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IN MEMORIAM



Steven O. Maddox of the Seattle FSDO died on November 24 after a long battle with cancer. He was at home with his wife at the time. Steve had been with the FAA since November 1981 and served in the Alaskan Region Flight Standards Division for several years.



Warren Kerr, 80, died November 3 in Sedona, Arizona. During and after World War II, Mr. Kerr was in the Civil Aeronautics Administration (now the Federal Aviation Administration) until retiring. During his FAA career, he was an airways engineer, building airfields and air-navigation facilities throughout Alaska. He also served as station manager at Gustavus.



Harry Higdon, retired, died on November 9. Harry was assigned to the Field Maintenance Projects Unit in the Alaskan Region from 1977 to 1992. He retired in the spring of 1992. He is survived by his wife, Margie Allene Higdon, of Cordiale, Georgia.



John Beck (left), Kenai Sector Field Office radar electronics technician, received a large cash award for a beneficial suggestion for additional test points for CD-2 equipment. **Steve Bridges**, radar SET, presented the award. Congratulations, John!

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.....
**Suggestions
Can Bring
You Dollars**
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Intercom

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



ATCA Safety Award to Alaskan Command

The Air Traffic Control Association (ATCA) of America presented its prestigious safety award in October to the men and women of Alaskan Command (ALCOM).

Lt. Gen. Joe W. Ralston, commander of ALCOM, accepted the Earl F. Ward Safety Medallion for his command at the ATCA's 38th annual conference in Nashville, Tennessee. The safety medallion recognizes groups for performance that adds to the quality, safety, and efficiency of the aviation system.

The FAA Alaskan Region nominated ALCOM for its handling of an emergency aircraft landing at Eareckson Air Force Station. Regional Administrator **Jacqueline L. Smith** sat on the dais with Lt. Gen. Ralston when he accepted the award.

On last April 6, China Eastern Flight 583 declared an emergency

while flying from Shanghai to Los Angeles, reporting 30 injuries from severe turbulence. The MD-11 jetliner made an emergency landing at Eareckson AFS on Shemya Island, about 1,500 miles from Anchorage, Alaska. Instead of 30 injuries, there were 150 people hurt and two fatalities.

"The military's response to the China Eastern incident was a great humanitarian effort," said Smith. Alaska's military immediately organized a medical evacuation of the Chinese citizens while Eareckson's entire base mobilized to triage, treat, and receive the passengers. Aircraft from the Air Force, Navy, and Coast Guard moved the patients to Elmendorf Air Force Base where the military and Anchorage community combined resources to handle the medical evacuation.

Letter of Commendation



Gene Webb and ...

Radar electronics technicians at Kenai, received Letters of Commendation for their effort in repair of communications cable for the St. Paul Island ILS.



Steven Lefler,



The COMM Unit at Anchorage Center received Letters of Commendation from Ron Cowles, ZAN Sector Manager, recognizing the Unit as the Natural Work Group of the Quarter.

Career Service Recognition

15 years

Tom Thorson, FAAer Extraordinaire

by Keith MacGregor

On October 13, 1993, Tom Thorson, Airway Facilities' part-time laborer at Dillingham, was presented his FAA 15-year service pin. This in itself is a noteworthy event; but what makes it remarkable is that Tom is still gainfully employed at the age of 84.

Tom was born May 17, 1909, in Edison, Washington. In 1930, he boarded the mail boat headed for Alaska. After a 3-week trip, he arrived at a place called Snag Point, which consisted of a trading post and post office. Snag Point is now part of the town of Dillingham.

For the next 8 years, Tom trapped beaver around the Dillingham area, living in a tent and using a dog team to reach his trapping areas. At times, the temperature fell to minus 40 degrees. Tom also began commercial fishing. At that time, the cannery supplied a boat, nets, and food for the fishermen and paid them 6-1/2 cents a pound for red salmon. Between commercial fishing and trapping, Tom was able to support himself and later a family.

In 1939, Tom went to Boeing Field in Washington State and learned to fly. His flight instructor eventually became Boeing's chief test pilot.

