



U.S. Department
of Transportation

**Federal Aviation
Administration**

intercom:

Office of Public Affairs
Alaskan Region
701 C Street, Box 14
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(907) 271-5296



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Caution:

This cover may raise

your blood pressure

EDITOR'S NOTE

The April showers ♪ ♪ ♪ ...Well, nevermind the singing. Just wanted to let you know that I'm taking an extended vacation, so you may or may not see another Intercom until I get back (on doctor's orders, I have to go to a beach house in Florida and rest...sigh). In the meantime, all of you fishing fanatics can start warming up the waters for my return, just leave the big ones for me.



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INTERCOM is published for the employees of the Alaskan Region by the Public Affairs Office. Articles and photographs are welcomed.

If you have questions, suggestions, or complaints, please call the Editor at 271-5293.

WHAT'S NEW

* A reminder that FAA employees are not permitted to bid either directly or indirectly on FAA excess personal property if they have any part in the conduction of the sale of the property, or if they had used or had knowledge of the condition of the property offered for sale at any time in the ordinary course of duties.

* The Financial Management Division, AAL-30, has received a Project Authorization for one million dollars to clean up the hazardous waste at Lake Minchumina.

* The Logistics Division is preparing a draft decision paper on the smoking issue for the Alaskan Region headquarters based on the region's HRC recommendation and the air quality test report.

* Employees traveling on official business are authorized to use FTS or other Government telephone systems for certain calls. These calls include notification of family due to transportation delays or a schedule change and, if travel is more than one night, brief calls to an employee's residence (but not more than an average of one call per day).

* A new FAA rule goes into effect April 15 requiring large air carriers to report each failure, malfunction, or defect of their emergency evacuation systems and components. The action reflects the agency's concern that many of these incidents currently are going unreported, creating a "vacuum of knowledge" in a vital area of passenger safety. Data collected as a result of the new requirement will enable FAA to assess more accurately the reliability of evacuation systems and initiate prompt corrective action when problems occur.

FERS AND THE THRIFT SAVINGS PLAN

Beginning in January 1988, Thrift Savings Plan (TSP) participants in both retirement systems could apply for loans from their TSP accounts. By law, loan application requests are restricted to the following:

- * Loans for the purchase of a primary residence
- * Loans for medical expenses
- * Loan for educational expenses
- * Loans for financial hardship

You may borrow only your own contributions to the TSP and the earnings attributable to your contributions. Initially, participants will be limited to one loan. It is planned that provisions for a second loan will be implemented before the end of 1988.

A booklet titled "Thrift Savings Plan Loan Program" has been distributed explaining the loan program and how to apply for a loan. Copies of this booklet and Form TSP-20, Loan Application, are available to you by contacting Jean Pershall, Employee Relations Specialist, AAL-16B, at 271-5804.



THE WAR LINGERS ON

Approximately 2.8 million people served in the U.S. Armed Forces in southeast Asia during the Vietnam war. Although the war is over, it is common for the harsh memories and feelings to linger on for veterans. It is estimated that over half a million Vietnam veterans are still suffering from war-related adjustment problems. These problems include: depression, aggressive behavior, nightmares, anxiety, rage, survival guilt, drug or alcohol problems, and even suicidal feelings. Many veterans find it difficult to maintain interpersonal relationships. The situational stresses of combat are the primary causes of these psychological problems.

During previous wars, these complaints from combatants increased when intensity of the wars increased. The Vietnam experience is unusual in that an increase in psychological problems did not occur when the war became intense, but increased when the war was winding down. In addition, when Vietnam veterans came home, they returned to witness angry antiwar crowds. The experience veterans had in Vietnam and on the return home leaves everlasting scars.

Recent movies such as "Platoon," "Hanoi Hilton," and "Full Metal Jacket" may serve as a stimulus for veterans to re-experience the trauma they lived through in Vietnam. These movies explicitly portray the tremendous loss and cost of this war to our country and the individuals who were enlisted.

If you are a Vietnam veteran, you may be haunted by painful memories or be carrying around deep emotional scars. Rather than letting these feelings make you and your family miserable, you may turn to help from your Employee Assistance Program (EAP). The EAP has a staff of professional counselors who help individuals experiencing a wide range of emotional problems, including those stemming from the Vietnam war. For more information, call Roslynne Reed, EAP Manager, at 271-5371.

