



U.S. Department
of Transportation

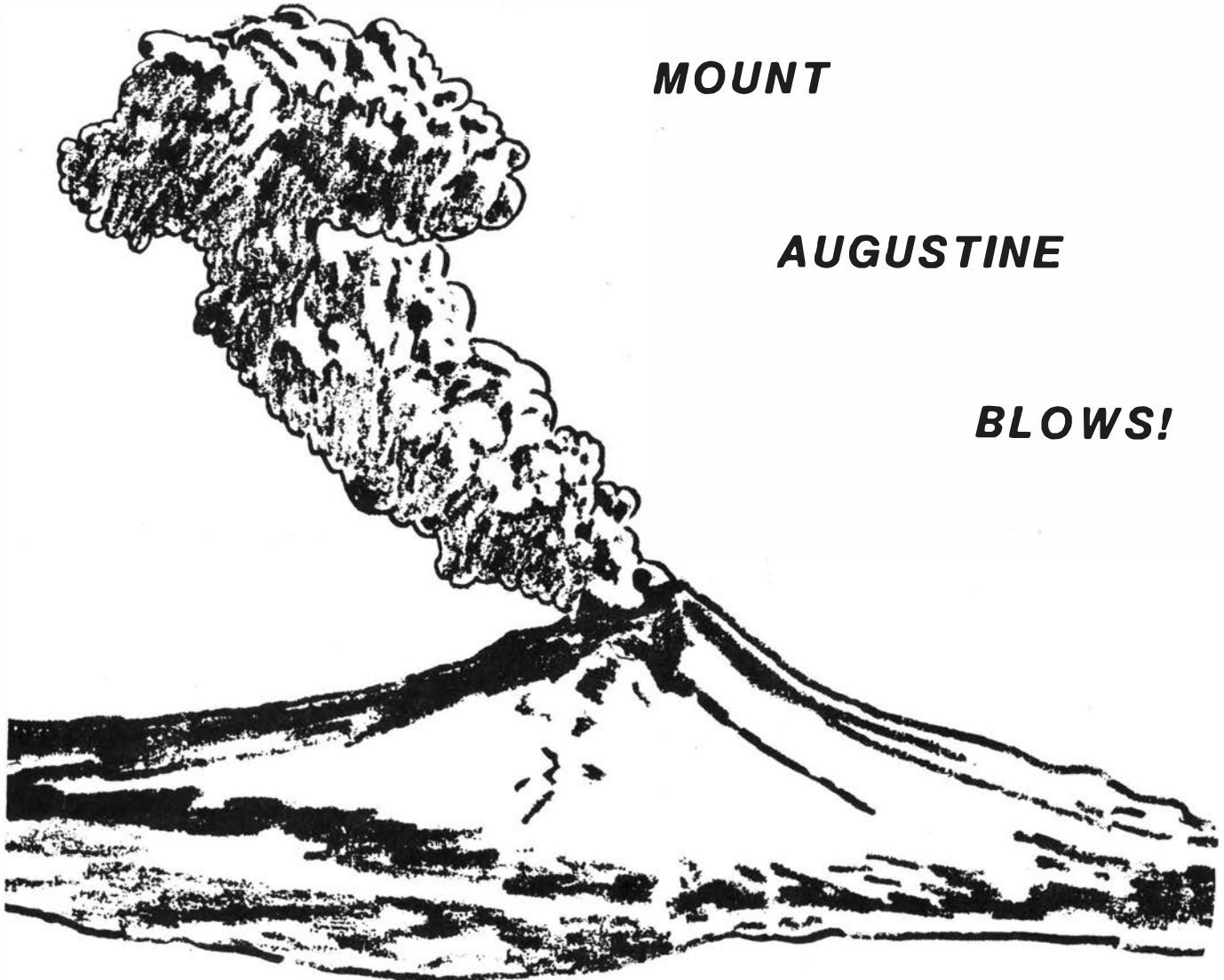
**Federal Aviation
Administration**

J 8/20/86
intercom:

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Alaskan Region
701 C Street, Box 14
Anchorage, Alaska 99513
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April 11, 1986

86-08



MOUNT

AUGUSTINE

BLOWS!

