

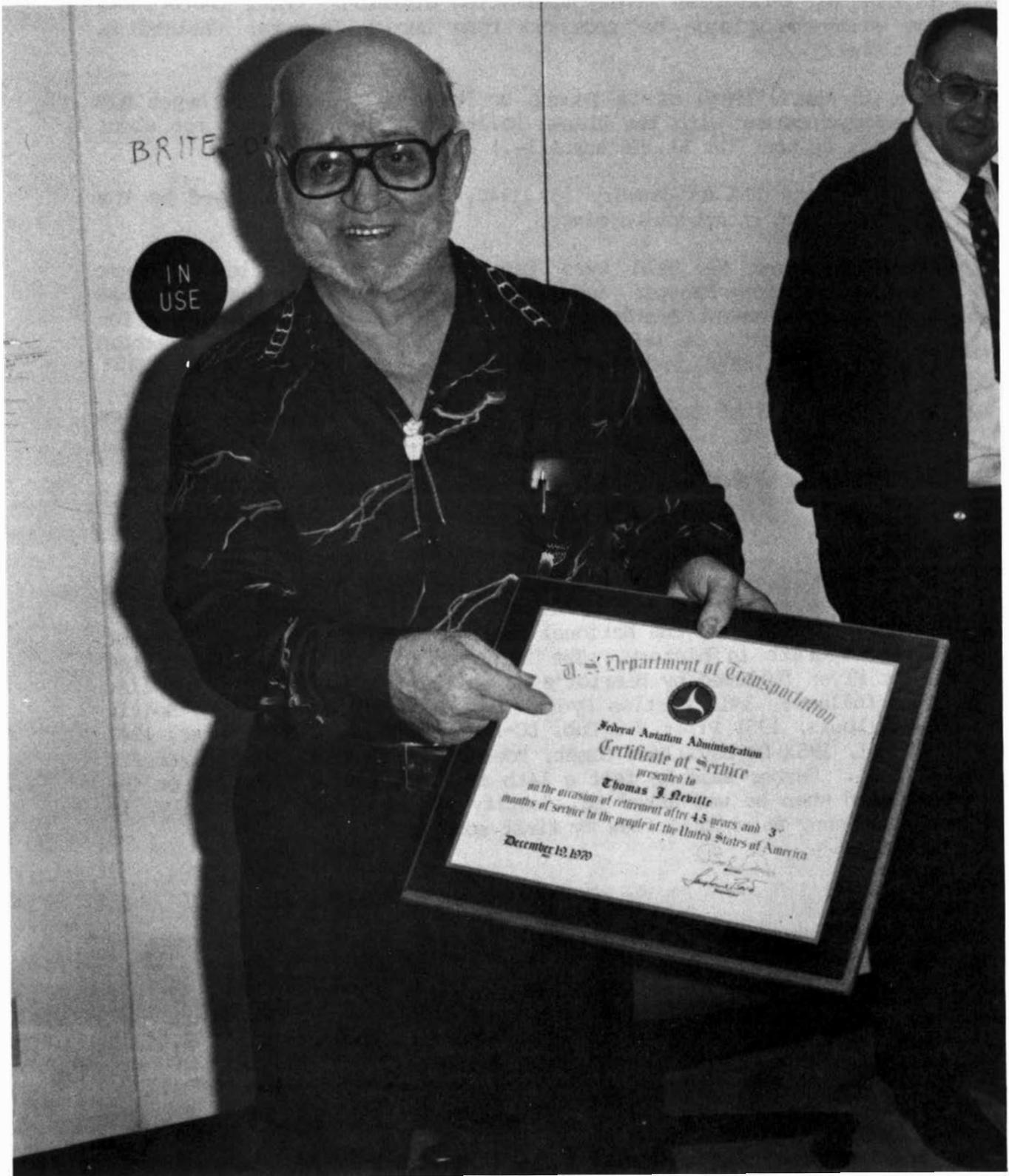
45 Years of Service!



ALASKAN REGION

INTERCOM

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
January 11, 1980



COVER STORY...

