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Intercom

Office of Public Affairs
Alaskan Region
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New Russian River Develops in Alaska

A new stream of activity is developing in Alaska that is quite different from the waters on the Kenai Peninsula. It's a new movement of Russian visitors to Alaska that we are talking about. The initial visit less than a year ago by one of our Russian comrades to our shores has now expanded to a steady current of Soviets.

FAA is now making this stream of visitors flow two ways as we get into the spirit of Glasnost. In late September, our Regional Administrator, **Frank Cunningham,** and a delegation of seven other FAA management personnel traveled to the Soviet Union to collect information on the Russian aviation system. The data this group gathered was useful in their discussions held in Moscow at the end of October.

(Story continued on page 4)

One of our FAA teams on their way to tour the Russian airway facilities included: (left to right) **Rick Girard** (Airspace & Procedures Specialist), **Henry Elias** (Mgr., Air Traffic Division), **Joe Rollins, II** (Asst. Mgr., ARTCC), **Al Crook** (Mgr., Fairbanks FSDO), **Ray Marley** (Asst. Mgr., Airway Facilities Division), **Frank Cunningham** (Regional Administrator), and two Russian comrades. **Frank Price, Jr.** (Mgr, ARTCC) was the great photographer who took this photo.

Washington Reports

Fatter Paychecks on the Way. About 2,000 FAAers jumped to a higher pay grade this fall. The Office of the Secretary approved an FAA recommendation to reclassify full-performance level Automated Flight Service Station specialists from GS-11 to GS-12 and boosted their supervisors by an additional grade.

The change became effective October 8, and involved 2,000 specialists and supervisors nationwide.

A Fine Year for the Airline Industry. FAA has received $180,000 from the McDonnell-Douglas Corporation as full settlement in a civil enforcement action against the company for failure to maintain its approved quality control program for its MD-80 (DC-9-80) series airplanes. The firm allegedly violated regulations by failing to incorporate a mandatory design change during the manufacture of 171 MD-80 fuselages.

Another Fine Paid. Northwest Airlines has paid a $650,000 civil penalty for alleged violations of FAA regulations in its operation and maintenance practices. The discrepancies included flight and duty time practices, inspections not accomplished on time, and various maintenance shortcomings.

Penalty Proposed. In still another action, FAA proposed a $240,000 civil penalty against Textile Treatments International of Austin,Texas, for improperly shipping hazardous materials that resulted in a fire in the cargo hold of an airliner.

FAA said the company violated federal rules governing both the labeling and packaging of hazardous chemicals used for "stone washing" clothing materials. Included was five gallons of hydrogen peroxide solution which is banned from both passenger and cargo-only flights.

The incident resulted in injury to several passengers and flight crewmembers. Damage to the aircraft was estimated at $228,823 and lost use of the aircraft amounted to another $262,177. The aircraft was out of service for 19 days.

Tips To Quit: Getting Ready for the November 16 'Smokeout'. Trying to figure out how to stop smoking as the 13th Great American Smokeout approaches? The smokeless 24 hours is scheduled for Thursday, November 16.

Here are 12 tips from the American Cancer Society to help quit:

**Throw out all cigarettes. Clean out all ashtrays, and fill them with something else. Throw out matches and hide lighters, or give them away.

**When the urge to smoke hits, take a deep breath. Hold it a second, then release it very, very slowly. Taking deep, even breaths is similar to smoking, only you inhale clean air, not poisonous gases.

**Exercise to help relieve tension. Climb stairs rather than take the elevator, park the car a block or two away from where you are going, and walk the rest of the way. At home, touch your toes, jog in place, or do jumping jacks.

**When tempted to reach for a cigarette, think of the time you burned a hole in your clothes or rug. Imagine this experience for 15 seconds whenever the urge occurs.

**Use substitutes the same way you use cigarettes. Good examples are sugarless gum, lemon drops, pumpkin or sunflower seeds, apple slices, carrot or celery sticks, or unbuttered popcorn.

**Eat a well-balanced diet. This maintains constant blood sugar levels and helps to prevent the urge to smoke. Avoid sugar-laden and spicy foods, which can trigger a desire for cigarettes.

**Mix up your day by changing habits dealing with smoking. Eat in no smoking sections. Visit places where smoking is prohibited, such as libraries, museums, theaters. At home, avoid that favorite chair.

**To help remove nicotine from the body, drink six to eight glasses a day of water, fruit juices, caffeine-free sodas or herbal teas. Say no to coffee and alcohol.

**Keep your hands and mind busy. Fix something around the house, or clean out a closet or desk.

**Buy yourself flowers or something else with a more pleasant fragrance than cigarette smoke.

**Make a reasonable wager with another smoker.

**Reward yourself. Go out to dinner and sit in the no smoking section, go shopping, go to a movie, call a friend long distance.

Good Luck! You can do it!

Washington Reports (continued)

Hurricane Hugo Relief Fund. FAA Administrator James Busey has urged FAAers across the country to help other agency employees and their families who suffered severe personal and financial loss due to the devastation by Hurricane Hugo.

A special relief fund has been set up to help FAA employees and their families who were affected by Hurricane Hugo.

Financial contributions can be sent to the following address:

FAA Southern Region HQ
ASO-52-C
P.O. Box 20636
Atlanta, GA 30320

Please make checks payable to "Southern Region Hurricane Relief Fund."

