



US Department
of Transportation
Federal Aviation
Administration

Alaskan Intercom

NATIONAL HONORS



2 COVER STORY

Though we're a bit late in publishing these photos, we just got them--and we have a new opportunity to pay additional tribute to the accomplishments of Joan M. Gillis and Frank Babiak, shown receiving Departmental national honors at the 13th Annual DOT Awards Ceremony in Washington. Making the presentations was former Secretary of Transportation Neil Goldschmidt. The awards were for outstanding performance in the region. Babiak, Manager of the Anchorage Airway Facilities Sector, was honored for exceptional effort in the EEO field. Gillis, Administrative Assistant at the Anchorage Sector was given a special commendation for helping to set the office in order following its almost total destruction in a fire in January of 1979.

Pacific Contractors and NANA have moved in more double-wide trailers for two camps to house 120 more men each. Crazy Horse Camp at Deadhorse has reopened and will house 150 men. ARCO and SOHIO each plan to build new 500 man camps in the area.

Increased activity has already been borne out by Fairbanks relief specialists already being put on standby by Wien for January flights, even though reservations are made a month in advance. Additional flights are planned by Wien.

The Fairbanks FSS is carefully watching this buildup in order to anticipate a need for increased watch coverage due to traffic increases.






Team supervisors are now working the busier shifts in addition to the scheduled specialist assigned to that shift.

Prudhoe 'Boom'

Increased oil activity at the North Slope, which invariably impacts FAA's activity and staffing in that part of the North, has been reported by the State Department of Transportation. Within the next few weeks an influx of 5,000 more workers is expected into the Deadhorse/Prudhoe area. The increase is due to the new field opening up at Kuparik and the water injection system now in operation.

Wien has been flying crews into Umiat via B737. Crews there are dismantling the drilling rig for use in the Inigak area. C130 Hercules are being used to bring the rig out in an estimated 110 to 115 flights. Four Hercules will be making more than 330 trips in the Umiat area in connection with oil company activity.

TO CONTROL BLEEDING

DIRECT PRESSURE (For most bleeding cases)	PRESSURE ON THE SUPPLYING ARTERY	TOURNIQUET (Severe hemorrhage which cannot be controlled by any other means)
 Direct pressure on the wound.	 Finger pressure on brachial artery.	
Cover wounds with sterile compress, then bandage.	 Hand pressure on femoral artery.	 Dangers: the tourniquet should be used only for severe life threatening hemorrhage that cannot be controlled by other means.

SAVES

Disoriented

ATCS Craig Cusack, Kenai FSS, came to the aid of a disoriented pilot of a Cessna-180 on a flight from Iliamna to Anchorage. The pilot requested a direction finding heading, advising he was in the clouds and at an altitude of 1,500 feet. Cusack promptly advised the pilot to maintain VFR at all times and pointed out that the minimum safe altitude for the quadrant over which the pilot was flying was 2,000 feet. The pilot was given a DF steer to Kenai Airport and he landed without incident. The aircraft had only about 15 minutes of fuel remaining.

One of the pilots contacted, Lynn Campbell, flying a Dehavilland Beaver on floats, sighted the aircraft flying near the mouth of Carroll Inlet about 8 miles southeast of Ketchikan. Campbell's subsequent instructions on 123.6 enabled the disoriented pilot to follow Campbell's plane into Ketchikan Airport for a safe landing.

In a letter of commendation to Campbell, who is with SEA Airlines in Ketchikan, FSS Chief Buddy Bayeur stated: "Your praiseworthy assistance undoubtedly prevented a serious, possibly fatal accident. We are grateful for the meaningful contribution you made to the accident prevention cause." Also coming in for kudos on the "save" were specialists Paul Pirkl and Conrad Suckow.

Ketchikan Save

Though not recent, the following "save" illustrates how a Flight Service Station can work effectively with pilots in an emergency situation.

The pilot of a light aircraft with four persons aboard declared an emergency while making an IFR approach to Ketchikan Airport. He told Ketchikan FSS he was going to look for somewhere to ditch because of a critical fuel situation. The pilot earlier had informed the FSS he was not sure of his position. While executing his ILS approach to Ketchikan Airport he mistakenly used the Annette Island VORTAC/DME instead of the DME located with the localizer at Ketchikan airport. This resulted in the aircraft passing over the Ketchikan Airport prior to beginning letdown. The plane broke out beneath the clouds somewhere southeast of Ketchikan Airport.

Though the FSS was unable to pinpoint the aircraft's location, all aircraft flying in the Ketchikan area were alerted by the FSS and asked to remain alert for a visual sighting of the plane.

