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51  
Alaskan Region

PAY P-14

# Intercom

A Message from the Regional Administrator

## AS WE BEGIN 1991 . . .



As we end 1990 and begin 1991, I believe it worthwhile to reflect on the past and build toward the future.

As I have stated before, I truly appreciate everyone's support during my first 6 months on the job. I told you when I first arrived that I felt it extremely important for me to visit our field facilities

in order to provide you the support you deserve. So far, I have managed to visit Deadhorse, Bettles, Tanana, Fairbanks, Talkeetna, Kenai, Homer, Kodiak, Dillingham, Cold Bay, Sitka, Juneau, Yakutat, Cordova, and various Anchorage area facilities. I will continue to do my best to visit the remainder of our facilities before I finish my first year in Alaska.

During my visits, I have been impressed by the professionalism of our workforce. On many of these visits I was able to socialize with the families, and I can tell you that your hospitality is second to none.

I also spent time getting briefed by each of the divisions concerning their functions and major issues. I particularly enjoyed meeting everyone, and it helped me greatly to quickly appreciate the quality of people we have here in the FAA.

I don't want to ramble too much here (it's just my enthusiasm), but I want you to know that I have a lot of confidence in the members of the Regional Management Team (RMT) and everyone who supports them.

(Continued on back page)

# AEROFLOT PILOT AND 99

**Natalyi Vinokurova**, an Aeroflot pilot from Magadan on the eastern border of the USSR, is now a member of The Ninety-Nines, Alaska Chapter. **Mary Lou Neale**, a 99 from Newhall, CA, visited the Soviet Union last May with the Women Airforce Service Pilots (WASP). She saw to it that membership in the 99's was extended to **Natalyi**.

**Natalyi** learned to fly at age 18 in a Yak-18, a trainer which was also used as an air taxi by Aeroflot in the early 70's.

Having logged over 8400 hours, **Natalyi** is currently piloting the TU-154 on the Murmansk to Anchorage run.



## “NIGHT WITCHES”

An interesting book about women air pilots in the Soviet Union, and in particular their part in the aerial operations of World War II, is *NIGHT WITCHES* by Bruce Myles. Originally published in 1981, the book has now been reprinted in paperback. Check for availability at book stores. It should soon be available at the Alaska Women's Bookstore.

“This is a real good reference and 'read.' I enjoyed the stories.”  
— Susan House, ANC FSS

## 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.

### TINY TIP

Keep your facsimile transmission cover sheet as brief as possible. The machine will read all print on the sheet including borders, margins, and lines. A border around the cover sheet can turn a 1-minute transmission into a 2-minute charge.

(Source: *Communications Briefings*, taken from Karen Herzog, Cincinnati, OH)

# MEDICAL NOTES

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



*This logo with three hearts and planes is the new symbol for FAA's Health Awareness Program.*

February is the month of hearts. Most of us think of February 14 or Valentine's Day. But February is also American Heart Month.

Your heart is a very important muscle that pumps blood via arteries to distribute nourishment and oxygen to the billions of cells in your body. As with all body muscles, the heart should be kept "in shape."

To keep your heart "in shape" or to get it "in shape" requires knowing about the risk factors that act as barriers between you and a healthy heart.

The risk factors or barriers include high cholesterol, high blood pressure, diabetes, smoking, obesity, and family history of heart disease. As you can see, some of these risks may be reduced or eliminated. Granted, you can't change the family history, but if you also smoke, quitting smoking will eliminate a risk factor.

A simple blood test will give you your cholesterol level. This test may also be broken down to measure LDL, HDL, and triglycerides. [We will go into this in more detail in another month.] Knowing these numbers will allow you to make the necessary changes to bring your cholesterol into a normal range or maintain it there. Altering the cholesterol requires altering

diet, exercising, and losing weight.

Foods that are high in cholesterol include red meats, animal oils, palm oil, whole milk, and cheese. These foods are referred to as saturated fats. Foods that are low in cholesterol include fish, poultry, and polyunsaturated fats. It remains controversial as to whether diets high in fiber will reduce cholesterol.

High blood pressure puts an unnecessary strain on the heart. Be aware of what your blood pressure is and have it checked periodically. Reduction in salt and, again, diet and exercise may help control mildly elevated blood pressures.



Diabetes is a risk factor that, although it cannot be eliminated, can be controlled. If you are diabetic, become familiar with your blood sugar levels and pay attention to the diet. Again, exercise and weight loss will assist in the control of diabetes.

Smoking is a risk factor which can be eliminated. The nicotine, carbon monoxide, and other substances in smoke affect the artery's lining and can cause the artery to spasm or contract which reduces the blood flow to the heart. There are many stop-smoking clinics and support groups available to help you quit.

Being overweight puts an added strain on the heart by making it work harder. Weight reduction helps to lower the blood pressure and cholesterol. And, of course, exercise helps to reduce weight.

As you can see, many of the risks for heart disease are inter-related. Striving to change one of the risk factors may assist in reducing another risk factor.