FEDERAL EMPLOYEES COMPENSATION ACT (FECA)

FECA is administered by the Department of Labor, Office of Workers Compensation Programs (OWCP) and is the exclusive remedy for Federal employees who are injured on the job or incur occupational diseases because of the job.

The following is a summary of some significant changes in the regulations governing the administration of the FECA by OWCP.

- * The penalty for fraud is increased to \$10,000 and 5 years imprisonment (10 years and \$10,000 for conspiracy).
- * Prolonged treatment is defined as more than two instances of medical examination or treatment.
- * The time for beginning Continuation of Pay (COP) is now 90 days from the date of injury. The period for using the total COP days in a case of recurrence of the injury is now 90 days after the first return to work.
- * COP will be suspended when the claimant refuses or obstructs an examination required by OWCP.
- * The employee is responsible for providing the agency with medical evidence of disabling injury within 10 work days of the injury.
- * Employees are responsible for submission of claims for continuing compensation (CA-8) until advised by OWCP to stop.
- * Employees are responsible for submission of medical report (CA-20a) to support continuing disability and compensation payments.

Questions about the Federal Employees Compensation Act (FECA) may be referred to Jean Pershall, Employee Relations Specialist, AAL-16B, at 271-5804.

LEAVE TRANSFER PROGRAM IMPLEMENTED

A temporary leave transfer program has been implemented governmentwide by the Office of Management and Budget (OMB). It will allow Federal employees to donate annual leave to co-workers who otherwise might have to take leave without pay because of family or medical emergencies or other hardship situations.

An employee who wishes to become a leave recipient because of personal emergency must make a written application to his or her agency. Approval will depend upon a number of factors, including a requirement that the applicant expects to be absent from duty without available paid leave for at least 10 workdays. Leave transfers up the GS scale will not be permitted, but downward transfers will be.

The temporary program was authorized by Congress in December 1987 and is scheduled to end on September 30, 1988. For more detailed information, contact your servicing Human Resource Management Division.

SCHMIDT SELECTED AS REPRESENTATIVE

Don Schmidt, Assistant Air Traffic Division Manager, has been selected to be the first U.S. FAA representative to the Southeast Asia and South Pacific area. Don will be based in Singapore and will represent the FAA Administrator in all aviation matters and technical disciplines involving U.S. interests in Singapore, India, Pakistan, Thailand, Indonesia, New Zealand, Australia, and the Phillipines.

CIVIL AIR CLUB REPRESENTATIVES

The following is a list of your Civilair Club representatives:

President

Robie Strickland, AAL-401 271-5616

Vice President

James A. Burton, AAL-6 271-5936

Secretary

Christine Morgan, ANC FSS263-6528

Treasurer

Dan Goodstein, AAL-33 271-5252

Willie Edwards, ANC FIFO 243-1121

Bernice Wenzel, SA AFS 266-8516

Christine Morgan, ANC FSS 263-6528

Laura Warrell, ANC ATCT 243-4575

Chris Collinson, MRI ATCT 277-0211

Jerry Schiller and

Austin Coller, FSDO-63 243-1902

Jerry Jones, ANC ARTCC 269-1137

Torrie Clark, AAL-1 thru 9 271-5944

Jane May, AAL-10 271-5724

Terry Saldana, AAL-30 271-5692

Karen Mendenhall and
Debra Waltman, AAL-50 271-5852
271-5427

Engracia Limon, AAL-60 271-5171

Bernadette Queen, AAL-200 271-5514

Helen Couey, AAL-400 271-4653

Marian Courtney and
Pat Lucero, AAL-500 271-5878
271-5892

Ellis McElroy, AAL-600 271-5446

Pat Strickland, AAL-700 271-5562

BELT YOURSELF

No, this isn't self torture, it's a way to save your life. Statistics from the National Highway Traffic Safety Administration show that seat belts really do save lives.

NHTSA reports that in 1987, the use of seat belts enabled an estimated 2,435 people to survive accidents. Over the past 5 years, the total number of lives saved by the use of seat belts was 8,035.

The NHTSA also points out that in 1987, 46,000 people died in traffic accidents, so make sure you belt yourself...before somebody else does.

