



FAA VETERANS GET NEW SERVICE PINS

Nine employees of the Fifth Region have worked for the federal government for 25 years or more, and are being presented with length of service pins.

Alexander Dufresne, Station Manager at Talkeetna, has completed 35 years of service, 22 of which have been with the FAA, or its predecessor organizations. He served 4 years with the Navy up to 1926, 10 years with the Army Signal Corps up to 1937, and then joined the

CORRECTION! (Coming)

Somebody threw the Fifth Region Personnel Division a curve on the length of service pin awards. The list that came from Washington did not include all the employees here with 15 years service or more, and phones have been ringing.

In explanation, a new criteria for pins has been established. Now they are given for 15, 25, 30, 35, 40 and 50 years of federal service, instead of the 10, 20, 30, 40 and 50 basis formerly observed. In making the present list, the heartless tabulating machine in Washington kicked out the cards of those who had attained 15 years of service within the last year, and ignored that large group which had already reached that plateau. They yelled. So Frank Richter, Personnel Chief, is going to ask Washington to supply pins for the slighted.

But it was far more serious than an oversight. In one case the machine said: "This employee has served 40 years" and up came a pin with a diamond in it for this 40-year old lady. Somebody doubted, and found that the machine had used her birth date rather than her EOD date.

Bureau of Air Commerce at a Utah airways station and came to Alaska in 1943. He has served at a dozen FAA stations in Alaska, and has been Station Manager at Talkeetna since 1956.

Eugene N. Berato, of the Facilities Operation Section in Anchorage, and Henry J. Messing, Electronics Maintenance Technician at Annette Island
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PROBLEMS, LAUGHS AND FLYING MARK ANNUAL EVALUATION OF STATIONS

Annual evaluation of FAA stations throughout Alaska, now under way, is one of the important duties of Administrator Allen D. Hulen, and one that he enjoys.

First, he gets to fly. Second, he's a gregarious human. And third, he usually finds things in good shape. In few places is experience so valuable as in a remote airways station on Alaska's 8,000 miles of airways, and the FAA has many veterans whose services to civil aviation date back to the earliest flying days in Alaska. These stations are in good, experienced hands.

WARD, POTOSKY WIN CASH, RECOGNITION

Edward L. Ward, AOS at Kotzebue, has been awarded \$250 as an Exceptional Service Award, and Norman Potosky, Chief, Budget Estimates Branch, \$150 for a suggestion relating to oil supply of Farewell. Eight other employees received \$190 for suggestions.

Ward was recognized for his effectiveness in locating and aiding in the rescue of a plane forced down on the Kouguruk River last October, 120 miles north of Kotzebue. By asking 20 questions, he located the pilot who could only signal "yes" and "no" on his damaged radio equipment.



EDWARD WARD

NORMAN POTOSKY

Potosky's award resulted from his suggestion for flying oil and gasoline supplies to Farewell. He proved that money could be saved if the practice of barging supplies up the Kuskokwim and Big Rivers to a landing 45 miles from Farewell, and then freighting across country in winter using tractor and sled trains, were stopped, and planes used instead. Tank equipment at the landing was used at other stations, and buildings there sold. Savings in

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Primary purpose of the annual inspection is good management practice. "Adherence to and accomplishment of approved Regional field establishment, maintenance and operational programs" is the way the book says it.

Secondary purposes are many, and have become almost as important. Personal contact with the people at the field stations, with representatives of the aviation industry throughout the State and with the public that lives near FAA stations, always turns up valuable results. The evaluations give the Administrator a grass roots view of the services which the FAA provides for the flying public, services which most of the time throughout the year are supervised by others in the Anchorage office.

Brass Tacks

Hulen's inspection gets down to details. Condition of an engine room is important, and housekeeping at the working quarters of a station. Readiness of a standby generator, the temperature in a remote radio shack at the antenna site, appearance and fitness of wheeled equipment, and the status of all jobs for installation, repair or maintenance of all facilities, large or small, vital or merely helpful. He doesn't wear white gloves or rub over shop tools or glare like a young lieutenant on a troop inspection, but he has a check list in mind with many items to consider, and he sees all. The station manager's efficiency rating is affected by this check list.

An inspection routine can be enjoyable. Manager and Administrator usually are old friends and this colors the Chief-Indian relationship. Let one get his come-uppance and it goes into the FAA's book of humor. Once at Yakataga, Hulen was reminded several times during the

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CHARLIE MCGOFFUS IS BACK AGAIN

Charlie McGoffus has popped up again. This time, he has been introduced to the Mukluk by Ralph Slone, who sends in the 8-verse poem about him with the suggestion that it be reprinted, and that the author be given credit.

Public Administration Review published the poem in its Summer, 1959 edition. Slone remembers seeing it around Alaska in 1942. So, who wrote it? The PA Review has an inaccurate version, at least

if we can depend on the July 1944 Mukluk, which described the ballad as "an anonymous poem, quoted from 'The Federal Architect' (with a few slight alterations)." The alterations were unquestionably made by engineers in the field who made certain that the poem got circulation in the Anchorage offices.

Slone calls it a "pretty good piece" and he's right. It's worth reprinting.

THE BALLAD OF CHARLIE MCGOFFUS

A field engineer named Charlie McGoffus,
Worked all day in the field and all night in the office,
Checking contracts and vouchers and estimates too,
To be picked all to bits by the Anchorage crew.

For the boys in HQ in their double-lensed specs,
Their sallow complexions and fried collar necks,
Care not for the time nor the money they waste,
If a carbon is missing, a comma misplaced,
And they bounce back the paper with ill-concealed jeers,
To harass the hard-working field engineers.

To get back to Charlie, he struggled along,
Till an ache in his head told him something was wrong.
He went to the doctor and "Doctor", said he,
"There's a buzz in my brain. What's the matter with me?"

Well, the medico thumped as medicos do,
And he tested his pulse and his reflexes, too,
And his head and his heart and his throat, and each lung,
And Charlie said "Ah" and he stuck out his tongue.
Then the doctor said "Gad, what a narrow escape,
But a quick operation will put you in shape."

"Your brain's overworked like a motor run down,
And he's flirting with death every time you turn round.
I must take out your brain for complete overhauling;
In the interim, you take a rest from your calling."

So Charlie McGoffus went under the knife,
He struggled home brainless and kissed his own wife,
While the good old physician and two other men
Were putting his brain back in order again.

Well, the weeks rolled along and Charlie McGoffus
Never called for his brain at the medico's office.
The doctor got worried, gave Charlie a ring,
Said, "You'd better come over and get the damned thing."
"Thanks, Doc, I don't need it", said Charlie McGoffus;
"I'm being transferred to the Anchorage office."

So Charlie now wears a fried collar to work,
And he hides in the lairs where the auditors lurk.
And his letters bring tremors of anger and fear
To the heart of each hard-working field engineer,
And the pride and the joy of the Anchorage office,
Is brainless, predacious, young Charlie McGoffus.

BRAINWASHED, PROBABLY

Odd, what living in California does to people.

There's Glen Bullock, who once had the privilege of living in Alaska and working for the Fifth Region, and who is now working in the Audit Branch at Fourth Region headquarters at Los Angeles.

He reads the gospel truth in the February Mukluk that the Fifth Region is

the best, a statement made by Allen D. Hulén on a recent visit to Washington.

"Perhaps you tie us", Bullock wrote Hulén. "But not better!"

"Now, how can a man who has . . . a man with Alaska experience . . . who knows something about the Fifth . . ." well, Hulén can't understand.

FAIRBANKS

Recent arrivals from the Anchorage Training Facility include Don Boyle, Al Dubiel, George Hodges, Larry Goldsby, Ralph Thomas, Bill Schofield and Claude Wilber. Vaughn Howard and Greenwell are also due in from King Salmon.

Robert Allen, formerly of Baltimore and Jim Ingram, ex Seattle, join the RAPCON Radio and Radar Maintenance gang.

We were sorry to lose Jerry Lardy and Dick Moore, but wish them good luck in christening the Cold Bay approach control. Jerry's new assignment as Chief of the facility will be a change in climate if nothing else. Dick's wife, Kathy, expects to join him before the Spring thaw.