Penalties for Conduct Violation. An area under recent review in Washington was the disciplinary actions taken against employees for violations of agency rules of conduct.

Two areas of particular concern were the theft of Government property and the fraudulent claims for Government funds through the submission of intentionally inaccurate travel vouchers. The FAA Table of Penalties provides for removal of the employee as the recommended penalty for a first offense for theft of Government property. The submission of false travel claims has been a particularly troublesome area, and Acting Deputy Administrator Robert Whittington has asked that all employees are made aware of common areas of travel claim abuse so that false claims may be avoided.

Use or Lose. It's time for employees to start scheduling any "use or lose" annual leave to avoid possible forfeiture at the end of the 1989 leave year.

Generally, employees can carry a maximum of 240 hours of annual leave into a new leave year.

Use or lose annual leave must be scheduled in writing before the beginning of the third pay period prior to the end of the leave year, however; that's before December 3, 1989. The scheduling allows leave later to be considered for restoration, if it cannot be used. Questions on this subject can be addressed to our Human Resource Management Division.

Italian Safety Seminar

The Flight Safety Foundation is soliciting papers to be presented at the 43rd International Air Safety Seminar in Rome, Italy, late next year.

Abstracts must be submitted by December 15. Selections will be made at the end of February 1990. The seminar runs from November 20-22, 1990.

For more information, contact the

Flight Safety Foundation
2200 Wilson Boulevard
Suite 500
Arlington, VA. 22201-3306
Phone: (703) 522-8300

Safety Fact

During the first ten years of economic airline deregulation, 1978-1988, United States airlines in scheduled service improved accident and fatality rates.

The accident rate per 100,000 aircraft-hours flown dropped by 60.3%.

The fatal accident rate per 100,000 aircraft-hours flown decreased by 59%.

Fatalities per 100,000 aircraft-hours flown declined by 49.1%.

New Russian River... (continued)

The purpose of these multiple trips to Russia and to Alaska were to formalize and establish communications, navigation, air traffic control, and airway systems that will support air commerce between the Eastern part of the Soviet Union and Alaska.

The decision by Bering Sea Air Service to schedule daily flights from Nome to Provideniya was just the start of a new spirit of adventure and capitalism by Americans to interact with our Russian neighbors. FAA realizes this fact and is hard at work with the Russian aviation specialists to develop a safe airway system to support this increase in American/ Russian air travel.

The momentum will quickly increase as more and more reciprocal activities occur between the American and Russian societies. The manager of the Provideniya control tower has extended an invitation to our Nome FSS manager, **Wendell Wassman**, to plan a controller exchange visit. A number of Soviets have visited the Nome area including representatives to the annual Elders Conference held in Nome last month that involved 35 elders from Provideniya. Members of the U.S. and U.S.S.R. National Park Service have viewed areas around the state for a proposed "Hands Across the Seas National Park," to be jointly operated by the two countries.

We Americans are always ready for new challenges and opportunities, and we certainly enjoy showing off the greatest country in the world — the good old U.S. of A. We welcome our Russian comrades and we look forward to a greater and more beneficial relationship as we all exchange knowledge across the barriers that are slowly diminishing between our two countries.

It was a common and frequent practice for our Russian hosts to toast anything and everything during the five days of meetings in Anadyr, Magadan, Provideniya, and Khabarovsk. By the conclusion of their fact-finding tour, our American delegation from Alaska did not want to see another glass of cognac or vodka and yearned for a Diet Pepsi or V-8.

НА ЗДОРОВЬЕ! *

Since the Russian delegates' names were not readily available to us, and few people would be able to pronounce them anyway, we decided to simply list them as delegates.

Pictured above from left to right are **Ray Marley**, Russian delegate, **Al Crook**, **Henry Elias**, Russian delegate, **Frank Cunningham**, Russian delegate, Russian delegate, **Joe Rollins**, and another Russian delegate.

Unfortunately we do not have a photo to show you, but another member of our FAA team who has been involved in these "Hands Across the Bering Strait" excursions is: **Don Keil, Jr.** (Deputy Regional Administrator).

*English translation from Russian = To Your Health!

Minute-by -Minute Weather Forecasts for Alaska Pilots

Good news for all pilots flying the Alaskan skies. The FAA recently signed on the dotted line to purchase the latest state-of-the-art automated weather observing systems (AWOS) that will be installed at 20 locations throughout the state. By utilizing AWOS, pilots will have access to weather updates that are compiled on a minute-by-minute schedule. Prior to this time, pilots relied on National Weather Service observers, who supplied weather information once every hour, or an average of 10 times daily.

With AWOS, a computer-controlled voice synthesizer transmits the voice reports to pilots through a dedicated VHF radio or a local VOR or NDB (if available). The voice message also is available through a dial-up telephone for help in preflight planning. In addition to the voice message, the AWOS data can also be displayed on a CRT terminal display or in a hard copy format on a 132-column dot matrix printer.

AWOS can report on cloud height, visibility, temperature, dew point, wind speed, direction and gust, altimeter setting, density altitude, variable visibility, and coded precipitation total.

Installation of the AWOS units began last August and they are expected to be in place in all 20 locations by December 1990. The following year an even more advanced automated surface reporting system will be installed that will provide pilots the type and intensity of precipitation occurrence, lightning, freezing rain, and runway visual range.

