

JF 11-20



U.S. Department of Transportation
Federal Aviation Administration



Alaskan Intercom

FAA—Alaskan Region
Anchorage, Alaska

November 1993
93-11



Opportunities in Diversity

by R. Lee McCaw, AAL-17H
Diversity Program Coordinator

One of the first ways of recognizing someone of a different culture is in their outward habits: dress, speech, physical appearance, or religious observance. But other ways are much more fun: food, art, and entertainment.

How many times have you participated in a Greek Orthodox Church spring festival? A Chinese New Year's celebration? Or a Juneteenth street party? Have you been to a Jewish wedding or a Native potlatch? Did you enjoy the experience?

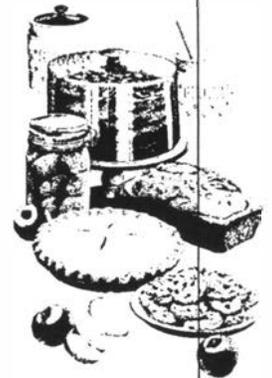
Because of the variety of ethnic groups in America, we have access to a full and rich variety of cultures.

Ten years ago, how many of us could cook stir-fried ginger pork? Now a wok is present in more than 50% of U.S. kitchens. In 1990/91, salsa replaced ketchup as America's number one condiment. How many kinds are in your refrigerator? Produce sections routinely stock jicama, chili peppers, a variety of fresh mushroom types, fresh tortillas, bok

choy, and fresh herbs. How are your eating and cooking habits changing as America becomes more ethnically diverse? Do you enjoy Thai chicken, sushi, and fajitas? Or do you prefer kiwi fruit and an avocado salad? These are relative newcomers to the American palate, taking their place next to Yankee pot roast and Southern fried chicken.

And just as we can sample this rich variety of foods, we can also appreciate the diversity of the people and the cultures who brought them to us.

The European melting pot of the early years of the century is gone. Instead of melting all into one thing, we can begin to understand the distinct and robust cultures that make up the newest members of our society. And instead of getting lost in the "pot," we can access the full range of resources, talents, and abilities that each person brings to the workplace, while retaining our individual and ethnic personalities.

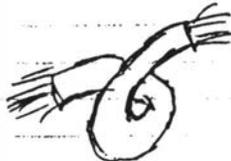


We Get Letters...

To JESSE BARKSDALE:

I WOULD LIKE TO THANK YOU FOR
GIVING ME A SCHOLARSHIP TO GO TO
THE FAA AVIATION CAMP. I ENJOYED
IT AS MUCH AS LAST YEAR'S. I APPRECIATE
YOUR KINDNESS VERY MUCH AND LOOK FORWARD
TO GOING AGAIN NEXT YEAR.

SINCERELY,



GEAR RAMSAY
STUDENT

P.S. ALL OF THE COUNSELERS WERE
NICE, TOO. TELL THEM I SAID HI.



Recycle the INTERCOM today!

Intercom

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Intercom is published for the employees
of the Alaskan Region by the Aviation
Information Staff. Articles and photo-
graphs are welcomed.

The submission deadline is the fifth
calendar day of each month.

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



Another View of Airline Safety

*I*n Ralph Nader's book *Collision Course*, he contends that flying "appears" to be becoming more dangerous.

It's curious why anyone would try to make the case that U.S. airline travel is unsafe when all available statistical evidence shows just the opposite.

By whatever yardstick one chooses to use, the overwhelming conclusion is that the U.S. airline travel is safe and is getting safer all the time. Safety performance indicators for the air traffic control system—near midair collision reports, operational errors, and pilot deviations—all have been on a downward trend over the past several years despite a sharp increase in airline travel.

In addition, statistics from the National Transportation Safety Board, the Federal agency responsible for airline accident investigation, show that the accident rates for airlines have declined steadily over the past 20 years.

A person has a greater chance of getting hit by lightning than of being involved in an airline accident. The most dangerous part of an airline flight, in fact, is the trip by automobile to and from the airport, not the flight itself.

Earlier this year, the NTSB Chairman stated: "You would have to take a scheduled aircraft flight every

day for 4,000 years before you had an accident. And even then, you would have a 50 percent chance of surviving it."

The worst year on record for airline safety was 1961. It has been estimated that if the airline industry had experienced the same accident rate in 1992 as it did in 1961, it would have suffered 245 accidents, 2 out of every 3 days.

Yet, in 1992, there were only 19 airline accidents, most of them not serious enough to make the news, let alone the front page. In addition, the fatal accident rate for 1992 was the best since 1988.

The U.S. aviation system is the safest in the world and the standard for excellence around the globe. It moves a half billion people a year and the U.S. air traffic control system handles more than 200,000 flights every day.

