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**Federal Aviation
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Alaskan Region
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85-22



2 Cover

by: Mike Tarr, ATM
Sitka FSS

FALL

The time of the year has arrived when nature's neon sign of change, the red and yellow leaves, tell us another summer ends. Already the hornet like activity of aircraft traffic has begun to slow as everyone looks toward that approaching tunnel called winter. And that is what winter is - a tunnel, not a cave. There is light at the other end to lure us through the night. So enjoy these colorful, waning days of autumn and welcome the mellow season just beyond. A little rest from all the craziness gone before will do us good.

Editor's note: Forgive my tardiness - I know fall is almost over, but I wanted to share Mike's thoughts with you in the Intercom.

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



Recipe corner

from: Barb Heatherington
AAL-55

GOOEY-DOOEYS

1 bag caramels (14 oz.)
2/3 cup evaporated milk, divided
1 package German Chocolate cake mix
3/4 cup butter or margarine - softened
1 cup chopped walnuts
1 package (6 oz.) semi-sweet chocolate chips

Combine caramels and 1/3 cup evaporated milk in top of double boiler. Cook, stirring constantly, until caramels are completely melted. Remove from heat.

Combine cake mix, remaining 1/3 cup evaporated milk and butter, mixing with electric mixer until dough holds together. Stir in nuts. Press half of the cake mixture into a greased 13x9x2 baking pan. Bake at 360 degrees for 6 minutes.

Sprinkle chocolate chips over crust. Pour caramel mixture over chocolate chips, spreading evenly. Crumble remaining cake mixture over caramel mixture. Return pan to oven and bake 15-18 minutes. Cool, then chill in refrigerator for 30 minutes. Cut into small bars. Makes about 5 dozen.

Around the region

Governor Bill Sheffield has appointed Paul Steucke, Public Affairs Officer, AAL-5, to the State's Alaska Safety Advisory Committee. The committee meets regularly to discuss a variety of safety issues and includes representatives from industry as well as government. Steucke will be representing the federal government on the committee. Congratulations, Paul, on your appointment

* * * * *

Speaking of the Governor, Bill Sheffield recently stopped by Dillingham on his way to King Salmon for a fishing trip. He remained in the terminal building for about 35 minutes, shaking hands and talking to pilots and FAA employees before continuing on to King Salmon.

* * * * *

Congratulations to Richard Kauffman, air traffic manager at Ketchikan Flight Service Station, on his recent election as President of the Federal Executive Association for a two-year term.

* * * * *

Richard Anselment, the new arrival at the Iliamna Flight Service Station, brings Iliamna up to full staffing after being checked out in the facility. Welcome aboard, Richard.

* * * * *

Joe Brunner, electronics technician, Anchorage Sector Field Office, will be assisting Frank Schroer, Homer High School student, with his plans to pursue a career in electronics. Through the 1985/86 school year, Brunner will provide guidance, advice and experience regarding basic electricity and basic electronics. Nice going, Joe.

* * * * *

Anchorage runway 6L/24R at Anchorage International was reopened on October 16. The runway was virtually rebuilt from the base to paving and painting. Although the runway was shortened by 300 feet on the east end to provide proper clearance for the perimeter road, it will improve air traffic flow and airport capacity. The runway is now capable of handling aircraft with weight up to 200,000 pounds which includes the B-727 type aircraft.

* * * * *

Congratulations to Murray Shain, operations inspector, Fairbanks FSDO, who was recently nominated by the North Star Borough Mayor, and appointed by the Borough Assembly, to the Borough Library Commission. His term will expire in December 1987.

* * * * *

Judy Hickey recently transferred from the Juneau Flight Service Station to the Juneau FSDO as an aviation clerk. Congratulations, Judy, and good luck in your new position.

* * * * *

Congratulations to Dixie Norton, airworthiness inspector, Fairbanks FSDO, upon her new position at the Milwaukee, Wisconsin FSDO. She transferred to Milwaukee on October 18.

* * * * *

Stan Hill, who used to be a member of the FAA family, then departed FAA for bigger and better things, has returned to become a member of FAA once again. He was recently selected as a computer specialist in the newly formed AAL-51 branch. Congratulations, Stan.

* * * * *

Welcome aboard to Michelle Moore, Civil Rights clerk, AAL-9. She will be trying to keep the other personnel in the Civil Rights office under control.

