



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

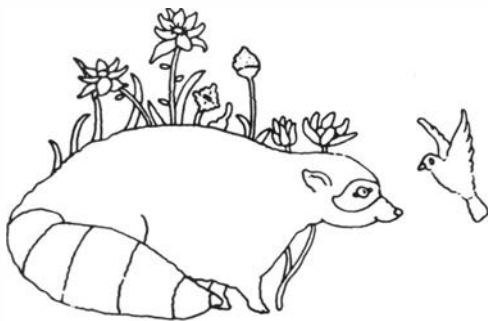
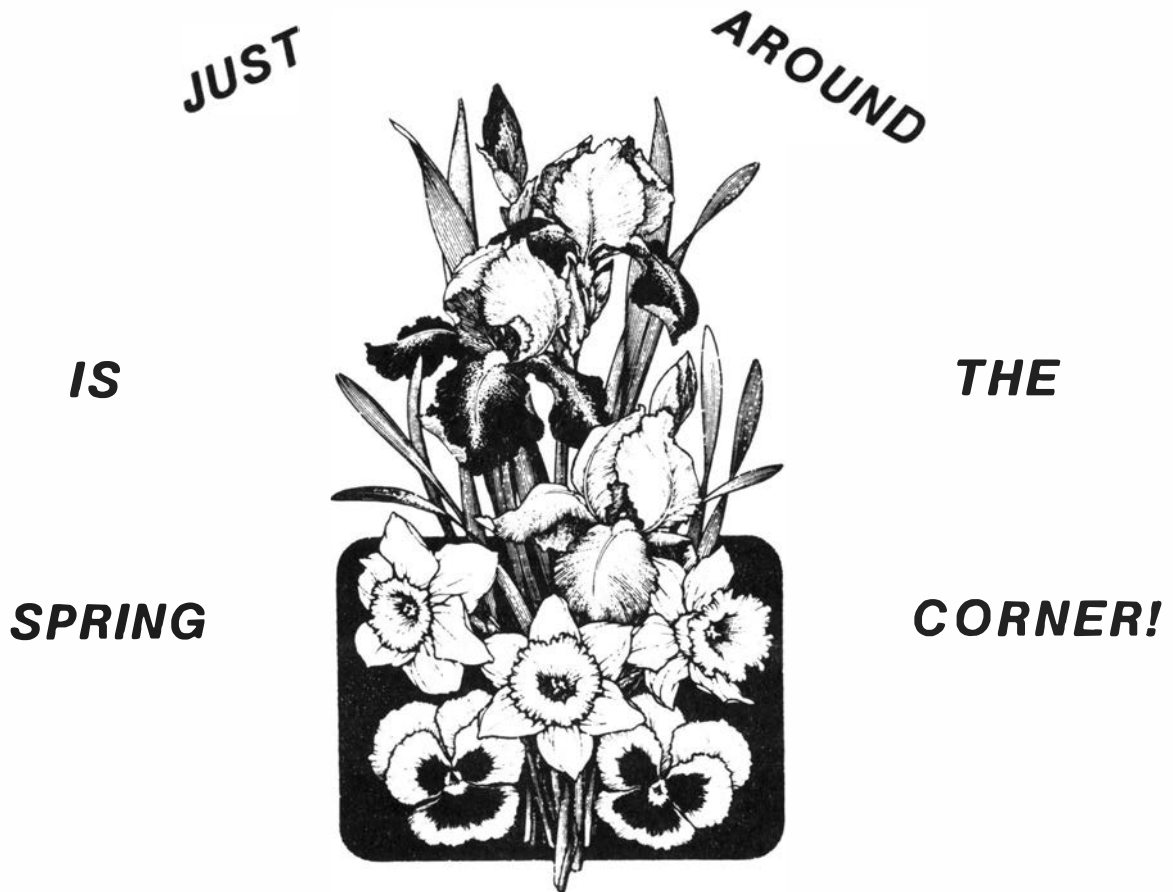
# intercom: 2)

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

*JB* 3/8

February 28, 1986

86-05



## Around the region

Alexander L. Brown, who retired from FAA in 1967, passed away on August 27, 1985. The Alaskan Region sends its condolences to the Brown family. Prior to his retirement, he was assistant chief, Contract and Materiel Branch, Airway Facilities Division; after his retirement from FAA he owned and operated the "49th Star Gift Shop" in Anchorage until his death.

