



ALASKAN REGION

# INTERCOM

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

APRIL 13, 1979

## COUNTRY CLUB LIVING ON MIDDLETON ISLAND



# COVER

The sign greeting the visitor to Middleton Island as he leaves the airport, says the island population is: 6 people, 0 pets, and 10,000 rabbits.

Not too many outdoor activities are available on Middleton Island, but there seemed to be at least one enjoyable indoor activity for off-duty hours; the Country Club. As can be seen by the cover photo, the Country Club is a modern eye-catching structure overlooking the sea. We saw many famous and not so famous visitors names on the Country Club walls during our visit to Middleton Island.



Interior of the Middleton Island Country Club, showing the counter used by many as an elbow rest.

Middleton Island housing complex and shop area. Wer' told that people on the island have little trouble with outsiders.



The Alaska INTERCOM is published weekly for Alaskan Region employees of the Federal Aviation Administration, Department of Transportation, by the Public Affairs Office, AAL-5, Telephone (907) 271-5293.



With no commercial transportation available, Middleton Islanders depend heavily upon FAA airplanes for transportation needs, groceries, supplies, and gossip. On Intercom's visit to Middleton, we found the FAA pilots have a tough job supplying bush stations, as runway conditions aren't the same as at international.



Middleton Island's rotating beacon and wind sock sit amid the largest "forest" on the island

# MARGARET WALKER IS LOGISTICS DIVISION CHIEF



When Margaret Walker recently became chief of Logistics, "the division that makes the wheels run in the region," she took on a host of new problems. But that's nothing new to her.

Getting answers, solving problems, getting things repaired, and getting them running again has been the story of most of her FAA career.

Margaret joined the agency in 1954 as secretary to the chief of the Procurement Branch then went on to manage the mail, switchboard, duplicating facilities, and message center.

With the kind of determination, perserverance and skill FAA demands of its managers, she established the first Class "A" printing plant in the region in 1957. To do that, she had to learn operation and assembly of complex camera equipment "from scratch."

"Getting the printing plant operational before our deadline was hectic," Margaret recalls. "When the equipment arrived, it was a conglomeration of parts, nuts, and bolts. However, with the help of mail clerks and messengers, we finally got everything put together and functioning."

# MARGARET WALKER

As Officer Services Manager, she faced new challenges daily--from locating and assigning space in the Anchorage area, to identifying cable and telephone requirements not to mention mail, switchboard and messenger activities. At one time, she recalls, regional headquarters occupied space in nine different locations in downtown Anchorage. Scheduled internal mail and supply delivery was a nightmare. Then came consolidation of facilities into a new regional headquarters--the Hill Building.

By this time, Margaret was the region's Space Management Officer and assumed full responsibility for developing both space and communications needs. The telephone switchboard and communication system was to be the most innovative Anchorage had seen yet, and called for assignment by the Anchorage Telephone Utility of a planning engineer from Ma Bell to work with her. Occupancy of the Hill Building in 1962 was short-lived when the earthquake struck in 1964. Now, once again, she found herself looking for and assigning space for temporary relocation of headquarters elements.

A short 2-year tour as Administrative Officer with the Installation and Materiel Division ended when she abolished her own job as a member of the committee to merge the I & M and System Maintenance Divisions into the present Airways Facilities Division.

She returned to Logistics as the Property & Services Branch Chief with added responsibility for the regional employee housing and motor vehicle programs for the region.

"From the start, my work here has been interesting and rewarding," she said. "I am deeply challenged at being given the opportunity to guide Logistics. The variety of support services rendered by Logistics necessitates our involvement in practically every regional effort to some degree. From the initial transportation of an employee, his dependents and household effect, to contracting for support services from land acquisition, construction of facilities to the final disposition of same.

That's a big responsibility--and one I have never taken lightly."

Margaret was born in Shanghai, China, where she attended an all girls English school. Her departure from China was coincident with the communist takeover in 1948. Although she met her husband in Shanghai, they were married in the Phillipine Islands where they lived for a year before returning to the United States.

Though she has little time these days, her favorite hobby is skiing and tennis.

INTERCOM joins with the region's employees in wishing Margaret well in her new, hard-won position.

# HAROLD GUTHRIE IS NEW JUNEAU SECTOR MANAGER



Regional Director Robert Faith announced the appointment of Harold Guthrie as Juneau Sector Manager on March 21.

Guthrie, a native of Oklahoma City, returns to the Alaskan Region from the Western Region where he served in the program and planning office in Los Angeles. After a 9 year tour with the U. S. Navy, he joined the FAA in 1956 as an electronic technician at Gustavus, Alaska. He served at Anchorage and Bethel as ET and then went to the Western Region in 1959.

For approximately four years--from 1971 to 1974--he was an instructor at the FAA Academy in Oklahoma City, specializing in subjects dealing with the application of computers to air transportation. While at the Academy, Guthrie earned his Bachelor's Degree at the University of Oklahoma through off-duty study. In Juneau, he plans to continue study toward a Master's Degree in Public Administration.

Guthrie and his wife, Linda, live in the Juneau suburb of Riverdale Heights, not far from Mendenhall Glacier.

