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**Federal Aviation
Administration**

Alaskan Intercom

Pilot's Dream



Cover Story

"A pilot's dream," according to Col. Jerry D. Cobb, 21st Tactical Fighter Wing Commander, is the F-15 fighter which recently arrived in Alaska with other aircraft in the wing. Hundreds of civilian and military personnel were on hand at Elmendorf AFB for special ceremonies to herald the arrival of the F-15s which will, over the next six months, replace the F-4E Phantoms currently assigned to Alaska. (U.S. Air Force photo by AIC Emmett Stinson, provided to INTERCOM courtesy of the Elmendorf "Sourdough Sentinel.")

Travel has been found to be an area where substantial savings are possible.

Throughout the agency, more than \$224,000 in travel cost savings are anticipated as a result of numerous Fiscal 1982 CARE projects.

Included among these are: cancellation of attendance at various conventions, meetings and panels; use of FAA aircraft in lieu of commercial aircraft; reduction in volume of travel by use of telephone conferencing calls where possible; use of low-cost transportation modes, including carpools and reduction of air fares by using advance ticket sales.

Management Development Suggestions

We all know that the current budget situation has resulted in cancellation of most management training classes. However, this should not mean that managers cannot continue to learn by using other approaches that involve little or no cost to the organization. A list of such approaches has been prepared by an interagency working group under the guidance of the Office of Personnel Management in Washington. This list has eight "Self-Initiated Activities," and fourteen "Organizational Activities."

Copies of the paper are available from the Training Branch.

--AAL-17

CARE Corner

CARE stands for Cost Avoidance, Reduction and Efficiency.

Each week in this corner of INTERCOM, we'll cover CARE matters--news of cost-saving in Alaska and elsewhere.

These INTERCOM "Care Corners" are intended to keep cost-saving uppermost in the minds of employees. CARE is every employee's business.



Ted R. Young

Word has been received of the death of long-time Anchorage resident Ted R. Young, 78. He died last month in Spokane, Washington.

Mr. Young was an FAA electronics engineer for 24 years. He first came to Anchorage with the Civil Aeronautics Administration in 1943.

He retired in 1968 and was living in the Spokane area at the time of his death.

Following his retirement, he was an astronomy lecturer and traveled throughout the world to photograph total eclipses of the sun. His hobby took him to Africa, Nova Scotia, Mexico and Australia. Mr. Young was noted for his eclipse slide collection. He used telescopic cameras and time-sequence photography to capture a photographic history of eclipses.

He was a past president of the Spokane Astronomical Society and a member of the Northwest Regional Astronomical Society, Columbian Geological Society, Astronomical Society of the Pacific, Royal Astronomical Society of Canada and the Polaris Astronomical Society of Anchorage.

People You Know

MESSAGE TO PRESIDENT--Deadhorse Team Supervisor Norm Weeks reports that on March 7, he relayed a message to President Reagan from Italian President Alessandro Pertini. The message was transmitted to the Deadhorse FSS while President Pertini's plane was en route over the North Pole and was relayed to the White House through the Anchorage Regional Communications Control Center.

JAL DISPATCHERS VISIT--Dispatchers from the Anchorage and Fairbanks offices of Japan Airlines visited the Anchorage FSS/IFSS recently for a briefing on new equipment, according to Air Traffic Division Chief Robert Harik.

NEW CONTROLLER--ATCS Rick Pitts has successfully completed terminal training and has returned to King Salmon tower, according to Tower Chief Robert T. Davis.

NWS TO REMAIN IN VALDEZ--An order for the National Weather Service office in Valdez to cut back hours initially, then close in October, has been cancelled it was reported by Gary L. Near, Valdez Tower Chief.

AVIATION VOLUME AVAILABLE--Volume 8 of the "U.S. Aircraft" series is now available in the Alaska Resources Library according to Dick Brindley, Chief, Management Systems Division.

CLARIFICATION OF DILLINGHAM HOUSING-- Under the heading "New Landlord at Dillingham" in this section, INTERCOM stated that FAA-owned housing was sold to the Choggiung Corp. Sis Williams of AAL-58 sets us straight. She states: "The Dillingham housing which was sold is an eight-plex apartment building that was owned by Mr. and Mrs. Christensen; FAA leases 6 apartments in the building. FAA has never owned that apartment building--we have only one house in Dillingham and FAA still owns it." Our thanks to Sis for that clarification.

