

6/18



U.S. Department  
of Transportation  
Federal Aviation  
Administration

# Alaskan Intercom



## FAA's Top Job

### *Retired General Tapped for Administrator's Post*

A retired Air Force four-star general with more than 5,000 flight hours has been nominated to head the FAA. President Bush has selected retired General **Thomas C. Richards** of Bryan, TX, as FAA Administrator. Richards, 62, must be confirmed by the Senate before he replaces **James Busey**, who became DOT Deputy Secretary late last year.

DOT Secretary **Andrew Card**, who introduced the nominee to members of the aviation community during an Aero Club speech in Washington on March 31, said Richards will make sure the FAA continues to be headed by someone who "knows aviation, is committed to safety and is a proven leader." He called Richards "competent and accessible."

Card also praised Barry Harris who has been Acting FAA Administrator since December, for doing a "terrific job."

Richards has 30 years of experience in flying propeller, single and multiengine jet aircraft. His military career spanned more than four decades. It began with the Army infantry in 1948. As a platoon sergeant during the Korean War Richards was wounded twice. During the 1960's, he served two tours of duty in Vietnam as an Air Force officer and flew 624 combat missions. Later he played a key role in U.S. Soviet INF treaty negotiations and served as commandant of the U.S. Air Force Academy.

Before retiring in 1990, Richards was deputy commander-in-chief of the U.S. European Command Headquarters in then West Germany. He has done consulting and strategic planning for several major corporations and was a member of the presidential panel that investigated the 1988 bombing of Pan Am flight 103 over Lockerbie, Scotland.

Richards was born in San Diego and graduated from Hampton High School, Hampton, VA in 1948. He earned a bachelor of science degree in

business administration from Virginia Polytechnic Institute in 1956 and a master's degree in communication from Shippensburg State College in 1973. He completed Squadron Officer School in 1963 and Army War College in 1973. Richards is married and has three children.



**Hail and Farewell.** New Regional Administrator **Jacqueline Smith** arrived in the Alaskan Region early in April for a week's overlap with **Ted Beckloff** before he departed to be the Regional Administrator of the Southern Region.

### A peek at... What's inside?

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# Computers

Computers are the state of art.  
Somehow they haven't won my heart.  
I'm impressed by all they do.  
I still think they're just too new.

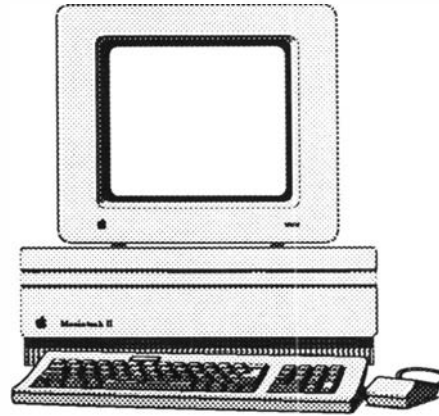
I'm petrified if I don't learn,  
To become antique is my concern.  
Where do I start, what do I say?  
Hi! How are you? Such a nice day!

How silly of me to think it will talk,  
It goes beep-beep, but it can't walk.  
If its purpose is to help me work,  
Why then does it make me feel like a jerk?

Accepting it is easy enough,  
Using it is what is tough.  
I know that I must keep on trying,  
The old ways are rapidly dying.

---

by Cecil Mahrt  
AAL-9



The author, **Cecelia Hunziker**, is now — 8 years later — the manager of the Resource Management Division, AAL-40. Her area of responsibility includes the Information Resource Branch. That's right — computers!

(Reprinted from the March 30, 1984,  
*Intercom*.)



**John Young** (center) and **Tom Feltz** (right), both of Materiel Management Branch in Logistics Division, each received a Certificate of Appreciation from Regional Administrator **Ted Beckloff** for their outstanding support to the front office.

## Intercom

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

The submission deadline is the first Friday of each month.

If you have questions, suggestions, or complaints, please call the Editor at 271-5169.



# Anyone Who Flies — “Needs to Know”

## FREQUENT FLYER FACTS

Occasionally we need to review the “do’s” and “don’t’s” of the use of Frequent Flyer miles as they apply to official government travel. It is especially important during these times of tight budget constraints when employees are encouraged to use mileage earned on Government travel to obtain a free ticket for official travel.

### —AIRLINE MILEAGE

**CREDITS.** Frequent Flyer programs are considered to be promotional programs and, when mileage bonuses are received by employees in conjunction with official travel, and based on the purchase of tickets, they are considered to be property of the Government. An FAA employee was recently charged with a criminal complaint in U.S. District Court for personal use of frequent flyer travel benefits earned while performing official Government travel. A joint investigation by the Office of Inspector General (OIG) and FAA revealed that the employee used hotel bonus points earned while on Government

business for personal travel worth approximately \$11,700.00. Further judicial and administrative actions are pending. (Inspector General and the Secretary’s Semiannual Reports to The Congress, April 1 - September 30, 1991.)

—**ALL PROMOTIONAL MATERIALS**, (e.g. reduced-fare coupons, cash, gold nuggets, merchandise, gifts, etc.) resulting from purchase of an airline ticket for Government travel are to be relinquished to the FAA except where such gratuity involves a benefit personal to the employee, such as membership in executive clubs, which could not be used by the Government. Any such benefits must be “free” and must not involve the redemption of mileage credits.

—**ACCOMMODATION UP-GRADES.** FAA employees may not, at this time, use government-earned mileage bonuses, whether “free” or not, for accommodation upgrades. DOT is presently conducting a 1-year test program to allow use of government-earned mileage bonuses to upgrade to

premium class accommodations for direct, non-stop flights of 6 hours or more. Other restrictions apply, and the FAA implementing instructions and approval authority have not as yet been defined.