One of Tom's adventures as a pilot occurred when he traveled to Cincinnati, Ohio, to pick up an Aeronca Chief. This aircraft had only one magneto and the only instrumentation was a compass. Tom headed back to Seattle. He got to Washington, but the weather worsened and clouds obscured the mountains. Tom got lost. He turned to the only instrument he had, the compass, but discovered that all the fluid had drained out of it. This presented a problem — lost in the mountains with no instrumentation, not even a compass. By heading west toward the setting sun and following a railroad track heading down a mountain, he finally came to a small town called Chehalis, where he landed for the night. Tom finally arrived back in Boeing Field with everything intact.

In 1940, Tom married Christine Christenson, who was from a small village on the Kuskokwim River. He would go there to buy furs and sell them in Dillingham.

Tom has worked for the State of Alaska as a guard in the Dillingham jail. He also escorted prisoners to Anchorage for the police department.

Throughout his later years, Tom operated a janitorial service. At first he contracted his services to the FAA, but in 1978 Tom joined the ranks of the FAA as a laborer.

Tom Thorson has lived a full and adventurous life, the kind most people only dream about. He has worn many hats during his lifetime and is still active in the commercial fishing business.

Congratulations and thanks to Tom Thorson for his 15 years of service with the FAA.



Tom Thorson (right) receives his 15-year pin from Keith MacGregor.



15 years



Jacqueline Phillips, air traffic control specialist at Gulkana Flight Service Station.



(Left to right): Kenai Automated Flight Service Station employees **Robert Drewes**, **Gail Daly**, and **Dennis Sheehan**.

3 years



Dave Baxter, radar electronics technician at Kenai Sector Field Office

On-the-Spot Award



Ginger L. Bateman (right) received an award from ZAN AF Sector Manager **Ron Cowles**. Following the departure of the Sector secretary, Ginger assumed the responsibilities of that position while maintaining her own workload as secretary of the manager for system operations. She performed both roles in an excellent manner.

Proud veterans....



Joe Woodford, Air Traffic, proudly donned his old U.S. Air Force uniform at the Veterans' Day celebration, boasting to Regional Administrator **Jacqueline Smith** and the audience that it still fit. The Air Force Band of the Pacific performed for the Regional Office at the celebration.



Suttons Move to Bethel



ATCS Thomas (Clay) Sutton and his wife, **Virginia**, show the gold pan given to them by the personnel at Northway Flight Service Station. Clay has moved on to the tower option and has now moved to Bethel Tower.



CASFO Manager Honored

Special Agent **Frances Anne Sherertz**, who was recently named manager of the Anchorage Civil Aviation Security Field Office, was one of eight women recently honored with the National Aviation Club's Women in Aviation Award.

Sherertz was recognized for her many accomplishments, ranging from the management of hijackings and other crises to analyses of impacts of placing various explosive detection equipment in the international aviation system.

Sherertz began her career with the FAA in 1988, after working for the National Transportation Safety Board as a statistician, accident investigator,

and special assistant and technical advisor to the chairman. While at the Board, Sherertz authored its report on Alcohol Involved General Aviation Accidents—a report that resulted directly in regulatory changes by the FAA.

Sherertz conducted several seminars at the Department of State on a wide variety of aviation security topics, and is an associate staff instructor for several FAA security courses.

She is a multiengine airline transport pilot, commercial land and sea single-engine pilot, and both single-engine and multiengine instrument flight instructor.



Security Employees Receive Explosives Award

Three employees of the Anchorage Security Field Office (CASFO) were recognized by FAA's Headquarters for their accomplishments on a national explosives security program.

Special Agents **Bradley Butzlaff** and **Jim Doster** and CASFO Manager **Frances Sherertz** were recognized for their contributions to the development of new protocols for explosives security. This non-punitive program serves three distinct functions: (1) It assists Civil Aviation Security Field Offices in identification of potential vulnerabilities regarding explosives and explosive devices, (2) It identifies "real world" ideas and measures which airports have instituted on their own, and (3) It provides explosives security education to airport managers at no cost to them.

The national project in which Butzlaff, Doster, and Sherertz participated has resulted in systemwide improvements to airport security.