A milestone few FAA employees ever reach--more than 45 and a half years of service--was celebrated recently by Thomas Neville Jr., engineering technician Airway Facilities Division. Cover photo shows Tom with the plaque he received from Deputy Director Garland P. Castleberry.

Born in the village of La Touche on Montague Island, Tom began his government career with the Alaska Railroad in 1928--working for about 56 cents an hour (or \$1,170 annually.)

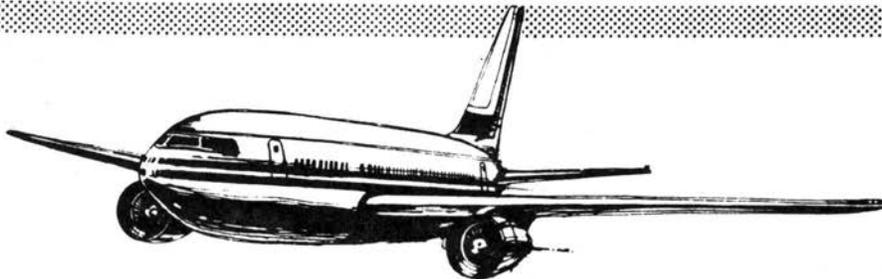
He joined the FAA on January 15, 1940, and has been employed by the agency without interruption since.

Among positions he held were General Mechanic, Station Mechanic Foreman, Station Manager and Station Foreman. Tom has received Superior Achievement Awards in 1970 and 1979 and Sustained Superior Achievement Awards in 1966, 1968, and 1969. He received suggestion awards in 1959, 1960, and 1968.

We're all proud of Tom Neville and his outstanding record of service to the Government.

Historic Aircraft

At a joint meeting of the American Institute of Aeronautics and Astronautics and Experimental Aircraft Association, Paul E. Garber, Historian Emeritus of the National Air and Space Museum, named 13 most famous aircraft in history. The first choice of the panel was the Wright Flyer followed by Bleriot's monoplane. The balance of the list is as follows: 1911 Curtiss Hydro Airplane, 1919 Junkers, the Spirit of St. Louis, 1931 Piper J-3 Cub, DC-3, SR-4 Sikorsky Helicopter, 1947 Bell X-1, 1952 De Havilland Comet, Boeing 707, and the final aircraft, the X-15. Garber said he felt a 14th aircraft should have been on the list, and when he was asked to identify it, he said: "Certainly, it was the Jenny in which I flew my first solo in 1919."



MPP Selections

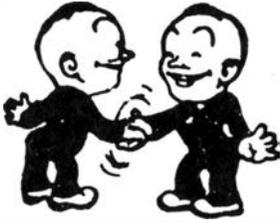
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79-386	SATCS/T, Team Supv, GS-2152-13, ANC TRACON	Andrew Laux
79-331	SATCS, GS-2152-15, AT Div	Robert Harik
80-026	SATCS/S, Team Supv, GS-2152-12 ANC FSS/IFSS	Victoria Hedburg Richard Kauffman
80-004	Electronic Technician, GS-856-9/11 Cold Bay	Cancel
80-006	Electronic Technician, GS-856-11 FAI-C-Gulkana	Jimmy Ford
80-014	Maintenance Mech, WG-4749-10 Yakutat	Cancel
80-010	Admin Clerk, GS-301-5 Juneau	Cancel
80-023	Electronic Technician, GS-856-9/11 AFD, FAI-C-AF	John Hancock
80-024	S/Electronic Technician, GS-856-12 AFD, Jun SEC	Paul Westcott
80-038	Electronic Technician, GS-856-9/11 AFD, AKN Sector	Allen Kincheloe
80-041	Engr Technician, GS-802-11 AFD, AAL-450	Cancel
80-042	Engr Technician, GS-802-12 or Gen Engr, GS-801-11 AFD, Anch Sec	Cancel
80-030	Airspace Systems Inspection Pilot GS-2181, 7/9/11/12/13, AAL-200	Frederick K. Fechner Howell D. Hamilton

**Perform a
death-defying
act.**



**Reduce if
overweight.**



THE AWARDS SCENE



ATCS Clyde Wenger (left), Fairbanks TRACON, is presented his 25-year service pin by Gary L. Christiansen, Chief, Fairbanks TRACON.