Cover provided by Dave Brown, AAL-515

Mount Augustine, about 175 miles southwest of Anchorage, erupted Thursday, March 27, 1986, the first major eruption in a decade. Many flights into and out of Anchorage International were cancelled by airlines for a few days to avoid any damage from possible ash in the area. The ash is very abrasive and therefore very harmful to engines. The Kenai Tower was closed for several hours and the radar at the Kenai Airport was shut down for about 48 hours. Air traffic at Homer also came to a virtual standstill.

Around the region

On Saturday evening, March 1, 1986, the home and all the contents of Mort (Fairbanks FSS) and Jane Forsko was destroyed by fire. The FSS has established a small relief fund for them at the local level. Anyone wishing to make a donation can send their contribution to the Fairbanks FSS, 3800 University Avenue, Fairbanks, Alaska 99709. Checks should be made payable to Mort Forsko.

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FAA employees in the Alaskan Region send their condolences to Marsha Brown, air traffic control specialist, Cold Bay, on the recent death of her mother in Salt Lake City.

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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.

Dillingham FSS has a movie star in its midst. Showing on the Disney Movie Channel is a movie called "Track of the Giant Snow Bear." The movie was made in the late 60s, early 70s in Barrow, Alaska. The man named "Trader Jim Johnson" was played by none other than Dan Truesdell, manager, Dillingham FSS. Dan was in Barrow at the time of the shooting.

* * * * *

Congratulations to Ray Marley on his recent selection to manager, North Alaska Sector, and to Bob Bransky on his recent selection to supervisor, Electronics Section, AAL-452.

* * * * *

The McGrath FSS was involved in the rescue efforts to bring Col. Norman Vaughn Ret. (81 year old musher) out of the Farewell burn area and into the McGrath airport for transport to Anchorage during the 1986 Iditarod Dog Sled Race. You did good, folks.

* * * * *

The Voting Assistance Guide is designed to help U.S. citizens residing outside the continental United States to participate in U.S. primary and general elections during 1986 and 1987.

The Department of Defense (DOD) publishes the Voting Assistance Guide which provides information and instructions regarding the Voting Assistance Program in both military and civilian agencies. The FAA rides DOD's requisition for voting assistance materials in order to provide its employees in overseas locations ample information regarding the opportunities to register and vote.

If you are interested in receiving a copy of the 1986/1987 Voting Assistance Guide, please contact AAL-16, 271-5367.

* * * * *



The FAA's Black Emphasis Program sponsored a cake and coffee for all FAA employees on February 20 in honor of Black History Month. The theme for 1986 was, as shown on the cake, "The Afro-American Experience ... International Connection."



On January 29, 1986, Bethel Regional High School hosted Career Orientation Day for the students of Bethel and the neighboring villages. The FAA was represented by Fred Jack, Airway Facilities, Ross Flavel, the FSS and Don Hall, Bethel Tower. Thirteen half-hour presentations were made, during which time the representatives had the opportunity to speak with over 100 students.



Leon Kiana, Tanana FSS, recently received a Letter of Appreciation for the time and effort he spent putting together the new Weather Observation Refresher training program.



Bob, Pat and Stephanie (the cute one) Harik were given a cake and coffee prior to their departure for Edwards AFB, California, where Bob will be the new manager of RAPCON. The folks in the Alaskan Region wish you all well.



Erland Stephens (left), Anchorage ARTCC, receives his 35-year service pin from Director Frank Cunningham.

Personal opinion

The following article is a reprint from the National Association of Air Traffic Specialists' February newsletter:

Happy 1986 to all of you! As we are all painfully aware, 1985 was a tragic and overwhelming year to aviation in just about every way possible. With the new year now upon us, I would like to think that those of us who have personally suffered loss or hardship along with those who are involved sympathetically because of their aviation career, can find a positive outlook and approach for '86 with an attitude of improvement in our system. I for one am tired of the negative outweighing what good there is. This comes about in several different ways. We are all guilty of harping on the negative, overlooking or denying the positive or accusing our lack of faith on the system when if we look hard enough, we will find that sometimes it's also a lack of faith in ourselves. We have a tendency to give up and say, "Well, I can't change it by myself." Maybe you can't change it by yourself, but you're a good place to start.

