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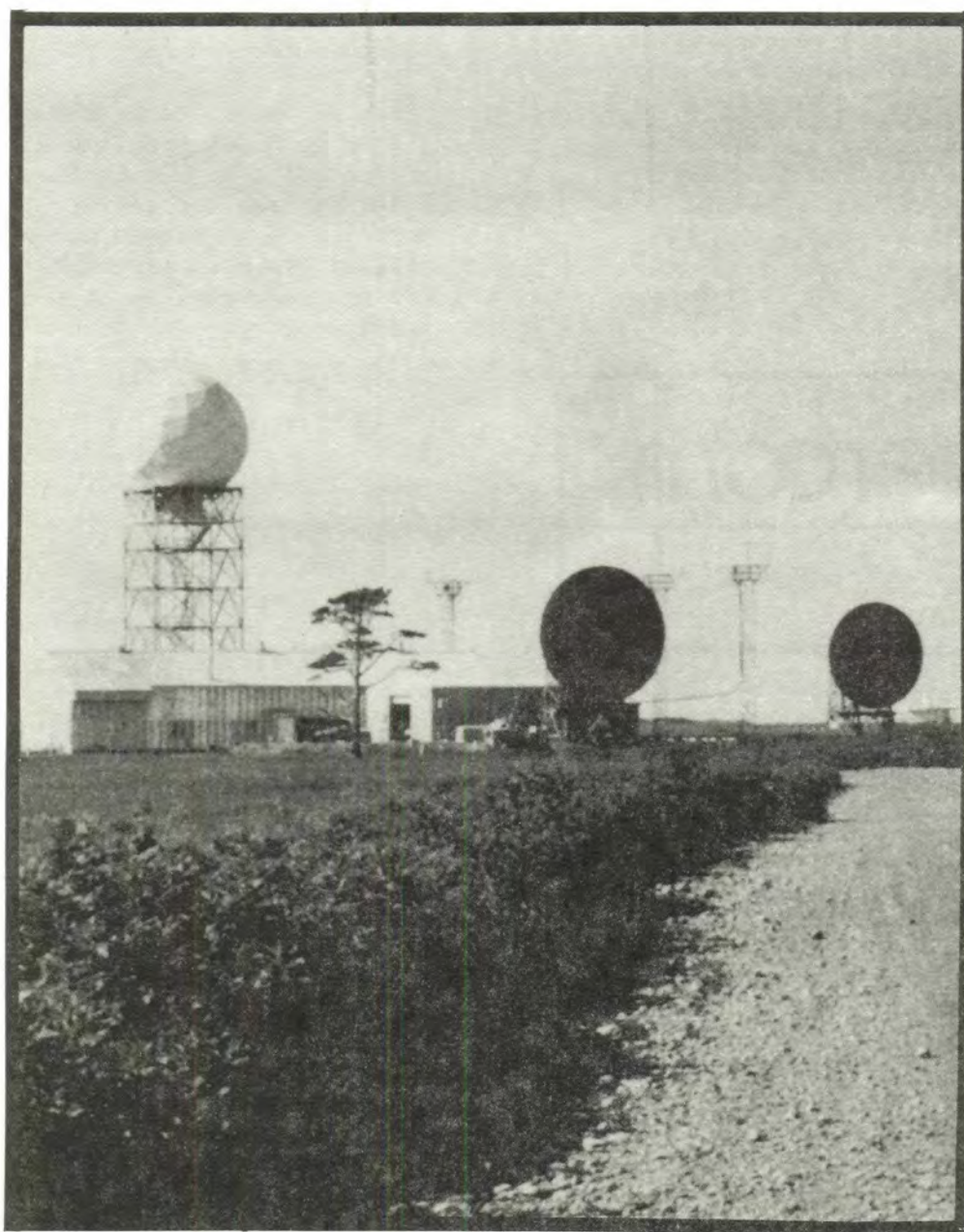
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85-18

Middleton Island



Cover story

Middleton Island, a 4 1/2-mile long, one-mile wide piece of land, is the home for thousands of rabbits (or so it seems) and four FAA electronic technicians. "Moose" Moore, "Buck" Braun, "Curt" Curtin and Steve Bridges have been going out to Middleton for six years. Divided into two-man teams, each team spends one week on, one week off the island.

