ALASKAN REGION

INTERCOM

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

February 1, 1980

2 Cover Story

A typical airport scene as Alaska's long winter nears its end--and the days of increasing sunlight counteract "cabin fever" tendencies accumulated during earlier, darker days. Around the corner: break-up time.

Funeral services were held January 29, in Anchorage for James H. Seitz, 63, former chief duty officer for the Region who died at Providence Hospital in Anchorage on January 25. Burial was in Valley Memory Gardens in Palmer. Pioneers of Alaska, Igloo 15 officiate.

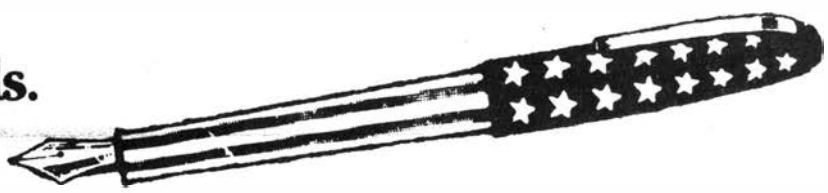
Seitz was born October 23, 1916, in Dickinson, N.D., and had been an Alaskan resident for the past 50 years.

He came to Alaska and settled with his parents in the Matanuska Valley in 1930, where he attended school at the old townsite of Matanuska. He later worked as a miner at Pass Creek, Eagle and Cache Creek, and at one time ran a dog-sled freight line out of Talkeetna and a cat train into the mines.

He and his wife homesteaded at Ninilchik, where he also had a sawmill, ran the general store, and fished for halibut commercially. From 1960 to 1961 he was the chief of the FAA flight service station in Nome, was the administration's area manager in Aniak, Cordova, and was the chief duty officer of the regional communications center in Anchorage. He was a member of the Pioneers of Alaska, Igloo 15, the Cordova Elks Lodge, and an honorary life member of the Civil Air Club.

He leaves wife Dallas Seitz of Eagle River; five daughters, Janet Seitz of Eagle River, Susan Seitz of Anchorage, Judith Eaken of Palmer, and Mary Lou Johnson of California, and nine grandchildren.

Memorials may be sent to Turning Point Boys Ranch, mile 68 of the Parks Highway, Willow.



BOND TALKS ON CERTIFICATION

FAA Administrator Bond thinks it's possible to improve upon a good thing. In this case, the "good thing" is the FAA certification process for transport aircraft. Bond said the agency's safety standards have helped the United States "become one of the world leaders in producing high quality aircraft." But, he says, those standards "can be improved" and the application of those standards should be subjected to additional "question and scrutiny." The Administrator's comments were directed at the special "Blue Ribbon Panel" appointed last month by Transportation Secretary Goldschmidt to study and evaluate the certification process. Bond addressed the panel at its first public meeting in Washington. Some excerpts follow:

- "I would like to receive your guidance on how we can stay current in state-of-the-art knowledge and techniques in our certification process."
- "In the same vein, I am concerned that our technical workforce be comprised of people possessing the needed mix of skills and that we take all reasonable measures to assure that they remain up to date with scientific and technical advancements." (See page 6).

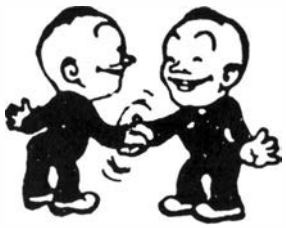
FY'81 BUDGET GOES TO HILL

It's Federal budget time again in Washington and FAA is asking for $3.5 billion to see it through the 1981 fiscal year. This is $229 million more than the FY 1980 level. As usual, operations accounts for the lion's share of the request--$2.3 billion. Included are funds for establishing 121 new air traffic positions and 127 additional flight standards positions with most of these people used to increase surveillance of commuter airlines. The facilities and equipment request is $350 million for such items as procurement of additional solid-state VOR/VORTAC equipment, initial funding of the Discrete Address Beacon System, initial purchase of automated flight service station equipment and the establishment of navigational aids at satellite airports. Research, engineering and development activities are estimated at $85 million with approximately half this money devoted to continued evolution of major air traffic control systems. Funds also are included for Microwave Landing System operational demonstrations, modernization of communications systems and development of improved systems for processing and distributing weather data. The agency also is asking for $700 million for new airport development and planning grants.