\* \* \* \* \*

Air traffic control specialist James (Kimo) Villar arrived in Sitka recently from his former duty station in Tanana. Welcome aboard, Kimo.

\* \* \* \* \*

Kodiak joins the big time. Firm plans were recently announced for a 100,000 square foot indoor shopping mall in Kodiak which will include Safeway, Kinney's shoe store and the Book Cache (these stores have already signed contracts). Ground breaking is scheduled for early April with the opening of stores on October 15, 1986 (if all goes well). This is a first in Kodiak, so watch out.

\* \* \* \* \*

Congratulations to air traffic facilities in Alaska which provided flight assistance service to 45 pilots during FY-85. The Flight Service Stations provided 38 assists, the towers provided four and the Anchorage Center provided three.

\* \* \* \* \*

Thanks to Airway Facilities, the new Personnel Management Information System (PMIS) computer cables have been installed in the Federal Building with plenty of time to spare (before the equipment arrived).

\* \* \* \* \*

Welcome aboard to Earl Scott, air traffic control specialist and area supervisor at Nome Flight Service Station. He and his family come to the Alaskan Region from San Antonio Flight Service Station.

\* \* \* \* \*

Congratulations to Tom Anderson and Dave Behrens, Anchorage Center, who were selected to be on the Advisory Committee at the Anchorage Community College.

\* \* \* \* \*

Congratulations to Randall Kline, air traffic control specialist, who has been selected for the Bethel Tower.

\* \* \* \* \*

# intercom:

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

EDITOR  
Gloria Moody

REGIONAL DIRECTOR  
Franklin L. Cunningham

PUBLIC AFFAIRS OFFICER  
Paul Steucke

PUBLIC INFORMATION SPECIALIST  
Ivy Moore

PRINTER  
Anne Burt

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.

## **What happened to the CAB**

The Department of Transportation's Alaska Field Office for Community and Consumer Affairs took over the duties previously performed by the Civil Aeronautics Board's (CAB) Alaska Field Office on December 31, 1984.

The functions performed by DOT's Alaska Field Office (the old CAB) are:

1. Air Taxi registration and insurance requirements.
2. Certificated air carrier fitness and insurance requirements.
3. Airline consumer complaints and inquiries.
4. Airline traffic and financial reporting and related statistics.
5. Any aviation inquiry pertaining to 14 CFR Parts 200 to 1199/any airline economic rule or regulation.
6. Airline deregulation.
7. Essential air service to small communities.

You can reach the field office by writing to Office of Community and Consumer Affairs, 701 C Street, Box 27, Anchorage, Alaska 99513 (Room E-562 in the federal building) or by telephone at 271-5147.

## **Engen on the budget**

"Under President Reagan's proposed (FY 1987) budget, the FAA can sustain services essential to aviation safety, particularly air traffic control and inspections, while remaining within budgetary guidelines," Administrator Donald Engen told the Alaska Air Carrier Association on February 15. He went on to say, "If Congress does not adopt the President's budget, and automatic, across-the-board, and indiscriminate budget reductions go into effect, the FAA's ability to serve aviation, and our ability to provide a solid foundation for future service, will be impaired."

## **Money owed to retirement fund**

The Office of Personnel Management is required to apply a variable interest rate for certain money owed to the retirement fund.

The variable interest rate to be charged for calendar year 1986 has been established by the Department of the Treasury as 11.125 percent. This is down from the 1985 rate of 13 percent.

The 11.125 percent interest rate applies for 1986 in the following cases:

- Redeposits of funds withdrawn from the Civil Service Retirement fund.
- Deposits for periods of service for which no Civil Service Retirement Fund deposits were made.
- Deposits for post 1956 military service completed after the initial grace period has expired.

For information and a fact sheet about the variable interest rate and how it may affect you please call Jean Pershall, AAL-14D, at 271-4574.