The new CASFO manager noted, "National work groups throughout Civil Aviation Security are paying big dividends for the industry and for the FAA. Explosives security accomplishments were the result of collegial attitudes and mutual support. We were pleased to be a part of this group."



Left to right: Jim Doster, Frances Sherertz, Bradley Butzlaff

Civair's Fall Bash -

by Ernie

*M*ore than 136 FAA employees and families attended the annual Fall Bash at the Otter Lake Chalet on Ft. Richardson. Our first attempt at line dancing lessons was a "hoofing" success. Now we know who are . Our sincere thanks to Carol Parker and Larry Wagstaff who acted as our professional trainers—at no cost to the club. The ABRACADABRA Magic Show kept adults and kids alike enthralled. Many were left wondering how the magician's assistant stayed in one piece after being "sawed" into three. Hmmmmm.....something funny took place! All in all, everyone had a good time.

On behalf of the Civair membership, our thanks to those who contributed the many door prizes handed out during the evening.

<u>Prize</u>	<u>Donated by:</u>	<u>Won by:</u>
• Soft Music Guitar	Cecelia Hunziker, AAL-210	Bill Smith, AAL-420
• Stained Glass Art Work	Rae Billick—Andy's wife (Rae also created the piece—lotsa talent!)	Chris Novosad, AAL-40
• Landscape Oil Painting	Ken Moore, AAL-600 (Ken also did the painting; real talent)	Mary Lou Dordan, AAL-5
• Quilted Wall Hanging	Ivy Moore, AAL-5 (beautifully hand-made by Ivy)	Ernie Fleece, AAL-16
• Native Leather Wall Hanging	Rae Billick (Once again Rae showed her talents!)	Ruben Saldana
• Fred Astaire Dance Lessons	Cheryl Jones, AAL-7	Stanley Miller
• Kodak Camera	Mary Lou Lexvold, ASU-20	Concetta Cron, AAL-52
• 2 Tony Roma's "Dinner for Two"	Tony Roma's	Russ Oyster, AAL-450A Molly Jolly, AAL-714A
• Quilted Wall Hanging	Molly Jolly, AAL-714A (Beautiful piece of work)	John Madden, AAL-4
• Leather Business Card Holder	Janet Ulrich, AAL-41 (Holder personally crafted by Janet.)	Dave Belanger, AAL-451
• Fabric Hanging Shoe Rack	Jim Walcutt, AAL-6 (Also made by Jim. Very creative!)	Mary Jo Cowles

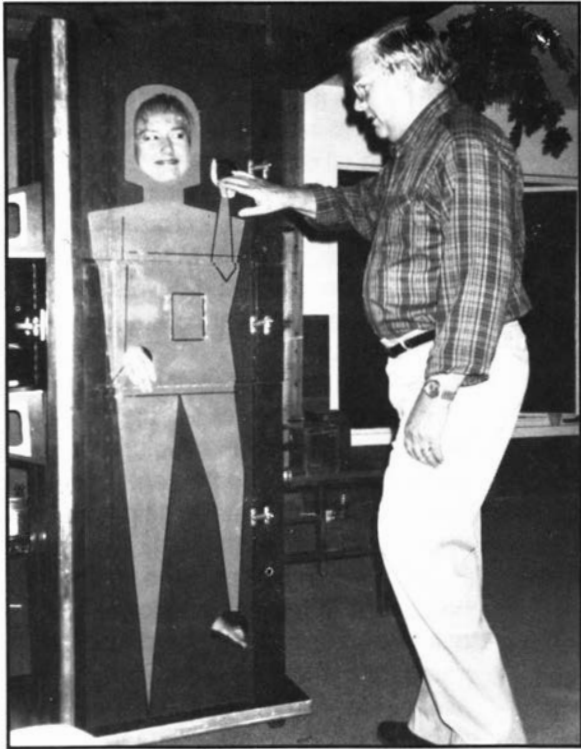
In addition to the above door prizes, Hilda Elias's granddaughter, Brooke Briane, was the winner of the "50-50 Split the Pot" for \$139. There were also 20 winners of FAA merchandise from the "Pop the Balloon" event. To date, not all winners have turned in their numbers for their prizes. If you are one of the lucky winners who hasn't turned their number in to AAL-6, it's not too late.

