



WESTOVER, A MAN OF MANY ENTHUSIASMS

Ralph Westover is a man of many friends, many experiences and more than many enthusiasms.

His career to date would sound a bit scatter-brained if it were not for the astute, penetrating, orderly mind with which he has directed it, and the driving curiosity that has lead him into by-ways that most people miss. It is not an insatiable curiosity, however. His wife says that his hobbies come by the year and he has picked up and dropped as many as he has adolescent and adult years to his credit.

Ralph was born in Seattle in 1916, a one-day late Valentine for the family. Alaska was a common word in the Westover household. Both of Ralph's grandfathers were Alaska steamboat men in the Nineties. His maternal grandfather was one of the 396 who died when the Sofia sank in Icy Straits in 1919. His father came to Alaska in 1906 and did engineering and water resources work throughout the Territory and in Northwest Canada. Steamboat stories, and the yarns of his father about walking from Nome to Seward when he missed the last boat of the season inspired the young Ralph. In fact, when he was 12, he and a 14-year-old companion headed up the inside passage in a rowboat powered with a 1.25 horsepower outboard, and got within 100 miles of Ketchikan.

Boat Leaving-to Where?

He studied engineering at the University of Washington. But there were far off places to see and boats in the harbor in his student days and he was not always present when the instructors checked attendance. He roamed the Orient for several years in Manila, Zamboanga, Shanghai and Japan. He worked for a law firm, sold cigarettes, worked in the mines, sold coffee, automobiles, did most anything, occasionally getting back to the University to study some more.

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FLYING FARMERS, DOCTORS AND PILOTS FASCINATED BY ALASKA, FAA WELCOME

GRETZER, BOYLE AND JOYNT TO LEAVE FIFTH, JOHNNY HOOPER RETIRES

Four important changes in personnel in the Fifth Region have been announced recently.

John C. Hooper, until recently Secretary of the Anchorage Regional Airspace Committee, resigned June 30.

Don Gretzer, long time General Aviation Safety head, will transfer to Washington, D. C., to head a Planning and Enforcement Section of the Bureau of Flight Standards August 1.

Merritt D. Boyle, Chief of the Air Carrier Safety Division, will transfer to
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GRETZER
HOOPER

BOYLE
JOYNT

Alaska was voted most likely to succeed in attracting the Flying Farmers of America for a second visit after a successful six-day visit by 33 planes, in which FAA had a large part.

Northway spread the first Alaska welcome mat June 16, to the experienced fliers that made up the group of about 50 persons. Irwin Knight, Station Manager, and his men, assisted by Cliff Springberg, imported for the purpose, prepared a camping spot for the visitors alongside the runway and watched them prepare for the night like veteran Alaskan outdoor lovers. Knight also climaxed the welcome by saying "you can catch fish right there in Moose Creek off the end of the runway".

They Caught Fish!

And they did, surprising a lot of Alaskans who shivered when Knight made so rash a statement. Twelve year old Theresa Bohmer of Brooten, Minn., and Orville Sorum of Colorado caught pike, cleaned them on the tail surfaces of their planes and fried them for supper. Then they bedded down around and under their planes with many varied items of camping equipment. Out of one plane came a folding table, folding chairs, camp stove and an 8 X 8 umbrella tent. George Brewster, Chief Pilot of the Weather Bureau in Washington, D. C., loaned to the Farmers for the tour, strung his jungle hammock from a wing strut to the propeller hub of his Cessna 190 and slept well. Charles E. Planck of the FAA slept between a Commanche and an Apache, to be awakened at 4 a. m. by a knot of farmers planning the day's flying. "Sounded like warwhoops", he remarked, but forgave the Farmers who were completely thrown off stride trying to get up before sun up.

