

FAA RETIREES SAY THEY'RE HAPPY TO STAY ON IN ALASKA

Retire in Alaska?

Not unless you have a gold mine or just can't make yourself leave.

That seems to be the idea of the few FAA retirees who still live here. One has a gold mine, another sells real estate in Anchorage (Does that mean gold?) and two others have so many golden memories and friends they wouldn't think of leaving.

The roll is a short one. Harry and Lillian Watson, Harry the retired one, and Lillian still doing what she started doing in Alaska 47 years ago—handling a difficult telephone switchboard; Frank Berry and his wife Lillie; Arne S. Erickson, who has the gold mine; and Virgil Stone who says he may retire elsewhere if Anchorage real estate business will let him.

Not Enuf

Everybody knows you can't live high on the money the average man is able to pile up in savings and retirement funds, and everybody knows how fast money flits around up here in Alaska from customer to tradesman. So the reasons for staying must be powerful, and they can be economic but are usually sentimental.

"After living here for 40 years, I'd just be plain lost anywhere outside", Frank Berry said in explaining why he retired in Alaska. He began work here in 1916 with the Alaska Railroad installing the power plant at the Anchorage shops, and worked there until 1921. Then when the city took over the utilities from the railroad, he moved to the job of City Electrician in charge of the electric power plant, lighting and telephone.

In 1942, he joined the CAA as Airways Engineer and was an Electrical Engineer when he retired in 1954.

"Those were a dozen very happy years",
See **RETIRE** Page 9

Christmas Greetings

Every year we wish for a better way to speak our holiday greetings to our friends. Only the smarties who cook up the humorous or risque greeting cards ever come up with novelty.

So, what more can I do than wish all the FAA in Alaska a Merry Christmas? Webster says merry means "full of fun and laughter; lively and cheerful; gay; mirthful; festive".

THAT'S what I mean!

Al Hulen

MCKEAN, RISDON JOIN HEART ATTACK CLUB

George S. McKean, Deputy Administrator, and Floyd "Doc" Risdon, Safety Inspector, put variety into their recent "heart attacks".

McKean's wasn't what he thought, and Risdon's was a real dilly, extending over some 700 miles of interrupted travel, and complicated by a bit of pneumonia. Both are well and fit again.

Risdon was conducting a safety inspection at Kotzebue when he first felt the symptoms. At Nome, he worked two days feeling progressively worse. At Talkeetna, he felt still worse and he was delayed two days before he could get a plane to Anchorage.

Arriving in Anchorage, he was rushed to the 5040th hospital where he was under treatment for his heart and pneumonia, from October 10 to November 4.

McKean was waiting in an Anchorage service station, November 20, while mechanics worked on his car when he keeled over. At the hospital, he was being treated for a heart attack when he suddenly sat up feeling fine. After some questioning, the doctor agreed with him that his trouble was carbon monoxide poisoning, from which he quickly recovered.

OLD MUKLUK READY

CIVILAIR CLUB COMPLETES PROJECT AND PRESERVES CAA ALASKA HISTORY

The old Mukluk is between covers.

Before Christmas the bound copy of the Mukluk Telegraph issues from January 1943 through January 1950 will be in the hands of many of the people who helped make the news that it contains. This is the work of the Civilair Club which concluded that the history, literature, drivel and nonsense that filled the 1500 mimeographed pages over the years should be preserved for memory's sake. More than 100 orders are in for the bound copy at \$6.00 a copy, some from as far away as Afghanistan, and scores from here in Alaska where veteran CAA-FAA employees are the purchasers.

The finished book contains about 450 sheets, with two pages of the old paper reproduced on each side of each sheet. It is bound securely with binder posts, the edge glued and reinforced, and should withstand ordinary handling in a home library for many years. The cover is a montage of covers from the previous Muklucks.

They Saved It

The thoughtfulness of Jack Jefford and Dorothy Revell made the bound copy possible. They saved every issue but a few and allowed the Club to reproduce them. This was accomplished with some pain in the FAA's print shop, where Saturday and evening work by two staffs of printers finally brought the child to birth. In the early days of the printing job, the FAA changed its printing shop set-up, and professional printers took the place of girl operators of the offset equipment. Headed by William Blacka, Jack Lamb, Glen Thompson and Joseph Turgeon sailed through the complicated job in professional style. The job was handled for the Club by Charles E. Planck, who had visited Alaska 'way back in 1944 and thus qualifies as a "CAA Pioneer".

The result is not first class printing. The original pages were mimeographed.

See **MUKLUK** Page 2

JUNEAU

The City of Juneau recently passed a bond issue for improving the municipal airport. With this money plus matching funds, they will extend the runway to accommodate jets, build a tower cab for a CS/T and a new crash station.

The Civair 17 was delivered to the Northern Commercial Company on November 23 where they will install new caterpillar D-326 engines. The old Budas have been ready for replacement for some time and the new cats will be a big improvement.

The engagement of our secretary, Peggy J. Lindegaard, to Robert Holihan of Spencer, Massachusetts, was announced on October 28th. He is stationed with the Coast Guard in Juneau. Date of the wedding has not been announced.

EMT Bill Banfill arrived in Juneau for indoctrination before departing with his family for their new home at Narrow Point.

EMT Frank Loewe and family will be leaving Rodgers Point soon for Annette Island where Frank has been transferred.

SEMT Jack Woods and family left Juneau for schooling at Oklahoma City and plan to be back early next spring. Also, SEMT Robert Mell and family departed for school at Oklahoma City. They hope to be home for Christmas.

CONSISTENT

You'll have to admit that the Viffers, they're traffic controllers and ANC-Stationers, are consistent as bowlers. In the Anchorage League they lost the first eleven games of the season. Then they reformed and won the next 13. By early December they were in fourth place.

WHAT DID YOU LIKE IN THE 1959 MUKLUK?

What was your favorite article in the Mukluk Telegraph of 1959?

Just for fun, let's review the year's best contributions. We know that the Fifth Region has some exceptionally talented writers, and the Mukluk regional "Staff" boasts some excellent reporters. We can have our own little talent survey. As prizes for the winner we will print their names and the nice things voters say about them.

Matsen, Runnerstrom, Robbins and Lardy are consistent contributors, but there may be a one-time contributor whose work you liked best. Drop the editor a line naming the article and writer of your first choice, and, if you desire, add your second and third choices.

POISED FOR A POLKA!



Nobody was as serious as Grant McMurray seems to be, poised here for a roaring polka takeoff with his wife as partner.

They were dancing at the 500 Club ATC Division Dinner party November 7 at the Culinary Workers' Union Hall in Anchorage. Nobody else was serious at all. Entertainment consisted of a country speech by Dick Inman; a sketch entitled "You Can't Fool Around With ATC" by Babs Ninteman, Arlene Hummel, Shirley Rogers and Zelma Wilson; and Al Woodward and Robert W. Service again cremated Sam Magee. They ate Cornish game hens and pilof a la Chet Sobczyk.

MUKLUK Cont. from Page 1

and on paper of low quality. The inadequacies of that combination make some pages hard to read, but old-timers who will be reading between the lines anyhow, should have no problem. Pages were reduced from 11x14 inches to approximately 4 x 8 inches and the type is small, but the book otherwise might have totalled 1500 pages instead of the present 450. It weighs nearly four pounds.

