



U.S. Department
of Transportation
Federal Aviation
Administration

Alaskan *Intercom*



“Larry Coutermarsh Day”



July 2, 1992, was proclaimed “**Larry Coutermarsh Day**” in the North Alaska AF Sector in recognition of Larry’s completion (for the seventh straight year) of the Midnight Sun Wheelchair Marathon.

The 367-mile race began on June 19, 1992, at Alaskaland in Fairbanks and ended on June 27 in Anchorage.

Of the ten racers entered in the ninth annual wheelchair marathon, **Larry Coutermarsh**, a tool and parts attendant in the North Alaska AFS Field Maintenance Support Staff, was the only Alaskan.

(Continued on page 2)

Larry Coutermarsh Recognized

(continued from page 1)

Larry used a new chair this year, courtesy of the Alaska Peace Officers Association. It is built of aircraft aluminum and weighs just 12 pounds.

In 1985, Larry was hit by a car as a pedestrian and almost lost both legs. However, he walks with the aid of a brace. The only time he spends in his wheelchair is during the race and training for it.



Larry was feted on July 2 with cake, coffee, a proclamation, and the sector's Field Maintenance Support Unit's special sherbet punch. Mary Lou Wojtafik, AAL-5, and Robie Strickland, AAL-400, presented Larry (right) with the Regional Administrator's Award from Jacque Smith.

Intercom

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



Russian & Alaskan Controllers Exchange Experience

by Darla J. Gerlach, AAL-533

Urey Fyodorovich and Andrey Victorovich were the first Russian air traffic controllers this year to participate in the Federal Aviation Administration and the Ministry of Civil Aviation controller exchange program.

Urey is an air traffic supervisor at Anadyr Air Control Center (ACC) and Andrey is an air traffic control specialist at Anadyr ACC. This exchange was their first time visiting the United States.

Urey and Andrey spent April 3-18 in Anchorage where they participated in training and familiarization tours to Anchorage ARTCC, Anchorage FSS, Anchorage ATCT, Kenai AFSS, and the Tsunami Warning Center. While at Anchorage ARTCC, they were interviewed for a feature article in the Smithsonian's *Air and Space Magazine*.

Air traffic personnel throughout Anchorage demonstrated wonderful hospitality to our visitors, Andrey and Urey. Regional Administrator, Jacque Smith, and Air Traffic Division Manager, Henry Elias, visited with Andre and Urey in an informal atmosphere while attending a potluck dinner sponsored by the system management branch, AAL-530, at the home of Darla Gerlach.

The visiting controllers were hosted by airspace & procedures specialist Dave Behren and Anchorage ARTCC assistant manager for quality assurance Tony Wylie. Both Dave and Tony participated in the controller exchange program in February, visiting Anadyr ACC and Magadan ACC in the Soviet Far East.

The controller exchange program is designed to enhance the safety and efficiency of international aviation as well as to improve oceanic procedures, interphone coordination, controller techniques, and English fluency on the part of the Russian controllers.

A total of 10 controller exchanges are planned during 1992, involving 10 Russian controllers and a similar number of FAA controllers.



Left to right: **Andrey Victorovich**, Regional Administrator **Jacque Smith**, **Urey Fyodorovich**

Hiking Tips

Hiking is a major summer activity in Alaska. With proper preparation, it can be a healthful summer recreational outlet with minimal costs. Preparation is the key word to keep in mind when planning this activity.

The following rules are general in nature and appropriate to all hiking:

1. Take the time to research the trails you are considering hiking. Parks and Recreation has excellent brochures on hiking in your area. Bookstores also have guides that cover larger areas.

2. Attempt only the trails that you feel physically capable of handling. Trails generally fall into four categories:



✓ **Easy:** A hike without much elevation gain; no previous experience is needed.

✓ **Moderate:** A hike that has some elevation gain; a good lead up to rugged hikes.

✓ **Difficult:** A hike that has much elevation gain; previous hiking experience is needed.

✓ **Very Difficult:** Usually a very steep trail for experienced hikers.

