

U.S. Department
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Intercom

Office of Public Affairs
Alaskan Region
222 West 7th Avenue, #14
Anchorage, Alaska 99513
(907) 271-5296

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Women's History Month



A Woman's Place Is Any- where She Wants It To Be!

Back in 1981 the first Joint Congressional Resolution was passed to designate a week in the month of March as National Women's History Week. Six years later, at the request of many school districts, museums, and libraries throughout the country, the national celebration was expanded to the entire month of March. This allowed more time to investigate the increasingly accessible field of women's history. Since then, the National Women's History Month resolution has been approved annually with broad-based, bipartisan

support in both the House and Senate.

The history of women in America and their contributions both in war and peace has shown us a level of courage and perseverance that is surpassed by none.

The theme for this year's Women's History Month is "***Courageous Voices Echoing in Our Lives.***"

What an appropriate thought to be associated with all the women who have contributed their courage, their efforts, and sometimes their lives in their quest to help "make things better" for their fellow human beings.

women in FAA who have not only shown great pride in their work, but also in the field of aviation, we would like to congratulate them for their efforts. Their mere presence in the cockpit, behind a desk, wrapped inside a maintenance mechanic's workbelt, writing orders, directing air traffic, or tending to people with medical needs is proof enough that women have made a significant and meaningful impact in the work force. The unlimited capabilities of women in today's world of work have been displayed repeatedly, and with each passing day their efforts have further diminished the gender gap that has existed for so many years.

Women of the 1990's have no self-imposed limitations upon their capabilities of accomplishing anything they set out to do. For that reason, the sky is the limit — and many of our FAA women in Alaska

As a special tribute to the

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Women's History Month

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have challenged those limits as they “slipped the surly bonds of earth and danced the skies on laughter-silver wings” (John Magee).

We would like to recognize the following FAA women who have exhibited their commitment in the field of aviation by holding a current pilot's certificate:

Private Pilot's Certificate/Single Engine Land Rating

Helen Groeneveld, training specialist, Merrill ATCT.

Susan Spencer, ATCS, Anchorage ATCT.

Debbie Culver, ATCS, Anchorage ATCT.

Kathryn Mould, ATCS, Anchorage ATCT.

Anne Lewis, ATCS, Fairbanks FSS.

Roberta Austring, ATCS, Kodiak ATCT.

Marilyn Christiansen, ATCS, Nome FSS.

Jacqueline Shupp, ATCS, Cordova FSS.

Flora Robinson, ATCS, Talkeetna FSS.

Jenny Hunter, ATCS, Palmer FSS.

Betty Rogers, principal maintenance inspector, Anchorage FSDO.

Betty's also an aircraft mechanic.

Martha Dunn, ATCS, ZAN AT.

Robin Held, ATCS/Quality Assurance Specialist, ZAN AT.

Jacqueline Kolberg, ATCS, ZAN AT.

Emilie Neel, developmental ATC , ZAN AT

Karen Steen, Manager for Program Support , ZAN AT.

Student Pilot's Certificate

Cynthia “Randy” Meyers, ATCS, Kotzebue FSS.

Susan House, ATCS, Anchorage FSS.

Marilyn Bjurstrom, ATCS, Anchorage FSS.

Lisa Welsh-Workman, ATCS, Fairbanks ATCT.

Other

Jeanie Jacobs, ATCS, Fairbanks FSS — Private pilot's certificate/single land and sea rating, instrument rating.

Michelle Skomars, ATCS, Anchorage ATCT — holds a commercial pilot certificate with ratings for single engine land and multi-engine land airplanes, helicopters, and instrument ratings in both airplanes and helicopters. She also holds a sea plane rating and a certified flight instructor certificate for single engine airplanes.

Charlene Derry, drug interdiction program coordinator, AAL-202 —Private pilot's certificate/single land and sea rating.

Madeline Huff, Anchorage FSDO, holds an airline transport pilot certificate with ratings for single and multi-engine airplanes. She also has commercial level privileges in single engine seaplanes, and holds a flight instructor certificate with ratings in single engine, multi-engine, and instruments.

(Continued on Page 3)

Women's History Month

(continued)

Val Aron, accident prevention specialist, Anchorage FSDO — holds an airline transport pilot certificate, multi-engine land rating. She is type rated in the Embraer Bandeirante and the Boeing 727, and holds an instrument airplane rating and commercial level pilot privileges in single engine land airplanes. **Val** holds both flight and ground instructor certificates and a flight engineer certificate for turbojet airplanes.

Darlene Dubay, airspace system inspector pilot, Anchorage FIFO — holds an airline transport pilot certificate with a multi-engine rating. She has commercial pilot privileges in single engine land and seaplanes. She holds a flight instructor certificate with airplane and instrument ratings. **Darlene** also holds a flight engineer's certificate. She is soon to have her flight inspector pilot requirements under her wing, and is in the process of getting her type rating in the Sabliner and Convair aircraft that are used by FAA. We might add that **Darlene** also has trained and instructed in

aerobatics during her 18 years of flying and is the proud owner of a Pitts-S1 aircraft that she flies when she just wants to have fun.

These women are truly an inspiration to us, and certainly role models to those who are advocates of air travel. We tried to locate all the women pilots who work for FAA in the Alaskan Region; however, we apologize if we missed anyone, and we hope you will contact the INTERCOM Editor and let her know if your name did not appear in this listing.

Note: the Airline Transport Pilot Certificate is the highest level of pilot's certificate issued by FAA.

