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U.S DEPARTMENT OF
TRANSPORTATION

FEDERAL AVIATION
ADMINISTRATION

October 1990 #90-11

Alaskan Region

Intercom



P-8
Sutler
(write card)

P-11
Dick Arnold

MARYELLEN CAMPBELL, ACCOUNTS PAYABLE BRANCH,
PROUDLY SHOWS THE "ONE THAT DIDN'T GET AWAY."
SHE LANDED THIS 180-POUND, 72-INCH HALIBUT AT
WHISKEY GULCH, ALASKA, ON JULY 17, 1990

HEALTH BENEFITS PREMIUM INCREASES LOWEST IN FOUR YEARS

The Federal Employees Health Benefits (FEHB) open season will be from November 13 through December 10, 1990. New enrollments, changes, and new premium rates will be effective January 13, 1991.

The Office of Personnel Management (OPM) has negotiated the smallest rate increase for health benefit premiums since 1987. For some plans, the premiums have not increased; in some cases they are even reduced. The average premium paid by Federal workers and retirees increased only 5.7 percent between 1990 and 1991, compared with a 13.3 percent increase last year.

In the area of cost containment, OPM has directed all plans in 1991 to comply with two initiatives: pre-certification for all non-emergency hospitalizations, which will reduce unnecessary admissions; and large case management, which will encourage enrollees to consider alternative kinds of health care services which could be more appropriate and less costly.

Another cost-saving change limits charges by doctors who treat people eligible for Medicare.

The AFGE, NFFE, Postal Supervisors, and Postmaster Benefit plans have dropped out of the FEHB and will no longer be providing health benefits coverage to Federal employees under a group plan. Employees currently covered by one of these four plans must select a new FEHB carrier during this open season or lose their FEHB coverage.

Distribution of 1991 individual FEHB plan brochures will be made to administrative areas as soon as they are received in the Region. If you need additional information or assistance, please contact **Jean Pershall, AAL-16B, 271-5804.**

“SPRING AHEAD — FALL BACK”

Once again the fall season signals its arrival with the ending of daylight savings time. The switch to standard time takes place on the last Sunday in October at 2 a.m. local daylight savings time on October 28. Clocks will be set back 1 hour to 1 a.m. local standard time.

Employees working shifts during the change will be credited with and payment made for the actual number of hours worked.



Intercom



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INTERCOM is published for the employees of the Alaskan Region by the Public Affairs Office. Articles and photographs are welcomed. The submission deadline is the first Friday of each month.

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

MEET OUR NEW CO-WORKERS

New Attorneys in AAL-7 are **Cheryl M. Jones** and **Glenn Brown**. *INTERCOM* asked them to introduce themselves.



Cheryl is the daughter of Airway Facilities technical inspector **Dwight Jones**. She says: "As with most military/FAA families, we moved around a lot. My parents met in Nome, Alaska, where Dad was in the Air Force and Mom was nursing. The Air Force then took us to Montana where I was born, back to Alaska, and then on to Minnesota where my two sisters were born. With the FAA, we toured upper Michigan, survived the riots and criminal events around Detroit, and experienced the tornadoes of Illinois and Oklahoma City. Fortunately, the salmon and moose of the Kenai called Dad back to Alaska in the fall of 1970.

I graduated from Kenai High School, obtained my Bachelor of Science at Oregon State University with a minor in business, and went to Albuquerque, New Mexico, (home of sun, WICHE funding, scholarships, and a natural resource policy program) for law.

After law school and passing the New Mexico Bar, I clerked for

the Honorable S. J. Buckalew, Jr., a recently-retired criminal law judge for the Superior Court here in Anchorage. The highlight of that experience was sitting as magistrate for small claims cases (a "Judge Wopner" experience). Since then, I have practiced in the private sector, emphasizing workers compensation, real estate, corporate/business, native law, tort, and immigrations issues.

In my spare time, I teach ball-room dancing and plan to compete professionally in an upcoming national competition. Otherwise, I just enjoy the various activities this great state has to offer and hope for periodic, warm and sunny vacations."

Glenn Brown says:

"I grew up in Gatlinburg, Tennessee, spending my summers on top of Mt. LeConte in the Great Smoky Mountains National Park.

I graduated from high school in 1973, from East Tennessee

State University with a B.S. in 1976, and from the University of Tennessee College of Law with a J.D. in 1978. After being admitted to the Bar in Tennessee in May 1979, I joined the Air Force and was stationed at Columbus Air Force Base for 4 years.