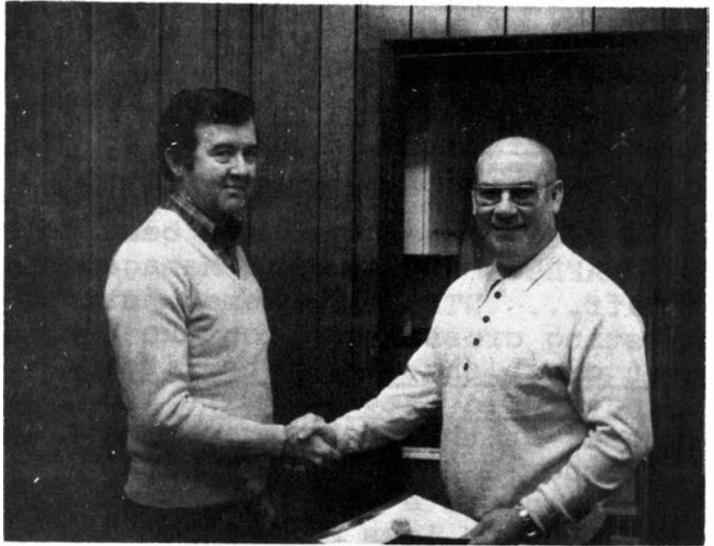
ATCS Larry Brown (left), Anchorage ARTCC, was recently presented a Special Achievement Award by A. J. Kulikowski, Chief, Anchorage ARTCC.



Rob Strong (right), Assistant Sector Manager, Juneau, recently presented Garry Edwards, ET, Ketchikan AF, his 15-year service pin, as well as a Letter of Appreciation for positive preventive maintenance which improved outage rates.



For volunteering to be detailed to the Tanana FSS during a personnel shortage, John Hartwick, ATCS, Fairbanks FSS, is shown receiving a Letter of Commendation from Doyle B. Riddle (left), Team Supervisor, Fairbanks FSS.



ATCS James Cummins (right), Juneau FSS, is presented his 30-year service pin by Deputy Director Garland P. Castleberry.



For Facility Status and Flight Plan Routing display and initiative in conjunction with the weather observational program, ATCS Edgar McCullough (left) is presented a Letter of Commendation from Roy Hoyt, Chief, Juneau FSS.



Willie Edwards (left), Building and Equipment Manager, Aircraft Maintenance Base, is presented a Special Achievement Award by Robert Judd, Chief, Flight Standards.



For his work on facility rehabilitation plans and extra effort in the weather observational program, ATCS Lyle Van Horn (right), Juneau FSS, is presented a Letter of Commendation from Roy Hoyt, Chief, Juneau FSS.

NEWS IN BRIEF

In another personnel action, Thomas J. O'Brien has been named Deputy Director of NAFEC. An aerospace engineer, O'Brien has been with FAA since 1965 and for the past three years has been Chief of NAFEC's Engineering Management Staff... NTSB has blamed "strong gusting crosswinds" for the Lear-jet crash that took the life of Senator Ted Stevens' wife and four others at the Anchorage Airport in December 1978. The Board said "inappropriate pilot techniques" resulted in loss of control and suspected "light ice accumulations" on the aircraft may have contributed to a stall and loss of control... The agency has proposed a Group II Terminal Control Area (TCA) for Honolulu International Airport. This is the second of approximately 37 terminal locations to be considered for new TCAs. San Diego was the first... FAA's Distinguished Service Medal has been awarded to a Flying Tiger Line captain for his "skill, courage and alertness" in averting a runway collision at Chicago O'Hare. After landing at O'Hare last February, Captain Richard Petrick took his Boeing 747 off the runway to avoid a Boeing 727 that had taxied onto the same runway. His cool action is credited with (continued on page 7)