## **New RIF rules**

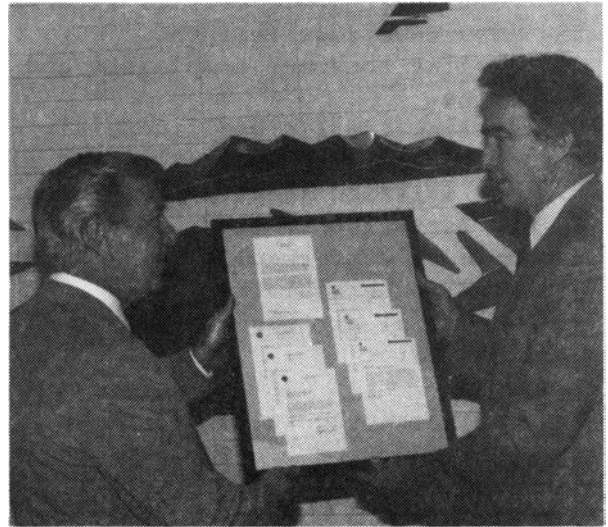
RIF regulations, recently amended by the Office of Personnel Management, provide a new formula for computing the extra length of service credit an employee is entitled to receive for performance ratings in determining retention standing during a RIF.

Other amendments made to the RIF rules include increasing the limits on "bumping or retreating" to a maximum of three grades or grade intervals. Previously it was two. Also, the competitive area is being reduced, which means that fewer employees could be in a position to be "bumped."



Stratman

Director Frank Cunningham (left in the pictures on this page) recently presented three framed Letters of Commendation to Jimmie Vaughan, air traffic manager, Anchorage ARTCC; LeoRoy Stratman, area manager, Anchorage ARTCC; and Leon Chesler, supervisor, AAL-464, for their participation in the tri-lateral negotiations among the United States, Japan and the U.S.S.R. to improve aviation safety in the North Pacific area. The letters were from Donald Engen, FAA Administrator; Elizabeth Hanford Dole, Secretary of Transportation; and George P. Schultz, Secretary of State.



Vaughan

Jimmie Vaughan was also presented a framed copy of all the letters to be displayed at the Anchorage Center.



Chesler

## **Upcoming events for Civilair**

The Civilair Club kicked off the new year with a Valentine's Day membership drive (results from the drive will be in the next issue of Intercom). The club has also initiated a new HOSPITALITY PROGRAM to send get well wishes and sympathy cards to ALL FAA EMPLOYEES who are hospitalized or suffer a death in their family. Chris Morgan, Anchorage Flight Service Station, 263-6528, is our hospitality coordinator. Please see that your Civilair Club representative, Chris, or any club officer is advised of events in your area so the cards from the club can be mailed. The club's calendar of events (below) for 1986 promises to be an exciting year. Join in the fun!

Retirees picnic: June 28

Halibut charters: June 21  
June 25  
July 25

(look for more information on these charters in future Intercoms or contact Charlie Muhs at 263-6520)

End of summer bash: Sept. 19

Children's Christmas party: Dec. 6

Adult Christmas party: Dec. 27

NOTE: If there is something else you would like to see the Civilair Club sponsor, contact your division representative with your ideas.

## **Big dividends paid**

The FAA's Safety Hotline is beginning to pay big dividends. Established last June by the Administrator at the request of Secretary Dole, it has helped to identify and correct problems before they could become incidents or accidents.

Through February 12, FAA received 331 legitimate aviation safety calls, alerting the agency to potentially dangerous situations. These involved such things as pilots operating in an unsafe manner, failure to perform required maintenance, and so on.

The calls resulted in 253 closed investigations, 17 percent of which uncovered violations of the Federal Aviation Regulations. Many others brought to light other correctable, unsafe conditions.

The manager of the Hotline Operations Center noted that the agency now has a system in place that can react immediately when necessary. For example, FAA had safety inspectors on the scene at the Lafayette, Indiana, airport less than an hour after receiving a hotline call to investigate a report that a pilot had illegally filed an instrument flight plan and made an instrument approach to the airport.

The hotline number is 800-255-1111.

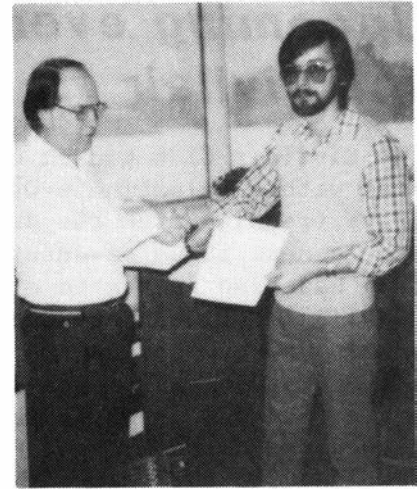
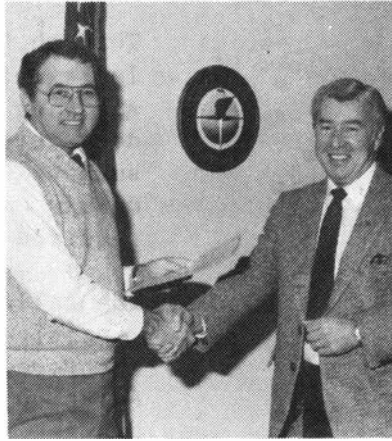
## **Be a part of NARFE**

Are you interested in having a voice in what happens to your retirement system?