—**PARTICIPATION IN FREQUENT FLYER PROGRAMS.** No one is required to participate in frequent flyer programs, but careful participation in such programs can be a benefit to the agency. However, it is the responsibility of each employee to know the rules and make the best of what these programs offer. Above all, keep your personal mileage bonus programs separate from those you may participate in at Government expense, since accounts which have a mix of personal and government travel may be considered the property of the government. Then use your Government earned bonus miles to help the FAA do more traveling with the funds we have.

Any questions? Check it out first by calling **Dan Goodstein** at 271-5252.



*James Edens (left), Anchorage Sector Field Office maintenance mechanic, is congratulated by ANC SFO manager **Melissa Berry** on his selection as ANC SFO Employee of the Quarter for 1st quarter 1992. (Photo by Audrey Campbell, ANC SFO)*

# Awards

## On-the-Spot



**Ron Sherman** (left), ATCS at Kenai AFSS, was presented an On-the-Spot Award by SATCS **Bill Toppa**.



ANC Sector Field Office electronics technician (developmental) **Jeff Kelly** (right) was presented with an On-the-Spot Award by SET **Jimmy D. Ford**. (Photo by Audrey Campbell, ANC SFO)



**Sherrie Frickell** (right) ATCS at Anchorage Center, receives an On-the-Spot Award from area manager **Joe Rollins**.



**Bob Christensen** (right), AAL-292, accepts his On-the-Spot Award from **John Hallinan**, AAL-202.



**Charles Gray** (right), ZAN-17, received an On-the-Spot Award from **Joe Woodford**, air traffic manager at Anchorage Center.



ANC Sector Field Office electronics technician (developmental) **Heath Spott** received an On-the-Spot Award. (Photo by Audrey Campbell, ANC SFO)

**Tim Wilson** (second from right), ATCS at Anchorage Center, is presented an On-the-Spot Award by area manager **Joe Rollins** (second from left) as area supervisor **Clarence Goward** (left) and air traffic manager **Joe Woodford** (right) look on.



# Awards



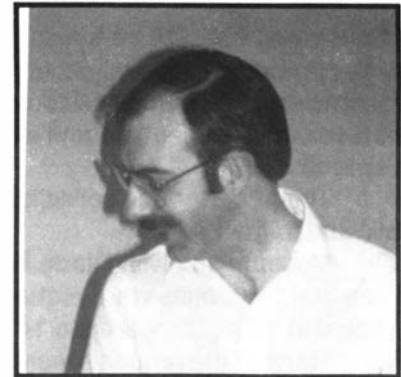
## Special Achievement



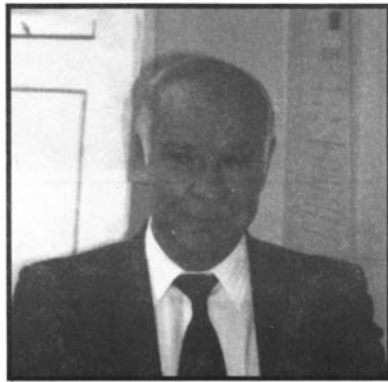
**Ken Odsather, AAL-460C**



**Jim Patchett, NAS Implementa-  
tion manager, Anchorage Center**



**Tom Feltz, AAL-52A**



**Cecil "Ozzie" Osborne,  
AAL-421M**



**Phylis Silverton, AAL-56**



**Group award: Dolores Coates**  
(left), AAL-17B; **Joy Krison**  
(center), AAL-16A; and **Jackie**  
**Holland** (right), AAL-14D

Group award: Air Traffic  
Division manager **Henry Elias**  
presented a group Special  
Achievement Award to  
AAL-500 employees (left to  
right) **Bob Stinson, Elias,**  
**Dave Brown, Rick Ericson,**  
and **Terry Alexander.**



# FAA Historical Photos

Several years ago, the FAA Alaskan Region transferred a large number of historical photographs to the custody of the Anchorage Museum of History and Art. Retiree **Mary Smith** volunteered her time and expertise to help catalog the collection.

The photos in the collection are available to the public and to the FAA.

Museum archivist **Diane Brenner** reported to the Region that 24 images were requested from the FAA collection in 1991, compared to 14 requests in 1990.

Many of the requests were from the Alaska Department of Transportation and Public Facilities when they were working on the airstrip at Gambell. Other requests were from an archaeologist who located a site near a well documented communications installation on Shuyak.

Right-of-way and hazardous waste/underground fuel storage are topics that are finding their way to the collection.

**Mary Smith** continues to sort, print, and number the photographs. She hopes to have the job complete by summer.



## Minchumina Hazardous Waste Storage

In accordance with an EPA requirement to conduct monthly inspection of storage facilities, the FAA has a contract with Ecology and Environment who in turn has subcontracted with Jack Hayden, Denali West Lodge, of Lake Minchumina, to perform the inspections. Like the mailman, Jack performs the inspections in spite of the weather, and with several modes of transportation - a boat in the spring and summer, and dogsled in the winter.



# Getting Ready for the Future

## *Executive Training on Tap for FAA Women*

Fourteen FAA women from across the country have been selected to participate in the agency's 1992 Women's Executive Leadership (WEL) Program.

They have been approved by the Office of Personnel Management and will soon begin a year-long career development program of supervisory and managerial training and opportunities to help prepare for future high-level positions.