MORE FROM SECRETARY BURNLEY

Regardless of what other decision Congress might make on FAA's future, Transportation Secretary Jim Burnley says the agency's safety regulatory function should continue to report to DOT or some other cabinet-level agency.

Testifying before a Senate subcommittee on March 23, Burnley cited an inherent conflict between FAA's dual roles of promoting and regulating aviation and said it is unreasonable to ask the agency to be "both helpmate and watchdog to the aviation industry." The Secretary was sharply critical of FAA "footdragging" on regulatory matters and said "day-to-day oversight" was necessary by DOT to ensure safety.

In a separate statement, Administrator McArtor said he agreed with the Secretary that the current system for dealing with aviation issues was "too slow and cumbersome." However, he added, many of the current "Impact 88" initiatives "clearly illustrate our commitment to make the necessary changes, and with the Secretary's added authority, we can accomplish even more in the months ahead."

FROM DILLINGHAM TO TOK -- JACK WAS THERE

by: Frank Austin, AAL-9

Shortly after my return to the agency in October 1987, during a trip to Seattle, I had the occasion to visit with my youngest son, Ed. The first thing he asked about my return to the agency was if "Doc Hepler" was still there. I was happy to answer yes, because at age 24, Ed is still as much a Jack Hepler fan as he was at age 10 when they had first met. I had been a fan of Doc Hepler since Jack had helped my wife and me at the time my wife was pregnant with Ed. Now, whenever I'm around my son, we always go through the old "me and Jack" stories which he has heard so many time before, but I continue to relate with pleasure.

In the fall of 1963, my wife, then pregnant with Ed, decided to drive the Alcan highway rather than wait for me to get time off from my duties at Lake Hood Tower and drive with her. She headed up the Alcan and somewhere between Cache Creek and Dawson, she decided to change her mind about driving. After 2 hours on the telephone, we decided that while it was OK to change her mind, it would cost a fortune to change her plans. It nearly did. My wife got sick at Tok and had to be flown into Anchorage. While I was wondering where to get the money to pay for the charter, Jack got involved and determined that since she was returning as a part of P.L. 737 travel, the agency would cover the cost; however, I would have to bring the vehicle in at my own expense, which I gladly agreed to do.

I had first met Jack in 1961 at the annual Beaver Roundup when he was with the Public Health Service at Kakanak Hospital just outside of Dillingham and playing basketball for the Dillingham team. I was playing with a bunch from the King Salmon FAA, local community, and Air Force Station. Jack was the best player on the Dillingham team and they beat us by five or nine points. Things picked up the next night when I made the winning basket with less than 30 seconds on the clock.

After Jack came over to the FAA as the Assistant Flight Surgeon, we had a number of other fun events. Back in the 60's, we used to rent the East High gym twice a month to keep in shape. This led to our forming the FAA team that played in the downtown men's league for several years.

One of the best "me and Jack" stories involved Maebelle Nielson, who was a member of the Flight Surgeon's staff for many years. As I recall, Maebelle had been given a "rotten" deal from a wholesale meat vendor in Eagle River. You know the deal, 96 lbs of T-Bone, 2 lbs of stew meat, and 2 lbs of ground beef for the great price of \$150.00, but when you get home you have 96 lbs of stew meat and 4 lbs of ground chuck.

Maebelle decided she was going back to get the deal she paid for and Jack suggested that I go along for support. To help the project along, I called the firm and introduced myself as the "Federal inspector" who was to meet Ms. Nielson at his store at 4:30, but was not quite sure where it was located. He gave me the directions. I arrived about 10 minutes before Maebelle and just parked outside and sat in the car in front of the store window and waited.

When Maebelle arrived, the guy came out to help her in and he already had the replacement order ready. He would bring it right out. Not only did he give Maebelle a great order, he told her that he was throwing in a ham to compensate her for the inconvenience of making another trip to his store.

It's always great to think of Jack, and there are many other Doc Hepler tales to relate. Sometimes memories just need a little prompting from my son, and a little sharing with my friends.

READER'S SURVEY

It's here, it's new, and it's exciting (well, maybe for some). The all new Reader's Survey is here to find out what you think about the "Intercom" and what you would like to think about the "Intercom." Just answer the questions below, and send this page back to "Editor, Intercom, AAL-5." Results will be published in a future edition.