Make your voice heard by joining the National Association of Retired Federal Employees (NARFE). You must have at least five years of service subject to the federal civilian retirement system to become a member.

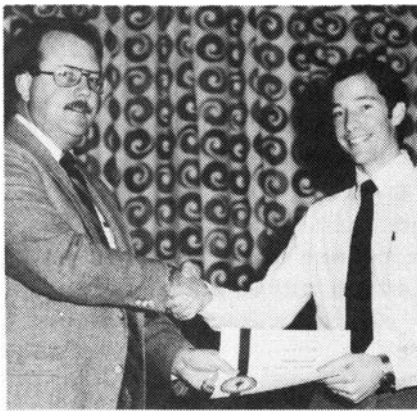
Anchorage Chapter 1779 of NARFE meets the first Wednesday of each month at the Senior Center, 1300 East 19th Avenue. A potluck supper begins at 6:30 p.m. and the business meeting begins about 7:15 p.m. The meeting usually lasts about one hour.

For additional information you may call (907) 272-2645, or write NARFE, Anchorage Chapter 1779, 2941 Princeton Way, Anchorage, Alaska 99508.

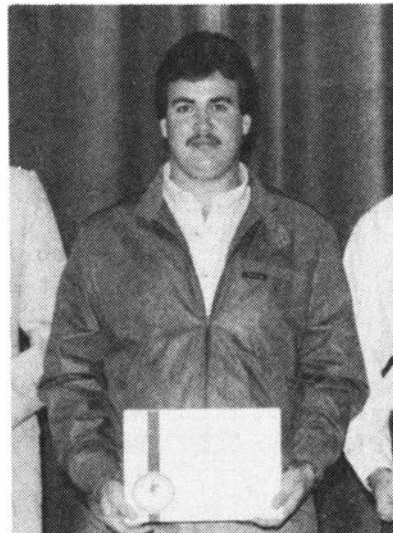


Director Frank Cunningham presents Jim Titus (left), planning specialist, AAL-518, a Letter of Commendation from Local Coordinator Al Crook, manager, FSDO-61, for the work he did as the former air traffic manager at the Fairbanks Tower.

Mark Smith (right), air traffic control specialist, Juneau Tower, receives his Letter of Commendation from J.T. Stubbs, tower manager, for his role as instructor during the Red Cross first aid training in October 1985 and for his assistance in aviation safety briefings for the Juneau Airport on January 30, 1986.



Douglas Murphy (left in the above pictures), presents Lynne Geisenheyner (top picture) and Garrison Russell (bottom picture), both from Anchorage ARTCC, with a certificate and a letter of congratulations for their distinguished achievements as honor graduates at the FAA Academy, passing the National En Route Air Traffic Training Program with a score of 90 or higher.



Charles Howard, Anchorage Center, recently received a certificate and a letter of congratulations for his distinguished achievements as an honor graduate at the FAA Academy, passing the National En Route Air Traffic Training Program with a score of 90 or higher.



E. I. Williams (right), Planning/Appraisal, AAL-4, receives his 40-year service pin from Director Frank Cunningham.



Tom Kucera (right), supervisor, Quality Control/Support Unit, Anchorage FIFO, recently donated avionics radio systems to the Civil Air Patrol (CAP) in support of the CAP's search and rescue mission. Here he receives a certificate and expression of appreciation from Col. Russell Anderson, commander, Alaska Wing, CAP.



The FAA's Black Emphasis Program (BEP) Committee sponsored a memorial program in honor of the Rev. Martin Luther King on January 15 at the Federal Office Building. The display, shown in the picture above, was part of the ceremonies which opened with a few comments by Ruben Jackson, chairperson, BEP; remarks by FAA's director Frank Cunningham; comments from Frank Austin, director, Employee Relations Dept., Municipality of Anchorage; a solo by Delilah Williams, a local business woman; reading of "Martin Luther King, the Man," by Roberta Clayton, East High School; comments from Paul Washington, Anchorage Center; and the reading of "I Have a Dream" speech by Terrell Walker, East High School.



