



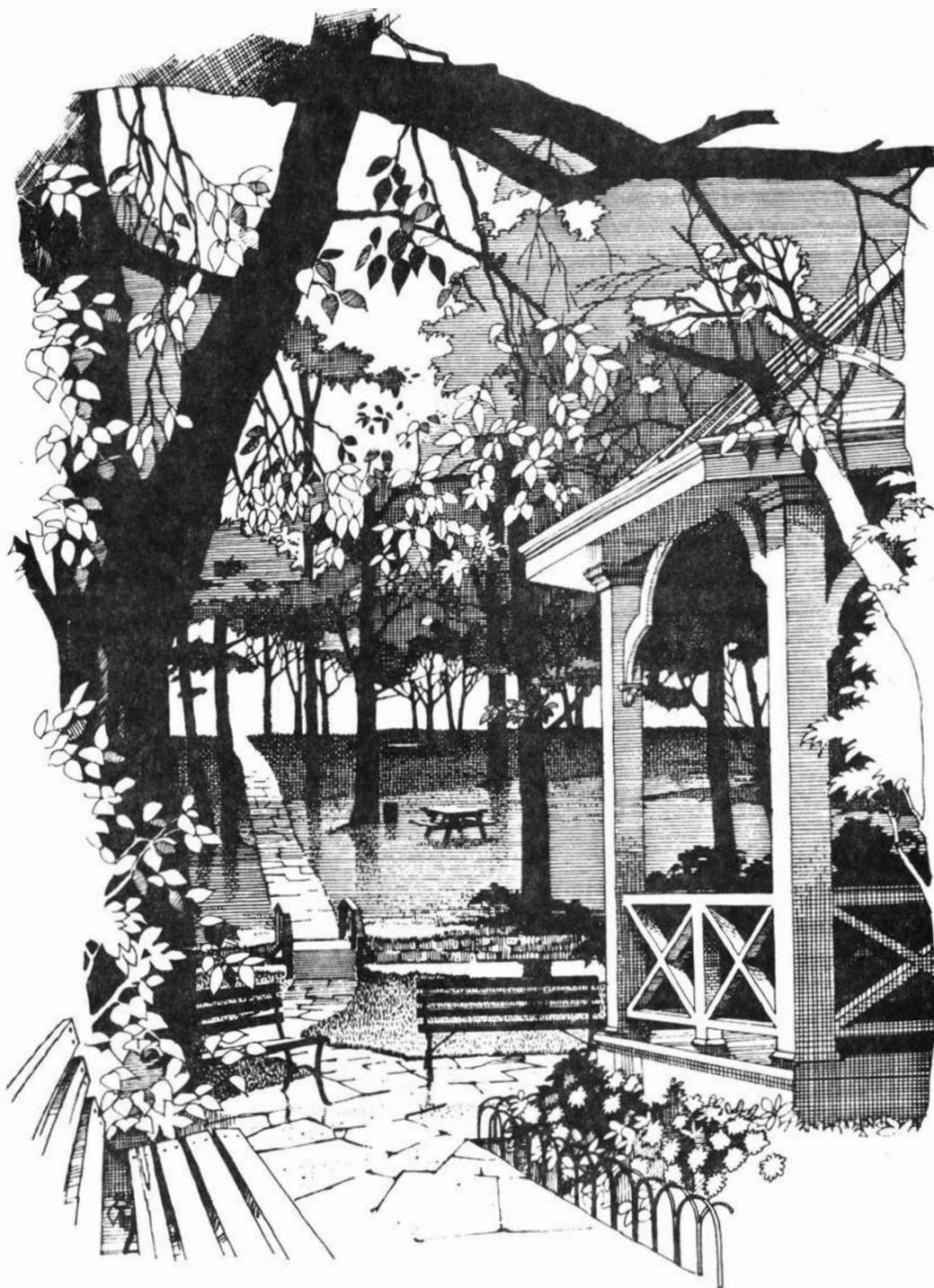
U.S. Department
of Transportation
**Federal Aviation
Administration**

JS 6/16
intercom:

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

May 1987

87-06



News in brief

Larry Hecker, who comes to the FAA from Western Airlines, has recently been nominated as the Deputy Administrator. He has had airline experience both as a pilot and an executive.