As the introduction states: "A scientific historian in future days could use this book as source material for the important years, 1943-1950. While it doesn't cover the pioneering days from 1939 when the CAA began work in Alaska, it does tell the story of the Agency's contribution to the war effort, its struggles in recruiting, its problems of logistics, its services to the military and the kind of lives its personnel enjoyed."

Twenty-five extra books have been printed, and when these are gone, the Old Mukluk will be out of print.

Jack Fielding was president of the club when the project was started, and Robert Maloney, as his successor, concluded it.

VIP Snoozes Through Our 2AM Red Carpet Operation

Airline schedules and time zones being what they are, Administrator Quesada did not get to meet any of his fellow FAA workers on his recent trip through Anchorage November 14. Two of them, however, George S. McKean and Robert T. Williams, appeared at Anchorage International Airport at 2:20 A.M. in case there would be time for greetings and conversation. They met Raymond B. Maloy, Chief of the Office of International Cooperation, FAA, who is accompanying the Administrator in a round-the-world inspection trip of FAA facilities and missions in service abroad. He joined the Anchorage "committee" for a brief talk, but the boss was asleep.

AIRWAYS PIONEERS PLAN ALASKA VISIT

Oldtimers who are members of the Society of Airways Pioneers have their plans well under way for visiting Alaska in July of 1960 in a motor caravan.

William A. Breniman has named July 10 as the day for the group to assemble at Dawson Creek, where the first evening "council meeting" will be held to plan the next day's travel and sight-seeing. Overnight stops will feature campfires, fishing, games and tall-tale-telling, Breniman announces. There will be no cost for registration or for participation in the tour, and everybody will be "on his own" financially.

Breniman has asked Frank Unruh, Alaska Wing president of the society, to be ready to welcome the veterans and help them enjoy their northern adventure. He mentions favorable comments from dozens of prospective participants including Charles E. Oppliger, Byron H. Barker, Ernest W. Calkins, James N. Toy, John Vickery, Mickey Moran, Dick deFord, Arthur J. Moorehead, Louis M. Jones, Avery Triplett and Joe B. Shirley.

IF SHE WON'T TELL YOU

Here's a sneaky trick.

If she doesn't want to tell you her age, get her involved in this little mathematical problem: Ask her to put down the number of the month in which she was born; multiply it by two; add five; multiply by 50; add her age (don't peek!); subtract 365; and add 115. She will freely tell you the result, and there you have it. The two figures to the right will denote her age and the remainder the month of her birth, 1 through 12.

ANNETTE IS.

The monsoons have begun and all are expecting the sheets of rain to turn to snow at any time. Annette is finally living up to its reputation of heavy and hard rain, and this condition slowed the ILS flight check the latter part of October when N14 managed only a small amount of the necessary time each day for about three days.

People are coming and going again with Dan Burns bidding and being selected for a GS-9 at the Anchorage IATCS/ATCS and he was on his way within two weeks.

Joe Paquette bid on Homer during the summer and had almost forgotten about it when he was selected for the position of SEMT there. He and family, consisting of wife Mary Ann and daughters Victoria, Mary and Shirley, departed the last of October. At least the snow should be a change from the rain. Hope he is able to recognize sunshine after so long at Annette.

Mechanic Gil Haukeberg arrived here in October from Cold Bay and is getting acclimated to Annette. A "new" '53 Chev pickup helps the adjustment a lot.

Mechanic Verle Helmick and wife Shirley departed for Seattle where Shirley underwent an emergency operation on November second. Word received from Verle that evening was that Shirley was doing well and we are all hoping she will make it back to Annette for Thanksgiving.

Vacations are in the offing with the Dick Thatcher family leaving in November for extended leave outside. The Jim Wardwells are leaving in December for several months outside. Hank Messing is due back from leave in the continental 48 any day. The Monte Hammond family returned in October from vacation in the western states.

Charley Goshorn, our "extra" electronics technician (SEIT) finally broke up his happy home at Annette and headed north into the snow belt. Charley has been around so long that for many of us it's going to seem like one of the regular staff is transferring.

A fire of unknown origin destroyed the facility building housing the equipment for the VHF link to Narrow Point and Duncan Canal used for remote control of the Petersburg range and voice communications facilities. The building also housed the newly installed but not yet commissioned peripheral facilities for direct communications between Anchorage Air Route Traffic Control Center and aircraft over Annette. The fire was discovered by a Weather Bureau employee, Les Troast, while on his way home from

After 14 Years...Shoe Lasts and Memories!



After 14 years, Matsen, right, returns a shoe repairing kit he borrowed from Knight, left. While they talk of old times, the customer, center, waits.

That little cardboard carton has been sitting under my basement stairs for the past 14 years. I had meant to return it to its owner long ago but just kept forgetting about it. Well, I didn't forget about it entirely, either. I had mentioned to Virg at different times that I was going to bring it back but he had always said he

was in no hurry for it. He'd let me know when he needed it again.

Every time I ran across it I had a twinge of conscience, not much, you understand, but just enough to know I still had one--a conscience, that is. It also gave me a touch of nostalgia.

work at about 3:15 a.m. November 5. By this time the fire had progressed to the point where the entire building was enveloped in flames and the red glow was visible at the Tamgas Harbor living area over three miles away.

It looked like any ordinary box full of do-it-yourself shoe repair tools but on looking at it closer I found that it held a whole slug of memories. It was indeed, symbolic of an era when do-it-yourself was a necessity and not just a hobby as it is today.

Please Fix My Shoe

The Coast Guard crash truck and the FAA fire truck arrived at the scene a few minutes later, only to find the end of the building containing the electronics equipment completely consumed and the equipment destroyed.

I guess it was back about 1945 when I borrowed Virgil Knight's home shoe repair kit, not because I wanted to take up shoe repairing as a hobby, but because I had a pair of shoes that needed new soles. Right then I couldn't afford a new pair of shoes and I couldn't get them fixed in town. There was only one shoe repairman in Anchorage then and he was a temperamental and crotchety old character--a real Prima Donna--who wouldn't do a repair job unless and until he was in the right mood.

The Annette Island Toastmasters Club resumed weekly meetings in October and is gradually expanding its membership each week.

ATCS Jim Price, accompanied by wife Patricia, daughter Cathleen and son Christopher, transferred from Woody Island on the first of November. Jim's first remark was how happy he was to be at an airport and be able to see airplanes again. Prior to employment with FAA, he was a "fixed base" airport operator in Wisconsin.

Of course, shoe repairing wasn't the only do-it-yourself activity in Anchorage in those early days of the CAA in Alaska. It was right in the middle of the war, prices were high, wages and salaries

Jim Wardwell

See **SHOES** Page 8

NENANA

Early hunting season has come and gone for most nimrods. There's meat hanging, but hunters ranged far and wide for it. Very little taken in our immediate vicinity. Ducks, grouse and grayling were plentiful this year. Benjamin Goins was lucky to bring in a mountain sheep of nice trophy size. Jim Cummins and "Moto" Frye brought in Caribou from points south.

Nenana Chamber of Commerce is currently working on a long range Youth program. The town is giving all School children a big turkey feed with all the trimmings this year at Thanksgiving, with FAA folks cooperating.

A going away party honoring Mrs. Deane Brandon was held November 17 at Danae Hazleton's house. Zoe was presented with a lovely pair of White Stag slacks. The Brandons departed November 18th for Kotzebue, their new station.