3. Your hike should include some basic items that will make you more comfortable. They will fit in a small pack: rain gear, extra food, space blanket, whistle, extra socks, compass, flashlight, water bottle, map of area, bear bell, basic first aid kit, extra shirt.

4. Notify a trustworthy companion of your schedule. Discuss actions to take in case you haven't returned on schedule.

5. You are generally discouraged from taking pets or firearms on public trails.

Be aware that there have been instances of theft and vandalism at some of the trailhead parking lots.

Remember: the words prepare, preparation, and plan ahead cannot be over emphasized.

Happiness in the Bush

Who says a person can't find happiness in the bush? Cold Bay FSS ATCS Tammy Ford found the love of her life in tiny Cold Bay. This last year she met Mark Cravens, a Reeve Aleutian

Airways employee. It was a picture-book wedding on April 18. The Cold Bay Chapel was filled with flowers and packed with friends of the bride and groom. After the ceremony, a big recep-

tion at the Weathered Inn offered everyone in town a chance to celebrate the occasion. It was a beautiful wedding that many people in Cold Bay will remember for a long time to come.



*Left to right: Best man (Cold Bay ATCS) **Matt Yeisley**, maid of honor **Danette Schloeder**, groom **Mark Cravens**, and bride (Cold Bay ATCS) **Tammy Ford**.*



Political Activity of Federal Employees

Since this is an election year, each employee should review and be familiar with the scope of permissible and prohibited political activity. The Office of Personnel Management has adopted regulations pertaining to political activity of Federal employees. These may be found in 5 CFR Part 733.

The following list contains examples of both permissible and prohibited political activities for covered employees.

In general, covered Federal employees:

- * **May** register and vote as they choose
- * **May** assist in voter registration drives
- * **May** express opinions about candidates and issues
- * **May** participate in campaigns where none of the candidates represent a political party
- * **May** contribute money to political organizations or attend political fund raising functions
- * **May** wear or display political badges, buttons, or stickers
- * **May** attend political rallies and meetings
- * **May** join political clubs or parties
- * **May** sign nominating petitions
- * **May** campaign for or against referendum questions, constitutional amendments, municipal ordinances
- * **May not** be candidates for public office in partisan elections
- * **May not** campaign for or against a candidate or slate of candidates in partisan elections
- * **May not** make campaign speeches or engage in other campaign activities to elect partisan candidates
- * **May not** collect contributions or sell tickets to political fund raising functions
- * **May not** distribute campaign material in partisan elections
- * **May not** organize or manage political rallies or meetings
- * **May not** hold office in political clubs or parties
- * **May not** circulate nominating petitions
- * **May not** work to register voters for one party only

An election is partisan if any candidate for an elected office is running as a representative of a political party whose presidential candidate received electoral votes in the last presidential election.

Federal employees in the municipality of Anchorage enjoy a limited exception to the ban on activity on political management or in a political campaign. An employee **residing** in the municipality of Anchorage may take an active part in political management and political campaigns in connection with partisan elections for **local** offices of the municipality or political subdivision provided participation is as an independent candidate or on behalf of, or in opposition to, an independent candidate. Additionally, candidacy for, and service in, an **elective** office shall not result in neglect or interference with the performance of the duties of the employee or create a conflict or the appearance of a conflict of interests. Municipal assembly seats are not partisan.

Should you have specific questions regarding any of the restrictions, please consult with **John C. Curry**, the Assistant Chief Counsel for the Alaskan Region.

IN MEMORIAM



James Boothe, retired, died of heart failure in Boise, Idaho, on June 12, 1992.

Gerald K. Wilcox, plumber with AAL-463P, suffered a heart attack while working at Port Heiden and died on June 16, 1992.

Dan Moran, NAS area manager with the North Alaska Sector MCC, died July 17, 1992, in Fairbanks.

Clyde C. Wenger, retired air traffic controller, died July 20, 1992. He is survived by Mrs. Mildred M. Wenger, 1111 Galena Street, Fairbanks, AK 99709. Memorial contributions may be made to the Fairbanks Community Food Bank or to the Clyde C. Wenger Memorial Fund, Fairbanks Lutheran Church.



