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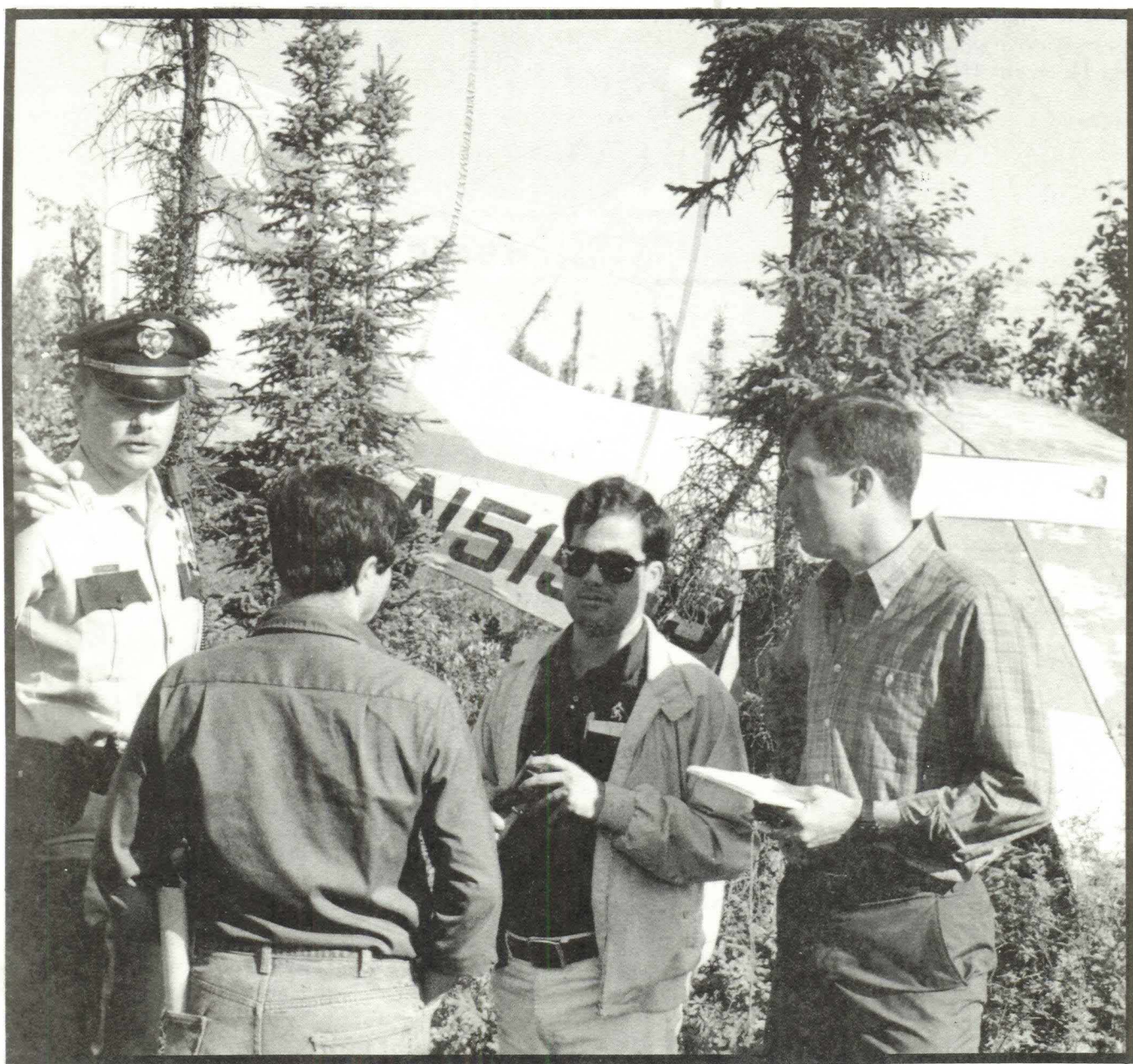
intercom:

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

November 1, 1985

85-21

No injuries in Maule M-5 crash



Cover story

On September 2, 1985, a wheel equipped Maule M-5 crashed at 10:33 a.m. on initial climb-out from Merrill Field while on a personal flight. The aircraft was substantially damaged but the pilot and two passengers were uninjured.

