



# FAA at Fur Rondy

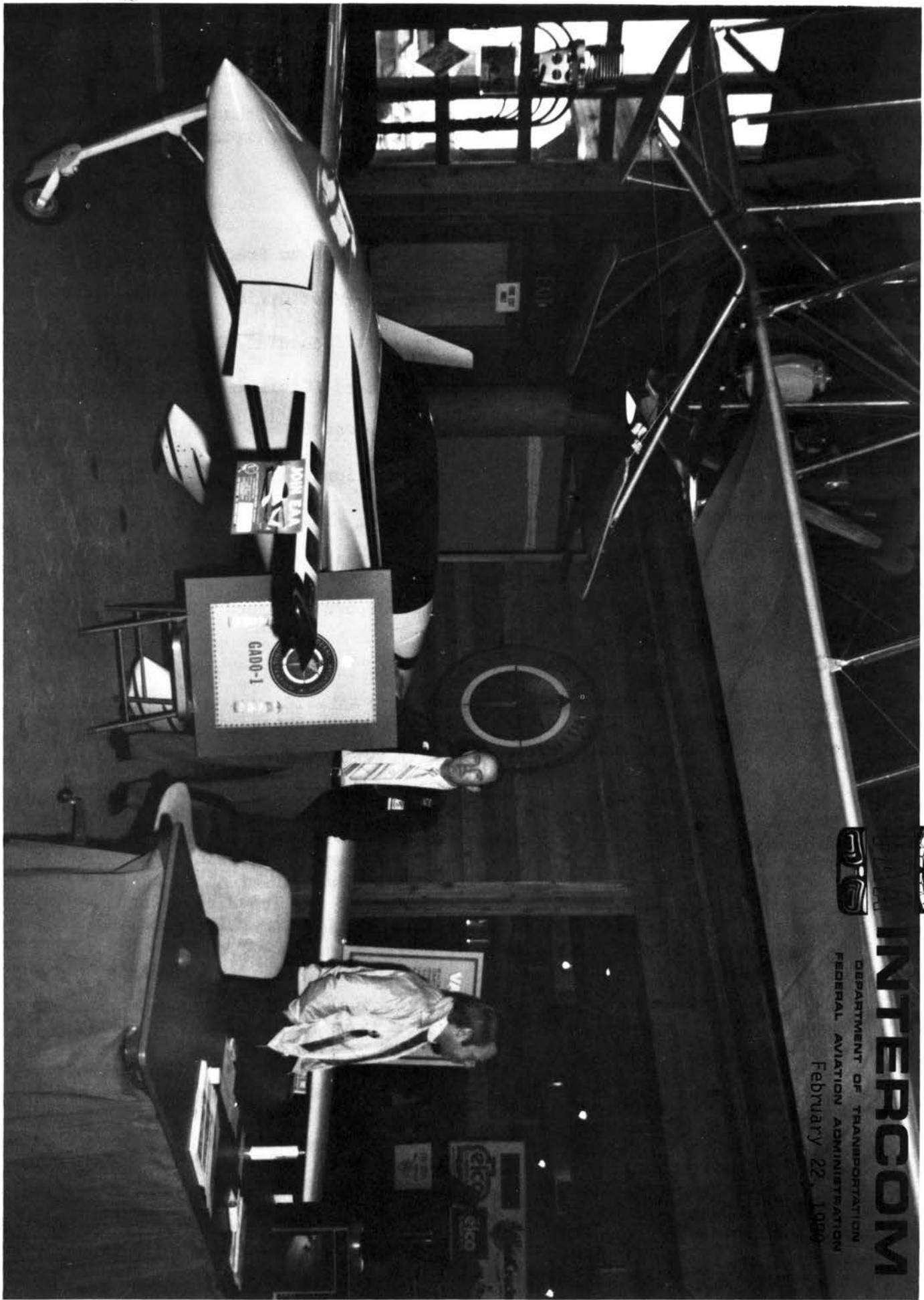


ALASKAN REGION

## INTERCOMI

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

February 22, 1999



## 2 Cover Story

Tom Carter (left) and Bill Koenig of the Anchorage GADO man the Anchorage Fur Rendezvous FAA booth which was a popular attraction at the "Rondy's" International Trade Fair. Carter estimates that more than 7,000 persons stopped by at the booth during the Rendezvous.



Congratulations to Fred Klouda from the Air Carrier District Office for winning the \$25 dinner certificate at the Cattle Company. Klouda's card (Civilair membership) was drawn by Director Bob Faith.

Congratulations, also, are in order for the cake baking winners. The winners are Toni Ryan, AAL-60, (best-decorated cake);

Jean Pershall, AAL-55 (runner-up for the best-decorated); and Anne Burt, AAL-54, (best-tasting cake).