But if things go smoothly, these men will be replaced by automated equipment that will be controlled from the "mainland" by the end of next summer (1986).

According to Bob Wilson, manager, South Alaska Sector, once FAA pulls its people off Middleton Island, someone from FAA will continue to go out to Middleton about once a month to make sure everything is okay, and eventually someone will need to go out only once every 60 to 90 days.

Middleton Island, home of a radar and communications station, routing equipment and a small weather station, is a very important link to the commercial and military flights flying between Kenai and Alaska's Southeastern panhandle.

Back in the 1950s nearly 100 people lived on Middleton Island - the Air Force had a communications and radar warning base located here, and the FAA had its radar site. But Middleton Island, like so many other sites, is being taken over by high-tech equipment.

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

In memory of

James D. Long passed away on August 6, 1985. He was aboard a United flight en route to his birthplace at Cedar Rapids, Iowa. He was sector manager at Delta Junction at the time of his medical retirement. He was awarded Sector Manager of the Year three times during his career. His wife's, Rheta, address is 12273 11th Street, Yucaipa, California 92399.

Robert L. Culver, manager at Juneau Flight Service Station upon his medical retirement in December 1983, passed away on August 21, 1985. He died at his home in Flathead Lake, Montana. His wife, Elsie, still resides there (no address known).

Achievements



Monte Larsh (right), AF manager at Cold Bay, presents a Special Achievement Award to John Harris, maintenance mechanic, for his job performance.



Maintenance mechanic Cecil Wayne Taylor (right), Kotzebue, received a Special Achievement Award for Sustained Superior Performance from foreman Ron Hoffman, Nome Sector Field Office.



Ronald Kreh (left), electronics technician, AAL-461, receives a Special Achievement Award for Sustained Superior Performance from Tom Hunt, manager, AAL-400.



Quality assurance and training specialist Steve Turner (right), Anchorage air traffic control tower, was recently presented a Special Achievement Award for Sustained Superior Performance by area supervisor Norm Gommoll.



Jene Fuller, Civil Rights clerk, AAL-9, recently received a Special Achievement Award for a job well done from the Civil Rights office.



Inspector Phil Evans (right), FSDO-61, receives a Special Achievement and cash award from Homer McClure, AWP-1, for his work on Continental Airlines special inspection. It was presented by Al Crook, manager, FSDO-61.

4 **FAA's objectives for FY 1986 announced**

Improving aviation safety and security are two of FAA's major objectives for Fiscal Year 1986.

In announcing the six objectives Administrator Donald Engen said, "It is my sincere hope that each and every FAA employee will find ways to contribute to achieving these objectives. It matters not whether you are in Washington or the field; whether you are a manager, a secretary, a controller, a warehouse person; each one of us can contribute."

Developed by the Administrator's Management Team (AMT) during several months of deliberation, the objectives include a two percent improvement in general aviation safety, as measured by the General Aviation Performance Index and other indicators.

A second objective calls for initiation of a program to create international standards for screening passengers boarding commercial aircraft.

Third on the list is an improved FAA culture through completing the airway science program actions; establishing an employee assistance program to support drug and alcohol abuse rehabilitation efforts; and increasing the representation of minorities by one half percent and women by one percent above FY-85 levels.

The fourth objective is for each organization represented in AMT to implement at least one program that places special emphasis on reducing the administrative time to act and react to internal and external requests and improving the quality of service to the public.

Number five is to improve system performance so that operational errors and delays of more than 15 minutes are decreased by ten percent from FY-85 levels.

And the sixth objective is to develop, implement, and revise FY-86 goals and achieve 90 percent of the published schedules for the following plans: National Airspace System Plan; National Plan of Integrated Airport Systems; National Airspace Review; Information Resources Management; International Aviation Strategic Plan; Aviation Education Program; Employee Attitude Survey Action Plans; and Airport Capacity Enhancement Plan.