Ray Marley (right), sector manager, North Alaska Sector, receives his 30-year service pin from Director Frank Cunningham.

-----

Harold (Popo) Richardson, air traffic manager, Cordova FSS, and his wife, Bea, and Tommy Bell, electronics technician and his wife Zee, hosted a southern style dinner at the Cordova Elks Lodge in honor of Dr. King on January 20. About 100 Cordovans attended the event. The menu included barbecue ribs, fried chicken, baked ham, black eye peas, candied yams, baked beans, potato salad, green beans and rolls.

## Medical notes - sinusitis

by: Pat Sanders  
AAL-300

Help, my sinuses are killing me!

You can not breathe through your nose, and you have pain under and above your eyes and over your cheeks. When you lie down on your right side, the right side of your nose stops up. When you turn over to your left side, the left side of your nose stops up.

You can not sleep. You have no fever or maybe just a low-grade fever. You are not sneezing a lot. You are not even coughing a lot. You might be suffering from inflamed sinuses, a condition called sinusitis.

What are sinuses? They are the cavities in the face and skull bones, lined with membranes which are the same as those lining the canals of the nostrils to which the sinuses are connected.

You have four groups of sinuses: the frontal sinuses in the frontal bone of the forehead just above the eyes; the maxillary sinuses located in the cheekbones on each side of the nose; the ethmoid sinuses lie just above the nasal cavity; and just behind the ethmoid sinuses are the sphenoid sinuses.

During an episode of sinusitis the membranes of the sinuses become inflamed and swollen, closing the openings which connect them to the nasal cavity, and prevent infected material from draining out. When this happens, painful pressure builds up and you get a sinus headache.

Sinus trouble is a common affliction among people who live in temperate or cold climates where the common cold or other upper respiratory infections are frequently encountered. An abscess in the root of a tooth, an irritation of the nasal passages or an allergy can precipitate sinusitis.

Sinusitis is the result of an infection. If the infecting organism is a virus, as in the common cold, antibiotic treatment is of no value. Therapy consists of time to allow the body's defense mechanisms to fight congestion, pain, etc.

A cold often precedes sinusitis. If the symptoms of a cold (nasal congestion and headache) persist for more than fourteen days, you probably have sinusitis.

If a bacterial infection is involved, antibiotics are helpful, but no matter how good the antibiotic, adequate control of the infection can not be accomplished without proper sinus drainage. Headache is the predominant symptom of acute sinusitis. Many patients find that the headache worsens when they bend over or stoop. The headache is usually more severe in the morning because of the accumulation of fluid in the sinuses overnight. If coughing is present due to dripping of the fluid into the throat, it often increases the pain.

Treatment usually begins with adequate drainage. In patients with acute sinusitis, this is usually accomplished with nasal decongestants - drugs that open the obstructed nasal passages, improve breathing, and allow the filled sinuses to drain. Occasionally it is necessary for the doctor to drain them. Oral medications are preferred, as topical medications (drops and sprays) can irritate the membrane lining the nose to the point that it remains uncomfortably swollen as a result of chemical injury. When this occurs the patient thinks the sinuses are still acting up and uses more of the medication and the vicious cycle continues.

Don't take  
a chance on  
your health...





## News and notes

by: Dave Palmer  
Anchorage ARTCC

The Alaskan Region HRC's January meeting was hosted by the Southcentral Umbrella and held at the Anchorage Tower. Our thanks to Billie Cox and his facility for their hospitality. Attendees were: Terry Alexander, regional office; Dave Palmer, ARTCC; Tom Santisteven, regional office; Becky Moore, Southcentral; Mitch Clark, guest from the regional office; Barbara Lapsley, secretary pro tem; Norma Bonewitz, advisor; Dr. Mitchell, advisor. Members unable to attend due to budget constraints: Bob McMolin, Northern; Linda Ambrose, Southeastern; and Sylvia Caldwell, Western.

### NEWS:

- The question of windows in the AFSS buildings will be turned over to the FSSCOM for verification of suitable alternatives. It appears that leased buildings are able to be modified where FAA-owned buildings are not. The Regional HR Committee will decide if we are able to pursue this further after receiving FSSCOM's response.
- The Regional HR Committee Order has been distributed for comment. All umbrella members should receive a copy.