And finally, congratulations to Charlene Taylor, AAL-710, who won Toni Ryan's cake when her name was drawn. Civilair would like to thank all who donated goodies and also the judges--Don Keil, Margaret Walker and Al Bruck.

MRS. ALASKA PAGEANT--Carolyn J. Gardner of the Personnel Management Division will be a contestant in this year's "Mrs. Alaska Pageant." Carolyn is being sponsored by the "North-to-the Future" Business and Professional Women's Club of Anchorage. Tickets for the event, set for Feb. 23 at the Gold Room of the Traveler's Inn in Fairbanks, are \$10, with proceeds going to the Association for Children with Learning Disabilities. Good luck, Carolyn!

WATSON RETIRING--Former Alaskan Region Assistant Personnel Officer and Administrative Officer, Charles Watson, is retiring 1 Feb. 29 after 35 years of Federal service. The Public Health Service is preparing a retirement memory book for him. Signature sheets for the memory book are available in George Woodbury's office. If you would like to contribute letters, stories or old photos for the book, please deliver them to AAL-10 by Feb. 25.

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# **"STEW" LEGEND FALLS ON HARD TIMES**

First of all, they aren't stewardesses anymore. "Flight attendants" is the title and some of them are male. Second, it doesn't seem to be quite the life of adventure and romance that we were led to believe it was. In fact, the "friendly skies" get downright angry on occasion, according to a Los Angeles Times story.

A passenger threw a tray at a flight attendant on an American Airlines flight. A business executive was sleeping in his seat on another flight. The attendant jarred him awake while trying to serve the passenger next to him. He jumped to his feet and punched the attendant in the back. A passenger on an Eastern flight threw a cup of tea at an attendant. She suffered first-degree burns on her stomach.

Even the romance aspect of the "stew" legend has fallen on hard times. On a flight to Honolulu, a passenger pinned a flight attendant (female) to the cabin wall and tried to kiss her. A second flight attendant (male) came to her rescue and the passenger tried to strangle him.

The drunks seem to be the worst. The FAA fines airlines for letting drunk passengers board but they still seem to get on the planes. A drunk on a Braniff flight grabbed a flight attendant. He was arrested and fined on landing. She escaped.

A drunk on a United flight fell out of his seat into the aisle. Some passengers helped the flight attendant pick the drunk up. He awoke and started swinging, hitting the attendant and miscellaneous passengers. Chivalry, however, has not completely vanished. A passenger "placed" the man in his seat and sat on him until the flight landed.

Lest it seem that males cause all the problems, listen to this tale of a flight from New York to Brazil. That is a long flight and one woman passenger was thoroughly bombed by the time the plane neared Brazil. The attendants refused her request for refills. She began swearing at them, chased them up and down the aisle, spat in their faces and called them "pigs." The co-pilot came to the rescue. He threatened to handcuff her to her seat and she finally calmed down.

It is adventure and romance of a particularly unattractive sort. It sounds like some people are getting a little too "high."

--FROM DOT'S "THIS WEEK ON THE HILL"





## Hats Off to...



For the conscientious effort put forth in the completion of his training plan, Bill Bean (left), Electronics Technician, Juneau AF, is presented a Letter of Appreciation by Juneau Area Sector Manager Rob Strong.



For work on an ILS system at his previous station in Georgia, Harold "Stan" Stanford (left), Northway AF, is presented a Special Achievement Award by Ray Marley, Assistant Sector Manager.



Jim Hughes, AAL-17, recently received a Quality With-in Grade for his performance substantially exceeding standards in all major job assignments.



For his community service as training officer during the recent Combined Federal Campaign, Dick Angle (right), Accounting Chief, is presented a CFC Letter of Appreciation. Executive Officer Don Keil extends congratulations.



Robert Salzman (left), Supervisory Electronics Technician, Nome AF, presents Wilson Angnabooguk, Electronics Technician, with an award for sustained superior performance for the period January 29, 1979 to January 29, 1980.



For his willing attitude in assisting the Sitka FSS, Dale Hughes (left), Electronics Technician, Wrangell, is presented a Letter of Appreciation by Juneau Area Sector Manager Rob Strong.