I got out of the service in 1983 and took a position as a civilian attorney for the Air Force in the base legal office at Elmendorf Air Force Base. During my 11 1/2 years of Federal service as an attorney, my areas of specialty have included procurement, federal sector labor law, FOIA/Privacy Act, and real property.

My hobbies include biking and sea- as well as whitewater-kayaking in the summer, and all forms of skiing in the winter. I've been a member of the National Ski Patrol since 1971, and currently I'm a member of the Sourdough Ski Patrol at Alyeska Resort as well as the Anchorage Nordic Ski Patrol."

USE OF U.S. GOVERNMENT NATIONAL CREDIT CARD

This is a reminder to all Government motor vehicle operators that the proper use of the U.S. Government National Credit Card is your responsibility. Here are some do's and don'ts to follow:

DO use it for

- a. the vehicle with the license plate number that is shown on the credit card;
- b. gasoline or diesel fuel;
- c. lubricating services;
- d. ethylene glycol antifreeze;
- e. oil and air filter elements and servicing;
- f. battery charging;
- g. tire and tube repairs;
- h. washing and cleaning;
- i. emergency replacement of spark plugs, fan belts, generator belts, windshield wiper arms and blades, lamps, etc.;
- j. other minor emergency repairs, purchases, and services if an open-market charge cannot be obtained.

DON'T use it for

- a. any purchase other than for the vehicle for which the credit card was issued;
- b. waxes and polishes;
- c. storage and parking;

- d. tires and tubes;
- e. batteries;
- f. routine repairs;
- g. personal use;
- h. purchasing from non-contract oil companies

Also remember:

1. For purchases exceeding \$50, excluding gasoline and diesel fuel, request authorization from the GSA motor pool for GSA vehicles; for FAA-owned vehicles, contact the regional Motor Fleet Manager, AAL-52B1.

2. Submit copies of all sales receipts to AAL-52B1 within 15 calendar days from date of purchase. Sales receipts pertaining to FAA-owned vehicles must include the appropriation code.

3. Contact **Rexel Young**, Motor Fleet Manager, AAL-52B1, at 271-5390 if you have further questions.



CERTIFICATE OF ACHIEVEMENT

The Department of the Army gave Civil Rights Officer **Ken Smith** (left), AAL-9, a Certificate of Achievement for his help on some difficult civil rights cases. Regional Administrator **Ted Beckloff** made the presentation for the Army.

TO ORDER BUSINESS CARDS

Due to the retirement of Mary Ann Earles on August 24, CivilAir Club announces that orders for business cards can now be placed with **Carol Pollitt**, AAL-40a. **Carol** can be contacted at 271-5228 to place your order for business cards.

THE GOOD GUYS..

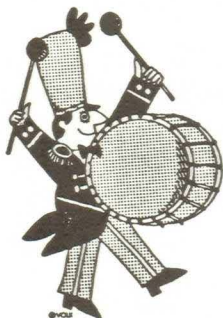
Computer Specialist **Ken Slauson**, AAL-43, spends his spare time dashing around the countryside rescuing people. He is a volunteer emergency medical technician with the Wasilla Fire Department.

Recently a man in Clackamas, Oregon, wrote to thank the people who were involved in saving the life of his sister after an ATV accident on Knik Road in July. She suffered "a multiple C-1 ring fracture, multiple fractures to both lower and upper jaws, her nose was fractured, she suffered multiple fractures to both orbitals, and she had ruptured arteries on both sides of the brain. The doctors were amazed that she had reached the hospital [in Anchorage] alive."

The man arrived in Anchorage to find his sister in a coma, and doctors told him she was going to die.

"Well, 29 days after the accident, she woke up. She is doing fine physically, with only minor problems with her left hand and eye. The doctors say that with therapy, she will be fine."

Ken Slauson was the first medic on the scene, and was lead medic on the ambulance. He says, "We spent about 6 hours on this lady."



STRANGE BUT TRUE

by Anonymous

It was a dark and stormy afternoon. Grey clouds pressed upon the land like a ragged wool blanket sodden with moisture. Our heroes to be, **Don** and **Tony**, had no idea of the impending trials that fate held in store for them. Quietly (or as quiet as **Don** can be) they went about their duties, guiding intrepid Alaskan Bush Pilots on their appointed missions. The weather gods watched **Don** and **Tony** during their efforts to complete their duties. Gradually they became bored with watching everything to smoothly.