* * *

As of the end of April, more than 4,500 urinalysis tests have been conducted since the agency's drug testing program for employees began on February 13. The tests, done during the periodic physicals required of employees in these positions, have resulted in positive findings for 12 people. Of these, seven were employees and five were applicants for employment.

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 Lewis

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.

Engen speaks out

The following is from Administrator Donald Engen to all FAA employees:

"Recently I testified before the House Investigations and Oversight Subcommittee on near midair collisions and other related air safety issues. A number of critical allegations were directed toward our agency, and we responded forthrightly. But, as is often the case, the full story did not make it onto the television screen. Without describing in detail the discussion at the hearing, I want you to know the sense of what we said and what did not get reported on national television. It was as follows. "I am very proud of you and what you have accomplished is, by any standards, very impressive. We are handling more air traffic with lower accident rates than at any time in history. We are inspecting and enforcing the aviation safety and security regulations more thoroughly and professionally than ever before. We are in the process of implementing the most comprehensive and technically advanced equipment modernization program of its kind. The outstanding record of achievement is your record. You should feel great pride in your accomplishments. I have that pride in you."

Donald D. Engen
Administrator

IGO working

The DOT's Inspector General's Office is no paper tiger. In the last five years, its investigations have resulted in 520 indictments, 376 convictions and \$47.5 million in fines. Still, it would like our help in identifying such criminal activities as bribery, embezzlement, false contract claims, collusion among vendors, etc. The OIG Hotline number is FTS 8-366-1461.

Here he is...



Russell Hathaway, Jr. was recently selected as the new manager of the Airports Division, AAL-600.

Born and raised in Taunton, Massachusetts, Hathaway served in the U.S. Army from 1957 to 1959 at Ft. Belvoir, Virginia. Prior to coming to work for the FAA he was a civil engineer for the Department of Interior until June 1961.

Hathaway began his FAA career in 1961 as an airport engineer in Los Angeles, California. In 1965 he transferred to Salt Lake City, Utah, as a civil engineer, returning a year later to the regional office in Los Angeles as an airport planner.

He has held a variety of positions within the Airports Division of the Western-Pacific Region, including manager of the Planning and Field Operations Branches.

In 1982 he was selected as the manager of the Safety and Standards Branch, Airports Division. This is the position he held upon his selection as airports manager for the Alaskan Region.

Hathaway obtained his bachelor of science degree in civil engineering from Southeastern Massachusetts University in North Dartmouth in 1956.

Wing spar inspection

As a result of a fatal accident following an in-flight wing separation, FAA has issued an Airworthiness Directive (AD) calling for a special wing spar inspection on Piper PA-28 and 32 aircraft with over 5,050 hours of service time.

To complete the inspections of these high-time planes, the wing will have to be removed which means the inspection may cost owners in the neighborhood of \$1,000.

The accident that preceded the AD occurred when the plane was cruising at low altitude on a pipeline patrol flight. The pilot, the sole occupant, received fatal injuries.

Engen testifies on spending freezes

Administrator Donald Engen has told Congress that any cutback in FAA's proposed FY 1988 budget request could seriously impact the nation's air transportation system.

Testifying April 21 before the House Appropriations Subcommittee on Transportation, Engen said, "The type of spending freezes being discussed, if sustained in the appropriations process, would cause us to impose hiring freezes and to delay key parts of NAS modernization."

Additionally, he noted, "We would have to examine carefully whether we could continue to allow an unrestricted flow of air commerce if our staffing levels have to be constrained."