How many times has your first phone call of the day been from a pilot who is obnoxious and uncooperative and just ruins the rest of your day? At the time it happens, you become defensive and aren't really in the frame of mind to try and figure out why he/she is being so difficult. A wise and effective FSS chief recently suggested that when this happens; when you first get that feeling of oh no, here we go, put the pilot on hold, take a deep breath, get control of yourself and the situation, go back on line and proceed on. If you are still having problems, turn the call over to your supervisor. Simple? In most cases. Granted, not all. But give it a try next time. You might be surprised but you have to be willing to give.

How often (maybe without being aware of it) do you sit and wait for someone else to make you happy? Make yourself happy. Make someone else happy. You take the initiative. You can walk into the facility in the morning after a bad drive through traffic ready to eat everyone's lunch for the rest of the day or you can walk in with a smile (forced?!?!) and friendly words to your co-workers and (hopefully) feel yourself and others around you drawn into a more relaxed, prepared and positive state to work through your day with.

I can imagine reactions some of you are having about now. Is she for real? Is this a joke? What's this got to do with aviation safety? I just personally feel that with better attitudes on our part, there will be a better working relationship with the aviation community. There will be less defensiveness from both sides, more professionalism and less mistakes. It really can be the little things that make or break your day. I don't think that anyone is so perfect that they can't find an area for self-improvement. If everyone makes the effort it will lead to an overall improvement. As it goes, instead of seeing the glass half empty, look at it as half full. Please bear in mind that these are my own opinions I've inflicted upon you here, but hopefully there are a few of you out there that will agree.

Have a safe and happy 1986!

Janece Pippin
Alaskan Region Coordinator for
National Association of AT Specialists

FAA WORLD

Effective with the April 1986 issue, FAA World will cease homemailing to employees because of the budget constraints imposed by the Gramm-Rudman Act. In the future, FAA World will be shipped to all field facilities, regions and centers.

Moving to Florida

The FAA's Management Training School (MTS) is moving to Florida. The contract to provide MTS facilities has been awarded to Embry Riddle Aeronautical University at Daytona Beach, Florida, one of the best known aviation schools in the country. However, the FAA facility will be located 30 miles north of the main campus at Palm Coast, Florida. The agency expects to begin operations there October 1, 1987.

Embry Riddle won out over nine other bidders. Its proposal was selected as providing the best value to the government in terms of technical excellence, price and business management aspects.

The MTS has been located at Cameron University in Lawton, Oklahoma, since it was established in 1971 to upgrade the general level of supervisory and management skills within the agency. More than 48,000 FAA employees have attended courses there.

The contract calls for Embry Riddle to provide space for classrooms, dormitories, eating facilities, administrative offices, and adjunct areas needed for the operation of the school. A separate award will be made to cover instructors, and that contract currently is out for bids.

Washington Report

FAA folds office

The FAA disbanded the Rotorcraft Program Office March 7 and reassigned its functions pending final approval of the organizational change by Secretary Dole. The decision was made because of money problems resulting from the Gramm-Rudman balanced budget law and because most of the three-and-a-half-year-old office's projects have been completed or are well on the way.

The Office of Airworthiness will take over responsibility for the Rotorcraft Master Plan and for rotorcraft airworthiness matters. Flight Standards will absorb the rotorcraft task force information sharing and coordinating program and the National Prototype Heliport Development Program. This office will also be responsible for rotorcraft operations and maintenance.

Washington Report

News in brief

The Office of Management and Budget has approved FAA's FY 1986 Operations Supplemental request for \$80 million. Also approved was an \$8 million transfer from Facilities and Equipment appropriations to finance the cost of reemployed annuitants. The sources for the \$80 million supplemental, in millions, are: \$43.725 in Airport Improvement Program funds; \$27.550 in Urban Mass Transportation Administrative formula grants; and \$8.725 in Amtrak funds. The supplemental bill now will be forwarded to the Congress from the President.

* * *

Chuck Foster is retiring May 1 as Director of the Northwest Mountain Region (ANM), closing out a 43-year career of government service. He joined FAA in 1974 and was the agency's first Associate Administrator for Aviation Standards.