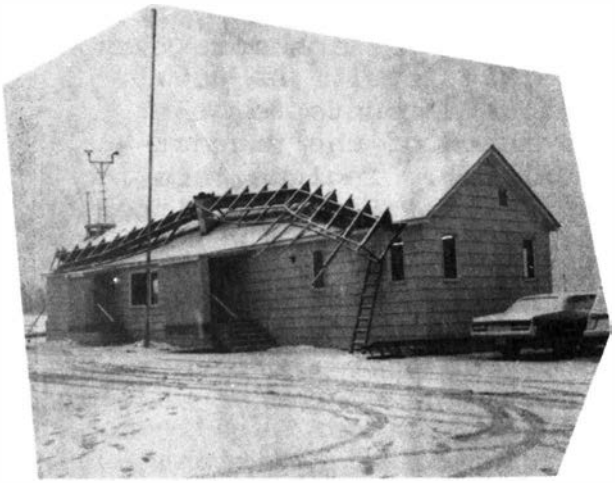
CHECK CHARGE

The FAA Aeronautical Center Credit Union has recently imposed a service charge for cashing personal checks for nonmembers. This action was taken as a result of adverse experience in these transactions. The service charges are:

$ .01	to	$ 50.00	$ .50
$ 50.01	to	$100.00	$1.00
$100.01	to	$150.00	$1.50
$150.01	to	$200.00	$2.00



THE AWARDS SCENE



The antenna catwalk on top of the Homer FSS following a night of high winds on January 20. The storm also left roads blocked with snow drifts of up to seven feet. Three days later, cleaning was still in progress.

At a recent sandwich seminar sponsored by the Federal Womens Program, Al Bruck, Airway Facilities was the guest speaker. The subject was job opportunities in Airway Facilities, career progression. FAA employees as well as employees from all over the Federal Building came to listen in.

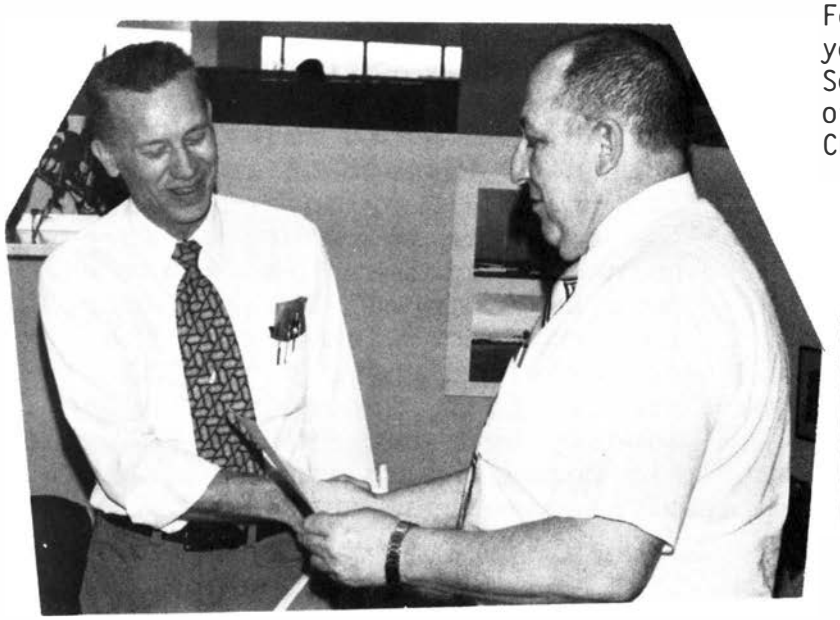
When a job's impossible-- it just takes a little longer--at least that seems to be the attitude of John Scrivner, AF technician at Deadhorse. when he climbed a 40-foot antenna pole three times in 42 below temperatures (and a 10 knot wind) to eliminate loose hardware causing interference on the Umiat Single Frequency Outlet. For his dedication to duty, John received a Letter of Commendation from F. E. (Snow Tiger) Kirnig (right).

Off to the International Ski Olympics for the Handicapped, at Geilo, Norway is Doug Keil, whose participation is being made possible by the check being handed to him by William Dolan (AAL-430B), program chairman for the Muldoon-Tudor Lions Club. The Lions raised more than $600 to speed Doug on his way--with the results to be known in early February (INTERCOM will keep you posted). Doug's father, Executive Officer Don Keil joined Doug for the presentation. Doug is an expert skier despite the loss of an arm and a leg in an accident several years ago.

On the cover of last week's INTERCOM, readers were given a glimpse of the kind of work Timothy Reed (above) does when he's not on duty at the Bethel FSS. Tim is chief of Bethel's volunteer Crash-Fire Rescue Unit. Other FAA members include Robert Atkins, Elias Venes and Lowell Anagick.