Welcomed by FAA

Darrell Nelson of Anchorage was at Northway to lend help in air traffic control. Springberg parked the planes and did a veritable "striped pants", formal
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COLD BAY

For those who enjoy work, like Herb Hanson, Lloyd Wycoff, Jim Bernsteen, Hank Luecke and Egil Haukeburg, May at Cold Bay was a grand and glorious month.

No less than four ships brought in supplies during the month of May. The Coastal Rambler brought in much of the annual supplies, including six sheets of Standard Form No. 64, Office Memorandum; and two Standard Oil tankers unloaded fuel and lubricants.

Cold Bay has more experts than the Explorer's Club. Barney Martin is an authority on the octopus. Octopuses are hunted during abnormally low tides. A long shaft with a hook on the end of it is used. It could be called an "Octopus Gun". The Octopus nests in holes, usually found under rocks. When such a hole is found near the water line during a low tide the "octopus gun" is used to snag the game and pull it out of its hole. The game is delicious too, if cooked in accordance with Barney's instructions. "Cook them just 18 minutes, not 19 minutes or they are too tough, 18 minutes, that is all".

And we have snow experts. Mr. Haukeburg has studied the subject in his native Norway, as well as in Minnesota, British Columbia and Cold Bay. Mr. Wycoff made a study of the subject in Wisconsin and took post-graduate work at Thule, Greenland. But these two experts are in disagreement as to what happened to the snow at Cold Bay. Mr. Haukeburg contends the snow changed from a solid state into a liquid form and disappeared into the soil, which seems entirely probable. Not so, according to Mr. Wycoff. Mr. Wycoff's theory is that the notorious winds of Cold Bay just blew the snow across the countryside until it was completely worn to nothing. Knowing the winds at Cold Bay, that too could be possible.

Ken Richards, a former relief electronics technician has traveled through much of Alaska during the past ten years and has made evaluation of the Cold Bay air. Actually Mr. Richards has spent most of his life in the tropics and is a real expert on hot air, more than on the maritime air of the Aleutians. He points out the air at Cold Bay travels over 2800 miles of ocean before it reaches here and is washed by fog and rain the entire distance, consequently it is pure air. Because the body is not used to such pure air it has a normal tendency to increase the metabolism of the body. This is dangerous, according to Mr. Richards if intoxicants are used

POETRY CORNER

MONOLOGUE IN A RESTAURANT

I can recall when good fresh eggs cost twenty cents a dozen,
In olden days, in golden days---oh, time of milk and honey!
A nickel bought a draught of beer; three-two, that is. (But cousin,
I didn't have the money.)

The latest thing in powder blue---with extra pants, by cracky---
Cost thirty bucks. For sixty, you could dress like Mr. Zukor
(Yet in the yellowed photographs I seem to look quite tacky;
For just one buck was lucre.)

We had no income coming in and hence no outgo going,
In palmy days, in balmy days, when life was suds and skittles;
And happy then was everyone (whose mother took in sewing)
And priced the finest vittles.

Well, look at what we've got today---they tax and tax and tax us.
The gimme artists bleed us dry; they raid and loot and purloin.
No wonder that the System is a-shaking on its axis.
(Garcon! I'll take the sirloin!)

-O. R.

BOOK REVIEW

By midnight, somewhat sore and strained
I'd learned whodunit.
But still one mystery remained:
Why I begunit.

-O. R.

EMPLOYEE SUGGESTION

The wheel that does the squeaking gets
the grease, if you insist
(A rather banal maxim, but a true one)
Yet if it keep on squeaking where no
nuts or bumps exist,
Why not replace the damn thing with a
new one?

-O. R.

AND HOW ARE YOU DOING?

Nationwide Insurance Company says the "average driver" experiences one loss or one property damage every 8.5 years; has one collision loss about every 9 years; a bodily injury for which he is liable every 56 years; and he may expect to have one accident for every 50 near-accidents he has. The company is offering insurance on rates based on the applicant's accident record.

because the pure air burns the alcohol more rapidly than normal and a person will suffer from the "volcano" effect. Volcano effect is a condition of weakness, causing a person to collapse and flow like lava and the next day feel like an ash.