In observance of Women's History Month, the Federal Women's Program Committee is hosting a presentation by **Ms. Deeta Lonergan**, Counseling and Advisory Professor from the University of Alaska. **Ms. Lonergan** will make a presentation titled "**Career Advancement**," at 11:30 a.m. on March 27, 1990, in the Executive Dining Room of the Anchorage Federal Office Building.

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U.S. Department
of Transportation

Federal Aviation
Administration

March 6, 1990

Office of the Administrator
800 Independence Ave., S.W.
Washington, D.C. 20591

WOMEN'S HISTORY MONTH

Public Law 100-9 designates the month of March as "Women's History Month." The idea of celebrating women's history was developed to bring to the attention of the Nation the unique role women have played throughout our history.

Women have been in the forefront of every major social movement including suffrage, the abolitionist movement, the emancipation movement, the labor movement, and the civil rights movement. Women in the Federal Government have increased in number, entered new career fields, obtained higher levels of education, and worked their way into higher professional, administrative, and technical positions. New milestones have been reached, but increased opportunities are still attainable.

Therefore, it is appropriate to establish a time to honor women who have played a significant role in our country's development and those who continue to make outstanding contributions.

While we at the FAA salute the women of the past who have left their mark on our society, we further commit ourselves to provide opportunities for women to realize their potential to participate equally in the development of our Nation's future.

I encourage each of you to join me in supporting programs which highlight this important observance.


James B. Busey
Administrator

Welcome Aboard

A hearty welcome to new employee **Sylvia Anowlic**. **Sylvia** transferred from the local Bureau of Indian Affairs office in Nome, Alaska, to the secretarial position at the Nome SFO.

Welcome back to **Ruthie (Masuhara) Sevy**. **Ruthie** worked in the regional office in Anchorage for a number of years until she moved out of Alaska in 1984. She returned to the "Last Frontier" in 1988 and wanted to join the team at FAA again. We are glad to have her back amongst us at the North Alaska AFS office where she accepted the sector secretarial position vacated by **Dixie Swanson** when **Dixie** moved to another governmental agency.

The Nome FSS welcomed ATCS **Michael Crain**, his wife **Virginia**, and their two children to town. **Mike** and his family have been in Anchorage since October, after completing initial training at the Academy in Oklahoma City.

Pinned For Good Service

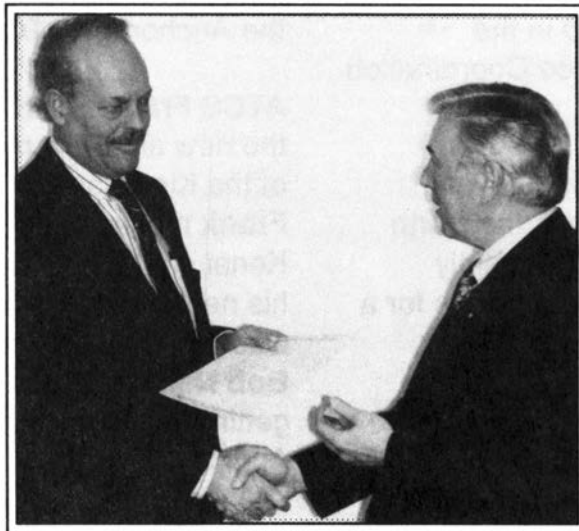
The following FAA employees were recently acknowledged for their service to the Federal government:

Frank Chalifour, electronics technician, South Alaska AFS — 25 years of service.

Gerald (J.J.) Anderson, painter, Anchorage ARTCC, was presented his three-year service pin by Airway Facilities Manager **Robie Strickland**.



Gus Boonen (left), utilities systems repair operator, received his 35-year service tie clip from **Robie Strickland**, manager, Airway Facilities Division



Jerry Wylle, air traffic manager, Anchorage ATCT, was presented his 35-year service pin by Regional Administrator **Frank Cunningham**.

Promotionally Speaking

Congratulations to the following five employees who are all electronics technicians in AAL-464, and who recently received promotions:

Joel Gaines
Ron Kreh
Gus McKenzie
Frank Julian
Larry Eggeleraten

Paul (P.J.) Williams stepped up another rung on the ladder of success as he accepted his new position as North Alaska SFO Manager. **P.J.** previously worked at the Fairbanks SFO in the Maintenance Coordination Center.

The following seven employees at the North Alaska AFS recently received promotions for a job well done:

Ruthie Sevy, secretary
Frank Charles,
electronics
technician
Robert Springman,
electronics
technician

Roland Switalski,
electronics
technician
Ann Spannagel, MCC
specialist
Dan Deneen, MCC
specialist
John Scrivner, MCC
specialist

ATCS **Daniel Cabrera** has completed all developmental training at the Nome FSS and has begun full performance duty shift rotation.

Laura Warrell was selected to fill the administrative assistant position at the Anchorage ATCT.

ATCS **Frank Henrikson** is the new air traffic manager of the King Salmon Tower. **Frank** moved from the Kenai ATCT to take over his new position, which was previously held by **Bob Nelson**. **Bob** is getting ready to retire on April 2, 1990.

Julius Wery moved from the Kenai AFSS to take the reins as air traffic manager of the Dillingham FSS.

Ray Christenson is in the process of moving from the Kenai AFSS to the Cold Bay FSS where he will be the new air traffic manager.

Congratulations on their promotions to:

Henry Garbowski,
maintenance mechanic,
Fairbanks SFO.

Peggy Smith, Manager,
AAL-420

Wayne Phillips,
electronics technician,
King Salmon SFO.

Della Triggs, staff
assistant, South Alaska
AFS.

