

# OLD FAIRBANKS CENTER



ALASKAN REGION  
**INTERCOM**

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

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# 2 Cover Story

By Bob Riedel

The cover shows Fairbanks Center 1945, give or take a year. Senior Controller Floyd West is facing the camera. The other man, unidentified, is probably from AACCS (Army Airways Communication System) on a familiarization visit.

Fairbanks, then a one-sector facility controlled a fifty-mile radius of Fairbanks plus Amber 1 to 75 miles northwest of Whitehorse. Communications were by interphone, except for a rare teletype clearance. Messages were relayed by the INSACs (INterSTate Airways Communications stations) at Fairbanks, Big Delta, Tanacross and Northway or by their Canadian counterparts at Snag and Aishihik, Y.T.

The control board in the photo is the type first used after chalkboards and plotting tables were discarded not long after the government took over the ATC centers. Flight progress strips, about 12 inches long, were stuffed two, three, or four at a time into sheet metal strip holders, to keep them in place for one-hand writing. An assistant controller's first duty was to keep enough strip holders properly stuffed. The roar from a full journeyman (usually one at least 23 years old) whose strip moved under his pencil, was sufficiently mighty to initiate chastisement of the lackey who stuffed the strip.

Back in 1945, the SF-160 program hadn't been invented. Nevertheless, controllers and pilots were often friends and frequently a controller would be invited to ride shotgun on a bush flight or, less often, to co-pilot a twin or tri-motor when only one pilot was available. It was a good way to see the country and great for learning why a pilot would sometimes answer a radio clearance with, "Say again all after 'ATC clears.'"

Bill Bowen (William Hobbs Bowen) was the facility chief at Fairbanks Center. He arrived from New York Center, minus family, in 1944. Alone in Fairbanks, he became an usher at the Empress Theater and operated a photostat business on the side. Both took a remarkable part of his business day, but he made a point of showing up at the center at least once a week to check the mail and sign T&As, until the regional office made its view of these goings-on unmistakably clear. Bowen "retired" from Memphis center in the early fifties and died a few years later.

West "retired" not long after the photo was taken. After several months as a bartender at the old Moose Creek lodge, west of Eielson Air Force Base, he became an electrician.

Others at the original Fairbanks center included Bob Riedel, now in AAL-510; Jim Humphries, later chief at Merrill, flow controller at Washington center, and in the Washington Office; and Bernadine King, a stunt pilot in the old Tex Rankin Flying Circus, who was the first chief at the original Juneau tower before returning to stunt flying.

The best stories are not about air traffic control, though there are many good ones; they are about controllers, communicators, technicians, and pilots. About Bill's offer to show Bernadine what flying was like in his Cub. He even let her take over to get the feel of it. And he let her help him back to his car when she finished her demonstration.

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## BOND DETAILS LIMITS OF GROWTH FOR AVIATION

Administrator Bond had some sobering thoughts last week for those who think the sky's the limit where the growth and development of civil aviation are concerned. Speaking to the New York Society of Security Analysts, Bond said: "It is becoming more and more doubtful--given the constant erosion of inflation--that we will be able to meet the demands of aviation over the next decade. We may face the necessity of working out some equitable way of allocating air-space use. Certain types of traffic might have to be barred on high-density routes and crowded airports--particularly within the so-called golden triangle area bounded by Chicago, Washington and Boston. Southern California and Florida would also be hard hit. We would be moving into a new era in American aviation, and no one can yet say how it would work out. Should users bid for space and slots? Wouldn't this mean that the rich would outbid the poor? And wouldn't that result in eventual loss of today's healthy diversity of carriers? Should general aviation bid against the air carriers? How could a business jet pay as much as a wide-body to use the skies or to land? Won't rationing of airspace lead to significant reductions in the size of the market for general aviation? And to significantly less business flying? Won't it mean less frequent service for the airline passenger, to a smaller variety of destinations? The questions go on and on--and before too long we'll have to start finding answers. None of the answers will be very satisfactory, but we will have to choose among them, because of the necessary financial constraints in Federal spending required by the fight against inflation."

## ICAC SEEKING APPLICANTS

The International Civil Aviation Organization has openings in Montreal for editorial, language, and recruitment officers. Gross salary for these positions is \$23,910, with a tax-free net of \$16,978-\$18,193. Another language officer spot also is open that pays \$29,940 with tax-free net of \$20,209-\$21,756. Applications are due in API-19 by May 1. The contact is Marilyn Fobbs on 202/426-3178.