The club ladies are busy making up the menu for the Community Thanksgiving dinner. Plan to use Alaskan home grown cranberries along with turkey and the other fixins. Don Otto drove into Fairbanks the other day to buy the turkeys at the new Piggly Wiggly store there.

Mrs. Mary Argall has returned home from a major operation in Fairbanks. She is feeling better and gaining strength at this time.

Cummins and Goins. Don and Mary Otto, Ben and Velma Goins, drove to Fairbanks on a shopping tour (and to test the river ice). Jim and Natalie Cummins and Deloris Frye made the same trip. Danae and Ralph Hazleton also made the trip by railroad. The river ice is passable but rough.

Dave Fleming, Electronics Establishment, departed North Nenana on November 5th via private aircraft for Anchorage and then to Oklahoma City to school. EMT/R Ted Hamby arrived North Nenana November 7 for temporary relief duty.

TO SAVE READING TIME

Well Goody! Goody!! The Bureau of Internal Revenue is considering paying us! In Washington they are looking into the idea of giving the income tax payer \$5 or \$10 if he will just type his return instead of scratching with pen while in a bad temper.

Father, walking floor with howling baby, to wife: "Don't you think it's about time to take him back to the doctor for his thousand hour checkup?"

DON'T WRITE - SIGN!

If you are curious about how our payroll department manages to get our checks out on time every time, you'll probably never read the answer in the Mukluk.

The editor thought it would be a good story which would reflect credit on some of the FAA's Fifth Region workers. It was, in fact, a good story in the paper of another Region, and was told in considerable detail. By the reply that came back from Bud Chambard when he was asked to prepare such a story killed the idea dead.

"We are understaffed", wrote Bud, "and don't have time to perform any activity other than getting out paychecks. We can't even find time to get out the work load report."

In the belief that getting out pay checks is more important than writing an item for the Mukluk, nothing more will be said on the matter. Don't write us, Bud, just write checks--or, as the ATC boys call them, "Green Flight Plans."

GOSSIP COLUMN

The Malones Are Expecting

Adoption of a baby can cause nearly world-wide interest, Jesse P. Malone, Foreman Electrician of the FAA, has learned.

Seeing a picture of Mrs. Roy Winkley of Timberley, England, in the Anchorage Times, the Malones read that she was expecting a child which the Winkleys would not be able to care for as they desired, and that it would be available for adoption. Malone wrote asking to adopt the child, when it is born, and the Winkleys agreed. The prospective date of the birth is not known.

The world press jumped on the story and long distance calls came to Malone's home from the New York World-Telegram, from a London newspaper and from an international news wire service. And people in Anchorage began to call, out of sheer admiration for the Malones, or their desire to congratulate them. Only one sour-puss called to say that the Malones would be sorry.

"Of course we're not sorry. We're delighted", Malone said. "And we're expecting."

The Malones have no other children.

Time is that stuff between paydays.

Carelli, FAA Butcher, Saves Man In Fire

James Carelli, Jr., butcher for the FAA Commissary, did some fast thinking about 2 a.m. November 20 and saved Sam Leviege, Jr., from burning to death in his trailer in Anchorage.

Carelli was about to enter his apartment when he noticed smoke coming from a trailer in a yard across the street. He tried the door, noted that it was locked from the inside and decided the trailer must be occupied. The smoke indicated a serious fire underway, so he picked up a length of 2' x 6' and battered in the door. Leviege, 20 years old, was lying on the floor near the door unconscious, badly burned about his hands.

As the door was opened, the flames increased and Carelli had to hurry out with his burden. Leviege was taken to the hospital still unconscious, but he recovered. He is planning on entering college next year.

The modest Carelli went on home to bed while spectators and firemen sought to learn his identity. His name was revealed only when someone wrote a letter to the Anchorage Times praising the "quick thinking citizen" who made the rescue, and someone at the Commissary got a hint of the affair in casual conversation there.

HOW MUCH MONEY DO I NEED

She's a bright girl really! But in the Anchorage FAA office where she works, there are often many transients, awaiting assignments. So, when she is sent out for coffee, she has to figure hard on how much money to take along. For example, one day recently she was told:

"Half want no sugar in their coffee. A quarter want no cream. A third want both cream and sugar. Two want neither." How many people were in the group?

Answer: She needed \$2.40, since there were 24 people in the office that day. Four take sugar only, ten take cream only, eight take both and two take neither.

SOUNDS REASONABLE!

For every dollar "Uncle" spends
WE are nicked, in the form of taxes;
So when we help him save some dough
WE are grinding our own axes.
SO--

Let's give this "incentive" deal a whirl,
For if we watch our chances
It can mean cash in both our own and
Uncle Samuel's pants-es!!!

KODIAK

Most of the young people of Woody Island are members of, or have recently joined educational and worthwhile organizations. The Boy Scout Troop which had been very active under Terry O'Donnell until he transferred to Anchorage last fall, has recently been taken over by Carl Gonder of FAA Air Traffic Control. Scout Master Gonder has seven members in his troop at present.

A troop of Girl Scouts and Brownies has been recently organized by Mrs. Gonder with Mrs. Mary King as assistant leader. Mrs. Gonder has had much previous experience with this type of work. There are eleven members of the troop.

The older teen-age boys and girls of Woody Island are joining the Civil Air Patrol, an organization entirely new to Kodiak. The new Kodiak Squadron of the Civil Air Patrol was formed by Colonel James E. Carter, CAP, and Lt. Colonel Malach, CAP, with the assistance of Yule Chaffin, wife of Station Manager Darrell Chaffin. The fast-growing squadron already has around twenty members composed of seniors and cadets from the Kodiak Naval Air Station, the town of Kodiak and Woody Island. Officer members from Woody Island include Training Officer John Warren of FAA Air Traffic Control, Executive Officer Mrs. Darrell Chaffin, and Cadet Commander, Jerry Chaffin.

Roy Boness, general mechanic from Fairbanks, and wife Thelma, recently left for Shuyak where Mr. Boness will take over the duty of maintaining the homing beacon facility.

James Price ATCD and family were recently transferred to Annette Island. EMT Ray King left this week for Oklahoma City to attend the FAA Aeronautical Center training classes.

The new SEMT, Waldemar Johnson, is replacing Morris Lee who is transferring to Anchorage next week. "Pappy" and Janet and sons, Charles and Marcus, leave behind them many memories and many friends, having been stationed at Woody Island most of the time since 1947, except for a two-year tour of duty at Tanana.

Stan Erickson has heard that under provisions of the new Federal Employee Insurance plan, a plan for psychiatric treatment is being prepared--the Blue Couch plan--it's called.

Classification analyst to employee: "Now don't tell me what I mean. Let me figure it out for myself."

LOUDERMILK GETS 200 EYES



Lindy Loudermilk, Aircraft Overhaul Inspector at the hangar in Anchorage, has obtained the promise of some 200 eyes for the possible use of 81 blind in Alaska awaiting restoration of their sight.

Inspired by the story in last month's Mukluk of the efforts of Norman and Romaine Potosky to increase the number of eye donors listed by the Alaska Eye, Ear, Nose and Throat Association, Lindy went to work. In short time he had signed up nearly 100% of his fellow workers at the hangar, who promised their eyes after death for the fairly simple transplanting of the cornea which restores sight in certain cases. From the hangar he branched out into other parts of the FAA and finally reached the Administrator's desk, where Al Hulen gladly volunteered.

Wherever he goes, Lindy has the little blue card and the key chain medal handy. To date, he has signed more than 100 persons.