Congratulations also to Nate Newcomb on his transfer and new assignment as Chief of the Annette tower.

On March 10th, the recently formed FAA Activity Council for the Fairbanks area sponsored the first of four projected social events for FAA and Weather Bureau personnel. The event was a dinner-dance held at the Ladd AFB NCO Club with 110 guests in attendance.

Ray Pittman, Captain of Security Police at Fairbanks International Airport, and his son, Charlie, delighted the guests by appearing in authentic Scottish garb and giving a serenade on pipes and drum.

Music for stomping was furnished by Billy Robins of RAPCON and his Snake-Pit Six--minus three, Sgt. Mel Miller, USAF, on guitar, and Charlie Pittman on drums.

Lorraine B. Miller

Jim Ronald and Kenneth Lewis, relief technicians from the Maintenance Branch in Anchorage, have arrived in Fairbanks. Jim was recently transferred from the Sixth Region. He was formerly stationed at Canton Island, 2 degrees below the equator, and despite the drastic change in weather, should make a good "Sourdough" because he likes Alaska with its cold and snow.

EMT "Slim" Newcomb has resigned from the FAA, Electronics Maintenance Branch at International Airport.

John MacDonald from Brewster, New York, and Paul C. Lee, Jr. from La Grande, Oregon, have recently been assigned as Electronics Maintenance Technicians at International Airport.

EIT Jerry Christensen and family have returned to Anchorage. He had been here approximately a month, while installing the 120.7 MC VHF transmitter.

Monell Benson

"Now that we're rich", said the husband, "you can have some decent clothes."

"Aw no", said the wife. "Now that we're able, I'm going to dress like other women."

Carve Ivory, Run Navy, Teach School Was Knights' Alaskan Assignment



Top, White Mountain Eskimo Industrial School. Right, Leora Knight and Mammoth tusk found near White Mountain. Center, Mrs. Knight joins fashion parade. Below, the young engineer, Knight, and the White Mountain "Navy".

When a year old, Virgil Knight and his wife, Leora, got their first assignment to work in Alaska in 1932, the Bureau of Indian Affairs sent them to the Eskimo Industrial School at White Mountain, east of Nome.

They told him, "You'll be in charge of boats there, of the power and heating plants, you'll teach shop and ivory carving, and Leora will teach the upper grades and girls' gym."

"My knowledge of boats came from poling a log raft around a North Dakota pond",

Knight remembers. "And as far as I knew or cared, ivory grew only on elephants and Alaska had none of same."

Me? Carve Ivory?

But it was 1932, and a job was a job, and some people were hungry in the U.S. so off they went---on their very first boat trip, incidentally---to Alaska. And there they have been since, except for an engineering "sabbatical" of 8 years outside. Today, they look through the picture windows of their Turnagain Arm home at Mt. McKinley, and think of See **KNIGHT** Page 6

COLD BAY

Few have the privilege of living at Cold Bay. Those so chosen reside on the west shore of one of Alaska's major bays, nestled between Volcano Pavlof, only 36 miles northeast, and Shashaldir to the southwest.

The Cold Bay climate is nearly ideal---very little temperature change the four seasons through. During the winter season the warmth of the Japanese current engulfs the countryside, and during the summer months the mighty Bering Sea air conditions the region. The fact is that Cold Bay is so well air conditioned it is necessary to wear winter clothing all summer long for comfort.

Incredible as it may seem, the monthly average temperature for Cold Bay is 38.4

Cold Bay has an airport too. It doesn't get the publicity like the airport at Kenai or Anchorage. It doesn't have the traffic of those famous airports, but it has a unique claim to fame, and that is, it makes money. The last available records on Intermediate Airports show that only Cold Bay airport made money in 1957.

Even though most people consider the Cold Bay facility as being out in the sticks, it is a progressive place. For example, it has modern refueling facilities. A Britannia can be refueled with jet fuel in one hour. By way of comparison, it takes six or more hours to do the same job at any other airport in the State. The Cold Bay facility now has an approach control facility, an instrument landing system is being installed and a new approach lighting system is awaiting commissioning.

Being so far from the press it is necessary for us to write our own headlines, "Cold Bay Airport, Modern, Progressive and Profitable".

Many people don't know what a K building is. A K building is what the people at Cold Bay live in and many work in. If the building could be viewed from above it would appear much like a large K. In the center of the building or K is located the lobby and ACS office. From the lobby, corridors extend out into each extension of the K. The extensions are divided into apartments, utility rooms and offices.

The modern, progressive and profitable Cold Bay facility has as its Station Manager, Mr. Herbert Hanson. Mr. Hanson is a young man of much Alaska experience---he has been in Alaska since the days of his youth.

Soon we would like to relate to you the similiarity of the Volcanos Pavlof and Vesuvius and tell you about the people of Cold Bay and about its cemetery.

J. Lardy

Could it be this Lardy is working for the tourist committee of the Cold Bay Chamber of Commerce? Ed.

ANCHORAGE

IATCS

Since Anchorage in general is such a big empire, it probably seems well represented in the M. T. Actually, our station has been missing a few months, and we plan to make amends. Around here, IATCS is pronounced EYE TACKS by a little mental juggling of the letters. We happen to be the only one left in the Region which proves somewhat of a novelty. You may have heard the statement, "things are different at the Anchorage Station". Well, it's true. In some respects we're a field station, and in others, we're a curiosity that observed, questioned, and probably not completely understood by higher, lower, and adjacent echelons.

The IATCS involves some 60 personnel, more or less, coming and going. We have been taking about 3 extra AOS per watch from the training school downstairs and attempting to give them a picture of the operation before they receive their permanent assignment. After two weeks, they are usually rotated and we get a new batch which makes our training somewhat continuous. (Wonder if any circuit monitors knew of this?)

Our regular ranks are continually being thinned by Center, RAPCON, and Towers. At this writing, over 50% of our personnel have not yet been assigned here one year.

Our PDI has been giving the personnel teletyping tests in conjunction with the recently established 30-WPM minimum. We found a number who can go as fast as the printer will, and some faster. Ed Finch has the present record with 63-WPM. He apparently punched pretty hard as, in theory, the teletypewriter goes only about 60-WPM.

Our new consoles, commissioning of circuit E459, and remoting of Skwentna have kept a number of us in the crystal ball stage. A proposal is now being considered for a four-cornered hat for the D453 booth. It will be marked ANCHORAGE RADIO, ANCHORAGE AREA RADIO, SKWENTNA RADIO, and ANCHORAGE OVERSEAS RADIO.

John Bas*

CENTER

Spring fever (or was it winter boredom) hit the center early this year as three controllers accepted promotion to GS-11 in CARF, Kansas City, Missouri. Rex Ballew and Bill Ice transferred March 22nd. Vic Mahler will follow them on April 15th. Sherrod Kendall left us on March 9th, promoted to GS-12, Training Officer, Operations Branch Management Section in the Regional Office.

Vernon Galley entered on duty in the center on March 1st. Vern comes from the Salt Lake center. We also have four new trainees engaged at the training school and they will remain there for approximately 6 weeks before coming on duty to the center. Then we have about four months to get acquainted with the new faces.

CORDOVA

The two new faces in the Cordova ATCS belong to Glenn Mast and Chuck Whitfield. Glenn comes to Cordova by way of the Anchorage Training Center and replaces AOS Jim Mulholland, who transferred to Anchorage ATFC. Glenn's family, wife Mary, and daughters Tana and Candace, joined him March 16, from Berkeley, California. Glenn says this sure beats "baching" in Anchorage. Chuck Whitfield, relief AOS from Anchorage, is here for approximately two weeks.

Frank and Hazel Smith returned to Cordova March 7, after spending ten days in Anchorage where Hazel was receiving medical attention for injuries received in an automobile accident. Hazel is recuperating nicely and expects to be back teaching school in a short time.

Andy Geoit has carted home a very nice looking Philco Hi-Fi which he won in a drawing at a local store.

Harold O. Sleighter

SEATTLE

March visitors at the Albro warehouse in Seattle included Messrs. Rifat Turkent and Necat Hized of Ankara, Turkey. They are spending approximately nine months in the United States observing and studying supply and warehousing methods and practices. Much of this time is being spent with the FAA under the management of the Office of International Coordination.