In the picture from left to right are Sgt. Charles Adams, Anchorage Police Department; the pilot; Jim Michelangelo, Chief of the National Transportation Safety Board (NTSB) in Alaska; and Lt. Mike Moore of the U.S. Coast Guard who was on a training detail with NTSB.



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EDITOR
Gloria Moody

REGIONAL DIRECTOR
Franklin L. Cunningham

PUBLIC AFFAIRS OFFICER
Paul Steucke

PUBLIC INFORMATION SPECIALIST
Ivy Moore

PRINTER
Anne Burt

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

Recipe corner

from: Sis Williams
AAL-58

LEMON CRUMB DESSERT

2 packages (3 oz. each) or 1 package (6 oz.) Jell-O Lemon Gelatin
1 1/2 cups sugar
1/4 teaspoon salt
2 cups boiling water
1 1/2 teaspoons grated lemon rind
2/3 cup lemon juice
3 1/3 cups (2 tall cans) undiluted evaporated milk, chilled
2/3 cup melted butter or margarine
4 cups vanilla wafer or graham cracker crumbs

Dissolve Jell-O Gelatin, sugar, and salt in boiling water. Add lemon rind and juice. Chill until very thick. Add evaporated milk and whip until fluffy. Meanwhile, mix butter and vanilla wafer crumbs. Press firmly into two 11x7x1 1/2-inch or 9-inch square pans, or four 8-inch pie pans, reserving about 1/3 cup for garnish. Spoon gelatin mixture into pans. Sprinkle with reserved crumbs. Chill until firm. Makes 24 servings.

Waltrip's trip a huge success

Wayne Waltrip's coast-to-coast bicycle trek from San Francisco Bay to Ocean City, Maryland, was born out of the controller's search for a creative way to change station from the Oakland Bay TRACON to the Central Flow Control Facility at headquarters.

Before his 3,300 mile journey, the longest distance he had traveled by bike was 10 miles.

Working with TRACON colleague Tom Daily, Waltrip decided to use the trip as a means to raise money for the Multiple Sclerosis Society, a group he had been interested in since a friend became a victim of the disease. The funding drive by the Oakland Bay TRACON quickly snowballed into a national network of volunteers who, to date, have collected more than \$13,000 in FAA contributions.

Waltrip then teamed up with Joe Wilgas, a retired Ontario, California tower controller, who accompanied his biking sidekick in a van.

The six-foot-two, 200-pound Waltrip did some training for the trip. But after climbing Mt. Kilimanjaro, rafting down the Colorado, and running five marathons, he is no stranger to grueling physical contests.

For their coast-to-coast route, Waltrip and Wilgas chose Highway 50, which bisects the nation as it runs through California, Nevada, Utah, Colorado, Kansas, Missouri, Illinois, Indiana, Ohio, West Virginia, Pennsylvania, Maryland and Virginia.

Waltrip averaged an impressive 120 miles per day over the 30-day odyssey. Ironically, he racked up his best day, 156 miles, in the oxygen-thin Rockies of Colorado and had his slowest day, a mere 101 miles, on the plains of Kansas. Beyond some strong headwinds and epithet-hurling truckers, Waltrip's only problem was an understandably tender posterior.

The cross-country adventure ended with a triumphant arrival at the FOB-10A lobby September 27, and a greeting by Secretary Elizabeth Hanford Dole and a cheering throng of FAAers.

Dole characterized the ride as a charitable odyssey and said that Waltrip had set a great example of voluntarism, noting that she was proud of FAA's entire work force for their contributions.

And how does Waltrip plan to make his next change of station after this two-year headquarters tour? "I'm thinking about taking a balloon."

Alaskan Region contributes

The Alaskan Region contributed \$2,910.43 to support Wayne Waltrip in his effort for multiple sclerosis.