For high performance levels during 1979, John Arsenault (left), is presented a Special Achievement Award by Air Traffic Division Chief Bob Harik.

For performance of duty over the past year, Frank Babiak (left), Anchorage Sector Manager, is presented a Letter of Commendation by Airway Facilities Chief Al Bruck.



Allen F. George, Chief, Staff Training Support Section, AAL-422, is presented his 25-year service pin from Airway Facilities Chief Al Bruck.

For outstanding contributions to the Anchorage TRACON training program started in FY80, EDPS Steve Gamache (center), is presented a Special Achievement Award by Deputy TRACON Chief Bob Dolan (right) as Carl Joritz, TRACON Chief, looks on.

BOND (From page 3).

- "Another area of concern is whether the FAA has inserted itself far enough into the certification process and at the right times... I believe our reliance on DERs (Designated Engineering Representatives) bears close scrutiny..."
- "It seems to me that it may be desirable to establish a fixed period of time, perhaps 10 years, in which the certification basis for an aircraft would remain virtually untouched, after which newer certification requirements would govern the production of additional aircraft."
- "It also would be helpful if the panel would look at how well our certification rules take into account the relationship between design and maintenance... It is clear that the certification process should consider carefully the future maintenance of an aircraft which would be required as a result of its proposed design."

In addition, Bond asked the panel to focus on human factors in aircraft certification, specifically the issue of crew complement; whether the lead region concept should be further developed and how public participation might be increased without jeopardizing manufacturers' propriety data or delaying the certification process. Bond concluded by stating that any changes in the certification process should not stifle the American aviation industry. "I continue to believe," he said, "that the Federal Government should not dictate design or unduly constrain the imagination of the aviation industry since in doing so we would be inhibiting the creativity and innovativeness which, in the past, have brought about further advances in efficiency and safety."

DC-10 PYLON CLEARED

FAA has released a comprehensive technical report that should answer any remaining questions air travelers might have about the safety of the DC-10. The report, which represents a six-month government/industry effort, concludes that the DC-10 pylon is fundamentally sound and can serve 25 years without failure unless damaged during maintenance. In releasing the report, FAA noted that the DC-10 that crashed at Chicago last May 25 had suffered pylon damage during maintenance and this subsequently led to the separation of the left engine on takeoff. The agency pointed out that it already had banned the unauthorized maintenance procedure that induced the damage (removing the engine and pylon as a single unit with a forklift device) and was issuing a notice of proposed rule making that would require certain pylon modifications to provide an additional margin of protection against faulty maintenance practices. Concurrent with this action, FAA would relax the stringent inspection requirements for the DC-10 pylon and allow the airlines to return to more normal schedules. The study was done by McDonnell Douglas Corp. in accordance with strict FAA criteria and under close FAA supervision. The results subsequently were reviewed by FAA, the Air Force and an independent group of aeronautical engineers.

HARIK NEW ATD CHIEF

Robert F. Harik has been appointed the new Chief of the Air Traffic Division, position formerly held by Willard H. Reazin who has been assigned to the agency's Washington headquarters.

Harik, who has been in Anchorage since July of 1977, moved up to the top Division position after serving as chief of the Air Traffic Operations, Procedures and Airspace Branch.

He began his FAA career in 1958 as an Airways Operations Specialist at the Oakland Center. Later, he became Assistant Chief at the Center and the Lemoore, California Radar Approach Control facility.

Before coming to the agency, Harik served three years in the Coast Guard. As a radio operator aboard the Coast Guard cutter, "Sedge," Harik travelled to various Alaskan points, with activities centered primarily in the Gulf of Alaska and Prince William Sound. During this time, he took part in a number of air-sea rescue operations.

Robert F. Harik

Michael Bethel (left), ET, Yakutat AF recently received his 3-year service pin from Juneau Sector Manager Harold Guthrie.

FACF Dick Forsgren (right), McGrath FSS, presents a 25-year pin to McGrath FSS Team Supervisor Bill Holdaway.

8 In-Service ASR-8 Switchover

Installation of a new Alaska radar system in record time and at rock bottom cost recently brought national FAA recognition and cash awards totaling $2,400 to five AF technical employees.

An innovative, never-before-attempted procedure for replacing an earlier model radar system at Anchorage International Airport with a modern, solid state ASR-8 system earned commendations and cash awards for a team headed by Robin J. Masek, Electronics Lead Engineer (Radar). Others receiving awards following installation of the new radar included Electronics Technicians James D. Houston, Cecil C. Osborne, Gerald L. Beltz, and Frank Chalifour.