Without warning, the gods became angry and the clouds pressed upon the land, and the rain began. Things started to get a little sticky now. Notes of concern could be heard in the pilots' voices, and familiar land marks were beginning to disappear in the grey muck. Laughing hysterically, the weather gods pressed harder and harder. The rain came in opaque sheets, and the clouds hugged the land in a wet embrace hiding the sky. The animals, Indians, and birds started to cry out in fear. There were Otters, Beavers, Cherokees, Seminoles, Arctic Terns, Cubs of all species — even a few Navajos.

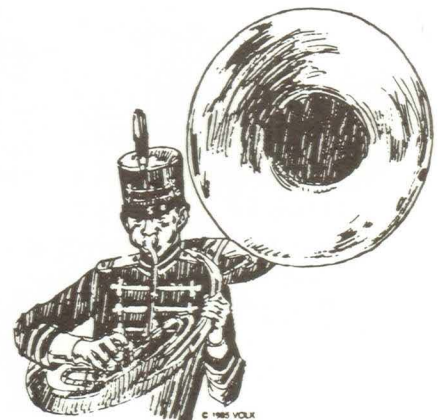
The multitudes were trying to disprove the theory that two objects cannot occupy the same space. The piteous whining, crying, and sniveling was wondrous to behold. Once again, it had been proven that it could get worse.

With a ringing clarion call of a golden trumpet, our heroes, **Sir**

Don and **Sir Tony**, rode to the rescue on their Belgian War Horse, resplendent in their golden armor and magical diamond-tipped lances. Joining battle with the insane weather gods, **Don** and **Tony** fought a good fight. At first, the infidel hordes pressed hard. Both of our knights became bloodied and weary, but with the resolve of true warriors, the battle was brought to a semblance of order and peace. The Otters and Beavers were returned to their dens. The Indians were guided back to the reservation.

As the fighting went on, the gods became weary of battling these tireless knights of the heavens. The battle drew to a close, the weather became better, and the clouds and rain retreated. Once again, without relying on black magic, mumbo-jumbo, or an excessive amount of luck, our knights had won a small battle. The war would go on, but the weather gods knew that we, too, had weapons of awesome power — **Sir Don the Beseecher** and **Sir Tony the Terrible**.

WELL DONE.



AWARDS

On-the-Spot

Carl Henley, Airspace/Procedures Specialist, AAL-535

Lee Stratman, Quality Assurance Specialist, AAL-509

Dick Mathews, Planning Specialist, AAL-517



Leonard Grau (right), F & E Program Manager, receives an On-the-Spot Award from AAL-421 Section Manager **Larry Ihlen**



Neil Martens (right), F & E Program Manager, receives an On-the-Spot Award from AAL-421 Section Manager **Larry Ihlen**

SAFE WINTER DRIVING

by Charles A. Gilmore, Regional Safety Manager, AAL-423

Although Alaska's vast size means widely varying winter weather patterns, there are driving habits that are appropriate everywhere. Let's review some ideas to prevent winter accidents.

SPEED — Give yourself plenty of time to get where you're going. Posted speed limits are for dry conditions, but on icy roadways, half the speed limit may be suicide. Vary your driving speeds according to road conditions.

VISION — No other factor is as important for safe driving. Place frost shields in critical areas.

Clear all windows of snow, ice, or condensation. Also remove snow from the hood. This snow turns into quick whiteout, and it gets into the air intake and ices the inside of the windshield. Use garage time to wash windows inside and out to reduce the accumulated film. Wear sunglasses if sunlight is reflecting from snow.

LIGHTS — Even though you can see during twilight and daylight, drive with low-beam headlights (not parking lights). Periodically clean all lenses because dirty headlights can cut visibility by 50 percent or more. Don't forget the directional lights and tail lights.

TIRES. — Be sure your tires have adequate tread. Extra weight over the rear wheels might improve traction a little, but it's at the expense of steering control and longer stopping distances. The tradeoff isn't worth the risk. Lower tire pressures do not increase traction, and underinflated tires can seriously affect steering. Keep in mind that for every 10 degree F drop, the tire air pressure goes down about one psi. (A tire inflated to 45 psi at +30 degrees F would be 39 psi at -30.) Remember, underinflated tires are the major cause of tire failure.