(Background information included with survey questions.)

1. Age
 - a. under 30
 - b. over 40
 - c. not telling
2. Education
 - a. semi literate
 - b. literate
 - c. Nobel Prize/Mensa Society category
 - d. I enjoy idiot savant status
3. I perform my duties
 - a. fully successful
 - b. marginally successful
 - c. in such an outstanding manner, I leave the others still tying their shoes
 - d. what duties?
4. I read the "Intercom"
 - a. eventually
 - b. from cover to cover
 - c. for lack of something better to do
5. I find the "Intercom"
 - a. entertaining
 - b. informative
 - c. too wonderful for words
 - d. under stacks of paper on my desk
6. I want to see
 - a. more news from DOT
 - b. less news from DOT
 - c. no news from DOT
7. My favorite section is
 - a. The Quill User's Guide
 - b. The Quill User's Guide
 - c. The Quill User's Guide
 - d. Other
8. I would like to see more information on my location and division, but
 - a. I don't submit articles
 - b. Somebody other than me should submit articles
 - c. I'd rather just complain about the lack of representation
 - d. I'm not sure of my location and division
9. Sometimes the editor is
 - a. bright, witty, funny
 - b. sarcastic, boring, terse
 - c. not dealing with a full deck

**Continued on next page.

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10. The new print style for the Intercom is

- a. easier to read
- b. harder to read
- c. I don't know how to read
- d. what new print style?

11. I read the Intercom for the

- a. informational articles
- b. news items
- c. off-the-wall articles
- d. centerfold

12. The Intercom's primary purpose should be

- a. information
- b. entertainment
- c. to keep crazy editors off the streets
- d. for use in bird cages

13. As it stands now, the Intercom

- a. is good, but could be better, and I'll write suggestions in the comment section
- b. makes my body tingle from my head to my toes
- c. doesn't charge me one way or the other

14. I filled out this survey because

- a. I can't resist answering questions
- b. my parents never taught me how to say "that's none of your business"
- c. I sincerely have an interest in making improvements when I can
- d. I'm a pathological liar and this was an excellent opportunity to express myself

****Well, all kidding aside, this is an opportunity to express yourself and I really will publish the results (as long as they're printable). Please feel free to make any comments which you think might be useful and even some which might not be useful.**

ADDITIONAL COMMENTS:

OH! WHAT SHOULD I DO?

Dear Nan Randers:

My husband and I each have our Government paychecks mailed to us at our home address. Over the past few months, let me describe some of the horrors we have encountered.

When my paycheck didn't arrive on time, we ran out of food and milk for the baby and had to give the baby up for adoption.

A runaway semi knocked down all the mailboxes in our neighborhood and scattered mail from one end of the county to another.

My dog chewed up my last paycheck and my husband got so mad he shot the dog.

Teenagers put cherry bombs in our mailbox and blew it to smithereens.

Our last mailman skipped town with our neighbor's wife and took all the mail with him. The Federal authorities are still looking for him.

Nan, we need our paychecks on time. I'm baffled and confused, and terribly upset about all the times our checks haven't arrived. Are my husband, the mailman, and everyone else crazy. Oh, what should I do?

Anxious in Alaska

Dear Anxious:

Wake up and smell the coffee, Toots! What you need to do is fill in Standard Form 1199A, DIRECT DEPOSIT SIGN UP FORM, have your financial institution fill in their portion, pull your file copy and mail it to the FAA Aeronautical Center, Alaskan Region Payroll, AAC-24C, P.O. Box 26240, Oklahoma City, Oklahoma 73126. Your life should settle down after this is done and get back on track. Write and let me know how you're doing. I care. P.S. Sorry about the dog.

NATIONAL HISPANIC COALITION OF FEDERAL AVIATION EMPLOYEES (NHCFAE) TO HOLD CONFERENCE

The NHCFAE is holding its National Training Conference and Tenth Anniversary Celebration during the week of August 14 through 20, 1988, at the Wyndham Hotel in San Antonio, Texas. 1988 marks the NHCFAE's 10th year in existence. This year's conference theme is "Ten Years of Contributing to Professional Excellence in the FAA."

