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Alaskan Region

Intercom



MEDICAL NOTES

by Linda Rose Stoodley, R.N., AAL-300



Is the Holiday Season giving you a headache????

The increased amounts of tension and stress during the Holiday Season may provoke an increase in the intensity and frequency of headaches.

Tension headaches may be caused by the tightening of the neck and scalp muscles producing pain. It may feel like a tight band around the head or a dull ache in the back of the neck radiating up the back of the head.

Methods of relieving the headache include identifying the cause of the headache. If you identify stress, try not to respond to the headache by becoming more tense. Take time to relax and practice your stress management techniques. Rolling your head around and taking slow, deep breaths are helpful in releasing built-up tension. Also, taking Tylenol or aspirin in the recommended doses as well as lying down in a quiet, dark room will help to relieve the discomfort.



Hangover headaches are also prevalent this time of year. If you were out drinking the night before and wake up with a dull, aching head, you know you drank too much. The best treatment for this type of headache is prevention. If you know you are going to be drinking, eat something before you start to drink. Alternate the drinks with juices or another beverage. Set yourself a limit of drinks and space them accordingly. Better yet, be the designated driver for the evening.

On behalf of all in the Medical Division, we wish you a safe, happy, and headache-free Holiday Season.



USING THE COMSERFAC

The Cold Bay Ceramic Club used the COMSERFAC on November 3 for a community craft bazaar. And it was used on November 22 for an FAA Thanksgiving meal. Several FAA families and personnel and one Fish and Wildlife family gathered together to share their meal.

EAGLE SCOUT AWARD

An Eagle Scout Court of Honor was held on December 9 for **Brett**, son of **Dr. Robert Rigg**. **Brett's** eagle scout project was a restoration of vandalized Sand Lake park facilities.

Intercom

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INTERCOM is published for the employees of the Alaskan Region by the Public Affairs Office. Articles and photographs are welcomed. The submission deadline is the first Friday of each month.

If you have questions, suggestions, or complaints, please call the Editor at 271-5169.

CHARITABLE SOLICITATIONS

The FAA frequently receives requests to use agency resources and employee contributions to support charitable causes which are not part of the Combined Federal Campaign (CFC). **John M. Walsh**, AGC-110, General Law Branch, has advised that the Code of Federal Regulations restricts charitable fund-raising efforts to the CFC program.

5 CFR 950.102, in pertinent part, reads as follows:

(a) The CFC is the only authorized charitable fund-raising drive in the Federal workplace. ...No other fund raising drive may be conducted in the Federal workplace without the express written permission of the Director [of OPM], and no departure from any provisions of these rules is permitted without the express written permission of the Director.

"Good causes are many and easy to find," according to Paul Steucke, Manager of the Public & Employee Communications Division, APA-300. "However, to allow one good cause to become the exception is to encourage a variety of solicitation requests that the CFC was specifically designed to consolidate. ...Requests to support, publicize, or assist non-CFC solicitations are to be declined. This includes the use of agency mail, bulletin boards, copy machines, the agency name, symbol, newsletters, telephones, telephone lists, and duty time of employees."

Any requests for exceptions to the CFC rule should be addressed to AGC-1 for review and processing.

INTERCOM photos

Without stories and photographs from the field, submitted by FAAers who care, *INTERCOM* as we know it would not exist. Thanks to everyone who has ever contributed a story, article, or photo.

We do have a concern with photos. Polaroid photos are good for snapshots, instant remembrances, and the photo album. Unfortunately, they are less sharp, lack contrast, and colors "bleed." Therefore, they do not reproduce so well in publications.

Anytime you are shooting photos for *INTERCOM*, remember that black and white is the preferred film. We can use color photos if they are sharp and possess good color contrast. Low ASA (100-125) makes better contrast.

CORRECTION

In the October issue of *INTERCOM*, we reported that the Postmasters Benefit Plan was dropping out of the Federal Employees Health Benefits Program This is not true. The Marketing Manager of Postmasters Benefit Plan assures us that PBP is "alive and well, continuing to provide comprehensive health care benefits and excellent service" to Federal and Postal employees and retirees. We apologize for any distress and inconvenience this erroneous information may have caused.