Albro's singing truck driver, Lee Buchannon, who is a part of a quartet known as "The Pilgrim Travellers", made a flying week-end trip to Hollywood this month for a television appearance.

Mr. and Mrs. Roy Williams announced the birth of a daughter, Corinne Marie, born in the Providence Hospital on March 10.

Bud Tarleton was promoted to GS-10 controller on February 27th, and on March 9th he treated himself to a vacation in his home state of Idaho.

Jeanne Collins returned from a trip to the East Coast on March 4th, and then used the next five days recovering from an attack of pneumonia which she acquired from the unaccustomed East Coast weather.

Walt Parker took leave in March to trap beaver. The venture did not prove successful due to the excessive winds, snow and cold weather which was not attractive to the beaver.

Ed Shields recently completed a four-day RADAR/RAPCON familiarization trip to the Fairbanks RAPCON. Ed is responsible for the RADAR/RAPCON training program in the Anchorage center. The controller training for radar will soon be in full swing so that all controllers will be ready when the move to the Elmendorf RAPCON is made.

Martin Greiner

Mukluk Proposes Trade of Retirement Hints

Where to retire to?

A certain number of the FAA's several thousand employees are asking this question, looking forward placidly to the days when they start enjoying what they have been saving for all these years, and looking critically at places where they can enjoy the declining sun.

Among all FAA workers there must be considerable knowledge on the best places for retirement. There should be a way to gather this information and have it available for those who are directly and presently interested. The Mukluk would like to propose a plan.

Let each employees' recreation club in each Region and larger facility establish a committee to assemble information of this kind and trade it among the other regions, thus making a mass of such information available to all. No doubt, the committee in each case would be composed of those whose retirement is imminent, and whose interest would prompt good work.

The information would be centralized in each Region, and prospective retirees could get copies by correspondence.

Information would be needed on a few major items of living in any given community. The Department of Labor Cost of Living figures, kept current, would be adequate for that part of the story. Climate facts are available for most any place. In addition, the following would be helpful: population; accessibility of nearby city with cultural features; cost of building or buying a two-bedroom house of moderate quality; recreational facilities; general character of the locality, economic, political and social; and taxes, such as State income, sales, gasoline, etc. Interested FAA employees could work out a proper form.

"We hear a lot about good places for retired persons to live", Robert Maloney, President of the Civilair Club of the Fifth Region, said recently. "We read magazine stories on Ireland, Majorca, retiring to Florida on \$2,000 a year---but they have facts on only one place. How do we compare and make a sensible choice? Those who are interested personally and getting ready to plan retirement, want the facts, and the employees' clubs seem to be the logical agency to help them. We are willing to help, here in the Fifth."

Mother: "Now, Junior, be a good boy and say 'ah-h-h' so the doctor can get his finger out of your mouth."

BUY - SELL - SWAP

Sale: RCA 21" TV, 1957 model. Very little use. Good shape. \$75. Frank Brown, Gulkana.

MOSES POINTERS CAN'T FORGET SPRINGBERG



It has been nearly a year since Traveling Mechanic Clifford Springberg, after a brief stay, left Moses Point. But, to all of us at this Norton Sound station, the memory of "when Springer was here" lingers on like the bubbles in a glass of champagne.

Six feet and some inches of bean-pole-like acrobat, a countenance that makes him a ringer for "Andy Gump", a personality of at least one million volts and a heart as big as outdoor Alaska; that, at best, is only a start in describing Cliff Springberg. "Springer" is one of those rare people, blessed by the gods, with the ability to make others happy. Springberg can make you feel good just in knowing that he is around.

Cliff Springberg's arrival at Moses Point was---typically "Springberg". It was "Norton Sound weather" and while the birds weren't walking, their windshield wipers were mighty busy. We had a flight plan on Springberg, were sweating out his arrival as the weather glowered. His ETA came and went. The hands of the clock reached INREQ time and the tape was being punched. At that moment, a white and yellow Super Cub buzzed the field and Springberg had arrived. Minutes later, he bounced into Operations apologizing for causing us concern. "Had to land in the bush twice to scrape the ice off'n my windshield", said Cliff. "Guy's gotta stay VFR ya know!"

In the weeks that followed, I got to know Cliff Springberg pretty well. His background was as colorful as his personality. In other years, he'd been a circus high diver, made a speciality of diving from a 100-foot tower into a tank containing 3 feet of water. Logger, gold miner, businessman, bush pilot, Cliff had also been a cattle rancher in Old Mexico during the revolutions of the 1920s. Living through those days was no mean feat since Springberg, more than once, ducked bullets to help or rescue a victim of the fighting.

"Springer" is right around the 60 mark, but he can do things to his "weight in wildcats" that shouldn't happen to a Commissar. He's as limber as a yard of

spaghetti and reliable people say they have seen him do back-flips down a hundred feet of runway.

Some of Cliff's "Springbergisms" still put life into conversations at Moses Point. Listen to the man:

Springberg on how to handle the little wife: "Well, ya git yerself a six-foot hunk of loggin chain. Then ya lift it into the air and ya sez, 'Woman!'"

Springberg on money: "Hell, man, it's only paper!"

Springberg on politics: "If they ever get that guy out of the White House---"

Springberg on whiskey: "What is it?"

Cliff is so generous, he'd not only give the shirt off his back, he'd probably throw in some skin with it. While here, he took anyone that wanted to go for airplane rides. At that time, not knowing the real Springer, I asked him if he didn't find burning "dollar a gallon" gasoline on joy rides for Moses Pointers a bit expensive. His answer shook me rigid: "Heck, man, we're having fun! After all, aviation gas is only high grade lighter fluid!"

There was a subtle side to Springberg's wit. Once, out of smokes, I asked him for a cigar. He handed one to me and when I said "thanks", he replied, "Think something of it. The pleasure is all yours!"

I was fortunate in being able to join him on several of his famous "quick trips to Nome". On one of these, while bouncing about over Golovin, Cliff yelled back to me that he wanted my cigarette lighter. I told him "Sure---but why"---since I could see that his cigar was burning. Then he roared, above the noise of the motor, that he thought he might use the lighter to supply a little more carburetor heat!

Our trips to Nome proved that Moses Pointers aren't the only ones that think a lot of Cliff Springberg. The few hours we spent in the city were like

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ANCHORAGE

Riney "Blitz" Hablutzel, vehicle driver, Anchorage International Airport, has two broken ribs, now healing, to remind him of his winter's work with the Red Demons, winners of 16 hockey games out of 17 played in the city's revival of junior hockey.

Riney is a persistent worker with boys, and his success with hockey indicates he will be drafted this Summer in the baseball Little League. But he likes it, and it was his enthusiasm that made him mix with his 5th and 6th grade players and get two cracked ribs. No players were injured, just the coach.

The two teams were formed from the 5th and 6th grades of North Star School in Spenard, calling themselves the Blue Hawks and the Red Demons. After they had met on the city rink in an exhibition game, they received challenges from Fort Richardson and city teams. The Demons soon challenged all comers and came out with their remarkable record.

Civic interest in these "hockey stars of the future" is high and Riney anticipates a lively season for next winter. Removing snow at the airport and from the rink kept Riney "snowed", but he loved it.

Anne Mojeska, secretary to the manager of Anchorage International Airport, in her ivory tower where she can see all the air travelers come and go, observes that girls have been wearing sweaters this winter to keep themselves warm. And she considers television a device, which, when broken, stimulates conversation.

Red Wilkins, Airport Manager, is a changed man.

The Japanese Airlines arrived in Anchorage in January with 40 company personnel aboard for its orientation flight. Frank Monaco, FAA member of the FAA Technical Mission to Japan, came along and acted as interpreter, bringing a "hello" to all his friends in Alaska. For several days after the reception, Wilkins was bowing stiff-legged and sucking in his breath like the superpolite Orientals---whenever he was introduced to visitors, and even when addressing his office force.

Anne Mojeska

The Alaska Visitors Association estimates there will be nearly 2,000 private pilots visiting Alaska from the lower States this year. Flying Farmers, numbering 100 planes and two other mass flights of 100 planes each have planned flying visits, one group coming from Miami, Florida.