FAA is seeking total funding of \$5.8 billion for FY-88 with \$3.2 billion earmarked for operations and \$1.35 billion for facilities and equipment.

People and awards

** SPECIAL ACHIEVEMENT AWARDS **

Linda Craig, Dolores Coates, Marshall Severson and Jeffrey Lakshas, air traffic control specialists (ATCSs), Anchorage FSS

Robert Turner, area supervisor, Anchorage FSS

Richard Ericson, assistant manager for training, Anchorage FSS

Gary Paterna, plans/procedures specialist, Anchorage FSS

Richard Hunze, ATCS, Talkeetna FSS

Richard Sorensen and Helen Groeneveld, ATCSs, Merrill ATCT

Donald Neros, ATCS, Sitka FSS

** LETTERS OF COMMENDATION **

Michael Bavers, Raymond Christensen, Dolores Coates, Robert Drewes, Clara Steiner and James Walcutt, ATCSs, Anchorage FSS

James Villar and Kathy Johnson, ATCSs, Sitka FSS

Randall Kline and Les Habig, ATCSs, Bethel ATCT

Jacqueline Phillips and Lee McCaw, ATCSs, Gulkana FSS

** LETTERS OF APPRECIATION **

John Haynes, Susan House and Margaret Brown, ATCSs, Anchorage FSS

Wilbur Smith and Karl Elwood, training specialists, Anchorage FSS

Robert Turner, area supervisor, Anchorage FSS

Tom Johnson, James Kearse and Merce Alvarado, AAL-52C

** QUALITY WITHIN GRADE **

Mary Lou Lexvold, procurement analyst, AAL-51

Stan Hill, computer programmer analyst, AAL-51

** ON-THE-SPOT-AWARD **

Harold Zarr, ATCS, Anchorage FSS

** 30-YEAR SERVICE PINS **

Bruce Ayer, Jr., ATCS, Anchorage FSS

Dave Morse, manager, Airway Facilities Division

Shirley Rodger, supervisory aviation assistant, FSDO-63

** 25-YEAR SERVICE PIN **

John Aarnink, ATCS, Anchorage ARTCC

** 3-YEAR SERVICE PIN **

John Robison, ATCS, Juneau FSS

** TRANSFERS/PROMOTIONS **

Mark Caldwell, ATCS, transferred from Bethel ATCT to Fairbanks ATCT

Bob Phillips, manager at Bethel ATCT, transferred from Anchorage ATCT

Randy Rogers, area supervisor, Sitka FSS, transferred from Yakutat FSS

Wally Bedford, manager, Kotzebue FSS, transferred from Sitka FSS

Gail Daly, new ATCS, Talkeetna FSS

Pauline Steffy, lead editorial assistant, AAL-61, from FIFO

Ben Fish, new management analyst, AAL-62, transferred from BLM

Don Schmidt, selected as assistant Air Traffic Division manager, transferred from New York Center

William "Frank" Price, assistant manager, Anchorage ATCT

Susie Brady, personnel staffing assistant, selected as personnel staffing specialist, AAL-14

Kerwin Faciane, electronics technician, transferred from Cold Bay FSS to Anchorage FSS

Grant Van Bavel, new ATCS, Bethel FSS

Carl Taylor, new ATCS, McGrath FSS

Neil Johnson, electronics technician, Fairbanks Sector Field Office (SFO), recently promoted

Laurel Lampard, secretary, Bethel FSS, recently promoted

** RETIREMENTS **

James Beaman, electronics technician, North Alaska SFO, retired on April 26

Henry Merritt, maintenance mechanic, King Salmon, retired on May 2

Neil Thalaker, electronics engineer, AAL-452, retired on May 1

George Hale, ATCS, Ketchikan FSS, retired on May 1

** DEATHS **

Dick Thatcher, retired FAA aircraft mechanic, died on May 3, in Fallon, Nevada

James (Jim) Graham, retired FAA maintenance mechanic, died on March 31, in Homer; survived by his wife,