## NEW T&A ORDER BEING READIED

A new directive (Order 2730.8) showing time and attendance clerks how to fill out the new, larger T&A form is at the printer's and will be distributed in late May. It replaces Order 2730.2A. The new T&A form was developed for the Uniform Payroll System that went into effect the first of the year. Under that system, all employee checks are processed by the Aeronautical Center in Oklahoma City. Previously, Washington headquarters, the regions and the centers each had their own payroll systems.

## APRIL WORLD IN THE MAIL

The April issue of FAA World takes an in-depth look at the new FSS modernization program announced earlier this month by Administrator Bond. The magazine also focuses on the birth of a new airline, an FAA inspector who took a leave of absence to fly for "Wings of Hope" in Central America, a group of former K.C. Center controllers who get together to talk about the "good old days," the bright young Presidential Management Interns, and a new realistic survival training for FAA pilots. There's also Direct Line and Small World.



Gerald Lent (right), Cold Bay FSS/AFSO, is presented his 3-year service pin by Chief Larry Buss.



Cold Bay FSS Chief Larry Buss presents a 3-year service pin to Sonya Burch, Secretary, Cold Bay FSS/AFSO.



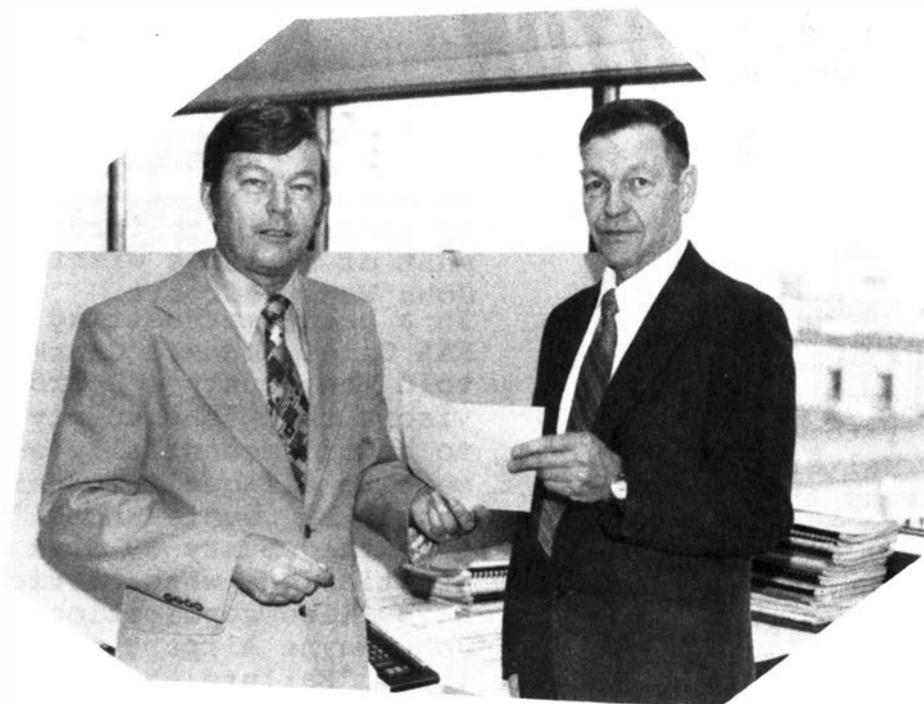
# Hats Off to...



For outstanding performance of assigned duties for the period 7/1/79 to 2/1/80, Leonard Weaver (left), Anchorage FSS/IFSS, is presented a Special Achievement Award by SATCS Jack Leonard, Anchorage FSS/IFSS.



Manuel Hernandez, SET, Big Delta AF, presents a \$250 Benifical Suggestion Award to Harold Anderson (right), Electronics Technician, Big Delta AF.



Sam Parsons (right), Civil Engineer, AAL-620, is presented a Letter of Commendation by Airports Division Chief Robie Strickland.



For outstanding performance of duties, Electronics Technician Mike Semingson (right), Fairbanks AFI, Radar/Data Unit, recently received a QWIG from Al Bruck, Airway Facilities Chief.



For exemplary performance of duties, SATCS Richard Ericson (right), Juneau FSS, was recently presented a Letter of Commendation by Roy Hoyt Jr., Chief, Juneau FSS.



Data Systems Specialist James Hodges (left), Anchorage ARTCC, recently presented a Special Achievement Award by Ron DeGarmo, Acting Chief, Anchorage ARTCC.

