

Intercom

U.S. DEPARTMENT
OF TRANSPORTATION
FEDERAL AVIATION
ADMINISTRATION

ALASKAN REGION

No. 91-09

September 1991



Fairbanks Automated Flight Service Station Commissioned



Regional Administrator **Ted Beckloff** (right) and Special Assistant **Ken Burdette** visited with specialists in the FAI AFSS on the day of commissioning, August 21, 1991.

Story on page 3.

... the way it was (in Fairbanks) ...



Fairbanks teletype room in CAA days.

Intercom

Office of Public Affairs
222 West 7th Avenue, #14
Anchorage, Alaska 99513
(907) 271-5296

EDITOR
Ivy P. Moore
Regional Administrator
Ted R. Beckloff, Jr.
Public Affairs Officer
Joette Storm

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



Fairbanks control room, CAA.

Fairbanks AFSS

by Dick Mathews, AAL-517

The Fairbanks Flight Service Station (FAI AFSS) was commissioned on August 21, 1991, the final of the three AFSS's in the Alaskan Region. Kenai AFSS was commissioned on April 25, 1988. Juneau AFSS was commissioned on May 11, 1991.

The 8,000-square-foot FAA-owned building contains the latest in electronic equipment and systems. For the first time in Northern Alaska, we have a facility that was specifically designed to be a flight service station. The building itself and all of its equipment have one primary purpose: to support the flight service specialists in carrying out their responsibilities to the aviation community.

Eventually about 60 employees will be assigned to the AFSS.

Commissioning of this facility brings to a close Phase I of the Regional Flight Service Modernization Program. Phase II, the development of remote capability, will see the incremental reassignment of the services and responsibilities of the remaining flight service stations back to the appropriate AFSS. Engineering for this phase is in progress and at some locations has been completed. During Phase III, actual closure of these facilities will begin.

During Phase IV, where an FSS site meets the criteria, an auxiliary FSS will be established to augment the services of the AFSS. These facilities, which do not exist today, will be located in areas which experience unique weather and operational conditions. They will fall under an operational and administrative "umbrella" provided by their associated AFSS. It is expected that these sites will be formally identified within the next 60 days.

Much hard work went into the commissioning of the Fairbanks AFSS. We have a sincere appreciation of the effort and time involved and wish to congratulate all concerned with successful completion of this project.



Andy Billick, Acting AAL-2 (left) and aviation historian **Randy Acord**, who was a special guest at the commissioning ceremony for the Fairbanks AFSS on August 21.



Ben Notti, air traffic manager of FAI AFSS, addresses guests at the commissioning of the facility.

IG Visits Alaska

DOT Inspector General **Mary Sterling** remarked during her recent visit to the Alaskan Region that the past few days had shown her more than anyone could ever have told her about living in Alaska.

Sterling and Assistant Inspector General **Ray DeCarli**, accompanied by Logistics Division Manager **Robert Lewis**, AAL-50, visited FAA facilities and housing in Bethel and King Salmon on August 15 and 16, 1991. The tours were

intended to provide them with an accurate picture of living and working conditions in remote Alaskan locations.

The IG was impressed by the relative isolation and hardships faced by our personnel. Some major points: (1) We do not have truckers and railroad conductors in the better part of Alaska; our truckers and conductors are pilots. (2) One can travel distances equivalent to those from Washington, D.C., to Boston or Cleveland or

Nashville or beyond and be constantly over wilderness areas without roads or cities. (3) Prices in the local stores may be two to four times what they would be in Washington, D.C. (4) Many Alaskan pilots do not use airports on which to land, but rather use glaciers, lakes (frozen and unfrozen), and tundra.

The IG also met in Anchorage with **Andrew Billick**, AAL-2; **James Derry**, AAL-700; and **Cecelia Hunziker**, AAL-40.



A Cultural Mosaic

America's Hispanic Tradition Started with Columbus' Voyage

National Hispanic Heritage Month — this year from Sunday, September 1, to Tuesday, October 15 — celebrates America's rich Hispanic heritage.

America's Spanish roots were established in 1492 with the landing of Christopher Columbus, commissioned by Spain's king and queen.

Columbus also "discovered" Cuba in 1492 and Puerto Rico in 1493. Many other expeditions followed, and the explorations covered an area from what is now the Carolinas to Florida and extending across to California.

On September 17, 1968, President Lyndon Johnson designated the week of September 15 as National Hispanic Heritage Week, and in January 1989, Congress extended the week of commemoration to a month.

The theme for 1991 is "500 Years of Hispanic Heritage, 1492-1992 — A Cultural Mosaic."