NORM WEEKS RECOGNIZED--Norman R. Weeks, Team Supervisor at the Deadhorse FSS, recently received a Letter of Commendation from Richard J. Tomany, Chief of the Fairbanks FSS. Weeks was cited for "highly professional and

SKILFUL "SAVE"--ATCS Jeff Thompson, Dillingham FSS, was credited with a job well done by FSS Chief Maurice W. Batt in connection with the recently successfully-completed search and rescue operation involving a Scout aircraft en route to Dillingham from Wasilla and reported overdue by the pilot's family. The aircraft and those aboard were found safe on a frozen lake 15 miles north of Dillingham thanks to Thompson's efforts.

ATCS RECRUITMENT BOOMING--A prominently-displayed Fairbanks News-Miner feature story stating that the FAA had the "Help Wanted" sign out for ATC trainees brought a flood of applications and requests for information in to the Fairbanks FSS says Chief Dick Tomany, who reported 35 application forms were submitted by students at the University of Alaska. Numerous other requests were received. Similar success in the recruiting campaign is being reported in other areas of the state.

TRAFFIC HITS NEW LOW--February traffic at Valdez Airport was down 67 percent from last year with only 204 operations--the lowest month on record, according to Tower Chief Gary L. Near. Near attributed the slump to "strong winds" during most of one week in February which resulted in "zero operations" during that period.

MUHS INTERVIEWED--Anchorage FSS/IFSS Facility Chief Charlie Muhs was interviewed recently by Mike Mitchell of the Alaska Aviation Safety Foundation. Mitchell, Project Director for American Airlines Training Corp., is delving into the causes of Alaska aviation accidents under a contract granted the Foundation.

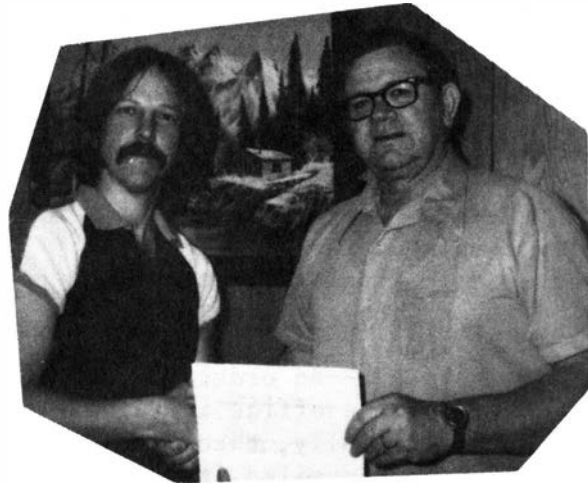
BETTLES HOURS CHANGE--Effective March 1, hours at the Bettles FSS were reduced from 24 to 16 hours daily according to Robert Harik, Chief, Air Traffic Division.

ANN CARSWELL BACK--Ann N. Carswell, who has recuperated from an operation in Miami, is back at her job as Chief of the Bettles FSS. She reports that Roberta Potter is joining the FSS staff and should complete training by mid-May, "thus enabling the FSS to return to



Walt Gilbert, Flight Inspection Specialist with the Aircraft Management Branch, is a recent addition to the Alaskan Region. Gilbert's extensive background includes two years as Flight Inspector in the Central Region, Flight Inspection duties in Europe, four years as an instructor pilot-examiner at Hangar 6, Washington National Airport and a stint at the Rocky Mountain Region's ACDO-31 as a Boeing 737 Airman Certification Inspector. A son is with the State Forestry Service in Fairbanks.

Al Kincheloe (left), Electronics Technician, King Salmon AFS, is presented a QWIG by King Salmon SET Monte Hammond.



Airport Certification Inspectors Ahmad Amer (right) and Robert Cushman (center) were presented Special Achievement Awards by Robie Strickland, Chief, Airports Division.