Barry Swinburnson with gold pan presented to him from the specialists at Northway FSS. Barry has moved from the FSS option and is now at the Kodiak Tower.

“I turned my life over to my Higher Power”

EAP Assists

Don Wilhelms
Guest Writer
Environmental Support
Unit Technician
Seattle Hub AF Sector

Editor's Note: All contact with Employee Assistance Program (EAP) Counselors is held strictly confidential. However, Don has voluntarily chosen to share his harrowing experiences of substance abuse, in his own words, for Intercom's readers.

I came to EAP as the result of a positive drug test for marijuana. But my primary problem was with alcohol. I lied from the beginning regarding the severity of my addiction. I didn't want to tell the counselor I used marijuana as much as I did.

I used pot to come down off alcohol so I could get enough rest to go to work on Monday. I could function on alcohol—even do my job or whatever. But when I used pot, I just had to go to bed. I couldn't do anything else.

I never used alcohol or drugs on the job, but I used them extensively during off-duty hours. Usually, I wouldn't risk having a beer or something at lunch because I would be off and running, unwilling to stop drinking.

I could get drunk 3 times before noon

I planned my drinking so that work would not interfere. I knew that if I missed Mondays, someone would know I had a problem. So I would get drunk on a Tuesday or Wednesday night, then miss the next day. I didn't want to make a pattern which would let people know what I was doing.

My supervisor said to me he had no idea I drank that much. That didn't surprise me—because I worked very hard to prevent him from knowing.

I would drink all day, go to sleep, then get up at 2 :00 a.m., drink two to three triple shots and be blasted again. I could get drunk three times before noon; once at 3:00 a.m., go to bed and get up at 7:00, get drunk again, pass out and drink again at 10:00 or 11:00 a.m.

I can now look back on my drinking and know that I did not want to drink. I would just go from drinking episode to episode, especially on weekends. I had no choice about whether to drink or when to stop.

My research regarding my own inability to control my alcohol and drug abuse was drawing to a close. I was sick and tired of being sick and tired.

*My supervisor said
he had no idea
I drank that much.
That didn't surprise me—
I worked very hard
to prevent him
from knowing.*

I turned my life over

On my own, I attended an outpatient treatment program. I still felt angry and defiant that anyone should question my abuse of drugs. But the manager treated me like he was concerned and wanted to help.

The EAP Counselor also treated me with respect and didn't put me down. All this concern and courteous handling made it possible to acknowledge I wanted help, and I became willing to do what the FAA required.

At first, I went just because of my job. The agency proposed my removal if I would not enter rehabilitation. I didn't think I needed the intensive level of treatment which EAP and the Aviation Medical Division required.

During this phase, I sat reading a required book from cover to cover for the first time. Though I was angry about being there, I thought, “Here I am in this position of possibly losing my job, my



family and my life. Why not try something different?"

At that moment, I turned my life over to my Higher Power.

Everything that happened, I needed

Since that time there have been many positive changes. I feel better about myself. I cannot adequately express how, but inside I feel different.

I used to be shy about reading anything in front of my school class. In treatment, I found myself able to write and express thoughts to others.

At work, my Higher Power has assisted me through difficult situations. This results in

a greater sense of self-confidence and assurance that things will work out. I believe in myself in ways that I couldn't while I was drinking.

Everything that happened, I needed. I needed to drink long enough to know that I couldn't handle booze. I needed the agency to kick me in the butt to get me going in the right direction. I needed the intensive phase of treatment required by the Regional Flight Surgeon.

Most of all, I needed to quit drinking or I would not currently be able to function as an FAA employee. My health was severely affected by use of alcohol. Without quitting, I might not be alive.

I now have 34 months of sobriety. I want to thank my wife, my manager, the EAP counselor, the Flight Surgeon, and the treatment people for assisting in this process. And I want to acknowledge my Higher Power—for making it happen.