Hispanics are a diverse group. They are Cuban, Costa Rican, Puerto Rican, Mexican, Spanish, or have origins in the countries of Central and South America. The month's theme addresses their geographical and regional variations in culture, dialects, and physical features.

(From the *Headquarters Intercom*)



National Transportation Safety Board

NORTHWEST FIELD OFFICE
222 West 7th Avenue
Box 11
Anchorage, Alaska 99513

August 27, 1991

Mr. Ted R. Beckloff, Jr.
Regional Administrator
Federal Aviation Administration
Alaskan Region
222 West 7th Avenue, Box 14
Anchorage, Alaska 99513

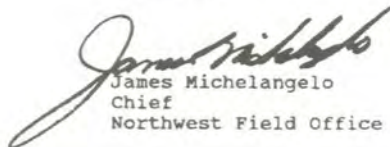
Dear Mr. Beckloff:

I wish to express my appreciation of Ms. Victoria Clark, Supervisor of the Regional Operations Center (ROC), for doing such a consistently professional and thorough job in the FAA ROC. Ms. Clark and her staff have proven to be eminently reliable, resourceful, and competent in their often pressure laden tasks.

As you well know, we count upon the FAA ROC to provide us with timely and accurate information regarding aviation accidents. This information is often critical to our ensuing investigations. With Ms. Clark at the helm of the ROC, we feel confident that we are getting the best possible information that we could obtain, along with a most helpful "can do" attitude.

Please express my thanks to Tory and the entire staff at the ROC, and accept my congratulations on being the Administrator of such a competent group of people.

Sincerely,


James Michelangelo
Chief
Northwest Field Office



Regional Administrator
Ted Beckloff (left) adds
his congratulations as he
presents a letter of
appreciation from the
NTSB to Regional Operations
Center Manager
Victoria Clark and Duty
Officer **Wendell
Wassman**.



Anchorage Center Supports Injured Guard

Since 1981, Betty Goodwin has been the first person that visitors to the Anchorage Air Route Traffic Control Center (ZAN ARTCC) meet. Betty owns the Interstate Detective Agency and Security Service, the company which provides security for the center.

On January 14, 1991, after completing her normal 12-hour shift, Betty was heading home when a car crossed the center line on Boniface and hit her vehicle head-on. Betty's fiancé, Ben, who was driving, and she were trapped in her vehicle. It took the combined efforts of the police and fire departments over an hour to free the occupants. Betty and Ben were rushed to Humana Hospital with extensive injuries. Betty was in a deep coma and immediately placed on total life support. Ben had numerous fractures and extensive internal injuries, as did Betty. The occupants of the other car ran from the scene of the accident; however, on April 23, 1991, a suspect was apprehended and charged with assault.

In March, Ben was released from the hospital, and early in April Betty began to respond. She regained consciousness and was taken off life support. However, because Betty will require extensive and

prolonged therapy, her family decided to move her to West Virginia where they can provide her support, where her mother (a nurse) lives, and also where there is a long-term care facility that specializes in cases like Betty's.

The flight was extremely expensive due to medical requirements and concerns. Time became a critical factor, and a lot of money was needed in a short time. The family asked the Center for help in raising the necessary money for this venture. The response was overwhelmingly generous. ARTCC people and FAA employees throughout the Region dug deep and were able to raise the needed \$2,630.00.

While not a Federal employee, Betty was a vital member of the team. When she really needed help, the rest of the team responded.

If you would like to have more information, contact **Linda Teetsell**, ZAN AFS, at 269-1192.

To: The F.A.A EMPLOYEES AND FRIENDS.

On behalf of Betty's family, Children, and all the employees of InterState Security, We wanted You to know how grateful we are for your donations. The money has made it possible to send Betty to a long-term care facility in West Virginia. There she will be able to receive better care and updated medical equipment. Most of all her family will be with her around the clock to help speed up her recovery.

*With
sincere appreciation
for your
thoughtfulness*

*Thank You
From Friends and
family of Betty J. Goodwin*

Women's Equality Week and IDP

Individual Development Plan (IDP) work sessions were sponsored by the Federal Women's Program (FWP) in recognition of Women's Equality Week. Approximately 40 people participated in the two sessions, which were facilitated by **Dolores Coates**, FWP Manager from AAL-17, and **Jessie Barksdale**, AAL-9.



Garage Door Safety

Homeowners Should Replace Non-Reversing Garage Doors

Homeowners are asked to help save children's lives by checking their garage door openers and, if the doors fail to reverse automatically on striking an object, to have the garage door opener repaired or replaced immediately.

