



ALASKAN REGION

INTERCOM

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

07-03-75
75-27

HAPPY FOURTH OF JULY



cover story

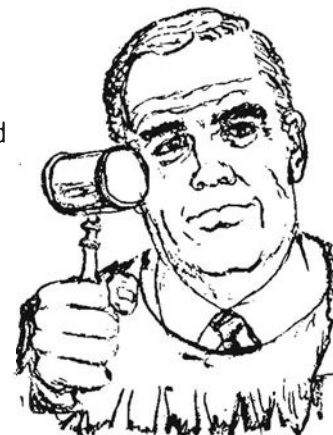
Ever since the Continental Congress in Philadelphia adopted the Declaration of Independence, which gave birth to a new and great nation, the country has been celebrating its birthday on July 4th. In 1976, the country will celebrate its 200th year as a nation. This week, Anchorage and the rest of Alaska will celebrate another Fourth of July. In earlier times, in 1916 when Anchorage was only a tent city and there was no military in Anchorage, the townspeople formed their own parade. On one occasion when the parade group was only two blocks long, a historian reports, the townspeople marched around the block three times to lengthen the parade and to entertain the townspeople. Today, celebrating the Fourth of July in Anchorage is a gala, all day event, with long parades and much merriment. The aerial photograph was taken by Public Affairs Officer Alex F. Garvis.

BLEDSON & GRICE PROVE ALERTNESS

On May 25, 1975 when an Aztec pilot's aural position reports were not confirmed on the radarscopes, two Anchorage Air Route Traffic Control Center controllers Roland Bledson and Neal Grice decided to check out the reports further. They asked the pilot to take bearings on two radio ground stations. With the bearing information supplied by the pilot, the controllers determined that the aircraft was 50 miles south of the intended course and flying at 10,000 feet. Bledson scanned the newly determined flight area and discovered that the aircraft radar target was 10 miles from Mt. Spurr and on a direct course for the 11,070 foot mountain. Positive radar identification was then made and the pilot was requested to climb to 13,000 feet, a flight altitude that would safely keep the aircraft clear of the mountain peaks in that area. After reaching the safe altitude, Bledson then guided the pilot to the Anchorage area. The 50-minute episode, with the helping hands and expertise of the two Anchorage ARTCC controllers, ended in a safe flight even though when first discovered the airplane was headed for certain disaster. Our hat is off to Controllers Roland Bledson and Neal Grice for a job well done!

Court Upholds FAA

The Supreme Court in a 7-2 decision last week upheld FAA's right to withhold from public release certain records obtained by the agency from the aviation industry. The records involved in the court case were Systems Worthiness Analysis Program (SWAP) reports. In overturning a Court of Appeals decision, the Supreme Court ruled that an exemption in the Freedom of Information Act applies to records withheld by the FAA Administrator under authority of section 1104 of the Federal Aviation Act. Under section 1104, certain records may be withheld by the Administrator if requested in writing by any person to do so, and if the Administrator determines that the person's interests would be adversely affected and disclosure is not in the interest of the public.



July 3, 1975 -- 75-27

The Alaskan INTERCOM is published weekly for Alaskan Region Employees of the Federal Aviation Administration of the Department of Transportation by the Public Affairs Office, AAL-5, telephone: (907) 265-4412.

DIRECTOR APPLAUDS AWARD WINNERS



A--FIRE ISLAND AFFO...Warren E. Mitchell, center, Electronic Technician, was presented a Quality Within Grade Award by Bob Faller, left, Acting Anchorage ARTCC Sector Manager. Mitchell's supervisor, Gordon McNitt, Chief, looks on. B--MANPOWER DIVISION APPRECIATES CLERICAL POOL...Cathie Smith, left, Administrative Assistant, Ruth Nilsson, and Carol Wilson, Services Branch, share a Special Achievement Award recommended by George Woodbury, Chief, Manpower Division for outstanding services received from the clerical pool. C--FAIRBANKS FSDO-61... Airworthiness Inspector Parker Nation, left, received a Quality Within Grade Award from Roy E. Boyle, Chief. D--ANCHORAGE IFSS...Air Traffic Control Specialist Clara Steiner received a Letter of Commendation from Supervisory ATCS Warren Twiggs for her excellent work in the International NOTAM Office.

Achievement Award recommended by George Woodbury, Chief, Manpower Division for outstanding services received from the clerical pool.