Mary, and son James

Richard Crowder, retired FAA maintenance mechanic, died on April 21, in Soldotna; survived by his wife, Hortense and three children

William Conyers, retired FAA area manager, died on April 8 in Juneau; survived by his wife, Mary, and four children

David Hawk, former FAA employee, died on May 5

Gerald Clarkson, son of Lloyd Clarkson, South Alaska Sector, died on May 6 after being shot while working at the Anchorage Daily News

"Thanks, Popo"

The following letter was sent to **Harold (Popo) Richardson**, manager, Cordova FSS from personnel at the Cordova High School:

Dear Popo:

"The students and staff of Cordova High School would like to thank you for your participation in the 1987 Career Day. We hope you enjoyed the experience as much as we enjoyed having you here.

The general consensus of the staff and students was that it was a meaningful and enjoyable day. It was felt by all that the quality of the presentations and the fair exhibits was superior.

We would like to thank you personally for giving your time in behalf of our students and say how much we appreciate your support in this activity.

We would welcome any comments or suggestions for making our next career day even better."



Richard Spartz (right), air traffic control specialist, Kotzebue FSS, is presented with a Special Achievement Award from **William Penland**, air traffic manager.



Dennis Weeks (left), computer programmer analyst, AAL-51, receives a Special Achievement Award from **Jim Washington**, manager, AAL-50.



Lyle Crank (left), air traffic control specialist, Northway FSS, receives a Special Achievement Award from **Ron Glonek**, air traffic manager.



Vivian Anderson (left), secretary, AAL-450, receives a Special Achievement Award from **Nelson Gnirke**, supervisor.



Craig Jackson (left), air traffic control specialist, McGrath FSS, receives a Special Achievement Award from **Earl Scott**, air traffic manager.



Carolyn Walker (right), freight rate specialist, AAL-52, receives a Special Achievement Award from **Jim Washington**, manager, AAL-50.

Around the region

Anne Twiggs, daughter of Jack Twiggs, manager, Civil Aviation Security Field Office, was one of 12 University of Alaska, Anchorage athletes recently nominated for the 1987 Athlete of the Year Award. Anne was named to the Continental Divide Conference all-conference volleyball team after helping her team to its best ever 23-8 record. She was also selected to play for the Minnesota Monarchs of the newly-formed National Women's Volleyball League this spring. Anne is the first female in Alaska to play for a professional team in any sport. Congratulations.

* * * * *

Way to go Chip! Chip Dodd, ATCS, Homer FSS, noticed a "suspicious person" checking out automobiles in the long term parking lot across the street from the Homer FSS. The Homer police department was advised and the suspect subsequently was arrested by the police when they arrived and caught him in the act of theft.

* * * * *

Congratulations to the Juneau FSS, the Juneau Tower (as a non-radar facility) and the Fairbanks Tower (as a radar facility) upon their recent selection as "1986 Air Traffic Facility of the Year Awards." Although awards were based on the facilities group efficiency and performance of personnel, the following critical elements were also evaluated: operational efficiency, communications, employee development, external relations, resource management, human relations, professionalism, employee morale and other significant factors.

* * * * *

Following is an update on some recent changes within the Air Traffic Division. Jim Hodges, who has been a planning specialist in AAL-516, is

transferring to the Anchorage Air Route Control Center (ARTOC) as an area manager; Bob Tarr, an area manager at the ARTOC, will be replacing Hodges in AAL-516; Mike Hessler, assistant air traffic manager at the ARTOC, is transferring to the division as an operations specialist. Bob Durand, on a temporary assignment, will be the assistant manager for training at the Center.

* * * * *

The ups and downs of air traffic: The traffic count for the month of March 1987 was down over the same month in 1986 at Cold Bay FSS (18%); Bettles FSS (17%); Fairbanks FSS (6%); Barrow (9%); Deadhorse (37%); and Big Delta (1%).

