



U.S. Department  
of Transportation

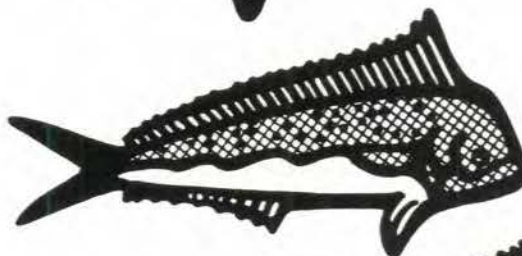
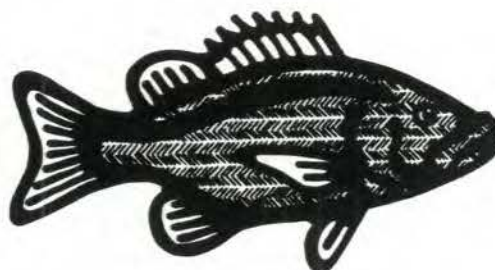
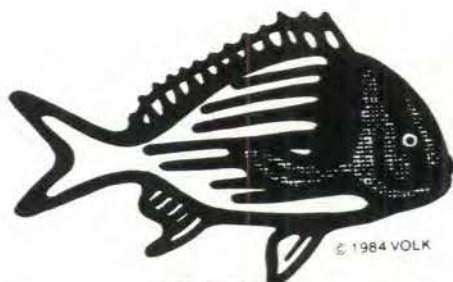
**Federal Aviation  
Administration**

# intercom:

Office of Public Affairs  
Alaskan Region  
701 C Street, Box 14  
Anchorage, Alaska 99513  
(907) 271-5296

September 1987

87-09



**SCHOOLING STARTS !!**

## about the cover

Just a reminder that the little small-fry schooling in your neighborhood are out again en masse. So, drive carefully, especially in the busy morning time. Be sure to watch for those little ones because they might not be watching for you. Let's make it a safe school season for all of us.

## intercom:

Office of Public Affairs  
Alaskan Region  
701 C Street, Box 14  
Anchorage, Alaska 99513  
(907) 271-5296

ACTING EDITOR  
Pauline Steffy

REGIONAL DIRECTOR  
Franklin L. Cunningham

PUBLIC AFFAIRS OFFICER  
Paul Steucke

PUBLIC INFORMATION SPECIALIST  
Ivy Moore

PRINTER  
Anne Lewis

INTERCOM is published for the employees of the Alaskan Region by the Public Affairs Office. Articles and photographs are welcomed.

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

## McArtor wants action

FAA's "newest team member" thinks the agency has a good story to tell and intends to be its "proudest spokesman."

Speaking at his formal swearing-in ceremony on July 27, Administrator T. Allan McArtor took note of current public concerns about air safety and cautioned that "it's not enough just to tell a good story."

He emphasized that action, as well as educational efforts, are needed to restore public confidence in air transportation and said, "We must take short term measures necessary to demonstrate immediate progress to a doubting public." He asked FAA employees to join him in an effort to find "better answers."

Some of McArtor's top priorities as Administrator include:

- \* a top-to-bottom review of pilot training
- \* modifying the FY 89 budget to fund flight demonstrations of the next generation of traffic alert and collision avoidance systems (TCAS III)
- \* requiring airlines to conduct periodic internal audits
- \* developing better safety indices
- \* emphasizing professionalism and pride among FAA employees.

"The public is concerned now," said McArtor, "The sooner we go to work on the solutions, the brighter will be the future of aviation for all of our people."



## **Flight delays drop as percentage of operations**

Flight delays as a percentage of aircraft operations at the nation's 22 "pacing" airports dropped in the first six months of 1987 compared with the same period in 1986. The decline was achieved despite continuing traffic gains--five percent at FAA's 20 regional air route traffic control centers and 2.6 percent at the 22 pacing airports--and a higher incidence of severe weather during the six-month period.