The U.S. Consumer Product Safety Commission (CPSC) is issuing this advisory as part of its mission to protect the public from unreasonable risks of injury and death associated with consumer products.

According to the CPSC, at least 45 children between the ages of 2 and 14 died between March, 1982, and June, 1990, when they were trapped under closing garage doors. In these cases, garage doors did not reverse automatically when they struck the children.

CPSC said units manufactured before 1982 do not have the safety features incorporated into the voluntary standard (ANSI-UL 3251982). Some old openers are equipped with a device that only stops the closing door and does not reverse when it strikes an object. Other pre-1982 openers include a device intended to cause the closing door to reverse when it strikes an object, but for reasons mostly related to age, installation, and maintenance, these may not be safe enough to prevent child death. The devices cannot be adjusted or repaired to provide the safety available in garage door openers manufactured in 1982 or later.

Homeowners who are uncertain about the safety of their garage door opener can check the unit by placing a two-inch wooden block in the path of the door. If the door does not promptly reverse on striking the block, the unit should be disengaged and a service technician called to see if repairs are needed. If the opener does not have the reversing feature, the old garage door should be disconnected and replaced with one meeting the ANSI-UL voluntary standard.

Additional safeguards are now available to protect children from danger. On many post-1982 units, service technicians can install an "electric eye" near floor level to reverse a closing garage door automatically whenever an object crosses the path of the door.

In addition to relocating wall switches away from the reach of young children, parents are urged to keep remote controllers in the glove compartment of the car. Garage doors should be checked periodically to make sure that track rollers and other hardware are functioning properly.

Charles A. Gilmore
Regional Safety and Health Manager

"Good Cops"

An air carrier pilot from Alaska thinks the FAA is great. In fact, he recently penned a letter to the *Anchorage Daily News* praising the agency.

Here's some of what Jack Kimm wrote.

"The FAA, by and large, is one of the best federal agencies your money can buy.

"I am a pilot so I know that every one of us, the using and flying public, 'owe' the FAA for America's remarkably good safety record.

"They are our sky traffic cops. They keep us safe and get us there and back. In fair and foul weather, all of us are totally dependent on them for our survival.

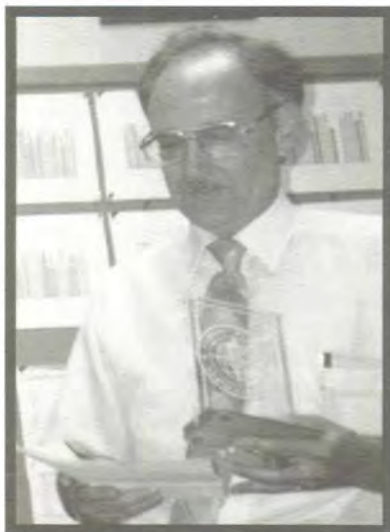
"All of us would marvel and thank these people if we would just take a look at their radar screen at rush-hour traffic...each of our aircraft is a little dot that turns the radar screen white with all those white dots like a beehive in stampede!....I for one thank them for the superb job they have been doing."

(from *Headquarters Intercom*)

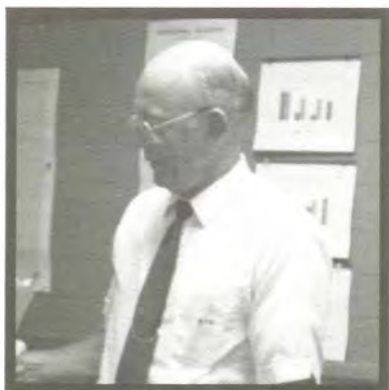


Service Recognition

35 Years



Leon Getz, AAL-452



Robin Masek, AAL-452



Jack Walden (right), Engineering Technician at NA AFS, receives his service emblem from David Epstein, North Alaska AF Sector Manager.

30 Years



L. A. (Buck) Braun, ET, Kenai SFO

25 Years



Curtis Alderman (right), ET (Relief) at NA AFS, was presented his service emblem by David Epstein, North Alaska AF Sector Manager.



Gail McWethy, Kenai AFSS

15 Years



Jim Royse, Radar Data Processing Unit Supervisor, ZAN AFS



ATCS Judy Rosgen is presented her service pin by Merrill ATCT Air Traffic Manager Norm Gommoll (right) and her supervisor Dennis Wegner.



Otis Angel (left), electrician, AAL-453, received his service emblem from AF Division Manager Robie Strickland.