### NOTES:

- The environmental pay issue is still unresolved. Terry and Dr. Bob will pursue this with Airway Facilities representatives to attempt clarification of action being taken.

- The commissary order is still in Logistics. They are finalizing their rewrite and we hope to see it soon.

- The issue of recognition for controller-in-charge and similar assignments is under consideration by the Southcentral Umbrella.

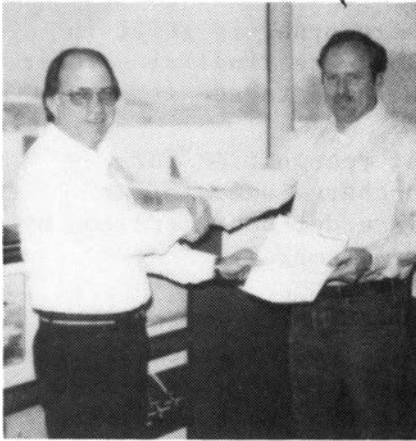
- There seems to be a problem with individuals receiving advance travel pay. If advance travel is received by check, the check is forwarded from Kansas City. The Accounting Office must have travel advance requests at least 21 days in advance to insure timely receipt of funds.

- In order to maintain a realistic communication channel between umbrellas and the regional HR Committee we are asking all local HRCs to forward copies of minutes to your umbrella and AAL-1H, and all umbrellas to forward copies of minutes to other umbrellas and AAL-1H. The intended purpose of all this is that with the funding cuts we hope to establish a better communications network to enable us to handle problems in a more timely and efficient manner.

**NEXT MEETING:** The Alaskan Region Human Relations Committee will meet February 26 and 27 in Anchorage at the FSDO-63 facility.

It is our intention to post these "NEWS & NOTES" on the bulletin boards, share them with managers, and place them in the Intercom. We would very much welcome your comments and suggestions to make this a worthwhile endeavor. Forward any suggestions to Steve Lloyd, ARTCC, 269-1108 or Dave Palmer, ARTCC, 269-1205.

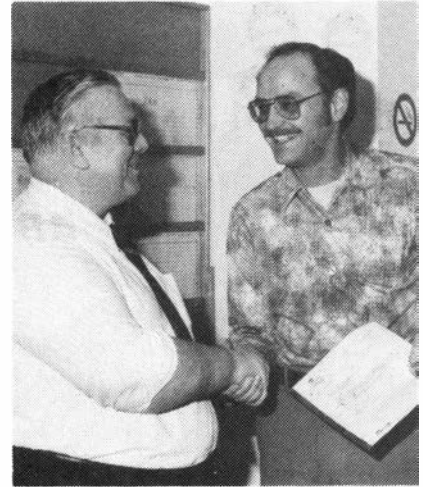




Doyle Shaw (right), air traffic control specialist, receives his Letter of Commendation from tower manager J.T. Stubbs for his support and participation in the aviation safety briefings for the Juneau Airport on January 30, 1986.



Floyd Judd (left), technician-in-depth, Anchorage ARTCC, receives his retirement plaque from Dennis Warth, sector manager. He retired with 35 years and 8 months of federal service behind him, starting with the FAA in 1956 as an electronics technician in Alabama. He was at the Center from 1975 until his recent retirement.



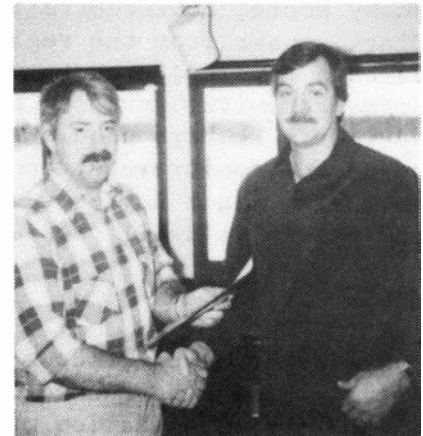
Leon Getz (right), engineer, AAL-451, receives his 25-year service pin from Tom Hunt, manager, Airway Facilities Division.



Director Frank Cunningham presents Robie Strickland (left), manager, Airports Division, AAL-600, the Director's Award for his "personal efforts, humanistic behavior and willingness to go 'out of his way'" not only in the Airports Division but throughout the region.