The total number of delays of 15 minutes or more at the pacing airports in the January-June 1987 period was 162,770, which was only a fraction more than the 162,317 recorded during the first six months last year. However, when the increase in flights at the 22 locations was factored into the equation, the percentage of delays at the 22 locations actually decreased from 36 per 1,000 operations to 35 per 1,000 through June of this year.

Boston's Logan, Newark, New York's LaGuardia Airport, Minneapolis/St. Paul, St. Louis, San Francisco, and Washington National were among those showing significant declines. On the other hand, Atlanta, Los Angeles, and Philadelphia recorded substantial increases in delays.

Weather has played an even more prominent role in the delay situation this year than in past years, accounting for 71 percent of the total. The figure was 68.2 percent in 1986 and 67.7 percent in 1985.

## **Administrator orders review of computer performance**

Administrator McArtor has ordered an immediate review of the computer performance at the nation's 20 en route air traffic control centers. McArtor said, "I want to ensure that the current computer equipment maintains its high level of performance and safety during the ongoing changeover to the more sophisticated Host Computer system."

McArtor's order was prompted by computer outages at the en route centers in Boston and Washington, D.C. Safety was not compromised, but the outages caused flight delays. He requested an immediate report on the outages at the Boston and Washington centers and a systemwide report within 30 days.

FAA's new Host Computer will be installed in all 20 en route centers by the end of the year.

## **Administrator's Hotline**

The Administrator's Hotline marked its third year August 6, and remains a popular and effective means for bringing employee concerns directly to the attention of top management.

Hotline manager Joe Stevens reports that although the subject matter may change with events, the calls keep coming in at a steady pace. More than 2,500 calls have been received to date. The AOA-1 Hotline number is FTS 267-9532.



## Retirement update

By: Jean Pershall  
AAL-16B

Last year Congress approved a backdated change in the retirement and tax laws which eliminated the tax-free period for Federal retirees to recover their previously taxed contributions. Although the law was not signed until late last year, the provision affecting both CSRS and FERS pensions was made retroactive to July 1, 1986.

The good news is that the official guideline is finally here. It tells how to figure one's annuity or lump sum payment tax bite which is based on estimated life span, estimated value of lifetime pension, and many other complicated factors. The bad news is that unless you're a tax lawyer or a blood relative of H & R Block, you'll find the complex instructions, examples, and actuarial tables something akin to running a ten-mile race with rocks in your shoes - painful to say the least. But the guidelines are official and they're available and best of all, they're free.

Information is contained in Publication No. 721, "Comprehensive Tax Guide to U.S. Civil Service Retirement Benefits" and can be obtained from local IRS offices. The new guidelines (May 87 edition) replace earlier guidelines on Federal pension taxes.



## Hey Buddy, Can you spare a couple of days off?

The Office of Personnel Management is conducting a test program which, if proved successful, could have a substantial effect on FAA employees. If adopted, Federal employees will be able to accept annual or sick leave donated by co-workers for serious medical or other hardship situations. The test includes a feasibility study, desirability study, and a study of the cost of permitting this kind of transfer.

## Help Wanted at NASA

The National Aeronautics and Space Administration has its "Help Wanted" sign out for astronauts and mission specialist applicants.

Candidates must have an undergraduate degree in engineering, mathematics, or the physical sciences and at least 3 years of related professional experience. Applicants must also pass stiff space physicals and meet specified height requirements. In addition, astronaut candidates must have at least 1,000 hours as pilot-in-command of jet aircraft.

Additional information is available from FAA's Staffing Policy Division (APT-200) in Washington headquarters on FTS 267-8013.



## Medical notes - About AIDS

By: Mary Grindrod  
AAL-300

As you know from the media, AIDS is a matter of increasing concern throughout the world. Pat recently attended a briefing on AIDS in the workplace and, based on information from Washington concerning the rate the disease is spreading, we can reasonably expect that some of our fellow employees, friends, and possibly family will become victims of this disease. Workplace activities, if any, that may place employees at risk for the virus will be addressed in the near future and guidelines will be developed. We hope to be able to respond sensitively, intelligently, and effectively to the growing AIDS crisis. Education is the primary weapon against the spread of the Human Immunodeficiency Virus (HIV) which is the underlying cause of AIDS. Each of us must assume responsibility for being well-informed and for the actions that affect our own health as well as the health of others, yet everyone must work together to help fight against AIDS.