IN HONOR OF



Vince Casey



Ruben Jackson



Dave Belanger



Chuck Weinum



Alpha Valdrow

OUR VETERANS

On November 9, the Federal Women's Program Committee sponsored a "Lunch and Munch" celebration to honor the veterans among the Alaskan Region employees. **Mary Lou Wojtalik**, AAL-5B, emceed the event.

Posting of the colors by the Junior ROTC from Dimond High School was followed by singing of the national anthem.

Opening remarks were by Regional Administrator **Ted Beckloff**.

Featured speakers were **Vince Casey**, AAL-14D, a veteran of World War II; **Ruben Jackson**, AAL-455, Korean War; and **Chuck Weinum**, AAL-541, Vietnam Conflict.

Dave Belanger, AAL-451, spoke a few extemporaneous words regarding the current crisis in the Middle East, and urged that we also remember and honor the military people who are involved.

Closing remarks were by **Alpha Valdrow**, AAL-42B, who is also a veteran.



"Appreciation for veterans' sacrifices is a sustained national respect that has endured the test of time and course of several wars."

Sam Skinner
DOT Secretary

FLIGHT STANDARDS WELCOMES KEN SMITH

The Flight Standards Division in the Alaskan Region welcomes **Ken Smith** to the Supervisory Resource Management position, AAL-210, beginning December 31, 1990. From this key position within Flight Standards, **Ken** will manage a variety of programs including EEO and recruitment, budget, property acquisition and control, contract and procurement services, staffing, and automation.

Ken is what many refer to as an "Army Brat." Although he was born in Fort Benning, Georgia, he moved numerous times with his military family. The family's last assignment was at the U.S. Army Aviation School in Ft.

Rucker, Alabama.

Ken received his BSE degree from Abilene Christian University in 1966. His M.A. in Interpersonal Communication from the University of Northern Colorado was awarded in 1978.

A summer job as a laborer, WG-03, for the Army Corps of Engineers was **Ken's** introduction to the Federal work arena. After college and a stint in the U.S. Army, he worked in the personnel career field several years.

Ken Smith entered the civil rights field in 1980 for the Corps of Engineers. He was selected as the Alaskan Region Civil Rights Officer in 1984 where he later received the Alaskan



Region's Director's Award. He is widely used as a resource speaker and counselor.

Ken resides in Anchorage with his wife, **Patsy**. They have two sons, **Don** and **Dan**. **Don** is married and in paramedic school. **Dan** is a freshman in college.



Grace Davis-Nerney, Manager, Human Resource Management Division, received a certificate of achievement for her outstanding efforts in bringing the Federal child care center in Anchorage to reality. **Don Keil**, Deputy Regional Administrator, congratulates her as he presents the certificate.

OVERNIGHT MAIL CONTRACT

FAAers and other Federal workers will switch to Federal Express to ship domestic overnight packages in 1991.

The General Services Administration recently awarded the contract to Federal Express which underbid the current carrier, Airborne Freight, by \$7.6 million or about 23% less. The Federal Express contract totals \$25.6 million governmentwide.

JOB SATISFACTION QUIZ

FAAers who received the 1990 Job Satisfaction Survey are urged to fill it out and send it in by Friday, January 4. About 8,000 agency employees nationwide were randomly picked to receive it.

As in the past, the results will provide senior-level management with agencywide information about employee concerns and help assess progress toward improving job satisfaction. Results should be out by early March.

IN MEMORIAM



Floyd Edward Ward, 72, a mechanic retired from the Federal Aviation Administration, died November 11 at his home in Las Vegas. During his career with the FAA, he lived in many places throughout the region, including Kodiak, Adak, Anchorage, and Homer. He retired in 1975 in Homer and 2 years later settled in Las Vegas.

John J. Cooksey, 86, passed away at his home in Spokane, Washington, on November 24. His wife **Bernice** wrote, saying, "I'm sure my husband would want me to let you know." In the early 1940's **Mr. Cooksey** began working as a construction foreman at Galena Army Air Force Base. He rafted CAA/FAA houses down the Yukon River from Ruby to Galena. He remained with FAA, working at Kodiak, McGrath, King Salmon, Juneau, Yakutat, Summit, Gulkana, and the regional office in Anchorage. He retired from the FAA in the mid-1960's and relocated to Spokane.

