



Employee of the Year Nominees

ALASKAN REGION
INTERCOM
DEPARTMENT OF TRANSPORTATION
GENERAL AVIATION ADMINISTRATION
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2 Cover Story

Nominated for the Federal Executive Association's annual "Employee of the Year" honors were the following Alaskan Region employees (clockwise from upper left): Albert L. Iverson, Supervisory Air Traffic Control Specialist, Anchorage Center; Debbie J. Potter, Supervisor, Word Processing Center; Jim C.

Walton, Personnel Management Specialist and Naomi C. Voltz, Program Analyst, Airway Facilities Division. The four nominees will vie with nominees from other Federal agencies for selection as recipients of the "Outstanding Federal Employee of the Year" Awards in several GS categories. Winners will be announced at FEA's annual Awards Luncheon set for 11:15 a.m., Thursday, March 27, 1980 in the Discovery Room of the Captain Cook Hotel. Data on which nominations was based appears below.

DEBBIE J. POTTER. . .Bringing exceptional skill and dedication to bear in assuring a smooth flow of copy associated with the region's heavy volume of activity is the responsibility of nominee Debbie Potter. More than 146,000 lines of copy--on the average-- pour out of the word processing center monthly, a production that is growing steadily under her jurisdiction. Debbie has been extremely effective in her "educational" role--a program of keeping word processing customers informed on how to utilize the center most effectively. Word's got around about Debbie's achievements at developing an efficient center and representatives of several other agencies have consulted her when they have problems.

ALBERT L. IVERSON. . .An oceanic area more vast than the entire "Lower 48" is the administrative domain of Albert L. Iverson. Iverson, a staff officer at the Anchorage Center, keeps constant tab on the many-faceted international air traffic control operations under Alaskan Region jurisdiction. His concern is the safe, expeditious use of international air corridors through which pass--on the average-- more than 90 international jet flights daily--more than 100,000 passengers a year. That volume of travel is growing at better than 5 percent a year. Coordination and liaison with operations personnel of numerous foreign carriers is part of Iverson's daily routine. Right now, Iverson is helping map a proposed new additional Anchorage-Tokyo air route to take care of the continuing buildup in air traffic across the vast North Pacific.

JIM C. WALTON--Nobody has to tell Jim Walton to "have a heart"--in everything he does he demonstrates an abiding concern for others, particularly the disadvantaged, the forlorn and the victims of poverty and illness. Last Christmas season, you would have seen Jim standing beside a Salvation Army kettle at Anchorage International, strumming Christmas medleys on a guitar while contributions poured into the kettle. He spearheaded a campaign to redecorate the Booth Memorial Adolescent Treatment Facility for Women which aids distraught women facing personal crises. He's given of his energies and time, too, to the Alaska Crippled Children's Center, the Youth Exchange Program, the Alaska Development Center for Disadvantaged Children and the McLaughlin Youth Center. For the past six years in his "spare time" he's been teaching a course in Aviation Industrial Relations at Anchorage Community College.

NAOMI C. VOLTZ--Creative, fast-thinking, efficient Naomi Voltz was last year's "Suggester of the year" in the Region and a nominee for "National Suggester." At least \$225,000 in savings are realized annually thanks to suggestions Naomi submitted in 1979 alone. Her Federal career in Alaska began in November 1969 as an accounting clerk at Elmendorf. Shortly thereafter, she transferred to the FAA as a GS-5 accounting technician working her way up to her present GS-11 program analyst position. Currently, she's attending college at night to further strengthen the foundation of an already-distinguished Federal career. And all the while, she keeps wondering: "How can we do it better?"

METEOR BURST TESTS UNDERWAY 3

Meteor trails girdling the globe 50 to 75 miles above the earth's surface are being used to transmit aviation weather reports to Anchorage from the Arctic in a year-long FAA test.

Aviation weather observations are reaching Anchorage regularly from Chandalar Lake, 95 miles northeast of Bettles, as part of a test of a unique communications method known as "meteor burst."

The system utilizes the phenomena of ionized, gassy clouds of "meteor dust" against which to "bounce" or "reflect" to Anchorage digitized weather messages originating at Chandalar Lake.