It is estimated that five to ten million people worldwide are infected with HIV. In the United States, HIV-infected individuals may number one and one-half million with 35,000 suffering AIDS symptoms. The U.S. Public Health Service has projected that by 1991 there may be as many as 323,000 patients with AIDS, and as many as 200,000 dead by that time. These are staggering figures. AIDS, like any other disease, has no conscience, respects no age, doesn't care if you're man or woman, rich or poor, or what race or religion you are. We do know that certain groups are at higher risk. High risk

categories are: Homosexual and bisexual men (66%), heterosexual intravenous drug users (17%), heterosexual sex partners of bisexuals (4%), and people who have had blood transfusions before blood was being tested for the virus (3%).

Even if you are not in a high risk category, don't take any chances with your life. Don't use drugs, and in particular, don't use intravenous drugs, and practice safe sex. The Surgeon General has endorsed condoms as one useful measure in attempting to contain the spread of the HIV virus among the population.

Do know that there are no known cases of AIDS being caused by being around a person with the disease, touching a person with the disease, eating food prepared by a person with AIDS, donating blood, or being bitten by mosquitos or any other insect. The virus is primarily transmitted through sexual contact with an infected person or through the sharing of needles common to drug abusers. Seek medical attention promptly if you notice symptoms or if you think you have reason to believe you have come in contact with the virus. **Remember, it's the disease, not its victims, that is the threat from which society must be protected.**

## **When one door closes another one opens**

A new door will be opened for the FAA on October 19 as the Center for Management Development (CMD) in **Palm Coast, Florida** begins its first classes. Currently, construction of dormitories, offices, and classrooms at the new FAA center is going ahead on a seven-day-a-week basis. Embry-Riddle Aeronautical University has the contract to provide physical facilities for the CMD. The instructional contract for the facility is expected to be awarded in the near future.

The FAA Management Training School (MTS), located at Cameron since 1971 in Lawton, OK, officially closed its doors July 3 of this year.

## **NBCFAE conference**

The 11th Annual Conference of the National Black Coalition of Federal Aviation Employees will be held at the Ramada Renaissance Hotel, Atlanta, Georgia, September 17-19, 1987, and hosted by the Southern Region. The conference theme this year is "Proud of Our Past - Building on Our Future - A New Beginning."

## **3rd floor to get new coat**

Go ahead, feel guilty. Now that you've sensed the little nip in the morning air, bet you've been looking through the advertisements in the weekend paper for a new coat. But how about those poor walls that surround you every day? Well, luckily someone else thought of that. Come the first of September, all walls in the Anchorage Federal Office Building (3rd floor) that were not painted earlier this year will get their new coat. The contract includes furniture movement, and Logistics has asked to be kept informed of schedules so that offices can be prepared. With Operation Clean-up over by then, little should be required of employees in the way of "boxing up" files, materials, etc. All right, quit feeling guilty, browse through the ads, go shopping and try on five or six coats sans primer. I won't paint myself into a corner on this one.





## Higher fines asked

The Department of Transportation has again sent Congress proposed legislation that would increase the maximum civil penalty for safety and security violations from \$1,000 to \$10,000. The proposal also would make it a Federal crime to enter airport security areas without authority and subject violators to both fines and prison terms. Similar legislation was submitted in the last Congressional session but failed to win approval.

Another provision in the DOT proposal would apply FAA safety regulations to certain state and local government aircraft including med-evac and helicopters leased for less than 90 days. Such aircraft are currently exempt from most FAA rules.

## Weather goes automatic

For those of us who automatically complain about the weather, at last something is being done about it, at least in the reporting. A new system has been developed to allow a contract weather observer to transmit data directly into the weather distribution system via commercial telephone. Devices to do this have been sent to three test sites for a six-month evaluation. The new system implemented at all weather contract locations might eliminate this labor-intensive FSS weather gathering function and result in improved accuracy and availability of contract weather information. But, if you don't like the Alaskan weather, as the saying goes, "Wait a minute, it'll change." How true.