Warren G. Runnerstrom, his wife, his mother from California and a brother-in-law from Edmonton are off this summer for a visit to Europe.

"DIDN'T KILL 'EM BUT"

Lloyd Patrick, Anchorage IATCS, competed in the Spring national championships of the American Bridge League held in Seattle March 14-22. Approximately 20,000 entrants from Canada, Mexico, and the United States including Hawaii and Alaska jostled for six major championships and various lesser titles.

Says Patrick, "I didn't kill 'em, but they knew I was there". His best showing was runner-up in a field of 396 in the open individual championship. In competition for the Vanderbilt cup, America's most coveted bridge trophy, Patrick's all-Alaska team won three matches but lost to Charles Goren's team, the eventual winners. By virtue of his showing in Seattle, Patrick became the first Alaskan to attain the status of Life Master in the American Contract Bridge League.

Emil Knowles, recently employed in the Personnel Division, suffered a heart attack in Fairbanks where he had accompanied his wife to a teachers' convention. He is recovering and will spend a few weeks there under a doctor's care before returning to his duties in Anchorage.

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their adventures and work, and of the Eskimo friends they knew in far north White Mountain.

Airport Mogul

Today, Knight, as Chief of the Alaska Air Terminals Division, is administrator of the great Fairbanks and Anchorage International Airports, and charged with promotion of commercial development of 26 intermediate airports throughout the State. Gone are the dog team days, the hazardous small-boat operations in Norton Sound and up the Fish and Niukluk Rivers; the annual fight with the ice and the silt in operating a water system; the sober village council meetings with the Eskimo leaders on reindeer herd management; the high school graduating classes of four and sometimes ten; the hunting and fishing and gold panning, and yes, the ivory carving of those early days.

Today, Leora Knight is still a teacher, but it's science. She teaches biology, schedules assembly speakers of national note at Anchorage High School, is the National Science Fair Director for Alaska, and laughs at snapshots of herself in her "mukluk-parky" days.

Alaska adventures began for the Knights before they ever landed. At Akutan, where the boat stopped to refuel, state-side passengers saw hugh cod fish swimming in the crystal water by the dock. Somebody remembered a family on board in serious financial straits headed for Nome, so they all turned in with hook and line and fished. The North Dakota Knight was bug-eyed when he pulled the first fish, "long as my arm", out of

TALKEETNA

During Army maneuver, "Operation Caribou Creek", February 9 through 18, 261 military aircraft landings were made on the Talkeetna Intermediate Field. Adjacent to the airport and surrounding area, the Army had quite a number of tents to house their operations offices, supplies and personnel. Six helicopters and two L-19s were based at Talkeetna. The workload for the AOS personnel was extensive. Major General Mudgett, Commanding General, USARAL, members of his staff and others who participated in the maneuver verbally thanked the Talkeetna station for the part we played in the maneuver and for the cooperation that this station rendered as a whole.

Myron A. Stevens, Talkeetna Power and Fuel Company, commenced furnishing electrical energy to this station February 2. Mr. Stevens is well known throughout the Region as he was a former employee of the CAA. The station power plants were placed on a standby basis.

Ted B. Baker, station mechanic foreman, who has been at Talkeetna since February, 1955, bid on a similar position at the Fairbanks station and was selected. A farewell dinner was given for the Baker family the evening of

the water. The fisherman caught, cleaned and salted two barrels of fish there on the dock and there was at least something to eat in Nome for the unfortunate family.

Knight's "navy" at White Mountain was a broad, heavy cabin job that would haul 50 kids with an inboard engine, fine for river boating, but an exciting vehicle on the heaving Norton Sound and Golovin Bay when they lightered supplies ashore from freighters anchored 6 miles off shore.

Who is Teacher?

"I don't know who learned the most that first year", Virge says today. "We put out a lot of book learning in the native school, but we were students too. I learned plenty about the boats, picked up a little on ivory carving, lead a very practical class in 'do-it-yourself' operations where the mechanically-marvelous Eskimos taught me more hand mechanics than I ever learned in engineering college, and got valuable experience in civic affairs---not to speak of that reindeer management!"

"All the time we were at White Mountain the federal government was struggling with the idea of making the Eskimo the sole owner of the reindeer business. The White Mountain herd at times numbered nearly 10,000 and I was the book-keeper. One day some young, half-breed Eskimo agitators from Nome told our village cooperative officers that the government was mismanaging the herds and would eventually take them over for private companies. So, after they had held a meeting which I was invited to attend, but where all the discussion was

COMES THE BOMB...

FAA Fifth Region employees have bought 975 emergency food packages, and delivery will start from the commissary in Anchorage early in April. There are 855 of the packages in the commissary ready for delivery. The food is proposed for use in the event of an enemy attack,

March 12 by the FAA and Talkeetna village people. The Bakers were presented with gifts that will be useful at their new home in Fairbanks.

AOS George E. Hottle returned from extended annual leave February 25. He visited his home at Elizabeth, Indiana. While back at his home he experienced some of the floods they had back there.

Frederick W. Parker, relief foreman mechanic, arrived Talkeetna March 6.

George F. Buckingham, electrical line-man foreman, arrived Talkeetna March 13. He and his crew, the latter now at Summit, are to rewire several of the buildings and install additional fluorescent fixtures in the control building.

A. Dufresne

in the Eskimo language, which insulted me no end, the village chiefs demanded to see my books. My figures and cash were in order but my feelings were critically injured. I was hard to get along with for weeks.

In 1953 the Knights returned to the States and for eight years Virge served as city engineer for Grand Forks, N. D.; Monroe City, Mo.; and Indianola, Iowa. Then he returned to Alaska during the war as an airways engineer for the CAA, having his part in the pioneering that seems to be part of all airways work here. He became the first chief of the Maintenance Branch, Plant and Structures in 1946, and that gave him the usual post-graduate course in Alaska geography and conditions. He's been everywhere. In 1952, he was appointed as the first manager of Anchorage International Airport and in 1958 was made chief of the Air Terminals Division.

They have one daughter, two grandchildren, two dachshunds and a trailer, and Virge thinks he knows where there are some new roads that lead to previously un-fished streams and lakes.

Knight, The Man

Few people in the Region are so universally liked and respected as Virge Knight. He has used his ability to learn from wide experience and has stored the knowledge in an orderly and uncluttered head. He can display and use this knowledge in a quiet, unassuming way that makes him an excellent conversationalist. His ability has been recognized by many a civic enterprise in Anchorage, and his character has brought him friends from all directions.

JACK JEFFORD HAS FIRST SON, MAKES DOROTHY REVELL SMOKE FIRST CIGAR



"What crazy people!" says young Jerry Jefford. From Left: Jack, the proud father; Dorothy Revell and cigar; May Jefford and Jerry; Bob Parkins and Charles Weyer.

Smiling wanly through a pale haze of cigar smoke, Dorothy Revell contratulated Jack Jefford on the birth of his first son, Jerry.

She was making the smoke, puffing cautiously on the cigar Jack had supplied so that she could pay off on a rash statement made several months ago.

"Sure, I'll smoke a cigar---when you get a boy", Dorothy promised, and when month-old Jerry was tough enough to brave zero weather, the payoff was scheduled. Eager office kibitzers made the arrangements, and they had a black, evil-looking cigar ready when the Jefford family reached the office March 20. Jack softened, however, and gave Dorothy one of his 15-centers, which she bravely tackled.

"Anybody in the path from here to the rest room stands there at his own risk", Dorothy announced, and began puffing. She couldn't get a good, solid column of smoke going, however, and Hermann Kur-riger, photographer, was not happy. He wanted clouds. He got wisps. But there was no "after" picture worth taking. Dorothy finished paying off still standing up and smiling.

Jeffords is delighted with the "reinforcements" that have come to his house. He has been outnumbered for years by his wife and three daughters, Carmen, Cheryl and June.

"I would never have believed that 10 pounds of man could cause so much disturbance in one house", he said. "Right now, this one little man has the female forces completely engaged. I've fallen back and I'm regrouping."

KOTZEBUE AND FAIRBANKS STATIONS PERFORM FAST SAVES

Fast "saves" were registered by Fairbanks and Kotzebue AOS in late February and March.