Washington Report

Recipe corner

from: Linda Galimore
Anchorage FSS

Hawaiian Cheesecake

1 cup flour
1/2 cup sugar
1/2 cup butter or margarine
1 package (8 oz) cream cheese softened
2 tablespoons sugar
2 tablespoons milk
1 egg
1 teaspoon vanilla
1 (8 oz) can crushed pineapple
1 tablespoon butter - melted
1 cup flaked coconut

Combine first three ingredients until fine. Put in an ungreased 8x8 or 9x9 pan. (To double this recipe use 9x13 pan.) Bake in moderate oven (350) for 14 to 19 minutes or until golden brown around the edges - cool slightly.

Mix cream cheese, sugar, milk and egg. Fold in vanilla and crushed pineapple. Spread over crust. Combine coconut and melted butter for topping. Sprinkle topping over the above mixture. Bake at 350 for 15 to 20 minutes or until filling is set and coconut is toasted.

More training? But why?

by: Elaine Morrow
AAL-531

What is the true benefit(s) of more training? The direct benefit, of course, is more knowledge and experience in the subject matter. But there are some other benefits that can be derived that are just as important. If attendance in a particular course enables a person to grow as an individual or develop a talent that thus far had been hidden or undiscovered, then the FAA has gained a more productive and creative employee than it had before the person attended that training. If just one idea that would be beneficial to others in the agency was created and developed, then more people than just the one who attended the training course benefit.

Recently I attended the Facilitator Training Course in beautiful Lawton, U.S.A. It was a course I had been wanting to attend for several years. However, much to my pleasure, I gained something very valuable and exciting in addition to the expected training and experience in facilitating.

Something about this class - the instructors? the fellow classmates? the freedom which allows creativity? - helped me to become a person with ideas. Never having considered myself an "idea person," this was a new experience for me. Upon sharing some of my ideas with other interested people, I've received support and encouragement to "follow through." I don't know all the steps involved in getting these thoughts developed and implemented, but I'm learning.

So, you see, I learned a lot about being a good facilitator and more about the effectiveness of facilitators, but that is just the beginning of my training and learning. I decided while at Lawton

not to leave those ideas in the classroom, but to bring them into my daily work environment and be sure to find the time to develop those that would be beneficial to others within the region.

The underlying thought that keeps running through my mind is that we have so much talent within the Alaskan Region that remains untapped because of our tendency to view individuals from the limited viewpoint of their technical expertise. For instance, a person is assigned to a particular job which requires certain technical knowledge and/or experience. That person continues to develop his/her expertise in that area as time goes on. However, that same individual has other talents that are sometimes (most times) overlooked because the technical job doesn't surface those other talents. If more attention were focused on the development of the total individual rather than only on the primary technical talent needed for a specific job, we would soon realize a happier, as well as more productive workforce.

Why more training? If only one person from each class becomes motivated toward improving the work habits within the immediate work area, or finds a way to enhance the FAA environment by fuller utilization of an individual's total talents, then the time and money expended for that training was well spent.

"You cannot make me
feel inferior without
my permission"

Eleanor Roosevelt

Commendations

Tom Hunt (left in the next three pictures), manager, Airway Facilities Division, presents Letters of Commendation for contributions to the A-76 management study to Dwight D. Meeks, assistant sector manager, South Alaska Sector; Vern Sycks, TID, Technical Support Staff, South Alaska Sector; and Edgar Anderson, supervisor, Anchorage SFO Environmental Unit.



Harold Zarr received a Letter of Commendation for his volunteer work as assistant manager of the Bethel Crash, Fire Rescue Team. He was recently certified as an Emergency Medical Technician after weeks of training on off-duty time.



Mike Hessler (left in both pictures above), assistant air traffic manager, Anchorage ARTCC, presented Dutch Lucore, air traffic control specialist, and Tom Cetlenski, area supervisor, with Letters of Commendation for participation on the Facility Advisory Board.