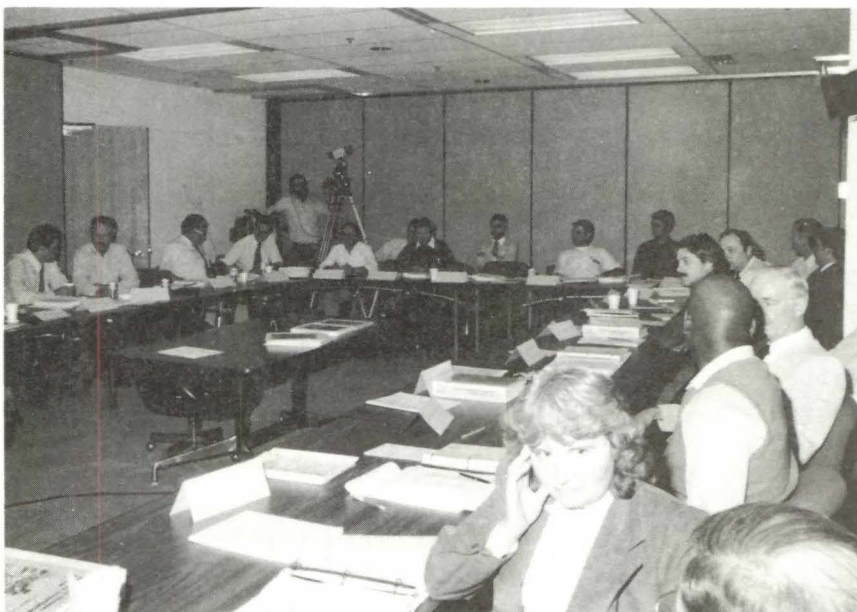
Bob Harik, manager, Air Traffic Division, extends his sincere appreciation to fellow air traffic controllers and other offices in the region for their generosity.

Congratulations, Alaska, for shining through again.



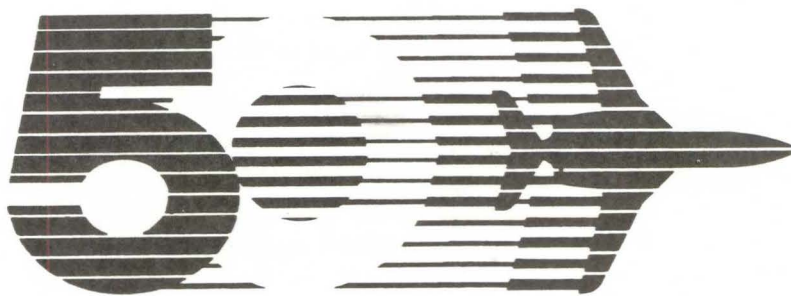


Dennis Warth (right), manager, Establishment Branch, AAL-450, presents Nelson Gnirke, supervisor, Environmental Section, AAL-451, with a Letter of Commendation from Lawrence Langweil, APM-500. Nelson was a member of the TSC/FAA team tasked with upgrading the standard designs for the major activity level (MAL) and intermediate activity level (IAL) Airport Traffic Control Towers and their respective base buildings. "Nelson's professional attitude and performance, along with his experience in the civil/structural areas of ATCTs, contributed greatly to the success of the mission."



Twenty-six people attended the first Air Traffic Accident Investigation Course on September 17, 18 and 19. The class was made up of personnel from the FAA, Coast Guard, Air Force and the General Counsel's Office.

Bobby Lamkin, AAL-514, was the course director. It seems that the comments received on the prototype class were very favorable, and plans are to have the next class shortly after the first of the year.



50 Years of Air Traffic Control Excellence
— A Standard for the World —



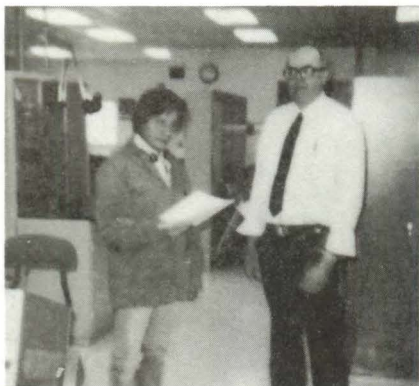
Roy Sam (right), maintenance mechanic at Northway, was presented a Special Achievement Award for sustained superior performance by his supervisor, Alvis B. King, Fairbanks SFO.



Earl Cleveland (right), Anchorage FIFO, aircraft mechanic, receives congratulations and his 15-year service pin from FIFO manager Bob LaBelle.



