

Intercom

U.S. DEPARTMENT
OF TRANSPORTATION
FEDERAL AVIATION
ADMINISTRATION

ALASKAN REGION

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November 1991



Medical Notes

by Mary Grindrod, AAL-300

Thanks g i v i n g g g g !!

Try to remember how you felt last Thanksgiving day about 1 hour after you had the traditional turkey day feast. Some of us felt pretty bad. I am sure that there are those out there who can keep to the promises made to self to eat a healthy, well balanced diet and not to gorge self on Thanksgiving Day. For you I will just say have a happy and healthy day. For everyone else I will put down a few words of advice that may be beneficial to you

You should eat a variety of foods. Try to avoid foods that are high in fat, saturated fat, and cholesterol. Remember to include foods that are high in starch and fiber. Many of us should reduce our intake of salt and sugar. If you drink alcohol, do so in moderation and please plan ^{to} not operate a vehicle if you do drink alcoholic beverages.

When you choose your turkey, get one that has not been pumped full of additives. The butter-basted ones just don't fit into a good healthy diet. Be aware of the seasonings that you might wish to add to mashed potatoes. You don't have to use a stick of butter and heavy cream to season them. You will probably be serving a gravy for them anyway. Plan to have plenty of attractively arranged vegetables to crunch on. If you use any canned foods, take the time to read the label and make the best choice for you and your family. Salt is a preservative that is added to canned vegetables. By being familiar with labeling, you may save on the amount of sodium you are getting.

Here is a pumpkin pie recipe that will show you how you can drop off a few calories and fat and still have your pie.

1 can pumpkin
1 tsp. pumpkin pie spice
1 can evaporated SKIM MILK
1/2 tsp. salt
1 whole egg + 1 egg white
1/2 cup sugar

Mix all the above together and place in uncooked pie shell. Cook for 15 minutes in 400 degree oven, then reduce heat to 375 for about 50 minutes or until pie is firm.

If you are the one who prepares the dinner for Thanksgiving, just put a little more thought into your menu plan this year and be aware of what you are serving. Remember to give thanks for all the blessings you have received. If you know someone who is not as fortunate as you, try to help make the Thanksgiving holiday a memorable one for them.



Intercom ALASKAN REGION



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If you have questions, suggestions, or complaints, please call the Editor at 271-5169.

Nationwide News

Role Model

FAA Engineer on Loan to Black College

To help encourage more women and minorities to apply for future agency jobs, an electronics engineer at the FAA Academy has turned teacher.

In September, **Prather Thomas** began a year-long stint as a visiting professor at Langston University near Guthrie, OK.

It is believed to be the first time the agency has loaned one of its employees to a historically black college.

Thomas is an FAA role model for black students at the university. He aims to upgrade the electronics technology program and curriculum at the school, which will improve students' competitive position in the job market after graduation.

Read more about Thomas in the November issue of *FAA World*.

\$\$\$\$

3.7% Raise in 1993?

January 1992's pay raise for Federal workers of 4.2% is expected to be followed by a 3.7% boost in January 1993. The 1993 pay increase is figured out by the Department of Labor and based on an employment cost index.



50th Aviation Education Center

The FAA dedicated the 50th Aviation Education Resource Center last month. In cooperation with the Massachusetts Aeronautics Commission, the center opened at the State Transportation Library in downtown Boston.

Aviation education resource centers are being set up across the country at colleges, universities, museums, science centers, and government facilities. They serve as a focal point for aviation resources including education programs, publications, pamphlets, books, computer software, and videotapes.

The Alaskan Region has an Aviation Education Resource Center at the University of Alaska Fairbanks, and centers have been approved for University of Alaska Anchorage and Alaska Pacific University.



Top Performers

Airway Facilities Honors FAAers for Quality Work

More than 250 Headquarters and regional employees, family members, and friends attend the Airway Facilities organization's Second Annual National Honorary Awards Ceremony recently in Washington, D.C.

Administrator James Busey praised the award winners for their leadership, contributions, and achieving high levels of performance in their day-to-day work and service to communities.