On the other hand, traffic for the month of March 1987 has increased over the same month in 1986 at Northway FSS (49%); Nome FSS (8%); and Ketchikan FSS (10.6%); Juneau ATCT was up some 1,400 operations; Sitka FSS recorded over 11,000 flight services for the highest March count on record at the facility, and on March 31 Sitka FSS provided 601 flight services for the highest daily count for the facility in March on record.

* * * * *

Congratulations to Paul Staudke, public affairs officer, AAL-5, on being presented the annual "Gold Nugget Award" for public service for being responsive to the public interest in the JAL-UFO incident. The award was presented by the National Federation of Press Women, Alaska Chapter.

* * * * *

Hope all you FAA MOMS had a wonderful Mother's Day on May 10. You deserved it.

Security proposals

Transportation Secretary Elizabeth Hanford Dole's Safety Review Task Force has proposed a series of actions to FAA to tighten security in aircraft operational areas and around airport perimeters.

Specific recommendations in the group's April 3 report to the Secretary included tighter control of access permits issued to airport employees; a review of employment verification procedures; use of computers and closed-circuit TV to monitor sensitive areas; and a more aggressive stance on challenging persons in restricted areas.

This is the third set of recommendations submitted by the Task Force since it began its review of airport security in February 1986.

FAA CONSUMER



HOTLINE

1 (800) FAA-SURE

Save time! FAA employees may now direct consumers to call this toll-free number for answers to problems/complaints concerning FAA. Do **Not** call with complaints about airline service.

From 8 a.m. to 4 p.m.
Eastern time Monday through
Friday, except Holidays.

Examining errors

Responding to an 18 percent increase in operational errors, Administrator Donald Engen has ordered the formation of a task force to examine the problem. It will be chaired by Office of Aviation Safety Director William Hendricks, and include field controllers, who began work in April.

Engen noted that, "People cause accidents. We've got to get into the minds of the pilot, the controller and others to see why they happened... We are going to dissect all the errors that occur, look very carefully into the anatomy of the error and try to find what caused that error."



Chief says thanks

The following letter was addressed to Alaskan Region Director Frank Cunningham from the Fire Chief of the Bettles Volunteer Fire Department:

Dear Mr. Cunningham:

"As Chief of the Bettles Volunteer Fire Department, I would like to thank you for providing transportation of the doors for our firehall. As I understand the situation, thanks should also go to the Logistics Division and the Convair crew from the Aviation Standards Field Office.

As we have almost used up the funds provided by the State grant for construction of the firehall, the savings to the department in transportation costs will allow us to do more finish work to the building.

The FAA's participation in the department's local activities are indicated by the fact that one half of the FAA's Bettles employees are members of the department. I think this speaks well of the people employed since none of the people involved have any permanent ties to the community.

Once again, please accept my thanks on behalf of the department, and pass those thanks along to all who were involved with this project."

Sincerely,

B.K. Springer
Fire Chief



Linda Lang (left), air traffic controller, Juneau Tower, is presented with a Special Achievement Award from J.T. Stubbs, air traffic manager.



Jeanne Hodge (right), secretary, AAL-2, receives a Special Achievement Award from Director Frank Cunningham.



Pat Kerber (left), air traffic control specialist, Northway FSS, receives a Special Achievement Award from Ron Glonek, air traffic manager.



James Weathers (right), aircraft freight loader, AAL-52, receives a Special Achievement Award from Jim Washington, manager, AAL-50.



Mark Kytonen (left), air traffic control specialist, McGrath FSS, receives a Special Achievement Award from Earl Scott, air traffic manager.



Anthony Lukjan (right), civil engineer, AAL-451, is presented a Special Achievement Award from Nelson Gnirke, supervisor.

Safety alert

from: Charles Gilmore
Regional Safety Manager

I would like to alert everyone in the field not to order cleaning solvent from the depot using the following stock numbers.

