FSSCOM committee as chairman. Air traffic manager Robert Moore is presenting the letter.



Dwight Meeks (right), assistant sector manager, South Alaska Sector, presents William Noblett, electronics technician, International Sector Field Office, with his 30-year service pin.

## 8 Medical notes - the human feet

by: Pat Sanders  
AAL-300

Human feet are amazingly adaptable. They allow locomotion over most any surface, whether uneven, rough or slippery. They enable a ballet dancer to stand on one toe, a climber to gain a foothold on a rock face, a circus performer to walk a tight wire and a small child to gain a few inches to reach a cookie jar.

On the other hand, feet take quite a bit of abuse. By nightfall, most people are ready to take their shoes off and prop their feet up for a rest, and deservedly so; they have endured a force equal to several hundred tons during a normal day. Because two feet must support the entire weight of the body, they are subject to more pressure and injury than any other part of the body.

We will briefly speak to common foot ailments and what you can do to prevent them, and what you can do to treat them if they do occur. These ailments are blisters, corns, calluses, warts, athlete's foot, ingrown toenails and bunions.

A blister occurs when the upper layer of skin separates from the skin below and the space fills with fluid. Friction on warm, moist skin is the most common cause.

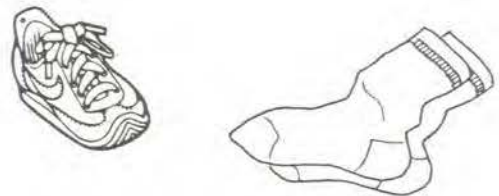
The best treatment consists of simply washing the blister and covering it with a bandage. The fluid will be absorbed and the blister will heal more quickly if it is left intact. If the blister occurs in an area where it will be repeatedly aggravated, such as on the foot, it should be opened and drained. Wash the blister thoroughly with soap and water, then puncture the side of the blister with a needle that has been sterilized over a flame. Then press on the other side to force the fluid out. Do not remove the skin. It will adhere again and

help healing. A bandage should be placed on the blister after draining.

Corns and calluses are very much alike. Both are the result of a thickening of the top layer of skin, caused by prolonged periods of pressure or friction to the area.

Calluses can develop anywhere on weight bearing surfaces, such as the sides and soles of the feet. They are usually raised, lighter in color, and have a normal pattern of skin ridges on the surface.

Corns have a central core, which consists of a base on the surface of the skin and an apex pointing inward. Pressure of the core on nerve endings in the foot can cause great pain. Hard corns are more common and usually occur on the surface of the toes. They appear shiny and polished. Soft corns are lighter in color and are most often found in the web of the fourth and little toe.



Corns and calluses usually develop from wearing ill-fitting shoes, socks or stockings. They may also result from an underlying foot problem such as a bony growth. Hard corns and calluses can be self-treated with over the counter (OTC) drug products. The only safe and effective ingredient is salicylic acid. Other types of treatment, including removal of thickened skin, should be done by a doctor.

- continued -

(See back side)



Warts are often mistaken for calluses, but they have nothing in common. Warts on the bottom of feet are called plantar warts. While the pressure of walking on warts may cause pain, pressure does not cause warts. Warts are caused by a virus. They may appear singly or in clusters. Because they are caused by a virus, they can spread from one person to another, either by direct contact or indirectly through use of public areas such as swimming pools or shower areas.

Although most warts will go away by themselves in time, experts suggest they be removed. Again salicylic acid is a safe and effective ingredient. It acts as a skin peeler, destroying the wart tissue. Because it will also destroy healthy skin, it should be used carefully to keep it away from surrounding skin. This can be done by encircling the wart with a ring of petrolatum before applying the acid. Professional treatment includes removal by freezing with nitrogen, surgery or with prescription drugs.



Athlete's foot is a fungal infection that is not relegated to athletes only. It usually occurs in men between the ages of 14 and 40, but women may also fall prey to the fungus. Itching, burning and redness are common symptoms of athlete's foot. The fungi that usually cause athlete's foot are prevalent in homes, offices and athletic facilities, but that does not mean that everyone passing through the area will get the infection. Chances increase when there is broken skin, or increased moisture from tight shoes, humid summer weather or a tropical climate. To treat athlete's foot use over the counter drugs containing iodochlorohydroquin, tolnaftate or undecylenic acid.

Ingrown toenails almost always afflict the big toe, and occur when a section of the nail curves into the flesh of the toe corners and becomes imbedded in the soft tissues, causing pain, swelling, inflammation and ulceration. Incorrect trimming of the nails is usually the cause, although pointed-toed shoes and tight shoes and hosiery may also be to blame.

Persons with nails that curl naturally are more likely to develop this condition. To avoid ingrown toenails, the nails should be clipped straight across without tapering the corners. There is no medication recommended for the treatment of ingrown toenails. In stubborn cases surgical removal may be needed to remove part of the nail.

Bunions are usually the most painful and disfiguring of foot ailments. Bunions may be caused by ill-fitting shoes, heredity, flat feet or other structural defects that result in misaligned big-toe joints. Normally the big-toe bones lie more or less in a straight line. When a bunion develops, the large metatarsal bone angles outward. Pressure at this joint results in inflammation of the bursa (the fluid-filled sac that prevents friction between bone joints). The skin over the bunion may become thick and rough, and the area can become quite painful, swollen and tender.

There are no typical medications that will make bunions go away. Surgery - cutting away parts of the bone, fusion and realignment is usually the only remedy.