The Chandalar Lake weather observer enters the summary by keyboard into a remote data entry "black box" about the size of a briefcase. The device digitizes the data and transmits it by very high frequency (VHF) radio to an area high above the earth containing billions of electrons left by passing meteors.

Although electron trails left in the wake of meteors survive only a few seconds or less, this is long enough for electrons to "reflect" the radio signals sent skyward by the electronic device operated by the weather observer.

Even when relatively few meteors pass through the meteoric zone above the earth, their frequency is still such that VHF radio transmissions can be relayed in less than a minute or two in most cases. Usually, the time required for "meteor burst" transmissions is a tiny fraction of a second.

After the message "bounces" from the meteoric zone to the Anchorage "recovery" station operated by the Bureau of Land Management at Campbell Air Strip, the data is automatically forwarded by VHF radio to a "meteor burst" terminal in the equipment room of the Anchorage Flight Service Station at Merrill Field. Here, the data is automatically fed into the national aviation weather teletypewriter distribution network centered at Kansas City. It thus, receives the same routine distribution in Alaska and nationally as if the data had been entered into the system in a conventional manner.

Formerly, high frequency (HF) radio was used by the Chandalar observer to communicate weather reports to FAA Flight Service Station specialists who manually transcribed the data received and entered it onto the weather distribution circuit. However, HF radio is often unreliable and frequently results in reports not being received by the FSS for further distribution.





Hats Off to...



Vard Jensen, Environmental Engineering Section Chief, recently presented a Special Achievement Award to Ann Knapp, Clerk-typist, AAL-432.



ATCS Robert Coles, Fairbanks FSS, is presented his 3-year pin by Louise Long, Deputy Chief, Fairbanks FSS.



For his effort on special projects, ATCS Mike George (right), McGrath FSS, is presented a Letter of Commendation by Team Supervisor Bill Holdaway.

SAFETY

Know the location of your nearest fire exit!

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Perhaps the last of the "FAA boatmen," Isaac (Ike) Price (right), died recently in San Diego. He is shown turning over the keys of FEDAIR 1 to an unidentified Forest Service official in Sitka when the boat was decommissioned and transferred 3 years ago. Mr. Price, who had been living in San Diego, had been ill with encephalitis since last October. His last assignment was in Sitka where he was the skipper of FEDAIR 1. He retired in 1978. Surviving are his widow, Ruth, of San Diego; two daughters and several grandchildren. Price was a member of the Sitka Moose Lodge. INTERCOM's thanks to Doris Bailey, Sitka AF, for furnishing us with the clipping telling of Mr. Price's death.



For performance of assigned duties, Electronics Technician Cal Moore (right), Anchorage ARTCC, receives a QWIG from Supervisory Electronics Technician Dennis Simantel.



For a job well done while on temporary appointment to Yakutat, Dewey Medley (right), is presented a Letter of Appreciation by Billy Trent, Yakutat AF Chief, from Juneau Sector Manager Harold Guthrie.

**SALT LAKE CITY SECTORS
MAKE CLEAN SWEEP**

Technicians in Salt Lake City have cornered the current market on the Airway Facilities Sector of the Year awards. AF Sectors in Salt Lake City were rated best in the nation last year in both the general NAS and the ARTCC categories. The national plaques will be presented to the sectors in March, with each individual receiving a personal certificate of achievement. The national winners were selected from an elite group of regional Sector of the Year winners. These sectors were all rated tops in providing essential maintenance and installation service to air traffic control equipment. They also were rated outstanding on effective and efficient use of personnel resources, general personnel management relations, employee productivity and safety and the general overall ability of the total sector staff to handle unusual or unique problems during the year. The regional winners in the general and ARTCC categories were:

- Central: St. Louis, Missouri - General NAS
- Eastern: Buffalo, New York - General NAS
- New England: Bangor, Maine - General NAS
- Northwest: Seattle, Washington - General NAS
- Pacific - Asia: Honolulu, Hawaii - General NAS
- Rocky Mountain: Salt Lake City, Utah - General NAS; Salt Lake City, Utah - ARTCC
- Southern: Knoxville, Tennessee - General NAS; Memphis, Tennessee - ARTCC