A week-long orientation in Washington in May will include a day at the FAA and two core training sessions. The sessions will focus on an individual needs assessment and putting together individual development plans.

Also part of the program are one 30-day and one 60-day assignment outside of the WEL participant's normal work area, cluster group activities, a 1-week "shadow" assignment, interviews with three FAA executives, management readings, preparation of a program impact paper, a 3-day "close-out" session, and graduation.

Those selected are:

**Concetta Cron**  
Supervisor, Services Unit,  
Materiel & Services Branch  
Alaskan Region

**Alleen Arakawa**  
Administrative Officer  
Western-Pacific Region

**Kim Curry**  
Air Traffic Control Specialist  
Central Region

**Rosetta Francis-Robinson**  
Personnel Staffing Specialist  
Southwest Region

**Sharon Jarvis**  
Air Traffic Control Specialist  
Northwest Mountain Region

**Dawn Marie**  
Aviation Safety Inspector  
Northwest Mountain Region

**Linda Brown-Williamson**  
Enroute Flight Advisory Specialist  
Great Lakes Region

**Christine Mangano**  
Air Traffic Control Specialist  
New England Region

**Frannette Manns**  
Computer Programmer  
Technical Center

**Lisa Aveni**  
Public Affairs Specialist  
Technical Center

**Arlene Salac**  
Public Affairs Specialist  
Southern Region

**Denise Miller**  
Special Assistant  
Washington Headquarters

**Nancy Montgomery**  
Management and Program  
Analyst  
Washington Headquarters

**Gloria Snowden**  
Management Analyst  
Washington Headquarters



# Cowgill Is New Assistant Air Traffic Manager

The Alaskan Region is pleased to announce the selection of **Gene Cowgill** as Assistant Air Traffic Division Manager, replacing **Mike Thompson** who transferred to Austin, Texas, in February.

Recently manager of the Air Traffic Training Branch at the FAA Academy in Oklahoma City, Cowgill brings an extensive and diversified air traffic control and managerial background to the job.

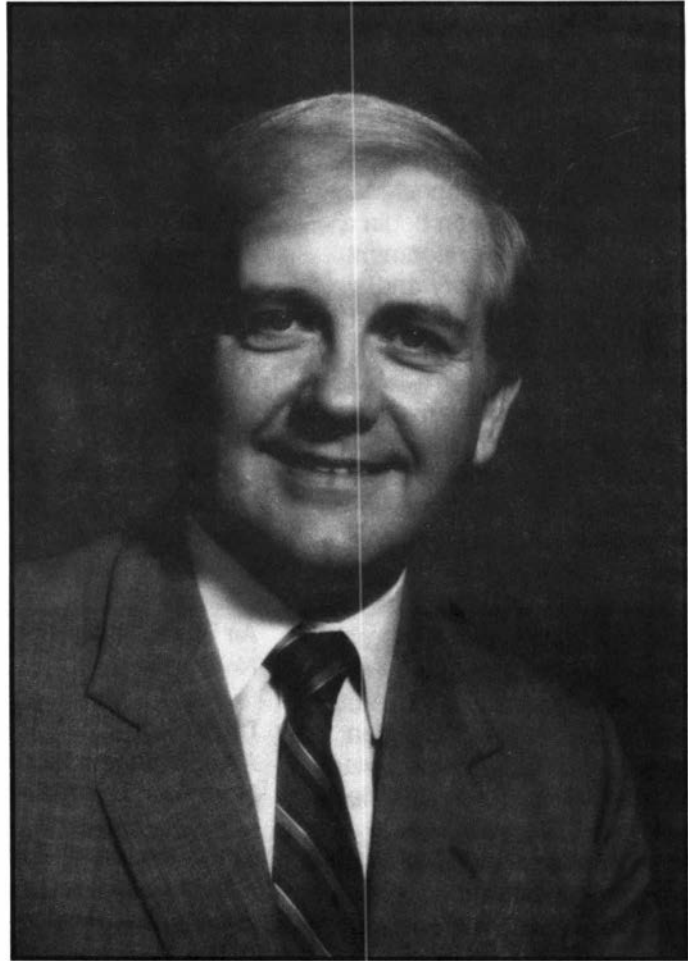
He served as a journeyman controller in both en route centers and tower facilities, has staff experience as regional operations specialist in Great Lakes Regional Office, and as an instructor at the FAA Academy in Oklahoma City.

His managerial experience includes assistant chief or area manager at Akron, Canton, and Honolulu Towers; manager of the tower training unit and the tower support unit at the FAA Academy; deputy manager Detroit Metro Tower; manager of Austin and Oklahoma City Towers; hub manager for all towers in the state of Oklahoma.

Cowgill was also a Navy controller and attended William and Mary College.

"We are happy to have Gene Cowgill on our management team in Alaska," says **Henry Elias**, Air Traffic Division manager.

Cowgill reported for duty in Anchorage on March 23, 1992.



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## 753rd AC&W Squadron Reunion

If you were stationed in the 753rd AC&W Squadron, Sault Ste Marie, Michigan, during the mid 50's or know someone who was stationed there and interested in a reunion, contact **Jim Doyle**, 15009 Rosehill Road, Olathe, KS 66062 913-897-2069.





# Total Quality Management

Part 2 of 8

This is the second of eight articles which will explore the eight principles guiding the Alaskan Region's quality efforts. This article focuses on Quality Measurement and Analysis.

Quality Measurement and Analysis reflects the scope, validity, use, and management of data and information that underlies the organization's quality improvement system.