More than 50 FAA employees in the Anchorage area have offered their eyes after death, and Potosky reports that he and Romaine are swamped. They are also handling many packages of eye glass frames and lenses which FAA field stations are sending in to the EENT. These are used in many parts of the world by people with visual defects.

The Anchorage woman who received the cornea of an eye flown from New York recently now has good vision. She has obtained a job and has expressed her gratitude through the EENT to the unknown donor.

BALLAD 1959

Don'tcha worry, honey chile,
 Don'tcha cry no more,
 It's jest a li'l ole atom bomb
 In a li'l ole limited war.
 It's jest a bitsy warhead, chile,
 On a li'l ole tactical shell,
 And all it'll do is blow us--all
 To a li'l ole limited hell.
 --Simeon Stylites
 in "The Christian Century"

Solomon and David each lead wondrous lives.
 Both had many concubines and both had many wives.
 But when old age crept upon them,
 With no recorded qualms,
 Solomon wrote the Proverbs and David wrote the Psalms.

SEATTLE

Seattle's National Boat Exposition, November 27 through December 6, was managed this year by E. Z. Simonds' son, Ed. Ed is a former Region Five employee, having worked in accounts with CAA in Anchorage back in 1941-42.

Boating enthusiasts may be interested in knowing that 70,000 pleasure craft are estimated to be cruising the waters around Seattle, that about 2,000 fishing boats are based on Puget Sound, and that the Seattle Boat Exposition is the fourth largest in the country. Congratulations to Ed Simonds on his management of a fine show, and to E. Z. Simonds on having a fine son like Ed.

Marjorie A. Levine has returned from a motor trip with her mother, through the Southwestern States, ending in Little Rock, Arkansas. Tilly, the family cat, accompanied them in style, riding in a green bird cage after having demolished her traveling case the second day out. Marge returned alone, by plane, the rest of the family having decided to spend a part of the winter in the Ozarks.

FAIRBANKS

Relocation of radar facilities from the "pit" in the basement to the new location on the second floor continues apace, and completion (once seemingly remote) now appears near at hand. Lee Millay and his efficient installation crew deserve everyone's commendation for helping to maintain the spirit of cooperation that has been evident during the move.

The Halloween party held at the Ladd Officers Club was adjudged a howling success by the 80 people in attendance. After a dinner of superb steak and lobster, the evening was spent in dancing. Dave Finch did his usual masterful job of preparation.

The Center extended greetings to six new arrivals from the lesser 48 and its territories during the past month. Erland D. Stephens from the Savannah, Georgia RAPCON, John S. Lacy from Beaumont, Texas CS/T, Harry C. Hardy from the San Juan Puerto Rico Center, Robert W. Gorsuch from Lake Charles, Louisiana RAPCON, Richard Replogle from the Cleveland Center and Clayton McGuire from Fairbanks.

A new arrival at the Larry Martin home is Pamela Ann who arrived November 14.

We are sorry to hear that Jim Halloran will be leaving us soon to slay dragons in the vicinity of the Chicago Center.

AND LEGION IS OUR NAME

When kingdoms crash in dust and flame,
When partner goofs the contract game,
The portents were as clear to us
As harbingers of weather.
When you have seen a friend abscond
With both your bankroll and your blonde,
We coulda' warned you that his eyes
Were set too close together.
Oh, how the fait accompli sharpens
vision in reverse;
When bearish market prices rise,
Or bullish ditto fall.
Profounder than professors, we;
The League of Second Guessers, we
The Monday Morning Quarterbacks
Who Never Drop the Ball.

When Ig the Egghead built his wheel,
It was in point of fact a steal
On something we had once conceived
While hunting brontosauri.
We pioneered the cotton gin,
But Eli Whitney muscled in
And with that pushy way of his,
He got all the glory.
We knew what would be written ere
the moving finger wrote;
We read it in our cosmic scope,
The fishbowl in the hall.
Previewers of statistics, we;
The Cracker Barrel Mystics, we
The Monday Morning Quarterbacks
Who Never Drop the Ball.

When gunfire drives you from your land,
When bloodhounds bay on every hand,
We lift our lilting litany
To make your thoughts less gloomy.
Now here is how you coulda' won;
Now this is what you shoulda' done;
You wouldn't be a basket case
If you had listened to me.
We may subsist on Uncle Seth and
promissory notes,
But how our prescience burgeons when
The dice have hit the wall!
Omnipotent and awful, we;
The Strychnine in the Waffle, we
The Monday Morning Quarterbacks
Who Never Drop the Ball.

O. R.

On radio, you wonder what the audience
is laughing at. On TV, you wonder why!

Some men remind us of blisters. They
don't show up until the work is done.

Jim bought a nice new fur parka on Saturday and received notice of his transfer on Monday. Inquiries as to size, description and price may be addressed to Box 1570, Fairbanks.

Harold Anderson returned October 31 from three weeks at Oklahoma City, where he attended an instructor training course.

Joseph Grube

Neville Named Station Manager For Yakutat



Thomas Neville, Jr., a native Alaskan, and a 13-year veteran of the FAA, has been named Station Manager at Yakutat.

Neville was born on La Touche Island, and when the copper mines there closed, his father moved the family to Seward. He worked for the Alaska Railroad until 1946 when he joined the CAA as plant maintenance man. Over the years he has worked at Cordova, Summit, Juneau, Yakutat and McGrath. He has been foreman mechanic at McGrath since 1957.

Neville once tried life "outside", but came back to Alaska after four months.

He and his wife and four children will take up residence in Yakutat November 18. His oldest child, Judy, 16, probably will be sent to High School outside, and two others, aged 8 and 6, will attend school on the FAA station at Yakutat. The fourth child is 3 years old.

"If you saw a big black sedan full of hoods armed with machine guns bearing down on you at 75 miles an hour, what would you do?"

"Eighty-five."

RIGHT ON MAIN STREET

An 8x8 foot sign reading, "Pilots, Please File Flight Plans!" has been erected on Fourth Avenue in Anchorage by the FAA, CAP and Alaska Airmen's Association. Another indication of the importance of aviation to all of Alaska.

GALENA

Moose and fish in the freezer, boats high and dry, the social season underway--that's the way things stand in Galena.

After many requests and most recently an almost threatening letter from the Editor, we here at Galena have decided to let the rest of the Region in on some of the social life of this "Baghdad by the Yukon".

With the outdoor activities of the summer suspended all thoughts of recreation turn to the Galarina Club, the FAA "nite spot" of Galena. The club offers much in the line of relaxation to the FAAers and their guests. It is equipped with a pool table, ping pong table, a small library that is stocked with the latest weeklies and periodicals, and some of the members contribute the latest best-sellers that they acquire through the various book clubs. Because of the absence of "polished" musicians in Galena we also have an up-to-date record library. The music is hi-fi, of course, with speakers placed in just the right spots for the most in listening pleasure. Our more than adequate dance floor adjoins the bar, which was built by the members about three years ago, and not a finer piece of furniture can be found anywhere on the Yukon.

Club officers are ATCS Dick Forsgren, President; ATCS Jim Lane, Vice-President; and Station Mechanic Norm Burgett serving as Secretary-Treasurer. Station Mechanic John Reilly has been the club steward for five years. John does such a fine job that we won't let him quit.

There are many impromptu parties, and scheduled entertainment is provided by a two-member party committee each month.