ICE — At +30 degrees F, ice is twice as slippery as at 0 degrees F. As temperatures plunge to -30, it becomes "dry," so relatively warm times can be the trickiest. Ice forms first and lasts longer on bridges and in the shade. If you hit an unexpected patch, don't try to brake, accelerate, or downshift. Let up on your accelerator and idle your vehicle through the slippery area. If you skid, quickly take your foot off the gas and brake, and steer into the direction of the skid. Hold the steering wheel firmly and don't turn sharply. Use a light touch to correct the swerve.

BRAKING — For front- and rear-wheel drive vehicles with disc or drum brakes, the National Safety



Council recommends squeezing the brakes with a slow, steady pressure. When you feel them starting to lock, ease off until the wheels are rolling, then squeeze again. Pumping the brakes is no longer considered the most effective technique. Be sure the brakes are adjusted and balanced to minimize skidding.

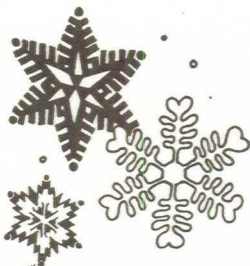
FOLLOWING DISTANCE —

Maintain at least twice the normal following distance on snow or ice. Accident Review Boards report that rear-end collisions account for most of the winter accidents. If you are being followed too closely, maintain greater braking distance for gradual stops.

VENTILATION — Crack windows for flow-through ventilation, even at very low temperatures. Be sure that the fresh air intake is free of ice and snow.

TOWING — All people should be out of both vehicles when hooking or unhooking chains or cables. Fingers have been crushed and amputated when unaware drivers moved the vehicles before everything was ready.

DEAD BATTERIES — When jumping batteries, connect one cable to the (+) terminal of each battery. Then connect one end of the second cable to the (-) terminal of the booster battery



and the other end to a nut or bolt on the dead vehicle's engine. Do NOT connect it to the (-) terminal of the discharged battery; that's close to any possible hydrogen gas production and unnecessarily increases the chances of an explosion. Start the engine on the helper vehicle and let it run a few minutes, then start the disabled vehicle's engine. Remove cables in the exact REVERSE order.

Always wear eye protection, preferable chemical goggles, when jumping batteries, and avoid placing your head directly over either battery. Explosions do happen!

SAFETY BELTS — Wear them.

Experience is a hard teacher, and that's where these ideas come from. They should help you handle Alaska's winter driving challenge. Have a safe winter!



ADDITIONAL HINTS ON WINTER DRIVING

from Rexel Young, Motor Fleet Manager, AAL-52B1

... Have your vehicle tuned up and in good running condition.

Clean all windows before putting the vehicle in motion. There is a fine for each window that is not cleared if the police should stop you.

Dress accordingly. Remember that the weather can change rapidly, so be prepared. If you are not wearing warm boots, gloves, ear coverings, etc., keep them in the car. An accident can happen to anyone at any time, and without proper clothing, frostbite or hypothermia could be the result.

... Keep a blanket, a shovel, and a working flashlight with you for emergency situations. The life you save may be your own.

SERVICE PINS

15 Years



Gerald Paterson (right), FSDO-03, receives his 15-year pin from Regional Administrator **Ted Beckloff**

25 Years



Al Rise (right), FSDO-03, is given his 25-year pin by Regional Administrator **Ted Beckloff**

35 Years



Bob Dunlap (center), AAL-454B, is given his 35-year service pin by Regional Administrator **Ted Beckloff** (right) as Airway Facilities Assistant Division Manager **Andy Billick** looks on

RETIREES

Retired FAA employee **Homer Sutter**, who spent his career in the Alaskan Region as an air traffic controller and air traffic manager at several flight service stations here, has undergone open heart surgery for a quadruple bypass operation. He is reportedly recovering okay at home. For those who wish to drop him a card of line, he can be contacted at the following address:

Homer Sutter
Rt. 2, Box 2683
Heyburn, ID 83336

NEW RETIREMENTS

9/28/90



Ronald C. Larsen
Construction Leader, SA AFS
31 years 6 months

Patsy J. Pearson
Realty Specialist, AAL-56B
21 years 10 months

Gilbert G. Vanborg
Utilities Equipment Mechanic, NA AFS, McGrath
29 years

GETTING READY TO QUIT SMOKING CIGARETTES

A First Step: Set a Target Date and Stick to It

With FAA's smoking ban starting on September 1, many FAA smokers may want to quit.