For example, Federal Express employees carry a hand held "tracker" to input and query the real time status of any package. Federal Express then assigns a point value for packages which are not delivered properly and monitors the "score" daily on its Quality Index.

It is important to measure systems and processes, not individuals. For example, one telephone company ceased its practice of measuring the time it took individual operators to respond to information calls. Instead, the company focused on the average time for all operators

and, when the average time increased, met with operators to identify and remove obstacles to the timely completion of calls.

In this Region division managers and staff officers have committed to collect quality and timeliness data on all products and services for external customers and from suppliers, and for all significant products and services for internal customers.

Two information sources which we use are the agency's quarterly performance and trend indicators report which charts key agency processes and the region's automated objectives tracking program which tracks regional accomplishments throughout the year.

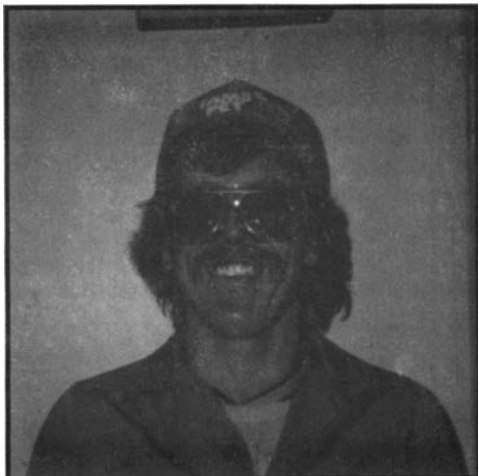
We also intend to improve the appropriateness and timeliness of quality measures and information systems by incorporating statistical techniques into the regional evaluation program and by teaching all employees to monitor ongoing activities. The Management Analysis and Organi-

zational Effectiveness Branches have taught a course called "Quality Action Teams" which focuses on problem-solving tools and statistical analysis.

The regional goals and objectives process ties into regional accomplishments and reflects the TQM philosophy. Regional objectives focus on progress toward long term goals instead of short term objectives. In addition, the objectives focus on customer satisfaction and process improvement instead of numerical goals.

The region uses the data it collects to identify gaps between customer needs and what the region is providing and to set regional priorities and direction for planning purposes.

NEXT MONTH: Quality Improvement Planning.



✓  
**Bart Stensrud**, a carpenter for the North Alaska Field Maintenance Support Staff and a charter member of the Fairbanks Search and Rescue Corporation, was recently awarded the corporation's distinguished member of the year award for the Fairbanks area for 1991.

When asked how he got the award, Bart stated, "I just like to help people out."

Bart is an operations specialist for the rescue unit and leads rescue teams when he is available.

Congratulations, Bart!

# Flight Standards Anchorage

## Airspace System Inspection Pilot

**Darlene Dubay**, an Airspace System Inspection Pilot in the Anchorage Flight Inspection Field Office (FIFO), brings a unique background in aviation to the FAA. Dubay and family moved to Alaska in 1971 where her husband had an assignment as an itinerant dentist with the U.S. Public Health Service.

She accompanied him on field trips into the native villages and, noting the scarcity of roads, decided that knowing how to fly would be to her advantage. She obtained her private pilot certificate and became her husband's pilot as well as his dental assistant.

Dubay continued to acquire airman certificates and ratings and pursue a career in the aviation field. One of her first jobs was hauling fish from one Alaskan bush village to another. Dubay said "after that experience, flight instruction seemed to be the less risky avenue leading towards my aviation career."

She ran her own flight instructing business, worked as a corporate pilot for an oil company, and was an aerobatic instructor for several years. One of her early students was **Patty Wagstaff**, the national aerobatic champion.

Her big break came when she landed a job flying for ERA, an Anchorage based air carrier. Her dream-come-true was close to becoming a nightmare as she had to continually juggle changing



schedules, standby schedules, and long hours. During this period she heard of FAA's flight inspection program. She pursued the lead and in the fall of 1988 began her career with the FAA as a general aviation operations inspector in the Fairbanks Flight Standards District Office and later transferred to the FIFO.

"My job as an airspace system inspection pilot is very challenging and rewarding. The federal government is supportive and encourages people to better themselves," says Dubay. She now has some 2,500 hours in the Convair 580 and 200 hours in the Sabreliner.

Dubay's goal is to go as "high as she can, perform administrative functions as well, and above all meet the challenge to motivate others." In addition to her aviation accomplishments, her outside interests are physical fitness and continuing her academic studies. She ran the 1991 New York and Seattle Marathons and hopes to qualify for the Boston Marathon soon.

(Written for Mike Monroney Aeronautical Center Intercom by Bea Bair, AVN-11).

On February 10, the Alaskan Region Flight Standards Division (FIFO) with their Flight Standards Division Manager **Tom Stuckey**, Flight Standards Division Manager **Bob Murati** as he emphasized the Alaskan Region. Stuckey stated, "The Alaskan Region from an organization standpoint, never had their support has far exceeded the norm include their professionalism and all they stand for." Reaction from employees at the FIFO included the Flyer Award or the two cakes which also came