This is not a source of complacency. It is a continuing challenge to maintain and improve the remarkable safety record that U.S. aviation has already achieved. FAA is well aware that the job of safety is never done and, working with the airline industry, we will continue to make improvements.

But, it is simply not accurate to say that airline safety is deteriorating. That simply flies in the face of the facts.



IN MEMORIAM



Tribute to Carl E. Fundeen

by Carl W. Simianer, FAA retiree

Carl Edward Fundeen, retired, died at home in Anchorage on September 21, 1993, after a fight with cancer. Carl retired at the end of 1988 after 46 years with CAA/FAA. Memorial services were held in Anchorage and also in King Salmon. Donations may be made to St. Theresa Church in King Salmon or to Brother Francis Shelter in Anchorage.

Peter Sebastian Willing, retired, died Oct. 2 in Scottsdale, Arizona. Peter was an electronics technician for the FAA and lived in Anchorage from 1959 to 1976, then moved to Oregon. Memorial donations may be sent to the Arizona Kidney Foundation, 4019 N. 44th St., #201, Phoenix, AZ 85018.

To the Carl Fundeen Family,

The sad news has spread like wildfire, all across America, that our friend **Carl E. Fundeen** has passed away. Yes, I said, "All across America." That is how wide his life's acquaintance is.

Not long ago in a conversation with a friend, the question came up, What has happened to the giants? Where have they gone? Where are the Goliaths? The Babe Ruths? The Knute Rocknes? Suddenly it struck me, and I said, "You know, they can be found right around us." And I suggested that I knew one very well: Carl Fundeen.

This guy had a charisma, an aura, a magnetism about him. He was truly legendary, known nationwide, throughout all of the FAA regions. There are people everywhere who had contact with him. Not only in the high places, but also down at the grass roots, at the working level. From Washington, D.C., to Bristol Bay and all areas in between can be found his friends.

Having worked under him for 14 years, I had a pretty good vantage point for seeing the reasons.

Carl was the best supervisor that I saw during a working period of 43 years. He knew his job, your job, and the job of every single person in the work force. He wanted—no, demanded—that each person do his job in an honest and straightforward manner. He let you know exactly where you stood and what he was thinking at any given time. He was, I think, the best problem solver that I ever knew. It was simple: Let's just get the job done. Do it, cut out the foolishness. When the job is done, we'll play.

Play? This guy knew how to play. He was fiercely competitive, loved to get nose-to-nose with anybody, and you can be sure he would probably beat you at his game, your game, or any game. He was fun to be around, on or off the job. He tackled every activity in the same manner, with zest and zeal.

Carl was instrumental in the direction of many, many lives. It was Carl's "Hog Ranch," as he called it, where my family and I found a home, where we could raise our children in a decent environment. And for that Pauline and I will be eternally grateful.

Kidder? He was one of the greatest. He grasped upcoming things instantly and would go along or, better yet, outsmart everyone on the scene. He was very, very perceptive.

Yes, Carl was a man of gargantuan proportions. None of us will ever see the likes of him again. His family already knew all of this, but I thought it fitting to share these thoughts with you all, for you see, your grief is shared by a great many of us.



EI



PROFESSIONAL AIRWAYS
SYSTEMS SPECIALISTS



*T*he Airway Facilities Division Employee Involvement Regional Joint Steering Committee (RJSC) met July 28 and 29, 1993, at the Green Lake Lodge at Elmendorf Air Force Base. It meets quarterly to develop policies and guidelines to foster the Employee Involvement (EI) Process. EI is based on a partnership between the Professional Airways Systems Specialists (PASS) Union and the FAA. Work groups are trained and encouraged to participate in joint problem solving based on consensus. **Rich Little**, PASS Region III vice president from California, and **Robie Strickland**, Airway Facilities Division Manager, co-led this session .

Folks in the picture:

Bottom row: **Kris Conquergood**, AAL-404; **Fred Stier**, AAL-420, PASS Rep; **Diane Kihle**, South Alaska Sector, PASS Rep; **David Epstein**, AAL450; **Wil Santistevan**, NA AFS PASS Rep. Middle row: **Larry Bevil**, SA AFS; **Bob Bransky**, AAL-420; **Sue Middleton**, AAL-404; **Darlene Cooper**, AAL-480, PASS Rep; **Joy Krison**, AAL-404; **Ernie Fleece**, AAL-16; **Pat Miller**, AAL-450, PASS Rep. Back Row: **Mack Humphery**, AAL-460, PASS Rep; **Gene Matthews**, AAL-480; **John Meszaros**, AAL-404; **Carl Edmiston**, AAL-404; **Rich Little**, PASS vice president; **Robie Strickland**, AAL-400; **Ron Cowles**, ZAN AFS; **Dave Wiles**, ZAN AFS, PASS Rep; **John Carli**, PASS Assistant vice president.



