



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# intercom:

Office of Public Affairs  
Alaskan Region  
701 C Street, Box 14  
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86-17



## Memories abound

The following letter is from Tony and Earlene (Day) Giambruno, who now reside in Tucson, Arizona. Tony retired from the FAA in 1976.

"With reference to the picture on the front of the August 1986 issue of Intercom, the lady is Clara (Munsell) Frost Seibert. Clara and I were in school at Boeing Field in Seattle in 1944 when a notice came that people were needed for the Civil Aeronautics Administration (CAA) in Alaska. We flew to Anchorage with Jack Jefford in the CAA's DC3. We sat in bucket seats and the center of the plane was loaded with cantaloupes and I vowed, after landing at Annette Island, Yakutat or Yakataga, that I would never eat another cantaloupe.

We arrived at Merrill Field on a Sunday evening late July 1944. I still remember walking down 4th Avenue to the Lido Gardens for dinner and how frightened we girls were as we passed about 50 bars all wide open and going strong on Sunday night. This was also my first experience of 24 hour daylight. The night that W.W. II came to an end was absolute bedlam on 4th Avenue.

Clara and I lived in Anchorage for a while then went to Woody Island where we lived in the barracks, ate in the mess hall and rode the CAA boat piloted by Pete DeVeau. What wonderful memories those years of 1944-1949.

I met my husband, Tony Giambruno, on Woody Island. In 1947 we transferred to Unalakleet. I came outside in 1949 and Tony transferred to San Francisco in 1950 at which time we were married. Tony spent 32 years with CAA/FAA, transferring from flight service to control tower in 1952 then retired in 1976. He went to the academy in Oklahoma City and helped train new controllers after the strike.

Clara stayed in Alaska and retired after many years with CAA/FAA. She was living in Juneau in 1980 and flew to Homer to visit Tony and I, then decided to move back to Homer to live. We three had lunch together at the Elks in Homer in late June 1983. Clara's mother wrote me at Christmas time that Clara had died suddenly the first week in July (1986). Clara spent most of her adult life in Alaska. She was a lovely woman, a good Alaskan and a most treasured friend. Seeing her picture on the front of the Intercom was a wonderful surprise and as you see it really opened up my memory box.

We try to get to Alaska every other year and spend our time on the Kenai Peninsula. Alaska is very special to both of us. Hope to be at the picnic in 1987."

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

# New federal employee retirement system

from: AAL-14D

By amending Section 2109 (1) of Title 5, United States Code to read: (1) 'air traffic controller' or 'controller' means a civilian employee of the Department of Transportation or the Department of Defense who, in an air traffic control facility or flight service station facility - (A) is actively engaged (i) in the separation and control of air traffic; or (ii) in providing preflight, inflight, or airport advisory service to aircraft operators, or (B) is the immediate supervisor of any employee described in subparagraph (A); congress has included flight service station personnel.

This means that flight service station personnel who meet the definition and are under the "old" Civil Service Retirement System also come under PL 92-297. This public law allows air traffic controllers with 20 years of civilian air traffic control and age 50 or 25 years of air traffic control service and any age to retire with a minimum annuity of 50 percent of their high 3 average pay. Air traffic control retirements are computed using the general formula,  $1.5\% \times \text{hi } 3 \times 5$  years of service plus  $1.75\% \times \text{hi } 3 \times 5$  years of service plus  $2\% \times \text{hi } 3 \times$  the rest of the years service. If this formula does not yield 50 percent of the hi 3 average pay, using all service including active military and non-air traffic service, the annuity is adjusted to 50 percent of the hi 3 average pay by the Office of Personnel Management.

Under PL 99-335, the "new" federal employees' retirement system, air traffic controllers who meet the new definition are eligible to retire at age 50 with 20 years of civilian air traffic control or at any age with 25 years of air traffic control service. PL 92-297 does not apply. There is no minimum annuity prescribed by the new law.

Air traffic controllers now have the same formula as law enforcement officers and firefighters which is  $1.7\% \times \text{hi } 3 \times 20$  years ATC plus  $1\% \times \text{hi } 3 \times$  years over 20. This formula yields a minimum annuity of 34 percent of hi 3 average pay for a minimum of 20 year service retirement.

If you have any questions regarding this new retirement system, please call Jean Pershall, AAL-14D, 271-5816.

## Gift giving/receiving

Being a federal employee also means a higher standard of conduct is expected of you than of employees in many areas of the private sector as indicated in Executive Order 11222 and 49 CFR Part 99.