Robert Jackson, retiree who lived in Albuquerque, New Mexico, passed away on May 16, 1990. He had cancer and had a stroke. His wife **Mabel** wrote to let *INTERCOM* readers know.

We have received word that **Ronald Logan**, retired from Air Traffic Division, is deceased. He was living in Fairbanks.

Tex Melugin, formerly Regional Administrator in the Southwest Region, died December 10 after a long bout with cancer.

"The FAA forecasts a 70 percent increase in domestic flights by the year 2000. Therefore, we must encourage our young people to pursue aviation related careers."

Arlene Feldman, ANE-1
Remarking on the escalating need for aviation education in our schools.

HISTORIC PRESERVATION OF VINTAGE AIR TRAFFIC CONTROL EQUIPMENT

In a recent letter to his regional administrators, Administrator Busey endorsed an Air Traffic Control Association (ATCA) request that FAA take the lead in preserving historic air traffic control equipment. The equipment would be used for display in museums to acquaint the public with the progress of air traffic control.

Busey named Aeronautical Center Director, Dr. H. C. McClure, as project manager. The ATCA and FAA have chosen the name "Preserve Your Heritage" for the project and have made "Linking the Past, Present, and Future" the project's slogan.

"Please canvas all your facilities, tell them about this project, and provide input," Administrator Busey wrote. He asked that the whereabouts of equipment used during the 1930's and 1940's be reported to Aeronautical Center's Public Affairs Office for a listing of items to be considered for display.

Information should be sent to Robert Hoppers, Public Affairs Staff (AAC-5), FAA Aeronautical Center, P.O. Box 25082, Oklahoma City, OK 73125, telephone FTS 747-7500, or (405) 680-7500.

HYPOTHERMIA

by Charles A. Gilmore, AAL-423
Regional Safety and Health Manager

Hypothermia is the medical term for lowering body temperature, caused by exposure to cold. It is aggravated by wetness, wind, and exhaustion.

Hypothermia results when the body is unable to produce heat as quickly as it is being lost. A person will die if the internal body temperature drops below 78.6 degrees F.

There are two steps to death by cold:

The first step is exposure and exhaustion.

The moment you begin to lose heat faster than your body can replace it, you are undergoing exposure.

Two things happen: You involuntarily exercise to stay warm, and your body makes involuntary adjustments to preserve the normal temperature of the vital organs. Both responses drain your energy reserves. The only way to stop the drain is to reduce the degree of exposure.

The second step is hypothermia.

If exposure continues, the body takes more and more drastic measures to conserve its energy resources and to maintain the temperature of your internal organs.



As the body's core temperature drops, the following symptoms develop:

98-96 DEGREES:

Shivering becomes more intense and uncontrollable. The ability to perform complex tasks is impaired.

95-91 DEGREES:

Violent shivering persists. Difficulty in speaking, sluggish thinking, and amnesia start to appear.

90-86 DEGREES:

Shivering decreases and is replaced by strong muscular rigidity. Muscle coordination is affected, producing erratic, jerky movements.

Thinking is less clear; general comprehension of the situation is dulled, and may be accompanied by total amnesia.

The victim is generally still able to maintain posture and appearance of psychological contact with the surroundings.

85-81 DEGREES:

The victim becomes irrational, loses contact with the environment, and drifts into a stupor. Muscular rigidity continues. Pulse and breathing are slowed.

80-78 DEGREES:

Unconsciousness develops. The victim does not respond to the spoken word. Most reflexes stop functioning at this temperature level. The heartbeat becomes erratic.

BELOW 78 DEGREES:

Failure of the cardiac and respiratory control centers in the brain. **Death.**

HYPOTHERMIA

(continued)

TREATMENT

The treatment of hypothermia consists of reducing the loss of heat from the victim's body, and adding heat to the victim's system.