**Tom Stuckey** (right) presenting with the Flight Standards Division

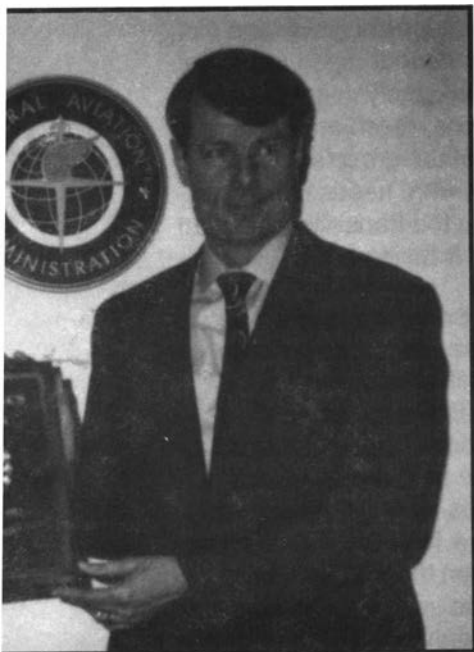


# s Recognizes je FIFO

ds Division recognized the Anchorage Flight  
ards Hi-Flyer Award.

anager, presented the award to the FIFO  
tremendous support the entire FIFO has  
e the FIFO is not actually a part of the Alaskan  
ss, they are a valuable part of the FAA Team.  
some late night commitment. We truly appreci-

divided on which they liked the most: the Hi-  
the award.



FIFO Manager **Bob Murati** (left)  
er Award.

## *Inventive mechanic*

**Earl Cleveland**, native Alaskan, Viet Nam veteran, and aircraft mechanic with the Anchorage Flight Inspection Field Office, is an inventor at heart. Cleveland, always looking for the better mousetrap, has developed and built a number of devices which have helped his unit accomplish tasks more easily.

Cleveland was raised in a small village on the western coast of Alaska where improvising and inventing were a necessity of life. He is a quiet, almost shy, well-liked person who doesn't feel a need to boast of his many accomplishments.

His inventions include:

- ✦ Tail "flag" for the Convair 580 which helps guide the large aircraft's tail through upper hangar doors.
- ✦ A special jack pad for use in changing the Sabre 40 aircraft tires.
- ✦ A wheel to mount aircraft tires so they can be checked for cracks and other defects.
- ✦ A metal stand for mechanics to use when working on the auxiliary power unit for the Sabre 80 aircraft.

# Employee Involvement Training

by Susan D. Roebuck, Airway Facilities Division

**Employee Involvement (EI):** By now you've probably heard about it, even if you're not an Airway Facilities employee. It's a major change underway, a new way of doing business. The philosophy of EI embraces the belief that problems are better solved and decisions are better made using a collaborative approach, with the involvement of those most affected. The EI process utilizes employees' knowledge of their own work and their own situations. After all, who knows these things better than the employee?

## Problem? What problem?

Call them problems, issues, or "opportunities for improvement." They are a normal part of our work life. Affected by endless variables, such as the budget, new faces, and even the weather, a group's set of problems can change from day to day. A problem, or issue, may be as simple as a disorganized tool box used by two or more groups, or as complex as getting folks to enjoy their worklife in some of the bleakest places on earth.

## TRAINING:

A group that works together takes the training together, and EI training can be put to use immediately by a group, without further ado. Many groups in the region have received EI training already, and the most often heard com-

ment afterward is, "makes sense!" Not coincidentally, the question "What makes sense?" is an EI tool — it is the basic question asked to help a group focus themselves on how to deal with an issue.

## Working Together Effectively

The initial EI training is called "Working Together Effectively." This one-day course teaches a group problem solving skills and ways to conduct their meetings effectively. (By the way, there is no such thing as an "EI Meeting," there is only the EI *process* to be used for meetings.)

## EI Facilitator Training

EI Facilitator training is the next course groups can schedule. Each member of the group learns how to facilitate a meeting. It is an intensive two-day course that involves practice. Perceived as "extremely valuable," it reinforces skills such as communicating non-defensively, managing an impasse, establishing criteria for selecting solutions to problems, and reaching group consensus. Good facilitation is a powerful tool. It keeps a group focused and directed to the issue, and ensures each member has a voice.

In addition to the above, groups can request several other courses, as well as various kinds of assistance from the four EI Internal Consultants.

## Transition Meetings

Groups can request an EI Consultant to facilitate transition meetings. Transition meetings usually take

place when a new supervisor or union rep comes into the group, but they are also appropriate when there is a significant turnover in the group or when the group is having problems. In a transition meeting, the emphasis is on maintaining the flow of communication, maintaining employee involvement in decision making, building a trustful climate between union and management, and maintaining effective organization performance. Goals for the meeting are for the group and the new supervisor or union rep to get acquainted, clarify concerns and expectations, reach an understanding of the group's priorities, determine what needs to be done to manage the transition, and plan the actual transition.

## Problem Solving Training

This course reinforces problem solving skills, taking groups through a five-step problem solving model. These steps are: 1) identify the problem, 2) decide what issues must be addressed, 3) plan how to address the critical issues given the existing constraints and available resources, 4) collaborate to follow through and work the plan, and 5) evaluate the plan — learn what worked and what didn't, for future reference.

## Team Adventure

Team Adventure is an outdoor learning exercise, and an unusual opportunity for a group to practice teamwork skills. It consists of several challenges for the group





*Team Adventure facilitated by John Meszaros*

that involve projects they must complete together. While moderately physical, these projects require far more in the way of good thinking, cooperation and coordination than athletic ability. As an additional benefit, Team Adventure tends to enhance individual commitment and motivation.

#### **Interest Negotiation**

This training helps groups deal with particularly difficult issues that arise. It helps the group learn to separate the people from the problem, focus on *interests* (not positions), work together to create options that will satisfy all, and to negotiate successfully with people who are more powerful, or who refuse to play by the rules, or who

resort to "dirty tricks." This course's emphasis is on people or groups developing an agreement that is mutually beneficial, and on relationships being as good or better than when they started.