Our most recent scheduled party was the successful Halloween Masquerade. Costumes ranging from the "Wild West" days to the not-so-far-away Space Age were represented. Lorraine Jallen, wife of ATCS Ordeen Jallen, took first prize wearing an Indian costume--she even brought Papoose along for the ride. The club was decorated in the traditional Halloween fashion, with an added touch of eeriness provided by some gnarled driftwood, which is plentiful here on the shore of the river. (We goofed--no pictures).

Each committee tries to make their party something out of the ordinary. A good example was the Fourth of July party in 1958. It was held on a sandbar in the middle of the Yukon.

Newcomers to Galena include: ATCS Jim Lane from the Training Center in Anchorage, replacing Homer Sutter who transferred to King Salmon, and has since

MUKLUK WILL PRINT TALL ALASKAN TALES

"The Mukluk should have a corner some where for tall tales", writes Harold Gillmer of Moses Point.

"It is quite possible that a great many secrets are lost through the possessors' reluctance to face the public in any less than a documented and thorough column."

We have never known liars to be hesitant about facing the public, but Gillmer could be right. We, The Mukluk, will welcome your flights into falsehood, if they are fantastic enough. In Alaska the truth is often wild, but liars who really work at it, should produce some items to rival any in the famous Liars' Club at Burlington, Iowa.

Irvin Knight, Station Manager at Northway, for example, tells of a pilot at Illiamna, a Reverend Jack Van Trees, who feared for the safety of his plane in one of the areas high winds. It seems when the wind blows at Illiamna, it warms things up a little, the snow melts a little and freezes into slick ice on the roadways and ground. Van Trees figured he would have a tough walk from the CAA quarters to the airplane, three miles away beside the runway, so he donned ice skates. Then, spreading his coat for a sail, he made the three miles in just 15 minutes, falling down only three times.

And Clarence Estes, Tanana, writes that when Captain Cook visited Tahiti, he found the natives using nails made of wood, bone, shell and stone. The natives thought his iron nails were shoots from some very hard wood, and they wanted them. So they planted the nails expecting them to grow.

But these tales--probably--are quite true. Do you have a wild one to contribute?

Slogan adopted at the International Air Transport Association meeting at Tokyo: "East is east, and west is west, and none can say where the twain do meet."

If you want to drive your wife crazy--don't talk in your sleep. Just lie there and smile.

gone to Fairbanks Station-Tower, and Selmar Wagner, coming to us from Fairbanks and relieving John Bergman who is retiring from the Field Maintenance Section. Leaving Galena for Nome is SATCS Marion J. Figley whose replacement has not been named at this writing.

Jim Carroll



Richard E. Denver is the steady type. He joined the CAA in September 1952 at Fairbanks, as a maintenance supervisor, and just stayed there until he was appointed Airport Manager recently. He will serve until the airport is turned over to the State next year. Denver is an Alaskan of many years residence. His most recent job at Fairbanks was supervision of all the maintenance about the field. He succeeds Ben Zvalonek who is now Fairbanks Station Manager.

A drunk stepped into an open elevator shaft and fell two stories into the pit. He picked himself up and said indignantly: "I said up!"

Use your head. It's the little things that count.

BUY - SELL - SWAP

FOR SALE: 8mm Keystone Turret Movie Camera, lights and case, \$95.00. C. E. Buxton, FE 3-1784 or BR 2-6111.

FOR SALE: NC-300 radio receiver and speaker plus 100 KC calibrator, sale price \$250. Bill Cook, KL7AAO, Merrill Tower.

FOR SALE: Stinson 108-3, Lycoming 0-435-1. Total airframe, 887 hours, 126 since major. \$5,000, fob Nome. "Undoubtedly best equipped light plane in State". Dusty Rhode, Nome.

FOR SALE: Silver-grey Weimaraner puppies. A.K.C. registered. Ideal as a family pet, for show purposes, or for the hunter. Order now for Christmas. 3804 Cope St., Spenard, Alaska. Phone FA 2-4615.

BACK INJURIES STILL LEAD FAA ACCIDENTS

Back injuries cost one man 96 days lost and 26 other FAA men and women a total of 180 days in the first 10 months of 1959.

Tovio Olsen slipped on an icy slope while going downhill and fell, injuring his back. For 96 days he was unable to work. Ted Joslyn stumbled over some boxes when a fellow employee bumped him, and he was off for 40 days. Time lost by others ranged from a matter of hours to 13 days.

All sorts of causes were listed in the reports reaching Floyd Risdon, FAA Safety Inspector, including: Pushing snow off roof; lifting 152-pound cylinder; installing tailgate on truck; turned over chair; lifting piano from truck to ground; shoveling wet clay from ditch; stacking boxes and

SHOES Cont. from Page 3

weren't high (not my own, anyway), goods were scarce or non-existent and competition was an unknown commodity among the merchants of Anchorage. It wasn't until 1946 when a group of CAAers and other Government employees formed the Anchorage Co-op that a customer could find a price on any items in a store and competition finally set in.

Housing was extremely scarce and lucky was the person who could find a half-way decent place to live. Much of it wasn't even sub-standard. It was sub-sub-sub-standard. "Three rooms with path" was a fitting description for much of it.

Right after the war, and even before it ended, the do-it-yourself house-building craze hit town. CAA folks who were convinced they couldn't pound a nail or saw a board suddenly became accomplished craftsmen, doing all of their own house building from masonry to plumbing to wiring to carpentry and some mighty attractive houses resulted from their efforts.

Those of us who weren't brave enough to build our own but chose to stay in Government housing still had plenty to do to make the places liveable. In the fall of 1944, the Government opened the new houses in Anchor View, Cumulus Chateau and on Government Hill to Federal Employees. Anchor View, the duplexes between H and I Streets and 11th and 13th Avenues, were occupied mostly by CAA people. Cumulus Chateau on 11th Avenue between C and E Streets was meant for Weather Bureau employees.

The places were said to have "basic furniture", a gross understatement if I ever heard one. There was just enough furniture in each so the occupants didn't have to sit and sleep on the floor and they could eat at a table. This meant that

OUR NEW SEAL

The new seal of the Federal Aviation Agency is a stylized conception, symbolic of the air age. The globe in the center is in light green. The compass points and the wing are gold. The border, showing black here, is gold and the words Federal Aviation Agency are in green. The new seal contrasts sharply with the old one which carried a drawing of the Wright plane, and showed the CAA as part of the Department of Commerce.

crates of vegetables; and crawling over pipes underneath a house.

Other accidents, 32 of them, caused 208 days lost, Risdon reports, adding: "There is not one that should have happened."

If it looks heavy, get help, says Risdon

more furniture had to be acquired. At that time good furniture was hard to get or too expensive. The next best solution to the problem was to build it yourself. Some of the results were unique, to say the least, but not always handsome. However, it served the purpose. I still have one or two pieces that I made and that are referred to fondly as "Primitive Matsen" and "Early Matsen".

Awagh! Those Beds

Each of the houses had a Hollywood 3/4 bed in the living room that was supposed to serve as a davenport. They were the most uncomfortable pieces of furniture I ever saw, too narrow for sleeping and too wide for sitting. Many of the tenants rigged up back rests for them while the others gave up, had them hauled away and did without. I wish I could find the Government employee who bought those instruments of torture. I would gladly sentence him to a lifetime of sitting on the bloomin' things.