Afterword

Don, I commend you for your sense of caring and inner strength. Thanks for taking a risk and sharing your personal experience. You will certainly make a difference.—Mel Yoshikami, Division Manager, Airway Facilities, Northwest Mountain Region

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CONFIDENTIALITY AND THE EAP

A common topic of discussion in conversation and briefings covering the Employee Assistance Program (EAP) is the issue of confidentiality. Employees need to be aware the EAP services are confidential and are not made a part of any FAA records except in one situation. That situation involves an employee in a safety-related position who has been assessed as having abused alcohol or drugs. In this case, employees must express written consent for release of information prior to any individuals being notified in the FAA. A written consent is in addition to a Statement of Understanding which explains FAA policy and which all employees are asked to sign upon their initial visit to Human Affairs of Alaska (our EAP Contractor).

Who are safety-related employees?

- Civil Aviation Security Specialists**
- Aviation Safety Inspectors**
- Air Traffic Control Specialists**
- Air Traffic Control Assistants
- Inspection/Flight Test Pilots
- Transportation Equipment Operators
- Aircraft Mechanics
- Airway Facilities Maintenance Mechanics & their first-level supervisor (regardless of grade)*
- Airway Facilities Computer Operators
- Airway Facilities Engineering Technicians & their first-level supervisor (regardless of grade)*
- Airway Facilities Electronic Engineers*
- Airway Facilities Electronic Technicians & their first-level supervisor (regardless of grade)*

- All positions requiring employees to have a "top secret" or higher security clearance

EXCEPTIONS:

- * Electronics Technicians, GS-0856 - individuals assigned to Facility and Equipment (F&E) staff and regional office staff
- * Engineering Technicians, GS-0802 - individuals assigned to the Field Maintenance Party (FMP) staff and F&E staff
- * Maintenance Mechanics, WG-4749 - individuals who are not targeted for safety-related positions (will never certify equipment) and/or assigned to FMP staff positions
- ** Only those employees who require periodic medical exams

What if a safety-related employee needs EAP help for problems other than substance abuse? No identification of that individual is ever made to the FAA, including the FAA's EAP Manager or Regional Flight Surgeon.

What if a safety-related employee comes forward to the EAP for assistance specifically with an alcohol or drug problem? Before consultation begins, the employee is advised that because he/she is in a **safety-related** position, a release form must be signed permitting disclosure only to the FAA Regional Flight Surgeon, the Facility Manager, and the FAA EAP Manager. If the employee chooses not to sign a release, the session ends and no information is forwarded to management.

If you have questions about confidentiality, please contact Carol Marvel at 271-3572 or call Human Affairs of Alaska at 562-2812 in Anchorage or 1—800-478-2812 outside of Anchorage.

Meet the Aviation

By Linda Swane



Robert Rigg, M.D.,
Regional Flight Surgeon

Just what is done in the Aviation Medical Division? Employees may ask, "What is available for me?"

Safety in aviation is the goal of the FAA Medical Division. Therefore, airmen medical certification is the number one priority. We are directly responsible for the medical certification of 9,000 plus pilots in the Alaskan Region. To evaluate these airmen, we have designated 110 physicians as Aviation Medical Examiners (AME) for the FAA. A current issue in airmen certification is the industry drug program and the National Drivers Registration identification of pilots with alcohol-related convictions. We are also involved with employee health, including occupational health, the air traffic controller health programs, FAA pilot examinations, and the recently implemented Health Awareness Program for all employees.

Occupational health in the Regional Office (RO) includes initial care for minor on-the-job injuries, consultations and referrals to the local medical community, monitoring blood pressures, and doing audio screening as required by OSHA for FAA employees exposed to high noise levels. Also required by OSHA are baseline and follow-up evaluations for employees exposed to asbestos and hazardous waste materials.

The Regional Medical Office medically qualifies all regional air traffic controllers. This may include annual exams in our RO clinic, or reviewing the exams done by the AME's. In addition, we do periodic medical examinations required by other Federal employees, *i.e.*, Federal air marshals, security specialists, Flight Standards inspectors, FAA rental program pilots, etc.