News in brief

President Reagan has signed a \$20.1 million supplement to the agency's FY 1985 budget with most of the money targeted for the expanded Federal Air Marshal Program and employee pay raises. The Office of Civil Aviation Security will receive \$2 million to help recruit and train Air Marshals and bolster other security measures. Another \$3.1 million will fund last January's pay raise. (The original \$22 million pay raise supplemental was reduced by \$18.9 million through savings garnered under the Deficit Reduction Act.) The remaining \$15 million is a "program supplement" to compensate for deficiencies in air traffic pay allocations created by the accelerated hiring and training of controllers.

* * *

August 18-25 was Louisiana's Aviation Safety Week. At FAA's request, Louisiana Governor Edwin Edwards announced that the week's slogan would be "For a Sky of Safety." Among the events held during the week were 43 safety seminars and a "listening session" chaired by Southwest Regional Director C.R. "Tex" Melugin, Jr.

* * *

This year's reunion for FAA Academy ATC instructors will be held October 11-12 at the Oklahoma City Hilton Inn. The main event of the get-together will be a buffet and social on October 12. For more information contact Ms. Laurie Tester, 112 Chickasaw Lane, Yukon, Oklahoma 73099, (405) 354-2216.

* * *

Vina Showers, previously acting manager of the FAA Depot, has been named Manager of Administrative Systems at the Aeronautical Center. Congratulations!

* * *

The pilot of a corporate Lear Jet that buzzed Detroit's Tiger Stadium during a recent game between the Tigers and the Kansas City Royals has had both his flight instructor's and pilot's licenses revoked. The pilot violated three Federal Air Regulations, including one that planes flying over congested areas must stay 1,000 feet above the highest obstacle within 2,000 feet of either side of the plane. The jet, which one fan estimated flew only 150 feet over the stadium's light towers, caused many of the players and spectators to flinch and duck.

* * *

David Carmichael, previously Manager of Administrative Systems at the Aeronautical Center, has been named manager of the FAA Depot. He has served in the Alaskan Region during his career.

* * *

FAA-operated Dulles airport continues to pick up new airline clients. The latest is Presidential Airlines which will use Dulles as the hub of its operation. The fledgling carrier will be serving east coast and midwest locations with Boeing 737-200 aircraft. They expect their start-up flights to occur sometime in October.

* * *

Washington Report



Service pins



Inspector Larry Dalrymple (left), FSDO-61, receives his 15-year federal service pin from Al Crook, manager.



John Callanan (left), Anchorage FIF0, airborne technician, receives his 25-year FAA service pin and congratulations from Flight Inspection Section supervisor Elvin Jackson.



Monte Larsh, manager, Cold Bay Airway Facilities, presents a 15-year service pin to John Harris (left), maintenance mechanic at Cold Bay.



Ray Clark (left), maintenance mechanic, Galena, receives his 30-year service pin from Paul Gallagher, manager, North Alaska Sector.

Goodbye



Bob Cole was honored with a going away luncheon on August 2 at Clementines from his many friends at Anchorage ARTCC and the Air Traffic Division. He was presented with a gold pan. Henry Elias, assistant manager, Air Traffic Division, presented him with a Letter of Commendation and plaque from the Air Traffic Division for Bob's outstanding support to regional Quality Assurance and accident/incident programs. Bob is going to be an instructor at the Academy in Oklahoma City.

Performance



Nome SFO manager Robert E. "Spike" Arnold (left) presents a Sustained Superior Performance Award to electronic technician Ronald L. Hall for outstanding performance.



Julia Lord, secretary, AAL-1, receives her Outstanding Performance Award from Director Frank Cunningham.



Peggy Smith (right in both pictures above), manager, Program Support Branch, AAL-420, presents Outstanding Performance Awards to Patricia Lehnerz (top photo), secretary, (she has since been promoted to budget/fiscal assistant), and Jeanette Samples (bottom photo), budget/fiscal assistant.