Wrong Airport

Kudos are due to Specialist Aurora Ann Campbell, Merrill Field Tower, whose alertness and good judgment kept a pilot from landing at the wrong Anchorage area airport recently. The pilot called Merrill Tower while inbound from the southwest and advised he was on three-mile final for Runway 6 at Merrill. However, since the aircraft was not in sight, Aurora asked the pilot to give his altitude. He reported out of 2,000 feet. He was still not in sight. In scanning the skies with binoculars, Aurora noted a light aircraft lined up for the main runway at Elmendorf Air Force Base. The controller suggested to the pilot that it might be possible he was on final for Elmendorf instead of Merrill, where he wanted to go. To assist him in differentiating, runway end identifier strobe lights for Merrill's Runway 6 were turned on and the pilot was advised that Merrill Field was ahead and to his right. The grateful pilot verified that he had, in fact, been lined up for an approach to Elmendorf and was making the required turn to enter left base for Runway 6 at Merrill.



George Davis (right), former chief of the Services Branch in Logistics and now retired, chats with Jim Walton (left) of Personnel Management and Dick Brindley of Management Systems. Photo was taken at a going away "coffee klatch" for George.



It's not a conga line--just a lighter moment at the coffee klatch for Ann Tucker former chief of the Civil Rights Staff who transferred to Washington, D. C. recently. Present to wish Ann well was Regional Director Bob Faith.



ATCS Walter E. Dotomain (left), Nome FSS, receives a Letter of Commendation from Facility Chief William E. Nelson who praised Dotomain's professionalism in handling a recent aircraft emergency. A pilot in the Tin City area radioed the FSS that his aircraft had partial engine failure and he was descending at 500 feet per minute. Dotomain was able to determine the aircraft's position before communications were lost, enabling another aircraft to locate the downed aircraft in just 5 minutes. The pilot later corrected the difficulty and flew out safely.

Brad Nelson, Air Traffic Control student at Anchorage Community College, is receiving on-the-job training at Juneau FSS. Here, Brad is at the Broadcasting Position during his stay through Christmas vacation.

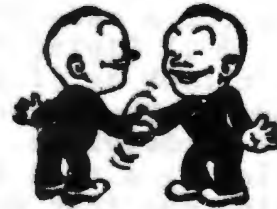




Eric Meindl (left), Aviation Weather program producer on Channel 7, Anchorage, receives an Accident Prevention Counselor Certificate from Tom Carter, Accident Prevention Specialist, GADO-1. Meindl and Carter have worked closely over the past year in production of several accident prevention television programs beamed to various locations throughout Alaska via satellite. Meindl and Carter will be travelling to several bush communities this spring in connection with Accident Prevention Program presentations. Meindl has produced aviation weather since his arrival in Alaska about two and a half years ago. A graduate of Colby College in Waterville, Maine, he served five years with the Air Force where he received meteorology training. "GADO-1 is happy to add Eric to our list of counselors," said Carter.



Anchorage Sector Manager Bill Franklin (right) presented a Beneficial Suggestion Award to John Fischback, Anchorage Center.



THE AWARDS SCENE

A tribute to Mary Stearns from her public speaking students was this gift presented during a surprise coffee klatch arranged by the grateful students. More than 58 employees have successfully completed Mary's class since its inception on July 11, 1979. Mary is now starting an advanced group which meets each Wednesday at noon. It's composed of only those who have completed the regular course. A new instructor is taking over the regular group--Jacki Lee of Accounting. If you're interested in joining the beginning group, call Jacki at 5260. Those interested in the advanced course should call Mary Stearns at 5856.



The News in Brief

FAA has decided to defer action on a notice of proposed rule making that would have required certification of airports where commuter airlines provide the only commercial service. The agency said that public comments on the NPRM "indicate that our authority to issue a rule is sufficiently unclear and we should not proceed until the statutory basis for such a rule is clarified." FAA will ask Congress to look into the matter as part of its review of pending airport aid legislation. ● The Boeing Airplane Company is doing so well these days that it even has an order in hand for a made-to-order, World War II, B-17 Flying Fortress. But it doesn't look as if the deal will go through. The order from Joey Seppy of Poolesville, Md., was accompanied by a note from his mother pointing out that Joey is only 5½ years old. And she said he might have a hard time paying for the airplane since he only gets an allowance of 25 cents per week. ● The FAA office in Africa is moving January 29 from Monrovia, Liberia, to Dakar, Senegal. The move is being made because Dakar has become the center of aviation activity in western Africa and is the home of several international aviation organizations. The FAA office houses the agency's African representative, who doubles as a Flight Standards inspector.