Weapons Detector For National

An automatic weapons and explosives detector for air passengers' carry-on baggage will be installed at Washington National Airport next month. The system gives an audible or visual signal whenever it detects such items without need for the operator to interpret X-ray images. The equipment uses X-rays but produces no picture. Developed as a prototype by Westinghouse Electric Corp. under FAA contracts worth about \$400,000, the detector will be used at one location in the airport for a year. FAA expects the system to work as planned; if so, the agency will so advise the nation's airlines, which may then decide to buy production models for about \$50,000 apiece.



Westover's Daughter Honored

Mary Ann Westover, daughter of Ralph Westover of the Regional Planning Staff, recently received an Outstanding Student Award from the Department of Health, Physical Education and Recreation of the University of Alaska. We congratulate both Mary Ann and the proud father.

Gulkana ATCSs Care

Student pilot Kerry Cartier of Anchorage lauded the Gulkana Flight Service for their assistance during a cross country flight from Merrill Field to Gulkana. In his letter to Director Lyle Brown, Cartier said, "during the flight, the weather worsened and by the time I was south of Isabel Pass, I was dodging local rain storms, and following the highway in light snow squalls." He said he became disoriented avoiding the weather, and contacted the Gulkana FSS. Cartier said, "Cecil Henshaw gave me a Directional Finder (DF) steer and Pete Davidson talked me over to the Gulkana Airport. Then, on the ground, before he returned to Anchorage, the Gulkana FSS personnel helped him plan his return trip. Concluding Cartier said, "it is a very comfortable feeling to have FAA personnel on the ground such as Peter Davidson, Cecil Henshaw and Jim Andrews all of Gulkana FSS. They are good people, and they really care."



PICK ATC CHIEFS

For the first time, management assessment techniques available at the Department of Agriculture were used last week by the Air Traffic Service to help pick GS-15 chiefs for major terminals and enroute centers. The candidates, who have already been extensively screened by the regions and endorsed by AT division chiefs, are rated on such qualifications as leadership, decisiveness and sensitivity to people during two days of special seminars. Potential chiefs, having passed through the Department of Agriculture program, are currently being interviewed by the agency's National Review Board. This board--made up of the director and deputy director of Air Traffic Service, the deputy director of the Office of Personnel and Training, a representative from the Office of Civil Rights, as well as regional air traffic division chiefs--will consider the reports from Agriculture while making the final selection.



THEY'VE SERVED 45 YEARS-- That's 15 years each for Lydia Morgan (second from left), Chief, Commercial Accounts Section, Evelyn Simko (center), Chief, Travel Service Section, and Joy Bartlett, Division Secretary. Accounting and Audit Division Chief Al Fullerton presented them 15-year pins.



PINNED

ABOVE--PETTY IS PINNED...Larry Petty, left, Special Agent, received his 15-year pin from Air Transportation Security Division Chief Carl Bailey. RIGHT--SCHWANKL GETS 30-YEAR PIN... Director Lyle K. Brown, right, pinned Art Schwankl, Chief, Logistics Division, for his 30 years of service.



ALTITUDE REPORTING

The agency reminded pilots last week that effective July 1, all aircraft flying 12,500 feet or higher above mean sea level (MSL) in the conterminous U.S. must be equipped with altitude reporting transponders. FAA said the new requirement, by providing the altitude and location of aircraft flying under visual flight rules (VFR) but not under direct air traffic control, will enhance safety and assist controllers in giving better traffic advisory service to the aircraft under their control. To accommodate operations in mountainous areas, the new rule does not apply to airspace above 12,500 feet MSL which is less than 2,500 above ground level; nor does it apply to gliders which may operate up to 18,000 MSL without transponders.

AEROSAT Office Overseas

Four FAAers will staff a new office being established by the Systems Research and Development Service in Noordwijk, Netherlands, to coordinate AEROSAT (Aeronautical Satellite) activities with Canada and the nine countries of the European Space



Agency. The office is being set up at this time to determine what kind of performance should be expected from the satellite(s) to be launched over the equator in 1978-9 to provide communications from air traffic control facilities to aircraft flying over the North Atlantic. Although the mission is experimental, FAA ATC facilities will be involved and the primary AEROSAT communications facility will be located at NAFEC. The European office,

which is expected to be moved to the U.S. in six to nine months, will be manned by Walter Felton, Deputy Director; Helen Moyer, Administrative Assistant (recently promoted from the position of secretary to the Associate Administrator for Engineering and Development); Vic Foose, Electronics Engineer; Raymond Hilton, ATC Operations Specialist, and persons from other countries and agencies.