Bringing new radar equipment into the same building housing the old and setting it up without interrupting service, brought a saving of $304,000 to the government. The switchover was accomplished at a cost of $90,000 in contrast to the $394,000 cost anticipated had the new radar been set up as originally planned, in a building adjacent to the old. The streamlined installation took 40 days less than would have been required by the "old" method; similar jobs in other parts of the country have taken as much as 155 days more than in the present case.

Masek, who first suggested the time- and money-saving method of installing the radar, supervised a similar installation in the Netherlands Antilles.

Because of the risks involved, however, Masek's suggestion was approved only reluctantly because any system failure during changeover could have had serious impact on air transportation utilizing busy airways between Anchorage and the Pacific Northwest and trans-polar flights.

"Nevertheless, we saw the move as a tremendous challenge and its success as a significant contribution to the advancement of technology," said Al Bruck, AF Chief. "This accomplishment by a team of dedicated FAA career employees shows what can be done in terms of saving many dollars and much time through innovative ways of doing things." Bruck said it was the first time switchover from old to new radar equipment had been accomplished so efficiently and at such a saving in time and money.

FAA Washington headquarters officials watched the new method of radar installation with interest and received a detailed report on the successful installation. The method demonstrated in Anchorage for the first time anywhere probably will be used in radar changeovers at other locations in the future.

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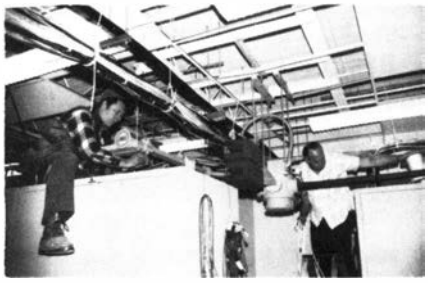
Saves 'Uncle' $304,000

Working in cramped quarters, technicians expertly and precisely connected thousands of wires and positioned numerous consoles crammed with complex, delicate electronic equipment. At the same time, technicians had to exercise extreme caution while working in the maze of equipment serving the old radar. Once the new radar was installed, equipment associated with the old ASR-5 was dismantled in less than eight hours, leaving the entire building occupied by the new radar equipment.

The new equipment was transported to the site in large vans which were intended to serve as the permanent radar structure. The larger permanent structure in which the old ASR-5 equipment was housed is considered far superior to the vans in terms of space and utility.

The installation method used in Anchorage did away with costly, time-consuming procedures, including the need for installing a network of intricate wiring and new control tables to the tower. Eliminated was the need for an antenna support tower, an engine generator for standby power and radar transmitting and receiving equipment at the site. Also, it was not found necessary under the new changeover method to install complex, distribution and indicating equipment at the tower end nor was a long process of tuning and flight acceptance required prior to commissioning.

Delicate work amid sensitive maze of electronic cables and connections moves ASR-8 radar into ASR-5 building while the latter still functions. Perched aloft are technical workers Jim MacDonald and Jim Langhoff. On the ground, keeping a wary eye on proceedings, is Cecil Osborne.



ASR-8 wave guide installation is extremely tricky, painstaking work, as Jim Langhoff and Jim MacDonald found in helping finish the task in record time.

Key role in the cost-cutting, money-saving and precedent-shattering ASR-8 installation was played by Electronics Technician Cecil Osborne, shown during peak of switchover activity. Osborne and four others shared $2,400 in cash awards for their vital accomplishment.

Brainchild of Engineer Robin Masek was cost-saving plan to install a new radar tandem to a functioning earlier model--then dismantling the old system when the new one went on the air. Masek is shown giving a final check to well-executed job.

WOMEN WANTED

Remember those World War II recruitment posters that had Uncle Sam sticking his finger in everyone's eye and saying, "I Want You for the U.S. Army"? Well, FAA's Airways Facilities Service doesn't have anything quite that dramatic but it's just as anxious to recruit women from the secretarial and other non-professional fields for technical careers. The A.F. people even have a special emphasis effort, known as the Women's Technical Program, that is aimed specifically at recruiting women for such positions as engineers, electronic technicians, maintenance mechanics and computer programers. To date, A.F. has placed 204 women in technical jobs through the program and most of these came from dead-end jobs within the agency. FAA women who would like to follow in these footsteps can get the information they need on qualification and training requirements from their regional personnel office or regional A.F. division.