#### **SKEPTICISM:**

Skepticism about EI is normal and to be expected. It's new and involves a major change. Resistance can be high for all kinds of reasons, from managers being schooled in and more comfortable with the old way of doing business to workers who have "seen it all" and don't believe it will ever get better. However, EI training completed as part of a group

tends to weaken the doubts of even the most contrary sceptics, as the benefits of the EI process to them personally, and to their group as a whole, become obvious. The optimistic leave the training motivated and the pessimists are saying, "I'm willing to see what happens next."

The success of EI is measured in terms of involvement and satisfaction. For people who take ownership of EI immediately, the change will seem to be going painfully slow at times. But the EI process is here to stay. It's not a temporary "program." In five years or so, it will be so integrated into our daily work lives that we may not even recognize it anymore.

# How to Welcome Headquarters Visitors

**Jed Williams**, SET, and **Joe Chikoyak**, both from Bethel SFO, were taking **Ken Kraus**, Headquarters AWOS program manager ANW-140, and **Bob Knosalla**, region AWOS program manager AAL-421, to visit the Aniak AWOS.

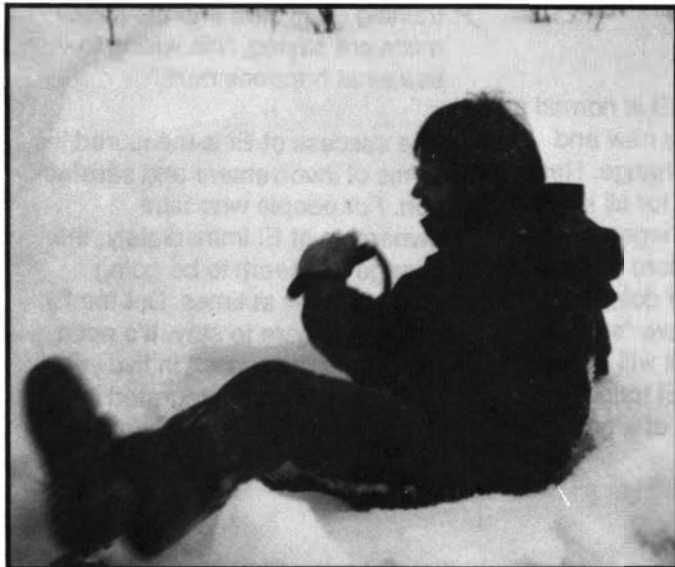
These pictures were taken at the ANIAK, AK AWOS facility.



Jed veered off the road while backing out and ended up in the ditch.



As you can see, the “stuckee” became the “digee” while the passengers watched.



Actually, Joe did all the work, Jed just rolled around in the snow.



# Presidential Praise

## *Broderick Wins High Civil Service Award*

FAA's **Tony Broderick** recently received a Presidential pat on the back for his "extraordinary" government service.

Broderick was the only FAAer, and one of 69 Federal executives from across the country, to receive the 1991 Distinguished Presidential Rank Award—the government's highest accolade given to career members of the Senior Executive Service.

Each winner was singled out for "excellence" and "personal initiative" in addressing major issues affecting the nation and the world.

The award carries a \$20,000 stipend.

Broderick is FAA's Associate Administrator for Regulation and Certification.

**Jon Seymour**, DOT Assistant Secretary for Administration, also received the Distinguished Presidential Rank Award.

Eleven other current and former FAAers were honored with Meritorious Presidential Rank Awards which carry a \$10,000 stipend.

**Keith Potts**, the agency's former Assistant Administrator for Aviation Safety, was granted the honor posthumously. He died on September 28, 1991, after a long illness.

Nationwide, 334 Federal Executives received the Meritorious Presidential Rank Award honor including these FAA winners.

**Joan Bauerlein**  
*Director, Office of International Aviation*

**Dan Beaudette**  
*Deputy Associate Administrator for Aviation Standards*

**Monte Belger**  
*Former Associate Administrator for Aviation Standards*  
*Belger is now Executive Director for Acquisition and Safety Oversight*

**Ben Demps**  
*Former director of Europe, Africa, and Middle East Office*  
*Demps is now director of Oklahoma's Department of Human Service*

**Arlene Feldman**  
*New England Regional Administrator*

**Jim Haight**  
*Former Deputy New England Regional Administrator*  
*Haight recently became Central Regional Administrator*

## IN MEMORIAM

**Joyce Hardin**, retired from the FAA Alaskan Region Budget Division, deceased 12/7/91.

**Roscoe M. Robey**, retired from the FAA Alaskan Region Airway Facilities, deceased 1/15/92.

**Wallace Leask**, retired air traffic controller.

**Charles A. "Chuck" Malenowski**, retired FAA electrician, died April 30 in Roswell, New Mexico. He worked for the FAA at Level Island and at King Salmon before retiring to Roswell in 1984.