Linda Swanke, Occu-
pational Health Nurse



Mary Grindrod, Aviation
Drug Abatement Program
Specialist

The Health Awareness Program was recently implemented to make available health consultations and blood screening for cholesterol, diabetes, and general blood chemistry evaluation. Arrangements have been made to obtain the blood screens twice a year in Anchorage through a local laboratory at a reduced cost to the employee and his or her family. Our nurse or the doctors are available to discuss the results of these tests with each participant.

Other health awareness services include vision testing, glaucoma screening, hearing tests, blood pressure readings, cancer risk evaluations, and alcohol and substance abuse information. A variety of pamphlets



Medical Division

3N, AAL-300



Betty Anderson, Legal Instruments Examiner

and tapes on health care issues are available. CPR and Standard First Aid classes are offered in cooperation with the Organizational Effectiveness Branch.

Please note that we have an "open door" policy for all employees and dependents needing assistance of any sort for medical care. Counseling, assistance with appointments and referrals, minor treatment and recommendations, and other medically related problems are addressed.



Arthur Tilgner, M.D., Deputy Regional Flight Surgeon

Although the office is not a "primary care" or "sick call" facility, employees are welcome to take advantage of the few over-the-counter medications (aspirin, Tylenol, Sudafed, and Maalox) available in the office. An area is available if someone needs limited bed rest. We average over 14,000 office contacts per year, i.e., telephone calls, office visits, examinations, etc.

Along with the Health Awareness program, we have started a Bush Medical program. Our staff is visiting remote sites outside of Anchorage in order to make available this program to everyone in FAA. This project will include an alcohol education program, blood pressure screening, pulmonary screening, blood chemistry screenings, and general counseling for employees and their dependents. A physician and/or nurse will be making these visits throughout the year.

Several other programs are conducted within the Division. The Industry Drug Abatement Program provides direction to Part 121 and Part 135 regional air

carriers for their drug programs. We are involved with Civil Aviation Medical Institute (CAMI) research by providing information and data for their Aircraft Accident Investigation Program, the alcohol and drug programs, and other aviation research and FAA employee projects. Recently, the regional Blood Bank Club was assigned to our office.

Finally, we will make an emergency response to medical emergencies within the building. Our presence does not preclude calling 911 immediately in a medical emergency, but as medical personnel, we will assist until the 911 emergency medical response teams are on site and have the situation under control.

Please contact our office if you have any questions, and feel free to utilize our services.



Linda Peterson, Medical Administrative Officer

Police Olympians Win Medals



Left to right: Darrell Mixon, Jack Twiggs, Rebecca Foreman, and Ed Doody

Four employees in the Civil Aviation Security Division, AAL-700, won medals in the Alaska Police Olympics held June 15-20, 1992, in Anchorage.

Jack Twiggs won eight medals in the pistol/rifle events, Darrell Mixon won two medals for bowling, Rebecca Foreman won medals in bowling and cross country, and Ed Doody received medals in cross country, bowling, and the pistol events.

The purpose of the Police Olympics is to promote physical fitness among the law enforcement community and to demonstrate to the public the mental and physical fitness that is required of law enforcement personnel. Participation is worldwide with an international event held every other year.

Kennedy Tower Reunion Planned

A reunion is being planned for past and present FAAers of New York's Kennedy Tower.

Two former Kennedy Tower controllers — now working in Southern Region — are seeking the names of FAAers interested in attending the proposed event.

It is tentatively scheduled for late 1992 to early 1993, but input is still being sought. One of the locations being considered is Las Vegas.

In addition to tower employees, anyone having past or present dealings with the New York facility is also invited.



Anyone interested in attending the event or wanting more information should contact Bill Fedowich, Pensacola Tower area manager, work (904) 432-2323, home (904) 476-6609, or David Royal, (404) 344-6910.