Reducing the risk factors for heart disease will result in not only happy hearts but also healthy "in shape" hearts.

## 300, YOU SAY?



**“YES! — A 300”**  
**Tyler Daubenmire**



## AWARDS



**Velma Teutsch** (right), Systems Accountant, AAL-42A, was given a Superior Accomplishment Award by Accounting Branch Manager **Claudia Hoversten**.

**ATCS Tyler Daubenmire** was able to get in good spirits for the holidays by bowling a sanctioned 300 game on December 6 during Thursday Commercial League at Tropic Lanes in Kodiak. **Tyler**, age 27, started bowling 20 years ago in Columbus, Ohio. Since coming to Alaska in April of 1989, he has achieved a high series of 752 and holds a 217 average. While he has been known to use more than one bowling ball during a game, his 300 game was rolled using the same ball, an AMF Cobra Gunsmoke.



(Left to right) **Stan Gerlitz, Stu Jacot, Bob Bevan**



Left to right) **John Bernard, Tonya Riley, Kyle Lecates, Bob Bevan**

Kenai Tower Manager **Bob Bevan** says that the positive and professional attitude and the willingness to get involved exhibited by his controllers is most gratifying. He recently presented Letters of Appreciation to **John Bernard, Kyle Lecates, Stan Gerlitz, and Stuart Jacot**. A Letter of Commendation was given to **Tonya S. Riley**. She developed a Kenai Tower Student Workbook which will be handed out to grade-school students during tours.

# JOETTE STORM NEW PUBLIC AFFAIRS OFFICER

Regional Administrator Ted Beckloff has announced the selection of **Joette G. Storm** to the position of Public Affairs Officer for the Alaskan Region.

Storm will serve as chief spokesperson for the FAA in Alaska and will be responsible for the direction of the agency's public affairs program in the region, including media liaison, aviation education, communication with the public, and internal information programs.

During 1990, Storm served as president of the Public Relations Society of America, Alaska Chapter.

Since mid-1988, Storm has been Public Affairs Officer with the Chugach National Forest. She received a special achievement award for her office's response to the oil spill which impacted national forest land.

Previously she was a public affairs specialist with the Bureau of Land Management for several years, both in the Alaska State Office and Anchorage District Office.

After graduating from the University of Illinois with a degree in journalism, Storm worked as a reporter for the Chicago Tribune. In 1971, she moved to Anchorage, where she worked as a reporter for the Anchorage Times, and later operated her own public relations business, Storm Enterprises.



In 1985, Joette Storm developed the theme for a People to People Goodwill Mission to the People's Republic of China and served as delegation leader for the trip in 1986.

As a founding member and one-time president of the Anchorage Committee for Resource Education (ACRE), Storm coordinated with ACRE board members and the participating agencies, such as Anchorage School District.

Activities included the planning and implementation of credit courses for teachers in cooperation with the University of Alaska or Alaska Pacific University, and the establishment of an outdoor learning program for Anchorage school children.

Joette is married to Eugene Storm, also a journalist. They have one daughter, Nina. Gene owns Wordwright, a writing and editing firm.

# THUMBS UP FOR HEADS UP

## *Teamwork cuts through the fog*

by Mitch Barker  
Information Specialist  
Public Affairs Office, ANM-5

For the first time in the US, the FAA has granted approval for unique low-visibility operations using the *Heads Up Display (HUD)*.

Alaska Airlines and Seattle-Tacoma International Airport received the go-ahead last month. But behind-the-scenes cooperation between the FAA, the Port of Seattle, and the airline was necessary to establish safety for the new techniques. The FAA faced a two-pronged challenge because both Alaska's airplanes and SeaTac's facilities had to be fully prepared.

### **Foggy beginnings**

Headquartered in Seattle, Alaska Airlines is a major west coast carrier. Because it serves some of the most fog-prone US cities, it has a special interest in combating ground-hugging clouds.

Airline executives grimace at the memory of a ten-day stretch only a few years ago when SeaTac was fog-bound for ten days in a row—stranding holiday travelers and cancelling dozens of flights daily.

Northwest Mountain Region's work began when Alaska requested low-visibility takeoffs using new equipment installed on its Boeing 727-200s. The airline had conducted low-visibility *landings* at Seattle and other cities since late 1988, but

*takeoffs* required separate consideration.

On a national scale, the FAA was working on low-visibility surface movement plans. Some airports in Europe already had procedures for operations in poor visibility. The FAA knew it was only a matter of time before a US carrier requested the same.