All FAA'ers are welcome to join in the celebration and recognition of those members who have contributed significantly to the betterment of Hispanics, minorities, and women working for the agency. Several workshops will be conducted including: the selection process and its impact on minorities and females, women in Government, and national ATCS recruitment efforts.

For more information contact Carmen Quiles, AGL-14, FTS 384-7753 or Richard Gomez, AWP-16, FTS 984-1830.



ANCHORAGE ARTCC HOSTS 6TH GRADERS

During February of this year, Anchorage ARTCC played host to 22 sixth-graders from Baxter Elementary School. Here are some of the responses they received for their hospitality.

From Joe...

Thanks for granting our field trip to your station. Thanks for the photos of the earth. I really enjoyed the simulator was fun.

The person at the x simulator was a good man, because he explained things that I didn't know. The balkny was some what fun. The best part of the field trip was the well everything.

Thanks again for the field trip. I learned that the little marks behind the v was how far apart they were was the spead of the aircraft. I wish you luck in not finding emeny aircraft.

From Crystal...

I really enjoyed myself!

I liked it when we went to the screen type things that was neat. You just need to speak LOUDER!

Thank you for the pictures you gave us they were neat!

From Brian...

I enjoyed the coputer simulater that we used.

I like learning about avation but I wish the instructures could have talked louder and explain more about what we are seeing.

From Brad...

I thought that the center was interesting; and may be looking for a job in the aviation carear in the future. I do not no what department I will choose; I am looking to be a piliot or delve into electical engineering. If I become a electrical engineer I will try to work for FAA.

From Ryan...

I like the simulators and the radar screens. I was interested in the equipment but I would like some more information on the stuff.

From Tammie...

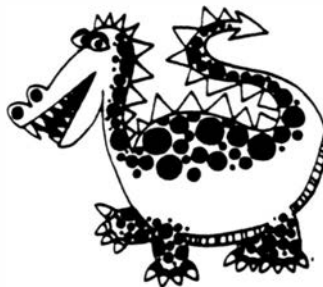
I liked the computers. They were quite complex. To look at Fair Banks then the screens changed and I saw another place. This field trip was quite interesting. I hope I will be able to go again.

This was nice. I learned that you controll all the planes in Alaska.

From Tim...

I liked the first part of the trip. A coply sgestens are speck up, and show us how the stuff words. But I really liked the first part when we played with the stuff.

I hope you have good weather for the plains. By the way thanks for the photographs.



THE QUILL USER'S GUIDE

by: Pauline Steffy

Since the English language is a "melting pot" of many languages, as well as an outgrowth of Old and Middle English, we have borrowed, built upon, transformed, and given new meaning to many words and phrases not originally our own. For example, from the French, Spanish, and German languages, respectively, we now have orange, champagne, cologne; patio, mesa, negro; kindergarten, sauerkraut, and wiener. I'll bet you thought "quiche" was French, but it comes from the German word "kuchen" meaning cake (the French borrowed it first).

Thousands of other words in our language are built from Greek and Latin root words, prefixes, and suffixes, and the rest are largely built from other Indo-European languages transformed over the years into what we now know as Modern English. Other words, unique to the United States, were gained from Native cultures or created en route during the westward push across the continental U.S. Now we drive across the states in a Pontiac (chief of the Ottawa tribe) or a Winnebago (a Siouan people), and up here in Alaska wear a parka (Aleut).

If you've been inclined to take language for granted, as most of us do, read these Middle English lines taken from "The Canterbury Tales."

And on hir feet a paire of spores sharpe
In felawshipe wel coude she laughe and carpe

Literally translated:

And on her feet a pair of spurs sharp
In fellowship well could she laugh and talk

Language is dynamic and, as such, words move in and out of the language depending upon the needs of the users. Often, words become "fashionable" for a time as each new generation establishes its identity by the use of the language (think Valley Girls and Yuppies). Fur Sure! Baby Boomers!

Most often, new words are created because new places, new ideas, new technologies, and new peoples necessitate a means to communicate those experiences.

Shakespeare alone is thought to have "coined" 1,700 new words for Modern English. Some of these are: assassinate, dwindle, hurry, lonely, castigate, critical, and monumental. The man didn't just write plays and poems, he helped to create Modern English.