“Lion of the Year”



At the Anchorage International Air Crossroads Lions Club annual awards banquet on June 6, 1992, **James T. Boyd** (electronics tech trainee, South Alaska Sector) received the club's "Lion of the Year" award.

He earned the award for his participation in many projects, including Bucs baseball, coordinator of an international student visit to France, and chairman of a creek and Lions Park cleanup.

He also received an appreciation plaque from the newly chartered Girdwood Turnagain Arm Lions Club for his help in forming that club.

James is the son of retiree **Jimmy D. Boyd**, former foreman USRO-ARTCC and Bethel SFO manager.

Emergency Relief Effort

by Deborah Fonzelle, Office of the Assistant Chief Counsel, AWP-7

On May 4, 1992, the Los Angeles Chapter of the National Black Coalition of Federal Aviation Employees (NBCFAE) organized an emergency relief effort for victims of the recent civil disturbances in South Central Los Angeles and other affected areas. The emergency assistance resulted from the cry for help by the overburdened Salvation Army and area churches which normally provide emergency assistance to the local community.

The NBCFAE received monetary donations of \$992 from FAA employees. The monies donated were used to purchase canned food, diapers, bottled water, and other staples. Many of these and other items were



also donated and distributed to the Salvation Army in Compton and Pleasant Hill Baptist Church Distribution Center in South Central Los Angeles. Final distribution of items for the relief effort was completed on June 18, 1992.

The Los Angeles Chapter of the NBCFAE wishes to personally thank the contributors for their support.

UNICOR - FEDERAL PRISON INDUSTRIES

Many people are not aware that UNICOR - Federal Prison Industries (FPI) is a mandatory source for supplies listed on its Schedule of Products.

UNICOR is a wholly owned, self-supporting government corporation under the jurisdiction of the U.S. Department of Justice. The purpose of FPI is to provide training and employment for inmates of Federal penal and correctional institutions. UNICOR derives its authority from Title 18 United States Code, Sections 4121 through 4128.

Waivers are required from UNICOR before products listed on its Schedule can be procured from GSA or commercial sources. Requests for waivers can be submitted to the Customer Service

Manager, Federal Prison Industries, Inc., 320 First Street, NW (ACACIA), Washington, DC 20534. Requests for waivers will be considered based on documented disparities in price, inability to meet reasonable delivery dates, and disqualifying variations in function and "match."

A sample of items that must be purchased from UNICOR include:

- systems furniture
- conventional furniture
- ergonomic seating
- helmets
- signs/nameplates
- cable assemblies/wiring harnesses
- steel shelving storage
- safety eyewear
- mattresses
- linens
- workclothing

UNICOR also provides printing, data processing, and other services in addition to a wide range of products.

A March 15, 1991, memorandum from Allan V. Burman, Administrator, Office of Federal Procurement Policy, requires that Government agencies report to GSA all purchases awarded to UNICOR, whether they are small or large purchases. If you would like to receive copies of their Schedule, you may write to Federal Prison Industries, Inc., Department of Justice, Washington, D.C., 20534.

If you would like more information on how to ensure that your office follows the regulations pertaining to UNICOR, please contact Bud Britain, AAL-55, 271-5853.

Civil Aviation Security Automated Information System Familiarization Training

The Civil Aviation Security (CAS) Information Resource Management Staff, ACS-40, has developed an automated information system familiarization training program.

The training will be provided to a group of designated CAS employees in each region who will in turn conduct the training to personnel within their respective locations.

This training is being conducted by **Pat Myers** of the headquarters Information Resource Management Staff, **Glynda Woodcock** of the Southern Region CAS office, and **Dick Ilgen** of the Volpe National Transportation System Center.

The eighth training session was held July 21-23 in Anchorage, Alaska. Representatives from the Alaskan Region Civil Aviation Security Division attended the training.

This program consists of training modules on the CASIS subsystems, Security Information

Reference, Enforcement Information, Integrated Safety Information, National Aircraft Registry Information, Automated Federal Aviation Regulations, and FAA Mail. These modules were selected based on input received from all regional CAS divisions.