## Supervisors to be rated on HRM

As of August 1, all FAA supervisors and managers will be rated increasingly on their performance in human resource management.

The new performance standards require that a minimum of 30 percent of supervisors' and managers' annual ratings be based on their accomplishments in Employee Performance Management, Employee Involvement and Equal Employment Opportunity. The recommended weights for each of the three critical job elements are 15%, 10%, and 10%, respectively, for a total of 35%.

Developed by FAA's Office of Organizational Effectiveness, the new performance standards are outlined in Order 3400.19. Copies were distributed to all affected employees in May.



## QUILL USER'S GUIDE TO LITERARY MASTERPIECES

By: Pauline Steffy  
AAL-61

Whether or not you use first, second, or third "person" in your writing will depend largely upon your approach to the subject. "Person" is the form of pronouns and verbs which indicate whether one is speaking (I am), being spoken to (you are), or being spoken about (it is). In many cases, the type of writing (narration, description, argumentation, or exposition) will lend itself to a particular "person." Once you have selected a particular "person" in which to write, you should remain consistent. For example, in a first person description, this writer has switched persons and inappropriately.

"I like to go walking in the park. It's where you can see beautiful flowers as well as a variety of people. You can also take the time to breathe fresh air they say is good and you get some exercise too."

The writer should have remained in first person throughout and written the paragraph as follows:

"I like to go walking in the park. It's where I can see beautiful flowers as well as a variety of people. I can also take the time to breathe the fresh air that's good for me and get some exercise too."

In expository writing, (memos, letters, directives, instructions) the most commonly used and preferred person is third. Third person (he, she, it, they) is preferred because it is objective and because the writer is talking about something or someone.

Here is an example of third person expository:

"The role of women in today's society has changed dramatically in the last 50 years. Approximately 49 percent of all women are now in the workforce and 20 percent of all families with children are headed by women."

In this case, the writer is talking about "women" in general. It is in third person because the writer is not speaking to a particular person or writing from a personal viewpoint as in "I think", or "I believe."

This is not to say, however, that first or second person should not be used in business letters or memos. This will depend upon the writer's intent. If the writer is addressing a particular person on a personal note, the writer will use second person as in ... this is to inform you, or ...I wish to thank you. But, if the writer is addressing a topic, process, an idea or plan, or any other object (tangible or intangible) what is said should be addressed in third person.

Just remember that if you start out in first person, stay in first person. If you start out in third person, stay in third person and if you have to use second person, it should be to personally address the reader.





## NEWS IN BRIEF

**SAFETY NOTE:** The "steps" on one of the lower drawers of a five-drawer steel filing cabinet in AAL-464 failed. If it had been an upper drawer, serious injury could have resulted. We recommend caution be used when pulling out drawers of these filing cabinets until the cause of the failure can be determined.

**AIRPORT RADAR SERVICE AREAS (ARSAs)** are proposed at five more locations in the U.S. Proposed areas are Abilene, Amarillo, and Dyess Air Force Base (all in Texas); Lexington, Kentucky; and Roanoke, Virginia. The agency currently has ARSAs at 89 airports across the country.

**FAIRBANKS and JUNEAU AFSS** construction is underway. Prior to the groundbreaking, managers from the Fairbanks and Juneau FSS's attended preconstruction meetings with the contractors at their respective locations. This initial involvement gave them the opportunity to meet with the many individuals working on these projects and will help them meet their coordination responsibilities. Construction is estimated to be completed in about one year.

**DRUG TESTING UPDATE:** On July 19, the agency had completed 10,179 tests with 16 positive results for applicants and 8 positive results on employees.

**Mr. Harry Hassel**, new Alaskan Regional Director for the NWS, reported for duty July 20, 1987.

**SITKA FSS** established a one-day record on July 20 by providing 684 flight services. High activity and low weather with SVFR combined to build up the count.