An aircraft radioed Kotzebue that it was down on the Kivalina River, 100 miles north with a broken right landing gear. The pilot was on a round robin wolf-hunting flight plan, and could not hear Kotzebue radio, so he repeated his message several times, hopefully. Local pilots and Wien Airlines' pilots responded to Kotzebue's request for help, and Warren Thompson located the downed plane. He and Leo Schaeffer had parts in their searching planes and the plane was repaired and flown back to Kotzebue the next day. AOS Eugene E. Luckey and

A girdle is an accessory after the fat.

Edward L. Ward were on duty at the time.

Fairbanks Tower heard a call from a pilot that she had a complete engine failure and was landing on an unidentified lake between Minto and Fairbanks. Aircraft known to be in the vicinity were notified and a Flightways plane from Phillippe Field was dispatched. The latter found the downed plane, an Army helicopter then on the ground at International Airport took off, and within 78 minutes of receipt of the call, the pilot was landed safely at Fairbanks. AOS on duty were Pete Blankesop, Fred McGuire, Cy Kiehl, Clayton Aune and Rolf Cramer.

I'm glad I don't have to work in the Fourth Region. You have to mind your P's and Q's down there.

SUMMIT

AOS Johnnie James recently had a new addition to the family. After having three boys they were very happy that the new addition was a girl.

AOS Alvin Porter, the new Facility Chief arrived at Summit on February 20th.

Al Rowe and crew are presently at Summit rewiring the station.

A recent test showed that television could be picked up from Fairbanks fairly well.

EMT Cliff Caudill attended the Range School in Anchorage during the month. During his absence he was relieved by EMT/R Malcolm Manning and Isaac. Manning was his first relief but was injured on the job, and was in turn relieved by EMT/R Isaac.

James R. Heay

A boy becomes a man when he will voluntarily walk around a puddle.

SPRINGER Cont. from Page 5

a college reunion. Everybody knew Cliff and everybody liked him. Excitement enveloped us like a cloud and I felt as if I had joined the entourage of some Oriental Potentate. It was easy to feel that way any time you were around Cliff Springberg. His clothing was usually of a style that made him look like an animated Salvador Dali painting. He dressed with oriental color and in what is probably best described as a state of magnificent abandon. If you started your eyes at his beaded-moccasin covered feet, let them move up to the yellow and purple striped, calf-high socks, you could feel your eyeballs bulge from their sockets as his Kelly-green, turtle neck sweater came into view. This sweater sort of merged into a long neck that culminated in his head which was, in turn, topped with a red and white stripped knitted cap. This much can be said for his sartorial splendor; it embraced every color of the spectrum. In his dress, as in every other facet of this spectacular human being, Springberg, as I knew him, was unique.

While in Nome, Springer bought a new "gee tar" with which he entertained us. The songs ranged from "Mairzy Doats" to "Possum in the Pine Tree" and for weeks, that flitted by like hours, Moses Point rocked and rolled with Springberg. Then, one night, the "D" message came. Cliff Springberg said "yep" and started to pack. The next morning saw the Moses Pointers on the runway to wave him goodbye and quick return. Cliff's puddle jumper tried to make big airplane noises and then, very much like Cliff himself, the little airplane gave a sassy flip of its tail and flew away.

Forget Cliff Springberg? Never! The big question is: Will Moses Pointers ever recover from his visit? I doubt it, and do you know why? Because I don't think we want to.

Warren G. Runnerstrom

NEW SALMON-CURING IDEA AT MOSES POINT

Moses Pointers have been struggling with a new and unusual problem these past few weeks. One morning, in the early days of February when the thermometer had slipped and skidded to the minus 30s, AOS Warren Runnerstrom happened to look towards the housing area. Noticing the smoke lazily curling its way out of the chimneys, he became intrigued by its billowy whiteness contrasted against the blue horizon. He watched it for several minutes when, as he says, "I suddenly became conscious of the fact that the smoke was leaving the chimneys at a gradually slowing pace. Then, before my very eyes, the smoke oozed, almost to a stop. It looked very much like frozen milk pushing its way, cap and all, out of a milk bottle!" Fascinated, Runnerstrom missed a weather broadcast as he observed the smoke build up into a frozen column about 6 feet high. At this point, the pillar of smoke broke off and fell clattering down the roof to the ground.

The thunderous crash on the roof, brought the occupants out of the house to see what had happened. This resulted in real danger since, while they were examining the first chunk of frozen smoke, a second piece fell, narrowly missing the curious people. STMGDR Doug McDonald became quite concerned because, as he put it, in addition to snow removal problems, he and FMECH Don Darling

now had great frozen logs of smoke to be cleared from the camp area.

Mechanic Vern Bookwalter, an old timer at dealing with "bush problems", organized station personnel into "smoke log removal teams" with everyone taking his turn at the onerous job. In three days the Clyde Wengers, Harold Gillmers, Runnerstroms and Operation Specialist Wilsson, bachelor, collected nearly 20 tons of the frozen smoke. McDonald was faced with the problem of finding a suitable disposal area for the "logs".

The hero who solved this problem was Relief EMT Mack Hilton, ardent Moses Point salmon fisherman. Hilton recalled summertime salmon smoking activities at this station and remembered our difficulties in supplying fire wood for our smoke house. An old hand at helpful suggestions, Hilton advised that we just pile the frozen smoke by the smoke house. "Next summer, when the salmon are running", Mack said, "that smoke will be starting to melt. Instead of burning wood in the smoke house, just toss in a chunk of this frozen smoke and let it melt under the curing fish. The result will be nicely smoked salmon."

In anticipation of a record salmon run this summer, Moses Pointers are now praying for more cold weather in order to increase their supply of frozen smoke.

RETIRE GRADUALLY, BUY MORE LIFE INSURANCE

Gradual retirement and increased federal life insurance are two active subjects in Congress today.

The Health, Education and Welfare Department proposed a plan for gradual retirement, and the Senate Postoffice and Civil Service Committee is inquiring into it. Briefly, it would allow federal employees to work fewer hours a week for some time before they reach the arbitrary retirement age. HEW says it would have a valuable health effect for retirees, allowing them to "taper off" into more comfortable and safer health conditions for retirement.

There are four major provisions of the plan: (1) that such retirement be optional with the worker, and that he receive the full retirement for which he has paid; (2) that agencies may rehire retired people for part-time jobs; (3) that employees would be paid for their part-time work, but that their salary, plus retirement income, would be held to 90% of the pay of their last full-time job; and (4) that half of any savings made by agencies in rehiring retirees be paid by the agencies into the Civil Service Retirement Fund.

A bill now in the Senate proposes that federal employees be allowed to double their federal life insurance. The firms that write this insurance feel that older employees would buy the maximum amount at the attractive price at which it is available, but that younger employees would buy much less. They would like to see purchase of the maximum amount made compulsory. There is also opposition on the ground that such insurance interferes with private insurance business. When President Eisenhower first proposed this insurance, he proposed that it would not deter employees from buying additional life policies.

FIFTH REGION RECORD LOW IN U. S. SAVINGS BOND BUYING

Federal employees put \$508,834,197 in government bonds in 1958, and in the Fifth Region of FAA, we bought \$245,098 worth.

The national buying made a record, according to Ivy Baker Priest, Treasurer of the United States and chairman of the Interdepartmental Savings Bond Committee. In 1957 savings bond purchases totaled \$496,078,796. And more people are buying bonds, too; 55.9% in 1958 as against 50.8% in 1957. Since 1942, government workers have invested nearly \$11 billion in savings bonds.

In the Fifth Region, 291 are regularly buying bonds through the payroll deduction method. That's 20.8% of Alaska FAA employees, which compares with the national average for government employees of 55.9%.

At the end of 1958, 92.3% of the employees of the Tennessee Valley Authority were buying bonds in this way. Ten other agencies having more than 1,000 employees showed participation of 50% or more.

It isn't hard to make a mountain out of a molehill---just add a little dirt.

PIXILATION

The Administrator's recent bulletin pointing out the importance of communication, especially during a period of reorganization, recalls a statement by a military man, who drew on his long experience when he said: "In no emergency have I ever seen communications fail to fail."