A special thanks to the hard-working committee who put the event together and to those on the clean-up crew. Now on to the next anticipated fun-filled event — our annual Christmas dinner dance. Hope to see you all there.



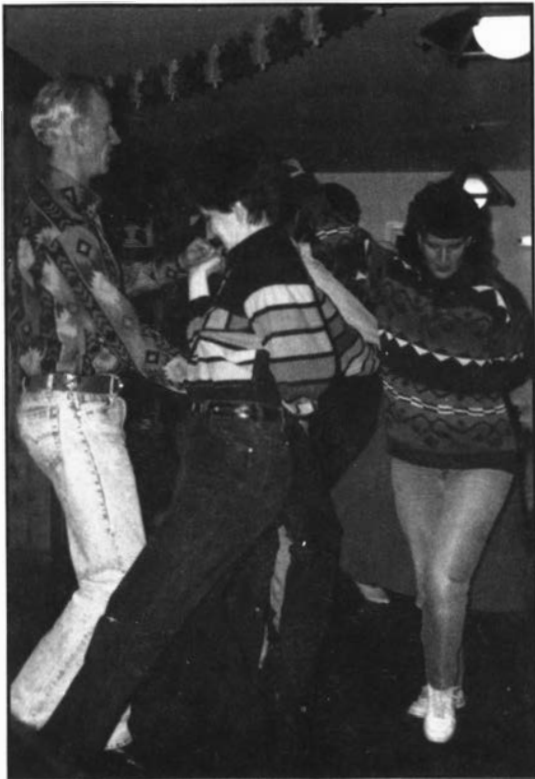
- A Huge Success!

repe



Robie Strickland checks out the girl in the box; she's alive and well.

*But that magician sawed her apart!
Where's the mid-section?*



...the real foot stompers in FAA...



Brooke Briane, Hilda Elias's granddaughter, was the winner of the "50-50 Split the Pot" for \$139. Dave Morse congratulates her.

FAAer Finishes Ironman Triathlon

Anchorage Center air traffic controller **Mark Ramp**, Alaska's only entrant in the 1993 Gatorade Ironman Triathlon World Championship, forced himself through the 122-degree heat of the 4-mile stretch of road competitors call "a piece of hell."

The triathlon that everyone calls simply "The Ironman" is held in Kona, Hawaii. It takes the world's best athletes more than 8 hours to finish their 2.4-mile swim, 112-mile bike ride, and 26.2-mile run. The "hell road" reaches into a naked black lava flow that has more solar radiation than almost any other place.

Mark, the 36-year-old father of three young children, squeezed in training time between family duties and job responsibilities.

Winner of a half-dozen Alaska triathlons since he re-entered competitive athletics 3 years ago, he went to Hawaii a month early to acclimatize. He felt confident from having just finished the August 29 Ironman Canada in 10 hours and 17 minutes, where he took 91st place out of 1,200 entrants.

Mark knew before the race that the cost to finish would be high. Ten months of intensive training; sometimes getting up at 4:00 a.m. to run 12 miles at 20 below zero; spending \$8,000 and 2-years' leave; putting in 12,000 yards swimming, 300 miles

biking, and 60 miles running in his final hard week of training—these were all part of the game plan.

The night before the race, Mark tried to relax in his hotel room. "I'm going all out," he said.

He wasn't alone in his determination; 1,353 of 1,434 entrants finished the Gatorade Ironman. Most crossed the finish line as Mark did—running, muscles straining, staring at the end finally in sight.

Close to a third of all finishers went straight to the medical tent. Many were assisted by trained volunteers; some were carried to the tent on stretchers. Mark needed help from two volunteers to get to the tent.

Fifteen feet past the finish line, the cramps in his legs and lower back took over. He had struggled with the cramp for the last 18 miles.

Mark spent a half-hour in triage—ice bag on his forehead, three liters of dextrose and saline solution dripping into his arm to replace fluids lost during the race.