FEBRUARY'S DARK CLOUDS HAVE A SILVER LINING

People who hate February--and they are legion (notice that nobody's ever written a song about February)--will be distressed to learn that their unfavorite month has 29 days this year instead of the usual 28. That's right, it's leap year. But wait, the Personnel and Training Office says that extra day in February can be a boon to FAA'ers who are planning to retire next month. They can elect to retire as late as February 29, draw an extra day's pay and still be eligible for the cost-of-living increase for retirees that goes into effect for those on the OPM annuity rolls as of March 1. The amount of increase will be announced by the Department of Labor by the end of January. One can get additional information by contacting his or her servicing personnel office.

Bill Krieger Retires

William R. "Bill" Krieger, Chief of FAA Western Region's Flight Standards Division for the past 16-1/2 years, retired from Federal service on January 11, 1980. This marked the end of almost four decades of Federal service, 3 years as a Naval Aviator and almost 34 years in the FAA/CAA.

With his departure from the Western Region, Bill takes with him a rich knowledge and experience in aviation. His flight experience has consisted of more than 7,500 hours and includes an Airline Transport Pilot Certificate which he has held since 1946. His experience as a pilot has been in many civil, general and transport, and military aircraft. These include, in part, such aircraft as the Lockheed Lodestar, Douglas DC-3, DC-4, and DC-6; Lockheed Constellation and Electra; Convair 340 and 880, and Boeing 727 and 737.

Krieger, in recent years, had taken on the added managerial duties of FAA and served as Acting Deputy Director in the Western Region for three Directors. He was Acting Deputy under the late Bob Stanton for 5 months; served under the recently retired Leon Daugherty for 4 months, and has assisted Acting Director Bob Frehse for 1 month prior to his retirement.

THE NEWS IN BRIEF

FAA has set a limit on the amount of ozone gas that can be present in airliners during high-altitude flight to protect passengers and crewmembers from its ill effects. Use of the new standard, which is based on that of the Occupational Safety and Health Administration, is expected to greatly reduce instances of ozone irritation which can cause shortness of breath, eye, ear and nose discomfort and similar symptoms..... The agency has told the National Federation of the Blind that it will initiate rule making to permit blind airline passengers to stow their flexible travel canes in a readily accessible location near their seats. The Federation previously had petitioned the agency for relief from the present rule that requires such canes be turned over to the flight attendants for safe stowage during takeoffs and landings..... The DaVinci TransAmerica Balloon ended up in an Ohio soybean field in its effort to be first across the North American continent last September and now FAA is proposing to ground the pilot as well. The agency notes that the pilot violated numerous air traffic control rules during the flight and the balloon itself did not have an airworthiness certificate. The pilot was given 15 days to respond to the charges and state why FAA should not suspend her license..... FAA has told the National Transportation Safety Board that it will issue a supplemental notice of proposed rule making on flight and duty time requirements for trunk and commuter airline flight crews by the end of March..... In another regulatory action, the agency has extended the comment period on the NPRM on the use of advanced flight training simulators to February 15.

DC-10 MAKER PAYS $300,000 PENALTY

McDonnell Douglas has paid the agency $300,000 in civil penalities to settle charges that the company had deficient quality assurance procedures for the DC-10 pylon. The FAA investigation showed that certain pylons were manufactured by McDonnell Douglas over a period of several years that did not conform to the aircraft's approved type design. Most defects involved improper installation of fasteners or installation of wrong fasteners in the upper spar web of the pylon assembly. These defects were not related in any way to the DC-10 accident at Chicago's O'Hare International Airport last May 25. However, they were uncovered as a result of the fleet-wide inspection of DC-10 pylons ordered by FAA after the Chicago crash. All were corrected at the time, some before the pylons left the plant.

CHECKING PERSONNEL DATA

Once a year, FAA is required by law to inform employees that it maintains records containing each person's racial designation. Access to these records, which permit the agency to track the progress of its EEO programs, is strictly controlled but individuals can learn how he or she is designated by dropping a line to FAA's Office of Civil Rights, ACR-3, 800 Independence Avenue, S.W., Washington, D.C. 20591. Be sure to include name and social security number

'Havoc' at Valdez

Would you believe: winds lashing at 140 miles per hour? VASI equipment shattered by wind blasts? Gary L. Near, Chief of the Valdez CS/T reports that recently hurricane winds registering up to 140 miles per hour on anemoters blasted at the oil terminus city.