Dick Turnbull (right), engineer, AAL-451, receives his 25-year service pin from Tom Hunt, manager, Airway Facilities Division.



Dan Truesdell (right), air traffic manager, Dillingham FSS, presents air traffic control specialist Dave Patterson with a Letter of Commendation for preparing an aviation weather observation additive data and accuracy check procedures for the FSS.

## Speakers bureau in Alaskan Region

Chairpersons of organizations ranging from professional and civic clubs to schools, churches and public service groups can now request speakers from the FAA's Speakers Bureau in the Alaskan Region on aviation- and career-related subjects.

Some of the topics FAA employees have volunteered to speak on are careers in aviation, history of the FAA in Alaska, aircraft maintenance, electronic technician of the future, the air traffic control system and non-traditional careers for women.

Just recently Mike Tarr, the air traffic manager at the Sitka FSS, traveled to Kake (at no cost to FAA as Kake High School paid expenses) to give a presentation on the future of aviation and the FAA to a group of Kake High School students and teachers. Tarr and Ivy Moore, AAL-5A, worked together with personnel at the Kake High School to arrange this sharing of information.

According to Tarr, "I believe it was a very successful public affairs event for the FAA."

- - -

For those who are interested in obtaining a speaker, you should submit your request in writing to FAA Speakers Bureau, Public Affairs Office (AAL-5A), 701 C Street, Box 14, Anchorage, Alaska 99513. The request should include the group name, size, location, date and time the speaker is needed, and the topic desired. A month's advance notice and an alternate date should also be included if possible.



## Telephone techniques

Following is a check list of good telephone techniques:

- Answer promptly
- Identify yourself immediately
- Be helpful and friendly
- Be courteous
- Write down information
- Speak clearly
- Return calls promptly
- Hang up gently

## Recipe corner

from: Mariann Halstead  
AAL-14

### REESE CANDY BAR

- 1 package from 3/package graham crackers, crushed
- 1 pound (4 cups) powdered sugar
- 1 1/2 cups peanut butter

Mix together and add 1 cup melted margarine. Place dough in a 9x13 inch pan - press down.

Frosting: 12 ounce package chocolate chips melted with 1/4 cup peanut butter. (Can be put in microwave oven for 1 1/2 minutes.) Pour on top of dough, refrigerate. Score with knife before it gets hard; cut into small pieces.



421 Aviation Way, Frederick Municipal Airport, Frederick, MD 21701, Telephone (301) 695-2000/Telex 89-3445

**An Open Letter To Federal Aviation Administration Employees**

We at AOPA believe it is time to step forward to publicly thank you for the fine work you do and for your efforts on behalf of general aviation. One of the reasons we have worked jointly with FAA officials to start our Fly-A-Controller program is to say thanks, and to provide a means to improve perceptions and communications between general aviation pilots and controllers. For those of you responsible for other, just as important, duties at FAA, I hope this letter expressing our appreciation for your dedication and service provides some measure of satisfaction knowing that there are people out there who care about and are aware of your contributions.

I am sure that it is no surprise to you that AOPA does not always support proposals and programs of the Federal Aviation Administration, the agency to which you give so much of your life in support of the finest aviation system in the world. We have disagreed in the past, and even today for instance, we disagree on the need for Airport Radar Service Areas, the consolidation of flight service stations, and the efforts to install microwave landing systems to the exclusion of instrument landing systems.

These, however, are specific areas of disagreement between professionals on both sides, and while we will continue to voice our positions in support of the legitimate concerns of our members, our differences with the agency do not reflect our sincere belief that in you this nation has the most proficient, most dedicated aviation professionals of any government agency in any country.

Too frequently you are not given the credit that you are due. More often than not your contributions are disparaged by knowledgeable people who should know better, except for the fact that they have their own axes to grind and they concern themselves little with the consequences of their actions and statements on the continued vitality of our outstanding aviation system.

To some of you, these words probably come as a surprise, when you consider that we have never been reticent about criticizing and complaining about specific issues. We shall continue to do so, because on these occasions we are reflecting deeply held beliefs - supported by in-depth, technical analysis - of what is for the good and the growth and the safety of general aviation.

These and future disagreements notwithstanding, please take us at our word when we say thank you, because it's a sincere expression of how we feel, and it is something that finally has to be said to bring perspective to the public pillorying to which you are too often subjected.

And what better time than at the start of a new year.

Happy New Year

  
John L. Baker