Improved Commuter Facilities Proposed

In one of his final acts as FAA Administrator, Langhorne Bond announced plans for a five-year program to improve facilities at 127

commuter airports in the U.S. He unveiled the program at the agency's second commuter airline symposium on January 15. Bond said the program would begin in FY 1982 and cost an estimated \$160 million over the five-year period. The upgraded facilities would include precision approach aids--either ILS or MLS--visual approach slope indicators (VASI), other landing aids and additional safety improvements such as runway and taxiway extensions. The program is the result of an agency analysis, begun in early 1980, of safety facilities at commuter airports or those designated by CAB as providing essential service to small communities. FAA found that of the 674 airports in the U.S. (excluding Alaska) which had recorded passenger boardings, 425 (or 63 percent) already had or were slated to get precision approach systems. Those 425 airports handled 88 percent of all commuter airline passengers in the U.S. in 1979 and 99 percent of all commercial airline passengers. When the proposed five-year program is completed at the 127 designated airports, FAA estimates that more than 94 percent of commuter airline passengers and 99.6 of all commercial airline passengers would be served by airports with precision approach equipment.

Specialist Jailed for Smuggling

An FSS specialist, Harold W. Carlin, from the Miami International Flight Service Station has been fired by the agency and sentenced to 18 months in prison for trying to smuggle marijuana into Florida. Carlin was found guilty by a U.S. District Court in December. He had been flying as co-pilot of an aircraft that dropped bales of marijuana over south Florida in May 1980. Reportedly, the DC-3 type aircraft was carrying 3,500 pounds of marijuana.

FAA Seeks to Save Chicago's Meigs Field

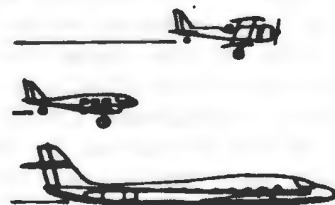
FAA is firmly opposed to efforts to close Chicago's Meigs Field and will take legal action to keep it open, if necessary. In a January 13 letter to Chicago Mayor Jane Byrne, Administrator Bond said closing the general aviation field would "compromise safety and cut down capacity in the Chicago metropolitan system of airports." Bond noted that Meigs is important not only to Chicago but also to the nation and that the city is committed under various grant agreements to operate it as an airport at least until 1996. Bond said the agency will "exercise all its legal remedies to hold the city of Chicago to its obligation."

FSS Teams Save Lives

When Jacksonville Center radar could not locate a plane because of heavy rain, flight service specialists at the Tallahassee FSS stepped in. By using VOR radials and direction-finding equipment, the Tallahassee team located the single engine plane caught on top of a heavy overcast. The specialists then vectored the plane, carrying four persons, toward the one area airport not "socked in." When the aircraft was in the vicinity of the Moultrie, Ga., Airport, the Tallahassee specialists handed off to Albany FSS. The Albany team then lead the plane through the overcast, and it landed safely at the Moultrie airport. During the month of December, 225 flight assists were reported--83 by flight service stations, 405 by towers and 37 by centers. There were a total of 451 people reported on board the aircraft involved.

Better Planning Process Initiated

Administrator Bond has announced an improved comprehensive planning process for the agency that will replace the National Aviation System Ten-Year Plan and the National Aviation Policy Summary that were discontinued in 1977. The new process reflects the latest planning guidelines for Federal agencies established by Congress and the Office of Management and Budget, and it implements a DOT Order (5100.2) on the subject. Bond said an improved planning process is essential because of the increasing need for Federal agencies to produce maximum results from every dollar spent. The new planning process calls for careful examination of aviation needs for the next five and ten years and the development of alternative strategies for responding to those needs. Key ingredients are increased participation from the regional offices, the public and the aviation community. As part of that effort, the agency's strategic long-range plan will be published every two years. Copies of the new planning process (FAA Order 1800.13B, Planning and Resource Allocation) are available from APO-120 in Washington headquarters and from regional planning offices.





Frank Austin, new Civil Rights Chief, is treated to some farewell cake by Vicki Suboski. Frank made the not-so-distant move from the Planning and Appraisal Staff in late December.



Tom Carter, GADO-1, recently presented an Accident Prevention Counselor Certificate to Tulinda Deegan, president of the Alaska Air Carrier Association and Alaska Aviation Safety Foundation. Ms. Deegan comes from Washington where she served as Vice President for Government Relations with the Commuter Airlines Association. GADO-1 will work closely with the Alaska Air Carrier Association and Alaska Airmen's Association in a combined effort to prevent and reduce aviation accidents in Alaska.

Public Affairs Office PAA -Alaskan Region
AAL-5 701 C St., Box 14
Anchorage, AK
99513
(907) 271-5296

Alaskan Intercom

U.S. Department of Transportation
Federal Aviation Administration

DIRECTOR, ALASKAN REGION
Robert L. Faith

PUBLIC AFFAIRS OFFICER
Clifford Cernick

ASSISTANT
John McCumiskey

The Alaskan Region INTERCOM is published weekly for Alaskan Region employees of the Federal Aviation Administration of the Department of Transportation by the Public Affairs Office, AAL-5, telephone (907) 271-5296. The deadline for pictures is noon Thursday the week before publication, copy is due noon Tuesday the week of publication.