Here are some tips from the Public Health Service and National Institutes of Health to prepare yourself for quitting.

- * Decide positively that you want to quit. Try to avoid negative thoughts about how difficult it might be.

- * List all the reasons you want to quit. Every night before going to bed, repeat one of the reasons 10 times. Develop strong personal reasons in addition to your health and obligation to others. Think of all the time wasted taking cigarette breaks, rushing out to buy a pack, or hunting for a light.

- * Begin to condition yourself physically. Start a modest exercise program. Drink more fluids. Get plenty of rest. Avoid fatigue.

- * Set a target date for quitting. Perhaps a special day — a birthday or an anniversary. If you smoke heavily at work, quit during your vacation so that you're already committed to quitting when you return. Stick to that date, and don't let anything change it. This will make it easy to keep track of the day you become a nonsmoker. Celebrate the date every year.

- * Bet a friend you can quit on your target date.

- * Put your cigarette money aside for every day, and forfeit it if you smoke. But if you do smoke, don't give up. Simply strengthen your resolve and try again.

- * Ask your spouse, partner, or friend to quit with you.

- * Tell your family and friends that you're quitting and when. They can be an important source of support, both before and after you quit.

- * Have realistic expectations. Quitting isn't easy, but it's not impossible either. More than three million Americans quit every year.

- * Understand that withdrawal symptoms are temporary. They usually last only 1 to 2 weeks.

- * Know that most relapses occur in the first week after quitting when withdrawal symptoms are strongest and your body is still dependent on nicotine. Be aware that will be your hardest time. Use all your personal resources — willpower, family, and friends — to get through this critical period successfully.

- * Know that most other relapses occur in the first 3 months after quitting when an unexpected or particularly stressful event occurs. These are the times when people reach for cigarettes automatically because they associate smoking with relaxing. These situations are hard to prepare for until they happen. Remember that smoking is a habit, but it's a habit you can break.

- * Realize that most successful ex-smokers quit for good only after several attempts. You may be one of those who can quit on your first try; but if you're not one of those, don't give up. Try again.



GETTING TO KNOW US

A new, full-color brochure, *This Is the FAA*, tells the agency's story and helps the public get to know the FAA. Just off the presses, it highlights air navigation and air traffic control; certification, regulation, and compliance; aviation security; environment, growth, and support for aviation; and research and development programs. The eye-catching cover shows a screen of FAA's aircraft situation display and some of the air traffic handled on a summer weekday afternoon.

HOW TO GET PEOPLE TO DO THINGS

"A few words of regret is a way of saying you care, a show of sensitivity to the ragged edges of another's emotions," Robert Conklin points out in his book *How to Get People to Do Things*. "What difference does it make whose fault it was? Get it behind you with a little verbal peace offering. You'll make the other person feel better.

"The world keeps putting pebbles in your shoes. Walking along becomes more uncomfortable. It's nice to have someone come along and take a few out by saying things like this:

I'm sorry. You shouldn't have to put up with that.

I apologize. You were treated unfairly.

I don't blame you if you're upset. I regret that happened."

-- from *BITS & PIECES*



BOSS'S DAY

ANC SFO NAV Unit SET **Jimmy Ford** (left), Environmental Unit MMF **Chris Torres** (center), ANC SFO Manager **Edd Clair** (right), and Radar Unit SET **Harry Huhn** (not pictured) were honored on Boss's Day by their employees with cake and coffee.

SUCCESSFUL FALL BASH

This year's Fall Bash was a big success. Over 150 people feasted on the mouth-watering steaks served up by **Danny Syverson**, AAL-515. Guests were entertained with music by **Cindi Browning** and **Don Dorr** and were treated to sundaes for dessert.

Winners of the many door prizes included: **Kirt Franse**, **Carol Pollitt**, **Sharon Dallas**, **Dave Brown**, **Monte Larsh**, **Irene Hodge**, **Jerry Wylie**, **Doug Floyd**, **Phylis Villwock**, **Jim Royse**, **Kris Conquer-good**, and **Harry Huhn**. The winning raffle ticket went to **Cecily Hoogerhyde**, SA AFS. Congratulations, **Cecily**!