With the holidays approaching it is time to remind all federal employees about gift giving/receiving. According to the regulations, "No departmental employee may accept a gift, no matter how small, from another departmental employee who has a lower salary. This includes Christmas presents. The sole exception to this rule permits the acceptance of unsolicited, voluntary gifts from subordinates for special, personal occasions, such as weddings, illnesses, retirements, etc. Such acceptance is only allowable if the worth of these gifts is obvious to a reasonable person to be less than \$10 or where there is anonymity as to the amount of an individual employee's donation.

Also, FAA employees must not accept gifts from (1) anyone who has, is seeking, or is likely to seek, a contract, grant, subsidy, etc. from FAA; (2) anyone who is regulated or inspected by the FAA; (3) anyone who has interests that are substantially affected by the FAA; (4) an association or organization predominantly composed of, or predominantly funded by, persons falling in one of these three categories.

## Around the region

Congratulations to Paul Steucke, public affairs officer, AAL-5, on receiving the 1986 KAKM Distinguished Service Award for outstanding service to public broadcasting. The award was presented to Steucke from the KAKM board of directors and members at the annual membership meeting held in Anchorage on September 18. Elmo Sackett, executive director and general manager of KAKM, said, "Paul has been very generous in donating his time and talent in behalf of public television. This award and the ivory carving from Savonnga is a token of our appreciation for all you have done for us."

\* \* \* \* \*

An Army UH1 from Ft. Greely responded to a medivac request to transport a heart attack victim from Northway to Fairbanks Memorial Hospital at 2:30 a.m. on September 10. Air traffic control specialist Pat Kerber aided the situation by driving the Northway ambulance during the emergency and also giving medical assistance to the patient. Air traffic control specialist Lyle Cronk opened the FSS in order to aid the flight arriving and departing from the Northway airport. Hats off to both Pat and Lyle.

\* \* \* \* \*

The FAA personnel at the Bettles Flight Service Station hosted a cook-out for the community of Bettles in recognition of the 50th anniversary of Air Traffic Control on September 14.

\* \* \* \* \*

If you are a Civilair Club member, please fill out the ballot on the back of the Intercom and return it to Marcia Bolton, AAL-453, by November 20, 1986.

\* \* \* \* \*

The Air Traffic Division "points with pride" to air traffic control specialist John Musser, Bettles Flight Service Station. He received the initial emergency call from an aircraft making an emergency landing on the tundra near Bettles Field and followed up by coordinating the ensuing search and rescue operation. The aircraft was located within one-half hour and the pilot picked up within an hour of the landing. Much of the credit for the efficiency and success of the mission can be attributed to Musser's handling of the situation. Congratulations, John, and keep up the good work.

\* \* \* \* \*

Teamwork in the Logistics Division is going strong. Through the combined efforts of contracting officers Patti Fox and Karla Shaw, a contract for testing of waste material at Lake Minchumina was awarded just prior to year end. They had to analyze and evaluate offerors' proposals, investigate the selected firm's business competence and complete the award documents. This process, which usually takes in excess of two weeks, was accomplished in less than two days, and with only hours to spare!

Another example of teamwork in AAL-50 was the purchase of computer hardware in the last minutes of the fiscal year. Efforts by contracting officers Cheryl DeVries and Dee Washburn resulted in the award of a contract for Data General Dasher-1 computers sorely needed by the region. Processing was accomplished in record time, and with the help of Karen Roan and Naomi Christensen, a printed contract document was in the mail by 4:15 p.m. on September 30.

In the words of AAL-50's manager, "their contributions were outstanding examples of dedication, teamwork and mission support."

\* \* \* \* \*

## Getting ready

from: AAL-300

The medical team is busy compiling information for briefings about the upcoming substance abuse control program. Pat Sanders and Mary Grindrod, nurses from AAL-300, have been selected to be the substance abuse managers for the Alaskan Region and will be available to assure a smooth and painless move into this part of the medical requirements for those people in positions which will require testing.

Informing all employees of the program and the procedure which will be followed is of major importance. One of the nurses will visit the sites where the employees will be going to an aviation medical examiner for their medical examination and urine screening test which will now be a part of the annual physical examination. Each medical examiner will be instructed in the proper protocol.

(Stay tuned, and don't believe all the rumors and myths that are going around. Information is coming soon; i.e., see page 6.)