While the creature comforts were being cared for during this do-it-yourself era the inner man was not forgotten and came in for its share of creativity. A couple of the CAA boys bought some farm equipment, rented some vacant land and proceeded to launch a potato-raising project. About the same time four of us decided we would beat the high price of fresh salmon and catch it ourselves. We bought a few fathoms of gill net and set it near the mouth of Chester Creek. All we ever got there was a water haul so we moved our operations to the mouth of Campbell Creek where we did a little better. We "ran" the net a few tides until we had enough fish for our own use and then went out of business.

And No Sea Food

Although Anchorage is right on the Pacific Ocean there was a sad lack of seafood



Safety representatives, at their regular meeting in November, planned a concerted effort to "arrest the alarming rate of increase in accidents involving back injury accidents", according to Norman Lowenstein, who was chairman of their meeting.

in town at that time. Virgil Knight and I decided something should be done to correct the situation. There were all kinds of delectable seafoods around Homer and Kodiak--clams, king crab, red snapper and halibut. The problem was transportation. What we needed, we figured, was a sturdy boat. One day there appeared an ad in the paper for a boat that seemed to suit us to a "T". So Virgil took us in his little Model A Ford and we found it somewhere out in the boonocks near Merrill Field. We liked the looks of the boat but not those of the owner, a rat-faced, shifty-eyed character who wanted impossible terms of sale and the deal fell through.

Did Us a Favor

He probably never realized he was doing us a favor and actually kept us from going broke. We, ourselves, didn't realize it until a couple of years later when PNA started hauling seafood from Kodiak and Homer. I'm sure that if our enterprise had ever been launched it wouldn't have been long before it would have gone on the rocks.

There were many embryonic enterprises like ours about that time. Some of them, like ours, never got off the ground, some fizzled right after they got started and a few of them were highly successful. Then there were those of us who hesitated to get our feet wet and we're still with FAA.

Well, I guess I'd better stop rattling on and get that box of shoe repair tools back to Virgil. I don't think he'll want to resole any shoes but he may want to dig a few memories out of it himself.

Robert Matsen

FOR SALE: 15-year old complete shoe repair kit. Or will trade for electric rotisserie, pole lamp or Elvis Presley album. V. Knight, AN-3.

ALASKA RETIREES



These have retired in Alaska. Here, Frank Berry, left and Mrs. Berry, right, entertain Arne Erickson and Harry Watson, standing, Mrs. Cora Weir, in rocker, and Mrs. Lillian Watson, in ermine, while they live over the recent Grand Igloo meeting of the Alaskan Pioneers in Nome. The Watsons and Mrs. Weir, Mrs. Watson's sister, are dressed the Gay Nineties style of the gold rush days of their youth. Below, Lillian Watson, wearing her "gold", "diamonds", some extra teeth and her usual good humor.

RETIRE Cont. from Page 1

Frank says today. "And they were a fine bunch of people. Made a lot of friends in the CAA, and that's why I choose to live my retirement here. I can't see why the 25% living cost differential shouldn't be allowed retirees, however, nor can I see why we can't have an organized group of federal employee retirees here. I guess most people move elsewhere for retirement."

Frank's son, Frank E., is Chief of the Plant Design Section of FAA, and living at his house are four little anchors that help keep the elder Berrys here. They are Frankie, Janis, Dennis and David, and anchorman David just arrived here November 28!

Active 40 Years

Harry and Lillian Watson know too many people here to be happy anywhere else. Harry reached Alaska in 1907, Lillian in 1912. They were married in the Governor's Mansion at Juneau in 1925 when Harry was active in the state government. He joined the CAA in 1942, she in 1943, and his retirement in 1954 brought



about the biggest retirement party this agency has ever known. Today, come storm or sunshine, Lillian is at her FAA switchboard in the Federal Building, having her troubles with Anchorage's new dial system.

Harry Watson used to spend the winters touring the whole of the United States building up freight loads for the gold-diggers in Alaska, and lining up crews for the steamboats which he operated for two early companies. He knows all the places where life can be the best, where a retired couple might enjoy the best climate, and best standard of living on a given income. But both the Watson's

See **RETIRE** Page 11

UNALAKLEET

Ralph Ward finally has returned to Unalakleet after a vacation in the lower 48 states. That is, he's landed, having been the guest of Alaska Airlines in several fly-overs. With the winds averaging 40 miles an hour recently, there have been few landings, and Ward finally gave up, got off at Nome and took a Norseman back to Unalakleet.

State Senate President George Beltz was elected president of the Unalakleet PTA and Thelma Baker, wife of the Station Manager, vice-president. Mrs. Baker also teaches Sunday School in the Covenant Mission.

Douglas Smith, EMT, has gone East on business. While he is gone his wife, Dolores, will keep the home fires burning in their home which is two and a half miles from the station in the middle of nowhere. Doug hopes she will not have the traffic problems he did recently when he was returning from the THQ site, he found a herd of reindeer on the road, blocking his jeep. He waited for a while but they didn't move. It was three in the morning and he wanted to go home, so he got a crowbar out of the jeep and threatened a bull that seemed to be leader of the herd. No luck. So he sat for another 10 minutes and finally, the herd sauntered slowly out of his way.

Yvon Kinsella has built an outdoor skating rink for the Station kids, and the kids are bringing their parents with them.

Harold Ivanoff and Leo Golden are two healthy Unalakleeters. Each belongs to the 1,000-hour club. Leo is the village watchmaker, and he cuts hair too.

Unalakleet is considering organizing a Civil Air Patrol unit. George Foss and Dick Pfeiffer of the Station, have planes, and Art Johnson and Wilfred Ryan from the village and Don Bruckner of the Covenant Mission, are pilots. Several others are interested in joining.

Station Manager Donn Baker is chairman of the campaign for funds for the village Boy Scouts to be used in buying equipment.

Station wives are conducting a flower arrangement course which is attended also by ladies from the village. It is taught by Mrs. Doris Glancey. What they can do with a few pieces of wood fiber and chicken wire constantly amazes their husbands. Samples of their work have gone as far away as Ireland, Philadelphia and Sacramento, and they have sent flowers to the remote churches all over Alaska. Bridie Foss and Thelma Baker organized the course.

MOSES POINT

(Editor's Note: Is there something about Moses Point that creates literary ability? Here we have a new writer from Moses Point deploring the departure of another, and Gilmer too, has the Runnerstrom--or is it the Moses Point--touch.

The passing of the Thanksgiving season here at Moses Point will mark the passing as well of yet another milestone in the Point's history; the acceptance of a Juneau bid by the author of "The Moses Point Navy", "The Winston Van Oogrook Episode" and many other Mukluk Telegraph 'firsts', Warren G. Runnerstrom. Warren and his pretty and charming Norwegian wife, Dagmar, together with their three thousand pounds of miscellaneous household goods, books and typewriter, will have set up shop in Juneau by the time this reaches them. With them will be "Coco" their Chesapeake Bay retriever whose primary claim to fame rests in his ability to nudge over-devout fishermen into the river in their moments of inattention.

The Runnerstroms arrived at Moses Point in October of 1957 from Anchorage and ranked as the senior residents when they left. Warren's gift of a penetrating and detailed power of observation of 'humans' in action stems from a varied career as an Air Force crew member, a Camp Manager of an oil concern for three years in Saudi Arabia, real estate dealer in California and CAA and FAA AOS in this region and in that order. He has also contributed to his home town newspaper on a weekly basis for a good number of years. He lately graduated to the enviable position of "paid" author through his contributions as a correspondent to "The Bush Pilot", a recent addition to the Alaskan literary field.