Woodward to Head CMD

Woodie Woodward, a top Federal Aviation Administration executive, became manager of the agency's Center for Management Development, Palm Coast, FL, on Monday, Oct. 18.

She succeeds **Ray Salazar**, manager for 3 years, who will take over a new position as director of the FAA's Latin American office in Miami.

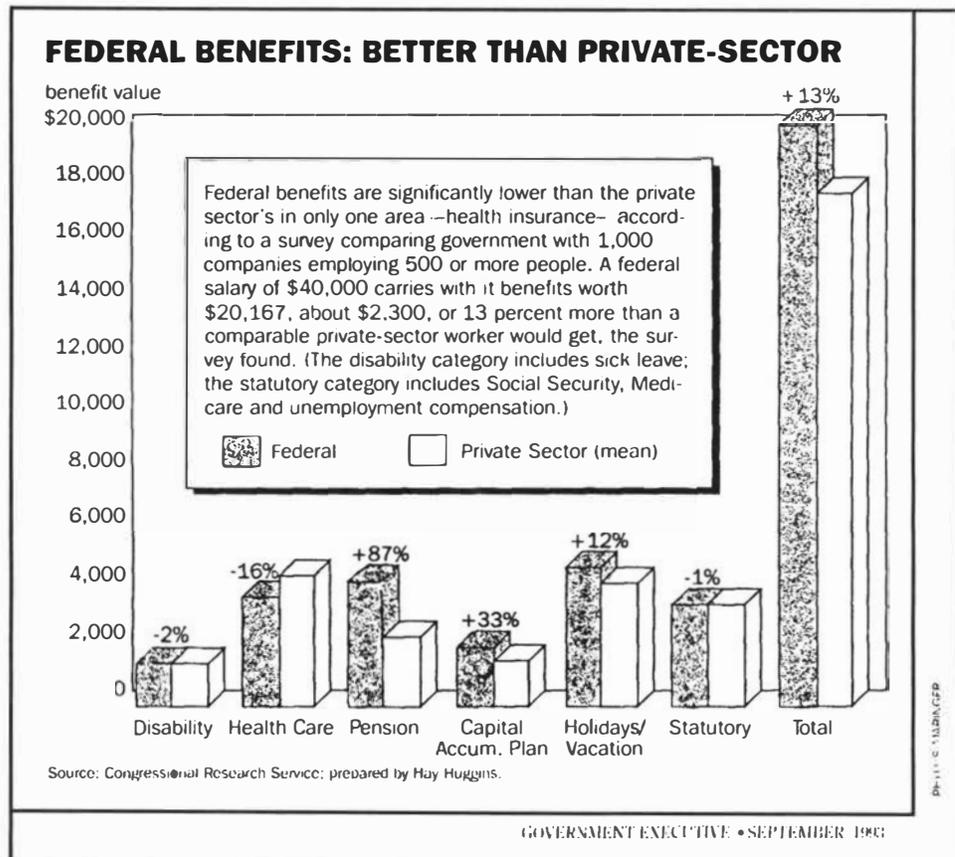
Woodward, a native of St. Simons Island, GA., has served since 1991 as Deputy Regional Administrator of the FAA's Southern Region in Atlanta.

She is a graduate of Florida State University and received her master's and doctorate degrees in university administration and personnel management from the University of Kansas.

She began her FAA career in 1987 as a special assistant to the

Associate Administrator for Development and Logistics in Washington, later going to the Office of Government and Industry Affairs as a legislative specialist. Her other work assignments included special assistant to the Executive Director for System Development and executive assistant to the Deputy Administrator.

The Center for Management Development is the FAA's premier management training facility with more than 5,000 students a year attending classes there. Every new manager in the agency is required to take specific courses at the center before assuming his or her assignment. Follow-on training is provided at CMD through all levels of management in the FAA.



FANTASTIC

Casey



*W*e have another lawyer in the FAA family.

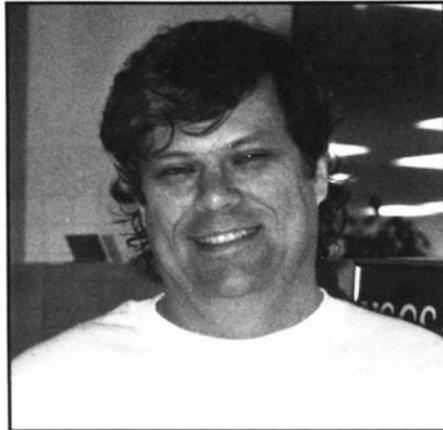
Beth Casey, daughter of **Vince (AAL-14)** and **Judy Casey**, was born and raised in Fairview in Anchorage. She graduated from West High School, Howard University (cum laude), and graduated May 1993 from University of Cincinnati Law School where she made the dean's list.