Jean Wiley (right), clerk typist, AAL-14, receives a Special Achievement Award for Special Services from Jim Walton, acting manager, AAL-10, for the extra typing that she does, for helping in training new personnel and just an overall can do attitude.



Allan Scott (left), Anchorage FIFO, avionics technician, receives congratulations and a Letter of Appreciation from FIFO manager Bob LaBelle for his outstanding efforts in the test equipment repair and calibration field.



Ollie Monfreda (left), Anchorage FIFO, avionics technician, receives congratulations and a Letter of Appreciation from FIFO manager Bob LaBelle in recognition of his significant contributions and conscientious efforts during implementation of AFIS and technical assistance when the CBI training courses were initiated in the FIFO training program.



Monte Larsh, manager, Cold Bay Sector Field Office Unit, presents a Special Achievement Award to Dwight Jones (left), maintenance mechanic at Cold Bay.

Medical notes - red meat

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

We frequently hear the statement that we should cut back on the "red meat" we are eating. If you are a health conscious individual you probably do eat more salads and fish at meals.

Most of us continue to eat red meat occasionally. That's okay as long as we know how to eat it wisely.

You need to focus on its assets and reduce its liabilities. The main liability is saturated fats. We know that it plays a part in the development of heart disease. It aggravates cholesterol levels and clogs up your arteries. Saturated fat may also contribute to the development of certain cancers. Most of us do not need the extra calories either.

All of this is not to say that meat is not an excellent source of protein, iron, zinc and B vitamins. Meat is a part of our lifestyles.

Here are some guidelines to help you eat meat in a more healthful way.

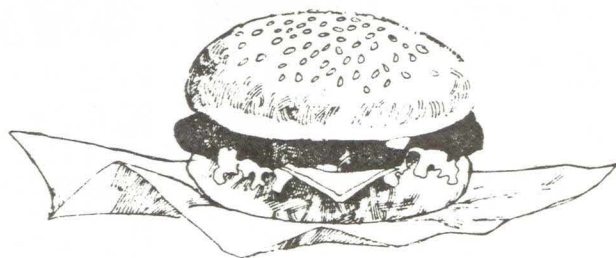
Stick to the naturally lean cuts of beef, pork and lamb. It is not true that the lean cuts of meat are non-flavorful and tough. Always trim off the fat portion of the meat prior to cooking. A six-ounce sirloin steak, untrimmed, contains 660 calories and lots of fat. By trimming off the visible fat you can reduce the calories to 350. Eat smaller portions of meat by enhancing the other parts of your meal. Make the vegetable and fruit part of your meal the star attraction.

The typical American diet derives about 40 percent of its calories from fat. Most health experts say this figure should be reduced to at least 30 percent.

To help you in your quest to eat leaner meats, three meat and food industry associations have joined forces to introduce a meat nutrient-education program called MEAT NUTRI-FACTS. This information can be found in your local supermarket.

A few examples of the chart based on information from the USDA (U.S. Dietary Association) would be:

MEAT (4 oz)	% OF CALORIES from fat	TOTAL CALORIES
beef t-bone, broiled	33	226
round steak, broiled	29	215
lamb loin chop, broiled	42	235
pork loin, tenderloin, roasted	26	189
ham leg, rump, roasted	43	251



EMBP dissolved

The Employee Mutual Benefit Plan (EMBP) was officially dissolved on October 1, 1985. The Fedalaska Credit Union accounts of the 130 active members were credited \$5.00. Remaining funds in the EMBP account were donated to the FAA Civilair Club.



The Anchorage Flight Inspection Field office recently received a Letter of Appreciation from the manager at the Air Traffic Service, U.S. Air Force, Shemya, Alaska, for exceptional work in the commissioning of the Shemya Mobile Radar. Supervisor Elvin Jackson presents letters to the flight crew (from left to right) of Don Hamilton, Ron Maines, Ralph Frederickson and John Callanan.

During the week of August 19, Frank Cunningham, AAL-1; Tom Westall, AAL-200; Dave Morse, AAL-401; and Al Crook, FSDO-61, visited the northern Alaska FAA facilities to meet employees. It was also a chance for employees to bring items to the Director's attention which would give him more insight into the operation of FAA facilities in northern Alaska.