CENTER METEOROLOGIST PROGRAM NEARS COMPLETION

All 20 enroute centers in the conterminous U.S. will have National Weather Service meteorologists in residence by the end of 1980 to improve the flow of weather information to pilots. The Anchorage Center also will be added to the program by year's end. The agency already has NWS meteorologists working in 13 centers under the program initiated in 1978. Beginning in April, these will be joined by the centers in Minneapolis, Denver, Albuquerque, Los Angeles, Oakland, Salt Lake City, Seattle and Anchorage. Under the FAA/NWS agreement, three meteorologists are assigned to each center as part of the center weather service unit. They monitor weather within each center's control area and advise controllers of weather changes, particularly those that may pose a hazard to aircraft or impede traffic flow. This same weather information also is transmitted to FAA towers and to Flight Service Stations. The meteorologists also are responsible for disseminating weather reports received from pilots, providing detailed weather briefings and forecasts for center personnel, and conducting weather training for air traffic specialists.



Funeral services were held in Anchorage recently for Forrest V. Warwick, 64, who died December 29 at Providence Hospital. Mr. Warwick came to Alaska with the Federal Bureau of Investigation and later joined the Planning and Establishment Branch, Airway Facilities Division. He retired in 1976. The family has suggested donations to the Elks Cerebral Palsy Foundation, Box 406, Anchorage, 99510.

BRIEF (from page 6)

saving the lives of the more than 120 people on board the two aircraft... Anyone who thinks the DC-10 accident in Antarctica put an end to tourist flights over that frozen wasteland couldn't be more mistaken. Within five days of the accident, another plane-load of tourists took off for Antarctica aboard an Australian airline jumbo jet and another two flights are planned by the same operator before the end of the summer season. However, Air New Zealand, which was involved in the Antarctica accident, says it is undecided about resuming flights next season... The Air Transport Association has some bad news for those looking for bargain air fares in 1980. ATA notes that soaring jet fuel costs pushed up fares 25 to 30 percent in 1979--the sharpest increase in 20 years--and says more of the same can be expected in the new year. But Happy New Year anyway!

DOT OFFICIALS CONFIRMED

Susan J. Williams and William B. Johnston, both of Virginia, have been confirmed for Assistant Secretary of Transportation positions by the Senate. Johnston, who is the former associate director of the White House domestic policy staff, is Assistant Secretary of Transportation for Policy and International Affairs. Williams is Assistant Secretary of Transportation for Governmental Affairs. Previously she was Deputy Assistant Secretary in that office.

**BOEING 747s PASS MANDATORY INSPECTIONS**

U.S. airlines have completed FAA-ordered inspections of Boeing 747 engine mounts and found no serious problems. The agency ordered the inspections after the forward engine mount bulkhead of a Pan American Airways 747 landing at London's Heathrow Airport failed during thrust reversing. The bulkhead failure caused an engine fire which was quickly extinguished, but the number four engine was left dangling from the rear engine mount only six inches above the taxiway. When the situation was assessed, FAA telegraphed an emergency Airworthiness Directive to all operators of the four-engine, wide-body jet. The directive called for the visual inspection of the suspect engine mount bulkhead within 25 hours service time. It applied to all 747s powered by JT9D engines, except dash 70s. This covers 340 of the 410 747s operating world-wide. Of the total, 140 are U.S. registered planes.

ATCA REQUESTING PAPERS

The Air Traffic Control Association has put out a call for papers for its fall conference to be held October 20-24, 1980 at the Sheraton National Hotel, Arlington, Va., The theme of the conference will be "The Foundations and the Future." The association is asking for a 100 to 500 word abstract to be submitted by February 1. Notification of acceptance will be sent to authors by April 1. Abstracts should be sent to Lawrence G. Culhane or J. Paul Locher, III, the MITRE Corp., 1820 Dolly Madison Blvd., McLean, Va. 22102.

8 *After the Rains Came*

The wind wailed. . .the rain came down in buckets...part of the roof blew off and water sloshed in. That describes the "deluge" that confronted the Ketchikan FSS in the airport terminal building after southeastern's recent storms. The pictures on this page, provided by facility chief Buddy Bayeur, with the help of John Bassler, give a faint idea of what happened.



Getting a look at the storm aftermath are (from left) Chief Buddy Bayeur, Ketchikan Airport Manager Hank Wise and ATCS Roger McDonald. There was water everywhere it shouldn't be.