Alpha Valdrow was selected for the Operating Accountant position in General and Cost Accounting. **Alpha** was formerly an accounting technician in Accounts Payable.

On The Move

The following FAA employees have recently made career moves into new job positions:

ATCS **Holly Karst** has relocated from the Juneau ATCT to the Merrill ATCT in Anchorage.

ATCS **David Bross** has moved from the Kenai ATCT to the Merrill ATCT in Anchorage.

ATCS **James Kent** left the Bethel ATCT behind as he took over his new position at the Merrill ATCT in Anchorage.

Charles Weinum is the new Resource Management Specialist in the Air Traffic Division. **Chuck** previously worked as an area manager in the Anchorage ATCT. One of **Chuck's** biggest responsibilities in his new position is to work with AAL-10 in the recruitment of air traffic control specialists and the coordination of the agency MATES program.

ATCS **Chris Rolan** will be transferring from the Bethel FSS to the Bethel ATCT in mid-April of this year.

ATCS **Clifford Miyamoto** has relocated from the Iliamna FSS to the Ketchikan FSS. We hope **Cliff's** replacement likes to fish, since that's the main after hours activity in Iliamna during the summer months.

Stan Hill has been selected to fill the position of Manager for the Information Resource Management Branch (AAL-43). **Stan** previously worked in the Logistics Division with the SAM system.

Condolences Column

Our sympathy goes out to ATCS **John Bernard** on the unexpected death of his sister in Newark, New Jersey. **John** works over in our Kenai ATCT.

Many people were deeply grieved to hear of the recent death of **Be Wenzel**. **Be** came to Anchorage in 1982 and with the exception of one

year in King Salmon she worked in Airway Facilities at the South Alaska SFO all that time until her retirement in June 1989. Many of **Be's** friends and acquaintances never believed she was really 70 years of age because her infectious enthusiasm and indomitable spirit seemed to make the years disappear from her appearance and her approach to life. She was truly a "kid at heart" who loved Alaska with an artistic flair that was not seen very often. **Be** was very active in FAA's Civilair Club, and was one of our best correspondents for the INTERCOM newsletter. She is survived by a daughter and son-in-law, **Roni** and **Bill Overway**, of Anchorage; a granddaughter and grandson-in-law, **Delaine** and **Chris Carter** of Fairbanks. She was a fine lady and we will miss her greatly.

Our condolences to **Patricia Sanders, R.N.** (AAL-300) on the recent death of her father

Just The Facts, Mam

The following information has been collected in an effort to further educate ourselves on the dangers of marijuana.

What is Marijuana?

Marijuana ("grass," "pot," "weed") is a common plant with the botanical name of *Cannabis Sativa*. The chief psychoactive (mind altering) ingredient in marijuana is delta-9-tetrahydrocannabinol or THC, although over 400 other chemicals are also contained in the plant. A marijuana joint (cigarette) is made from the dried particles of the whole plant except the main stem and roots. The amount of THC in the joint primarily determines its psychoactive potential. In recent years, the strength of street samples of marijuana has markedly increased. In 1975, samples exceeding 1% THC content were rare; by 1980, samples with 5% THC were common. This more potent marijuana increases the physical and mental effects and the possibility of health problems for the user.

Does Marijuana Vary in Strength? Plant strain, climate, soil conditions, time of harvesting and other factors determine the strength of marijuana. The plant that grows wild in the United States is usually lower in THC than cultivated marijuana, especially Mexican, Lebanese, Southeast Asia, or Indian varieties. Sensemilla, a relatively new cultivated form of marijuana, is now grown in this country and may contain as much as 7% THC. Because the strength and chemical composition of naturally grown marijuana vary so much, delta-9-THC is synthesized (created through a chemical process) so that a pure, measurable drug is available for drug abuse research.

What Are Some of the Immediate Effects of Smoking Marijuana?

Most users who smoke marijuana experience an increase in heart rate, reddening of the eyes, and dryness in the mouth and throat. Studies of marijuana's mental effects have revealed that the drug temporarily impairs short-term memory, alters sense of time, and reduces the ability to

perform tasks requiring concentration, swift reactions and coordination. Many feel that their hearing, vision, and skin sensitivity are enhanced by the drug, although these reports have not been objectively confirmed by research. Feelings of euphoria, relaxation, altered sense of body image and bouts of exaggerated laughter are also commonly reported.

Do People Ever React Badly to the Drug?

The most commonly reported immediate adverse reaction to marijuana use is the "acute panic anxiety reaction." It is usually described as an exaggeration of normal marijuana effects in which intense fears of losing control and going crazy accompany severe anxiety. The symptoms often disappear in a few hours when the acute drug effects have worn off. Other physical and mental effects are described below.

Can Marijuana Cause Dependence? Physical dependence on marijuana has been demonstrated in research subjects who ingested an amount equal

(Continued on next page)

to smoking 10-20 joints a day. When the drug was discontinued, subjects experienced withdrawal symptoms—irritability, sleep disturbances, loss of appetite and weight, sweating and stomach upset. Tolerance to marijuana, the need to take more and more of the drug over time to get the original effect, has been proven in animals and humans.

How Does Marijuana Affect the Heart?

Marijuana use increases heart rate as much as 50% depending on the amount of THC in the cigarette. It brings on chest pain in people who have a poor blood supply to the heart—and it produces these effects more rapidly than tobacco smoke does. For this reason, doctors believe that people with heart conditions, or those who are at high risk for heart ailments, should not use marijuana.

How Does Marijuana Affect the Lungs?