## Hijack attempt fails

A Miami man discovered recently that it is a lot harder to hijack an airplane in the United States than reading the papers or watching television might lead you to believe. The man was arrested at Miami International Airport after security guards searched his carry-on luggage and found two plastic bottles containing a total of 48 ounces of pure gasoline. Reportedly the suspect told police he was planning to hijack American Airlines Flight 975 to San Juan and take it to Cuba. There has not been a successful hijacking of a U.S. airliner at an American airport since December 1984.



Robert J. Heitkamp (right), air traffic control specialist, Juneau FSS, receives a Special Achievement Award from area supervisor Al Hester.

## 46 ATCSs cleared

The FAA has cleared 25 controllers at the Kansas City air route traffic control center of allegations that they were involved in the off-duty use of illegal drugs. They were among 36 controllers who were removed from safety duties in mid-September because of drug-use allegations. All 25 have been returned to their regular jobs.

Of the remaining 11 controllers, five were found to have used drugs during off-duty hours and have been offered the opportunity to enter a treatment program as an alternative to dismissal. The investigation of the other six controllers still had not been completed as of September 26.

The FAA has also cleared 21 Los Angeles Center controllers of allegations that they used drugs off the job and has returned them to their regular positions. Thirteen of the 34 originally involved in the investigation were found to have been involved in off-duty drug use. These employees will be given an opportunity to enter a treatment program as the first step toward a return to full duties.

## 6 **Myths and facts**

The following is information for FAA employees regarding myths and facts of drug testing.

MYTH: Drug testing is inaccurate and produces false positive results.

FACT: The laboratory procedures which will be used in the FAA drug testing program consist of a two-step process. The first is a screening test where specimens are analyzed to indicate the possibility of the presence of drugs. Specimens which show a positive result in the screening phase are considered presumed positives and are subjected to a confirmation test using gas/chromatography/mass spectrometry (GC/MS). These procedures rule out the possibility of false positives or misidentification of over-the-counter or prescription medications. Results of tests using these procedures have been accepted and sustained in federal courts. Over 300 Compu-Chem Laboratorie drug tests have been used or challenged in court and none have been proven inaccurate or false.

\* \* \*

MYTH: An employee may be taking cough syrup, antihistamines, or prescription drugs which can be misread and the employee identified as being a drug abuser.

FACT: Any applicant or employee taking a drug test will sign a consent form providing for the listing of any medications, over-the-counter, or prescription drugs being taken. The testing program will be able to identify the presence of such drugs through confirmation procedures. The Gas Chromatography/Mass Spectrometry system is such that no false positives would be reported due to over-the-counter or prescription drugs.

\* \* \*

More myths and facts regarding drug testing will be in the November issue of Intercom.

## **\$86,400 question**

The following article was written by Maj. Ronald A. Roye in the August 4, 1986, issue of "Commandant's Bulletin," U.S. Coast Guard.

What would you do if a bank credited your account with \$86,400 every morning? "Fantastic," you exclaim. But hold on, there are some conditions. The bank will carry no balance forward at the end of the 24 hours. You are allowed no cash in the account for future withdrawals. Moreover, you must use the entire sum each day. In other words, every evening the bank cancels whatever balance remains. What would you do?

I was recently asked this question through an article I read by Dale F. Batesole. His answer went something like this:

You would try to use the entire amount every day. You would invest it in making life better for yourself and those around you. You would use it to shape a bright future for yourself and others, and you would not hoard it or skimp on anything good.

Above all else, you would not ignore it and pretend it did not exist.

Do you know that each of us has an account in a time bank? Each morning you are credited with 86,400 seconds. Every night, at the end of the 24 hours, the bank wipes out whatever time you have squandered.

Time carries forth no balance, allows no borrowing, offers no overdraft protection. In other words, we waste whatever we have not invested in worthwhile activity or for constructive purposes.

How can we conduct our business in the very best way? By investing our bank account of 86,400 seconds each day in constructive thoughts, words and actions. You will "profit" by making each day the best day of your life. That's the correct answer to the \$86,400 question.