At a recent staff meeting, a Division head complained that his chiefs attend staff meetings, listen, take part, help make decisions and then go back to their own offices and never share what they have learned with their own assistants. Then the Indians down the line, uninformed, make mistakes.

"I guess it makes a man feel like a wheel when he can keep facts to himself", the Division Chief complained. "But it certainly does foul up a budget and pixilate plans."

WE TOO!

Healthy people in the FAA's Alaskan Branch Office at Seattle want their names listed too as members of the "1,000 Hour Club". Francis Unti, head man down there, has 1,370 hours of sick leave; Matthew C. Tomasovich has 1,148; John Noble has 1,047; and Amy Pindall has 1,021.

57'S ARE IMPORTANT!

Reminder---if you plan to bid on any jobs open under the promotion plan procedures, you must have a current application on file in the appropriate office.

If it is a National Promotion Plan bid, there must be an application in the Washington Office. Without it, your bid cannot be considered.

If it is a Fifth Region Promotion Plan bid, your application now on file might be adequate. However, it might not be current, so get one on file that reflects your current experience and qualifications.

If you bid on a job in another Region, send along a completed Form 57.

"...BY THE HAND"

Eavesdropping McGrath radio recently took over a lost pilot who was having trouble in communicating with Galena, and finally with the help of Galena, Fairbanks and an Air Force Radar site, brought him safely in.

The pilot was on a flight from Holikachuk to Folger, and blown off course and lost. He made an identifying turn for radar identification but without results and then indicated he could hear range signals. Finally, AOS Donald L. Waterman and Warner E. Armbruster, on duty at McGrath, located him from his description of the range signals and the terrain beneath him, and from there on lead him by hand to a safe landing at McGrath.

President Eisenhower must still be a popular fellow. Look at all the guys who are wearing their hair the way he does.

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station tour that the recreation room finally was all prettied up, and more serviceable, despite the fact it is in an old building that ought to be surveyed, and the whole station is happier over it, and it's going to help morale, and---just wait till you see it! When they saw it, it was a mess. The caretakers hadn't got around soon enough after the kids had finished a party, and it looked like the living room at 7:30 Christmas morning.

Hulen made some sort of a record this year in his first inspection swing. He visited 12 stations in 10 days, hit the worst weather of the winter---38 below at McGrath---and shivered when he thought of Bettles, Fort Yukon and Fairbanks vet to come.

Stations Differ

He gets variety in these inspection trips. At Fort Yukon, he and Jack E. Shropshire walked 10 feet from the living room to the small room in the FAA house that contains the two Shropshires and the communications equipment. Then they went to a power supply building 40 feet from the house, and completed the inspection.

But at Fairbanks, he and Dick Inman, Station Manager, started at 8 in the morning, drove 80 miles to inspect four airways facilities, and sat down in the late afternoon to discuss special matters and problems.

Every inspection trip involves visits with aviation industry people. Jim Anderson at Bettles gave Hulen his appreciation for the service he receives from the station there, mentioned the 105 wolves he has shot so far this season, and gossiped in airman fashion about matters aeronautical. The Wien brothers at Fairbanks were having lunch at a nearby table and the lunch hour turned into a government-industry conference. And the airport committees of Fairbanks were on hand to discuss their desires, and possible FAA plans regarding the airport.

LUNCH HOUR CLASS

Electronic engineers and technicians aren't the only people in the Electronics Maintenance Branch of the Air Navigation Facilities Division who receive training. Betty Godfrey, Roselyn Graham and Raynata Lundquist are receiving 45 minutes of 100-wpm shorthand dictation from Roberta Winters every day at lunchtime. This training is being undertaken to prepare the girls for their GS-4 clerk-stenographer civil service test, necessary in order to obtain career status with the federal government.

On-the-job performance also is being improved. Betty Godfrey, the Branch Chief's secretary, has found that her boss doesn't dictate as fast as he used to and her shorthand is easier to read.

Cooperation would solve many problems. For instance, freckles would make a nice coat of tan if they'd just get together.

Pilots of all categories, airline dispatchers, operating people know the FAA plane, and they all have their problems relating to safety, FAA's prime job. State and city officials, Chamber of Commerce representatives and the press are on hand at many stations.

Fever Problems

Then there is always the "off-the-record" part of the average inspection, when Administrator and Manager retire behind closed doors and talk over the intimate station problems. Those who have lived in the confines of a station, isolated from the usual large groups of human beings that help make life bearable and interesting, know that there are several kinds of "cabin fever" and an unlimited variety of human feelings, foibles and felicities.

Hulen meets problems that would stump Beatrice Fairfax, Ann Landers or Norman Vincent Peale. Mrs. Meow is having cat trouble with Mrs. Kaynyne who hates cats. That young wife with the pretty eyes is accused of having roving eyes. Mr. and Mrs. Con Oseur just never get the kind of food they must have from the commissary to be really happy. And those kids of the Lacey Faires are all over the place and into everything.

Every Station Manager has been around long enough to handle most of these human relations problems, but he saves the "best" ones for the boss. The old timers remember past times when today's problems would have been merely entertaining. In early days before FAA housing had reached even its present imperfect state, two and three families often lived in one five-room cottage. There was a dwelling in Nome during the war that housed three couples, a single woman and her two daughters. All the wives and all the husbands worked, but on different shifts.

"When I think of those days", Hulen muses, "I just wonder how we won the war."

GULKANA

Below zero temperatures, snow and wind herald the first day of Spring.

Except for numerous Regional Office work parties, activities here have been routine and the scene very quiet. EMT Vernon Bigelow, Jr. and family spent a month in Anchorage during February while Vern attended the EMT conference and radio range school.

Station Manager McIntosh has had his hands full taking care of numerous work parties. One carpenter crew has been busy chopping up the quarters to provide two rooms in the attic. In addition, a line crew, various and sundry electricians, CVEA personnel, conversion to CVEA power, plus the routine station problems have kept him hopping.

Quote: I am fully aware that my youth has been spent, that my get up and go, has got up and went. But I really don't mind, when I think with a grin, of all the swell places, my get up has been. Unquote.

EK & WM

"Darling", said the Hollywood bride, entering her home with her new husband, "this house is familiar. Are you sure we haven't been married before?"

Housing still is a vital part of any station's efficiency. It is an item for constant struggle in budget preparation and financing of Fifth Region operations. Too few cogs on the money side of the FAA wheel realize what good liv-



Station Manager Ormond Robbins and Hulen test rolling equipment at Bettles. ing quarters mean in Alaska, Fifth Region employees feel. Thus, living conditions assume importance in the annual inspection routine and every budget official could benefit by following Hulen through a typical trip.

BIG DELTA

Skipper Ed Musgrove made the promotion from First Class Radioman to Captain when he built the **THEROYED I**. This craft is a 17-foot seaworthy salmon getter. The Skipper has a host of friends among the Fort Greeley officers and men, FAA and civilians. However, since he drydocked the **THEROYED I** for refitting and paint, more friends are renewing their acquaintances with polite conversation and coffee. Come ice-out, lake trials will begin at Paxson or Summit Lake.

First Mate, Theta Musgrove, and Second Mate, Roy, their 13-year old son, are also looking forward with great eagerness to pulling in a good winter's supply.

This is one family well deserving its moments of relaxation. Along with his efficient job as Station Manager, Ed is president of the Mt. Hayes PTA, a top bowler on the FAA bowling team, a member of the Delta Junction Lions Club, and a charter member of the Local 4-5-6 Club. There is no end to Theta's gracious helping hand. She handles last minute calls as a substitute teacher at Mt. Hayes High School, and is very active and well liked as leader in her Cub Scout troop. She generously gives her time tutoring many children in her home and her trips are numerous in aiding those sick or in need of assistance. Young Roy is a very capable and energetic Boy Scout, and will probably make Eagle Scout this summer. Basketball practice, scout work, and home chores keep him occupied.

When the Kings and Silvers begin their run in southern waters, the Skipper and family will head a motor brigade consisting of station wagon, house trailer, the **THEROYED I**, and friends.

Lew and June Harman

AWARDS Cont. from Page 1

actual cost the first year, 1958, totaled more than \$5,000.