Working under cover is ATCS Roger McDonald. He's checking the teletype in a way they never taught him in Oke City.



And the damage wasn't only on the inside. Looking out their window, Ketchikan FSS personnel could see these wrecked aircraft.





Muriel Girardet, Systems/Programming Division, Data Processing, smiles as she receives her 15-year service pin from Data Processing Branch Chief Richard Brindley. Muriel has been a computer specialist with FAA since 1971.



FAA employees in the Federal Building were among those who were entertained during the pre-holiday season by a local youth choir.



ATCS Cathie Harrison, Anchorage TRACON, was recently presented her 15-year service pin by Anchorage TRACON Chief Carl Joritz.



These photos were snapped at the Christmas luncheon at the Anchorage ARTCC. The luncheon was held on December 21, 1979.



About People You Know

Ron Barnes, Chief, Merrill tower, reports that Merrill Field has a new manager--Bill Smith, a 15-year pilot. Former manager Ken Lythgoe promoted "upstairs" to the Mayor's office. . . Martin Pedersen has taken over as the new FSS chief at Kotzebue. . . Rick Erickson, formerly Kotzebue FSS now is with the Juneau FSS after a commendable job at his former station. . . ATCS Carol Veazie has transferred from Kenai FSS to the Decatur, Ill. FSS. . . ATCS Frank Howard has reported on board at the Anchorage FSS/IFSS...Letters of Commendation have been presented by the LMR Branch to Word Processing Team members: Barbara Gohl, Mary Bagley, Mary Fogel and Rochelle Blount. . . Rob Strong, new Assistant Sector Manager at Juneau, is now on board. . . ATCS Joey Mannon has transferred from Anchorage TRACON to Memphis Tower. . . New Trainees Mark LaChapelle and Herbert Hinman have arrived at Bethel FSS. . . Lisa Steiner, the daughter of ATCS Clara Steiner (Anchorage FSS/IFSS), has been accepted by the American Foreign Service as an exchange student and will leave soon for Sydney, Australia where she will start school later this month.

HE USED TO BE . . .



He used to be a real "hurry-wart." First one through the intersection --but there's no rush now. He's got lots of time. An eternity of time.

He used to be the superaggressive type. Bullied his way through the job. Pulled switches and gunned equipment. Didn't bother to look or think. But there's no blind motion now. No motion at all.

He used to be the absentminded kind. Forgot to check before he backed. Forgot to wear his hard hat. Forgot to make sure the ladder was steady. But there's no forgetting now. No remembering, either.

He used to be the chip-on-the-shoulder type. Had all the answers. No bossman could tell him what to do. He'd do it his way. But there's no backtalk now. No talk at all.

He used to be a real daredevil. Loved to risk his neck. Loved the dangerous shortcut. Got kicks out of taking chances. But there's no chancetaking now. No taking anything; not even a breath.



"He used to be..." A sad story that will be written again, and again, and again. Until you can eliminate a man's serious faults, there's an excellent chance that his faults will eliminate him. There's no exaggeration about that. It's right. Dead right.

Interesting *from All Over* 11 tems

Recently, a severe storm struck western Nebraska dumping 21 inches of snow on Sidney in 44 hours. FSS and AF personnel were unable to reach the airport, encountering almost continuous drifts of up to five feet. Due to rapid drifting, snow plows were ineffective. After several attempts, FSS supervisor Walt Roberts and specialist Steve Thalken were able to reach the airport but were stopped short of their intended destination. Wading through snow two to four feet deep, they finally reached their goal and the FSS was operational after being closed for 13 hours. However, drifting snow closed the road behind them making it necessary for Roberts and Thalken to spend the night at the Flight Service Station. Team Supervisor Walt Roberts, who had just reported to Sidney, said he wondered if this was planned by the RO to test his supervisory abilities.

Open Season Info

Now that the Open Season period is over and everyone has made the switch to the plan that fits them best, here are a few bits of useful information.

The effective date of the changes will be January 13, 1980. If you enrolled in a new plan or changed from one plan to another, you can expect a new identification card approximately 8 weeks from the middle of January. In the meantime, if you need to use your plan and need the carrier control number it is shown on the SF-2809 (registration form.) If you did not receive a copy of your registration form, the number may be obtained from your personnel file in the Personnel Division.