Meet Our Coworkers in AAL-16



Joy Krison

Labor Relations Specialist **Joy Krison** came to FAA from Elmendorf Air Force Base where she worked first as EEO Specialist and then as an Employee Relations Specialist.

Joy services Airway Facilities, Flight Standards, and staff offices AAL-1 through AAL-9. She handles issues which involve the PASS contract, grievances, and Unfair Labor Practice charges. Joy also handles adverse/disciplinary actions, standards of conduct, agency grievances, appeals to the Merit Systems Protection Board, performance appraisals and awards, and performance improvement plans.

Joy began her career in Personnel in 1980 with the Internal Revenue Service Center in Ogden, Utah. She moved to Alaska in 1982.

At Elmendorf, Joy was instrumental in securing funding for expansion of the base Child Care Center, making it possible for the first time to allow admission of children of civilian employees. Joy was invited as a guest instructor at Air University for courses presented to EEO counselors and employee relation specialists. The Air Force recognized her as the Outstanding Intermediate Personnel Program Specialist in Alaska in 1989. In 1990, Joy received the Anchorage FEA Employee of the Year Award.

For more than 6 years, she has been an avid Toastmaster. She was named Toastmaster of the Year for Alaska and the Yukon Territory in 1988.

In addition, she has been an arbitrator of consumer disputes for the Anchorage Better Business Bureau since 1987.



Carol Marvel

Carol Marvel came to the FAA from the Alaska Area Native Health Service (AANHS). She wears several hats: Employee Assistance Program Manager, Incentive Awards Program Officer, and Child Care Program Coordinator.

She began her career with the U.S. Government in 1973. In 1988, she was recognized by the Federal Executive Association for her work as Vice Chairman for Civilian Agencies in managing the 1987 Combined Federal Campaign.

One of 60 Department of Health and Social Services employees selected nationwide to complete a 12-month management training program, Carol participated in a Women's Management Training Initiative in 1988.

Carol, who has been in Alaska for 24 years, enjoys learning about the different cultures within Alaska and traveling to different villages when possible. She also enjoys spending time with her "baby girl" Kishka, a Scottish terrier.

"I am a firm believer in letting employees know they are worth something, not only to their supervisor, but also to their agency as a whole," Carol says.

Awards



Gary Monseratt (left), AAL-453, receives On-the-Spot Award from Assistant Manager Environmental Engineering **Russ Oyster**.



Doris McIntosh, Admin. Asst., NA AFS, received an On-the-Spot Award for her efforts in organizing the Fairbanks Aviation Camp. **Fred Jack** presented the award.



Clifford J. Hoff (center), utilities systems repairer-operator at ZAN AFS, has a double-header! He received an On-the-Spot Award from **Gary W. Stadig** (right) for his excellent workmanship and professionalism in installing ten 4-foot fluorescent lamp units in the mezzanine overhand in the new FSDPS equipment room. **Cliff** also received a Special Achievement Group Award from ZAN AF Sector Manager **Ron Cowles** for his work in raising the ambient room temperature without raising the cooling air through the EARTS equipment.



ET Steve E. Andrews, Anchorage Sector Field Office NAV COM Unit, was presented a plaque by ANC SFO Manager **Melissa Berry** for his selection as Employee of the Quarter for 3rd Quarter FY91. **Steve** also received an On-the-Spot Award for his expertise with the proposed Site Summit RTR and the Kenai Federal Office Building Microwave System.

Retirement

Wendell Nelson (right), Electronics Technician, AAL-452, was given his retirement plaque by **Andy Billick**, Acting Deputy Regional Administrator.



Facility of the Year

The Bethel Flight Service Station was named Alaskan Region flight service station Facility of the Year for 1990. Bethel FSS set a national facility record last year, scoring 96.8 percent on the annual evaluation. Flight service stations provide Alaska pilots important flight information, including weather updates, navigational assistance, and search and rescue services. Bethel FSS also has plaques for Facility of the Year for 1972 and 1977.



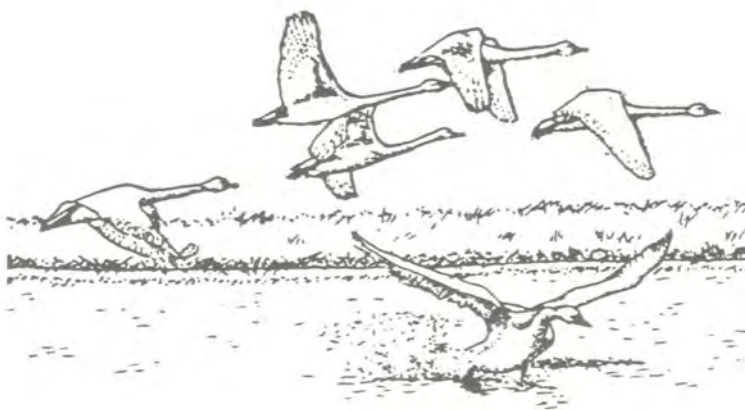
Left to right: **Bill Tobin**; **Rick Mauck**, Air Traffic Manager; **Mike Thompson**, Assistant Manager of the Air Traffic Division; **Sharley Ziegler**; **Cecelia Wilkins**; and **Tim Maynard**. Not pictured: **Jim Bailey**.