## People and awards

### \*\* ACHIEVEMENT AWARDS \*\*

Wilbur M. Smith, air traffic control specialist (ATCS), Anchorage FSS, for sustained superior performance

Allen Upicksoun, electronics technician, Kotzebue FSS, for sustained superior performance

Martha Darby, secretary, AAL-450, for sustained superior performance

John McIntyre, technician-in-depth, South Alaska Sector, for sustained superior performance

Deborah Foster, personnel development specialist, South Alaska Sector, for sustained superior performance

Helen Hall, general supply specialist, North Alaska Sector, for sustained superior performance

Wilfred Evans, Jr., maintenance mechanic, Tanana, for sustained superior performance

Ann Spannagel, electronics technician, North Alaska Sector, for sustained superior performance

Bruce Kihle, maintenance mechanic, North Alaska Sector, for a special act

### \*\* LETTERS OF COMMENDATION \*\*

Arnold Blair, ATCS, Anchorage FSS

Gary Petersen, ATCS, Anchorage FSS

Jeffrey Lakshas, ATCS, Anchorage FSS

Charles F. Kelly, ATCS, Anchorage FSS

### \*\* 15-YEAR SERVICE PIN \*\*

Cynthia Brenton, ATCS, Anchorage FSS

### \*\* TRANSFERS/PROMOTIONS \*\*

Josephine Brown, secretary, North Alaska Sector, promoted

Judith Kerr, secretary, AAL-460, promoted

Victoria Dukes-Mane, secretary, North Alaska Sector, converted to electronics technician trainee

Belinda Pyles, secretary, AAL-421, has moved to Atlanta, Georgia

Joan Bradford, inventory management specialist, AAL-52B, has moved to Vancouver, Washington

Billie Cox, manager, Anchorage ATCT, transferred to Atlanta, Georgia

Diane Horton, secretary, Bethel, moved to Colorado

Tom Hunt, manager, AAL-400, transferred to Washington, D.C.

Mack Humphrey, electronics technician, Anchorage Center, new employee

Nancy Green, secretary, AAL-421, new employee

Nicholas Anderson, electronics technician trainee, North Alaska Sector, new employee

### \*\* DEATHS \*\*

Dick Failor, manager, Air Traffic Division, Southwest Region, passed away on September 28 from injuries received in an automobile accident near Fort Worth, Texas; was deputy director in Alaskan Region from June 1975 to July 1976

Albert Burnham, FAA retiree, passed away on September 9, 1986, in Port Angeles, Washington, after 3 1/2 years of fighting cancer; was an Airway Facilities employee in the Alaskan Region upon his retirement in 1972

FITNESS FAIR  
Federal Building Lobby  
Wednesday, NOVEMBER 5, 1986  
Pre-registration required  
CONTACT: AAL-300  
271-5431

## Inspectors okay

A recent FAA survey of aviation firms showed more than four out of five of those responding were satisfied with the way that the agency's airworthiness inspectors are doing their jobs.

The FAA inspectors, who monitor aircraft manufacturing and maintenance practices, received a 90 percent or better favorable rating on their knowledge of FAA regulations, courteousness in the conduct of their duties and knowledge of FAA published policies. Also, 89 percent of those surveyed found the inspectors thorough in the conduct of their duties, 86 percent rated them technically competent, and 80 percent responded favorably on their ability to answer questions in a timely and clear manner.

In addition, the FAAers received high marks for their understanding of the user organization's needs, resolution of differences, and participation in safety seminars and other public meetings.

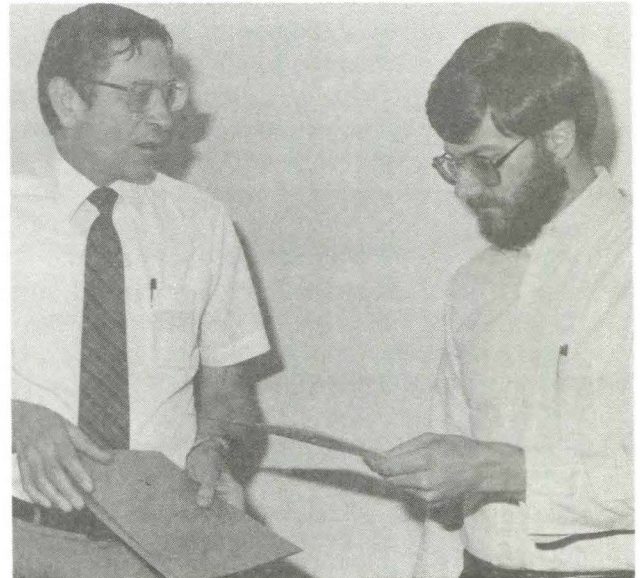
Data from the survey will be used by FAA management to identify high and low rated facilities. Additional information will then be gathered to determine what facility characteristics result in low versus high ratings, and action plans will be designed to produce improvements.