Scientists believe that marijuana can be particularly harmful to the lungs

because users typically inhale the unfiltered smoke deeply and hold it in their lungs as long as possible, thereby keeping the smoke in contact with lung tissue for prolonged periods. Repeated inhalation of smoke, whether of marijuana or tobacco, inflames the lungs and affects pulmonary functions. In one study on humans, it was found that smoking five joints a week over time is irritating to the air passages and impairs the lungs' ability to exhale air more than smoking almost six packs of cigarettes a week. Another study on animals using THC at levels similar to daily human use found that extensive lung inflammation developed after a time period equal to a quarter to a half of the animal's lifetime.

Can Marijuana Cause Cancer?

Marijuana smoke has been found to contain more cancer-causing agents than is found in tobacco smoke. Examination of human lung tissue that had been chronically exposed to marijuana smoke in a laboratory showed cellular

changes called metaplasia that are considered precancerous. In laboratory tests, the tars from marijuana smoke have produced tumors when applied to animal skin. These facts suggest that it is likely that marijuana may cause cancer if used for a number of years.

How Long Does Marijuana Stay in the Body After It Is Smoked?

When marijuana is smoked, THC, its active ingredient, is absorbed by many tissues and organs in the body. The body, in its attempt to rid itself of the foreign chemical, chemically transforms the THC into metabolites. Tests involving radioactively labeled THC have traced these metabolites in animals for up to a month.

How Does Marijuana Affect Driving?

Research has shown that social doses of marijuana can impair driving ability. Actual driving experiments reveal that the drug has a significant effect on judgment, caution and

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Just The Facts, Mam

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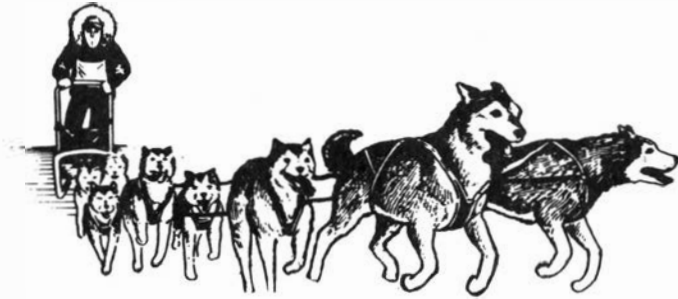
concentration. Marijuana also affects the driver's perceptual and motor abilities. A recent study of 300 drivers responsible for fatal accidents in Boston showed that 39% were intoxicated with alcohol and 16% were under the

Feed Us OATS!

The FAA Alaskan Region is anxiously awaiting their OATS. This is not your standard brand of OATS that we are all waiting for. OATS stands for Office Automation Technology and Services, which is a major multimillion-dollar contract aimed to eliminate computer confusion at the FAA and cut down on unnecessary and costly training. The labyrinth of incompatible computer systems throughout the FAA often forces retraining of workers who move from one FAA organization to another.

The OATS contract earmarks a minimum of \$18.5 million nationwide for new computers and

THREE CHEERS FOR SUSAN BUTCHER



software for the FAA. The potential for OATS, which covers three years initially and has five one-year options, could reach \$853 million before it's over. Of this amount, \$534 million could be spent on new workstation computers, software, networks, maintenance, training and technical services. OATS is believed to be one of the largest desktop office automation contracts ever awarded, and the things it will do to help make our jobs easier are exciting. Check out these particulars on the program:

Both desktop and laptop workstations are available from the contract.

The contract offers a full range of software: electronic mail, word processing, spreadsheets,

relational and personal database management systems, desktop publishing, electronic calendars, time management, packages, graphics, easy file transferring and statistical analysis.

Training will be offered for all hardware and software products in addition to other office automation courses.

The contract includes cables, modems, and other devices to interconnect the systems.

Once an order is placed, equipment and services delivery will begin within 30 to 60 days, since all contractor items are commercially available and require no additional system or software equipment.

Fun Facts on our FAA Family

by Marguerite Reiss
AAL-463


So many FAA employees have some truly remarkable and interesting stories to tell about their life experiences. In an effort to get to know each other better I have collected human interest items about some of our co-workers that might provide you with some enjoyable reading.

One of the most fun weeks of **Patricia Eckert's** (AAL-400c) life took place while she was translating for a large audience at a multi-lingual conference for one week in Berne, Switzerland. **Pat** lived in Switzerland for two years before moving to Alaska. She is an avid fan of creative writing which she does religiously each morning at home in Birchwood before coming in to work at FAA. **Patricia** occasionally swims at the new \$2.5 million pool at Chugiak High School before or after work just to get some good, all-around exercise. She and her husband, **Daniel**, take care of seven retired racing sled dogs,

three of which are over 15 years of age, and the remaining four have passed ten years and then some. These family pets were raised by **Patricia** and **Daniel** and used for dog mushing during their earlier years. A dog mushing trophy that **Patricia** had won just two months before she and **Daniel** were married became the centerpiece on their wedding cake. That might give you some idea of how special these canines are to **Patricia**.

When **President Eisenhower** established a young people ambassadors program little did **Richard Jordan** (program support specialist in AAL-420) dream that his son, **Michael**, would be packing his suitcase for a trip of a lifetime. **Michael**, an 11th grader at East High School, is part of a group of Alaskan students chosen to travel this June to visit the State Department in Washington, D.C., where they will receive briefings from high level officials in the nation's capital in preparation for these young ambassadors to travel to England, France, the Netherlands, Germany, East Germany, Poland,

and Russia. The students will stay with selected families and receive briefings by state officials in each country. **Michael** is an Eagle Scout with a yen for white water kayaking, camping, and strategy board games.