They met with operators at each location and conducted a listening session at Barrow for the general public. The aviation industry let it be known to the visitors that the FAA personnel and facilities in northern Alaska were doing an excellent job.



The unidentified pilot on the left is receiving a Flight Service Station briefing. Next to the unidentified pilot is Frank Cunningham, Director; Junior Evans, AF technician; and Leon Kiana, Flight Service Specialist at Tanana.

Pilots tap into computer network

General aviation pilots at 24 U.S. cities now can tap into an FAA-sponsored computer network, using ordinary touch-tone telephones, and obtain basic weather information and forecasts.

A prototype of the new Interim Voice Response System (IVRS) has been on line in Washington, D.C. since 1978, with Columbus, Ohio subsequently tapping in. The newly expanded IVRS network is a precursor to a system that FAA plans as part of the final automated flight service station program.

The agency is leasing IVRS from Input/Output Computer Services of Waltham, Massachusetts. It uses computers located in 16 of the 24 cities, which means that some computers will serve more than one location. These computers are connected to four other computers in Waltham, which in turn collect and store weather data relayed from FAA's Weather Message Switching Center in Kansas City.

When a pilot calls the local IVRS number and then punches in a three-letter airport identifier, he or she receives the pertinent weather information from the central computers in a prerecorded, digitized voice message.

IVRS will supply notification of severe weather watches, convective sigmets, transcribed weather broadcasts, route forecasts, hourly surface observations, terminal forecasts, and winds aloft forecasts. However, FAA does not consider an IVRS call sufficient to provide the pilot with all the information required for a complete preflight weather briefing and recommends that pilots contact their local flight service station (FSS) before takeoff. FAA planners expect, however, that IVRS will substantially reduce the time required for FSS weather briefings.

IVRS is operating in these cities: Atlanta, Boston, Chicago, Dallas, Denver, Detroit, Ft. Worth, Harrisburg, Houston, Islip (New York), Kansas City (Missouri), Los Angeles, Miami, Minneapolis, New Orleans, Oakland, Raleigh, Philadelphia, Portland, Seattle, St. Louis and Teterboro (New Jersey). The Washington, D.C. and Columbus IVRS prototypes have been replaced with updated systems.

Washington Report

Cabin fire safety improved again

The FAA has proposed that additional protective breathing equipment be carried in airline aircraft operated under FAR Part 121. This is the latest in a series of FAA actions to improve cabin fire safety and is linked to the rule change increasing the number of fire extinguishers required on passenger airplanes. The proposed regulation specifies the type of equipment to be used and would require "hands on" training in using the new type fire extinguishers while wearing the protective breathing equipment.

Under the proposal, the equipment - either a face mask or a mask covering the nose and mouth with goggles - would have to be located within three feet of each hand-held fire extinguisher in the cabin. They would also be required in the cockpit and in any cargo compartments where the crew has access.

The current regulation requires flight crews to be protected from smoke, carbon dioxide, and other harmful gases but does not specify the type of equipment to be used.

Washington Report

News in brief

American Airlines agreed to pay \$1.5 million in full settlement of enforcement actions associated with maintenance-related violations of the Federal Aviation Regulations on September 25. The settlement was the largest in FAA history and was based on alleged violations involving maintenance performance, improper postponement of maintenance, and faulty monitoring and quality control. Most of the alleged violations were identified this summer in a special inspection and evaluation of American's maintenance practices.

* * *

The Great Lakes Region has joined the Southern Region in testing a toll-free Consumer Hotline (800-FAA-SURE). The hotline is provided for citizens with complaints or inquiries on such matters as carry-on baggage, airport security procedures and child safety seats. It also takes complaints concerning user services provided by FAA, including examinations, aircraft certification and facility operations. Individuals calling the hotline can expect a return call from an appropriate FAA official.

* * *

A U.S. District Court has ruled that airline policies barring blind passengers from seats near emergency exits are safety measures that do not violate federal antidiscrimination laws. The court's opinion noted that rules prohibiting blind and other handicapped passengers from seats near emergency exits had been approved by the Civil Aeronautics Board as part of a regulation that also permits airlines to keep children, the elderly and others who might impede the swift evacuation of a plane from seats near emergency exits.