Said Gary, "We had to close the tower. The National Weather Service said the winds were the highest ever recorded since they've been keeping records at Valdez."

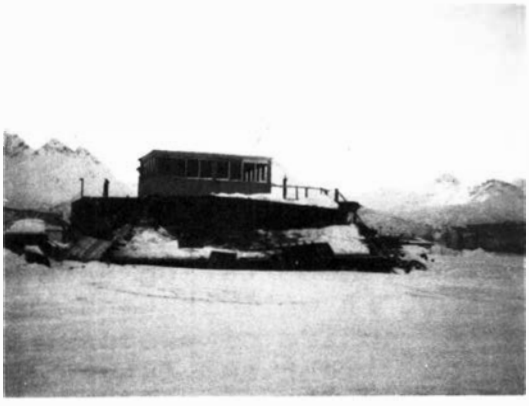
Now, what was it they used to call Chicago?

(All photos courtesy Gary L. Near.)

A twisted mass of fabric and metal was all that was left of this PA-12 at Valdez when the winds came. Aircraft struts still were securely attached to tie-down ropes.

A small pickup camper was unable to withstand wind blasts in the Valdez airport parking lot.

A tractor trailer loaded with furniture catapulted to its side on a Valdez street.



Kennedy Air Service Hangar at Valdez was flattened by the gusts. Damaged extensively inside were a Cessna 206 and a Cessna 172.

'Corridor' Work Brings Honors 13

During the latter part of 1979, three air traffic specialists received special recognition from the Air Traffic Control Association for the important part they played in creating the "Ketchikan Seaplane Special VFR Corridor." This air traffic project, headed by Henry Dodd, AAL-535, required extensive coordination with the Flight Standards Division as well as the air carrier and air taxi operators serving the Ketchikan area. Individuals who were part of the team are pictured here; Buddy Bayeur, Chief of the Ketchikan FSS and two of his former specialists, ATCS Bill Ipock, presently at the Anchorage FSS/IFSS, and ATCS Tim Leary of the Iliamna FSS.

"Our hats are off" to those employees dedicated to a safer, more efficient system.

Ketchikan FSS Chief Buddy Bayeur.

Tim Leary

Bill Ipock (left) receiving his recognition plaque from Dave Gray.

AROUND THE REGION . . .

AROUND THE REGION WEATHER--Everybody likes to talk about it, but nobody does anything about it, except maybe write it up in reports to FAA Regional headquarters. This week, "Around the Region" provides you with a sampling of weather items culled from weekly management reports to AAL-500.

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FROM THE "GARDEN SPOT"--Alvin D. Nowland, Northway FSS, opens his report: "Good morning from the garden spot of Alaska. Overnight low: 55 below zero. At present: 54 below. High last week: 14 above--almost warm enough to go swimming." Other tidbits from the report: "Because the power company couldn't start the backup generator, we were asked to conserve on power. We unplugged cars and pickups, turned off lights not needed in FAA work areas and in homes, and did no washing or drying of clothes. To top it all, during the bad weather period, Alascom lost all long distance phone lines, SFO, teletype and Service F to both U. S. and Canada. Before the phones went out, Big Delta reported it was experiencing winds up to 80 knots."

* * * *

DAVE TOPS IT ALL--David A. Brown, Bethel FSS Chief, tops them all with: "Temperatures with chill factor was 95 below recently. Strong winds, cold and heavy snow almost stopped air traffic on the Yukon Kuskokwim Delta.". . . From Buddy Bayeur, Chief, Ketchikan FSS: "The weather here was variable. Conditions ranged from near-zero to well above VFR. In one 20-minute period, we experienced a thunderstorm, ice pellets, rain and snow.". . .Ron Barnes, Merrill Tower: "Erratic, gusty winds up to 57 knots ripped two aircraft from tiedowns and collapsed wing struts on two others. Several other aircraft reported substantial damage." Richard P. Kauffman, Big Delta FSS: "Temperatures ranged from zero to 57 below. At the Delta Barley Project 10 miles to the east, temperatures as low as 70 below zero were recorded by a contract observer."

* * * *

AND THE CLINCHER--Reflecting the way FSS personnel take Alaska's sometimes-horrible weather in their stride is this report in its entirety from Larry D. Buss, Chief of the Cold Bay FSS: "After a week of harsh winter weather, things are about back to normal. Personnel utilized the FAA Snow-Trac to move essential workers to and from the job in near zero-zero conditions caused by high winds and drifting snow. Problems: None."

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