**Leroy Keith**  
*Manager, Transport Airplane Directorate*  
*Northwest Mountain Region*

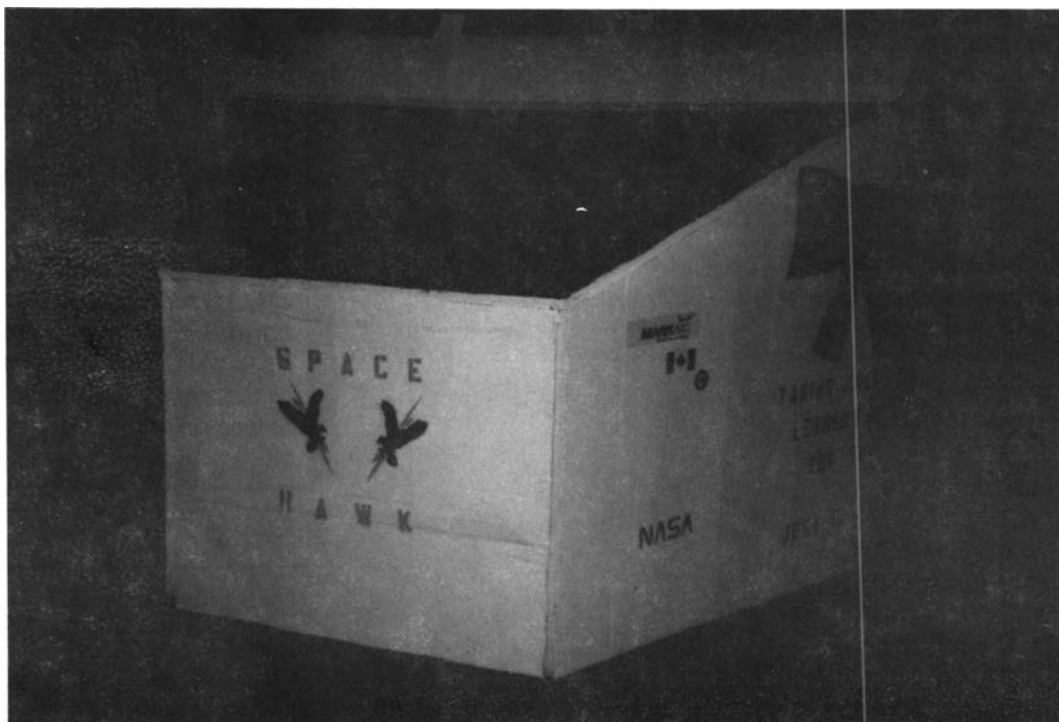
**Tom McSweeney**  
*Deputy Director, Aircraft Certification Service*

**Bill Pollard**  
*Associate Administrator for Air Traffic*

**Leon Watkins**  
*Assistant Administrator for Civil Rights*

# “Space Hawk — Taking Drug Free Leaders Into The Future”

by Sandra Paxton, AAL-1a



Space Hawk lunar shuttle “lifted off” from The Imaginarium in Anchorage at 2:00 p.m. on Thursday, February 27, 1992. It carried a crew of seventh and eighth grade students from Hanshew Junior High School. A successful landing was accomplished at 2:00 p.m. on Saturday, February 29.

The project was designed to give students the opportunity to learn decision making, working together, and problem solving.

Mission crew started working on the lunar shuttle mission project after the first of the year. The students, 12 to 13 years of age, selected their own theme: Space Hawk — Taking Drug Free Leaders Into the Future.”

They spent 2 months in planning, organizing, preparing logos, and putting all other aspects of the project together. The crew designed their uniforms, very

much like the uniforms used by NASA astronauts, but with their own logo.

**Fred Goerisch**, the project advisor, is a science teacher at Hanshew and also teaches education classes at UAA. While attending a national science teachers conference, he met a man who had led similar projects in Michigan.

This year’s mission is the third in Alaska. The first two were done entirely at Hanshew Junior High. Moving the mission to the Imaginarium presented different logistics problems such as building the shuttle at the site and transporting materials and food.

Mission crew included:

→ **Education officer.**  
Designed forms for students to take to their teachers to show assigned homework. She then

collected the books each student would require to complete the assigned homework and monitored each student’s progress during the mission.

→ **Science officer.**  
Supervised the various space programs the crew was working on.

→ **Computer officer.**  
Selected various computer programs for them to use on the mission.

→ **Nutrition officer.**  
Designed the menus, procured the necessary food, and then monitored preparation of the meals.

→ **Medical officer.**  
Received advance training on procedures to use in taking blood pressure, temperature, pulse and other vital signs. Crew members had their vital signs read two or three times a day.







→ **Shuttle Commander, Kelly Hartline**, said her job was "to make sure everyone gets along."

→ **Wesley Belisle**, son of FAA's **Larry Belisle**, was a member of the ground crew who monitored the progress of the shuttle mission.

→ **Physical Education Officer.**

Made up fitness programs to include warm-up and cool-down exercises for everyone.

The crew worked rotating half hour schedules from 6:00 a.m. to 10:00 p.m. Activity was divided into two shifts. They ate three meals a day with meal breaks lasting a half hour each.

Food was sponsored by parents and Carr's. For breakfast the crew had cereal, Eggo waffles, juice, and fruit. Their lunch consisted of soup, sandwiches, and fruit. Hamburger Helper, vegetable, salad, and rolls made up one evening meal. They ate oriental food the next night.

No extra credit is given for participating in this mission.



It is an extracurricular activity, much like other after school activities. "The shuttle mission is like their tournament at the end of a sports season," said Goerisch.

Participation in the project is voluntary. There is no specific criteria used in selecting students; all are welcome. Although more started the project, 11 stayed to complete it. According to Goerisch, the students had to be committed to the effort since it takes quite a bit of planning and hard work, especially with building and painting the shuttle.

This particular mission had an international flavor. **Brian Johnson**, a member of the engineering crew, is a Canadian student whose father is assigned to Elmendorf Air Force Base with the Canadian Forces Detachment.

The mission is over—it's history. Next year's crew will start fresh and design its own mission and shuttle.

Congratulations to the mission crew of the Space Hawk for a job well done!