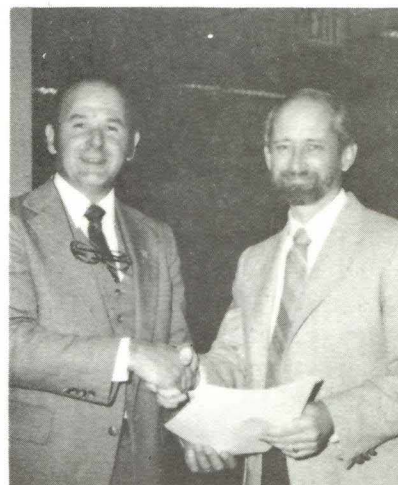
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Bob Moore (holding the cake), air traffic manager at the Bethel FSS, brought in a cake to celebrate Bob Drewes (right) receiving his three-year service pin and Randy Kline's (center) 33rd birthday. Airport manager Bill Kristovich (left) and FSS specialist Richard Buchmann look on.



Tom Hunt (left), manager, Airway Facilities Division, presents Robert Fairchild, electronics technician, Anchorage Sector Field Office, south unit, with his 25-year service pin.



Mike Hessler (left), assistant air traffic manager, Anchorage ARTCC, presents Doug Cook, assistant manager, Plans/Programs, with a Letter of Appreciation.



Chris Wittwer (right), clerk typist, AAL-61, receives a Special Achievement Award from John McCumiskey, manager, Word Processing Branch. Dick Brindley, manager, AAL-60, presents the award.



David Epstein (left), supervisor, AAL-463, presents a Special Achievement Award to Ed Jones, construction and maintenance foreman, AAL-463A.



Carol Moore (right), air traffic assistant at Anchorage Tower, was recently presented a Letter of Appreciation for participation at the Alaska State Fair in Palmer at the FAA booth. Presenting the letter is area supervisor Andrew Laux.

Medical notes - drug use

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

Drug use in America today is a major threat to our health, productivity and quality of life. Drug use cost the national economy over \$100 billion a year with much of that cost attributed to lost productivity. There are no precise statistics on the prevalence of drug abuse among workers in the United States, but a National Institute on Drug Abuse report on drug use in industry projected that as many as six million workers may currently be engaged in drug use.

Although alcohol is still the nation's most serious drug problem, use of other drugs is prevalent throughout the industrial sector and affects both large and small companies. Nationally we have 57 million people who have used marijuana at least once - 20 million of them are now regular users. Twenty two million Americans have used cocaine - about 5 million are regular current users.

The greatest obstacle preventing effective response to drug abuse is DENIAL. We do not want that to be true for this region.

Early identification of a drug or alcohol problem is important. Some warning signs are: deterioration in performance, absenteeism or poor attendance, changes in attitude or physical appearance, increase in health problems, increase in accidents, domestic problems, and financial problems. If we are to overcome the drug problem, we have to get beyond silence and denial and down to constructive, realistic solutions.

Do you know the answers to the following quiz:

- The most commonly abused drug in the United States is
 - marijuana.
 - alcohol.
 - cocaine.
- People who are dependent upon heroin keep taking it mostly to
 - experience pleasure.
 - avoid withdrawal.
 - be accepted among friends.
- Most drug users make their first contact with illicit drugs
 - through "pushers."
 - through their friends.
 - accidentally.
- What sobers up a drunk person?
 - A cold shower
 - Black coffee
 - Time
- How long does marijuana stay in the body after smoking?
 - One day
 - One hour
 - Up to a month

Answers

1. b. ALCOHOL (About 10 million people in the United States are dependent on alcohol.)
2. b. AVOID WITHDRAWAL (When heroin addicts are suddenly deprived of the drug, they develop physical withdrawal symptoms. These symptoms may include shaking, sweating, nausea, runny nose and eyes, muscle spasms, headache and stomachaches.)
3. b. THROUGH THEIR FRIENDS
4. c. TIME (There are no short cuts to sober a drunk person. It takes about two hours for the body to absorb each drink.)
5. c. UP TO A MONTH (The major ingredient is tetrahydrocannabinol (THC) which accumulates in the fatty tissues and remains approximately four weeks.



Air traffic control specialist Louis Press (left) received a Letter of Commendation from Charles Hallett, supervisory air traffic control specialist, for an outstanding performance of duties as acting area supervisor at the Fairbanks Tower.