In the summer of 1982, **Susan Roebuck** (secretary in AAL-420) and two partners started a wilderness lodge in Resurrection Bay where she spent every summer through 1988. In 1987 she wrote a children's book titled "**Alaska Wildlife**" illustrated by her sister, **Betsy**, and published by her other sister, **Anne**. Over 12,000 copies of the book have been sold. **Susan** and her partners came to Alaska via a 36-foot boat that they sailed up from Seattle to Resurrection Bay. The tale of their journey up the Inland Passage may someday become the subject of another book in **Susan's** library. She plans to continue writing, and a tale of her experiences on the Kenai Peninsula's wild and remote coastline sounds like a good seller to us.

WASHINGTON REPORTS

'89 Aviation Stats Point to Safer Skies:

Key aviation safety indicators improved significantly in 1989 as near midair collision reports, operational errors by air traffic controllers, and pilot deviations continued their downward trend.

For the 1989 calendar year, near midair collision reports by pilots dropped 23% compared to 1988, from 710 to 548.

Reports on pilot deviations also showed a significant decline, down 20%. Preliminary data indicates 2,361 pilot deviations compared to 2,957 recorded in 1988.

Controller operational errors were off by 11%. There were 925 operational errors in 1989, down from 1,037 in the previous year.

The Bulky Look Is Out.

FAA's Statement of Earnings and Leave will soon be laser-printed on a standard letter-size form. The basic format remains the same, but the larger, bulkier carbon set is out.

The new form will highlight net pay and separate current pay period and pay

adjustment information to make it more readable.

Polar 'Glasnost':

Glasnost is chipping away at another Soviet-American barrier. This time it's aviation. In an FAA headquarters ceremony, with aviation officials sporting lapel pins emblazoned with the nations' two flags, the FAA and the Soviet Ministry of Civil Aviation signed a memorandum of cooperation.

The agreement, signed on February 16, expedites air navigation for aircraft operating between Alaska and the Soviet Far East.

Two major air traffic control facilities, FAA's Anchorage center and a Soviet Center in Anadyr, will have a communications link and will be talking to each other in English.

For the first time, Soviet and American controllers are handing off aircraft to each other, have standardized telecommunications procedures, and are sharing weather and air navigation information.

Future plans call for Soviet civil aviation workers and American FAAers to visit each other's facilities. The U.S. and the U.S.S.R. are exploring

ways that U.S. air carriers might use available navigation facilities to begin serving Provideniya, Anadyr, Magadan, and Khabarovsk Airports in the Soviet Far East.

The Soviets recently declared the Provideniya Airport an international airport. Information needed by U.S. carriers to operate in Provideniya is being published in the **USSR Aeronautical Information** publication, with necessary air traffic control services being made available in English.

Last fall, **Frank Cunningham**, Alaska's FAA Regional Administrator, twice led a group of aviation experts to the Soviet Union to explore arrangements for handling air traffic between Alaska and the Soviet Far East. Following technical talks in Moscow and then in Washington, D.C., in early February, the announcement was made. Air travel between the United States and the Soviet Union just became a feasible operation.

General Aviation Handbook.

The Aircraft Owners and Pilots Association has

(Continued on next page)

published a new aviation guide for pilots, AOPA's **Aviation USA**, which combines two previous publications—**Airports USA** and **Handbook for Pilots**.

The 1990 edition contains more than 800 pages of information. In addition to the usual listing of landing facilities and business at airports and federal aviation regulations, the new volume has added new items, including:

Abbreviations and contractions used by FAA and the National Weather Service.

Telephone numbers for airport traffic control towers, terminal radar approach facilities and air route traffic control centers.

Details of NASA's Aviation Safety Reporting System including a sample reporting form.

∞A list of aeromedical transportation service providers.

∞A list of major colleges and universities granting aviation degrees.

A sunrise-sunset table.

A list of 1990's major airshows.

To order AOPA's **Aviation USA**, call (301) 695-2000.

Busy Airports.

Chicago O'Hare remained the nation's busiest airport during 1989, according to FAA statistics.

Dallas/Ft. Worth and Hartsfield Atlanta International were the next busiest of the 22 selected major airports whose operations the agency tracks closely.

Here's the count of total operations — takeoffs and landings—for the 1989 calendar year:

Chicago O'Hare: 788,235
Dallas/Ft. Worth: 696,557
Atlanta Hartsfield: 687,315
Los Angeles International: 634,957
Denver Stapleton: 464,922
San Francisco International: 436,267
St. Louis Lambert: 428,986
Boston Logan: 423,095
Miami International: 388,444
Detroit Metro: 380,631
Greater Pittsburgh: 379,362
Las Vegas McCarran: 376,944
Newark International: 375,865
Philadelphia International: 375,051
Minneapolis International: 370,313
LaGuardia: 355,245
Kennedy International: 338,435
Washington National: 315,382
Houston Intercontinental: 315,112
Cleveland Hopkins: 263,554
Kansas City International: 219,847
Fort Lauderdale: 216,192

Of the top three, Dallas/Ft. Worth had the only gain, posting an 18,310 increase in operations from 1988 to 1989.

O'Hare's operations were off by 18,043 from

the previous year while Atlanta Hartsfield's 1989 operations dropped by 88,683 compared to 1988.

\$1.138 Billion Increase in FAA Funding Proposed.