### **Teamwork overcomes obstacles**

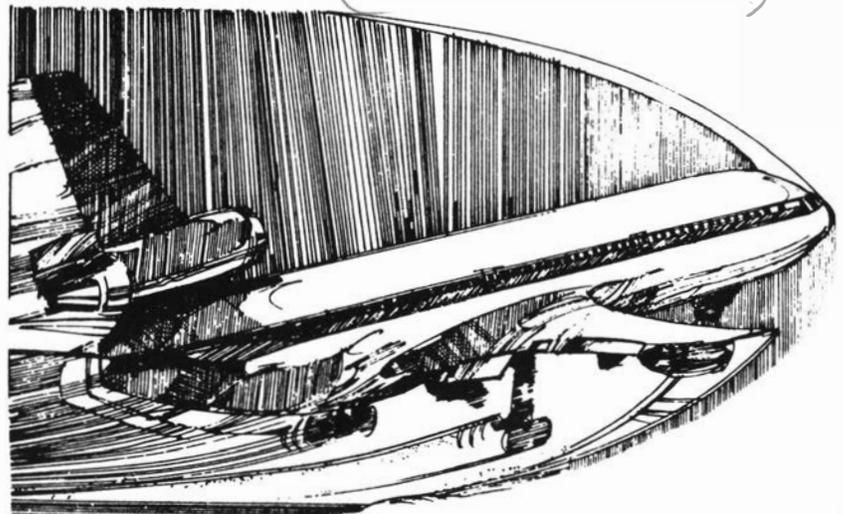
To implement Alaska's request, a committee of regional Air Traffic, Airports, and Flight Standards people, along with representatives of the Port of Seattle and the airline, was formed. Flight Standards reps from FAA Headquarters also participated.

An advantage of this group approach was that each member was aware of the others' needs and capabilities. The committee held half a dozen meetings over the course of several months in 1990.

One major issue was how airplanes would maneuver from gate areas to runways. Radar would normally guide pilots as they taxied—but what if radar was out of operation?

The solution was painting numbers on routes to and from runways. Black numbers on pink backgrounds were used to differentiate reporting points from the yellow letters on black backgrounds, which designate names for taxiways. If radar fails, pilots can tell controllers their location by using these markings.

Choosing a runway for use in low visibility operations was easier. Unlike other major airports, SeaTac has no intersecting runways. Since Runway 16R



has Runway Visual Range equipment, it was quickly chosen. (RVR electronically measures visibility in bad weather.) In fact, because SeaTac already had most of what was needed, it was only necessary to "fill in the gaps."

### Introducing the HUD

The Heads-Up Display projects instrument readings into the pilot's line of sight in such a way that he/she can see both the environment and the readings without having to refocus or look down. Thus, information about the airspace and condition of the aircraft is received simultaneously.

The FAA's nationwide standard was not to allow takeoffs with a runway visual range of less than 600 feet. Alaska requested takeoffs with an RVR of as low as 400 feet.

The 600-foot minimum was in

place because of the belief that any less visibility did not provide enough data to the pilot to enable him/her to steer the aircraft while on takeoff roll.

### Pilots are put to the test

To allow takeoffs at lower visibility, the FAA would have to be convinced the HUD is "reliable and precise enough to enable operations to take place with the high degree of safety needed in air carrier operations," according to Principal Operations Inspector **Ed Duchnowski**.

To do this, a proof-of-concept flight test program was established. Using the FAA's 727 simulator at the Aeronautical Center in Oklahoma City, a series of simulator tests was run.

Ten Alaska Airlines pilots were chosen at random to run takeoffs in the simulator—but not just routine takeoffs. They were

given various unusual conditions to cope with, such as freak crosswinds and engine failures. All simulated takeoffs were executed safely.

These tests were the turning point in proving that using the HUD in conditions as low as 300 feet RVR would be as safe as the previous 600-foot minimum.

### A unique status

New York John F. Kennedy and Atlanta Hartsfield are under consideration to be among the first airports to receive certification for low visibility operations. But since Alaska has the only planes equipped with the HUD and approved to fly poor-weather takeoffs and landings, it probably will be some time before SeaTac's unique situation will change.

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Reprinted from the Northwest Mountain *INTERCOM*

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## ALL IN THE FAMILY

**Christine Bernard**, age 16, was chosen "ALL NORTHWEST CHOIR" member for 1991. The daughter of **John Bernard** (ATCS at Kenai Tower), **Christine** is one of eight students from Soldotna High School selected. About 24 Alaskan students are selected each year for All Northwest Choir.

The 1991 ALL NORTHWEST performing organizations will meet in Seattle, Washington, February 15-17, 1991. The choir performance will be at 7:30 PM at the Seattle Center Arena.

# JANUARY RETIREMENTS

**Irene Maris**  
Secretary, ANC FSS  
27 years 8 months

**Allen F. George**  
Assistant Sector Manager, SA/AFS  
36 years 9 days



**Irene Maris and Henry Elias**, Air Traffic Division Manager, admire the cake at **Irene's** retirement party on January 11.

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## SERVICE PINS



100 years of service  
(Left to right) Regional Administrator **Ted Beckloff** presented service pins to ZAN AFS people: **Ron Cowles** (30 years), **Dean Wikoff** (30 years), **Tom French** (25 years). **Gary Stadig** received his 15-year pin from AF Division Manager **Robie Strickland** (right).