He had achieved what few people ever do, he had completed the Ironman. He swam 2.4 miles in 1:07:54; ridden 112 miles in 5:30:40; ran the marathon in 4:03:08. His final time of 10:41:42 was good for 590th overall and 72nd place in his 35-39 age group.

"I'll be back," he said.



Superior Accomplishment Group Award

Recognition of the superior accomplishment of the design and installation teams of the Establishment Engineering Branch came recently in the form of a group award from FAA Administrator **David Hinson**. The teams are responsible for the establishment of the remote operation and monitoring of various navigational aids and communication facilities required to allow operation from the automated flight service stations in Kenai, Juneau, and Fairbanks.

Phase I of the Alaskan Region FSS consolidation effort planned for seven FSS's to be closed and two to have reduced hours of operation by October 1, 1993. In light of the Establishment Engineering Branch's FY-93 workload, accomplishment of Phase I by October 1, 1993, would be considered a significant accomplishment.

As part of the Phase I effort, 33 RCO's and 51 frequencies were

remoted into the automated flight service stations. Special problems including the freezing of funds for leased telecommunication circuits were identified and addressed by the teams.

Through teamwork, commitment, and dedication, these teams were able to complete Phase I of the Alaskan Region FSS consolidation program by the first of June 1993 and still meet the branch's annual accomplishment goals.

As a result of their combined efforts, new systems replace an aging, labor-intensive system. Improved pre-flight and in-flight services are provided to local, national, and international air carriers. High cost inefficiencies, resulting from disparities in facility workloads and the need for many duplicate facilities, are eliminated. Significant annual cost savings are realized through the elimination of many non-aeronautical activities.



(Left to right) Charles Middleton, Robert Dunlap, Gregory Johanson, Roy Kennedy, Alton Evans, Charles Bader, Abigail Welcyng, Pat Miller, Del Thomas, Robert Dexheimer, Charles Sanders, Lloyd Mathews, Steve Surber, Dave Warner, Del Stevens, Milton Mellott. Group members not pictured: Brett Klaft, Robin Masek, Robert Welcyng, Agatha Blackmer, Steve Goodrich, Jim Lee, Robert Luciano, Joyce Tucker.

Environmental Health Symposium Held at CAMI

The first FAA symposium on Current Issues in Environmental Health was held recently at the Civil Aeromedical Institute with industry-wide experts discussing such timely subjects as cabin air quality, transmission of infectious diseases on commercial aircraft, and low-level exposure to chemicals.

The air quality on commercial aircraft has been a source of recent controversy. However, the findings from this conference show that you have virtually the same risk of contracting a communicable disease aboard an aircraft as you have in a similar-size group of people anywhere else. Regardless of what has been reported elsewhere, the experts conclude, there is no grave danger to either crew or passengers of contracting a serious disease aboard a commercial aircraft.

The symposium was held at the Civil Aeromedical Institute, Mike Monroney Aeronautical Center, Oklahoma City, September 27-30. It was attended by FAA Regional Flight Surgeons, Regional Safety and Health Managers, and a few invited guests.

Story and photo courtesy of Mike Wayda, AAM-400



During a break at CAMI's Environmental Health Symposium, Dr. Robert Rigg (right), Alaskan Region Flight Surgeon, and other Office of Aviation Medicine physicians learned more about environmental health monitoring equipment from CAMI's Dr. Noel May (center). At left is Dr. Ronald Hansrote, Miami ARTCC Flight Surgeon.



Dennis Warth Returns to Alaska

After 5 years as FAA Representative to Japan, South Korea, Taiwan, Peoples Republic China, and Hong Kong, Dennis Warth has returned to the Alaskan Region as Special Assistant to the Airway Facilities (AF) Division.

In Tokyo from November 1988 until August 1993, Dennis held Diplomatic title of Attaché in Civil Aviation. For most of the tour, he was one of two FAA Representatives in the Asia Pacific Area. The other representative was Don Schmidt, FAA Representative in Singapore, another former Alaskan Region employee.

Prior to leaving for Tokyo, Dennis was AF Sector Manager at Anchorage Center. He originally arrived in Alaska in 1980 and held AF branch manager positions before the sector manager assignment.