A big thanks to all those volunteers who worked so diligently behind the scenes to make the event such a success. First, our chairperson this year, **Vicki Suboski**, deserves a BIG THANK YOU! **Hilda Elias**, **Arleen Syverson**, **Betty** and **Bill Anderson**, **Patty Brown**, **Carol Pollitt**, **Frank Austin**, **Ellis McElroy**, **Sherry Fuller**, **Steve Powell**, **Della Triggs**, **Jana Rolain**, **John Williams**, **Mike Wise**, **Al Davis**, **Rose Ivey**, **Wanda Kirk**, **Mary Lou Lexvold**, **Dave West**, **Carolyn Empey**, **Linda Gentry**, **Tess Staples**, **Rose Mower**, **Ana Dunbar**, **Dave** and **Fran Elliston**, **Frank Suboski**, and of course **Danny Syverson**. These guys and gals gave it their all, and it's much appreciated.

We look forward to another great Bash next year, possibly a little earlier in the season to prevent frostbite!

CUTTING VOICE CONGESTION;

Controller-Pilot Electronic Link at Three Busy Airports Boosts Efficiency

A new, quicker, and more accurate way of communicating between airline pilots and air traffic controllers is boosting efficiency, reducing radio "voice congestion," and speeding up aircraft pre-departure clearances at three of the nation's busiest airports. It is called PDC — that's short for Pre-Departure Clearance.

The sophisticated electronic system, recently installed and operating at Dallas/Ft. Worth, Chicago O'Hare, and San Francisco International Airports, is one of the latest FAA high-tech innovations. The system will be installed early next year at an additional 27 airports experiencing heavy traffic.

In preparing for a flight, major air carriers, and all aircraft flying under instrument flight rules, are required to file a flight plan with the FAA.

Using the old system, when the pilot and crew begin preparations for their departure, they call the tower on the radio and request departure clearance.

With the PDC system, the FAA sends the clearance information to a PDC computer in the control tower handling the departure. The information is displayed to the controller who reviews it and adds any necessary local information.

With a keystroke, the controller sends the clearance over data networks to the cockpit where it can be displayed and printed. The clearance is presented to the flightcrew in text form for review at their convenience, making it much easier to understand than a hurried radio message.



"Transportation is about to enter a new era, not yet prepared for the challenges confronting it. To ensure our global competitiveness, successfully provide for the demands of our domestic economy, and maintain our military defense readiness, our transportation system must be renewed with the future in mind. We must determine where we are, decide where we want to go, and then find ways to get there."

— Sam Skinner, Secretary of Transportation

IN MEMORIAM

The Western-Pacific Region *INTERCOM* reported the death of **John A. Garrison**, who retired from the FAA in 1965. **John** passed away on September 28 in Escondido, Calif., following a lengthy illness. In 1937 he started his career as a communicator in Douglas, Arizona. At one time he served as Chief of Anchorage Center.

We are sad to report the death on Monday, October 15, of **Dick Arnold** at Dallesport, Wash. **Dick** worked at the Anchorage Flight Service Station in the early 70's as area supervisor, and then as Deputy Chief. In 1974 he transferred to Denver, and a year or so later he went on medical retirement. **Dick**, who was 53, suffered a severe stroke while at work on Monday. He was a contract weather observer.

HUMAN RELATIONS

In August the daughter of an SAS captain called Air Traffic and informed them that her father, who has been flying for SAS for 33 years, was departing Anchorage on August 13 on his last flight before retiring. She requested an FAA "send off." Anchorage Tower and Anchorage ARTCC obliged with an appropriate radio "congratulations." In addition, the Center pulled the last strip used for his flight and sent it to him as a memento. This letter of thanks was received at the Anchorage Center from Captain Helmer:



MR. CHARLES F. CRISWELL

THE ARTCC

DEAR SIR

I CAN NOT EXPRESS THE GRATITUDE, WITH WHICH
I RECEIVED YOUR VERY KIND LETTER AND TAPE.
IT TOOK AWHILE TO FIND ME (AFTER 33 YEARS
MY LETTERBOX IN SAS WAS GOING 2 DAYS AFTER
THE RETIREMENT IS ADG, SO I WAS, ALMOST, THE
FORGOTTEN MAN)

I MISS THE FLYING, AND ESPECIALLY THE KIND
PEOPLE, NATURE, FISHING TRIPS AND THE SPIRIT
"BACK HOME" IN ALASKA. MY FAVORITE STOP,
BELIEVE YOU ME.

THANK YOU, AND ALL YOUR COLLEAGUES AT
AND ARTCC, FOR TAKING THE TROUBLE SENDING
THIS TO ME. WITH WARM REGARDS

SINCERELY
M.K.G. HELMER