With access to such detailed weather information, 24 hours a day every day of the year, the FAA is hoping to see a significant decrease in the occurrences of aircraft accidents in the future that are caused by poor weather moving in on a pilot and causing a problem.

Fall Bash A Big Success

It sounds like the members of the Civilair Club had a super terrific time at their annual Fall Bash & Steak Fry this year.

Special thanks for all the hard work and planning, plus the cleaning up done by the following dedicated members:

Laura Warrell
Linda Gentry
Be Wenzel
Terry Saldana
Ginger Llewellyn
Engracia Limon
Carolyn Empey
Willie Edwards
Ellis McElroy
Hilda Elias
Alpha Valdrow

Hal Eward volunteered to do the cooking and bartending and received some generous assistance from **Charlie Muhs.** Also, **Laura Warrell's** husband, **Jim**, was a real trooper with his Shwartzenegger efforts at setting up and barbecuing steaks and serving ice cream. Bets were made that he doubled the size of his biceps in just one evening.

Special mention also goes to **Rose Mower** in the FAA Graphics Section for the good job she did in creating the nifty design on the flyer and tickets.

The prizewinner of the $1000 raffle for free airfare was **Janet Deano** (left) a computer assistant at ZAN AF. The big prize was presented to **Janet** by **Hal Eward**, Civilair President.

An early bird, free, salmon fishing trip was also presented by **Hal Eward** to **Linda Teetsel** (right) who works as a secretary at ZAN AF.

FAA Big Wheels Are Riding High On Their Century Trek

A number of FAA employees and their family members donned their "Big Wheels" T-shirts and became real trekkies of the Century Ride bicycle trip this past September. The 100-mile bicycle ride was a real test of stamina for these aptly named participants as they glided over Matanuska Valley's scenic roads on their two-wheeled vehicles. Not everyone was required to travel the total 100 miles on their bicycles in order to qualify in the race.

This test of endurance was sponsored for the fourth year in a row by the American Lung Association of Alaska as one of their main fundraising events.

Participants each collected a minimum of $100 in pledges that was used to sponsor their entry fee. Our FAA group responded with more than the usual enthusiasm of cyclists. In their quest to raise more than the minimum amount of contributions to the Lung Association, the "Big Wheels" outdid everyone else entered in the race, and garnered a grand total of $3,440 in pledges. As top fundraisers for the 1989 bike trek season, the FAA team won a gift certificate for $500 to be used by one of the team members to purchase a new bike. We might also add that our FAA team won two trophies for their biking efforts. These prizes are displayed in our trophy cabinets by the elevators in the regional office.

The key FAA motivator for the Century Ride was **Bill Wuttke** from our Airway Facilities Division. Many of you might remember **Bill** from previous bicycle races that we reported on in which he came out among the top contenders each time. He did an outstanding job in gathering support and commitment from FAA employees as they joined in the excitement of this latest very worthwhile cause.

Congratulations to each of the following participants in the 1989 Century Ride, and to their financial contributors:

Bill Wuttke (Captain)
David Bartholomew
Gary Nielsen
Darlene Cooper
Beth Rodigari
Robert Yerkes
Leonard Grau
Rice Hall
Sandra Frederick
Cathy Benediktsson

We are very proud of each contender for their commitment to a good cause, but also for their determination in competing in a real effort of endurance that cannot be matched by very many of us.

The fact that two of our contenders overcame physical disabilities added an even greater sense of accomplishment to their efforts. An extra round of cheers go to **Cathy Benediktsson** and **Sandra Frederick** for their willingness and ability to get right into the middle of things with their bicycles.

Many of the riders have indicated they will ride again next year.

"Big Wheels" riders and financial contributors from left to right in the front row are: **Robert Yerkes**, **Bill Wuttke**, **Rice Hall, Cathy Benediktsson**. Back row from left to right are **Beth Rodigari, Dave Bartholomew, Gary Nielsen, Robie Strickland**, and **Frank Cunningham**. **Frank Cunningham** and **Robie Strickland** were asked to appear in this photo with the bikers because of their substantial contribution to this charity event.

Passwords & An Invitation To Coffee?

by Stephen Powell
AIS Security Program Manager

Could this happen to you? You slept in and missed your carpool. You have just spent two hours on the Glenn Highway waiting to get around the moose kill. Your boss greets you as you walk in with, "Good morning, you have a message on your desk to call AAL-1; he didn't appreciate that comment you made about him on FAA.MAIL last night. Were you actually due to retire this soon?" You quickly run to your desk, turn on your computer, and check your FAA.MAIL. Much to your horror, there are two messages in your mailbox; one from YOUR routing symbol — Subject: To the "Old Man"; and the second message from the "front office" — Subject: Reply from the "Old Man" in charge! You read the first message. Someone, using your USERID sent a little note, calling the Regional Administrator an "Old Man," among other things. Then you read a personal reply with an invitation to join him and your division manager for coffee immediately upon your arrival. Sounds like a nice way to start the day, doesn't it? Well, if you are like most of us, you think this could never happen to you. WRONG!

FAA.MAIL is a powerful tool that allows instant communication throughout the agency. The only restriction to its use is a USERID and PASSWORD. You can access FAA.MAIL through a direct ADTN connection or direct dial input through TELENET. Either way, you are responsible at one point during the connection process for supplying a USERID and PASSWORD. Once you log-on, all actions taken belong to the USERID used during the log-on process. Sound fair? It is, unless you shared your PASSWORD with someone. If you did, that special someone who has your PASSWORD can get you in a lot of trouble.