Regional Director Robert Faith (right), recently received a Certificate of Recognition from the Anchorage Career Center. The award recognized the region's contribution to Vocational Education, specifically the hangar space made available to the school's airframe and powerplant classes. Training Chief Jim Hughes made the presentation on behalf of Career Center Principal Bob Peck.





Jack Moore (left), RCCC, is presented his retirement plaque by Regional Director Robert L. Faith. Jack had 43 years of federal service.



Dave Zeller (right), Chief, Environmental Systems Unit, is presented his 30-year service pin by Airway Facilities Division Chief Al Bruck.

Jim Bishop (left), President, Bishop Brothers Inc., receives Part 125 Operating Certificate from ACDO-31 Chief Dexter Palk (right) as Bishop's Chief Pilot, Patrick Parks, looks on.



Alaskan Intercom

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March 26, 1982



ATCS Paul Goodrich (right), Anchorage FSS/IFSS, is presented his 3-year service pin by Team Supervisor Dick Mathews.

Washington Report

The News in Brief

The most popular places to steal airplanes still are FAA's Southern, Western and Southwest Regions, all of which reinforces the belief that most stolen aircraft are used for smuggling and other criminal activities. During the period Jan. 1, 1980, through Nov. 4, 1981, 145 airplanes were stolen in the Southern Region, 103 in the Western and 70 in the Southwest. The three regions' total of 318 was 75 percent of all airplanes stolen during the 22-month period. By contrast, only six airplanes were taken during that period in the Central Region. ● Vice President Bush announced last week that the FAA has agreed to make it tougher for drug smugglers to fly into Florida. This is part of a stepped up government drive against drug smuggling and related violent crime in that state. Bush, who heads a Cabinet-level task force that is working to stem the drug traffic, said the agency will be amending its regulation to require that all aircraft entering Florida through an Air Defense Identification Zone (ADIZ) must file a flight plan and provide position reports by radio.

Flight Time and Rest Rules Proposed

The Administrator has made good on his promise to simplify the flight time and rest regulations for airline flight crews. The proposed rule would replace a complicated and detailed set of regulations that has been in effect for more than 30 years and has been the subject of more than 1,000 pages of interpretation. Essentially, the proposal would limit flight time to 100 hours in any 30 days, prescribe a minimum

period of rest in any 24 hours and require 24 consecutive hours of rest in any seven-day period. The daily rest periods would be eight hours for any eight hours of flight or less in any 24 hours and 10 hours for any flight time in excess of eight hours.

Task Force Completes Labor/Management Study

An independent task force, appointed after the controllers' strike last August to investigate FAA employee relations, delivered its report to Secretary Lewis and Administrator Helms on March 17. Entitled "Management and Employee Relationships within the Federal Aviation Administration," the 149-page report cites "deteriorating people relationships within the FAA" over the past several years and said the factors leading to that condition included:

- Increasing variability over the years in peak vs non-peak air traffic activity, causing pressure and anxiety during the peak times and inefficiencies during the valleys;
- Inadequate systems used to select, train, evaluate and promote people to supervisory and managerial positions;
- Pervasive attitudes throughout all levels of FAA that the agency had little concern for employees, paid insufficient attention to their complaints and concerns and provided weak management support;
- Centralized and rigid organizational structure and supervisory systems;
- Escalating militancy from PATCO, which exploited dissatisfaction within the controller work force and exerted pressure on groups of dispirited management personnel.

Washington Report

Task Force (From page 6)

On the other hand, the task force found that most employees surveyed "like what they do, are proud of their skills, and share strong peer group relationships." In spite of that, the report states that "current morale of most employees at almost all levels in the FAA is poor." Moreover, the report cautions that "factors that caused problems in the past, like an autocratic style of management," are reasserting themselves, "which could lead to a recurrence of serious problems down the road." In a press conference called to release the task force findings to the public, Stephen Fuller, the task force member from General Motors, cautioned against concluding that the problems identified in the report are unique to FAA. He said "every major institution in the United States" has encountered similar problems in the last several years. In fact, he cited his own corporation as an example of where management is trying to tailor its management style to the needs of a labor force that will no longer tolerate an autocratic approach. The task force consisted of: Lawrence Jones, President of the Coleman Co.; Stephen Fuller, Vice President, Personnel Administration and Development, General Motors Corp., and David Bowers, University of Michigan Institute for Social Research. The conclusions are based primarily on a 46-question survey of 6,000 persons at 28 major facilities and a shorter survey that was given to a sampling of personnel at the remaining ATC facilities. The task force made a number of recommendations aimed at preventing a recurrence of major problems, including:

- The need for FAA to select managers "capable of building teamwork within a complex and technical organization." Moreover, these managers should be "capable of obtaining the commitment of talented employees to the

goals of the organization and of providing them a concern for their legitimate professional and personal needs."