And to take the waves out of the roads, no less than 800 yards of gravel was hauled to transform them into smooth streets and highways. Many possibly are not aware of the roads at Cold Bay. Cold Bay does have roads and they go to important places. For example it is possible to travel from the Pacific to the Bering Sea, transcontinental trip, so to speak, or drive another 5 miles to the continental divide where the waters

FASTER READING COURSE

The FAA's second "reading course" began July 6, under direction of the Personnel Division's training officer. The course taught one hour a day for 30 days, trains employees to read faster, retain facts more clearly and improve their comprehension of what is read. Uniformly good results were obtained with the first class of six. The Region's supply of machines for use in the course limits the class to six, and the training can be given only in Anchorage.

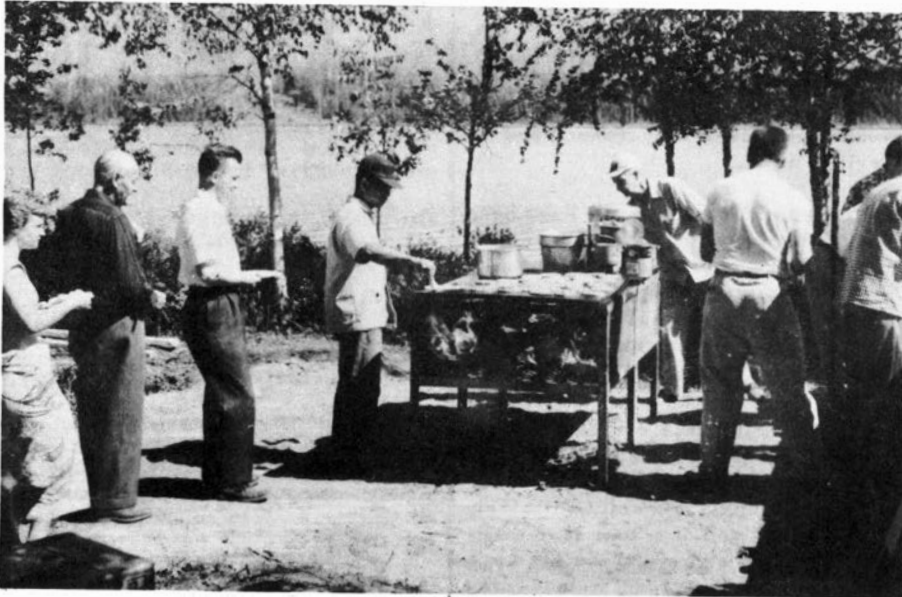
of Frosty Creek flow into the Bering Sea and the waters of the fabulous Rusesel Creek flow into the Pacific.

Cold Bay is almost as "continental" as Paris and it costs nearly as much for a round trip ticket from Anchorage, about \$220.00.

Hunters have ventured to Cold Bay from such distant points as Spenard, Brookneal, Chicago and even Port Moller, but the local bears outwitted them all, except John C. Hooper, that is. Hooper first spotted his trophy inbound on the northeast course of the Cold Bay range. The bear, it is reported, spotted Hooper and started a procedure turn which proved to be a fatal maneuver.

-J. E. Lardy

CIVIL AIR CLUB HOST AT PICNIC



From right to left: George Karabelnikoff, Chief Chef, Ben Holman, Chef, and Bob Chong, Chef, at the Civilair Club picnic. Others are merely eaters. Picture by Tom Gregory.

The Civil Air Club staged its most successful picnic June 21 at Sand Lake, fed all of its attending members--and who knows how many others--with:

Enough hamburgers to cover completely 16 city blocks.

Enough hot dogs to go around a circle seven blocks in diameter if tied end to end.