The "Old Man" situation didn't really occur, but a similar incident did happen not too long ago in one of our other regions. Each mailbox in FAA.MAIL received a message containing a political statement and a call for action. The message clearly violated several laws. The person who owned the mailbox didn't send the message. Someone else entered this person's FAA.MAIL mailbox, logged on using the correct PASSWORD, and then changed that PASSWORD to "GOTCHA." With the help of TELENET and ASM, we (AIS Security) were able to identify the number called, the exact PASSWORD used, the exact number of entries the person made into the system, and the exact time of the entries. Luckily that incident didn't affect the mailbox owner other than having his routing symbol mumbled on the tenth floor of the FAA HQ building for a couple of days. The next incident may not end as nicely.

Choose a PASSWORD that is unique, then protect it! Change your system default PASSWORD immediately to one that **only you** know. The tougher the PASSWORD is to guess, the better your chances are to avoid that trip to the front office for coffee and a visit with the "old man."

Your Lifeblood Can Make A Difference

by Norma Bonewitz, AAL-17E

On September 3, 1989, **Wendall Williams'**, (FSDO-03) sons **James** and **Jerry** were involved in an automobile accident about 30 miles outside of Tok Junction. The two young men were on their way down the ALCAN to attend school outside of Alaska. Suddenly, their vehicle veered off the road and flipped over. **James** was pinned under the wreckage. **Jerry** quickly pulled his brother from the vehicle to a safe location, administered first aid that he had learned as a high school student, and then went for help.

Shortly thereafter a MEDIVAC crew from Fort Greely transported **James** to Fairbanks Memorial where he underwent surgery for a blood clot in the brain. He spent four days in ICU, during which time he required six units of blood. After almost a week in the hospital, **James** was released to the care of his parents where he continues to recuperate from his injuries that also included a broken ankle and pelvic bone.

According to his father, **Jerry** is credited with saving his brother's life thanks to his quick response in applying first aid.

Wendall Williams was aware of FAA's Blood Bank Club and requested six units of blood be credited to the hospital in his son's name. A call was placed to the Blood Bank of Alaska, who then issued a credit slip to Fairbanks Memorial. This kept the hospital from charging a nonreplacement fee to

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Your Lifeblood (continued)

the family for the six units of blood used by **James** during his stay in the hospital.

The **Williams** family sends their thanks to those FAA employees who donated their precious blood to the Blood Bank Club.

Welcome To The Family

A big welcome to the following new members of the FAA family in Alaska:

Lawrence Lybarger, aviation safety inspector, FSDO -01

Susan Sturmer, aviation clerk, FSDO-01. **Susan** found us through the Vocational Rehabilitation Program. We have been very fortunate in locating a number of really excellent employees through this program.

Gayle Baldomero is the new secretary at the ARTCC with the SRSA contractor program.

Tracey Tideswell, secretary, Air Traffic Division, came to us from the Minerals Management Service.

Marie Jankowski, secretary, Air Traffic Division, is new to the federal service system.

Wayne Phillips, electronics technician, South Alaska SFO, came to us from the New England Region.

Tom Sherhart, maintenance mechanic, South Alaska SFO.

Judy Stoudt is our newest accounting technician in the commercial accounts section of the Financial Management Division.

Joan Dremann is up to her shoulders in work with her new job as secretary in the Assistant Chief Counsel's office. **Joan** previously worked with the Veterans Administration in Anchorage.

Peter Montanelli and his family moved from the Fairbanks area to join our FAA staff as a carpenter at King Salmon.

Guadalupe Garcia joined the Program Support Unit at the NAAFS as an electronics technician trainee. Also joining that same team were **Craig Loudon** (maintenance mechanic trainee) and **David Helms** (maintenance mechanic helper trainee).

CFC Begins At FAA

This year's Combined Federal Campaign began October 2 and will continue through November 10. The Alaskan Region FAA goal this year is to raise $35,000 in contributions from our federal employees.

Ben Fish (AAL-62) is the agency's chairman for the CFC campaign this year. He is being assisted by **Bill Schmidtman** (AAL-13C) as his co-chairman.

The theme for this year's CFC campaign is "*Be Somebody's Hero.*"

People On The Move

FAA employees who have made a recent change in their careers include:

John Bailey has moved from the Bethel SFO where he worked as an electronics technician to a similar position at the Anchorage SFO.

Welcome back to **John Young** of our Property Managment Section in Logistics. **John** was on the move, but not as fast as usual following surgery on his ankle. We're glad to see **John** back on both feet again.

Happy Retirement To You.....

We would like to wish a happy and healthy retirement to the following FAA employees who have changed their career paths during September and October:

Gus Cukurs, electrical engineer, AAL-450.

John Bronner, ATC, ZAN/ARTCC.

Neil Schultz, ATC, Cordova FSS.

Hilde Newton, AAL-512.

Jeanette Samples, AAL-421.

Successfully Speaking About FAA Winners

Congratulations to the following employees who recently received promotions for their exceptional work:

David Williams, carpenter at the South Alaska Sector Office.

Larry Burdick, electronics technician at the Juneau SFO Office.

Carl Deboard, electronics technician at the North Alaska Sector Office.

Dan Townsend, electronics technician, ZAN AF.