Mike Tarr (right), air traffic manager, Sitka FSS, receives a Letter of Commendation for his performance as air traffic manager and local coordinator at Yakutat FSS for the past year. Hank Elias, AAL-501, presented the commendation during the Air Traffic Accident Investigation Course.

Bob Moore (left in two photos below), air traffic manager, Bethel FSS, presented FSS specialists Robert Drewes and Constance Cloud with their three-year service pins.



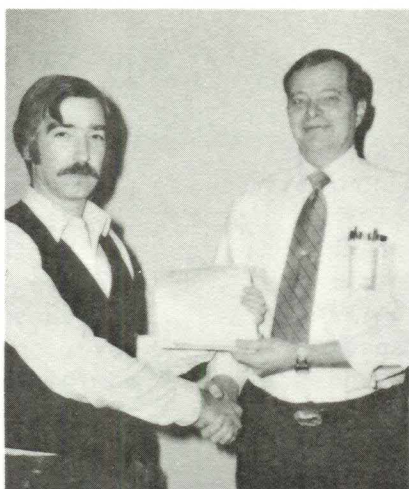
Ethel Hoffman (right), secretary, AAL-600, receives her 30-year service pin from Director Frank Cunningham.



Dottye Muhs (left), management analyst, AAL-62, received a Letter of Appreciation from Ken Smith, Civil Rights Office, for her "professional approach in the analysis" she performed for the Civil Rights Office. She also received a Letter of Appreciation from Tom Westall, Flight Standards Division, for the workload review of the Fairbanks and Juneau district offices. Dick Brindley, manager, AAL-60, presents the letters.



Herb Shannon (left), operations unit supervisor, FSDO-61, presented Larry Dalrymple, principal operations inspector, with an Outstanding Performance Award and a Quality Within Grade.



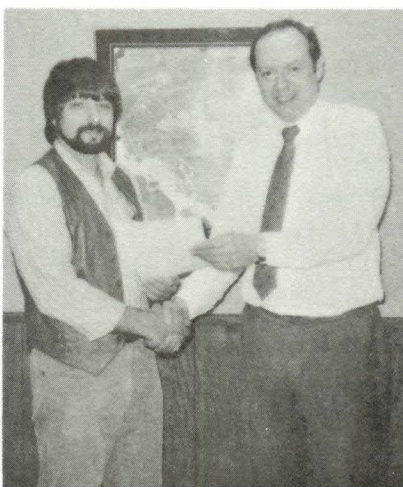
LeoRoy Stratman (right), area manager, Anchorage ARTCC, presents a Letter of Commendation to Dave Palmer, supervisory air traffic control specialist, for his prompt actions in a flight assist.



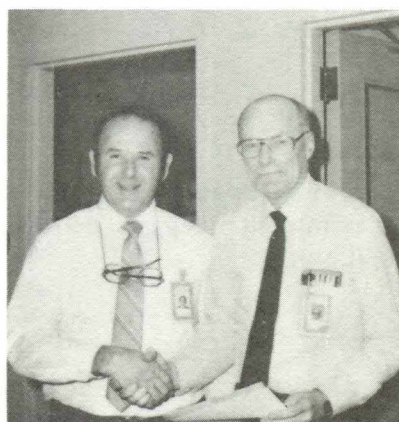
Herb Heck (right), electronics technician, AAL-422, receives his retirement plaque from Deputy Director Don Keil. Herb retired after 30 plus years with the federal government.



Ted Turbe (left), air traffic controller, receives a gold pan from Jimmie Vaughan, manager, Anchorage ARTCC. Ted is transferring from the center to the Corpus Christi Tower. Good luck, Ted.



Supervisory air traffic control specialist Charles Hallett (left), Fairbanks Tower, receives a Letter of Commendation from air traffic manager Derril D. Bergt for his outstanding performance as acting air traffic manager.



Michael Hessler (left), assistant air traffic manager, Anchorage ARTCC, presents Erland Stephens, area manager, with a Letter of Commendation for his performance in connection with a flight assist.

News in brief

James Smith, a member of the Civil Aeronautics Board from 1980-84 and veteran of various airport management posts, has been appointed Director of the newly formed Airport Capacity Program Office. The office, which reports to the Associate Administrator for Airports, will serve as the FAA focal point for all airport capacity and airport access issues. Smith holds a Bachelor of Aviation Management degree from Auburn University and a Master of Transportation Degree from the University of South Carolina.