## FOSTER MOVES TO ANW; LUFFSEY MOVES UP

Administrator Bond has appointed Charles R. Foster as Director of the Northwest Region, effective May 17 with the retirement of Chris Walk. Replacing Foster as Associate Administrator for Aviation Standards is Walter S. Luffsey, who moves up from the deputy's post. Bond said Foster's appointment was based on his work in implementing the "lead region" concept for the certification of aircraft and aircraft engines. Foster already has been detailed on special assignment for the Administrator to explore the principle of setting up a lead region for the certification of large transport aircraft. Foster has been with DOT/FAA since 1967 when he retired from the Air Force with the rank of colonel. He was given the Aviation Standards job in February 1979. Luffsey is a 23-year FAA veteran, having started his career as an air traffic controller in Norfolk, Va. He has been Foster's right-hand man in Aviation Standards since the post was created last year.

## BRODERICK WINS FLEMMING AWARD

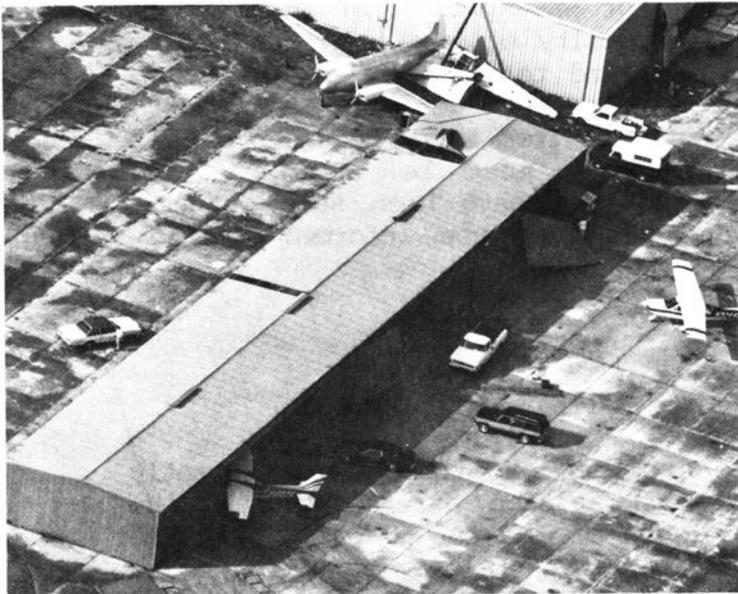
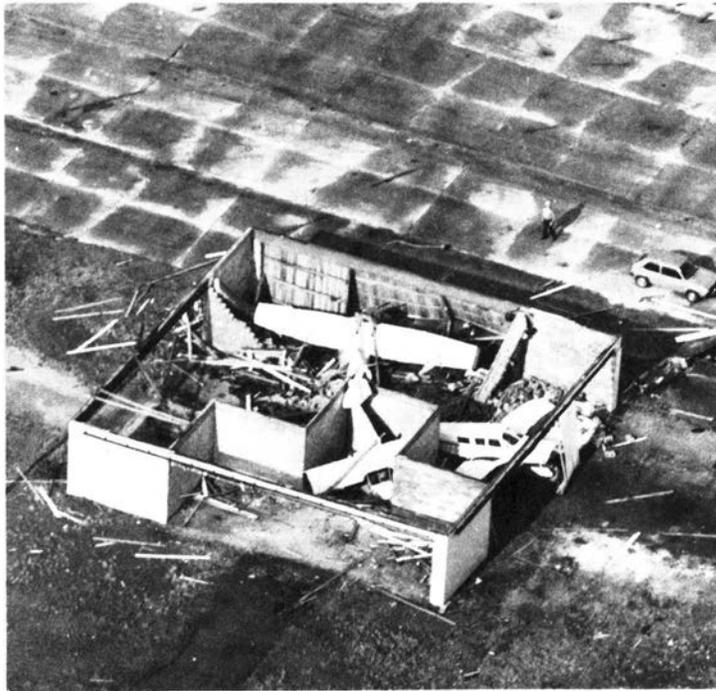
FAA's Anthony J. "Tony" Broderick is one of 10 outstanding young Federal employees selected for this year's prestigious Arthur S. Flemming Award. Broderick, who is Technical Advisor to the Associate Administrator for Aviation Standards, was cited specifically for his work during the O'Hare DC-10 accident investigation and for his previous efforts as manager of the High Altitude Pollution Program. A 1964 graduate of St. Bonaventure University, Broderick has been with DOT/FAA since 1971. The awards were presented April 11 at a Washington luncheon which featured an address by Langhorne Bond.