The 1991 request envisions more controllers, inspectors, security personnel, with higher user fees being asked to help finance a 16% agency budget boost.

The Bush Administration has asked Congress for \$8.278 billion for the FAA in the 1991 fiscal year, a \$1.138 billion, or 16% boost over the agency's current funding level.

To fund the bigger budget, the administration wants to institute higher user fees. This would include increasing the airline passenger ticket fee from 8% to 10%.

FAA final budget for the next fiscal year, which begins October 1, will be worked out later this year by Congress after a lengthy budget review process.

Here are the highlights of the 1991 budget request:

∞\$4.088 billion for operations, a \$264 million

(Continued on next page)

Washington Reports (continued)

(or 7%) increase.

\$190 million for research, engineering and development (12% increase).

∞A \$1.5 billion obligation limitation for airport improvement grants (5% rise). Proposed FAA reauthorization legislation for fiscal years 1991-95 would allow airports to levy passenger facility charges.

This could significantly increase funds available for airport capacity projects by generating an estimated \$1 billion or more annually in local revenue, depending on the number and size of airports that opt to levy these charges and the level of the charges.

If approved by Congress, increases in aviation user fees to fund the larger FAA budget would include, in addition to the rise in the passenger ticket fee, an increase in the freight waybill fee from 5% to 6%; a rise in the aviation gasoline fee from 12 cents to 15 cents a gallon; and jet fuel going from 14 cents to 18 cents a gallon.

These user-fee increases are expected to

add \$623 million in 1991. With expected air traffic growth, aviation trust fund revenues would increase by \$960 million in total.

FAA's 1991 budget asks Congress to increase spending from the trust fund by \$2.5 billion, \$1.6 billion more than the increase in revenues.

Therefore, by the end of fiscal 1991, the trust fund's uncommitted balance would drop 16%, to \$6.4 billion, compared to the projected level of \$7.6 billion in the 1990 fiscal year.

By the 1995 fiscal year, the trust fund's uncommitted balance would be cut by 53%, to \$3 billion.

A Special Thank You

We want to thank **Peggy Stogsdill** for all the hard work and time she dedicated to the FAA exhibit during the Fur

Rendezvous celebration in Anchorage. **Peggy**, who is a secretary at ZAN AF, volunteered to sew matching vests to be worn by the FAA representatives who staffed the exhibit at the

Egan Convention Center. A \$100 donation was made by the Civilair Club to purchase the fabric, and **Peggy** did the rest. Within a few days she had sewn five vests—while battling the infamous flu bug that had invaded Alaska, we might add.

Again, thank you **Peggy**, for your extra efforts.



Peggy models one of the vests she so expertly created.

Medical Notes

The Disease Called “Sugar Diabetes”

by Pat Sanders, R.N.

Almost everyone reading this page has a relative or friend with one form or another of the illness. Indeed, 2%-3% of the American population is affected by diabetes. Thus, everyone can benefit from some basic understanding of the disease termed diabetes mellitus, that produces an abnormally high blood sugar.

The simplest definition of diabetes begins with the familiar concept of an abnormally high blood sugar; but it is more accurate to say that diabetes occurs when insulin fails to do its job. Insulin is a hormone, a chemical messenger sent to all parts of the body to regulate the way incoming food is handled. When nourishment arrives in the intestine and is absorbed into the bloodstream, this hormone is sent out to notify all the relevant cells of the body. Insulin arrives at the outer surface of a cell and touches one of its “receptors.” In response, the cell opens its doors (so to speak) and begins to take in the food that it

requires. In the case of diabetes, two things may happen.

1. Sometimes diabetes is caused by an absolute deficiency of insulin. For one reason or another, cells in the pancreas, which normally would produce this hormone at the right time and in the right amount, cease to do so. Blood insulin falls to very low levels. As a result, blood sugar rises, but even with all this abundance of energy available to them, the cells throughout the body “think” they are starving. Some of them thus begin to pour out chemicals, products of their effort to survive under starvation conditions. Diabetes of this kind is called type 1 or insulin-dependent diabetes.

2. Unlike diabetics of type 1, some individuals have normal amounts of blood insulin, or even higher amounts than normal, and yet their blood sugar rises to diabetic levels. This form of the disease, known as type 2, or non-insulin dependent diabetes, is by far the most common, and it affects mainly people in middle age or later years.

Why some people lose their ability of responding normally to insulin is not

clear. Heredity appears to play a very important role in causing this type of diabetes. Being overweight is another major predisposing factor. A person may have diabetes according to chemical tests but remain free of symptoms for awhile. More commonly, diabetes announces itself with relatively unspecific malaise — a general feeling of being fatigued, unwell, depressed, irritable, weak. Frequent, copious urination is accompanied by a thirst that cannot be slaked. These symptoms result from high level of blood sugar. Excess sugar passing from the bloodstream into the urine pulls water with it; the effect is dehydration of the individual.

Type 1 diabetics are also likely to lose weight at this stage, even as their appetites increase. This paradox results from the deficiency of blood insulin, which prevents them from extracting much energy from the food they eat. Other signs or symptoms of diabetes include itching, a persistently dry mouth, blurring of vision, recurrent yeast infections, or slowly healing sores. Diabetes is

(Continued on next page)

Medical Notes (continued)

a common and serious illness that can result in a whole gamut of complications if left untreated. Damage to kidneys and the vascular system are a result of high levels of blood glucose. The more a person understands about diabetes, the better his or her care can be or the care of a family member.

The upcoming Health Fairs in the Anchorage area will be providing information and testing for diabetes. We have the schedules in AAL-300 for the Health Fairs.