Recently returned from a vacation with his wife Dagmar to her home in Norway, the Runnerstroms will soon be identifiable on the Juneau streets by their green Porche which they bought while in Europe. Still in the planning stage but definitely in the offing is an "A-frame" type house they plan to build in Juneau. This novel structure may well be the forerunner of many such houses around Alaska.

As so many of you know, the graduation to better fields is often the signal for the closing of a chapter in a station's story. So it is with us, and our best wishes go with these two. The "Salmon Attack Boat Submersible" (Mukluk Telegraph, November 1958) and the "Ark II", a six foot arrow-head, will lie high and dry next spring, lacking the intrepid skill necessary to produce the tight circles and dubious gyrations of their master. The fish will relax and the fishermen, in time, will outgrow the nervous, twitching glance to determine Coco's whereabouts.

PHIL SMITH WINS WASHINGTON TRIP



Phillip Smith, son of Frank E. Smith, Station Manager at Cordova, is Alaska State winner of the "I Speak for Democracy" contest of the Veterans of Foreign Wars, and will soon be off to Washington to compete for the national prize.

Phillip invaded Anchorage after his victory Friday November 27, and delivered his essay before the Chamber of Commerce and on radio and TV stations. Second place in the contest went to Allen Bailey and third to Barbara Rine, both of Anchorage High School.

Phillip, a senior at Cordova High School, is president of his class, was president of his sophomore class, a varsity basketball player, and is headed, after graduation, for Notre Dame College where his brother Butch, is a student.

In his speech, Phillip praised the opportunities man has under Democracy, the lack of political restrictions on self-development, and his pride in being "of and for America's Democracy".

As the cigar smoke begins to fade, our semi-Retriever, semi-Labrador (semi-dog) Susie will doubtless begin to forget, despite her "ten reasons for remembering", that Coco has left. 'Truditur dies die' which, in my book, means 'one day is pressed onward by another' and I won't argue with that.

The point, at the Point, as I point out with pride,
Is that, though leaving, we can't just dismiss 'em.
For the point is well taken--we're sorely forsaken
And the point that I make is--
we'll miss 'em.

Harold Gillmer

AN ODE TO A COLD STORAGE EGG

Ed. Note: We ran across this while glancing over the copy of the Old Mukluk, soon to be published, and figured it would bring a twinge to the taste buds of many a veteran FAAer. The Old Mukluk is full of such gems.

Gray wanderer from the hoary past
Dumped on Alaska's shore at last.
We break you with a prayer, or curse,
We know you're bad--you may be worse.

The hen that cackled at your birth
Long since has mingled with the earth.
The boy that gathered thee with glee
Dangles his grandson on his knee.

Tell us, oh, how, where and when,
Thou relic of primeval hen,
What evil genius spoke the doom
That laid thee in thy frozen tomb?

"In sun-baked barn in Illinois
I was gathered by a barefoot boy.
Five cents a dozen was the price
That led me to a room of ice.

"Beside me rose the great world's Fair,
Yet left me in my frozen lair.
The Klondike yielded up its gold,
Yet found me still in storage cold.

"Seattle said, 'you're good enough
To feed Alaskans rude and rough'.
So here at last I end my race
Engulfed in some poor sourdough's face."

"One of you, go home!"

Science has now produced a formula for preventing noisy parties, has, in fact, produced a formula which could be very helpful in small FAA quarters all over Alaska.

William R. McLean, professor of electrical engineering at the Polytechnic Institute of Brooklyn, has worked out the proper guest attendance for a seemly party. One more person---be he a quiet one, or a noisy one---will produce a "loud" party, he says. And he shows how to avoid such an unhappy situation. Here is his formula, as published in the Journal of the Acoustical Society of America:

$$N = K \left(1 + \frac{\left(\frac{aV}{4\pi h} \right) + d^2}{d^2 S m^2} \right)$$

Thus, a room 16 x 20 x 8 feet, 2,500 cu. ft., can hold 16 guests. One more and the neighbors start complaining.

The formula is worked this way:

- v - dimensions of the room.
- a - the sound absorption coefficient.
- h - the mean-free-path of a sound ray in a room.
- sm - the talking-to-noise ratio.
- k - the number of persons conversing in each group.
- d - the distance talkers are from their listeners.

COLD BAY

The "Organizational Man" would indubitably have to take second place to the "Organizational Women" of Cold Bay. These women successfully placed a wedding, a wedding reception and a community dinner into orbit; all of this, during the Thanksgiving week.

A wedding at Cold Bay is rare indeed, and a bride-to-be from Weinheim, Germany, is rarer still. For this special occasion the women of Cold Bay made the Pavlof Room of the Volcano Club into a place of splendor. The Philosopher of Trout Creek remarked, "nearly as beautiful as the Nikolski Castle", to this the Hermit from Russel Creek replied, "you may imply there are nicer places than the Pavlof Room but I won't believe you."

And then the reception. Sandwiches, cakes and beverages. Not ordinary fare at all, but unique, colorful and delicious cuisine; testimonials to the local ladies' many talents.

Thanksgiving was an exceptional day at Cold Bay. Hank Leucke described the weather as "a day and a half in one."

Fifty-nine Cold Bayers joined all their neighbors at the Volcano Club's Pavlof Room for a community Thanksgiving dinner. All had much to be thankful for. Jim Bernsteen expressed the thought that he was thankful he was "not a turkey".

After the dining festivities, the regular Thursday evening folk dance was held. This group calls themselves the "Cold Bay Harmony Hoppers". The Hermit from Russel Creek demonstrated the "turkey trot" for the occasion and after completing it exclaimed, "this week has been a regular Aleutian Potlatch."

Mrs. Paula Marshall and Mr. Herbert Burke, of the FAA, were united in marriage in the Pavlof Room of the Volcano Club November 24th. Commissioner Mac Niece performed the wedding ceremony. Mr. and Mrs. Jack Nyholm were attendants.

For the wedding ceremony, the bride was attractively attired in a navy blue suit. The bride arrived in Alaska on November 23rd from her home in Weinheim, Germany. Her 13-year old son, Robert, accompanied her to Cold Bay.

The Pavlof Room was artistically decorated for the occasion in white, with extensive arrays of artificial flowers.

After the wedding ceremony, there was a reception, a delicious lunch and a wedding dance.

All of Cold Bay and many from the local military site attended the wedding.

"... and a Happy 737 Vacation to You!"

This wouldn't mean anything to anyone outside, but in Alaska PL 737 is happy talk. This year an unusual number of FAA vacationers are enjoying Uncle's fringe benefit in travel back home.

Jennings Roberts, Regional Attorney, and family are touring the West before heading for Virginia. He nearly broke an arm at Las Vegas.

Gerry Kempton and family, will first visit a hospital and specialist with one

RETIRE Cont. from Page 9

have endured for years the worst that Alaska could produce in the way of weather and it doesn't faze them.

Gold, adventure and pioneering excitement have been their lot here, their friends are numberless, and here they'll stay.

Real Estate Too

Stone wanted to have something to do after retirement and for a year dabbled in selling Anchorage real estate. Then he and his wife talked over going outside for their retirement, but real estate was pretty active at the time, and he is now on his third year of retirement, working happily selling houses and land.