Birds Know Aerodynamics, Just Watch Them Fly

We can learn a lot about flying from watching nature's first and original fliers, birds.

Indy race drivers might be surprised that birds don't fly single file to benefit from the "draft" of the bird ahead. Birds prefer the V formation, although sometimes half of the V is absent. This formation flying obviously has a distinct aeronautical advantage: as the lead bird flaps its wings, it creates a vortex out near the wing tip, and the trailing bird rests its own wings on the updraft, thus making it easier for the trailing bird to stay aloft, and so on down the line. Birds take turns being the leader (another message there).

Only large birds fly in formation because small birds cannot exploit the aerodynamics of their own beating wings.



A study published by *Science* magazine in 1970 stated that a flock of 25 birds can extend their flight range by 70 percent by flying in formation.

(Reprinted from *Opportunity Skyway News*, July/August 1991)

IN MEMORIAM



Former Anchorage FSS employee **John Scukanec** passed away in mid-August. He was buried with full military honors at March Air Force Base in California on September 6, 1991. The family indicated that donations to the American Heart Association in his name would be appreciated. If you wish to send condolences to his wife Carol, the address is:

Mrs. John Scukanec
Sun Lakes Country Club
5177 Savannah Drive
Banning, CA 92220.

We were notified by Dave Williams of Tanana of the recent death of **Jack Moore**, retired, who worked at the Tanana Flight Service Station during the sixties and seventies, and then as a duty officer in the Regional Office.

We are sad to report the death of **Jon Tamplin**, former manager of FSDO-05 in Juneau. **Jon** had fought cancer for several months. Cards may be directed to: Gay Tamplin
12175 Glacier Hwy., #A401
Juneau, AK 99801

Medical Rescue

It was midnight on Sunday August 4 in Kongiganak, a small village about 60 miles south of Bethel.

A 13-year-old boy had broken his upper leg bone that day. Without timely treatment, he would be in danger of losing his leg.

Neither the State Troopers nor the FAA duty officer could locate anyone able to make a lifeguard flight to "Kong."

Tim Maynard, the ATCS on duty at Bethel FSS called ATM **Rick Mauck** with a solution: Cover for him at the FSS, and he would bring the lad to Bethel as part of a CAP mission.

The boy was turned over to the Bethel ambulance and hospital prior to 3 a.m. Our latest report indicates that all is well.

"Gender doesn't matter but performance does. We need people who are committed to aviation and are willing to pay the price required to excel."

— James B. Busey
FAA Administrator
13th annual PWC convention
May 1991

Winter Driving Tips

The following are some basic pointers on the maintenance, operation, handling, and safety items of vehicles driven in winter conditions.

Maintenance

Battery —

Always keep the battery and terminals clean in order to ensure good connections. Be sure to check the battery fluid level, making sure that the fluid is above the battery plates. Provide maintenance to the battery unless it is "maintenance free."

Cooling System —

Check the antifreeze level on a regular basis. See that the coolant's protective level is rated to at least 50 degrees below zero. Never take off the radiator cap until the engine has been allowed to cool down after operating. Pay special attention to locating any cooling system leaks.

Fuel system —

Keep fuel tank at least half full to avoid collecting condensation.

Oil —

Check oil regularly. Look for leaks, especially after warming up and operating the vehicle.

Tires —

Watch for cold-compressed tires. Slightly overinflate tires if necessary.

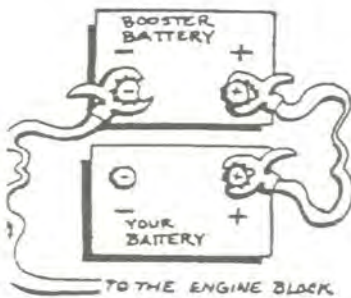
Operation

Plug In —

Vehicles equipped with engine or oil heaters should be plugged in immediately after shutting off, provided plug-ins are available.