If possible, get the victim to a sheltered area. Replace the victim's wet clothes with warm, dry ones.

Put the victim in a pre-warmed sleeping bag, along with hot stones, canteens of heated water, or along with another person. Give the victim hot, non-alcoholic drinks.

WHAT TO DO TO PREVENT HYPOTHERMIA

Eat properly before any outdoor activity. take some food along, like quick-energy (sugar) candy bars.

Dress in layers that trap air and provide good insulation (rather than one coat). Canadian goose down is most effective. Wool is more effective than cotton. A wind breaker will help. Wear your longjohns.

Know where you are going, know what your body can do. Don't do strenuous work, hiking, etc., if you haven't worked up to it.

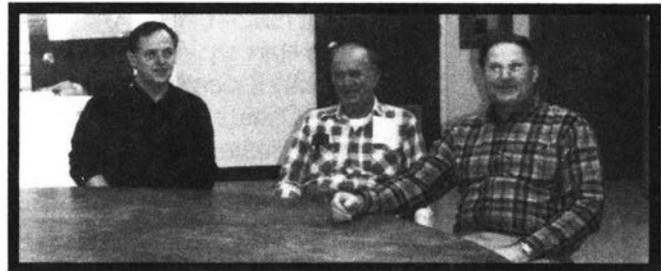
Work with a buddy, near help.



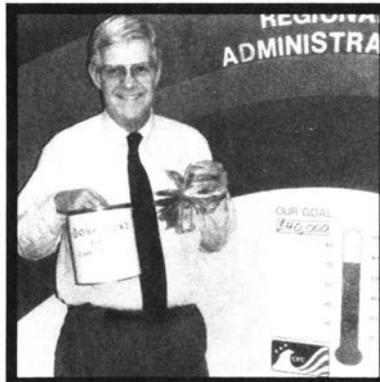
ATCS **John Newell** (left) and ATM **Gene Wehe** (right) welcomed Regional Administrator **Ted Beckloff** and Duty Officer **Torri Clark** to Yakutat FSS for an early-December visit.



Ted Beckloff (left), Regional Administrator, visits with Cordova maintenance mechanics **Rick Plucker** (center) and **John Carli** (right)....



...and with Cordova SET **Gerry Flynn** (left) and ET **Ron Rowinski** (center).



Bill Schmidtman, AAL-13C, Combined Federal Campaign coordinator for 1990, beams as he shows a weekly donation from ZAN ARTCC.

CAREER LADDER TO SES

Women and minorities make up 30% of FAA's 23 candidates for the agency program to develop people for the Senior Executive Service. Approximately 12% of the agency's current SES workforce is comprised of women and minorities.

"The Candidate Development program is key to developing an FAA leadership well equipped to master the many diverse challenges facing the FAA," said Herb McLure, Associate Administrator for Human Resource Management.

More than 360 applicants for the program were screened earlier this year. Of those, 59 participated in panel interviews in August. In September, 29 of the candidates participated in an executive development center in Minneapolis — a simulated public sector executive's job.

The final 23 were selected in November. The next step is an in-depth, individualized development program that lasts from 6 months to 2 years, depending on a candidate's needs.

On-the-job assignments may be in the FAA but outside the candidate's organization, in another modal agency, at an association or group that works closely with the FAA, or in a Congressional committee office.

This group will serve as the primary pool for selection into entry-level SES positions at the FAA. *See list below.*

SES PROGRAM CANDIDATES

Richard Arnold, AND-30	Lindy Ritz, AAC-10
William Behan, ACE-501	Fanny Rivera, AHR-100
Kenneth Byram, ARD-301	Richard Rodine, AAS-300
Lawrence Covington, AXA-1	Robie Strickland, AAL-400
John Cuprisin, AGL-501	Paul Strybing, AAT-1
Edgar Fell, ASO-201	Peter Sweers, ATH-2
David Gilliom, AFS-10	George Terrell, ASM-120
Ross Hamory, AEU-700	Raymond Thoman, ALR-2
Patrick Heidenthal, AAA-400	David Thomas, AAI-2
Lynn Osmus, ACS-100	David Tuttle, ARD-200
Helen Parke, ANM-ZSE	James Washington, AGL-601
Michael Powderly, ASO-540	

AWARDS

On-the-Spot

Contract Specialist **Leslie Boehler**, AAL-55, received an on-the-spot cash award from the Airway Facilities Division for her work on the drafting services contract.