Dennis has also held positions in FAA Headquarters in AF and in the Western Region in AF, Air Traffic, and Airports Divisions.

Family members in Tokyo included **Terry** (spouse), **Jeffrey** and **Denver** (sons), and **Tiffany** (daughter). Denver graduated from high school at the American School in Japan, Tokyo. Terry held the position



of Director of the Academic Counseling Center, Temple University, Japan, which is the largest satellite campus of any American university in Japan.

Dennis stayed active in private flying in Japan as an instructor pilot and mechanic. As a hobby, he restored two amphibian aircraft in Japan and had them ferried to Alaska last July.

Dennis says, "I'm looking forward to working with all the members of the Alaska FAA team again."



WTTC Graduation

by Earl Bertuleit, Manager, West Coast Tri-Regional Training Center



The West Coast Tri-Regional Training Center (WTTC) is about to graduate its first class of electronics technicians. This Electronics Technician Upward Mobility Program was designed as an affirmative action vehicle by providing employees who were in limited career progression positions the opportunity to enter the electronics field.

Thirteen students from various areas within the Alaskan, Northwest Mountain, and Western Pacific Regions began the program in Seattle 2 years ago. The students had little or no knowledge in the electronics field. Within this 2-year period, the students have accomplished an extensive training program which included all the prerequisites for the mandatory training required of all newly hired FAA electronics technicians.

In June 1993, the students attended "Common Principles for

Electronics Technicians" at the FAA Academy in Oklahoma City and all successfully completed the course. Four WTTC students graduated with honors out of a class of 31.

The students are currently involved in completing the Communications Equipment Course in preparation for equipment certification upon their return to their field offices. They will join the ranks of their fellow technicians after graduation, which is to be held on December 10, 1993, at South Seattle Community College.

The graduates include: **ALASKAN REGION** — Barbara Larsh, Della Triggs. **NORTHWEST MOUNTAIN REGION** — Lisa Carpenter, Beverly Crowley, Wendi Dowse, Margaret Peterson, Melanie Rigdon, Ann Sund. **WESTERN PACIFIC REGION** — John Bakken, Reynaldo Gatlula, Carrol Holloway, Kelly Larsen, Monica Mumford-Swinson.



Celebrating 90 Years Of Flight!



FROM THE SANDS OF KITTY HAWK TO OUTER SPACE:
9 DECADES OF THE WRIGHT BROTHERS' GIFT

*T*he first manned flight in history: December 17, 1903. At 10:35 a.m., Orville Wright took off into a 27 mph wind. The distance covered was 120 feet; time aloft was 12 seconds.

Man's ancient dream to fly was finally realized on that historic day in 1903 when the Wright Brothers' airplane lifted itself into the air. For Orville and Wilbur, and the pioneers that followed them, the age of flight had come at last.

In the years since Kitty Hawk, the field of aviation has grown rapidly. This century has seen the airplane

evolve from a single inventor's dream to a new technology: One that combines the skills and talents of scientists, engineers, and industrialists, working together to make air transportation safer and more productive.

Today, aviation has become a very important part of our way of life. Everyday, airplanes travel the highways of the sky, carrying people, products, and new ideas to every corner of the world.



*Happy
Holidays*

It's Christmas time...

HELP FILL HAIRY GRABBY'S GRAB BAG WITH XMAS GOODIES!



HAIRY GRABBY

CONTRIBUTE ANY OR ALL OF THE FOLLOWING:



If you insist on being victimized and suffering losses, just be sure that you:

- Load interior of car with gift packages and leave car unattended whether locked or unlocked.
- Visit relatives or friends for holidays and leave house in total darkness, radio and TV off, allow newspapers and advertisements to collect at doorstep.
- Carry a large roll of cash and flash often.
- Leave cash or desirable personal items in or on your office desk.
- Leave purse at desk or wallet in coat unattended at offices.
- Attend parties and other holiday affairs and do not provide emergency instructions and phone numbers for baby sitter.
- Leave purse on counter or in shopping cart while examining merchandise.
- Open door for unidentified solicitors.
- Allow unidentified strangers to roam through office area.