Jump Starting —



Check your owner's manual to determine if the vehicle is safe to jump start. If it is, attach the ends of one cable to the positive (+) terminal of each battery. One end of the other cable should be attached to the negative (-) terminal of the booster battery and the other end to the engine block of the dead vehicle.

Fuel Injection —

Vehicles with fuel injection systems need only to have the key turned when starting. Do not press the accelerator pedal until the vehicle has started. (Specific instructions are contained in the owner's manual.)

Handling and Driving Tips

Avoid sudden braking, steering, and acceleration.

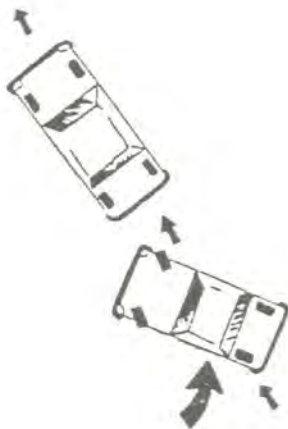
Reduce speed to match current driving conditions.

Seek out patches of snow or gravel when coming to an icy intersection, as they provide traction for stopping and starting.

Avoid spinning wheels when starting or stuck. Gentle acceleration provides the most traction and greatest efficiency in moving a vehicle.

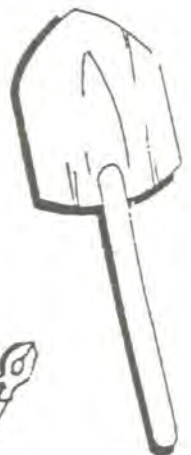
Avoid locking up the brakes when stopping. Lightly squeezing and releasing brakes (feathering) is the fastest and most controlled method to stop a vehicle on icy roads.

Correct a skid by steering into the direction the car is skidding. If the rear of the car is skidding to the left, turn the steering wheel to the left. This will stop the skid and allow the vehicle to be brought under control.



Safety Items

- * Jumper cables
- * Flashlight
- * Winter clothes: boots, heavy coat, hat, gloves
- * Roadside reflectors
- * Wiping rag
- * Extra quart of oil and gallon of antifreeze
- * Sand, kitty litter, shovel, tire chains



Quality Action

Facilities That Are Poor Performers

A quality action team comprised of members from the System Maintenance Engineering Branch, sector Technical Support Offices, and sector field offices has been formed to identify critical facility poor performers and to focus on them until problems are resolved. The team identified 14 poor performer facilities to target for performance improvement in the next year. As one facility problem is solved, another will be added to the list.

International Aviation Training

The Joint Quality Action Team (JQAT) on international aviation training has agreed to formulate a general prospectus of a "Blue Ribbon" training program to be developed collaboratively with the University of Alaska. This training would be targeted for customers in the Pacific Rim. Goals include raising safety levels through standardization of international aviation training; marketing the U.S. system; assisting Pacific Rim countries to reduce shortages of qualified commercial/instrument pilots, mechanics, and avionics personnel; overcoming reluctance of the Japanese to grant reciprocity for U.S. certificates beyond the private pilot level; enhancing and upgrading aviation training programs and facilities in Alaska leading to increased proficiency of Alaskan pilots and a reduced accident level.

JQAT members are multi-regional and international FAA, State of Alaska, and University of Alaska personnel.

Airport Certification Class

The State of Alaska is holding a 3-day airport managers' conference in Anchorage. One of our airport certification inspectors is presenting a training class at the conference on "Inspecting Your Airport." We expect better self inspection as a result of this class.

AAL-FS QAT

The Alaskan Region Flight Standards Quality Action Team (AAL-FS QAT) initiated several rapid-action items to emphasize safe flying during the hunting season which began September 1:

- (1) Issue Notice to Airmen,
- (2) Increase FAA visibility at guide/hunting dispatch areas,
- (3) Conduct TV spot announcements by FSDO, guides, and air taxi operators, and
- (4) Increase use of TV, newspaper, and radio communications.

On August 22 and 23, 1991, the AAL-FS QAT reviewed the status of 14 projects in its TQM activity, Compliance with the Safety Regulations through Partnership with Industry. These projects include:

- improving data collections and analysis procedures,
- developing a prototype air carrier pilot decision-making program,
- increasing FAA visibility and assistance to industry,
- educating users,
- joint FAA/operator TQM training,
- developing a prototype air carrier symposium,
- encouraging more use of the IFR system in Alaska, and
- developing teaching models for schools.

Ad hoc teams were formed and will develop project milestones.

Quality Action Team in Kenai

In support of TQM and employee participation principles, Kenai AFSS convened its first quality action team (QAT) on August 19. A cross section of facility personnel were selected to develop ways of increasing employee recognition and awards. The QAT came up with some very good suggestions that were then forwarded to all facility personnel for comment.