* * *

Following the October/November air traffic controller recruitment drive, names placed in the register during previous drives will be removed. As a result, applicants must reapply during the current open period to maintain eligibility.

* * *

This year's downward trend in airport and airway delays continued in September with a drop of 12 percent from the same month in 1984. During the month, delays of 15 minutes or more averaged 935 a day, which is the lowest figure since June when the daily average was 760. For the first nine months of the year, delays were down more than 22 percent. The daily average for this period is 866, as compared with 1,112 in January-September 1984.

* * *

Some 65 representatives from colleges and universities eager to qualify for grant money under the Airway Science Program attended a September 19 conference in Washington, D.C. The conference was organized to explain FAA's requirements for schools that wish to compete for the \$3 million in Airway Science appropriations from FY 85. The gathering was hosted by Virginia Hancock Kroh, Airway Science Grant Program Manager.

* * *

The Office of Aviation Policy and Plans will sponsor the 11th Annual FAA Aviation Forecast Conference February 26, 1986, at Washington's Mayflower Hotel. The conference is being organized around the theme, "Structural Changes in Aviation" and will feature three panel discussions. One will examine general aviation, another will look at case studies in commercial aviation, both commuters and scheduled air carriers, and a third panel will take up the effects of deregulation on U.S. airports.



Six FAA employees recently judged the Paper Air Caper, the first "Major Paper Airplane Flying Contest" in Anchorage. From left to right in the picture are George Hosford, air traffic controller, Merrill Tower; Billie Cox, manager, Anchorage tower; Carl Wittfeld, FIFO; and Sandra Slate, pre-developmental controller. Denise Anthony, pre-developmental controller and James Moeller, area supervisor, Anchorage Tower, were also judges but were not available for the photo. The Caper, presented by the Anchorage Daily News, Big Brothers/Big Sisters of Anchorage and MarkAir to raise money for BB/BS, had prizes ranging from a 1985 Porsche 944 to Mickey Mouse fun gifts. No one won the Porsche, but a profit of \$9,000 was made.



Dennis Warth (right), manager, establishment branch, AAL-450, presents Len Grau, program manager, AAL-450A, with a Special Achievement Award for his work on the space study for the Anchorage ARTCC. The first draft of the ARTCC study was well received and will become an essential part of the Martin-Marietta produced FAA transition plan for the Alaskan Region. This transition plan will be a baseline FAA planning document.





Air traffic control specialist Stanley B. Porter of the Homer FSS received a Letter of Commendation for his contributions to the Human Relations effort at the Homer FSS.



Joe Wilson (left), receives a cake and presents from Dennis Wilson on behalf of personnel at the Anchorage ARTCC upon his departure from the Center.



Alta Kowalke (left), administrative supply clerk, Cordova, receives a Letter of Commendation from Cordova FSS Air Traffic manager, PoPo Richardson, for the highly professional manner in which she has assisted him this year.



Jane Glazier (seated), clerk typist at Northway, was presented a painting and a gold pan denoting her 25-years of service prior to her retirement on October 11, 1985. Her supervisor, Edward Kiss, Fairbanks SFO manager, made the presentation. Good luck in your future endeavors, Jane.



Tom Lane (left), evaluation proficiency developmental specialist, receives a Letter of Appreciation from Greg Sonnabend, acting assistant manager for training at Anchorage ARTCC.



Evelyn Withers (right), receives a Special Achievement Award for her sustained superior performance from Jim Walton, acting manager, AAL-10.



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Federal Aviation Administration

POLICY STATEMENT on Aviation Education

FAA's mission—now and in future—depends upon motivated, well-qualified and dedicated employees working together towards our objectives. Our ability to provide for the "safe and efficient use of the Nation's airspace, facilities, and the vehicles that travel therein" is dependent directly upon the quality of the education of our employees.

In order to assure a technically qualified workforce able to meet the challenges of changing technology, it shall be the policy of FAA to support education at all levels within the limits of our capability to do so.

FAA employees are encouraged to assume a more active role in their communities and schools in promoting increased understanding of Aviation, Airports and Air Transportation and their economic, social and career value in our communities and society as a whole. Through such active support for the FAA Aviation Education Program we will help ensure achieving our mission objective and FAA's preeminence as the world aviation authority.