Claim forms for most of the plans have been requested from each organization. If you need a claim form, there currently is a small supply of some plans in the Personnel Division.

Dual coverage is prohibited under the Federal Employees Health Benefit Program. If both husband and wife are employees and eligible to enroll, either may enroll for self and family, or each may enroll for self only in the same or different.

Self and family enrollments. A self and family enrollment provides benefits for the enrolled employee and eligible family members. It automatically covers all eligible family members, even though they may not be listed on SF-2809, and even though the enrolled employee may wish to exclude some of them. A new eligible family member (such as a newborn child or a new spouse) is automatically covered by an existing family enrollment from the date the person becomes a family member. No action on the part of the employee or employing office is necessary.

If you have specific questions in regard to benefits covered under the plan you chose, we urge you to contact the organization itself. The Federal Personnel Manual on Health Benefits is Supplement 890-1. All the rules and regulations concerning health benefits are covered in this supplement.



DUTY OFFICER'S "12 DAYS OF CHRISTMAS"--Others may sing of partridges and pear trees, but the Christmastime report of the RCCC listed the following odd accumulation: 10 aircraft incidents, 7 overdue aircraft, 1 pilot deviation, 1 earthquake, 1 rescue, 1 falling object, 1 rowdy passenger, 1 power failure, 1 ferry permit--and zero accidents reported--MERRY CHRISTMAS!

* * * * *

FSS TO THE RESCUE-- At Northway school, the annual Christmas party for parents and teachers was about to begin when the power went out plunging the building into darkness. To the rescue came SET Al Eggebrotten, ATCS Jim Burton and FSS Chief, Alvin Nowland who set up a portable generator so that the show (a school play) could go on. Lights remained out for about two hours--and without FAA assistance a lot of Northway people would have been disappointed. KUDOS to Northway for excellent community relations.

* * * * *

ODDS 'N' ENDS--ET Paul Westcott is the new SET at Ketchikan FSS. . A helicopter firm in Southeastern Alaska looked high and low to determine where emergency locator transmitter signals were coming from, only to discover they were from one of their hangared helicopters preparing to take part in the search. . . SATC Michael Pannone, Anchorage TRACON received his 25-year pin recently. . Robert L. Nelson, Chief, Juneau Tower, reports that a horse galloped across the runway recently. Since the weather was bad at the time, no problems or delays were caused. . . A recent weather reading at Northway FSS: 52 below zero. . . Patricia Clark, Bethel's "station pilot" has resigned. Reason: "To advance my career as a professional pilot, I need to build flying time more rapidly than is possible working full time." . . Noel Widmayer, King Salmon/Iliamna FSS recently received a letter of commendation from the AT Division for excellent performance as acting facility chief. . .

BEST WISHES BUD! * * * * *

Bud Seltenreich is retiring after 33 years of service to Alaska's aviation industry. In the many positions he has held within the CAA/FAA, he has contributed greatly to the advancement of flight during that era. We salute his service and wish him good health, happiness, and great memories of the people and times.

You are cordially invited to attend a dinner in his honor on Friday evening, January 25, 1980, at the Elmendorf AFB Officers' Club. There will be no-host cocktails served from 6:30 to 8:00 and buffet dinner at 8:00. The dinner costs \$12.00 per person, gratuity included. Reservations and payment must be received by January 22, 1980. Checks may be made payable to the Seltenreich Retirement Fund.

Please contact the following persons for reservations and payment:

Barbara Clyburn, 271-5514 - Regional Office
 Tess Safko, 271-5909 - Regional Office
 Paul Donohoe, 271-5906 - Regional Office
 Dexter Palk, 243-1902 - ACDO-31
 Sid Stone, 279-3939 - GADO-01
 Bill Nelmes, 452-1276 - FSDO-61
 Bob Culver, 789-0231 - FSDO-62

Or mail payment direct to:

Mrs. Barbara Clyburn; AAL-200a
 FAA, Flight Standards Division
 701 "C" Street, Box 14
 Anchorage, AK 99513