* * *

The FAA has awarded approval of the second LORAN-C non-precision approach to Northern Airways, which flew the approach in February into the Burlington, Vermont airport with a 41-year old Douglas C-47A.

* * *



Jacqueline Phillips, air traffic control specialist, Gulkana FSS, receives a Letter of Commendation from Bill Nelson, air traffic manager, for her superior quality pilot weather briefings conducted during her job performance.



Billie Hughes (left), Establishment Branch, ALL-450, receives his 25-year service pin from Tom Hunt, manager, Airway Facilities, AAL-400.



General supply specialist Teresa Staples (left), Nome SFO, receives her Special Achievement Award from supervisory electronics technician Phillip Hatzfeld, NAV/Com Unit.



Air traffic control specialist Joe Wilson (right), Kotzebue FSS, receives his 3-year service pin from Tony Johnson, air traffic manager.



Mary Page, Providence Hospital Cardiac Rehabilitation Coordinator, recently spoke to 50 FAA employees about living a healthy lifestyle. Special treats were prepared by Pat, Mary and Linda from AAL-300. The snacks served were low in fat, sugar and cholesterol.



Air traffic control specialist John Musser, Jr. (right) recently received his 30-year service pin and a plaque which was presented to him by Roger Barr, local coordinator. The plaque was from FAA personnel at Bettles.

Irving Ungudruk remembers Carl

The following is from Irving Ungudruk, retired, CAA/FAA, to Carl Shute's family on Carl's recent death. Thanks to Lois, Carl's widow, AAL-400, for sharing.

March 4, 1986

"Last evening we heard Carl L. Shute passed away. Mabel said it best, "Our friends are going." Counting Carl Shute, that made three in 1985-86.

I met Carl for the first time in 1963, when he "came down the pike" (his words) to be the new Sitka FSS Chief. I was acting chief again. I had written up an Alaska Coastal pilot for taking off without a clearance in the control zone. The pilot called Carl to tell him he had one mile visibility when he took off. Carl tore up the violation. I protested. Carl took me aside to tell me he took the action as Station Chief. Aha! A firm chief. That day I learned if one wanted to get along with the flying public, if the weather is questionable, forget it.

I knew about Carl before I saw him from his truthful writings for the CAA Mukluk Telegraph. If a CAA procedure did not seem right, Carl Shute expressed our concerns. He knew the right words.

In the early days, CAA radio receivers were in the racks at the station. I am sorry that time and age has erased from my mind the name and the model. One of the receiver bands reached to 1300 kilocycles. We midwatchers quick like learned we could tune in broadcast stations to listen to until 0730. One day I was talking to Carl about those days. I was telling him I used to listen to XERB, Del Rio, Texas. What do you know? The next thing Carl was doing the spiel for Cow Feed exactly like the hucksters used to do on XERB. Same accent, same sell.

To top it off, Carl sang the first verse of Roy Acuff's "The Great Speckled Bird." Carl was one of us. Later his music changed to opera.

When Carl was promoted to the RCCC, we kept in touch by one or two letters a year. When he retired, we continued to write to one another. We exchanged what Carl liked to call "goodies" - stamps, meters, cachet. I was looking for a coffee mug, his latest collectable. I was looking for an authentic Sitka clay mug, now it is too late. In his 1985 Christmas letter Carl said, "Don't rush to answer this one, because I will owe you one." Carl L. Shute was one of the Good Chiefs.

Recipe corner

from: Karla Follett
AAL-58B

APPLE PIE-CAKE

1/4 cup butter or margarine
3/4 cup sugar
1 egg
1 cup Pillsbury's Best All Purpose Flour (if use self-rising flour, omit soda and salt)
1 teaspoon soda
1 teaspoon cinnamon
1/2 teaspoon salt
1/2 teaspoon nutmeg
1/8 teaspoon cloves
1 teaspoon vanilla
2 cups chopped apples
1/2 cup chopped nuts

In 3-quart saucepan, melt butter over medium heat. Remove from heat. Blend in sugar and egg. Add remaining ingredients; mix until blended. Turn into greased and floured 9 or 10-inch pie pan. Bake at 350 degrees for 40 to 45 minutes or until top springs back when touched lightly. Cut in wedges and serve warm or cold topped with whipped cream or ice cream. (Karla doubles the recipe and freezes the extra.)