Nominations for the awards had come from peers. Each nominee received a certification of recognition and a coffee cup specially designed for Airway Facilities.

Peers also selected award recipients. Each winner received a watch sporting the Airway Facilities logo.

In addition, **Associate Administrator for Airway Facilities Arnold Aquilano** presented his own special award of a lapel pin in the shape of a key and a plaque to 20 outstanding employees at the program for their commitment to quality performance. He plans to visit each region and present the key award to 82 winners who could not be at the Washington ceremony.

On behalf of the Airway Facilities work force, **Aquilano** received a plaque as did **Ed Kelly**, the organization's deputy associate administrator.

John Williford, AAL-460 branch manager, received the award of Outstanding Manager of the Year.

Caught

Back from the

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National Airspace S
ZAN AFS



It was near midnight on the 19th of August, and the Customs room at Khabarovsk airport was about 95 F. with no air conditioning, unless you count the missing window. After a 2-hour delay at the Anchorage, Alaska, airport, a flight of 6 hours, and 2 more hours clearing Customs, we were on the verge of passing out due to heat prostration. When we were told that there would be a 6-hour wait before the next flight to Moscow, my wife, Hannelore, and I retired to the bar to replenish our body fluids.

We were on our way to vacation with Mr. Nickoli Rikov, Aeroflot's Chief Engineer for the Anadyr District of the USSR, and his family. Mr. Rikov stayed with my family while he was in Alaska in April 1990, and I stayed with his family when the FAA sent me to the USSR. We agreed to spend our next year's vacation together touring Moscow, Lithuania, and Azerbaijan.

In the bar we met Andy, a 17-year-old Russian boy who spoke English. We relaxed, I practiced my Russian and he practiced his English. We gave the attendant \$1.00 and never ran out of money at the bar.

About 2 a.m., I walked a young man in shorts, a tee shirt, and wearing a baseball cap backwards, who said, "Hi, I'm Jon. I've just arrived from Japan. There has been a coup, and Gorbachev has been arrested."

Suddenly I was no longer tired, and my mind went into high gear.

After intensive questioning of Jon, who said he worked for the Swedish Embassy in Moscow, I had great doubts as to his credibility. His Russian was flawless, his actions too nonchalant for his story to be real. I decided to nose around and check it out.

Andy and I walked around the domestic terminal, talking with

the Soviet citizens and soldiers who were waiting for planes. They knew NOTHING about it. Then I thought, *I should quit this, they may think I am encouraging a coup.*

We made a 2-hour refueling stop at Ubehan. I watched the news on TV. There! That proves it! There was no coup. No one in the terminal showed any sign of trouble, including the military people. We left for Moscow in a more jovial spirit.

Twelve hours after leaving Khabarovsk, we landed at one of the domestic airports serving Moscow and stepped off the plane into the revolution.

Adrenalin was in the air, people everywhere were frightened and scurrying around. Soldiers had loaded Kalashnikovs and they weren't smiling.

There was no sign of Nickoli or his family. But wait! We arrived on August 20, not the 21st as my itinerary from Aeroflot indicated.

Back into high gear went my tired mind. We had now been traveling for 26 hours.

The Intourist Office was shocked to see us since we were not due until the next day. *PANIC! What do I do with these Americans at my airport?*

We had no Moscow address or phone for Nickoli, so Intourist got us a reservation at the Hotel Metropol and rented a car and driver for \$26.00. The attendant said, with eyes as big as saucers, "It is far too much dangerous for you to go by taxi."

The car was an older Lada, built in the USSR, but that didn't stop the driver from driving like A. J. Foyt in the Indy 500. ZOOM, past the first group of tanks we went.

The next 40 minutes were very interesting. As we went past

battalions of tanks and APC's parked in the woods next to the road, the driver said in Russian, "I will show you the biggest secret in Moscow. See that meat truck? Look inside as we go by."

A white 2-1/2-ton refrigerator truck had the back door open about a foot. There were many of these "meat" wagons both going into and coming out of the city. As we drove by, I looked in and saw that the truck was loaded with soldiers.