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# RETROACTIVE PAY FOR CERTAIN EMPLOYEES

If you were reduced in grade between January 1, 1977, and January 14, 1979, as a result of a reclassification action, a reduction-in-force, or because you declined to transfer outside of your commuting area with your function and prior to being separated for declining to transfer, were placed in a lower-graded position, you may be eligible for retroactive pay and certain other benefits under TITLE VIII of the Civil Service Reform Act of 1978.

If you have been reduced in grade under one of the conditions listed above, it is incumbent upon you to file a claim for retroactive pay. Such payments will not be made automatically. You should contact the Employment Branch (AAL-14) of the Personnel Management Division to obtain Office of Personnel Management (OPM) Form 1367, which is to be used in filing your claim. This is a new form and a supply of them has not yet been received, however, they should be available by the middle of April.

It is difficult to estimate the amount of time which will be required to process employee claims since we do not know how many claims will be received and because the procedures for processing claims are still being finalized. Nevertheless, the agency will make every effort to handle your claim in an expeditious manner. Your patience and cooperation in this undertaking will be appreciated.

# BOND OUTLINES AIRPORT AID PROPOSAL

Administrator Bond has told Congress that the Executive Branch expects to send proposed new airport-aid legislation to Capitol Hill within the next few weeks. Testifying before the House Appropriations Subcommittee on Transportation, Bond said the legislative proposal is intended to replace the present Airport and Airway Development Act which expires on September 30, 1980. According to the Administrator, the new legislation would retain the existing Airport and Airway Trust Fund, but with a better balance between revenue and expenditures. The existing tax structure also would be retained but the current flat tax on non-commercial aviation gasoline would be changed to a 10 percent ad valorem tax. Another change would be the addition of a new 6 percent excise tax on the sale of new general aviation aircraft and avionics. Funding levels also would be increased for facilities and equipment, research, engineering and development, and airport grant programs through FY 1985 to assure a continued safe and efficient national airspace system. In addition, a more significant portion of the cost of operating and maintaining the airways systems would be recovered from the Airport and Airway Trust Fund, rather than from the general taxpayer. New emphasis also would be given to the development and improvement of critical reliever airports in large metropolitan areas.

# COMPENSATORY TIME, NOT THE SAME AS ANNUAL

Compensatory time is a form of compensation, NOT a form of leave to be accumulated and used as annual or sick leave. Compensatory time may be granted for irregular or occasional overtime worked, and is compensated in the form of equal time off at equal pay. "Irregular or occasional overtime" means any overtime worked that is not a part of the regularly scheduled tour of duty. Before an authorized official orders or grants a request for compensatory time off instead of overtime pay, he must assure that the overtime does not meet the definition of "regularly scheduled overtime." If the overtime is scheduled in advance to recur on at least 3 days, either successive or after specified intervals, or is officially ordered or approved for performance by an employee on three or more days within an administrative workweek, it is considered to be regularly scheduled overtime which must be paid at applicable overtime rates. This applies to both exempt and non-exempt employees. Regularly scheduled overtime CANNOT be converted to compensatory time.

Effective January 14, 1979, GS non-exempt employees may earn compensatory time upon written request. Pay for non-exempt employees is computed under two laws--Title 5 and Title 29 (FLSA)--and the greater of the two computations determines the law under which payment is made for a particular workweek. Because Title 5 generally permits substitution of compensatory time for overtime pay for irregular or occasional overtime work and Title 29 (FLSA) does not, the determination on whether compensatory time can be substituted must be made on the basis of the law under which payment is made for the particular workweek. A non-exempt employee may request compensatory time for use in the same workweek in which the overtime work is performed. BUT, compensatory time off requested by a non-exempt employee in a subsequent workweek should not be authorized until the pay computation has been completed and the list of compensatory time balances received from the Accounting Division.

Compensatory time cannot be substituted for overtime pay for work performed by Wage Grade employees.

An employee may accumulate up to a maximum of 80 hours of compensatory time. At the end of pay periods 13 and 26, all unused compensatory time is converted to paid overtime at the rates effective when the overtime was worked. Exceptions to this conversion policy may be made in cases where employees' regular work schedules are occasionally disrupted by conditions outside the control of agency officials which prevent the performance of work for short periods of time. (Reference: Order 3550.10, Pay Administration)

## HOW ABOUT A CAREER IN AIR TRAFFIC CONTROL

Have you thought about a career as an Air Traffic Controller? If so, the ATC, GS-7, examination will be given during the week of April 23rd and June 4th by the Office of Personnel Management (OPM). In order to qualify you must meet qualification requirements, pass the ATC examination, meet security requirements, and pass a rigid physical examination. You may apply to take the exam by submitting a completed CSC Form 5000AB Admission Notice no later than May 11, 1979, to the Office of Personnel Management (OPM), 701 C Street, Box 22, Anchorage, AK 99513. The forms are available at various air traffic facilities, AAL-14, and OPM. If you have any questions concerning qualification requirements or the exam, contact Joyce Moon, AAL-14B, 271-5753.