Cleaning compound, solvent:

6850-00-597-9765 U/I 5 gallon can
6850-00-209-7947 U/I 55 gallon can

This cleaning solvent contains methylene chloride, which has been identified as a carcinogen and contains:

dichloromethane - synonym - methylene chloride reported as causing cancer; harmful if inhaled

tetrachloroethylene - harmful if inhaled or absorbed through skin; may cause corrosive acid fumes if in contact with hot surface

June 10 is deadline

All eligible air traffic controllers are urged to vote in the union election that begins this month. The issue will be decided by the majority of the ballots actually cast.

The Federal Labor Relations Authority (FLRA) mailed out ballots to all 12,700 eligible employees at their home addresses on May 6. They must be returned to FLRA by 5 p.m. June 10 to be counted. The results will be announced June 11. Then, if the union wins, it will speak for all employees in the nation-wide unit whether or not the employees choose to join the union.

The only question presented on the ballot is, "Do you wish to be represented by the National Air Traffic Controllers Association (NATCA) Yes or No?"

5-year sentence

An FAA headquarters employee has been given a five-year prison sentence by a U.S. District Court judge for fraud against the U.S. Government. The employee had systematically processed a number of forged claims for reimbursement through the imprest fund.

An Office of Accounting (AAA) employee detected the fraud in the normal course of voucher examination work. AAA officials then notified the DOT Office of Inspector General, and that office conducted a criminal investigation which resulted in prosecution by the Department of Justice.

Subsequently, sentence was suspended, and the employee was placed on probation for a five-year period with the condition that full restitution be made to the U.S. Government.

Full restitution includes offset of all contributions in the employee's Civil Service Retirement Account. Any remaining monies will be recovered through a repayment schedule administered by the court assigned probation officer.

Buy U.S. bonds

Administrator Donald Engen has added his voice to many others urging federal employees to sign up for the payroll savings plan during the May U.S. Savings Bond drive.

"One of the easiest ways to save money regularly is through the payroll savings plan for U.S. Savings Bonds," he said in a letter to all employees. Noting the tax and other advantages of buying bonds, Engen said, "You will be building a more secure financial future for your family, your country and yourself."

Medical notes - sugar disease

by: Mary Grindrod
AAL-300

Can the sugar disease really be the third major killer in the United States? You bet it can.

What is the sugar disease? Actually, it is a group of diseases, collectively termed "diabetes mellitus" that produce an abnormally high blood sugar. The most important fact about sugar diabetes is that it is not a single disease.

There is Type I, or juvenile-onset diabetes; and Type II, or adult onset diabetes.

Besides these most common illnesses, there is an abnormal kind of insulin that may be produced and thus fail to activate the body's otherwise normal insulin receptors. Sometimes diabetes appears only during pregnancy or is a side effect of certain diseases affecting other hormones of the body. It may also result from disorders that destroy the pancreas.

Some of the warning signals to be aware of for Type I diabetes are frequent urination, abnormal thirst, unusual hunger, the rapid loss of weight, irritability, obvious weakness and fatigue. Nausea and vomiting may also occur. Insulin production has failed and it appears the people who develop Type I diabetes have certain genes that make them susceptible to this disease.

Unlike diabetics of Type I, some individuals have normal amounts of blood insulin, yet their blood sugar rises to diabetic levels. This is the Type II, or adult onset diabetes that occurs most frequently between the ages of 35 and 60. A person with Type II diabetes may have excessive weight, or skin infections that are slow to heal and any of the signals of the Type I disease. Any of these

signals could mean diabetes and you should be aware of them.

In the very extreme situations, the diagnosis of diabetes is relatively easy to make. However, a person may have somewhat high blood sugar without any symptoms or with only mild ones.