**MOOSE WATCH:** Juneau SFO personnel needed aid from Fish and Wildlife officers at the Haines facility last month because a moose calf had somehow put itself inside the fence and left its mother on the outside. It seems mamma moose wasn't up on her interpersonal communication skills and, after considerable coaxing and convincing, mother and calf were finally united. Hey, maybe they should have taken a facilitator along.

**SPEAKING OF BABIES:** Congratulations to Maintenance Mechanic **Jim Warner** of Nome SFO on the recent birth of his twins, a daughter and a son.

**NOME FSS** reports July traffic was just under 20,000, the highest ever recorded at Nome due to the many tourist flights, increases in local flying, and support flights for mining and construction activity.

**NATIONAL FLIGHT ASSIST FOR 1986:** The National Review Board met and approved the nominations for the National Outstanding Flight Assist for 1986. Nominees for the award are: **Ralph J. King**, Lewiston FSS; **William Rice** and **Anthony Ferrante**, Miami ATCT; and **Dennis R. Hamer**, Kansas City ARTOC.

**Elinor Mayo** is back to work after ear surgery that resulted from her accident on July 2. Welcome back.

**Sarah McCue**, 7 year old daughter of ATCS Brad McCue of Bethel FSS, was attacked and seriously injured by two dogs. Sarah underwent extensive surgery and is home now recovering.

## technical talk

Today we will talk about the four basic aerodynamic forces of flight.

**Lift:** The upward acting aerodynamic force.

**Lift:** What a pilot gets when he's finally out of the office.

**Thrust:** The forward acting aerodynamic force.

**Thrust:** What the pilot wants to do with the boss when the boss won't let him leave the office to go flying. As in "Thrust him out the window."

**Weight:** The downward acting aerodynamic force (or gravity).

**Weight:** The downward pulling force on the pilot's chin as he resigns himself to the gravity of his situation.

**Drag:** The rearward acting, or retarding aerodynamic force.

**Drag:** What the desk-bound pilot does with his feet and rearward parts for the rest of the day.

### \*\* ALASKAN REGION 1986 FACILITY OF THE YEAR AWARD WINNERS \*\*

Plaques were presented by Alaskan Region Director Franklin Cunningham to:

John McLaughlin, air traffic manager, Juneau FSS

Charles Hallett, air traffic manager, Fairbanks ATCT

J. T. Stubbs, air traffic manager, Juneau ATCT

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

Robert W. Stinson, AAL-510 and Walter Gilbert, AAL-223

Rick Willey, Anchorage SFO

Vern Sycks, SA-AFS

###

### \*\* ON-THE-SPOT AWARD \*\*

Bruce Walker, Operations Inspector, FSDO-61

###

### \*\* LETTER OF COMMENDATION \*\*

Phillip E. Rhode, ATCS/S, ANC FSS

Jack Thompson, ATCS/S, FAI FSS

Mort Forsko, ATCS, FAI FSS

Craig Jackson, ATCS, McGrath FSS

###

### \*\* SERVICE PINS \*\*

Mary Grindrod, AAL-300, 25 years

Ray Stith, SA-AFS, 35 years

Richard Turnbull, AAL-450, 30 years

###

ATTA BOY/ATTA GIRL, WE APPRECIATE YOUR WORK: Bob Jefferson, Anchorage ATCT; Karl W. Elwood, ATCS/S, ANC FSS; Paul E. Goodrich, ATCS/S, ANC FSS; Linda D. Craig, ATCS/S, ANC FSS; Marilyn J. Bjurstrom, ATCS/S, ANC FSS; Tony D. Moulton, ATCS/S, ANC FSS; Edwin H. Dorsey, ATCS/S, ANC FSS; David W. Campbell, ATCS/S, ANC FSS; Glenn F. Baker, ATCS/S, ANC FSS; Mary J. Pippin, ATCS/S, ANC FSS; and Jeffrey F. Lakshas, ATCS/S,



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

Jeffrey F. Wheeler, to Anchorage FSS from Cold Bay FSS.