# Service Recognition

35 Years



**Alan Van Horne, Kenai radar electronics technician**

30 Years



**John J. Key, Sr. (right), Barrow FSS relief air traffic control specialist, receives his 20-year service plaque from Area Supervisor David W. Johnston.**

15 Years

**Patrick R. Kerber, Deadhorse FSS relief air traffic control specialist**

## Got a story for *Intercom*?

We would like to use more news items from the field. If you have a story idea, send a note to AAL-5B or phone 271-5169. You can write the story yourself; answer the five W's and the H: who, what, when, where, why, and how.

If you prefer, just give us the facts and we will write it. Pictures add interest if they are clear and have contrast. Blurred pictures do not reproduce well.

We welcome items about our people, what our family members are doing, etc. We all like to know what is going on in other places in the Region.

Looking forward to hearing from you...

...The Editor.



## Third Job Skills Training Session

The third in a series of four Job Skills training sessions was presented to Flight Standards inspectors in Anchorage, Alaska, on February 25-27, 1992. This training program focused on the compliance philosophy of the FAA, and the best methods to achieve compliance in partnership with the aviation community. Members of the Civil Aviation Security Division also attended. Security gave very positive feedback on the teamwork efforts and requested additional training positions in future courses. This course started out as a seminar and has progressed to the point where it has received accreditation as an FAA training course that is credited in the inspectors' training records.



### ORDER NAME BADGES

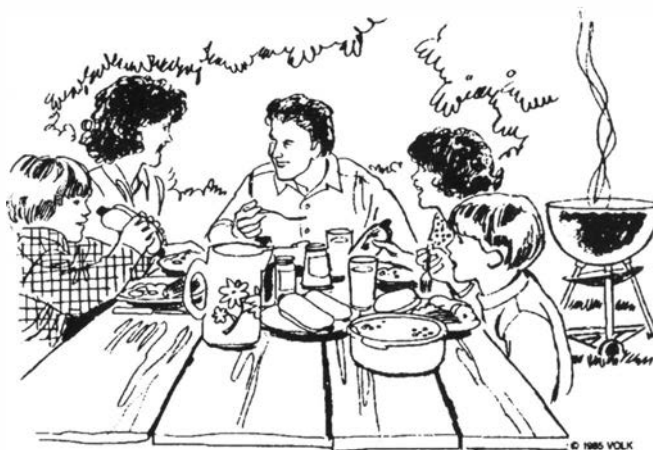
Want a blue name badge with the FAA logo? **Vickie Sherburne** will be ordering them again toward the end of May, so get your order to her by May 22. CivilAir Club sponsors the sale of these badges (which are either pin-on or pocket type). The price for each badge is \$5.00, which must be paid at the time you place your order. Make checks payable to CivilAir Club.

Contact **Vickie Sherburne**  
AAL-450A, 271-5198

## CivilAir Club Picnic

The annual CivilAir Club picnic will be held on June 20, 1992, at the Mat-Su Resort. Make your plans now to attend.

The annual reunion for retirees will take place on Friday, June 19.



## TWO Convention

Technical Women's Organization (TWO) will host their 1992 National Convention in Atlanta, GA, June 23 through 26 at the Ramada Renaissance Hotel. Reservations can be made by calling (404) 762-7676. Be sure to specify you are attending the TWO convention. If you have any questions, contact **Candy Close** at (317) 247-2283.

## Scout Awards

**Bob Lewis**, manager of the Logistics Division, AAL-50, was honored by the local Boy Scout Council for his activities in scouting. Bob received the prestigious Silver Beaver Award complete with pendant and pin.

Eagle Scout awards were also presented to **Christopher Morgan**, son of **Alice Morgan**, Airports Division, and **Tabor Rigg**, son of **Dr. Bob Rigg**, Aviation Medical Division.



**David Epstein gives proclamation to  
Sevard Wagenius**

**A PROCLAMATION**

WHEREAS, the Federal Aviation Administration's Alaskan Region contains two General NAS Airway Facilities Sectors, and;

WHEREAS, one of these General NAS Airway Facilities Sectors is headquartered in the Municipality of Anchorage and is known in the vernacular as the 'South Alaska Airway Facilities Sector' (SA-AFS), and;

WHEREAS, the primary mission of SA-AFS is to maintain the air navigation aids and associated support facilities within its geographical area of jurisdiction, stretching from Annette Island in Southeast Alaska to the southern frontier of Denali Park in the Interior of the state to the far reaches of the Aleutian Islands, and;

WHEREAS, SA-AFS system maintenance technicians are charged with the responsibility of maintaining hundreds of nav aids, many of which are sited in remote areas whose access requires travel under arduous circumstances, and;

WHEREAS, SA-AFS has been faced with severe budgetary restrictions in Fiscal Year 1992 to the extent that routine and corrective maintenance activities have experienced adverse impact which may worsen as the year progresses, and;

WHEREAS, in spite of these less-than-desirable factors, SA-AFS facility reliability figures have steadily increased and exceeded the national goal of 60% of the national average for the past two months, and;

WHEREAS, these performance improvements are due to the dedication and hard work of all employees of SA-AFS;

NOW, THEREFORE, I, David B. Epstein, Acting Manager of the Airway Facilities Division, AAL-400, in consideration of the laudable efforts of SA-AFS personnel in the area of NAS maintenance, do hereby proclaim and declare that the week of April 27 - May 1, 1992, is:

**SOUTH ALASKA AF SECTOR APPRECIATION WEEK**

in the Alaskan Region's Airway Facilities Division, with all the rights and privileges thereunto appertaining.

WHEREUPON I have set my hand and the seal of the Airway Facilities Service this 23rd day of April, 1992, in Anchorage, Alaska.