"Every once in a while, we talk about retiring outside", he said, "and then my wife looks at me and wonders how the real estate game will be when the question comes up for action. So, we're still here, happy, making money and meeting our friends."

Mining Camp

Arne Erickson is the man with the gold mine. Right now, the gold mine is not active, because he is waiting for gold to increase in price--as many a non-retired miner is.

Erickson came to the United States in 1909 from Norway. For 14 years he was an airway engineer with the CAA and the stations at Fairbanks, Farewell, Kodiak, Rogers Point and Shuyak bear his mark as resident engineer. He is a widower, has one son living outside, has his comfortable home in Anchorage and a "mining camp" at his claim near Girdwood.

A high point in FAA social activity these days is an invitation to the Erickson claim where it is easy and exciting to fly from the jitters of 1959 to the old days when adventurers washed out the gold ground up and deposited by the glaciers.

Arne just laughs at the question of retiring anywhere but in Alaska.

of the kids, and then spend Christmas with Grandma and Grandpa.

Anne Modjeska will mix it up, spending some cold time in her home town of Minneapolis, and then lolling a bit at Palm Springs.

The Robert Matsens will pick up their daughter at school in Portland and visit relatives at Long Beach.

The Allen Hulens--if his work will permit it--will visit in Los Angeles. Annette Yager, his secretary, will visit in Seattle.

Glen Dean Burgess, Budget, will visit her 94-year old grandmother in Arkansas.

Leo Smith, mechanic at Anchorage International, and his wife and six children, will visit in Glenns Ferry, Idaho.

Others planning 737 leave travel are: Roy C. Taylor, Harry L. Dulin, Edward H. Cook, Albert Cooke, Jack Jefford, Richard Stein, Carl Shute, Ralph Huffer, Joel Caudle, W. L. Radke, William Stolz and Raymond Slack.

Joseph Unterwagner, Roy Soigner, Loren H. Fisher, Theodore Hamby, Dorothy K. Bair, Leo D. Smith, Notre Q. Riddick, Alver Johnson, Elizabeth Amman, Mack Helton, George T. Stephen, Leon D. Tallman, William E. McBrayer, Clifford F. Uzzell, George Stebbins and George E. Allen.

LADIES AND GENTLEMEN. . .

It gives me great-- Y A W N I

Do you remember the Breakfast Club that flourished among Merrill Field CAA employees in 1944?

It began when a coke machine at the field began to pile up profits, and personnel had trouble agreeing on how to spend it. Somebody suggested that since they had to meet downtown every morning for the 7:15 bus, they buy themselves a breakfast occasionally and listen to visiting speakers.

They particularly liked to invite visiting CAA wheels from Washington, who frequently came bleary-eyed in the cold morning air and tried to drop pearls of wisdom. At 7:14 a huge cowbell clanged and the audience took off for the bus. The rules were that the speaker could continue, but the audience was gone.

Boss to Supervisor, "If morale gets low - kick it back up."

FIVE FAAERS ACTIVE IN CITY SYMPHONY

Just about one-tenth of the Anchorage Symphony Orchestra are "FAA people".

At its first performance of the season late in November--a highly successful beginning, incidentally--five musicians were playing who have payroll or very close connection with the Regional Office.

Art Braendel of the Plant Establishment Branch, is perhaps the FAAer with the longest record with the Symphony. He plays cello. His wife plays the viola. Lawrence Peters, an AOS in the Anchorage station, plays violin and Jack Lamb, printer, the trumpet. Peters and Lamb are fairly recent arrivals, having joined the FAA within the past year. The fifth FAA connection is Carol Gebauer, daughter of Richard Gebauer of the Engineering Drafting Section. Carol attends the Anchorage High School and is in the violin section.

This participation and support of cultural activities in Alaska has long been typical of CAA and FAA employees here.

Gretzer Praised For Aid On Alaska Sounds Record

FAA employees have made many of the "sounds of Alaska" which Frank Brink, Anchorage impresario, has incorporated into his long-playing record of that name.

Don Gretzer, recently transferred to Washington, collaborated with Brink in preparation of the record, which includes Jack Jefford's description of one of his "hairy" landings, and the voices of many who are widely known in aviation here. Brink praises Gretzer on the record cover as a man of "selfless generosity, kindly tolerance and undaunted spirit". The master record was put together in Don's home in Bootlegger's Cove, where he had elaborate tape recording equipment.

The record is an interesting aural souvenir of Alaska. Brink points out that the State is too big to see, but if one "listens with the ear of a fox" he can get a good conception of The Great Land. It includes the voices of Eskimos, Indians, explorers, pilots, sled dogs, seals and the natural sounds of nature made by the glaciers and great ice falls.

As Shakespeare described bowlegged men: "What ho! What manner of men are these, who wear their pants on parentheses?"

MORE HOLIDAY GREETINGS

The staff of the Mukluk wishes all of its readers--and its writers--the very best of Holiday Seasons. May you have happiness and contentment from shared blessings.

Bob Maloney, president of the Civil-air Club, in scattering his greetings, suggests a song for the Christmas Season. It's Jingle Bells, in latin. This Maloney (No latin he, at all at all) but Gaelic. His Latin scans O. K. and fits the notes, but scholars might challenge his Roman.

Tiniat, tiniat, tintinabulum
Labimum in glacies
Post mulum curtuum....
Tiniat, tiniat, tintinabulum
Labimum in glacies
Post mulum curtuum.

WARM WISH FROM COLD BAY

The Hermit from Russel Creek has reminded the Explorers at Cold Bay: "A few years ago eggs were 25 cents a dozen, bacon 20 cents a pound. The Cold Storage gave away halibut cheeks and treated the kids to pickled herring. Women didn't paint nor smoke. Men wore whiskers, smoked cheroots, chewed tobacco, spit and cussed. The beer was a nickel and waiters never got tips. No one was operated on, microbes had not been invented yet, everybody lived to a ripe old age and walked miles to bid their friends a Merry Christmas. Today we ride in flying machines or in horseless carriages, play golf and shoot craps. We tune in the wireless set, watch the idiot box, eat grapefruit and drink prune juice. We never go to bed the same day we get up and think we're having a wonderful time. It's a wonderful age and if life's worth living for you--A Merry Christmas!"

J. Lardy

PROMOTION BID RULES EASED FOR ALASKANS

Fifth Region employees now may bid on National (NPP), Washington (WPP), and Field (FPP) promotion plan vacancies after they have served four years in Alaska, regardless of whether they have exercised their PL 737 rights and signed a renewal contract.

Previously, bids could only be submitted within 60 days of the completion of an employees first renewal employment agreement. This tended to be inequitable, since it penalized employees who remained on duty for a number of years without exercising their PL 737 travel rights.

This change, and some others of interest to employees, is described in detail in Agency Practice 3-335 which replaces and supersedes Agency Practice Bulletin 0-16.



"In your new position as a Combination Station Manager, you will have much greater responsibility, much more work, much more authority and slightly higher pay."

THE MUKLUK TELEGRAPH ANCHORAGE, ALASKA

The Mukluk Telegraph is the official employee publication of Region Five of the Federal Aviation Agency. The Mukluk is published to give all employees a comprehensive and current story of FAA plans, accomplishments and employee activities.

STAFF

- Editor.....Charles E. Planck
- Typesetter..... Jackie Robinson
- Photography..... Hermann Kurriger
Photographic Section
- Printing..... William Blacka
Reproduction Section