## THE NEWS IN BRIEF

● FAA has put Orange County, Calif., on notice that it will go to court, if necessary, to force equal treatment of airlines wishing to serve John Wayne Airport. In a precedent-setting action, FAA Chief Counsel Clark Onstad told the county's Board of Supervisors that "the county's failure to accord essentially equal treatment to all qualified air carriers cannot be countenanced." Onstad gave the county 30 days to start negotiations with carriers that have filed applications to serve John Wayne Airport and cautioned that, "Failure to do so will warrant our pursuance of contractual, injunctive and civil penalty remedies." ● Pan American World Airways has made a \$52,000 civil penalty payment to FAA for operating one of its 747 aircraft on a series of flights with an erroneous fuel management chart. The agency said use of the chart led to a near-accident last October when the Pan Am 747 was diverted from JFK to Newark Airports. The plane landed with virtually dry tanks and did not even have enough fuel to taxi to its gate position. ● As many as 1,800 air traffic controllers are expected to show up for the annual Professional Air Traffic Controllers Organization (PATCO) convention being held in Las Vegas April 21-25. Highlighting the business-oriented meeting will be the election of a new president and other top officers. John F. Leyden, who served as PATCO President for 10 years, resigned the post effective February 1 and was succeeded by Robert Poli. ● The dedication of NAFEC's new headquarters and laboratory building is set for the last week in May and will feature a number of special events, including the inauguration of a new operational and research heliport at the Atlantic City Airport and the opening of a Visitors Center in the new complex. There also will be static displays of aircraft and flight demonstrations towards the end of the week.

# ***TORNADO!***

After the Anchorage-area recent destructive windstorm, the INTERCOM editor spotted these tornado photos, taken in the Tampa area, showing how devastating such storms can be in other parts of the country. INTERCOM's thanks to Southern Region's Public Affairs Officer, Jack Barker, and Southern INTERCOM Editor Carol Lencki, for these excellent photos that show Alaska is "not alone!"





# AROUND THE REGION...

COLLARING THE BLUE-COLLARED HONKER--Bird-watchers in Juneau fluttered around helplessly not long ago wondering how to capture and de-number a rare, elusive species of Canadian goose that suddenly appeared on the mud flats near the downtown area. Our sometimes high-flown correspondent at Juneau, Tower Chief Bob Nelson, informs us the birds were believed to be "Blue-Collared Honkers" or "Branta-Canadensis" if you want to get scientific. The bright-plumed migrants were believed to be among those hand-reared by the Canadian Wildlife Ministry on Pelly Island in McKenzie Bay. Before being freed, the birds were tagged with numbers. Their appearance in Juneau, the first reported sighting since their release about three years ago, caused turmoil. How to verify that they were, in fact, "Blue-Collared Honkers?" How to check them for their bird-tags? Nelson reports wildlife officials were treated to such gems of suggestion as dropping a huge net over the geese from a hovering helicopter. Or catching them like carp with barbless fish hooks baited with corn. It was not to be. While international wildlife officials were wringing their hands and agreeing nothing could be done, the azure-hued birds rose from the pond and headed northward honking disdainfully.

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JUMPING BUILDINGS--E. W. (Moe) Knight at the Kenai FSS reports that seismic blasting just north of the Kenai airport with associated helicopter traffic has been going on distractingly during duty hours for most of a week. Reports Moe: "Each charge consists of 24 one-pound sticks of dynamite and each makes the building jump."

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SPRING COMES TO COLD BAY--A sure sign of spring at Cold Bay in the Aleutians is the emergence near the community of huge, ferocious and fearless--brown bears. If they take a mind to it, they advance into the community and these are occasions that get the citizens' attention. A recent report to headquarters from Larry Buss, Cold Bay FSS chief, includes this line: "Spring must be springing as temperatures are rising and big brown bear have been seen on the higher elevations." INTERCOM intends to keep you informed on the Cold Bay bear situation.

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## Apologies to Nellie

Inadvertently omitted from the roster of those who recently "graduated" from Mary Stearns speech session as reported in the April 11 INTERCOM was Nellie A. Bolzern of the AAL-60 staff. At the time photos published in INTERCOM were taken, Nellie was unable to be present because of a conflicting training course. INTERCOM's sorry, even so, that she didn't even get mentioned in the extensive coverage of the speech program.