8 Don't

let tragedy

deter learning

Christa McAuliffe and her partners in space died that others might learn. She felt, friends recall, that there was so much we don't know, so much to learn, so much she wanted to teach.

As the first teacher chosen to explore space, McAuliffe was eager to turn the space shuttle into history's most dramatic classroom. She hoped to make schoolwork less forbidding by teaching the lessons of space to attract students to the tough disciplines.

I am chairman of the Young Astronaut Council, which cosponsored the teacher-in-space launch. Fate doesn't always consult us as to the time or the place tragedy will strike. The January 28 horror in the Florida sky, as McAuliffe's celestial classroom disintegrated, devastated us.

She had signed up her 8-year old son, Scott, in the Young Astronaut Program. We brought his Young Astronaut chapter to Florida for the countdown. We also arranged with United Airlines to fly the teacher-in-space finalists, two from each state, to Florida.

The Young Astronaut Council without trepidation has urged the National Aeronautics and Space Administration to send another teacher to take McAuliffe's place. For we have merely scratched the surface of knowledge so beyond our understanding that we cannot be deterred by tragedy.

Indeed, as the technological challenges have increased, the educational standing of young Americans has fallen. If our children continue to turn their backs on science, the future will belong to our adversaries. Here are the appalling facts:

- In comparative tests, U.S. students are invariably outscored by students from other industrial nations. One review of international tests found that American schoolchildren "placed first never, placed last frequently."

- The National Science Foundation reports that Japanese students far outperform Americans in math, science and problem solving. The Soviet Union produces four times as many engineers per capita.

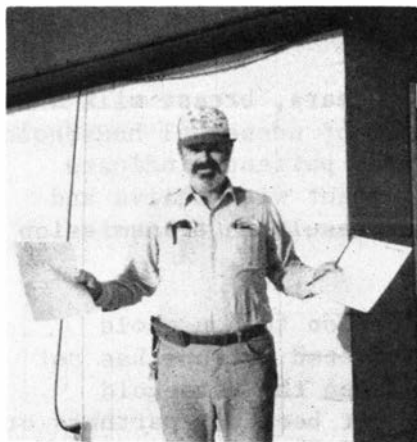
- If the trend isn't dramatically reversed, the United States could forfeit its technological leadership. Our country relies for its technology on a small scientific elite. In contrast, such rival powers as Japan, West Germany and the Soviet Union are building a broad base. From 70 to 90 percent of their high school graduates are proficient in science and math; just 6 percent of U.S. graduates achieve the same proficiency.

After the space shuttle disaster, we began a dialogue with Young Astronauts on our private electronic network, Astronet, which reaches into the schools of 500 major cities. The overwhelming majority want to continue space exploration.

Still, most American schoolchildren are shying away from tough subjects that are prerequisite to tackling the challenge of space. As Earl W. Foell, editor in chief of the Christian Science Monitor, put it, "No civilization can remain great if it succumbs to a way of life that esteems business speculation, lottery fantasizing and educational short cuts."

Jack Anderson
Washington Post
February 7, 1986

NOTE: The FAA has established a working agreement with the Young Astronaut Program wherein the FAA aviation education material is automatically sent to each Young Astronaut Chapter.



Robert Blake, electronics technician, Fairbanks SFO Nav/Com Unit, received a Special Achievement Award for Sustained Superior Performance. He also received his 30-year service pin. Congratulations, Bob.



The FAA hosted an information booth at the 1986 Fur Rendezvous. The exhibit was set up at the Egan Convention Center February 14 - 23, 1986. The FAA booth was a joint effort involving air traffic, flight standards, and flight inspection field offices. Personnel from Anchorage ARTCC, Anchorage and Merrill ATCTs, Anchorage FSS, FSDO-63 and FIFO participated in staffing the booth. The booth offered a variety of information to the public on flight safety, flight inspection and FAA careers and employment. The FAA exhibit won third place in the information booth category awarded by the 1986 Fur Rendezvous judges.