Loren Gilbert, electronics technician, ZAN AF.

Blaine Henry, AAL-452

CONGRATULATIONS

Monte Larsh (right), operations specialist at the South Alaska Airway Facilities Sector at Anchorage, received an On-the-Spot award from Sector Manager **Larry Bevil** for the many hours of hard work and coordination that **Monte** provided at the State Fair Booth in Palmer this past August.

Larry Bevil, Sector Manager, South Alaska AF (left) presented a 25-year service pin and letter to **Joe Mello**, construction leader, Field Maintenance Support Unit, SA AFS.

Sad To Say

We just received a note from **Maxeen Hart** that her husband, **Walter**, passed away this year. **Walter** and **Maxeen** came to Alaska in 1945 as a husband and wife communicator team for the then C.A.A. and later F.A.A. They spent nearly 30 years in Alaska, stationed at Aniak, Unalakleet, Tanana, and Kenai.

Maxeen now lives in Youngtown, Arizona.

Child Care Center

Some milestones have been reached with our child care program for families of Federal employees in the Anchorage area. Solicitation time for bidders on space for the child care facility has been extended to October 27.

If all goes well, it is hoped that a determination will have been made by mid-November on where the child care facility or facilities will be located. The latest target date for implementation of the center(s) now appears to be mid-March of 1990.

Stay tuned for future developments.

FAA Comes To The Rescue

This is one of those letters that is just too good to stick in a file folder without sharing it with everyone.

Dear Gentlemen:

I would like to take a moment of your time to show my deep gratitude and appreciation for the consideration and helpfulness that was freely given to me in a moment of need.

I was the pilot flying the blue/white Piper PA-12 in the Kantishna area on September 13, 1989. Squalls and overcast prevented an outlet from the canyon I was in.

Ed Wilson, McGrath FSS Specialist, answered my distress call and activated the DF Net.

N470 conveyed instructions for me from the Anchorage Center and the crew from JB 528 Navy P-3 Orion monitored my safe flight back to my camp at Farewell Lake.

There were many other people involved in the DF Net. I would like to ask the agencies that employ these people to extend my gratitude for their dedication to their job and esprit de corps.

Sincerely,
Dave Garcia

Airway Facilities Division Has A New Look

At long last, the reorganization of the Airway Facilities Division has been completed, and now only the physical logistics of their new look has yet to take place. The division structure down to branch level is in place, and branch and staff managers have been selected as of October 8.

The implementation plan calls for space, power, and telephone changes to be done by the end of February 1990, with all transfers of functions, employee moves and other realignments by March 30, 1990. The new management structure is as follows:

AAL-402 Program Management Staff -- **David Reed**

AAL-403 NAS Program Coordination Staff ------ **John Smith**

AAL-405 Evaluation Staff ------- **Robert Hodge**

AAL-420 Resource and Planning Branch -------- **Peggy Smith** (Acting)

AAL-450 Establishment Engineering Branch --- **Bob Bransky**

AAL-460 System Maintenance Engineering Branch ----- **John Williford**

AAL-480 Telecommunications &Spectrum Management Branch -------- **Leon Chesler**

The Airway Facilities staff is to be commended on the excellent manner in which they coordinated these changes over the past few months. The levels of communication were exceptionally open and constant with not only those employees involved with the reorganization, but with all of us in FAA. We thank them for their concern in sharing this information as time passed.

OUCH!!!

We have a couple corrections to make from our last Intercom issue.

A typographical error caused **Cruz Torres'** name to be misspelled. Sorry **Cruz**.

Also, **Ellen Bedell** was listed in our "New Employees" section as having six years of experience with DOD. She actually worked with DOD only one year, and the remainder of her federal service was spent with the HUD agency.

Attention All Flight Standards Fans

You are invited to join Flight Standards Retirees, Inc.

Members must be 50 years of age, can be retired or still working, and must have been or still are involved with technical or administrative duties for FAA Flight Standards.

The organization has over 1000 members and holds an annual reunion each fall. Past reunions have been in Nashville, Orlando, Santa Rosa, Washington, D.C., San Antonio, and Bozeman. Members reside all over the continental U.S., Alaska, Hawaii, Bangkok, Berlin, and Saudi Arabia.

Dues are $7.50 per year. For further information contact:

Wayne Baumgartner,
Vice President,
13541 Golden West,
Westminster, CA, 92683,
Phone (714) 894-6138.

Just The Facts, Ma'am

For those of you who have been asking what the scoop is on this new recreational pilot's license — this one's for you.

The basic provisions for a Recreational Pilot's Certificate are:

**Must be 17 years of age.

**Must have a Third Class medical certificate.

**Must have a minimum of 30 hours of training (15 dual, 15 solo). Two hours of dual must be flown away from base airport. Three landings must be accomplished at an airport at least 25 miles from base.
**Can carry only one passenger.

**No cross-country, instrument radio navigation, or radio communications training is required. The idea is to emphasize basic flying, with eyes outside the cockpit.

**No night flying, unless working toward an advanced rating.

**Must have 3 statute miles visibility by day, or if flying under supervision at night, must have 5 statute miles visibility.

**Restricted to within 50 nautical miles of departure airport -- the one on which he/she is based and has received instruction. If pilot moves, further instruction and endorsements are necessary.

**No landings at controlled airports. No flight in controlled airspace. No flying above 10,000 feet MSL, or 2,000 feet AGL (whichever is higher).