* * *

A provision passed by Congress in 1982 that called for the trial use of a 2,087-hour rate as the divisor to determine hourly rates of annual base pay for salaried GS and GM employees has expired. As of October 12, the divisor figure reverted to 2,080 hours. This shift in wage measurement will mean a slight increase in the hourly rates for government workers and the modest boost will be reflected in the November 5 paychecks. However, OPM insiders report that Congress is likely to reimpose the 2,087-hour divisor within several months because legislators view it as a money saving device.

* * *

A program jointly sponsored by FAA and the United States Information Service recently brought up civil aviation officials from 14 Latin American nations to the United States for a nine-day tour of agency facilities. Escorted by Rene Cardona, ASO, and Tom Messier, Jim McMahon and Joaquin Archilla of AIA, the group made stops at headquarters, the Tech Center, the FAA tower at Philadelphia International Airport, and the Aeronautical Center. The traveling seminar focused on the agency's effort to improve airline safety and apply new technology to air traffic control.

* * *

In June 1984 Administrator Donald Engen ordered a revamping of the FAA's strategic planning process with an eye towards applying the "One FAA" concept to the agency's planning goals into the 21st century. As a result, all Associate Administrators now will prepare planning documents, tied to the annual budget cycle, which will cover their organizations' administrative goals for a minimum of five years. The documents will be updated yearly. The FAA Plan, published every two years, will in turn highlight these Associate-level plans and present a unified picture of the agency's long-range goals.

* * *

The agency's third annual National Aviation Awareness Essay Contest will get started January 15. At that time contest information will be sent to public and private schools throughout the United States. The deadline for submitting entries to the contest, which is open to students in grades 4 through 12, is March 3, 1986.

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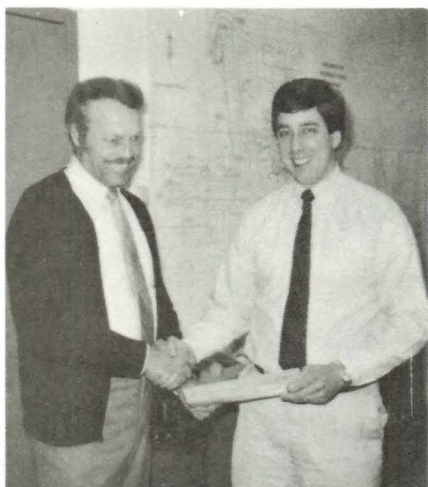
On October 10, without pomp and circumstance because of the secretive nature of their work, the first class recruited under the recently expanded Federal Air Marshal Program graduated from training. The pioneer class should begin riding flights by the end of the month.

* * *

Washington Report



*...There are people
in need of a helping
hand...give generously!*



Greg Barrett (right), plans and program specialist at Anchorage Tower, was recently presented a Special Achievement Award based on outstanding performance. Jerry Wylie, assistant air traffic manager, presented the award.



Air traffic control specialist Robert B. "Brad" Cole (left), Kenai FSS, is awarded his 15-year service pin by William D. Toppa, manager.



Mike Hessler (left), assistant air traffic manager, Anchorage ARTCC, presents Connie Cryer, receptionist, with a Letter of Appreciation.



Cindy Crawford (right), clerk typist, AAL-61, receives a Special Achievement Award from John McCumiskey, manager, Word Processing Branch. Dick Brindley, manager, AAL-60, presents the award.



The Aviation Forum in Alaska, representing the flying public, meets with FAA personnel to discuss new items, changes, and just share information dealing with flying in the State. Some, but not all, of the organizations represented are the Alaska Airmen's Association, the Alaska Chapter of 99s and the Alaska Carriers. The members of the forum in the photo above met at the FAA Regional Office in Anchorage in September 1985.

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Controllers save sleeping pilot

Alert Jacksonville Center controllers recently saved the life of a flying physician who had fallen asleep at the controls of his Piper Cheyenne and was headed out over the Gulf of Mexico.

At first controllers in both the Atlanta and Jacksonville Centers suspected the aircraft, which was operating on an IFR flight plan to Destin, Florida, had radio problems because they could not get a response from the pilot.