Thomas Flynn (left), King Salmon SFO foreman mechanic, presents maintenance mechanic James Edens, Iliamna, with his 15-year service pin.



Dave Williams, air traffic control specialist, Tanana FSS, recently received a Special Achievement Award for Sustained Superior Performance.

Medical notes - AIDS virus

by: Mary Grindrod
AAL-300

We have received a lot of information on AIDS (Acquired Immuno-Deficiency Syndrome). We would like to share some of that information about the AIDS virus with you.

The AIDS virus is referred to as HTLV-III infections (Human T-Cell lymphotropic virus). There is a wide spectrum of HTLV-III infections, ranging from infection in the absence of signs and symptoms at one end to infection with confirmed AIDS and a high degree of mortality at the other end.

The AIDS virus lives in certain white blood cells, known as lymphocytes, which are part of the immunological system. The virus slowly destroys those cells and in the process interferes with their ability to defend the body against disease. This leaves the person open to numerous infections and diseases which would normally be destroyed by the body's immunological system.

The virus is extremely unstable. This means it is very fragile and sensitive to environmental change. It can not exist for long periods outside white blood cells. The virus is destroyed by high temperatures and extreme changes in pH, such as stomach acid.

Persons at increased risk of acquiring infection with human T-lymphotropic virus type III include homosexual and bisexual men, intravenous drug abusers, persons receiving transfusions with contaminated blood or blood products, heterosexual contacts of persons with HTLV-III infections, and children born of infected mothers.

Epidemiologic evidence has implicated only blood and semen in transmission. The virus has been isolated from blood,

semen, saliva, tears, breast milk and urine. Studies of nonsexual household contacts of AIDS patients indicate that casual contact with saliva and tears does not result in transmission of infection.

Spread of infection to household contacts of infected persons has not been detected when the household contacts have not been sex partners or have not been infants of infected mothers. The kind of nonsexual person-to-person contact that generally occurs among workers and clients or consumers in the workplace does not pose a risk for transmission of HTLV-III.

As of December 30, 1985, 3,403 (21%) of the 15,948 reported cases of AIDS in the United States were in the age group 13-29; only 71 of the reported cases were in the age group 13-19. In 1984 there were two reported cases of AIDS in Alaska; through January 1986 there were 14 cases reported, all who were adults and identified in the high risk group.

None of the identified cases of HTLV-III infection in the United States are known to have been transmitted through casual person-to-person contact. Other than sexual partners of HTLV-III, infected patients and infants born to infected mothers, none of the family members of 15,948 AIDS patients have been reported to have AIDS.

FAA PARKING

An agreement has been made that if 25 or more FAA employees sign up to park in the lot on 6th and A Streets, the cost will only be \$20.80 per month. To sign up, or for more information, please contact Alice Ashcraft, 271-5848; Jane Ryan, 271-5278; or Marge Tideman, 271-5756.

List of books available in H.R.

from: AAL-1H

The Human Relations Office, AAL-1H, has compiled a complete list of books available for loan from the Human Resource Library together with a brief overview of each book. A copy of this list can be requested by calling 271-5195/271-4451, or by visiting the AAL-1H Office.

The Human Resource Library contains some excellent books on such issues as management, organizational behavior, human relations, group dynamics, managerial development, managerial skills and much more.

We have a limited number of books, so we ask that when books are borrowed they be returned within two weeks.

- - -

One of the available books in the library seems to be very popular this month, The Relaxation Response by Herbert Benson, M.D. This book provides ten reasons why this could be the most important book of your life.

The Relaxation Response helps you relieve fatigue and to cope with your anxieties; it helps relieve the stress that can lead to high blood pressure, hardening of the arteries, heart attack and stroke; it helps reduce the tendency to smoke, drink and "turn on" with drugs; it can be used to help you sleep; it helps conserve the body's store of energy; it helps make you more alert so you can focus on what is really important; it reaffirms the values of meditation and prayer in daily life; the information in the book can be learned without classes and lectures, in your own home; the information can be used anywhere, even on the way to work; and the book has no dangerous side effects.

Security reviewed

Transportation Secretary Dole has announced that DOT/FAA will conduct a comprehensive, five-point review of security at U.S. airports.