Civilair Club Elects New Officers

Congratulations to the new officers of the Civilair Club. They are:

President—**Bob Walker**
(AAL-531)

Vice-Pres—**Davie Elliston**
(AAL-4)

Secretary—**Linda Gentry**
(AAL-1a)

Treasurer—**Hilda Elias**
(AAL-421)

We wish these new officers much success in the future.

Also, congratulations to the recipients of the Civilair Club's annual scholarships. This year's winners were **Brett Whispel, David J. Giel, and Debora Sommerville.**

Aches & Pains of Manual Labor

An article in *Personal Computer* magazine reported on a study conducted on "keystroke cramp."

If you type at a steady rate of 40 words per minute and multiply that by six hours (allowing time for lunch and coffee breaks), your fingers will have moved in the same motion about 72,000 times.

According to the magazine, "Such repetitive motion can cause a number of crippling hand disorders, ranging from tenosynovitis to carpal tunnel syndrome." The article suggests several simple steps to reduce your risk. Keep wrists straight while typing. Adjust your

chair to keep elbows level with wrists. Also, resting your wrists is important. The study recommended resting for five minutes after each hour of steady typing.

Essay Contest for Secretaries' Week

The Department of Transportation is sponsoring an essay contest for all secretaries in observance of National Secretaries' Week being held this year from April 23-27. The theme this year is "*Embracing a New Vision.*"

Contestants must be employed in a secretarial or clerical position within the DOT, and that also includes FAA.

Essays must not exceed 150 words and should be typed and double-spaced.

The deadline for submitting entries is April 11, 1990. The Civil Rights Office will be releasing more information on this event in the near future. Contest rules and entry forms can be obtained from **Chris Williams** at 271-5292.

Awarding Experiences

Congratulations to the following folks who recently received awards for a job well done:

John Young (AAL-52B) received an on-the-spot award from the Fur Rondy Committee for his work and support this year of the FAA booth.

Anchorage SFO employees:

Audrey Campbell, Jimmy Ford, Dale Fullmer, Lloyd Mathews, Kathy Pinette, Kathy Pitts (deceased), John Repasky, George Tillman, and Cris Torres received a special achievement group award for their professionalism demonstrated during the Valdez oil spill.

John Repasky received a \$100 on-the-spot award for his efforts in improving the ANC-SFO's automation program and enhancing the maintenance operation of the NAVCOM and environmental units.

Kathi Shear was the recipient of the ANC-SFO Employee of the Quarter Award. This was the first time such an award has been presented.



Air traffic manager at the Kenai ATCT, **Bob Bevan** presented letters of commendation to ATCSs **Stuart Jacot** (left) and **David Bross**. **Stuart** and **David** were commended for the work they completed in the development of a practical training guide that is utilized by personnel at the Kenai ATCT.

Letters of appreciation and on-the-spot awards were presented to the following employees at the ZAN AFS for their participation in the FAA's Fur Rondy booth:



(left to right, back row) **Ole Powell, Mack Humphery, Betty Anderson, Peggy Stogsdill, Art Cummings.**
(front row) **Dan Foger and Dan Townsend.**

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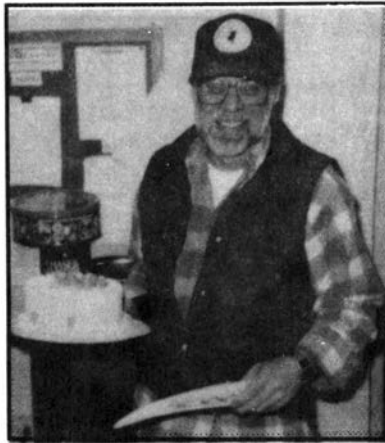


Mark Kellher (left), NAS operations manager, ZAN AF, received a letter of appreciation for his help in the preparation of the EARTS handbook.

Anne Lewis, press operator in the FAA printshop, received a first place ribbon and best of show ribbon for her entry in the textile division at the Fur Rendezvous competition.



Ken Lively (left), an electronics technician at ZAN AF received a letter of commendation from Airway Facilities Division Manager **Roble Strickland**. Ken was commended for his excellent performance in representing the Alaskan Region during his temporary assignment to the Systems Maintenance Service last year.



John Hancock, SET Nome, retired after 31 years of service to the Federal government. John hired on with the FAA in October of 1960, in Denver, Colorado. He spent 10 years in Alaska, the last 9 in Nome and 2 of those years as SET. A retirement dinner was held for John at the Fort Davis Road House. The day before John officially retired, his friends surprised him with a birthday party at which time he was presented cake and a scrimshawed ivory tusk. The next day, John was headed for his homestead in Oregon.

The Ultimate Free Ride

After photojournalist **Mark S. Wexler** logged 175,000 miles on a frequent flier program, he decided to cash it in for 30 days of free, first-class, worldwide travel having a total dollar value of \$27,727.

He visited 16 cities and 23 airports and logged a total of 58,610 miles.

Wexler's luggage was X-rayed 54 times, he watched 16 in-flight movies, munched 74 bags of peanuts and reset his watch 24 times.

In all, **Wexler's** flight time totaled 135 hours, 58 minutes.

His excursion is described in a colorful photo essay in the February/ March issue of ***Air & Space/ Smithsonian***.

To help achieve his goal of 175,000 miles, **Wexler** admits, "Soon I was making stopovers that weren't even close to my destination just to gain a hundred more miles."



Only In Alaska!