**Bob Cushman** (center), Airport Certification Inspector, AAL-620, received his 30-year pin from Deputy Regional Administrator **Don Keil** (right) and Airports Division Manager **Russ Hathaway** (left).



# SECURITY

## TIGHTENED AT TRANSPORTATION FACILITIES

In a Washington, D.C., press conference on January 18, DOT Secretary Sam Skinner and FAA Administrator James Busey spoke of the upgrading of security measures at U.S. airports and other transportation facilities.

“While there have so far been no signs of increased terrorism, we are taking seriously the threats that have emanated from Iraq,” Skinner said.

All domestic commercial airports are operating under Stage Four of FAA’s security program — the highest level of security readiness.

Although FAA does not comment on details of its security program (publicizing security details can only benefit a potential terrorist), there will be obvious signs of increased security at airports. Administrator Busey gave several examples:

- \* Only ticketed passengers will be allowed to enter terminal gate areas.
- \* Unattended vehicles left at terminal curbsides will be towed.
- \* Curbside checking will be eliminated.
- \* Passengers may find themselves subject to more questioning on their destination and the contents of their luggage.

## TIPS FOR TRAVELERS

The FAA offers these tips for air travelers:

- o Added security measures may cause some delays. Get to the airport early.
- o Minimize the amount of luggage you take. Do not leave your bags unattended or out of your possession at any time. If you see an unattended bag, report it to security personnel.
- o Pack electronic and electrical devices such as radios, recorders, hair dryers, and electric shavers in carry-on bags since security personnel may need to examine these kinds of electric-powered items.
- o Do not check bags for someone else, nor carry packages given to you by persons with whom you are not well acquainted. Do not offer to carry bags or packages onto an aircraft for other people.
- o Observe the security procedures as you check in. If you see a lack of thoroughness or a lack of attention on the part of security personnel, please report it.
- o If you are planning an overseas trip, you are advised to call the State Department Citizen Emergency Center hotline at 202-647-5225 in Washington for travel advisories on possible threats in various countries.

# WOMEN OF ACHIEVEMENT

## First Annual YWCA Awards

On December 6, 1990, **Susan House** from Anchorage FSS was honored by the YWCA as one of their Women of Achievement. These awards are to recognize and honor women who demonstrate outstanding leadership and excellence in their professional and personal endeavors, and to encourage employers and civic groups to recognize women of achievement within their organizations.

### Criteria for Selection

- \* Sustained excellence, accomplishment, and creativity in the sphere of her chosen profession
- \* Qualities of leadership, integrity, dedication, and motivation both professionally and in the community
- \* Qualities of teamwork and the willingness to share her own skills and expertise in the accomplishment of goals
- \* Qualities which would encourage other women to view her as a role model
- \* A commitment to improving the quality of life in the community through work-related or volunteer involvements

**Susan House** began working for the FAA in 1978 as a clerk-typist GS-4 at Anchorage TWR/RAPCON. She then progressed into an upward mobility position as an Air Traffic Control Specialist in King Salmon, Cordova, and Anchorage flight service stations. She also serves as a regional EEO counselor, aviation educator, facilitator, Federal Women's Program Committee treasurer, and is a member of the Speakers Bureau.



A little-known fact about **Susan** is that during her teen years, she participated in YWCA activities in her home town of El Paso, Texas. **Susan** has mentioned how valuable this program was in expanding horizons and her knowledge base as an adolescent.

"My focus was family and school before the Y-Teens," **Susan** says. "Then after I got into Y-Teens, I found a diverse and interesting mix of people from different backgrounds and cultures. I really enjoyed the programs and adventures I had in Y-Teens."

## THE YWCA OF ANCHORAGE

The YWCA of the U.S.A. is a membership movement of women and girls from diverse backgrounds and faiths, of different ages and experiences, committed to empowering women and to eliminating racism. There are YWCA's in 88 countries. Alaska is the last state to have a YWCA.

The initial program is the establishment of leadership development programs for teen girls. These programs have traditionally taken the form of Y-Teen Clubs. There is little or no planned activity for teen or preteen girls in Anchorage. Y-Teens is a positive, preventative, proactive program for girls. Y-Teens can give girls the experience of belonging to a group that includes girls of different races, different religions, and diverse family backgrounds. The activities and experiences girls have in Y-Teens prepare them for making good choices in their lives.

Last year a Y-Teen program was started at Clark and Wendler Junior Highs. This year a pilot program for sixth-grade girls has just begun at Denali Elementary School. The goal is to have three more clubs established by the end of this school year.

Other events helped to make the first year for the YWCA in Anchorage a success. YWCA gained over 200 members, co-sponsored several functions with other non-profit organizations, and instituted a series of discussions on Women's Health Issues, co-sponsored by Providence Hospital.

## WOMEN IN AVIATION

The second annual "Images of Women in Aviation" conference is scheduled for March 21-23, 1991, in St. Louis.

The conference will provide a forum for aviation professionals, scholars, and other interested persons to investigate women's contributions to aviation and aerospace. This year's events will feature women in diverse occupations related to these fields and sessions on career opportunities.