Other awards were: Raymond R. Slack, Station Manager at Gustavus, \$15 for grease fitting seals; Constant H. Morse, SEMT, Homer, \$25 for indicators for standby power and power failures, and \$10 for use of touch-up paint; Frederick W. Parker, Foreman Mechanic (relief), \$10 for protection of overhead garage doors, and \$25 for protection of painted services from exhaust gases; Joseph R. Paquette, EMT, Annette, \$25 for a TXI transmission line modification; Carmen Smith, Electronics Engineer, Anchorage, \$50 for modification of a loop antenna meter; Charles Cobb, EMT, Yakutat, \$10 for protection of teletype adjustment cards; Richard Bedlington, General Mechanic, Gustavus, \$10 for better location of fire control switches and fire extinguishing equipment; and Ruth Bickers, Budget Division, \$10 for use of black ink on date stamps.

ILIAMNA

Mr. Jake A. Holzenberg, SEMT, was selected and has assumed the duties of Station Manager of Iliamna FAA station as successor to Mr. James C. Mullins, who transferred to Cordova.

Mr. Wilfred Trew and family, formerly of Woody Island, are expected to arrive at Iliamna shortly. Mr. Trew is our new SAOS who fills the vacancy caused by the departure of Moon Mullins.

Normally accustomed to the usual diet of blowing snow this time of year, our FAA Iliamna residents now view the area cluttered with homemade rockets and high altitude boomerangs launched by some anonymous resident of the BQ.

And then, Art Imhof emerged from the BQ for mid-watch several weeks ago and noted a real phenomena. A bright object in the sky appeared to be moving from west to east at a fairly high rate of speed, blue and white in color, cylindrical in shape with a lighted exterior. It was visible for about eight seconds and in a greenish flourish, disappeared in the vicinity of Bruin Bay into a cloud deck. Remarked Art, "What a way to get set for the mid-watch. Oh, Mid-delton Island duty, where is thy sting?"

Mrs. Collier Mize returned to Iliamna March 6th after an extended tour of Texas and Mexico. She was accompanied home by her pets, Tinker Toy the skunk, and Mike the parrot. Having made the trip to and from Alaska several times, they again proved themselves perfect little travelers. Tinker Toy furnished entertainment to all travelers on the trains, planes, in terminals and hotels enroute.

At long last, the people of Iliamna are in contact with the outside world, with the recent commissioning of Jake Holzenberg's ham radio equipment. His call sign is KL7CTJ and operating 10, 15, and 20 meters, SSB and CW. Jake will welcome any calls.

Anita Mize

SPLIT

At the Elks Club bar in Anchorage, Administrator Hulen was being hospitable to Verle Collar of the Air Terminals Division.

"Have a martini?" he said, and Collar hoisted one, standing there wearing his bowling shirt. Time went on, and Collar bought. Then Hulen proposed a third.

"No", said Collar, soberly, "one more bowltini and I couldn't martowl at all."

With many thousands of persons traveling by plane, it's strange that nobody has figured out how to stick a billboard on a cloud.

Paul L. Golden, EMT, Gustavus, was given a letter of commendation for a suggestion relating to the Colson Junior Lifter.

HOLDREN TOP MAN IN STATE BOWLING

Wilford "Bill" Holdren, head of the maintenance shop at Anchorage International Airport, walked off with top honor in the first Alaska Bowling Tournament. He is "all events champion", has a handsome trophy and some \$335 that he didn't have before.

Bill's score was 1,965 for nine games, and his lowest score was 180. Teamed with Bud Chambard, Bob Cross and Gar Weyland, he placed in the team competition; placed in the doubles with Bud Chambard, then walked away with his singles score. He had a handicap of 80 pins, and his score in team play was 685 for three games; for the doubles, 636; and his singles, 644, an average, with the handicap of 218.3 per game.

PINS Cont. from Page 1



THOMAS, BERATO, BAXTER, HULEN

have each finished 30 years of service with the government. Berato, who came with the FAA in 1937 recently received an appointment as a member of the FAA's Technical Assistance Group in Madrid and is awaiting travel orders. He has worked in the communications field in all his federal service, beginning with the Signal Corps of the Army in 1928. Most of his work has been in the southwest States of the U. S. and he has served at most of the FAA stations throughout Alaska.

Messing began work with the FAA in 1932. Prior to that he had served 4 years in the Navy and worked briefly in private industry before he joined the FAA as a mechanic at Buckstown, Pa. He has worked in government civil aviation posts at Newark, Washington, Albany, Philadelphia, many Alaskan stations and in the Azores, French West Africa and French Morocco.

Twenty-five year veterans are: Mrs. Doris Baxter, who joined the FAA in Anchorage the first of 1959, and previous to that had worked 25 years for other agencies; Robert Thomas, ATC, Anchorage, Thomas Carpenter and Frank McIlhardy, of Juneau; Harold C. Kriebs, ATC, Fairbanks; and Sanford Peterson, Station Manager for the FAA at Annette Island.

The FAA has adopted the standard service pin recommended by the Civil Service Commission, and now standard with most federal departments. The 35-year pin has a ruby setting, the 40-year pin a diamond setting.

ANNETTE IS.

Harbingers of Spring on Annette Island! Boats are being scraped and sanded. Paint for boats is used in gallons and the smiles on the faces of proprietors of local supply stores are so bright it looks like a Hollywood premiere. All of this for the coming King Salmon Derby, and the opening date for the Derby has not been announced yet!

Pat and Carl Fundeen returned from Oklahoma City early this month. Carl was taking a course at the Center.

Ken Rühle returned from the Hospital in Ketchikan. He looks a little ragged around the edges, but he is the same old Ken. He didn't even crack the rock he struck during his brief but spectacular motorcycle ride.

Danny Burns arrived at Annette on March 4th from Skwentna for a second hitch. He says he feels like he never left the

EMT Jim Myers and his family recently transferred to the Second Region. His new duty station is Gage, Oklahoma.

Bob Schmidt, recently from Adak, reopened the Annette Canteen. The Canteen has been closed since December and its re-opening was a welcome event for everyone. The Tamgas Harbor Club originally opened the Canteen and movie as a means of furthering the recreation and entertainment of this island community. Schmidt recently came to Annette from Adak.

Jerome K. Fujimori is the proud father of a boy, 7 lbs., 10 ozs., born March 17. Don't know what the new arrival's name is but, no doubt, it will be Patrick. Jerry transferred to Annette Island from the Sixth Region recently.

The Annette Flying Club is off to a booming start this year. They have a full membership and a J-3 on floats.
Sonny Carney

"Living with your heart"

The Massachusetts Heart Association has issued the following Ten Commandments for "living with your heart".

1. Find a doctor you respect, obey him, and cling to him as though he were your most precious possession, as he is.
2. Tell the doctor the truth at all times.
3. Pity the fat man; the statistician numbers his days.
4. If your brain earns your living, be moderate as a weekend athlete or laborer.
5. When the snow drifts high, let some younger fellow shovel out the driveway.

PARIS TRIP ASSURED FOR FIFTH REGIONERS

A plane load of Fifth Region FAAers will wing away Anchorage to Paris on July 4 for a two-week visit on the Civil Air Club's first chartered flight vacation. Trips to Tokyo and to Hawaii are planned and may be arranged for some time this summer.

Response to the first announcement of the low-cost, charter trip idea was quick and the executive committee has detailed Chet Sobczyk as "tour manager" for the first flight. As the Mukluk went to press, he had 66 of the 88 seats on the chartered Alaska Airlines DC-6C sold, with dozens of others yet to be called for final decision. With this kind of indication in hand, Sobczyk nailed down the reservation for the plane and date, and began planning meetings of the travelers for arranging details.

The airline has sold the return empty trips and has thus been able to reduce the charter cost to the club. The total cost, divided by 88, will be \$300 round trip to Paris, since the travelers will not have to pay for layover time for the plane. Total who indicated interest in the Paris trip was more than 80, 70 indicated interest in Tokyo and 60 in Hawaii. An almost equal number have said they would be interested in the trips next year.

All FAA and Weather Bureau employees of the Fifth Region are eligible to be members of the Civil Air Club, for which annual membership dues are \$1, and charter trips are limited to club members and dependents.