These are statistics gathered by a very observant man, one Joe Yesinski, member of the Anchorage City Council and head of the Region's Electronics Lab. The situation at Sand Lake where the club members occupied the same picnic area with hundreds of other Anchorageites will appear from the following quotes gathered by astute reporter Yesinski:

Stranger: "Best picnic so far this year. Wonder who's running it."

Stranger: "I'll take six hamburgers for my friends who are swimming. Man, these are the best!"

Hey Look! Free

A Kid: "Tell 'em your father works for the CAA (sic) and they'll give you ice cream and pop for nuttin'"

Another Kid: "Hurry up over there. The Government is giving away surplus ice cream."

Club Member: "I think there's been another FAA reorganization. I don't recognize anybody."

Concessionaire: "Business is lousy. Looks like everybody brought his own hamburgers". (But he began to sell his wares at 2:01 when the late club arrivals yelled: "Whadda yah mean the food's all gone?")

Yesinski labored with a faithful crew over the hot stove. He gathered remarks from them too:

Ben Holman: "I just love to work at picnics. People will eat anything."

Don Keil: "I'm going to demand that I be selected to help next year."

O. B. O'Brien: "We should have these picnics every week, and I'm eager to help next year."

Bob Newman, Bob Chong, Ken Lewis, Leo Hagenson, George Cuttles and Dick Walsh: "I am so glad I was selected to help. It's charming work. So warm, friendly, orderly and rewarding. I must get in on this same job next year!"

George Karabelnikoff: "I just love to fry hamburgers, having made a thorough study of it years ago."

Lance Harvey: (Looking enviously at George K.) "I hope next year I can be chief chef."

Next Year Tattoo 'em

"For a while", Yesinski reports, "it looked as if organized confusion had taken over. However, that feeling was gone when the food ran out. We had

MCLAIN MADE MEMBER AIR MAIL PIONEERS

Perry S. McLain, of the Project Engineering Section, has been made a member of the Air Mail Pioneer's Association, the only member in Alaska, according to the roster.

McLain was an important man in the early days of the air mail, since he helped to develop the communications without which air traffic is virtually impossible. In 1924 when there were no lighted airports, he handled communications at Maywood Field outside Chicago. Western Union handled all the communications then as the pilots flew through the daylight hours and placed the mail on trains for further progress after dark.

After Jack Knight had made the first night flight, with bonfires along his route for guidance, the fields at Cleveland, Bryan, O., Maywood, Iowa City and Omaha were lighted. But there were still no air-to-ground communications and men like McLain waited and watched at airports for the appearance of the mail plane, or sent wires announcing the time of departure and expected arrival time at the next stop.

After an accident in which his eyesight was affected by a high-powered airway beacon, McLain joined the CAA and went to work on the construction of airways. He helped with the building of the Kansas City - Fort Worth airway in 1927 and has been connected with airway work since.

Probably as a compensation for the privations he endured in the old days, Perry's hobby these days is the fine automobile. Few in Anchorage ride on such "wheels" as he does.

planned to mark Civilair Club members, but the crew to do that failed to appear. The general public moved in."

Next year, we gotta watch closer", Club officials said. "We put out \$345.57 to feed an estimated 2700 people of whom 300 were club members. Expensive, but it was fun!"

Yesinski apologized for not having the names of many others who worked to make the picnic a success. It was so comfy around the fire he just stayed there.

George Cutler, efficient general chairman of the highly successful event, has a proposal to save food and workers' dispositions next year: "We'll just tattoo FAA on the foreheads of all members, and only they will eat free."

ANCHORAGE

At this writing, all nine of our ATCS/Relief personnel are away from Anchorage. Admittedly, the Flying Farmers and Doctors have contributed to this unusual situation. As a matter of fact, we have someone assigned where there is no FAA station -- Palmer. It is well that some of these are short assignments. We are already using trainees to help out on teletype circuits to avoid any 56 hour week. No day off would be particularly bad during this wonderful weather.