What does our blood sugar test mean? No one will have the same blood sugar all the time. For a couple of hours after a meal it rises, then falls to some minimum until the next meal. Thus blood drawn after a night's sleep and before breakfast usually contains less than 115 milligrams of glucose per deciliter. So a fasting level of below 115 would be considered a normal range.

During the hour or two after a meal, a normal individual's blood glucose may go up, usually to around 130, or as high as 200. The ability to keep blood sugar within these ranges is sometimes called glucose "tolerance." The individual tolerates dietary sugar without losing control of blood sugar.

There are an estimated 6 to 8 million diabetics in the United States today. Of interest is a study on Alaskan natives from the Center for Disease Control. Type II diabetes is no longer a rare disease among Alaskan natives. The prevalence among Eskimos appears to have increased 10 to 20 fold from 1957 to 1985. The emergence of this disease appears to be related to dietary changes, more sedentary lifestyle, and weight gain.

Based on this information it would be of prime importance to all of us to be aware that the same healthy measures that can reduce the risk of heart disease and cancer can also control, and possibly prevent diabetes - the third major killer in the United States.

News and notes from the HRCs

The following accomplishments by the various Human Relations Committees (HRCs) are not all inclusive due to limited space in the Intercom. However, throughout 1986 and the first part of 1987, several articles about different accomplishments have been in various issues of Intercom.

Anchorage Air Route Traffic Control Center's HRC:

- Reorganized ARTCC's HRC elections, adding new members which provided for a more broad representation of the workforce.
- Conducted an all-hands meeting with Hank Elias on drug probe at ARTCC.
- Conducted employee participation group course for all members of HRC.
- Daily ongoing recommendations to facility management on facility personnel policies and working conditions.
- Worked to obtain (through Airway Facilities) locks for kitchen cabinets for safe storage of personal property.
- Formulated and recommended smoking policy in use at ARTCC.
- Formulated and recommended seniority system now in use for data system specialist staff at ARTCC.

The Southeastern Area Umbrella Committee (includes Ketchikan, Sitka, Juneau, Yakutat and Cordova):

- The annual FAA summer family picnics in which the HRC members planned and participated.
- Was instrumental in the initial stages in the planning of the automated flight service station

sites in the region by suggesting windows be installed in the break rooms of the new facilities.

- Contacted the local racquet/health club for acquiring discount group membership fees for FAA personnel. Ten families have taken advantage of this program.

Alaskan Region HRC:

- Employee survey followup listening sessions: the council influenced a management decision to extend these sessions to other field locations throughout the region instead of only in Anchorage and Fairbanks.
- Health insurance: this was a good idea which did not work (a proposal was made by the 1985 council to obtain reduced group health insurance rates for Alaskan federal employees; quite a bit of research was completed by the council, but it turned out various regulations and financial realities would preclude this proposal).
- Working conditions and requirements: the employees at a tower had concerns regarding a new requirement for making weather observations; the council facilitated the communication process between the employees and air traffic management to satisfactorily resolve the issue.
- Use of government vehicles: the council considered a proposal to allow personnel in the bush to use government vehicles for personal business while awaiting shipment of their own vehicles; while GSA regulations would have precluded this, the council was instrumental in revival of the "sponsorship" program at some locations, whereby an employee "sponsor" is assigned to assist the arriving employee in all aspects of the transfer.

1987 CIVIL AIR CLUB

HALIBUT CHARTERS

The CIVIL AIR CLUB has made arrangements with DEEP SEA CHARTERS to provide three halibut fishing trips aboard the 52 foot vessel "CHAR DAN".

Reservations will be on a FIRST COME, FIRST SERVE BASIS. The charters leave promptly at 7 a.m. from the Deep Sea office on the Homer Spit and return by 4 p.m. - Check in time is 6 a.m. The charter includes fishing equipment, fish cleaning, coffee, and sweet rolls. Each person provides their own overnight accommodations, clothing, rain gear, lunch, and medication (highly recommended) to handle motion sickness. Alcohol is permitted in very limited quantities. The Charters are open to all Civil Air Club members, their families, and guests. We do not recommend children under the age of 12 due to the long day at sea.