- Southwest: Ft. Worth, Texas - General NAS; Albuquerque, New Mexico - ARTCC
- Western: Long Beach, California - General NAS; Los Angeles, California - ARTCC

**PROBABLE CAUSE REPORTED**

The National Transportation Safety Board has reported that the "probable cause" of the Prinair commuter takeoff crash at St. Croix, V.I., last July was the pilot's loss of control of his "overweight and out of balance" aircraft. This situation, in turn, was the result of the company's failure "to supervise and to enforce its loading procedures." The Board also said that inadequate FAA surveillance and enforcement of FARs were factors in the accident. The Prinair deHavilland Heron pitched up sharply soon after liftoff from the runway at Alexander Hamilton Airport last July 24, climbed to 250-300 feet and then dropped back onto the airport and crashed. Eight of the 21 people on board were killed. FAA conducted its own investigation of Prinair after the accident and suspended Prinair's operating certificate until certain deficiencies were corrected.

THE NEWS IN BRIEF

The National Transportation Safety Board has recommended to the Federal Railroad Administration that railroad crewmen be subject to the same "bottle-to-throttle" regulations as airline flight crews. The recommendation came as part of a report on a recent railroad accident in which the failure of the engineer, "whose performance was significantly impaired by alcohol," was cited as the cause..... Civil penalty collections for FAR violations jumped more than 300 percent in 1979, going from \$546,199 in 1978 to \$1,730,750. The total was substantially swollen by the \$500,000 collected from

American Airlines and \$100,000 collected from Continental Airlines for improper DC-10 maintenance procedures. Another \$200,000 penalty came from a Southwest operator of large aircraft who was doing business without holding appropriate certificates..... The agency is advising U.S. pilots headed south of the Rio Grande that the Mexican Government has adopted new regulations regarding VFR flights into that country. These regulations require that VFR flights entering Mexico stop at one of the designated Mexican border airports for immigration, customs, health and insurance checks before proceeding farther into the country..... Pilots who would like to sign up for "Operation Rain Check" at the L.A. Center in Palmdale already are too late for the 1980 program. Reservations for the weekly series of ATC orientation programs are completely booked for the rest of the year. More than 1,500 reservations have been ac-

cepted from pilots..... The agency has purchased two additional Beechcraft King Air C90s under a contract with Beech Aircraft Corp. This brings the total number of twin-engine King Airs on order to five. First delivery is expected in early March with subsequent deliveries continuing into May Installation of the 23 new air route surveillance radars (ARSR-3) purchased from Westinghouse continues on schedule with acceptance of the 16th unit at The Plains, Va., on February 7. Seven of the third-generation en route radars are currently on line, and all 23 are expected to be commissioned by March 1981.....

BIG APPLE HAS ALPHANUMERICS

Alphanumerics have come to the three New York City airports--JFK, LaGuardia and Newark. Commissioning of the equipment that writes out aircraft identification and other flight information on the controllers' BRITE radar displays took place February 23. The computer-generated alphanumerics give controllers at the three airports positive identification of planes on the last five to seven miles of their final approach. In addition to aircraft identification and computed ground speed, the display shows altitude for planes equipped with altitude encoded transponders. The tower alphanumerics system is the first step in the implementation of an improved overall system for terminal traffic control in the New York metropolitan area. The full system is expected to be operational before the end of 1980, when the new Terminal Radar Approach Control (TRACON) facility at Garden City, N.Y., becomes fully operational.

By Jack Bradley, ANA-63

NAFEC's Convair 880 (N42) returned January 24 from a 10-day, 15,000-mile trip to Alaska, where it flew several test flights out of Anchorage, gathering comparative data on the use of Omega and LORAN-C navigation systems in the land of the midnight sun.

This flight, third in the current series of four, was the most successful yet, according to Joseph Scavullo, NAFEC's LORAN-C/Omega/VLF Navigation program manager. It also established Omega as the aircraft navigation system of choice in this state, where LORAN-C transmissions seemed better suited to maritime use.

Equipped with three Omega sets, two LORAN-C units and the aircraft's basic inertial navigation system, the Convair 880 left NAFEC on January 14.

At this time of year, Alaska is in its short-day and long-night period. The sun rises at 9 a.m., and sets about 3 p.m. Rising and setting in the south, and not getting much over the horizon, the sun's glare was almost blinding as we returned each day to Anchorage.