A "tour manager" will be appointed by the Club for each trip, including short trips within Alaska. These managers will supply information on passport and vaccination requirements, in the case of trips overseas, and do all the necessary leg work in making final arrangements. A small fee will be added to each fare for payment of these managers.

Sobczyk suggests any interested in Paris for this year file their names immediately. He will also accept applications for any of the other trips listed or proposed.

6. Avoid self-dosing. "He who doctors himself has a fool for a physician."
7. Fortunate is the man who has a mild heart condition and, knowing it, learns to live with his heart.
8. Plan to take time out daily, weekly, yearly for rest.
9. Don't worry.
10. Be your age.

Number 5 should be especially applicable to FAA employees in Alaska.

SICK LEAVE IS FOR USE. SAYS MARVIN

Maynard M. Marvin of Annette, has a different slant on the use of sick leave.

In a letter to the Mukluk Editor, he points out that sick leave is provided for the mutual benefit of employer and employee, and that it encourages employees to take time off without loss of pay, when they are too ill to do their work efficiently. This, says he, maintains a higher standard of efficiency and health, since it protects fellow employees from infection by the "bugs" of a sick employee who insists on working when he should have stayed off the job.

Marvin says the Mukluk implies that it is better and more important to receive a scroll and have your name on the impressive list than to show consideration for the people with whom you work.

"By using a few hours of sick leave when you have a bad cold, flu or something similar", he writes, "you may win the undying devotion of some of your fellow employees. Their resistance may be lower than yours, and they could end up in a hospital or morgue---all because of your bugs. If you are a Facility Chief, you might even be able to avoid a few "emergency mids" by keeping your bugs at home."

(He's right about keeping the bugs at home. But generally, those with 1,000 hours or more sick leave named in the March Mukluk were thankful for their good luck, or kidding about their health. They probably didn't try to get on the list and receive a scroll. Ed.)

AIR CARRIER

Inspector V. M. Denison of the Juneau ACSDO has recently returned from a training course at the Fairchild factory. The course consisted of operations and maintenance of the turboprop powered F-27 aircraft which is presently being operated by two carriers in Region Five.

Haney Rodgers, Air Carrier Inspector at Anchorage ACSDO, has been flying in circles for the last few weeks. He was the "father of the bride", Lou Rodgers, married March 14.

Air Carrier Safety Electronics Inspector, Jim Cardullo, has acquired a new Sunliner Fort convertible with automatic folding top. Although the weather has been 15 to 20 degrees below zero, it is not uncommon to see him driving along with the top down.

Nick Rudasill has joined the Volkswagen club along with Inspector Denison of the Juneau ACSDO.

Peggy Lyle, ACSDO Fairbanks, has recently returned from a vacation to the West Coast down as far as Los Angeles, where her husband, Bob, was attending a special school on guided missiles. Bob is Resident Engineer in charge of missile base installations in Fairbanks.

KODIAK

A much needed remodeling job was undertaken during January of the Recreation Club with all hands participating. New drapes, a little carpentry here and there and new light fixtures, have given the club a new look. Previously a storeroom had been made over into a hobby shop for the youngsters. Work benches, outlets and storage tools were built. The boys have put the place to work.

STMGR Chaffin and AOS Trev made the first trip to Long Island and did a little beachcombing, finding two glass balls. Much activity in the shipyards and before long look to see most of the boats in the water. SAOS Rousculp and AOS Zip Zaber are both building new boats again this year. SM Hank Harrison and new arrival AOS John Warren have sent out for kits.

Draga Raborn, wife of AOS Otis Raborn, returned from an extended vacation to her homeland, Yugoslavia on February 3. Her mother returned with her and will make her home here.

A son was born to Lea Harrison February 10. The father, SM Hank, is doing fine. He was christened Cole Brian.

AOS John Warren, wife Ella May, and son Gerry, arrived March 10 from the training center in Anchorage to fill the vacancy created by the transfer of AOS Bill Trew of Iliamna as SAOS.

SEMT Morris Lee departed Woody on emergency leave March 12 for Florida due to the sudden death of his father. Raymond Hensley, relief technician, will fill in for Lee.

Bill Trew

PROCUREMENT

Three new employees have joined the Procurement Branch. Robert E. Bosshard, Purchasing Agent, has taken the place of William D. Dudley who transferred to Budget and Finance Division. Since 1949 Mr. Bosshard had worked with the Supply Division of the U. S. Army Engineers, Alaska District, and with the Corps of Engineers in North Africa. His home town is Milwaukee, and he came to Alaska "to once more get away from the congestion of city life".

Lois J. Bone joined the Procurement Branch as a clerk-typist on February 24. She came to Alaska six months ago with her husband, who is presently stationed at Fort Richardson. Lois likes Alaska because hunting and fishing and the snow remind her of her home town, Denver.

Betty Bevan, Purchasing Agent, has returned to Alaska and rejoined Procurement. She is glad to be back, and she and her husband plan, upon completion of his military obligations, to remain in Alaska.

Learn Rules Before Digging For History Relics in Alaska

Before you dig for historical artifacts or disturb ruins which have archeological interest, be sure you have proper permission.

The Department of the Interior has requested the FAA to inform its employees throughout Alaska of the legislation passed in 1906 "which was intended to insure that searches are carried on by competent individuals, using scientific techniques which will result in obtaining maximum knowledge with the least damage to antiquities". The law also intended to guarantee that information obtained be made available to the scientific world.

FAA employees are not excluded from such satisfying and exciting avocations as seeking for Native or Russian relics. With proper intentions, legal permission and an acceptable scientific approach, they would be encouraged. Norman and Romayne Potosky came to Alaska as man and wife communicator team in 1942. As one of their many activities, they began to collect, photograph, preserve and catalogue artifacts of Eskimo life along the Bering Sea Coast. Today, their work comprises the "Potosky Alaska Exhibit" at the Denver Art Museum. (See Mukluk Telegraph, June, 1958).

Permission to excavate must be obtained from the Secretary of Agriculture when the digging is to be in national forests; from the Secretary of the Army, if on military reservations; and from the Secretary of the Interior when it is on any other public land. The Potoskys found Eskimo informants helpful, intelligent and interested.

A lonely chick taking a look around the electric incubator of unhatched eggs--- "Well, it looks as if I'll be an only child. Mother's blown a fuse."

Pedestrian: "Sorry, but I don't give money to men on the street."

Panhandler: "You want that I should open an office?"

NENANA

The natives tell me that this long, cold spell is unusual. Well, anyway, the station sewer has frozen up a time or

Mr. and Mrs. Ben Goins spent March 15th in Fairbanks attending the North American Championship Dog Sled Races. Art Schmuck had to make several trips to Fairbanks in the early part of the month to have an ulcerated lip treated. The doctor finally cut it out and sewed it up and Art couldn't laugh or talk much.

Mrs. Jack Bogue is readying a first aid course for the women of the Reservation in anticipation of the time when they will have the small fry out from under foot and outside. Mr. and Mrs. Jim Cummins make a pilgrimage to Fairbanks every couple of weeks for checkup for Mrs. Cummins. Bob Baker ditto for Mrs. Baker. Jerry Culp keeps out of his wife's hair now that he has a new shop-smith. Everyone has some sort of project going around here, boats being constructed, repaired and aired. Air-sled-boat-plane combination is the latest subject for discussion. Will it work?

March 15th saw the local volunteer fire department fighting fire in 30 degrees below weather when fire partially destroyed the home of Mrs. Nina Alexander in Nenana. With the help of two tanks of water from the FAA indoor pool, everything was soon under control.

Early in the month, our locally based pilot, Fred Heacock, flew a 9-year old boy to the Fairbanks hospital after he had been severely bitten by some large dogs at the Nenana school. The boy had 120 stitches in his head and face and a blood transfusion, but is up and around now. Also, he flew a prematurely born baby to the hospital later.

The tripod has been placed in the center of the Tanana River over 47 inches of ice, and as long as this cold weather holds out so will the ice. We have big plans on winning it here. In fact, we have Bob Baker up on the hill in North Nenana keeping an eye on it for for us.

Archie Frye

THE MUKLUK TELEGRAPH

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