- Continuation of some kind of air traffic management policy that eliminates the "peaks and valleys." The task force said a market pricing policy that rewards people for flying during off-peak hours or some other means would be preferable to FAA mandated policies.

- Line or operating executives in the field should be given full responsibility for getting the work done and "should have clear authority to direct the facilities, equipment and people under their leadership."

- The staff offices of Airway Facilities and Air Traffic, by the same token, should be delegated the task of designing the work to be done by field facilities, but their role should be limited to making operational decisions.

The report endorses the 20-year National Airspace System Plan and said the Plan's recommendation for consolidation of facilities and personnel "should be adopted as both technically superior and advantageous to improved working relationships." However, the report cautions, "each major change called for should be accompanied by a people plan detailing the handling of such items as relocation, retraining, restructuring and other such human factors."

The Administrator said he "welcomed the report because it identified and documents some significant management problems that we must resolve. During the next weeks and months, we will be working with all of our employees in evaluating the task force's recommendations and determining exactly what we will do to make the FAA a better place to work and a more effective organization. There is much to be done and we must get on with it."

GSA Credit Card Do's and Don'ts

Harold Brown, Alaskan Region Motor Fleet Manager, reminds all Government motor vehicle operators that the U.S. Government National Credit Card is YOUR RESPONSIBILITY, and offers the following advice for your protection:

DON'T USE IT FOR:

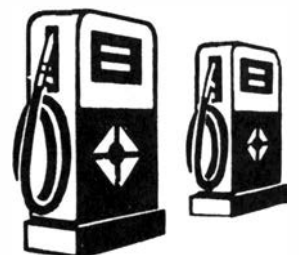
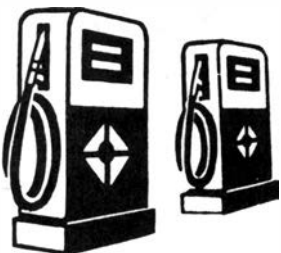
- . ANY PURCHASE OTHER THAN FOR THE VEHICLE FOR WHICH THE CREDIT CARD WAS ISSUED
- . WAXES AND POLISHES
- . STORAGE AND PARKING
- . TIRES AND TUBES
- . BATTERIES
- . ROUTINE REPAIRS
- . PERSONAL USE
- . PURCHASING FROM NON-CONTRACT OIL COMPANIES

DO USE IT FOR:

- . ONLY THE VEHICLE SHOWN ON THE CREDIT CARD
- . GASOLINE OR DIESEL FUEL
- . LUBRICATING SERVICES
- . ETHYLENE GLYCOL ANTIFREEZE
- . OIL AND AIR FILTER ELEMENTS AND SERVICING
- . BATTERY CHARGING
- . TIRE AND TUBE REPAIRS
- . WASHING AND CLEANING
- . EMERGENCY REPLACEMENT OF SPARK PLUGS, FAN BELTS, GENERATOR BELTS, WINDSHIELD WIPER ARMS AND BLADES, LAMPS, ETC.
- . OTHER MINOR EMERGENCY REPAIRS, PURCHASES, AND SERVICES IF AN OPEN MARKET CHARGE CANNOT BE OBTAINED

REMEMBER TO:

- 1) Request authorization from the motor pool for purchases exceeding \$50, excluding gasoline and diesel fuel.
- 2) Submit all tissue copies of sales receipts to the Motor Fleet Manager, AAL-52B1.
- 3) Ensure that all data required is on the sales receipt at time of purchase.
- 4) Contact Harold Brown at 271-5390 if you have further questions.