**No international flights. No sales demos. No towing. No charitable flights.

**Must be signed off by certified flight instructor, who may place limitations through logbook endorsements.

**Recreational pilots with less than 400 hours total time, and with more than 180 days passed since flying as pilot- in-command, must obtain additional instruction and have their logs so endorsed.
**Limited to flying not more than four-place, fixed gear aircraft of 180 HP or less.

Those are the rules, now go out there and recreate.

Congratulations Column

It's time to toot our horns for some of our FAA employees who have done some great and wonderful things.

Congratulations to **Henry Elias**, Manager of the Air Traffic Division. **Henry** recently received the General Quesada Award for his outstanding achievement and contributions that advanced the science of air traffic control and enhanced the professions of the air traffic control system.

This award is presented on an annual basis by the Air Traffic Control Association headquartered in Arlington, Virginia. Nominees are thoroughly scrutinized to determine if their conduct merits such a prestigious award.

The list of air traffic accomplishments for 1989 is extensive and worthy of commendation. We all applaud **Henry Elias** for the fine job he has done this past year in promoting a progressive attitude in the science of air traffic control.

Bethel ATCT! A Tower Above The Rest

Let's all raise our diet colas in a toast to the staff at the Bethel ATCT, who recently won the Facility of the Year Award for 1988 by the Alaskan Region.

This award is in recognition of superior efficiency and performance of personnel in a non-radar air traffic terminal facility.

Three hearty cheers go out to the following specialists stationed at the Bethel ATCT:

Joyce Brown
Edwin Lacher
Clinton Bevard
Craig Sutphin
Michael Carroll
James Kent
Joe Wilson

According to **Henry Elias**, Manager, Air Traffic Division, "*The controllers at Bethel Tower take tremendous pride in offering a quality service to the aviation users. They maintain a safe and efficient flow of aircraft while being courteous and cooperative with the pilots.*"

Although the population of Bethel is less than 5,000, the tower recorded over 95,000 aircraft operations during the year.

Bob Phillips, former AT manager at Bethel, and **Shawn Keane**, former controller at Bethel, were also recognized by this award.

Medical Notes

by Pat Sanders, RN
AAL-300

"So what's happening in medical?"

As a result of a recent survey about medical services and programs the employees would like to have available, I thought it would be appropriate to enlighten you regarding some of our programs already available.

The following is a summary of the Aviation Medicine programs.

Occupational Health at the Regional Office: We provide occupational health services to FAA employees, including initial care for on-the-job illness/injury. We provide referrals to the local medical community, monitoring blood pressures, and health consultations.

The occupational health nurses organize special programs of interest, such as Health Fairs, which include screening for glaucoma, diabetes, and hypertension (high blood pressure). They invite speakers in for presentations on contemporary health issues.

OSHA requires hearing conservation programs for certain FAA employees and we do audio screenings to meet that requirement. We have been doing baseline physical exams for employees involved in asbestos abatement programs.

The nurses conduct CPR and First Aid classes as requested from any/ all facilities. As time and budget restrictions on travel allow, we provide limited medical support to employees and dependents at some FAA remote stations. Support includes occasional nurse and/or physician visits, First Aid and CPR training, and health screening programs.

We can authorize blood chemistries for any employee at a local laboratory at a reasonable price (approximately $30). The blood test results come to AAL-300 and we then forward the results to the employee with recommendations for follow-up if needed.

We keep a library and file of published items of interest in regards to health and wellness (articles and pamphlets) that are available to employees. We alert our employees to special public forums or meetings on health and wellness that are occurring in our community.

Air Traffic Control Specialist/ Agency Pilot Health Programs: The RFS is responsible for operation of the regional program to determine the medical qualifications of ATCS's including conducting physical examinations annually in the regional office and review of exams performed on ATC's by AME's in other Alaskan cities.

Additionally, the Medical Division conducts physicals on FAA pilots and pre-employment exams for applicants for the above named positions as well as for other FAA positions.

Aircraft Accident Investigation: We provide medical investigation of fatal aircraft accidents, including autopsy examination of crewmembers who were killed.

Fatal accidents are investigated by conducting post- mortem examination to help determine the possible involvement of any human factors in the crash.

Airmen Medical Certification: The RFS is responsible for surveillance of the medical certification of all Alaskan pilots.

There are 110 private physicians designated Aviation Medical Examiners (AME's) throughout the state.

The RFS is responsible for education and administrative training of AME's and provides professional review and adjudication of problem airmen certification cases.

Safety Fact. In the 10-year period of 1978-1988, the ratio of U.S. pedal-cycle related deaths to deaths in accidents in scheduled airline service was 10 to 1.

An annual average of 1,190 people died in pedal-cycle accidents compared to 115 in scheduled airline service.

Alcohol and Drugs in the Workplace

Take a few seconds and look around at the people with whom you work. Some have been there for years. Others are just starting out. Some have new families. Others carry snapshots of their grandchildren. Some bowl twice a week. Others run marathons or do volunteer work in the community.

We're all different, and there's not much we can take for granted about one another. However, one thing we know is that about one employee in five has a problem that affects his/her workday. It may be a problem at home, a financial worry, a concern for someone in the family, or an illness. Most of these are personal matters. But what about problems that directly affect you and everyone else in the workplace?