Tom Wardleigh Is High Flyer



Dick Gordon (left), manager of the Anchorage FSDO, presented Flight Standards Division's High Flyer Award to **Tom Wardleigh**, Alaska Aviation Safety Foundation.

Over-the-Counter Medications

According to CAMI's **Steve Carpenter, MD**, over-the-counter drugs were "a contributing factor" in 9% of all fatal aviation accidents last year. That figure is 1% higher than the fatal accidents that were attributed to the use of alcohol.

Dr. Carpenter would advise a pilot who feels the need for an over-the-counter medication before flying an aircraft that, "If you feel bad enough to take a medication before you fly, you really should re-evaluate your need to go up, perhaps even cancel until you are feeling better and no medication is required."

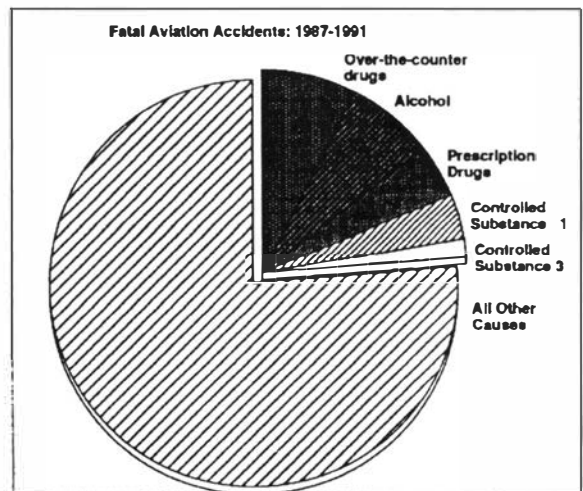
*from The Federal Air Surgeon's Medical Bulletin,
Spring 1992
Civil Aeromedical Institute (CAMI)*

Fatal Aviation Accidents with Drugs and Alcohol: 1987 to 1991

| YEAR | C1 % | C3 % | RX % | OT % | AL % | FATAL |
|--------------|----------|----------|----------|----------|----------|-------------|
| 1987 | 3 | 2 | 2 | 5 | 9 | 341 |
| 1988 | 5 | 1 | 7 | 12 | 6 | 364 |
| 1989 | 2 | 2 | 2 | 7 | 8 | 349 |
| 1990 | 4 | 1 | 7 | 9 | 8 | 367 |
| 1991 | 6 | 1 | 6 | 9 | 8 | 389 |
| TOTAL | 4 | 1 | 5 | 8 | 8 | 1810 |

Legend:

- C1 = Controlled Dangerous Substance Schedules I and II (marihuana, cocaine, etc.).
- C3 = Controlled Dangerous Substance Schedules III - V (Diazepam, Phentermine, etc.).
- RX = Prescription Drugs (Amitriptyline, Imipramine, etc.).
- OT = Over-the-Counter Drugs (Pseudoephedrine, Acetaminophen, etc.).
- AL = Alcohol levels equal to or greater than 0.04% (40.0 mg/dl).



And the Walls Came Tumbling Down



The wall literally fell when an employee in the Planning and Appraisal Staff opened a hanging file on one of the movable partitions.

Fortunately, a sprained wrist was the worst of the injuries. It could have been much more serious.

During a recent space move in the Regional Office, shelves had been removed from the other side of the partition. When the drawer was opened, the unbalance caused the wall to fall. Similar accidents have occurred, such as a drawer falling off the partition.