From 39,000 ft., the oil derricks burning residue gas at Prudoe Bay resembled tiny fireflies dancing on ice. The vastness and total desolation of Alaska can only be appreciated by flying over this area, with snow and ice as far as the eye can see.

On this flight, we had the company of Edward Sawtelle, who was measuring background radio frequency interference signal levels. Ed was trying to determine the source of the noise in turbulence problems in the troublesome Anchorage area.

Prior to each day's flight, Louis DeStefano and William Hanlon would clean the ice and snow from the wings and fuselage.

We departed Anchorage in a blinding snowstorm, with temperatures dropping fast. A few hours later, we landed in San Diego with shirt-sleeve weather of 70 degrees greeting us. En route we landed at McChord AFB, Seattle, recording a milestone in the history of NAN 42, as it made its 20,000th landing.



Arthur Heavener sets up LORAN-C and Omega photo panel displays prior to data flight.



Robert Erikson plots the progress of the Omega flight over the Arctic Circle.

VALUE OF OMEGA NAVIGATION

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Our Omega equipment and Atomic Frequency Standards Clock were checked by the Naval Oceans Systems Center at San Deigo.

The final leg of our flight from San Diego took us on a southern route over Texas, monitoring Omega stations in Japan, Norway, Hawaii and North Dakota. Our original intent was to refuel at Atlanta, but a good tail wind allowed us to proceed nonstop to NAFEC.

We must give accolades to the flight crew, pilots Kenneth Johnson and Jesse Terry, flight engineer Harry LeFerriere and mechanics DeStefano and Hanlon for excellent support. There were no delays on our 15,000-mile flight.



Edward Sawtelle checks noise interference in Anchorage.



Thomas Wisser puts information on CRT display as the flight progresses. This display and auxiliary equipment tapes the INS, Omega, Loran C and other systems for later computer analysis.



Project members on the Alaska navigation flights from left: Erikson; Leslie Collins of Office of Flight Standards, Washington DC; Sawtelle; Heavener; Johnson LeFerriere; DeStefano; and Hanlon. On stairs from bottom: Meeks; Wisser; Terry; and Yost.

Louis DeStefano and William Hanlon blow snow and ice from aircraft prior to each data flight.



PEOPLE YOU KNOW

BOB REEVE HONORED--AAL-50 is moving forward with a layout scheme for a regional office conference room, the walls of which will depict in large photo murals Bob Reeve's career as a pioneer Alaskan pilot. An April target date has been set for completion and dedication of the room.

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HANGAR BLOWS DOWN--Ernest W. Bates, Chief, Kodiak Tower, reports that during recent high winds a hangar under construction on the state airport ramp was toppled by the winds. Owners of the hangar, "Island-Hopper", plans to rebuild with a bigger hangar.

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READY FOR THE RUSH--Robert T. Davis, Chief, King Salmon Tower is getting ready for the "big salmon rush" that each year brings swarms of aircraft big and small descending on King Salmon airport. Davis has met with the airport manager and others to get some fix on the dimensions of air traffic expected. It appears there may be heavier traffic this year.

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ALMOST HALF OF 'EM IN BETHEL--A recent article in FLYING say there are about ten Short Skyvans now operating in the United States. Dave Brown, Chief of the Bethel FSS reports that four of the Skyvans are operating out of Bethel.

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SAUVAGEAU SERIOUSLY ILL--Arnie Sauvageau, Electronics Technician, is in intensive care at Alaska Hospital. Now in a coma with his condition listed as critical, Arnie fell victim to illness beginning with a bout of the flu about 2 weeks ago, followed by pneumonia and complications.

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KUDOS--ATCS Nicholas B. LaGrone recently received a Special Achievement Award from Bethel FSS Chief, David A. Brown. Richard Kauffman, formerly Chief of the Big Delta FSS, now assigned to the Anchorage FSS/IFSS, recently received a certificate of achievement presented by Col. James Henironner, Commanding Officer, Allen Arm Airfield. Kauffman was commended "for providing exceptional advisory services to the U. S. Army Cold Regional Test Center."

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ONE JUN?