There are more than 10 million alcoholics in the United States, most of them holding down jobs just like yours. What's more, almost $90 billion a year is spent on illegal drugs like marijuana and cocaine. Along with abuse of prescription medicines, drugs are showing up at work more and more frequently. In manufacturing plants, and in retail stores, in professional sports, in the military, in the federal workplace, in executive offices and in the teachers' lounge, people are starting to ask what they can do about alcohol and drug problems. Not just with young people, but among the same adults they see and work with every day.

Alcohol and drugs cost businesses and organizations about 25 billion dollars each year. Much of that you pay for, because people with problems have four times as many accidents at work, are absent almost three times as often, file five times the workers' compensation claims, and work at only two-thirds of their capacity. They also tend to make bad decisions and affect the morale of workers around them. In other words, what they do affects you.

The best prevention for alcohol and drug problems is an attitude in our organization which says, "There's help available if you have a problem, but we won't ignore behavior that endangers other employees." You can help give that message, most of all by how you act when someone close to you seems to have a problem.

Most of all, your can look at your own attitudes about alcohol and drugs and ask whether you are setting a positive example.

Many companies now have employee assistance programs that offer confidential help for anyone with a personal problem, including alcohol and drugs. That's good, because it tells the troubled employee that he/she is still a valued member of the company. The FAA in Alaska is no exception. For the past nine years, FAA has had an active ongoing Employee Assistance Program (EAP). If you, or a family member, or a co-worker need help, our EAP Contractor, Human Affairs of Alaska, is just a phone call away. You can contact one of their representatives at the following address:

Human Affairs Alaska
4300 B Street, Suite 606
Anchorage, AK 99503
Phone: (907) 562-2812
Outside Anchorage:
Call 1-800-478-2812

(Our thanks to Lufthansa German Airlines for sharing this cartoon with us.)

Easing Eye Strain

Tips for Computer Users

It's not unusual for FAAers to spend hours in front of computer monitors. Here is some advice to keep you and monitors on friendly — and healthy — terms.

Computers have changed the rules of "turn the light on when you read, or you'll ruin your eyes." Computer monitors produce their own light, and readability requires contrast. Also, that means that the darker you keep the screen, the better. Dim the overhead lights or close the window blinds. Use a desk lamp to illuminate your work area.

Working in this type of environment is easier on your eyes, because it will reduce the different levels of light to which your pupils must adjust. And the less work your eyes have to do, the better they will feel. If you have a color monitor, try changing the screen color to the one that is the easiest for you to view.

Positioning the monitor correctly and comfortably helps tremendously. It's best to have your monitor on an adjustable swivelbase if possible. Keep the screen away from windows to reduce glare, and don't face the window either. Try to stay out of corners. Although lighting in a corner location may be easier on your eyes, you still need something more exciting to look at when you give your eyes a rest.

It's important for your eyes to "stretch their legs," so to speak. Periodically, look away from the screen at distant objects or for that matter, really stretch your legs. Stand up and step away for a few minutes.

Also be sure to have regular eye exams, and let your doctor know the amount of time you work with a monitor each day. Measure the distance between you and your screen and you and your work area. You may need "computer glasses."

Remember, good posture will help ease back strain. Keep your feet on the floor, and sit back in your chair. Exercise at your desk if you can.

Some simple exercises to do while sitting include:

**Slowly straightening your legs out in front of you. Hold, release, repeat.

**Pull your stomach in so it feels like it's touching your back. Hold, release, repeat.

Again, if you can, get up and stretch or walk around for a few minutes.

Other suggestions for those who are sedentary most of the day, or even if you're not, take the stairs or park near the last spot in the parking lot and walk. That is the best way to really get going at the start of the day.

These health tips are based on an article printed in the Technical Center's Computer Services User Group newsletter.

NOTE: We purposely have printed this article in larger print so as to not strain all you computer users eyes' any more than necessary.

Don't Get Bugged!

Well, it's here again — the FLU season. Time to be bugged by nasty little viruses that thrive on invading our bodies and can't find anything better to do with their time..

The State of Alaska Epidemiology Section recently disseminated a special bulletin containing recommendations for the influenza vaccine for 1989-1990. This forthcoming flu season is predicted to be a bad one, so they recommend flu shots containing the strains A/Taiwan/1/86, A/Shanghai/11/87 and B/Yamagata/16/88 to help in our "battle of the bug."

The annual vaccination with inactivated influenza vaccine is considered the single most important measure to prevent or to lessen the severity of influenza infection and is strongly recommended by some doctors for high risk groups.

The Alaska Department of Health and Social Services has targeted groups for the special vaccination programs to include those persons with increased risk for influenza-related complications such as:

**Adults and children with chronic disorders of the pulmonary or cardiovascular systems, including children with asthma.

**Residents of nursing homes and other chronic-care facilities housing patients of any age with chronic medical conditions.

**Persons 65 years or more of age.

**Adults and children who have required regular medical follow-up or hospitalization during the preceding year because of chronic metabolic diseases (including diabetes mellitus), renal dysfunction, hemoglobinopathies, or immunosuppression.