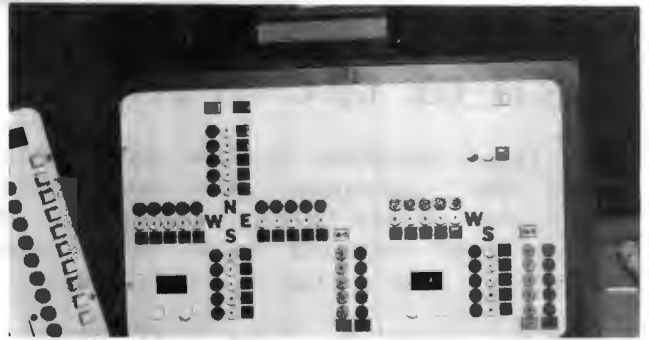
January 23, 1981



INTERCOM thanks Anne Burt, Printing, for providing this photo of Ernest and Arlie Heald, who now live in Seattle. Arlie formerly worked in the Alaskan Region Mail Room. Ernie, a GADO inspector in Seattle, was involved in an aircraft accident that very nearly claimed his life about three years ago. As the photo shows, he seems well-recovered. Photo was taken during the Boeing 80A rollout last October in Auburn, WA.

IFSS in New Home

After years in cramped quarters, the Anchorage IFSS finally has a new home-- and an abundance of new equipment. The move was from the smaller quarters upstairs at the FSS/IFSS offices at Merrill to new quarters on the main floor.



James Walcutt shown at modernistic new console at the region's new IFSS hub at Merrill Field.



It's not a word game--colored lights and buttons on new consoles at the IFSS spell more efficient communications in a vital segment of the agency's work.



Among those enjoying a more pleasant, more efficient working environment at the new IFSS location is ATCS John Haynes.



ATCS Bob Moore is shown at computerized console installed at the region's new IFSS on Merrill Field.

AROUND THE REGION

Call of the Wild

This item, provided by John Ruth, Chief, Homer FSS, convinces you that there's still some of the "old Alaska" left. The "North Fork" referred to is in the Homer vicinity. John's item is as follows:

"The death over the past month of several animals at a North Fork ranch led to local speculation that wolves may have become active in the Homer area. According to the rancher, he lost two calves, one horse, and a dog to the marauders, which have come into his yard for three of the victims. While he has not seen the animals himself, he has spoken to several area residents who have, he says, including his wife. Alaska Fish and Game has acknowledged that wolves may have been involved in the killings, which they see as beyond the capabilities of coyotes."

Bang! It's New Year!

John Ruth, Chief of the Homer FSS, sends us this item: "Whistles, rattles, firecrackers and noise-makers have long been used to usher the Old Year out. But a Homer resident recently came up with a new twist. Just before New Year's Day, the resident was sleeping in his car parked near the Yah-Sure Club. Accidentally, he turned on a small propane heater inside the vehicle. Upon waking, he lit a cigarette. The resulting blast left the driver unharmed but blew out all of the car's windows." John adds: "If you're going to welcome in the New Year, there should be easier ways."

Aloha

A farewell luncheon for Margaret Walker, Chief of Logistics, who is transferring to Honolulu next month, will be held Friday, Feb. 6 at 11:30 a.m. at the Tiki Cove where a Luau-type buffet will be served. Reservations are required and tickets must be purchased by Feb. 4. For tickets, call Sandy at Ext. 5401 or Amy at Ext. 5427.

Article Published

Bernard T. Santos, of the Regional Counsel's staff, has had a lengthy article published by the "National Law Journal" under the title "The ABA Takes Over?" The article delves into the role of the American Bar Association and the immense power that organization has assumed since its inception.

Accident Averted

On December 28, 1980, ATCS David Luedtke was working the evening shift at Kodiak Tower. Wien Flight 9 was making an approach to Runway 25. Several state vehicles were working on Runway 25 in an attempt to improve the braking action. When the Wien aircraft was approximately 10 miles from the runway, all vehicles were instructed to clear the runway. All reported clear except one vehicle that was working on the portion of the runway that was not visible from the tower. It was time to issue a landing clearance to the Wien aircraft or instruct him to go around. ATCS Luedtke made the decision to have the aircraft go around and then asked the airport manager to check on the unreported vehicle. The airport manager found the unreported vehicle disabled on the runway with electrical problems. ATCS Luedtke's decision averted what could have resulted in a serious aircraft accident.