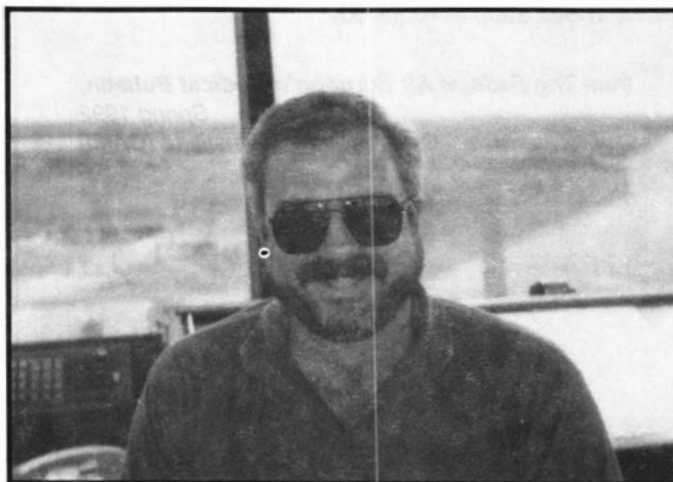
Chuck Gilmore, the regional safety officer, said that the hanging shelves, files, and tables must be attached to the partitions properly. In the interest of preventing further accidents and possible injuries to employees, he reminds everyone that any moves are to be done by contract personnel who have the training needed to do the work.

When moves and partition changes are being done in your area, be cautious and aware of the danger of falling walls.

Take care! We need you.

Oldie but Goodie!

*ATCS **Randall Debnam**, Bethel Tower, is the oldest person ever to successfully complete the Screen at the FAA academy in OKC. Recent communication with the FAA Academy revealed that at the age of 42, Randall is their oldest graduate.*



Inventor of Navigation Aids dies at 87

Dr. Andrew Alford, prolific inventor and innovator of radio frequency components and microwave technology equipment, has succumbed at the age of 87.

Dr. Alford was born August 5, 1904, in Samara, Russia. He fled Russia at the onset of the Russian Revolution and arrived in the United States with the realization that he needed to earn a living and set out to obtain an education to that end.

In 1938, Dr. Alford started sharing his time between designing and installing HF shore stations for MacKay Radio and Telegraph Company and the International Telegraph Development Corporation, which had been awarded a contract by the Civil Aeronautics Administration (predecessor to the FAA) to build an instrument landing system for the airport in Indianapolis, Indiana.

As part of this development effort in 1939, Dr. Alford invented what has come to be known as the Alford Loop Antenna. This antenna design is still used in many Instrument Landing Systems (ILS) and other air navigation systems in everyday use.

In this same time frame, Dr. Alford developed a mechanical modulator device which was based on his earlier transmission line bridge invention. This mechanical modulator proved to be a key component in the development of localizer and glide path ILS systems. Several of his localizer antenna systems went into commercial operation in 1939 just prior to the outbreak of the war in Europe.

Dr. Alford was also the designer of the Swept Vee or Rams Horn Aircraft Receiving Antennas that were used on propeller-driven aircraft during the early 1940s.

Late in 1941, Dr. Alford was appointed head of the air navigation laboratory of the International Telephone and Telegraph Company. He directed the final development and production of an Instrument Landing System for the Army Air Force. He also defined a hyperbolic navigation grid system which is the basis for all modern hyperbolic navigation systems such as LORAN.

Dr. Alford's company developed the VOR antenna system which became widely used and a number of unique test devices. Antennas of Alford's design are found all over the world.

In the mid-80's, Dr. Alford was named a member of the elite group of National Inventors Hall of Fame. He has left a great legacy of technology and he will be sorely missed by his associates.

Extracted from the IEEE AES Magazine, May 1992.

Kleider is Employee of the Quarter

Electronics Technician **Leslie D. Kleider** was selected Anchorage Sector Field Office Employee of the Quarter for 2nd Quarter 1992. Specifically noted was Les' extensive work on the Instrument Landing System located at the Anchorage International Airport, Runway 6R.



Long May They Wave



This flagpole with both Old Glory and the Alaska flag unfurled is in the pedestrian pathway from the parking area to the terminal building, Fairbanks International Airport.

Richard E. Denver, retired "once upon a time Superintendent of Construction and Maintenance at the Fairbanks International Airport," shared this picture with *INTERCOM* readers. He told us that four former FAA employees were given the once-in-a-lifetime honor of doing the construction.

"These two flags represent many freedoms and golden opportunities to those who have prepared themselves to accept the responsibilities that accompany both freedom and opportunities," says Denver.