The conference will be chaired by Dr. Peggy Baty, academic dean at Parks College of St. Louis University. Speakers include Brooke Knapp, president of The Knapp Group, a private investment company, and founder and former president of Jet Airways Inc; Adela Scharr, a former WASP; Bobbi Trout; Edna Gardner Whyte; Nancy Hopkins Tier, president of the International Women's Air and Space Museum; **Arlene Feldman**, FAA New England Regional Administrator; Carol Osborne, aviation historian; Kathy Sullivan, NASA astronaut; and Wally Funk.

(Last year, Susan House from ANC FSS spoke at the first annual "Images of Women in Aviation.")

The registration fee is \$55, or \$65 if received after March 1. Students are allowed a special rate of \$20.

For more information on the conference, contact Dr. Peggy Baty, Parks College of St. Louis University, Cahokia, IL 62206. Or call (618) 337-7500, extension 203.



## GOOD EATIN'

At the Christmas Potluck held at the Anchorage Flight Service Station, the buttermilk pie received rave reviews, so the FSS decided to share the recipe with everyone.

### Buttermilk Pie by Janece Wilson

3 cups sugar  
1/2 cup flour  
1/4 teaspoon salt  
6 eggs  
1 cup buttermilk  
1 teaspoon vanilla  
1 cup soft butter



Mix or blend all ingredients till smooth. Pour into 9-inch pie crust.

Bake at 350 degrees for 30 to 45 minutes, or until knife inserted in center comes out clean.

# APPRECIATION



Ed Billiet, Manager, Kenai SFO, presents a Letter of Appreciation to **Gene Webb**, ET, for the MS-DOS training he provided for the SFO. **Gene** is a great instructor!



**Ted Beckloff** (left), Regional Administrator, presented a Letter of Commendation to **Karen Steen** (second from right) and Letters of Appreciation to **Linda Smith** (second from left), **John Swanson** (center), and **Mack Humphrey** (far right). All are employees at ZAN AF sector.



Kenai maintenance mechanic foreman **Edgar Anderson** received a Letter of Appreciation from **Steve Bridges**, SET, Kenai Radar Unit, for his unit's correcting a 10-year-old heating problem at the Kenai ARSR site.



ZAN AFS employees **Rice Hall** (left) and **Phil Freitag** (right) received Letters of Appreciation from Sector Manager **Ron Cowles** (center).

## SOCIAL SECURITY UPDATE

The maximum annual amount of earnings on which social security taxes are paid increases in 1991. Effective for pay period 91-01, December 16-29, to be paid January 8, the base annual amount rises to \$53,400. Also, Public Law 101-508 authorizes the Medicare base amount for 1991 to increase to \$125,000, effective pay period 91-01.

# AUTHORIZED USE OF GOVERNMENT EQUIPMENT

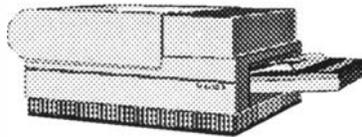
by Steve Powell, AAL-710

Some people in the region appear to be unsure of what is authorized use of government equipment, computers. More to the point: Is the composing, updating, and/or printing of an individual's SF-171 and additional personal qualifications, for submission on another job, official business?

## FACTS:

1. FPM Bulletin 735-6 prohibits use of postage-paid agency envelopes to file job applications. Office of Personnel Management considers the filing of job applications to be personal matters, not official Government business.
2. FAA Order 1600.54B, paragraph 912: **“Government-owned equipment, used on or off the work site, may only be used to conduct official business.”**
3. 5 C.F.R. 735.205 states: “An employee shall not directly or indirectly use, or allow the use of, Government property of any kind, including property leased to the Government, **for other than officially approved activities.**”
4. A willful violation of 5 C.F.R. 735.205 may result in criminal, civil, or administrative action, including suspension or dismissal.
5. The Automated Information Systems Security Program Manager in FAA Headquarters provided that “The

SF171 is considered **personal** and the only beneficiary is the person completing it. ACS [Office of Civil Aviation Security] holds that filling out and/or maintaining the SF-171 on a government computer is **not official business”** and therefore prohibited by FAA Order 1600.54B, paragraph 912.



## DISCUSSION

Employment applications cannot be construed as official correspondence of the agency. Although the individual submitting the application is a Federal employee, that person is **not** acting within the scope of his or her present employment when applying for another position.

Additional reference: FAA Order 3750.4A, Conduct and Discipline, Chapter 2, On-the-Job Conduct:

Paragraph 201b.

Render full and industrious service in the performance of assigned duties. If such duties are not sufficient to fully occupy employees at any given time, they should notify their supervisor so that additional work may be assigned.

Paragraph 201h.

Observe the various laws, rules,

regulations, and other authoritative instructions.