Civilair Corner

The Membership Drive/Costume Contest was a great success as far as new members are concerned--we hope to have more participation in the costume part next year. The costumer winners were Mary Lou Johnson (again!) and Art Chase (again!) Mary Lou and Art each received \$25. Jane Soper walked away with the grand prize of a beautiful African violet plant. There were also 18 lucky winners of Civilair Club tee shirts:

R.L. Hoffman.....ACDO-31	Perley Jones.....AAL-461
Bill Allen.....AAL-463P1	Mike Morgan.....AAL-431
Ruth Carmichael.....ZAN-AT	Marsha Sue Battles.FedAlaska
Al Bruck.....AAL-400	Janet Girt.....AAL-52B
John Groeneveld.....AAL-500	Muriel Girardet...AAL-67
Doyle Bruner.....AAL-67	John Phillips.....GADO
Ray Reeves.....AAL-17	Bill Koenig.....GADO
Richard Turnbull....AAL-430	Stuart Bigler.....ANC TRACON
Belinda Pyles.....AAL-430	Becky Figueroa....AAL-530a

CONGRATULATIONS TO ALL THE WINNERS.

If you don't have YOUR 1982 CIVILAIR CLUB MEMBERSHIP CARD YET, please see your representative..you could be a winner at our next drawing!



Posing in all their finery at the 1982 Civilair Membership Drive are Mary Lou Johnson and Art Chase. Art's garters were highly visible, but not Mary Lou's!



YOU ARE UNIQUE

STAY ALIVE WITH SAFETY

AROUND THE REGION

Pope Greet Alaskan Choir

Five FAAers were among the large contingent of Alaskans in the choir which sang at a Mass on March 14th in Rome's St. Peter's Basilica. This was in response to the Pope's invitation to the Choir when the Pontiff visited Anchorage early last year.

The five are Paul Fischer, Flight Standards; Paul Tutko, Accounting Operations; John Bassler, Air Traffic; Jim Gillen, Airway Facilities and John Graham, Anchorage Center Sector.

On the preceding Saturday, the Alaskan pilgrimage was unexpectedly honored by a private audience with the Pope. On this occasion, the 170 member choir sang three songs for the Pope, one of which was the Alaska Flag song.

Included in the Pope's greeting to the Alaskans were these words:

"I am happy to know that among the things you deemed essential for this pilgrimage to Rome were music and song. So often, the people of our world are bombarded by the clamoring noises of a modern technology that dull the senses and sadden the human spirit. . .cries of violence and despair, voices of consumerism and greed and strident demands of excessive individualism. . .but your song brings hope, nourished by prayer and inspired by love of neighbor--this is the sound the world needs to hear."

The previous week, the group sang at Westminster Cathedral in London during a stopover enroute to Rome.

In addition to the religious and international good will aspects of the trip, FAA members spoke of the rich historical and artistic values to which they were exposed. They also recommended anyone visiting European cathedrals to dress warm, as they are often unheated.

Batt Reports on Beaver Roundup

Air traffic reached near-summer levels during Dillingham's recent "Beaver Roundup" celebration says FSS Chief Maurice W. Batt. Dog mushers and spectators flew in from "all over" to participate in and witness the Western Sled-dog Championship races with 24 mushers in all vying for the \$2,500 grand prize. Batt stated: "There were lots of games, dogs, contests, dogs, beauty contests, dogs and thousands of furs--and my wife, who works for Fish and Game, sealed a good many of them. No dog skins, hopefully. Being the humble person that I am, I can't help mention that I took first in the turkey shoot with my trusty rifle, then had to settle for third in pistol, using my .44 Magnum."

Nanac, Picum, Ahhaw and Cambo

Three guesses: What do the words "Nanac," "Picum," "Ahhaw" and "Cambo" stand for? Give up? They're among names for the five routes on the new North Pacific Composite Track System between Japan and Alaska.

Other names assigned the trans-oceanic air routes include "Nippi," "Ninno," "Ozzie," "Oddam," "Ommpa," "Peeko," "Awone" and "Coppo."

So when somebody says "Oddam" over in Air Traffic--they're not necessarily cussing.

USE WHAT YOU NEED
NEED WHAT YOU USE