However, Jacksonville controller Raymond Harper and area supervisor Ralph Proctor noted the pilot did not follow standard "no radio" procedures. Instead he overflowed his destination and kept going out over the Gulf of Mexico. Harper and Proctor then contacted the pilot of an Air Force plane who reported that the light twin's pilot appeared to be asleep.

That is when the controllers contacted the pilots of a nearby airliner and asked them to give the sleeping pilot a blast on the Atlanta frequency, the frequency on which the surgeon/pilot had last spoken.

By then, the Cheyenne was 75 miles out into the Gulf, but the airliner transmission revived the doctor. Two Air Force pilots then escorted their disoriented and thoroughly embarrassed charge back to the Destin Airport.

Washington Report



Are you aware of overpriced items

The FAA Aeronautical Center has come up with a way to identify and report overpriced items and is now encouraging all employees to participate in the cost-saving plan.

The plan covers all items supplied by the FAA Depot that an employee or organization suspects are overpriced or are priced higher than in the public market place.

The two ways to report overpriced items are: (1) send in FAA Form 4680-1, Depot Customer Service Evaluation Report, to FAA Depot, AAC-400, P.O. Box 25082, Oklahoma City, OK, 71325; or (2) contact Jim Brand on the Aeronautical Center Overpricing Hotline at FTS 749-COST, commercial (405) 686-COST. The telephone reporting hours are 8 a.m. to 4:30 p.m. (CST), Monday through Friday.

Washington Report

FAAers do it right

After reading about it for years in the WESTERN FLYER, my partner and I finally loaded up our Cessna 177RG and flew it to Alaska. What a fantastic trip! We couldn't get over Alaska's beauty and how friendly everyone was, especially the FAA personnel. Everybody at the towers and FSS went out of their way to be helpful to these two "outsiders," but no one was nicer to us than Pete Smith, Paul Stewart and the rest of the FSS crew at the Deadhorse airport at Prudhoe Bay.

We had left Fairbanks in the morning to get a quick look at the polar ice caps at Prudhoe, planning to return to Fairbanks that afternoon. On the return flight we got caught on top of a 12,000 foot overcast over the Brooks Range, with another layer coming down fast on us, so we had no choice but to beat a hasty retreat around a line of Arctic thunderstorms back to Prudhoe. What a place to be stuck! But it was the FSS crew to the rescue. On their own time these fine guys helped us get our airplane tied down before the storm hit (there aren't any transient tiedowns there, and with rooms in the oil camps going for \$100 a night, it's easy to understand why they don't get a lot of transients), took us in out of the cold, fed us their famous hot Italian sausage sandwiches (imported all the way from Fairbanks) and even found us a place to sleep inside. I just can't say enough about these guys and all the rest of the FAA personnel in Alaska. I know next year come April 15th I'm going to feel a whole lot better about sending in my check to the IRS knowing that a part of it will be used to pay their salaries.

Sam Foote
Paradise Valley, Arizona

Thanks to Western Flyer for allowing us to share this letter printed in its 2nd issue of August 1985. Way to go FAAers!

FAA proposes rule change



The agency has proposed a comprehensive revision and reorganization of its airport certification rules to make them "more easily understood and, therefore, less burdensome to comply with and enforce."

The proposed revision to FAR Part 139 also would make substantive changes in such areas as firefighting and rescue equipment, fuel handling and storage, emergency plans, ground vehicular traffic, and snow removal requirements.

Under the proposal, for example, specific requirements for firefighting and rescue vehicles would be dropped at some 300 smaller airports ("Index A" facilities), in favor of a system whereby individual requirements would be determined on a case-by-case basis.

In addition, the proposal would clarify the respective responsibilities of airport operators and tenant fueling agents for on-site fueling activities. It offers two options in this area, one developed by FAA and the other by industry.

The scope of airport emergency plans also would be expanded under the proposal to include additional situations, such as water rescue and care of accident survivors. The proposal also would impose new restrictions on the movement of ground vehicles and require written snow removal plans for airports where snow conditions are likely to exist.

Included with the proposal is a request for comments on suggestions that airport operators be required to conduct a full scale demonstration every three or four years in which the emergency plan participants respond to a mock disaster.



HELP ME

TO DO WITH A SMILE

THOSE THINGS

I HAVE TO DO ANYWAY