Since the Industrial Revolution, technology has been the biggest contributor of new words to the language. For example, assembly line, astronaut, aerospace, bioethics, aqualung, hardware, software, firmware, video, movie (it used to be moving pictures), and many, many other terms in the technical fields.

Words are also created and combined to change or relax our attitudes about people, places, things, or events because words hold emotions and positive or negative feelings for us such as:

animal control officer - dog catcher
domestic engineer - housewife
chemically dependent - a drug addict
Police Action - Korean War
correctional institution - prison/jail
economically deprived - dirt poor
financially independent - filthy rich
less than attractive - uglier than sin!
has a good personality - uglier than sin!

Words by themselves have varied and interesting histories, but together, no matter where they came from or how they have been acquired into the language, they represent the human experience and life as we know it. If you don't believe me, try thinking about it without words and let me know how you do.



RICK ERICSON WINS EMPLOYEE OF THE YEAR

Throughout all of the Federal agencies here in Alaska, 34 people were nominated for the Outstanding Federal Employee of the Year Award, competing in just three categories. FAA'er Rick Ericson, captured the award for Category III (GS-12 level and above) to distinguish himself as an outstanding member of the Federal service. Ericson has 16-plus years with the FAA and is currently the Assistant Manager for Training, Anchorage Flight Service Station. Congratulations, Rick.

HITCHCOCK COULD HAVE FILMED HERE

Bettles FSS has issued a local NOTAM (Notice to Airmen) concerning bird activity in the vicinity of the Bettles airport. This year there are literally hundreds of Ptarmigan in the local area, especially on and around the airport making it impossible to keep the runway clear. Now, (because I love animal stories) let's try to guess why they are there...They've formed a coalition to keep artificial birds out of the sky...they're looking for a flight south...ptarmigan season isn't open yet, so they're congregating where the most people can see them...they've lost their way and they're waiting for an air traffic controller to speak their language...some practical joker at Bettles is throwing bird seed on the runway when nobody's looking...All right! All right! Your guess is as good as mine. I quit.



CONGRESS BRIEFED ON IMPACT 88

Seven months after he first announced the Impact 88 program, Administrator McArtor was able to tell Congress that the agency has made "significant progress" in advancing the program's major goals.

Testifying March 16 before the Senate Commerce Subcommittee on Aviation, McArtor said FAA and industry have reached agreement on cockpit resource management (CRM) training programs (a major Impact 88 priority) and the agency will soon issue an advisory circular on the subject. Work is also progressing on a revision of the pilot training regulations with a completion date of this fall.

Efforts to promote greater airline accountability are moving forward as well in that the agency plans to issue guidance on airline self-evaluation programs by the end of March. McArtor said the agency will require airlines to submit quarterly reports, signed by CEO's, on how well they are meeting their safety obligations.

In addition, the subcommittee members were briefed on other ongoing Impact 88 initiatives such as the "Operation Snapshot" review of the aircraft manufacturing industry and the recently announced audit of the nation's commuter airlines.

Efforts to increase the effectiveness of the FAA work force were also emphasized "because programs for professional accountability must start at home." These efforts include the Employee Focus Group meeting, and the comprehensive review of FAA employee pay and staffing.

AWARDS*LETTER OF COMMENDATION**

Larry Fosson, ATCS, Juneau FSS
Bob Heitkamp, ATCS, Juneau FSS
Geo. Mills, ATCS, Juneau FSS
Mike O'Donnell, ATCS, Juneau FSS
Brad Nelson, ATCS, Juneau FSS
Marge Adams, ATCS, Juneau FSS
Al Hester, AS, Juneau FSS
John Robinson, ATCS, Juneau FSS
Brian Clark, ATCS, Juneau FSS
Julius Wery, ATCS, Dillingham FSS