Paragraph 205. Employees may not use or permit others to use Federal equipment, property, or personnel, including but not limited to stenographic and typing assistance, computer hardware, software, or telecommunication capabilities, duplicating services, or chauffeur service, for other than official business or officially approved or sponsored activities. Specific statutory penalties are prescribed for the willful use of Government-owned or -leased motor vehicles or aircraft for other than official purposes [31 USC 1344(b)] and the use of official envelopes or labels for private purposes to avoid payment of postage (18 USC 1719).

**Use of government computers is not authorized for processing your SF-171.**

For further information contact **Steve Powell**, the Alaskan Region's Automated Information Systems Security Coordinator, at 271-5386.



# “DRINKING AND DRIVING”

## Is driving drunk worth...

- \* Spending at least 3 days in jail?
- \* Losing your license for a minimum of 3 months?
- \* Paying a fine of at least \$250?
- \* Risking your life and the life of everyone else traveling with you or in your path?
- \* Living with the guilt of having killed another?
- \* Losing a promising career?

Alcohol in any amount can impair your driving ability. Every year 29,000 people are killed in alcohol-related traffic accidents.

Before giving the car keys to your teenager, think about:

- \* The accident rate for teenagers is almost two times that of the general public.
- \* 40 percent of all fatalities involving teens 15 to 19 are from car crashes.

\* Most accidents involving teens are due to driving under the influence of alcohol or other drugs, error from lack of attention or lack of experience, or driving too fast for conditions.

\* Most fatal accidents happen at night.

\* Everyone (teenagers especially) need to understand that it's as important to refuse to ride with someone who is unfit to drive as it is to know when not to drive.

**Remember**, drunk drivers don't think about you or the people you love. No matter how safety conscious you are, even if you take every possible precaution, you still need to be alert to the danger from a drunk driver.

(Submitted by Charles Gilmore, Regional Safety and Health Manager, AAL-423)



## General Schedule Pay Rates for 1991

	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10
GS-1	\$11,015	\$11,383	\$11,749	\$12,114	\$12,482	\$12,697	\$13,058	\$13,422	\$13,439	\$13,776
GS-2	12,385	12,679	13,090	13,439	13,590	13,990	14,390	14,790	15,190	15,590
GS-3	13,515	13,966	14,417	14,868	15,319	15,770	16,221	16,672	17,123	17,574
GS-4	15,171	15,677	16,183	16,689	17,195	17,701	18,207	18,713	19,219	19,725
GS-5	16,973	17,539	18,105	18,671	19,237	19,803	20,369	20,935	21,501	22,067
GS-6	18,919	19,550	20,181	20,812	21,443	22,074	22,705	23,336	23,967	24,598
GS-7	21,023	21,724	22,425	23,126	23,827	24,528	25,229	25,930	26,631	27,332
GS-8	23,284	24,060	24,836	25,612	26,388	27,164	27,940	28,716	29,492	30,268
GS-9	25,717	26,574	27,431	28,288	29,145	30,002	30,859	31,716	32,573	33,430
GS-10	28,322	29,266	30,210	31,154	32,098	33,042	33,986	34,930	35,874	36,818
GS-11	31,116	32,153	33,190	34,227	35,264	36,301	37,338	38,375	39,412	40,449
GS-12	37,294	38,537	39,780	41,023	42,266	43,509	44,752	45,995	47,238	48,481
GS-13	44,348	45,826	47,304	48,782	50,260	51,738	53,216	54,694	56,172	57,650
GS-14	52,406	54,153	55,900	57,647	59,394	61,141	62,888	64,635	66,382	68,129
GS-15	61,643	63,698	65,753	67,808	69,863	71,918	73,973	76,028	78,083	80,138
GS-16	72,298	74,708	77,118	79,528	81,936	82,697	85,060	87,424	89,787	
GS-17	83,032	85,800	88,568	91,336	94,104					
GS-18	97,317									



# NOME PRAISES R. O.

In a recent Weekly Management Report, **Jeffry Wheeler**, Air Traffic Manager at Nome FSS, offered kudos to the Air Traffic Division:

“The ATD regional staff provided me with a significant amount of assistance during the past 2 weeks. They approached my problems or requests as if I was their only customer. To be more specific:

My computer is up and running, thanks to 6 hours of intensive formatting by **Mike Hessler**. It won't be long before I'm completely converted to the MS DOS world. Thanks again, **Mike**. **Donna McArthur** provided me with the expertise to complete a performance award request. **Debbie Roth** and **Karen Roan** helped me coordinate a transportation request. **Bobby Lamkin** and **Hank Williams** are coordinating **Katherine Arehart's** PCS move and working with me to fill our two ATCS vacancies. **Dave Brown** was there when I needed to bounce some potentially sensitive ideas around.

I wouldn't normally include regional office support as a significant activity; however, as I look back over the past few weeks, it's been their collective positive attitude that comes to mind. My office window is almost crusted over with ice, the sun rolls around the station instead of overhead, and I occasionally lose sight of the horizon. Yet each and every time that I've contacted or been contacted by an ATD staff member I've turned away from the call feeling a little less remote.

Thanks for the courteous routine support.”