Return this reservation form with PAYMENT IN FULL to: Charles W. Muhs, Anchorage FSS, 2016 E. Fifth Avenue, Anchorage, Alaska 99501-2998. Sorry, no phone reservations. Make checks payable to CIVIL AIR CLUB.

Members Name _____ Phone No. _____

RESERVATIONS REQUIRED

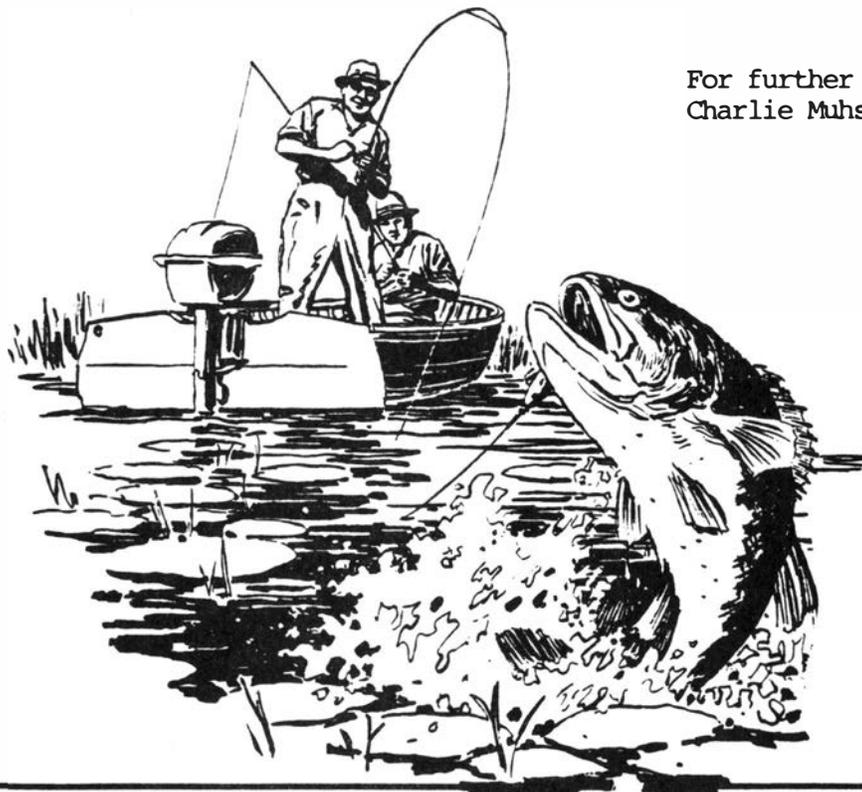
WEDNESDAY June 24, 1987 _____ Spaces @ \$65 per person = \$ _____

FRIDAY, July 10, 1987 _____ Spaces @ \$65 per person = \$ _____

SATURDAY July 25, 1987 _____ Spaces @ \$75 per person = \$ _____

ALTERNATE DATE _____

For further information call
Charlie Muhs @ 263-6528



1987 GOLF TOURNAMENT

--- CORRECTION ---

The 1987 Golf Tournament announcement in the April INTERCOM contained an error which has created some confusion.

The Banquet reservation portion indicated \$12.00 per guest. It should have read \$12.00 PER PERSON.

The Entry and Green fees are \$40.00 per golfer. The Banquet fees are separate and in addition to the tournament fees. If you have already submitted your entry and did not include the Banquet fees, please submit the corrected reservation form with the appropriate amount of money.

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

\$40.00 per Golfer _____ x \$40.00 = \$ _____

BANQUET RESERVATIONS

** \$12.00 per Person _____ x \$12.00 = \$ _____

Total Amount Enclosed \$ _____

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 12, 1987

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

--- CORRECTED COPY ---