## Open season coming

"Open season" on Federal Employees' Health Benefits (FEHB) this year will run from November 10 through December 5 with many plans offering expanded coverage in such areas as drug and alcoholism rehabilitation, hospice care, and "well baby" (follow-up) care. Not surprisingly, premiums also are expected to rise for most plans with the overall average being 14 percent.

Open season permits eligible employees to sign up for a health benefits plan if they are not already enrolled, or to change plans or options if they are. For those employees wishing to maintain their status quo, no action is necessary during this open season.

Human Resource Management offices will provide further information on open season publications and procedures as soon as it becomes available.



Dave Johnson (right), program specialist, AAL-610, receives a Special Achievement Award from Floyd Pattison, branch manager.

## Medical notes - your health

by: Mary Grindrod  
AAL-300

Each of us is responsible for our own health and well being. Many people think that all illness must be treated at a physician's office or at the hospital. You can do more for your health than your doctor can. Be an intelligent seeker of health information that can save you money and time, and provide for the best possible medical care for yourself and your family. Be able to recognize when it is important to seek the help of a physician or the hospital.

Few diseases can be prevented by the physician. On the other hand, the elements of health are controlled by each individual. Your doctor's examination of your heart will not prevent a heart attack, but you can decrease your chances of a heart attack by some simple measures of diet and exercise. You do not need a doctor to remind you that alcohol acts to destroy the liver and stomach lining, or that you can avoid lung diseases if you quit smoking tar-laden cigarettes, or that fat people have more health problems than do slim ones.

If we could eliminate all unhealthy habits, what would happen? Lung cancer and emphysema would almost completely disappear, death due to all cancers would decrease by 25 percent, cirrhosis of the liver would become a rare disease, elevated blood pressure would be less common, and many other diseases would be rare. Without the help of the individuals working for their own good health the medical world could not make such a claim.

For the most part the idea of frequent "checkups" is not necessary. A few specific tests will be beneficial. Blood pressure, pap smears, periodic self-examination of the breast, testing for glaucoma and tuberculosis screening measures make sense.

Finding the right doctor may be confusing for you. You may choose a family physician who will provide a wide variety of services for all the members of your family, or choose a specialist. But whatever your needs, usually the type of physician is not as important as the individual physician and how you relate to him or her. Question your friends about the experiences they have had with their doctors. You may wish to call the local medical society for referrals, or you may check with AAL-300.

If you are ill and have to be given medication for your illness you want to be aware of how you can help to control this aspect of the illness. Drugs are life-saving, dangerous, curative, painful, pain-relieving and often easy to misuse. Be sure that you understand all the instructions in regard to any ordered medication. See if it can be refilled. Know the reason that you are taking the drug and the expected length of time that you will be taking it. Shop around for a pharmacy that will give the best service at the lowest cost to you. Do some comparison shopping.

The most frequently prescribed medications in the United States are not scientifically important medications. They are tranquilizers, minor pain relievers and sedatives. The prescribing patterns arose, in large part because of consumer demand. You can help to decrease these patterns by being a cautious user of drugs.

At least two billion dollars yearly are spent on frauds, hoaxes and false cures. Three of the oldest and largest medical rackets victimize people with the problems of obesity, arthritis or cancer.

We must be responsible at all times for ourselves and on the lookout for pitfalls that would tend to be in the way of good judgment where the health and well-being of ourselves and our families are at stake.

\*\*\*\*\*  
 ATTENTION  
 CIVILAIR CLUB MEMBERS  
 \*\*\*\*\*

It is time for the annual election of officers for the Civilair Club. Candidates for 1987 are listed below.

1987 OFFICER ELECTION BALLOT

Please place an X by the candidate of your choice for each position (only one choice per office). Fold the ballot in half, staple and send to Marcia D. Bolton, AAL-453, by Thursday, November 20, 1986.

PRESIDENT

X Jerry Wylie, ANC ATCT

\_\_\_\_\_ Mike Landon, AAL-55

VICE-PRESIDENT

X Vickie Suboski, AAL-58B

SECRETARY

\_\_\_\_\_ Linda Wilson, AAL-610

X Chris Morgan, ANC FSS

TREASURER

X Carol Pollitt, AAL-420

\_\_\_\_\_ Mark McLamarrah, AAL-34