**take care  
of  
your feet**



Linda Fogg (left), analyst, AAL-4, receives the first "on-the-spot" award from E.I. Williams, manager.

The "on-the-spot" award is a special act or service award which may be granted to a GS or WG employee by the supervisor immediately upon completion of exemplary performance on one particular project or assignment. A supervisor may grant no more than two on-the-spot awards to one employee during the current fiscal year. The cash value of this award is \$25.00 (originally it was set up to be no less than \$25 and not more than \$100, but because of budget cuts the amount has been set at \$25). If you have any questions, please call Marge Cholometes, AAL-15C, 271-5724.



George Morgan (right), operations, FSDO-63, Anchorage, receives his 25-year service pin from Director Frank Cunningham.



Burton



Nila Reitz (left), duty officer, AAL-6, receives a Letter of Commendation from Torri Clark, manager, for her high degree of professionalism and dedication regarding her work with the computer in the office and as acting manager during the time of the volcanic eruption of Mt. Augustine.



St. Pierre

Duty officers Jim Burton (picture above), Spencer Hill, Connie Roe, Lou Sudano and assistant Steve St. Pierre (picture above) recently received Letters of Appreciation from Nila Reitz, acting manager, AAL-6, for their super job during the volcanic eruption of Mt. Augustine.





## News and notes

by: Dave Palmer  
ARTCC

The April meeting of the Alaskan Region Human Relations Council was held on April 2 and 3 at the Anchorage Center. Attendees were Terry Alexander, headquarters; Dave Palmer, ARTCC; Becky Moore, South Central; Tom Santistevan, headquarters; Bob McMolin, Northern; Norma Bonewitz and Dr. Bob Mitchell, AAL-1H. Unable to attend due to funding were Linda Ambrose, Southeastern; and Sylvia Caldwell, Western.

### NEWS:

- Our regional director has signed the "Commissary" Order. This device may enable those in high cost areas to be covered under DOT/FAA 4900.2, Employee Support Services. The new order is 4900.2 AL SUP 2 and should be available immediately. Our thanks to our regional director and his commitment to assisting the people in this region.

- There is now a regional Newsline in place and operating. If you would like the latest news of happenings in the Region the number is 276-4772 and the tape is changed weekly (every Friday). This is brought to you through the Public Affairs Office. Contributions on subject matters are welcome - just call the Public Affairs Office at 271-5169.

### NOTES:

- The HRC is researching problems and ideas in regard to Controller-in Charge (CIC) duties. If you have any comments or thoughts for us to consider please forward them to your representative. We are specifically looking at the area of rewards/remuneration, but we need your input regarding any aspect of this function.

- The Environmental Pay issue is still with the Personnel Management Division. We will let you know when we hear something. Should have an update by the next meeting.

- Dr. Bob Mitchell has given the HRC members a list of books in the AAL-1H library. If you would like information on almost any aspect of the interaction of people with people, or if you have a specific problem area, this library may have what you need and we encourage its use.

- The HRC is still seeking a method of alleviating problems with travel pay entitlements. We believe the solution is through education and we hope to devise a tool with which to accomplish this with the help of the Payroll Section. We should have more on this subject by the next meeting.

Thanks to management and employees of the ARTCC for the use of their facility for our meeting.

The next meeting will be June 4 and 5; location to be announced.

It is our intention to share these "News and Notes" with managers, post them on bulletin boards and place them in the Intercom. We welcome any comments and suggestions to improve this article. Please forward any comments to Steve Lloyd or Dave Palmer, ARTCC, 269-1108/1205.

## Direct deposit saves

Did you know that if everyone in FAA signed up for direct deposit, instead of the current figure of 68 percent, the government would save \$188,000 a year that now goes for postage and related expenses. That is money that could go for salaries and other operational items.

# AVIATION IS FUN



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- Want to improve FAA's public image?
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- Want to help future citizens understand and support aviation in their communities?

## YOU CAN HELP!

### What do you do?

1. Make contact with a teacher or school principal (your children's, grandchildren's, nieces', nephews', etc.)
2. Ask them if they know about the free materials available from the FAA to help teachers motivate students through introducing aviation in their classrooms.
3. Then -- if you're in the field, contact your manager or the FAA Coordinator's office for appropriate materials. If in the R.O., come to Public Affairs on the fifth floor and help yourself to brochures for teachers from elementary through high school.
4. Now -- take or send the package to the teacher.
5. What else is available for educators?
  - Tours through FAA facilities...
  - FAA speakers
  - Other agencies resource material
  - Introduction to Aviation Workshops for Teachers held in our Region.



**SOUND EASY? SOUND REWARDING? IT IS! AND...IT COSTS NO MONEY!**

If you need further information, contact IVY MOORE  
in the Public Affairs Office, AAL-5A.

# ADOPT A TEACHER!



# INTEREST IN SAVINGS BONDS IS UP.



**U.S. SAVINGS BONDS**  *Paying Better Than Ever*

The 1986 Savings Bond Campaign is scheduled for the month of May. Sevard (Waggie) Wagenius, AAL-461, is the coordinator, and Sally Smith, AAL-61, is the assistant coordinator for the Alaskan Region. This is a very important program. It is of the utmost importance that as many Americans as possible participate in our country's financial affairs.

If you would like to sign up for this program, please see your canvasser.

**DON'T PUT IT OFF. SIGN UP TODAY!'**