Wilbur M. Smith, Anchorage FSS, selected for the position of Air Traffic Manager, Yakutat FSS.

Larry Giles, assistant manager for Plans & Programs at New York Center onboard as the new Assistant Air Traffic Manager at Anchorage ARTOC

Ronald E. Fischer, ATCS/S, Anchorage FSS, departed for his new duty station at Columbus AFSS

Joe Lauron left FAI FSS for new assignment as Relief Specialist at Deadhorse

Diane Hampton now onboard at Big Delta FSS

C. Stuart Prisk, former ANC ARTOC controller, entered on duty at Anchorage FSS.

Madeline (Lynn) Johnson, secretary, AAL-510, resigned in order to relocate

Richard B. Nolan completed ATC Developmental Training and has been detailed to the Cordova FSS

Paul Turtko promoted to Lead Voucher Examiner, AAL-34

Rosetta Francis-Robinson, EEO Specialist, AAL-9, goes to the DOT Federal Highway Administration in Austin, Texas.

Earl B. Sheneman, former ANC ARTOC controller, joined the ANC FSS

Welcome aboard to:

Earl Packer, Cons/Maint Foreman, ANC FIFO; Lou Frasier, Voucher Examiner; James Miller, ATCS/S Nome FSS; Stephen Geoghegan, ATCS/S Sitka FSS; R. Lee McCaw, ATCS/S Anchorage FSS; Drake Selmer, ATCS Trainee; Debra Waltman, Secretary, AAL-50; Engracia Limon, Secretary, AAL-60.

###

# **\*\* RETIREMENT \*\***

Elwood Hussey, AAL-34, retired with 43 years, 6 months service

###

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

Harold Sims, husband of Fairbanks FSS secretary Elizabeth Baker, died in the Citabria crash near Circle Hot Springs on August 4, 1987

Daniel W. Larson, who worked at Kenai FSS and retired from the FAA in the 70's, died May 1

Charlotte P. Haywood, former FAA employee who came to Anchorage in 1946 and retired in 1963, died July 27 at Humana Hospital. She was 85.



WAR DEPARTMENT ISSUES REGULATIONS  
JANUARY 1920



Prior to the development of the FAA, the War Department (now the Department of Defense) issued the following regulations listed below for pilots. These represent quite a contrast to the hundreds of regulations today concerning air safety in transportation and air commerce, and admittedly sound humorous. There is, however, one basic element that never goes out of date--common sense.

1. Don't take a machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Don't turn sharply when taxiing. Instead of turning sharp, have someone lift the tail around.
4. In taking off, look at the ground and the air.
5. Never get out of a machine with the motor running until the pilot relieving you can reach the engine controls.
6. Pilots should carry hankies in a handy position to wipe off goggles.
7. Riding on the steps, wings, or tail of a machine is prohibited.
8. In case the engine fails on takeoff, land straight ahead regardless of obstacles.
9. No machine must taxi faster than a man can walk.
10. Never run motor so that blast will blow on other machines.
11. Learn to gauge altitude, especially on landing.
12. If you see another machine near you, get out of the way.
13. No two cadets should ever ride together in the same machine.
14. Do not trust altitude instruments.
15. Before you begin a landing glide, see that no machines are under you.
16. Hedge-hopping will not be tolerated.
17. No spins on back or tail slides will be indulged in as they unnecessarily strain the machine.
18. If flying against the wind and you wish to fly with the wind, don't make a sharp turn near the ground. You may crash.
19. Motors have been known to stop during a long glide. If pilot wishes to use motor for landing, he should open the throttle.
20. Don't attempt to force machine onto ground with more than flying speed. The result is bouncing and ricocheting.
21. Pilots will not wear spurs while flying.
22. Do not use aeronautical gasoline in cars or motorcycles.
23. You must not take off or land closer than 50 feet to the hangar.
24. Never take a machine into the air until you are familiar with its controls and instruments.
25. If an emergency occurs while flying, land as soon as possible.