Beth passed the North Carolina Bar in July and was sworn in as an attorney on Monday, September 27. She immediately became a practicing attorney with the firm of Spaulding & Williams in Durham, North Carolina.

Queen

*L*awanda Queen, a 15-year-old sophomore at Bartlett High School and daughter of **Bernadette Queen**, Flight Standards Division, is being recognized as a "winner." Lawanda is a member of the Alaskanette Baton Corps representing Alaska. The Alaskanettes participated in the annual National Baton Twirling Competition in Grand Rapids, Michigan, this summer. Lawanda took first place and was the grand champion of beginning dance twirl. She is the third member from Alaska ever to achieve this honor. She received several trophies, flowers, and a \$50 savings bond. Great job, Lawanda! Keep twirling.

Awards



Don Dorr, AAL-425D, Superior Accomplishment Group Award from the manager of Maintenance Operations Division, ASM-200.



Dennis Simantel, NAS operations manager at Anchorage Center AF Sector, Superior Accomplishment



Louie Miller, air traffic control specialist, Anchorage Center



Dave McNeel, air traffic control specialist, Anchorage Center



Todd Murray, quality assurance specialist, Anchorage Center



Paul Zumwalt, computer programmer at Anchorage Center, Letter of Commendation





*Air
Traffic
Control
Association, Inc.*

August 31, 1993

Henry A. Elias
Helen M. Wall
FAA Alaskan Region
222 W. 7th Ave. #14
Anchorage Alaska 99513-7587

Hub/Be
Dear Mr. Elias and Ms. Wall:

It is my pleasure to inform you that the Air Traffic Control Association has selected you to receive the 1993 Third Place Technical Writing Award for your article in the Journal of Air Traffic Control.

Third Place: "Korean Air Zero Seven. Ten Years Later"

The award will be presented at the Wednesday, October 27, Awards Luncheon during ATCA's Annual Meeting and Technical Program at the Opryland Hotel in Nashville, Tennessee

Congratulations, and I look forward to seeing you at the meeting.

Sincerely,

Gabriel A. Hartl
President

Time Off Awards



Brian Snider, training specialist
at Anchorage Center

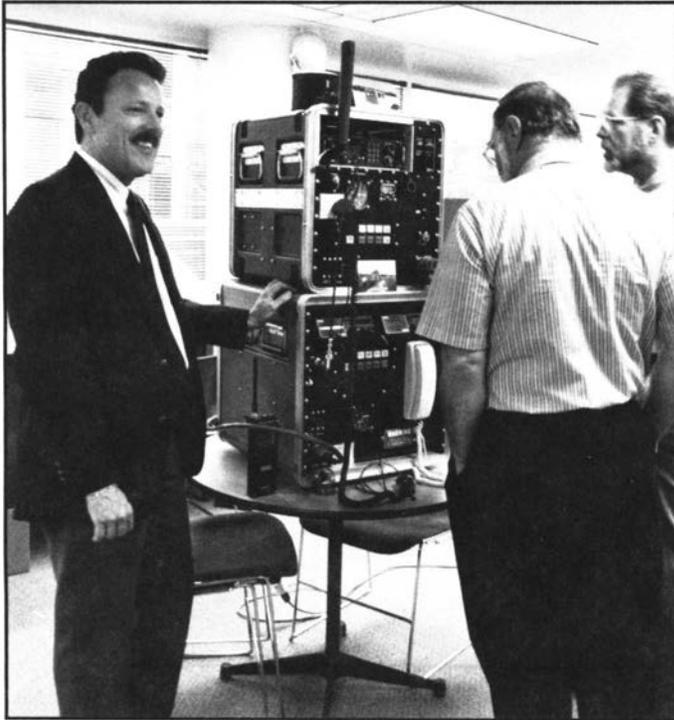


Lu Rembish, quality assurance
specialist at Anchorage Center

Air Traffic Open House

*A*ir Traffic Division hosted an open house after moving into new quarters in Module G of the Anchorage Federal Office Building. Employees of the Division acted as tour guides for visitors and provided a sumptuous spread of refreshments.

A main attraction at the open house was the equipment used as a portable air traffic control tower.



Ray Reeves (left) shows the equipment to some interested onlookers.

Concetta Cron paused to observe the world weather on the computer.