Ski New England

Burlington Vermont Automated Flight Service Station (BTV AFSS) is hosting the First Annual New England Ski Fest at Sugarbush, VT, January 26-31, 1992. The package price for this event is \$350 (includes a \$25 refundable deposit) and includes: 5 days of skiing and lodging, a welcome party on Sunday, Jan. 26, in the evening, a group lesson, a mountain tour, an on-slope BBQ, and a NASTAR racing event. Free skiing is being offered to early arrivals on Sunday, Jan. 26; The use of the Sport Complex will also be available, so bring your tennis racket and swim trunks.

Transportation to and from the Burlington International Airport will be provided, as will the use of rental vans during the week.

A \$50 deposit will be required prior to Nov. 1, 1991. Please send your deposits to:

BTV AFSS SKI CLUB
c/o Mike Chapman
Burlington AFSS
1252 Airport Drive
So. Burlington, VT 05403

Contact Mike at FTS 832-6718 or commercial 802-863-1541 if you have any questions or would like any more information.



Bungee Jumping

Bungee jumping...it's the latest in sports for thrill seekers, and lately the Federal Aviation Administration has been receiving inquiries from the public about safety. The FAA does not specifically regulate the use of balloons for bungee jumping and has not certified the installation of the jumping equipment attached to the balloon basket.

Confusion arises when operators state that hot air balloons are FAA certified, implying that the FAA has approved the use of the balloon for bungee jumping. While a balloon may be certificated for some type of uses, at present there are no approvals for modifications of a balloon to use it as a jumping platform in Alaska, according to Tom Stuckey, Manager of the FAA's Flight Standards Division.

"Except for the one time only approval on a specific balloon in southern California, the agency and the manufacturers have not performed the necessary studies on how the stability or strength of balloons are affected when it is modified for jumping," Stuckey says. "So any balloon currently in Alaska that has been modified is considered unairworthy and cannot be legally operated."

Part 61 of the Federal Aviation Regulations requires that a person operating a balloon have a pilot's certificate. As with any type of flying, a passenger is wise to know if the pilot has the appropriate certificate and has maintained his or her skills according to the regulations and whether the balloon is properly certificated, including the attachment fittings.

DIVERSITY

by Edna H. French

Who am I?

I am value added to an organization.

I am a smile, with sunshine inside.

I am a mother, daughter, wife.

Raised a southern girl; taught when to wear white gloves;

Hugs were the expected form of greeting.

Degree in Music Education; major in piano; minor in voice.

Took flying lessons to learn to land

In case husband had heart attack.

Who am I?

I am a pilot, inspector, manager, trailblazer...

Yes—trailblazer.

When I learned to fly, my life did 180 degree turn,

Or maybe a ground loop?

In any case, there was a significant change in direction.

I was the first woman chief instructor; chief pilot; check airman in Maryland;

The first woman accident prevention counselor in Eastern Region;

My AIP certificate made me one of the fifty women Airline Transport Pilots in the world.

I've flown 5000 hours, mostly hard IFR

In the golden triangle—Washington, New York, Chicago.

Who am I? I am a change agent, counselor, leader, team player.

I've gone through big transitions;

Gave up white gloves;

Still like hugs, but more reserved;

Learned how to shake hands; when to wear jacket; team concepts.

I've overcome old barriers:

Lived through dinosaur age—outside and inside FAA.

I've gone through industry interviews where the bottom line was: "We have our woman pilot, why should we hire you?"

"We hire our pilots from the military, we hire the very best, why should we hire you?"

"We just don't like you."

Within the FAA there were similar experiences:

As a new employee, a GS-4 clerk typist, I heard words with no action,

"One of these days, you're going to be an inspector."

As a journeyman inspector in one office, my writing earned red ink.

I ghost wrote for other inspectors...and they got awards.

Ghost writing and laughter and acceptance by the guys

Got me through that time.

We have different challenges now:

We are getting older...

So are our parents and spouses.

We need flexibility in work hours and work place

In order to care for and serve family members.

There are too few women and minority role models,

Particularly technical.

Yesterday my daughter said,

"Mom, I think the women of my generation still need

The women of your generation

To blaze trail...

Because we can't do it by ourselves yet."

Talk about appeal to fundamental Mommy instincts.

Who am I?

I am added value to an organization.

I am diversity.

Minority Women's Conference

"Women of Color: A Global Awareness" was the theme of a minority women's conference which Recruitment Assistant **Ginger Llewellyn** attended in Waterloo, Iowa, August 15-17.