The driver, who was shaking so bad that I thought he might have palsy, said that they had been transporting soldiers in Moscow in these trucks for two days.

Oh great! What have I gotten into this time? I asked myself as we passed a bridge guarded by four T-72 tanks.

Our hotel was located on the edge of Red Square, but we couldn't drive directly to it. Red Square had about 1,000 tanks around it and about 100,000 people around the tanks. The only road open to traffic was a two lane road which necessitated and fear had converted into a four lane road.

There was no such thing as defensive driving or driver courtesy this day. We drove up the sidewalk with the car next to us only about an inch away.

Traffic slowed to stop-and-go as we proceeded up a small hill. The clutch failed on the "meat" truck in front of us. Back it came, stopping inches from crushing the small Lada. Then our clutch failed, too.

They build tough transmissions over there. The driver would stop and put the car in neutral. When there was three feet between us and the truck, he would race the engine and jam the car into gear, whereupon we would leap forward, stopping under the truck, killing flies on the hood and killing the engine.

the coup

CR in one piece

elliher
Operations Manager
age Center

After about 20 minutes of this progress, we reached the source of the traffic slowdown: a military roadblock. They were searching cars. When it came our turn, they just waved us through. *There is a God!* I thought.

Now we were on the downhill side; we could see Red Square, with all the tanks and people. There on the left was the Metropol Hotel, on the right the Bolshoi Theater, and straight ahead another road block.

We needed to turn left but it was forbidden, so we drove past the hotel and stopped at the roadblock. The driver told them that his clutch had failed and he needed to get to the Metropol. As they waved us around, the driver let out a large sigh of relief. It was contagious.

Once we were in our \$309.00 a day room (the cheapest available) we called the American Embassy. They advised us to get over there immediately. The Embassy was located on the opposite side of Red Square, and the whole area was closed to the public (except for the 100,000 or so people standing around the tanks). We took the metro (subway), then walked through the barricades made by the people who were protecting Boris Yeltsin.

The Embassy staff urged us to get out of the USSR as fast as possible because of imminent danger from the revolution. They felt that it could get bloody any minute.

Upon leaving the Embassy, we noticed that the crowds had become more unruly. On every corner someone was "preaching" to a group of about 100 very excited people.

We still had not decided to leave. Aeroflot's erroneous schedule had us in Moscow a day early, and the family with whom we were planning to vacation still didn't know our predicament.

We asked the hotel front desk to get us a car and chauffeur so we could go to the airport in the morning to meet our friends. They said that the road to that airport was closed, and it was too dangerous to go anywhere near there.

BOOM! and we're gone into orbit, as Hannelore screamed, "Where can we get tickets out of here?"

I bought tickets (\$657.00) at the Hotel Travel Office for the next plane out, which departed at 9:30 the next morning. *VISA, never leave home without it.* We were both concerned that (as we were exceeding our credit limit) the credit card company might say, "Sorry! You cannot make this purchase, hope you enjoy yourself in Moscow."

The hotel had only about 10 guests, mostly news people. After "dinner"—they were out of food, but four beers, two wines, and \$55.00 poorer—we decided to go for a walk and found the hotel surrounded by police and troops. I talked with a Soviet officer, who was very sad and told us there was a curfew and we couldn't leave the hotel.

"It's a black day for Russia and a black day for the world," he said.

The ride to the airport the next morning was unforgettable. We drove through the small city streets at over 140 kmh. Hanne was scrambling in the back seat for her seat belt while thinking about the editor of "Prevention Magazine" who was recently killed

in an automobile accident on the way from Moscow to the airport.

We were going directly towards a tank roadblock when the driver slammed on the brakes, skidded around the corner, and flew over a hastily made barricade of cobblestones piled in the street.

Flying down a major highway, we were rapidly overtaking a car that was weaving left and right. *He's not slowing down, he's going to kill us!* About two seconds from impact, the driver laid on the brakes and the horn. The other car jerked to the right as we skidded past with about an inch to spare. Off went the horn and brakes, down went the throttle, and we were gone in a flash.