Executive Officer Don Keil (left) recently presented two Letters of Appreciation from the Director and the Abused Women's Aid in Crisis organization to Billy Franklin, President of the Civilair Club, for the donation of extra Christmas stockings for their children. →



Budget Analyst Joycelyn Hardin admires the 30-year pin presented to her by Executive Officer Don Keil at a Wednesday staff meeting

## GETTING DOWN IS HARDER

Landing always has been the hardest part of flying. And sometimes it's harder than others. Take the case of a light plane pilot on a flight across Pennsylvania who had to divert to the Altoona Airport because of bad weather. Cleveland Center Controllers Timothy Nowicki and Patrick Manion finally got him down in good shape but, unfortunately, they couldn't fly the instrument approach for him. And unfortunately, as it turned out, neither could he. For the next 70 minutes, the two controllers and the Altoona FSS crew were kept busy (Continued on page 7)

## "POLICY" GETS NEW CHIEFS

FAA's Office of Aviation Policy has a new director and deputy director. Harvey B. Safeer has been named to the top job and Joan B. Barriage has been appointed his deputy. Safeer was chief of the Policy Analysis Division in the Office of Aviation Policy before moving up to a staff job in the Office of Associate Administrator for Policy and International Affairs. He came to the agency in 1973 as an executive development candidate from the Office of the Secretary of Transportation. Barriage's last job was chief of the Flight Standards Division in the Great Lakes (Continued on page 7)

## ICAO JOBS OPEN

The International Civil Aviation Organization has a two-year assignment in Montreal for a Technical Officer, MET, P-4. The gross salary is \$29,900 with a tax free net of \$20,209 without dependents and \$21,756 with dependents. Applications are due

in API-19 by February 29.

Federal employees accepting ICAO assignments are entitled to restoration rights and eligible for allowances to supplement their basic salary. For further information call Marilyn R. Fobbs, API-19, 202/426-3178.

## MERIT PAY CANDIDATES BEING IDENTIFIED

The Office of Personnel and Training has initiated a procedure to identify all GS-13, 14 and 15's who are supervisors or management officials and will be covered by the merit pay system. This system was created by the Civil Service Reform Act and will replace the general schedule step system with a pay-for-performance system for some employees. The first step in the new procedure is for Associate Administrators and office and service heads to identify both headquarters and field merit pay positions in their program areas. Their decisions on field positions then will be forwarded to region and center directors for review and concurrence. Individuals identified through this procedure for inclusion in the merit pay system will be notified by letter and provided with additional information on the system. At this time employees may grieve any disagreements through the agency grievance procedures. Merit pay coverage determinations will become effective in October 1981. Until that date, everyone remains in the general schedule system and will be eligible for within-grade and other step increases. (Continued on page 7)

## **MERIT PAY** (From page 6)

A notice, already circulated for comment, is scheduled to be issued in March and distributed to the branch, field office and facility levels. It will explain the identification process and coverage definitions in greater detail.

## **NEW CHIEFS** (From page 6)

Region. Before that she was supervisory aerospace engineer in the Engineering and Manufacturing Division of the Flight Standards Service. She also served as deputy director of the Office of Environmental Quality. She joined the agency in 1956 as an aeronautical design evaluation engineer in the Flight Standards Service in Washington.

## **GETTING DOWN** (From page 6)

giving the pilot clearances, vectors, instructions and the like while he tried desperately to get his wheels on the ground. Finally, after two missed approaches and with the aircraft running low on fuel, the pilot established visual contact with the ground and the Altoona FSS was able to guide him to the airport by using familiar landmarks. During the month of January, 276 flight assists were reported--85 by flight service stations, 145 by towers and 46 by centers. A total of 492 persons were on board the aircraft involved.

## **FRANKLY SPEAKING**

The subject of employees using franked envelopes for filing Federal job applications was discussed in Intercom several months ago and generated a certain amount of controversy. Intercom said employees couldn't do it, but others said they could. Now the Office of Personnel Management has ruled on the subject.

The OPM decision is that filing job applications, including those filed under agency merit promotion plans, "is not an action within the scope of a Federal employee's present employment." Therefore, OPM stated, the use of franked envelopes to transmit job applications is a violation of law. OPM has asked agencies to inform their employees of this fact and thereafter to treat intentional violations as they do other violations of employee conduct involving abuse of Government property.

## **WOMEN CONTROLLERS WIN OUT**

The road to sexual equality has more potholes than a macadam highway after a harsh winter. Ask Controllers Jan Scott and Linda Howerton of the Sonoma County Tower at Santa Rosa, Calif. The two were on duty recently when a Mooney pilot asked the tower to see if his landing gear was fully extended. He was given an affirmative answer but apparently needed additional reassurance. A short time later, the two controllers heard the pilot on the Unicom frequency at near-by Healdsburg Airport asking the people there to eyeball his landing gear. He explained that he had asked the Sonoma County tower to check it "but there was only a girl in the tower." Ms. Scott then telephoned the Healdsburg Unicom and good naturedly asked them to tell the Mooney pilot that she and her partner hadn't appreciated his comments. That brought a quick return call from the rather embarrassed Mooney pilot who proceeded "to fall all over himself" apologizing. He even offered to take Ms. Scott to lunch which sort of validates the premise of this article: sexism dies hard.