The conference was sponsored by Networking Together, Inc., a non-profit coalition of state networks representing African American, American Indian, Asian, and Hispanic women in Illinois, Indiana, Iowa, Michigan, Minnesota, Ohio, and Wisconsin.

The group meets yearly to actively address issues of common concern that affect the economic self-sufficiency of women of color.

There was a culturally diverse panel of workshop presenters and topics dealing with health, employment, and education.

"I was able to actively participate in several of the workshops," said **Ginger**, "And was able to openly share some of the FAA's, particularly the Alaskan Region's, recruitment efforts."

She made some good contacts with the University and Departments of Labor/Human Rights in several states.



KTN FSS

The latest edition of FAA Air Traffic Activity, covering FY 1990, reflects that Ketchikan FSS ranks third nationally (first in the Alaskan Region) in the number of VFR aircraft contacted. Homer, Anchorage, Juneau, Fairbanks, Dillingham, Sitka, and Kotzebue all rank in the top 25 nationally in this category of activity.

Corrections

On page 19 of the June/July 1991 issue of *Intercom*, the photo was inadvertently reversed. Therefore, the caption should indicate that Davie Elliston is on the left and Merna Mobley on the right.

On page 19 of the August 1991 issue of *Intercom*, Bob Hodge's name appears under the photo of Carolyn Walker, and vice versa.

[Maybe we should leave out page 19 from any future issues.
— Editor]

SPEED/AMPHETAMINES

WHAT IT IS

Names: Amphetamine, speed, methamphetamine, bennies, black beauties, copilots, crystal, dexies, eye openers, lid poppers, meth, pep pills, uppers, wake-ups, Dexedrine, Desoxyn, etc.

Type: Central nervous system stimulant.

Forms: White crystalline powder, soluble in water, slightly soluble in alcohol. (Methamphetamine is freely soluble in water and alcohol.) Off-white to yellow coarse powder, crystals, and chunks. Capsules or tablets of various colors.

Combinations: With barbiturates, "goofballs" with methamphetamine or cocaine and heroin, "speed-balls" with LSD and PCP.

Usage: Swallowed (capsules, tablets).

Injected into bloodstream (solution).

Sniffed (powder), "snorted."

Legal Status: Illegal except for licensed medical treatment of narcolepsy, childhood behavior disorders, parkinsonism, epilepsy, hypotensive states.

WHAT IT FEELS LIKE

Rush of pleasure similar to orgasm or electric shock (after injection). Reduced appetite. Increased alertness, euphoria, excitement, creativity, power. Altered sex drive. Restlessness, dizziness, confusion, depression, irritability. Paranoia, distorted perceptions, visions.

WHAT IT DOES

To Your Mind: Overstimulates central nervous system.

To Your Body: Increases heart rate, breathing rate. Effects irregular heartbeat and breathing. Dry mouth, foul taste, diarrhea. Appetite suppression. Retraction of gum tissue. Impotence. Increased urine output,

fainting, sweating, fever, convulsions, coma, hemorrhage.

Special Characteristics: Methamphetamine "run" of three to five days produces euphoria replaced by agitation on second day, along with frightening visual images and exhaustion. Amphetamine "run" psychosis may bring on uncontrollable violent behavior similar to paranoid schizophrenia.

HOW IT CAN HURT YOU

Chronic sleep problems, nervousness. Nutritional deficiency, skin rash, high blood pressure. Paranoia, chronic amphetamine psychosis, decreased emotional control, severe depression. Needle related hepatitis, infection, Acquired Immune Deficiency Syndrome (AIDS), collapsed and blocked blood vessels, overwork of body systems.

Death from suicide induced by psychic depression, collapse of blood vessels in brain, heart failure, extreme fever, violent accidents and murders.

Dependence arises from tolerance and cross-tolerance, and taking additional drug to stop withdrawal effects, risking return of psychosis.

WHEN TO GET HELP

- ☐ Do you use speed regularly?
- ☐ Do you think about how and when you're going to use speed again?
- ☐ Is your work or school performance affected by your drug use?
- ☐ Are you having problems with family and friends?
- ☐ Do you spend more on speed than you can afford?
- ☐ Do you use drugs in addition to amphetamines?

One "yes" and your common sense tells you it's time to get smart about drugs and the rest of your life.

Fact: Speed users reach a plateau where no pleasure is possible.

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ON THE STREET. OFF THE SHELF. OR FROM YOUR PHARMACY—WHEREVER YOU GET YOUR DRUGS—BEWARE AND TAKE CARE.