After a 2-1/2 hour processing-in period at the airport check-in counter, we were gone to the "land of the free."

Later we heard that the tanks left that afternoon and peace was restored.

The various Western news agencies kept the free world aware of what was happening while, in the middle of all the excitement, there was a deliberate effort to deceive the Soviet people as to what was actually happening.

Our press, as bad as they appear to be at times, were exercising a right that many of us take for granted. Only when you experience what lack of free speech means can you really appreciate what freedom means.

17.5
3.5
140
5
82
87.5 MPH

Office of Aviation System Standards (AVN)

AVN gets new name



FAA's Aviation Standards National Field Office officially changed its name on October 21, to *Office of Aviation System Standards*. The old routing symbol, AVN, will continue to be used. An agency notice on the name change states that the new title more clearly identifies the Office of Aviation System Standards as an FAA headquarters organization under the Associate Administrator for Aviation Standards. The organization's former title created confusion with the use of the term "field office," spokesperson LaVaughn Emory (AVN- 10) explained.

The Office of Aviation System Standards, located in Oklahoma City, continues to be responsible for FAA aircraft operations and maintenance, flight inspection of the national airspace system, certification of airmen, and registration of U.S. civil aircraft.

'Tis the Season Watch Out for Thieves



'Tis the season for cheer—and thieves. So, FAAers are warned to take extra precautions to make sure personal items and government equipment aren't ripped off.

Traditionally during the holiday season, the number of thefts increases. Thieves often target unattended purses, bags, and wallets.

Security officials say it is the responsibility of individual users to make sure that high-value equipment and software, such as computers—especially laptop versions—are properly secured when left unattended.

Never leave personal property unattended unless you are willing to risk loss. Make sure it is locked up. The government is not responsible for personal property loss.

It's up to each employee to use common sense in protecting valuables from theft.

IN MEMORIAM



Henry L. (Hank) Newman passed away in Fort Worth, Texas, on November 4, 1991.

Newman retired from the FAA in 1979 after over 42 years of Federal service.

He joined the CAA in 1946 as Alaskan Region executive officer. He had previously served 6 years in the Department of the Interior and 4 years in the Army Air Corps.

Besides Alaska, Newman's FAA service included key posts in Washington, New York, and Kansas before becoming the Southwest Region Director. He served in that position from 1965 until his retirement in 1979.

Newman received several citations for outstanding Federal service, particularly for his work in program coordination and intergovernmental relations. After retirement, he continued to be active in aviation matters. He was the 1988 recipient of AOPA's L.P. Sharples Award for his distinguished lifetime contribution to general aviation.

Retirement

Blanche Walters from Nome has optionally retired effective November 2, 1991. Jean Pershall, retirement specialist in AAL-16, personally visited with Blanche to help her complete the paperwork. Blanche was in good spirits and has improved much since her automobile accident. She is learning to use a walker instead of being confined to a wheelchair.

Jim Finlayson will be retiring soon from the South Alaska AF Sector. A retirement dinner for Jim is planned for Friday, January 10, 1992, at the Anchorage Elks Lodge.

6:00 p.m.—No Host Cocktails
7:00 p.m.—Dinner
\$16.00 per person

Call Della Triggs or Patty Brown
for reservations and tickets:
266-8500

**For the person
who knows every-
thing:**

It is futile to be-
come lachrymose
over precipitously
departed lactic
fluid.

Around the Region

Spencer Wins Scholarship

Susan Spencer, tower supervisor at Anchorage ATCT, has been selected from among 3,000 applicants to receive the Judith Resnick Memorial Scholarship for advanced flight training. She will attend the American Flyers school in Fort Lauderdale in January.

Yakutat Is User Friendly

On October 23, 1991, two MIG 29's, two F-16's, and an IL 76 Aeroflot transport refueled at Yakutat. Most of the population, including all Yakutat school students, came to see the planes. Accompanying personnel said that Yakutat was the only place visited by the MIG's where people were allowed to walk up to the planes.