"I've been accused of being impatient. While we're making progress on equal employment and workplace diversity, it's not fast enough for me."

Sam Skinner
Secretary of Transportation

NOVEMBER RETIREMENTS

AUSTIN, FRANK

Planning Specialist, AAL-4
34 years 2 months 9 days
(back as a re-employed annuitant)

BAKER, ROBERT F.

Electronics Technician, SIT AF
43 years 3 months 4 days
2000 hours sick leave

BATES, ERNEST WAYNE

SATCS, Anchorage ATCT
34 years 9 months 4 days

HATCHER, JOHN R.

ATCS, AAL-534
43 years 1 month 1 day

BROOKMAN, GERALD R.

Electronics Technician,
ENA SFO
31 years 10 months 1 day



Steve Bridges (left), supervisor, Kenai Radar, with **Jerry Brookman**, Radar ET. "Due to the number of recent retirements and the short time frame, we were only able to present **Jerry** with his employee clearance records!! However, we assured him that the retirement plaque will follow soon."

LAMKIN, BOBBY J.

ATCS, AAL-542
38 years 27 days

MARKOVICH, ANDREW T.

Maintenance Mechanic,
JNU SFO
30 years

POPP, CHARLES F.

Maintenance Mechanic,
FAI SFO
40 years 4 months 24 days

SCHAVE, JAMES H.

SATCS, ZAN ARTCC
38 years 9 months 9 days

WILBER, JOHN A.

SATCS, ANC FSS
26 years 5 months



Charlie Popp shows his farewell gift, an Alaskan goldpan with an etching of the Fairbanks Tower.

Centenarians—There were 315 persons 100 years old or older on the civil service retirement rolls in fiscal 1988, according to the Office of Personnel Management.

ORDER NAME BADGES

Want a blue name badge with the FAA logo? **Vickie Sherburne** will be ordering them again in **January**. CivilAir Club sponsors the sale of these badges (which are either pin-on or pocket type). The price for each badge is \$5.00, which must be paid at the time you place your order. Make checks payable to CivilAir Club.

Contact **Vickie Sherburne**
AAL-450.1

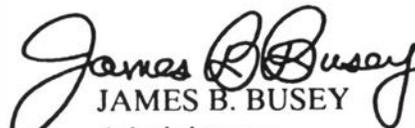


TOTAL QUALITY MANAGEMENT PHILOSOPHY

Our mission is service to the nation by fostering a safe, secure and efficient aviation system which contributes to national security and the promotion of U.S. aviation. High quality is absolutely vital to our mission and requires total commitment at all levels to sustain an efficient, effective aviation system and reaffirm U.S. aviation, including industry, as the best in the world. The following principles of continuous improvement embody our Total Quality Management (TQM) philosophy:

- *Our mission should be reflected in all that we do. If we are doing things that don't support our mission, let's change.*
- *Our employees are our most important asset. Provide an environment which assures the dignity of all our employees, encourages them to develop their skills, promotes job pride and satisfaction, and rewards initiative and improvement.*
- *Listen to your associates and subordinates. Encourage participation in decision making. Promote and recognize team work in all our efforts.*
- *Don't be afraid of change. Look for better ways to do business. If the ways we are currently doing our jobs don't make sense, ask questions and make suggestions for improvement.*
- *Implement improvements to our products and procedures. Publicize the efforts to ensure that the changes are implemented in all our activities. Identify the improvements to other government agencies and private industry so we can all benefit.*
- *Provide educational and training opportunities. Actively promote participation by all employees. Train your subordinates.*
- *Encourage TQM implementation by our suppliers of equipment and services. Reward improved performance.*
- *Personally lead and reward improvement.*

I am deeply committed to these principles and strongly encourage each member of the FAA to make them part of our daily lives.


JAMES B. BUSEY
Administrator