FSS Union Challenged

The National Association of Government Employees (NAGE) has petitioned the Department of Labor for the right of exclusive representation of flight service specialists, Labor has informed FAA. Negotiations with the labor union presently representing some 3,200 specialists, the National Association of Air Traffic Specialists (NAATS), have been suspended pending resolution of NAGE's challenge. After examining NAGE's petition and meeting with all concerned parties, the Department of Labor will decide whether and when an election will be held for FSS specialists to choose a union. FAA will shortly post notices in flight service stations about NAGE's petition.

THE LIBRARY--WHAT'S IN IT FOR YOU?

The Airport: Architecture, Urban Integration, Ecological Problems, by Edward G. Blankenship.

A Practical Guide to Flexible Working Hours, by Stephen Baum.

If Things Don't Improve Soon I May Ask You to Fire Me (the management book for everyone who works) by Richard K. Irish.

You may borrow these books from AAL-64, phone 4620, room 505 in the Hill Building.



COUNT THEM--WE GOT 64! WHAT DID YOU GET?...Facility Chiefs and Supervisors line up during their conference for a group photo taken by Hermann Kurriger, FAA Photographer.

PEOPLE



A--PUBLIC AFFAIRS PEOPLE...Lorra Kinsey, Student Aid, poses with her supervisor Alex Garvis, Public Affairs Officer. Lorra left FAA student aid job to take on new job opportunities elsewhere. B--CLERICAL POOL LOSES NILSSON...Ruth Nilsson leaves to move to Delta Junction with her husband. Ruth tries on new gift earrings from the Clerical Pool. C--PATE IS ALASKA KING OF TOPS...Jim Pate, Communications Relay Operator, Anchorage IFSS, lost 21 pounds and kept it off after joining Take-Off-Pounds-Sensibly (TOPS). Left is his slim figure and a close-up.

TRAFFIC PATTERNS ADVOCATED

The agency has issued an advisory circular recommending a standard traffic pattern for airports without control tower service, and has withdrawn a proposed rule that would have made a standard pattern mandatory. The circular (AC 90-66) gives a diagram of the rectangular shaped standard left-turn traffic pattern that it recommends for all non-tower airports. Another diagram for a standard right-turn traffic pattern also is provided for use at those airports where approved lighting systems or markings indicate it. In addition to recommended general operating practices, the circular advises pilots on the angle of entry to the pattern; turning procedures for the different legs; altitude; how to leave the pattern; takeoffs and landings; and speeds. In issuing the circular, FAA said the many responses to the proposed rule indicated that the varied operations at the almost 7,000 public-use airports without towers would have required so many exceptions to the rule that it would have undermined its effectiveness.



AT, AF Meet

Air Traffic and Airway Facilities from the field and Washington got their heads together for a three day conference this month at Headquarters. Attending were 40 regional planning and program branch chiefs and an equal number of part-time participants from Headquarters. This was the first such meeting since the Air Traffic and Airway Facilities Services became separate entities. Topics discussed included: airway planning standards; automated FSS program; instrument landing system, airport surveillance radar and air traffic control tower procurement programs; preparation of cost estimates, leased communications; center and tower simulation for air traffic control training; and a multitude of day-to-day operational issues. Attending from Alaska were James Carter and Bruno Zamorski from the Air Traffic Division, and William Bradshaw and Frank Berry from the Airway Facilities Division.

Ruth O'Buck Makes FAA World



Read how FAA is ready to serve "When Disaster Strikes!" in a military or natural emergency . . . An "Alaskan Inspector Joins the Jet Set" when she gets her rating . . . Students play airplanes and ATCSs when "Community Colleges Cultivate Controller Careers" . . . The Teterboro GADO has cut the accident rate, proving the "AP Program Pays Off" . . . FAA moves ahead on "Defusing the Cargo Hold" in its Hazardous Materials Program . . . Alaska Promotes pilot safety through wives and girlfriends in "Whispering Sweet Somethings in Pilots' Ears" . . . There's an FAAer who's had so many close calls, he's "Lucky To Be A Controller--or anything else" . . . You also can keep up to date with Federal Notebook, Heads Up, Direct Line and Faces and Places.