IRS Alert: Excessive travel advances are taxable

This is a friendly warning to anyone who has an excessive travel advance more than 30 days old. Let's get it cleaned up! The Office of the Secretary of Transportation, Office of Financial Management, M-80, is preparing to implement the Internal Revenue Service (IRS) regulations to report excessive continuous and/or single trip travel advances as taxable income. We must make a more intense effort to control advance amounts and eliminate overdue balances. This in turn will make for a smooth transition when these regulations become effective. AAL-40 will keep you posted on further details when they become available. Point of contact is **Mike Schmidt** at 271-5252.

Employee Listening Sessions

The new and improved version of employee listening sessions will begin December 17 with sessions in Fairbanks. Regional Administrator Ted Beckloff and a half dozen management team members will travel to that northern city to conduct several meetings with employees.

A design team has been working on the format for the meeting to ensure that topics are identified in advance, and the team will come with information and answers.

The purpose of the listening sessions is to allow an exchange between field personnel and managers about a wide range of issues. The meetings are meant to be an informal means of letting the Regional Management Team know what people care about or what problems need to be solved.

Listening sessions will be scheduled in Anchorage, Juneau, and several other communities in 1992.

Bethel Tower Likes Eichholz

A Letter of Appreciation was given to **Dean Eichholz**, owner of Alaska Flying Network, by Kenai ATCT. Dean and his crew removed a BE-33 from Kenai runway 01 after the aircraft was unable to taxi. Dean is always there to help pilots in need. The controllers of Kenai Tower appreciate his can-do attitude.

Increase Your Traffic Count

Recent note from Dillingham FSS: "Traffic has picked up slightly this week due to a local grocery store having a clearance sale which drew in many villagers."

"I'm writing a letter to the President."

"That movie is rated PG." "I'm old enough to vote."

"HAS THE PAPER COME YET?"

"I'll say what I want to say." "I refuse to answer."

"Are you going to the meeting?"

"Equal Opportunity Employer."

"NO" "I * @ * # * !"

TRESPASSING"

"I can't believe I voted for him." "IT'S A FREE COUNTRY!"

"A man's home is his castle." "He's never stepping foot in my house?"

"THROW" "She took the fifth."

THE "O.K. let's see some proof of your age."

RASCALS "You can't hold me!"

OUT!" "BAIL BONDS ANYWHERE ANYTIME!"

"THAT'S ART?" "You'll have your day in court." "Call out the National Guard!"

"You have the right to remain silent."

"THAT'S DISCRIMINATION!"

"It's unconstitutional."

"SHE'S A PUBLIC DEFENDER."

"I'LL SUE" "WE HAVE ELECTION DAY OFF!"

"Did you sign the petition?" "Do you have a search warrant?" "Write your Congressman."

"I've got my rights!" "I'M INNOCENT!"

"I bought it for the articles." "I have jury duty."

EVERY DAY YOU
USE THE
BILL OF RIGHTS
AND
YOU DON'T EVEN
KNOW IT.

"That's against the law."

"Vote 'YES' on Election Day!"

"WHEN I GROW UP I WANT TO BE PRESIDENT."

"NO" "I want a lawyer!"

COMMENT!"

"THE AYES HAVE IT."

"What time is church?"

"You don't have to make a Federal Case out of it!"

"I want a lawyer!"

For 200 years the Bill of Rights and subsequent amendments have secured our freedoms as Americans. In fact, these constitutional rights have become such a part of our everyday life that we

tend to take them for granted, which is unfortunate because without them, you would not even have the freedom to read this ad, nor would we have the freedom to run it.



THE CONSTITUTION • THE WORDS WE LIVE BY.

THE COMMISSION ON THE BICENTENNIAL OF THE UNITED STATES CONSTITUTION INVITES ALL AMERICANS TO CELEBRATE "THE BILL OF RIGHTS AND BEYOND" IN 1991.



*SIGN-UP TODAY FOR
HIGH INTEREST*

U.S. Savings Bonds



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-- Dottie 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.



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



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



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.



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.

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

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?



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.



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.

WARNING !

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.