## HEALTH BENEFITS

### DON'T GET STUCK WITH AN UNEXPECTED \$500 BILL

This year the Federal Employees Health Benefits Program (FEHBP) features a new twist. Patients are now required to get preapproval for non-emergency hospital confinements.

A patient who doesn't follow this requirement will have to pay the first \$500 of the hospital bill in addition to any deductible and coinsurance on hospital inpatient care.

Although preapproval is not required in emergency situations, the hospital or doctor must notify an employee's plan promptly — often within 48 hours — of an emergency admission.

Insurance companies are setting up toll-free telephone numbers for callers seeking clearance for hospitalization.

Clearance should be obtained 7 days or more before the planned admission.

Specific details for individual plans appear in the plan's 1991 brochure.

Contact **Jean Pershall**, AAL-16B, 271-5804 for further information.

## ON-THE-SPOT AWARDS



ANC SFO Maintenance Mechanic Foreman **Chris Torres**, Trainee **Ed Markle**, Maintenance Mechanic **Ben Lecorchick**, Acting SFO Manager **Tom Palowitch**, (pictured left to right) and Maintenance Mechanic **Al Dubord** (not pictured) were recognized by SA AFS Manager **Larry Bevil** (right) for their efforts toward restoring 6R ALS at Anchorage International Airport. Thirty-one lights were replaced during severe weather conditions, with maintenance mechanics working midday into the evening after the ALS was damaged either by an airplane or snowplow. **Ed, Ben, and Al** received On-the-Spot Awards.



(Left to right) **Ron Cowles**, ZAN AF Sector Manager, presents On-the-Spot Awards to **Eben Olrun** and **Bill Hayes**. AF Division Manager **Robie Strickland** congratulates them.

## IN MEMORIAM



**Dale LeRoy Hanson**, retired FAA inspector, died Dec. 22 at Providence Hospital in Anchorage. A memorial service was held on January 4 at Central Lutheran Church. Mr. Hanson worked for Northwest Airlines in Minneapolis before becoming owner and operator of Anaka Aviation in Minnesota. He worked for the Flight Standards Division of FAA in Alaska for 21 years, serving as principal airworthiness inspector, supervisory airworthiness inspector, and regional airworthiness specialist. He was an active member of Experimental Aircraft Association. Surviving are his wife Gene Mae Hanson of Anchorage; daughter and son-in-law Gloria Gene and Jay Handley of Wasilla; six brothers, four sisters, and three grandchildren.

**Andy Markovich**, who retired from AF in November, had a heart attack and died in mid-December.

**Delbert E. "Deke" Carlson**, retired, died January 12 at age 72 at Providence Hospital in Anchorage. He worked for the FAA in Alaska as an air carrier inspector from 1959 until his retirement in 1979. His wife Betty, sons Steve and Don, daughter Lian Crabb, and nine grandchildren live in Anchorage. The family has asked that memorial donations go to the American Heart Association, 2400 East 42nd Avenue, Anchorage, 99508.

**Ralph L. Hazleton**, retiree, passed away December 29, 1990, at Salem, Oregon. His wife Danae wrote to let us know. Ralph had Alzheimer's disease.

## CivilAir Club Bicentennial Flag Project Gains New Life

One of the CivilAir Club's projects for the 1976 American Bicentennial Year celebration was the purchase of an American Revolution Bicentennial flag for display in the lobby of the Hill Building which served as the Alaska Headquarters for the FAA, National Weather Service, and several other Federal agencies. John Warner, Director of the National Bicentennial Commission, visited the CivilAir Club celebration and helped dedicate the flag during his visit to Anchorage.

At the end of the Bicentennial Year, the flag was given to Frank Austin, who served on the Anchorage Bicentennial Commission and helped to arrange for Mr. Warner's visit. Frank recently advised us that he has submitted the Bicentennial Flag for inclusion in the Anchorage 75th Anniversary Time Capsule that was buried in early January and scheduled for opening in 2015. Some of you younger employees should mark that year on your perpetual year calendars. . . . .



February 19, 1976: (left to right) Francine Chandler, NWS; Al Fullerton, FAA; Commander Robert Nichols, USCG; John Warner, National Director of the Bicentennial Commission; Dottie Johnson, NWS; Stuart Bigler, Director of NWS; and Patience Campbell, FAA.



The Regional Administrator's Management Team (RMT) at a recent meeting: (left to right) Front row: Grace-Davis-Nerney, AAL-10; Michael Thompson, AAL-501; Robert Lewis, AAL-50; Roble Strickland, AAL-400. 2nd row: Henry A. Elias, AAL-500; Thomas E. Stuckey, AAL-200; Donald E. Borey, AAL-7.1; Paul Wegrzyn, AAL-5. 3rd row: John Curry, AAL-7; Donald T. Kell, AAL-2; Timothy E. Lorenz, AAL-201; Chris Novosad, AAL-40; Victoria Clark, AAL-6; Ted Beckloff, AAL-1. Back row: Davie Elliston, AAL-4; Warner (Dusty) Rhodes, AAL-700; Ken Smith, AAL-9; Russel Hathaway, AAL-600; Dr. Robert W. Rigg, AAL-300; and Kris Conquergood, facilitator, AAL-17.