ODDS 'N' ENDS--The regional publication "Flight Tips for Alaskan Tourists," was a "sell-out" at the FAA Fur Rendezvous booth--a year's supply of the booklet was exhausted in about a week. AAL-50 is reprinting. . . .The new Tundra Subdivision at Bethel will be ready next winter--about the time the chief and controllers arrive to begin operating the new tower there. . . .New Secretary at the Bethel FSS is Mrs. Geraldine Johnson. . . .Jim Hughes, Employee Development Specialist, received a QWIG recently for his performance during the past year. . . .Thomas Thompson, Assistant Sector Manager at the Fairbanks North Sector is among those interviewed for the 1980-81 Air Transportation Systems Specialist (ATSS) Program.

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New Team Supervisor at Ketchikan FSS is James Yakal. . . .Denise Reardon has taken over new duties as EPDS at the Fairbanks FSS. Frank Austin, Planning, received a scroll recently from the Alaska Black Caucus in recognition of his work on behalf of the organization. Frank is the newly-elected president of the Board of the Coalition for Economic and Social Justice. . . .John Harris, new maintenance mechanic, is on duty at Northway. Another newcomer at Northway is Electronics Technician Harold Stanford who arrived at Alaska's cold spot from a former assignment in the deep South. Ruth McKee, Aircraft Maintenance Base Secretary, is recovering from a broken wrist she received when she slipped and fell on the ramp.

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Mark your calenders! The Civilair Club Monte Carlo night is coming on April 11, 7p.m. to 1 a.m. at the Elmendorf Officers Club. There will be something for everyone - "Gambling" (with play money) - Blackjack, Wheel of Fortune, Chuck-a-luck, Poker, 4-5-6 and lots more - Disco from 9 to 1 - Food (grill will be open) - Drinks - Auction (over \$1,000 in prizes plus a 1-hour hot air balloon ride for 2).

Civil Air could use some volunteers for equipment set-up and take-down (Call Ed Pepin, 243-2642) and dealers (Call Bob Wilson, 271-5829).

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INDESTRUCTIBLE 'CONNIE'--In line with keeping you up-to-date on the fate of the bedraggled Constellation molting away on Kenai Airport, we give you this latest report on a narrow scrape "Connie" had not long ago, according to John C. Arsenault, Jr., Chief, Kenai Tower: "A C-82 put on a dazzling display of pilot techniques while attempting to park on the ramp. Glare ice forced the aircraft to turn sideways while clearing taxiway Bravo for parking on the terminal ramp. By applying power alternately to the engines, the pilot managed to regain control of the aircraft just before entering taxiway Charlie about a mile north of his original destination. It was touch and go for a while whether or not he would hit the old Connie parked at the north end of the ramp."

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UNDERSTATEMENT DEPARTMENT--In a report to regional headquarters recently, Buddy Bayeur, Chief, Ketchikan FSS notes that a certain incident "made the afternoon rather interesting." Says Buddy: "Three fly-bys by a USCG C-130 were made in an effort to gain visual confirmation that the landing gear was fully down--and this was confirmed after the third fly-by. The aircraft landed safely and airport emergency equipment retired from the 'ready' position. Traffic during the time frame was heavy."

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JOBS FOR KIDS--To foster understanding and appreciation of our nation's natural environment and heritage, and to provide gainful employment for youth from all segments of society are the goals of the Youth Conservation Corps' summer employment program for Alaska youngsters ages 15-18. State employment offices have the information.

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TALKEETNA TO BOOM?--The Alaska Power Authority would construct two hydroelectric dams on the Susitna River with state funding under terms of bills in the legislature that would appropriate \$54.8 million for a Fairbanks-Anchorage power transmission line. If the bills, as expected, pass the green light on dam construction is "expected to heavily impact the Talkeetna area and our facility there" according to Bob Baldwin, Chief, Planning and Appraisal.

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BRIMFROST 81--"Operation Jack Frost," the military's winter exercises in Alaska, has bit the snow and will be replaced by "Operation Brimfrost" in January of next year. Air Force officials recently met with Fairbanks FSS Chief, Dick Tomany to brief him on the new maneuvers scheduled for January of 1981 in the Big Delta area. "The exercises will be on a larger scale than in the past," said Tomany.

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