The five areas to receive special attention during the review are:

- physical security of the airport perimeter and airline operations areas;
- implementation of the airline security coordinators program;
- passenger screening systems currently in use;
- screening systems for check baggage;
- and development of weapons and explosive detection systems.

The review, which will be similar to the recently completed review of FAA safety programs by the Secretary, is scheduled for completion by the end of 1986.

Washington Report

Western pays

Western Airlines has paid a civil penalty of \$700,000 to settle an enforcement action involving alleged violations of FAA regulations governing maintenance and operations practices. The penalty is the second largest ever collected by the agency.

Specifically, the airline was cited for deficiencies in the areas of record keeping, inspections, manual revisions and training checks. The agency noted that Western had taken a positive attitude toward corrective action and moved quickly to correct deficiencies.

Washington Report



JUST FOR TODAY

Just for today I will try to live through this day only, and not tackle my whole life problem at once. I can do something for 12 hours that would appall me if I felt that I had to keep it up for a lifetime.

Just for today I will be happy. This assumes to be true what Abraham Lincoln said, that "Most folks are as happy as they make up their minds to be."

Just for today I will adjust myself to what is, and not try to adjust everything to my own desires. I will take my "luck" as it comes, and fit myself to it.

Just for today I will try to strengthen my mind. I will study. I will learn something useful. I will not be a mental loafer. I will read something that requires effort, thought and concentration.

Just for today I will exercise my soul in three ways: I will do somebody a good turn, and not get found out; if anybody knows of it, it will not count. I will do at least two things I don't want to do - just for exercise. I will not show anyone that my feelings are hurt; they may be hurt, but today I will not show it.

Just for today I will be agreeable. I will look as well as I can, dress becomingly, talk low, act courteously, criticize not one bit, not find fault with anything, and not try to improve or regulate anybody but myself.

Just for today I will have a program. I may not follow it exactly, but I will have it. I will save myself from two pests; hurry and indecision.

Just for today I will have a quiet half hour all by myself and relax. During this half hour, sometime, I will try to get a better perspective of my life.

Just for today I will be unafraid. Especially I will not be afraid to enjoy what is beautiful, and to believe that as I give to the world, so the world will give to me.

JUST FOR TODAY



1986 GOLF TOURNAMENT



The 1986 Golf Tournament is scheduled for SATURDAY, June 28, 1986, at the SETTLERS BAY GOLF COURSE - 8:30 a.m. SHOTGUN START! Entries will be first come, first serve, and limited to 72 golfers. Tournament is open to ALL FAA employees, dependents, retirees, and their guests and tournament sponsors. The FAA PICNIC will follow at the MAT-SU RESORT, located on Lake Wasilla. Picnic tickets will be available from a CIVILAIR representative. Those desiring golf carts can make their own arrangements by directly contacting the Settlers Bay Golf Course - 376-5466. Golfers will be flighted according to level of skill. Each entrant must provide handicap or average golf score. If desired, foursomes will be grouped according to individual(s) wishes. Trophies will be awarded to men's and ladies' low gross and low net for each flight. Many other prizes and gifts will be awarded. We anticipate a large turnout. SIGN UP EARLY! Be on time! Have fun and we will make this tournament great!

DETACH AND MAIL

CHARLIE MUHS
TOURNAMENT CHAIRMAN

FAA GOLF TOURNAMENT

RICK ERICSON
CO-CHAIRMAN

- | | |
|---------------|-----------------|
| 1. NAME _____ | HNDCP/AVG _____ |
| 2. NAME _____ | HNDCP/AVG _____ |
| 3. NAME _____ | HNDCP/AVG _____ |
| 4. NAME _____ | HNDCP/AVG _____ |

ENTRY AND GREEN FEE

\$35.00 per golfer _____ x \$35.00 = \$ _____

PLEASE SEND NO CASH! Make checks payable to Charles W. Muhs, then mail to:
2016 East Fifth Avenue, Anchorage, Alaska 99501-2998. Phone 263-6528.

ALL ENTRIES MUST BE RECEIVED BY JUNE 15, 1986.

ENTRIES BY PHONE WILL NOT BE ACCEPTED. FIRST COME, FIRST SERVE.