# THE BIG PICTURE

by Susan House, ATCS/S, ANC FSS

FAA Administrator James Busey has challenged each region to improve their overall percentages of women and minority employees. New emphasis will be put upon upward mobility programs, self-development, and educational activities.

The Alaskan Region Federal Women's Program is very aware of the numerous constraints (budget/manpower/time-liness) imposed in the past months. The FWP is also aware of the need for women and minorities to be knowledgeable of opportunities which can exist within their own agency to help achieve their potential.

It was with this need in mind that the newest idea came about: A way for employees in the Federal Office Building to become familiar with the field facilities with which they deal most often. A survey was done

to see which field facilities employees wanted to learn more about.

A project was then developed for a small group to spend 3 to 4 hours on tour of up to three field offices, getting an overall mission briefing and orientation. Special emphasis would be given to how the field office fits into the FAA's big picture and the career system within that specialty.

As a part of Women's Equality Week, on August 28th the "BIG PICTURE PROJECT" was inaugurated with tours of the Logistics Complex, Anchorage Air Traffic Control Tower, and the Flight Standards District Office. Participating in the first orientation tour were:

**Lonnie Brewington, Rose Feltz, Laurie Willi, Richelle**

**Green, Andrea Travis, Vernese Maney** (all HRMD), **Mary Finch** (Resource Management), and **Linda Durand** (Logistics) with **Susan House** from the ANC FSS as project leader.

The success of the group activity was a success with the generous cooperation of the host facilities and their staff:

**Larry Rodger**, Logistics Complex  
**Linda Couture** and **John Little**, ANC ATCT  
**John Hallinan** and **Shirley Rodger**, FSDO-03

Also cooperating in this massive joint venture was the Anchorage Flight Service Station which furnished the GSA van for transportation.

This is the first of this type of "BIG PICTURE PROJECT," but promises not to be the last.

## WASHINGTON NEWS IN BRIEF

### NEW INSPECTOR GENERAL

The new DOT Inspector General, **A. Mary Sterling**, was sworn in by DOT Secretary **Sam Skinner** in December.

### ORDER CVR's EARLY

The FAA is urging owners of certain smaller multiengine aircraft to place orders for cockpit voice recorders (CVR's), required by October 12, 1991, to avoid the last-minute rush for the equipment.

Federal Aviation Regulations (FAR's) require, in part, that certain aircraft be equipped with an approved CVR and microphone system to record all pilot and radio communications.

The regulations mandate multiengine, turbine-powered aircraft that require two pilots and carry six or more passenger seats to be equipped with an approved CVR. Failure to adhere to these regulations may result in fines of up to \$1,000 per flight.



**ATTENTION  
RETIREES!!  
Contractor  
Needs Your  
Help**



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

*52*  
*As Ch. of*  
*A.T. & A.F.*  
*as appropriate*

**Memorandum**

**Subject:** ACTION: Retired Logistics, Airway Facility or  
Air Traffic Personnel

**Date:** NOV 07 1991

**From:** Manager, NAS Support Division, ALG-220

**Reply to  
Adm. of:** Newberry:78843

**To:** Regional Logistics Division Managers *Ray 11/14*  
Manager, Logistics Center, AAC-400  
Manager, Logistics Division, ACM-500

This is a reminder that we will be inventorying all personal property nationwide using contractor support. The contractor has expressed an interest in hiring retired Logistics, Airway Facility or Air Traffic personnel that may be qualified and interested in helping with the inventory. If you are aware of any retired personnel from your branches or others, please have them contact:

AMA Technologies, Inc.  
ATTN: Bill Sidebottom  
3101 Park Center Drive  
Suite 201  
Alexandria, VA 22302  
1-703-820-9007

*Richard A. Clevenger*  
Richard A. Clevenger

**1991...** (continued)

As we begin 1991, we will be working on a number of major issues, and we will again need your help. Some of these issues include:

- a. Improved government housing (short- and long-term solutions).
- b. Environmental waste cleanup at FAA sites.
- c. Improved aviation safety record.
- d. Better customer relations.

- e. Advancing Total Quality Management (TQM).
- f. Achieving positive results in Equal Employment Opportunity/Affirmative Action Program (EEO/AAP).
- g. Implementing an improved travel voucher processing system.
- h. Working with the State of Alaska and other users to improve airport planning and security.

- i. Continuing to open additional routes between Alaska and the U.S.S.R. and to enhance the air traffic control operation along these routes.

These are but a few of the major efforts we have before us in 1991. I am enthusiastic about these challenges, and I know you are just as excited. Together, we will achieve. I am glad to be a part of the Alaskan Region team and wish everyone a happy, safe, and prosperous new year.

*TRB*

Ted Beckloff  
Regional Administrator