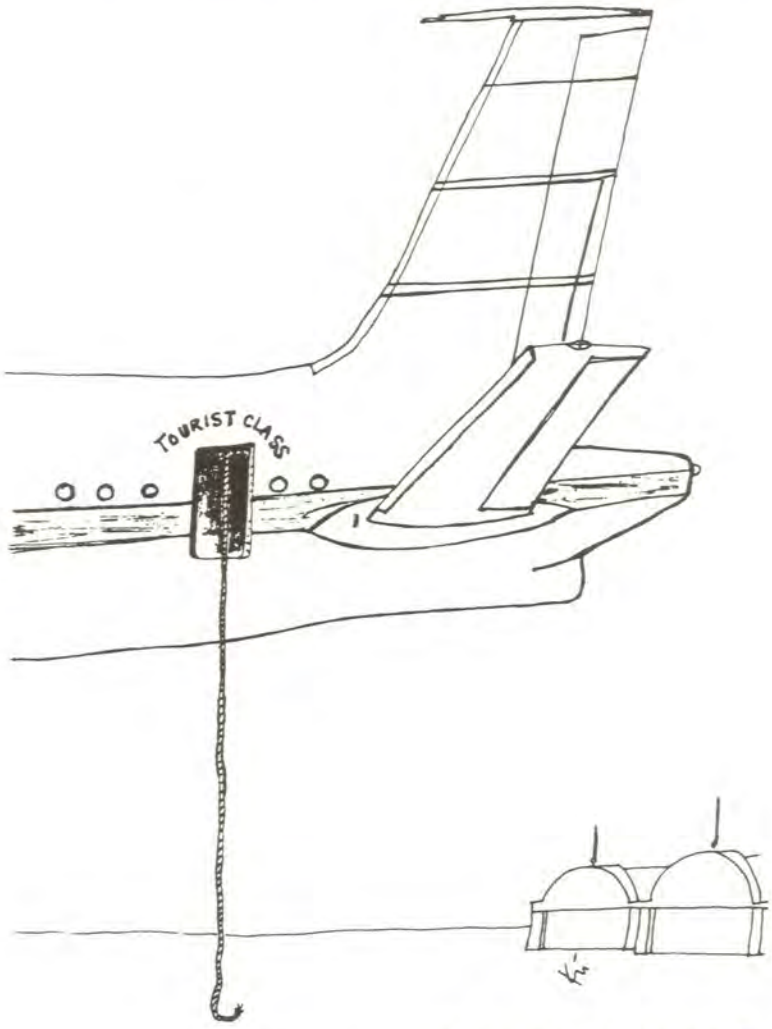
**Children and teenagers (ages 6 months-18 years) who are receiving long-term aspirin therapy and therefore may be at risk of developing Reye syndrome after an influenza infection.

**Pregnant women with medical conditions that increase their risk of complications from influenza. We might add that this vaccine is considered safe for pregnant women.

Inactivated influenza vaccine should not be given to persons known to have an anaphylactic hypersensitivity to eggs.

Talk to your family doctor if you have any questions about the necessity or benefits of receiving the flu vaccine. He or she will be able to give you good advice based on your past medical history.

Flu bugs are certainly miserable little critters to have to contend with, so get your bug zappers ready -- drink those juices, eat balanced meals, get the proper rest, and stay away from sick people.



(Our thanks to Lufthansa German Airlines for sharing this cartoon with us.)

FAA Air Traffic Controllers Get Carried Away

In their continuing efforts to do great and wonderful things, our FAA air traffic controllers are putting it "mildly" when they say they are busy.

At the beginning of this month, six air traffic controllers from the Anchorage Center completed five-day details on board the U.S.S. Carl Vinson and U. S. S. Constellation. A special pat on the back goes out to controllers:

Carl Henley
Jed Baker
Larry Alcorn
Allen Stream
Timothy Wilson
Randall Grotheer

These six men provided technical advice to the Navy personnel on board these two aircraft carriers as the military conducted wartime exercises with fighters, bombers, and surveillance planes.

"It was a real learning experience," according to our ATCs, as they witnessed the impact that the Navy aircraft had on FAA operations and vice versa.

This was the third time FAA has been involved in the military exercises to so great an extent that our personnel were detailed on board aircraft carriers. According to **Steve Kramer**, Assistant Manager for Air Traffic at ZAN ARTCC, "We can expect to continue this kind of involvement about twice a year due to the increased presence of the Navy in the North Pacific."

We might also mention the highly complimentary letter that was received by Air Traffic Division Manager **Henry Elias** from **Col. David Thomson**, Inspector General for the Alaskan Air Command at Elmendorf AFB. **Colonel Thomson** conveyed the thanks and praise on behalf of the U.S.A.F. to the men and women of FAA for their outstanding support during the recent Alaska Multi-Major Command Inspection.

In referring to our employees, **Colonel Thomson** stated, "Their expertise and dedication was evident throughout as they accomplished hundreds of military aircraft movements in a safe and controlled manner. Their ability to work with complex exercise scenarios and deteriorating weather reflects favorably on your training programs and the professionalism of your people."

Colonel Thomson particularly noted special thanks to **Carl Henley** (ZAN AT), our military liaison, for his dedication and active participation in the planning process, which greatly increased the effectiveness of the air space and traffic flow during the inspection.

Did You Know?

United Airlines has begun direct daily service from Fairbanks, Alaska, via Anchorage to Chicago. This new flight provides the shortest travel times between Fairbanks and the eastern U.S., as all other Lower 48 to Fairbanks service is via Seattle.

We are not selling United Airlines over any other airline, but we thought you would like to know about this new shorter route to the Lower 48 from Alaska.

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