Appreciation



Bennie Hutson (left), manager, Anchorage SFO, South Alaska Sector, presents Robert Fairchild, electronics technician, South Unit, with a Letter of Appreciation for his assistance in the restoration of the Ketchikan Localizer.

Service pin



Al Crook (right), FSDO-61, Fairbanks, receives his 25-year service pin from Director Frank Cunningham.

10

Medical notes - adolescence

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

In recent issues of the Intercom we have touched on healthy lifestyles, relationships with aging parents and tips for healthy vacations. Now we shall discuss our relationships with teenagers.

What is adolescence?

Adolescence is the period of transition from childhood to adulthood. It is a time of rapid changes in the body, emotions, intellect, attitudes, values and relationships with peers and parents.

We all know that for years there have been problems between parent and child as they work through this period of change.

Adolescents will be experiencing changes. They become highly concerned with their physical appearance. They want to look "normal," feel attractive and be "in." The "in" look may not be understood or accepted by parents - how fast we forget our teen years.

The emotional changes for a teenager are astounding. Disagreement may arise over sexual attitudes and actions. The teen may have impulsive behavior along with anxieties about growing up. Some mood changes are normal, but parental support will help offset some of this behavior for the teen.

Both the parent and the teenager should be able to realize the changes that are taking place are a part of the growth process. The teen begins to question his role in society. Who am I? What are my goals? At this time they usually seek support and security from peer groups.

What can parents do to help get themselves and their teenager through this period?

Parents need to explore their own values and attitudes. For example, how do they feel about today's attitudes versus their own upbringing. Parents need to remember that teenagers today are different from 20 years ago.

Rules made by parents for the teenager should be understood and agreed upon by the parents and the teenager together. And instead of parents imposing their sexual ethics on adolescents, they should help young people work out their own acceptable values.

Alcohol and drugs present a serious problem for adolescents today. Why? Drugs and alcohol are readily available. There is peer pressure at play here. The teen does not want to be different from the group.

Parents themselves set an example through their widespread use of alcohol, tranquilizers, sleeping pills and wake-up pills. Often the teen is bored and does not have any clear-cut goals for life. Discussions with the teen about personal feelings on drug and alcohol use are important.

Observe the adolescent's behavior and if the parent feels there is a problem, appropriate action should be taken. The communication lines should always remain open.

The parent should have an active interest in the teen, respect the teen's privacy, and at all times be able to listen carefully to what the teenager has to say. Love and affection should never be withheld from the teen.

The parent should be sensitive and learn to appreciate the delightful person every teenager can be. We should all remember that at the end of adolescence comes adulthood.



Wedding bells



Bill Schmidtman, Compensation Branch, AAL-15, and Kathy were married by Ken Smith, AAL-9, prior to being married at All Saints Episcopal Church on July 27. They wanted to make sure that they were legally hitched. (Actually, the first ceremony was a mock wedding.) To both of you, congratulations.

Retirees



Dennis Markel (right), maintenance mechanic foreman, Anchorage SFO, retired on July 31, 1985, after 30 years of service. Daughter Lori Dimmick shares her father's happy expectations on the land of retirement.



Fairbanks tower controllers Clyde Wenger (left) and Fred McGuire (right) have been working together at Fairbanks for 25 years. The team broke up on August 2, 1985, when Clyde retired. Fred plans to retire on October 8, 1985.

12 **Court rules on retirement issue**

On August 1, the full ten-member U.S. Court of Appeals for the Federal Circuit reversed the ruling of a partial panel of the court and held that under a federal statute military service involving air traffic controller duties is not creditable as "years of service" toward early retirement for civilian controllers.

The case originated with the 1981 PATCO strike when three controllers were fired for striking instead of being allowed to take early retirement based in part on their time as military air traffic controllers. The Office of Personnel Management (OPM) refused to credit the controllers' military service in figuring their eligibility for an early retirement annuity. The controllers appealed that decision to the Merit Systems Protection Board (MSPB), which upheld OPM's denial. However, under judicial review, a three-judge panel of the Federal Circuit reversed the MSPB decision.