**BOND SETS EEO OBJECTIVES**

On January 28, FAA Administrator Bond issued a directive to top managers reiterating his personal concern and interest in assuring:

(1) equal opportunities for FAA employees and FAA applicants, and  
 (2) resolution of discrimination complaints within FAA, rather than processing them through to final adjudication at the Department level. After acknowledging that "there is underrepresentation of minorities and women at varying job levels in FAA," Bond said, "We need to take affirmative, responsible management action to eliminate unjustified underrepresentation of minorities and women . . . .

No matter what your efforts have been in the past, we must do better individually and as an agency. I am, therefore, asking that you fully consider the matter of underrepresentation in your work force whenever there is an opportunity to select a minority or a woman for appointment or promotion in your organization." The Administrator also took note of the high costs for processing discrimination complaints and added: "It is my desire that we use our collective influence to reduce these costs by resolving complaints on an informal basis, and at the lowest organizational level possible."

**INTERCOM GETS "MERCİ"**

Intercom has received a note of thanks from the people at the Orly Airport control tower in Paris for its help in recruiting a retired FAA employee for a temporary assignment teaching ATC English to French controllers. J.F. Heurteux of the Orly tower said applications have been rolling in at a rate of two or three a day and "all of the candidates seem fully qualified for the job, most of them far exceeding our require-

ments." Noting that it would not be necessary for Intercom to run the item again, he said they already face a tough job in selecting the best qualified applicant.

**FEBRUARY FAA WORLD OFF THE PRESS**

Few people, even in FAA, are aware that blacks have been involved in aviation almost as long as whites. In recognition of Black History Month, FAA World tells the story of black aviation pioneers. We also take an in-depth look at the much-discussed duality of FAA's statutory mission--promoting safety and promoting aviation. Are these mutually exclusive goals or compatible facets of the same goal? Read this intriguing essay and make up your own mind. Also in this issue is a piece on one couple's solution to the gasoline crunch, "Direct Line," "Heads Up," "Small World" and "Word Search."

**SENATOR "MIKE" MONRONEY**

Oklahoma Senator A.S. "Mike" Monroney, 77, the aviation enthusiast for whom the Aeronautical Center recently was named, died February 13. Known as "Mr. Aviation," he was a strong supporter and proponent of aviation causes for many years and was the author of the Federal Aviation Act of 1985. The Center in Oklahoma City was named for him in October 1978. After memorial services were held for him at the Washington Cathedral, his ashes were spread in the vicinity of the center from a helicopter.





Regional Director Robert L. Faith shows a copy of FAA WORLD to Wendler Junior High school students (from left) Bryan Horacek, John Ware and Umphia L. Maston. The three students are among five Wendler students who spent a day recently visiting FAA, including AAL-1's office, the ARTCC, and the Anchorage FSS, highlighted later by a visit to the congressional delegation. Frank Austin coordinated the Regional Office portion of the visit. Huston Prescott, also at Wendler, spent the day at Merrill AF sector with his father, Elton Prescott.



Working on Civil Air membership from the top down is employee organization president, Billy Franklin, who sells first memberships to Director Bob Faith and Deputy Garland P. Castleberry.



FAST FIX AT GADO--What may be an all-time record in reaching a solution to an aircraft maintenance problem was chalked up by the GADO and EMFO recently. Al James, General Aviation Maintenance Inspector of GADO-1 was advised of an engine mount problem on a Lake Model airplane. James contacted Bob Durych of the EMFO regarding structural damage to the aircraft's engine mount and Durych relayed details of the problem to EMFO Chief Dayton Curtis. Curtis inspected the engine mount and reported back to Durych who contacted the FAA Aircraft Engineering Office in the New England Region which has responsibility for Lake airplane certification. The New England Region contacted the manufacturer and explained the problem. Less than 48 hours later, the manufacturer telephoned the aircraft's owner with the approved fix for the plane. A maintenance problem that might have required weeks under ordinary circumstances required less than two days!

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EFFICIENT AUTOMATION--February 13 marked one full year of operation of the Anchorage TRACON's ARTS II system. The ARTS II demonstrated a remarkable degree of reliability. Operating more than 22 hours a day, it experienced only one 12-minute outage--and that failure was attributed to an operator error.

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SHADES OF GOREN--One of Alaska's--and the West's--outstanding bridge champions is Charles Bennett of the Anchorage FSS/IFSS. Charlie's team won both the open and master's team championships and he and his partner won the men's pairs. Charlie and his teammates also won the right to represent Alaska and Yukon Territory at the American Contract Bridge League's Grand National Team Championships to be held in Yakima, Wash. March 28-30. So far Charlie has won 22 state championships! (The most recent was the Fur Rendezvous Bridge Tournament in Anchorage described above.)

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