SERVICE PINS

Marjorie Adams, Juneau FSS, 15 years

ON-THE-SPOT AWARD

Marilyn Burns, AAL-462
Rice Hall, ZAN AF
Mark Kelliher, ZAN AF

SELECTIONS, TRANSFERS, PROMOTIONS

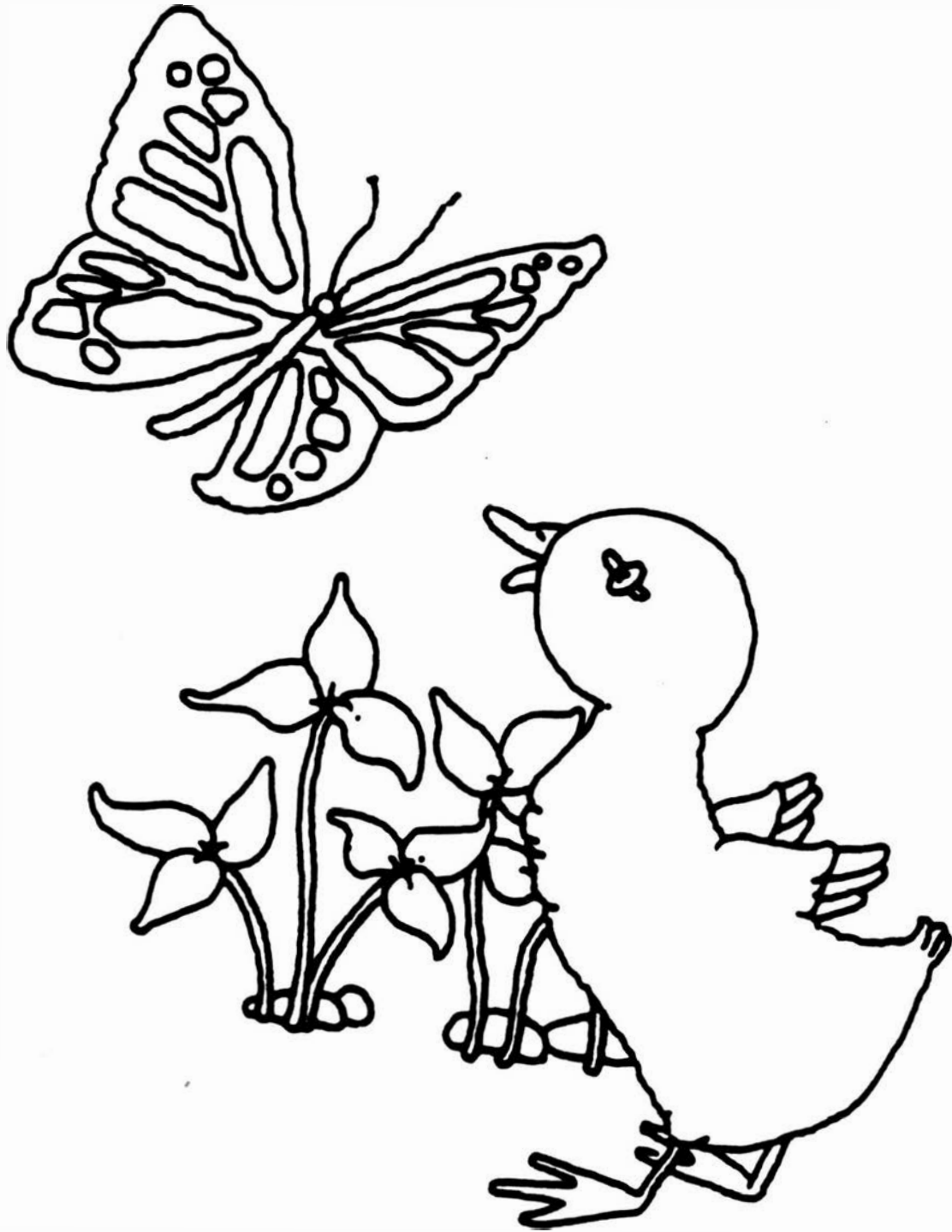
John L Hancock, Jr., Supervisory Electronic Technician, Nome SFO
Donna Skiles, Secretary, AAL-2a
Debbie Roth, Program Assistant, AAL-513
Duane Hickey, Maintenance Mech, Bethel SFO

LETTER OF APPRECIATION

Atta boy/Atta girl: ATCS/S Howard Mickles, Yakutat FSS

Note: There is no consolidated listing of award recipients or transfers and promotions for each month. If you would like your name here, or the names of members of your division, please send information directly to AAL-5. Thank you.

COLOR ME



(It lowers the blood pressure.)