The following story, titled, "**The Bear**," was sent to us by former FAA employee from the Alaskan Region, **E.I. Williams**. Some of you might relate to some of the people and events in this brief anecdote of life in Alaska.

"The Bear"

On a recent Saturday morning, on which I had planned to put the studded tires on the pickup, I discovered on awakening that the snow had melted in the 40° temperature. Excellent! I thought, I'll just lounge about for a change. (Incredibly, there seemed to be no urgent things to do; no calls to make; no kids to pick up; no raft of pending records to type and run for courts, attorneys or the Guardian office; and, more important, none of "our kids" in serious trouble.)

The mail yielded up a couple copies of the *Intercom*, and I sat down to browse through them to see how many ex-colleagues (now fast-dwindling) there might be in the latest events.

On coming across **Charlie Muhs'** facility potluck

dinner, I got to musing (no pun intended) about some of the events at Cold Bay when I was managing the place; and the matter of bears in the quarters area came to mind.

Charlie and I were sitting in his living room across from my quarters playing chess one quiet evening; when, while waiting for **Charlie** to move (he always took forever), I looked up, and saw over his shoulder, out the kitchen window, the top of a big "brownie's" back, as it walked past. I naturally called it to **Charlie's** attention.

Charlie of course is a fairly phlegmatic person; but he did stir himself enough to get up (casually disregarding the knocked-over chair) and go to the door of the utility room which was located between the two apartments. His dog, **Snowshoes**, followed him out as **Charlie** opened the door and went out to investigate.

Unfortunately, **Snowshoes** had been avidly following the chess game, and was light-blind; thus, ran into the bear as it was about to round the corner of the duplex, and go on about its business. As might be imagined, the bear took

umbrage at that display of rudeness and chased **Snowshoes** back into the utility room.

That turn of events fascinated **Charlie** and he stood at the door alternately yanking it open and then slamming it shut when the bear made any motion to see just what curious critter was creating such a flap at the opening.

Somewhere during the commotion, **Charlie's** duplex neighbor, **Phil**, appeared on the scene complete with camera to record the whole thing for posterity.

Now as it happens, **Phil** was a person with a huge amount of curiosity, and, in order to get a better view of things, advanced to stand immediately behind **Charlie** with his head over **Charlie's** shoulder.

Bad luck for **Phil**. As fortunes run in such matters, **Charlie** chose that exact moment to step aside, yanking the door smartly back, which had the effect of projecting **Phil's** head through the

(Continued on next

Only In Alaska (continued)

single pane glass window in the door.

However, all circumstances resulted in only minor cuts and abrasions, and, after a brief flurry of astonishment and concomitant activity, the episode wound down, leaving us to the remains of a once-peaceful evening.

The bear? So far as I know, it shook its head in wonderment at the foolishness of humans and ambled off to complete its original business.

Alaskan Region
 Intercom
 Office of Public Affairs
 222 West 7th Ave
 Box 14
 Anchorage, AK 99513
 (907) 271-5296

EDITOR
 Mary Lou D. Wojtalik

REGIONAL ADMINISTRATOR
 Franklin L. Cunningham

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

Since Mount Redoubt is remaining quite active, you might keep these pointers from the Alaska Division of Emergency Services in mind:

HEALTH ADVISORY

When volcanic ash is present:

1. Remain at home or indoors; reduce outside activity
2. Keep windows and doors closed
3. Do not exercise
4. Do not smoke
5. Do not burn wood in stoves or fireplaces
6. Keep body well hydrated, at least 1 quart liquid daily
7. If you have serious lung disease, purchase paper mask or surgical mask at pharmacy, hardware store or paint store
8. If wearing contact lenses, remove and clean every 3-4 hours
9. If persons with heart or lung disease experience symptoms, they should consult their physician
10. When cleaning up ash, wet it down before sweeping

Source: Alaska Division of Emergency Services

BLOWOUT



(Photo by the Alaska Volcano Observatory)

What do wildfires and volcanic eruptions have in common? **Lightning.** In an attempt to detect lightning associated with ash-producing eruptions of Mount Redoubt, the Alaska Volcano Observatory has asked for help from the Bureau of Land Management.

Lighting is associated with eruptions that cause ash plumes, but not those that produce only steam. Geologist **Betsy Yount** of the Alaska Volcano Observatory explained, "Explosive eruptions are the ones that form ash clouds. When a cloud of ash is formed, it is charged with electricity and sets off lightning.

The Alaska Volcano Observatory's instruments can indicate eruptions, but don't always distinguish between an ash plume and a vigorous steam plume. The difference is vital to airlines and air travelers, because flying through a cloud of ash can ruin a plane's engines.

The BLM's Alaska Fire Service has used lightning detectors for several years to predict where wildfires are likely to start. The detectors are removed for maintenance in the winter.

Now, in response to the request from the volcano observatory, the fire service will re-activate detectors in Aniak, McGrath and Anchorage. These will be linked to a BLM computer in Fairbanks which will determine the exact location and time of the lightning and send the information to the Alaska Volcano Observatory in Anchorage and Fairbanks.

Scientists hope the BLM's lightning-detecting equipment will signal the formation of ash during any future eruptions of Mount Redoubt, allowing for warning aircraft. They expect this information to be especially useful in overcast weather when ground observations of the volcano are impossible.

Because the lightning ceases as an ash cloud cools and diffuses, it probably won't be possible to track the movement of an ash cloud, Yount says, but the new equipment may help scientists study the way the lightning behaves.

Mount Redoubt first erupted on December 14, 1989, and has been disrupting air traffic intermittently ever since.

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 U.S. Department of Transportation
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