In affirming denial of the controllers' claim, the full court found that the terms of the statute require service in a civilian position and that no military position meets the requirements for "service as an air traffic controller" under the statute.

Washington Report

New procedure for issuing directives

Administrator Donald Engen has given trial approval to a new procedure for expediting the issuance of important administrative directives. During the trial period, new directives can be preceded by the issuance of an action notice. The action notice will be prepared in the same format as a correspondence memorandum but will carry a directive identification number

and will expire in six months. This will allow organizations in charge of national programs a more expedient means of issuing program direction and guidance.

When appropriate, the instructions in the action notice will be incorporated in the permanent directive. The Office of Management Systems will monitor the program for 13 months to determine if issuing these notices expedites directives. Training sessions are scheduled for Washington officials in September.

For further information see Notice 1320.106 or contact Diane Ables on FTS 426-8052.

Washington Report



Final rule published on lost leave

The final rule concerning leave lost as a result of the 1981 air traffic controllers' strike has been published by the Office of Personnel Management. Those who lost leave during the "exigency of the public business" period that followed the walkout now have until 1998 to use that leave.

According to the rule, the time period for use of restored annual leave following an extended exigency is now two years for each year that the emergency situation existed. The FAA exigency began in August 1981 and is expected to run into 1986.

Washington Report

Around the region

A celebrity recently passed through Ketchikan Flight Service Station without being recognized by the specialists on duty (the names of the specialists were not revealed). It seems that John Denver stopped in Ketchikan for fuel and customs on his way to Juneau. He personally visited the Flight Service Station and received a Pilot Briefing and filed a VFR flight plan. It was not until he taxied for departure that the two specialists realized who he was - too late for an autograph.

* * * * *

Congratulations to Charlene Taylor, special agent, civil aviation security inspector, AAL-700. She was recently elected by the membership (over 22,000) of the American Society for Industrial Security (ASIS) to a three-year term on its Board of Directors. Her term will begin on January 1, 1986. ASIS has been at the forefront of the movement to promote and establish professionalism in the field of security since 1955.

* * * * *

Have you ever known of a fly-in campground located on an international airport? The Fairbanks airport has just that. The newly finished state facility has a gravel taxiway and four campsites. There is an outhouse, hand pumped well for water, and even a telephone booth for the campers' convenience. What next?

* * * * *

ABOUT FACE: Supervisory electronics technician (SET) Lee Ashworth recently transferred from the South Alaska Sector to the Regional Office and is being replaced by Cold Bay SET Monte Larsh. And Dennis Markel, maintenance foreman from the South Alaska Sector, recently retired and is being replaced by Edgar Anderson.



Bicycling controller

Wayne Waltrip of the Oakland Bay, California, TRACON set off for his new duty station at the Central Flow Control Facility in Washington on August 28. However, he won't have to worry about putting gas in his car or getting an airline ticket because he is making the trip on a bike.

He expects to cover an average of 170 miles a day and estimates the trip will take 20 days. Although he will be accompanied by a van driven by retired controller Joe Wilgis, he plans to sleep in motels.

Besides moving to his new station, Waltrip hopes to make some money for the Multiple Sclerosis Fund. He plans to collect one cent a mile (3,300 miles) with a maximum of \$33 from as many FAAers as possible to donate to the Multiple Schlerosis fund.

If you want to chip in, by yourself or in a pool, you can get more information by contacting Bob Harik, manager, Air Traffic Division, AAL-500, 271-5464.

End of summer bash

CIVIL AIR CLUB'S

END OF SUMMER BASH

Friday, September 20, 1985

4:00 p.m. until
(casual attire)

Six-Mile Lake
Elmendorf Air Force Base

Open to all Civil Air Members,
Prospective Members and Guests

Tickets available from
your Civil Air Representative

\$10 in advance - \$12 at the door

ALL YOU CAN EAT
- STEAK AND SALAD -

(buy your beverage for a nominal fee)

Games - Activities - Music
will be available

There will also be a drawing for
a trip to Honolulu, Hawaii

NOTE: Any profit will help to fund
the Children's Christmas Party in
December