This daily sunshine has brought some real tans and a few burns. I don't know if Oscar Haynes has a private pool, but he is about as deep a brown as one sees before light black sets in.

Mrs. Arlene Engebretsen, recently from Montana has proved a pleasant addition as a new secretary. SATCS Jim Ray has begun in the Notam Office job where SATCS Bill Nesbit just completed a stint and is returning to supervising a regular watch. Bill did a fine job at NOTOF and we know will do likewise again with a watch. Ralph Huffer is Acting Supervisor during Ed Finch's annual leave in Seattle. Harold Wolverton completed a summer field encamp-

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Washington, D. C., July 25, to head an Evaluation Division of the Bureau of Flight Safety.

Gilbert T. Joynt, head of the Air Carrier District Office at Juneau, has transferred to Washington, D. C., to work in the FAA's International Office.

Author

Gretzer has been active, effective and prominent in the Fifth Region in safe flying matters, largely as a result of his Aviation Safety Discussions, small treatises on safety which he gathered from Alaskan flying experiences. So popular were these discussions that he had national circulation, and they have recently been gathered into one volume, now being distributed--a fitting monument in the North Country for the author.

Don learned to fly at the Curtiss Flying School in New York in 1928 and joined the CAA in 1941 at San Diego, after serving seven years as Director of the School of Professional Aeronautics at Kenyon College, Gambier, Ohio. He has served most of the time in the General Aviation Safety field, transferring to Alaska in 1943, where he became Chief of the old Aviation Safety Division. In Anchorage, he has been prominent in civic affairs, for several years heading

ment with the Air National Guard. W. Stutts is transferring to Lafayette, La. Vern Spears and Cliff Wolff terminated. Thayer Kessler transferred from Bethel. Lee Burns transferred to flying for AN-680. Chuck Irwin transferred to Merrill Tower.

For the past four weeks we have been transcribing a one minute announcement for the weekend broadcast over Radio KENI. We're trying to give publicity to FAA Flight Assistance at Merrill Field - and get a thought through in our one minute limit.

On my way home this evening, I must remember to give aircraft the right of way. Necessary automobile traffic may now go on the taxiways while Fifth Ave. is being converted to a four lane thoroughfare. Many streets in the area are being paved or improved so that commuting often includes some interesting and unexpected detours.

-John R. Bassler

Though "billion" and "million" are often confused in speaking of large sums, their ratio is the same as that of a \$10 bill and a penny.

the Theatre Workshop of the Community College.

Early Pilot

Boyle is a veteran Alaskan pilot. He began flying for the White Pass and Yukon Railroad in 1930, climbing out of Skagway and through White Pass and Chilkoot Pass flying Ford Trimotors and Boeing 247's. He also learned to fly in 1928, in Spokane, and he joined the CAA in 1947 after doing a lot of flying for Bob Reeve along the Chain as his Chief Pilot and first Reeve Airline pilot.

In Washington, he will be working with an old friend, Roy Keeley. He will be doing a job for which he has developed a vigorous interest and unusual ability in the Evaluation Division of the Bureau of Flight Standards.

Enthusiast

Hooper is retiring and will make his home in Denver, after a career in engineering that began with his graduation from Alabama Polytechnic in 1934. He joined the old Bureau of Air Commerce in 1937 and has been in this branch of the Federal service since. After extensive experience in building the airways of Alaska, he became head of the Region's Airspace Committee, which, in the reorganization that resulted when

COFFEE? LOOK IN CABINET 3 UNDER C

Genius has improved the office coffee routine. A Chicago company now has produced an automatic coffee machine---with brains yet---that looks like an ordinary office file cabinet.

The Beacon, house organ of the Aeronautical Center at Oklahoma City, gives details:

IT IS THE SAME height and appearance as a legal sized four-drawer file cabinet. You open the second drawer, and out pops a service shelf with cups.

INSIDE THE UNOBTRUSIVE cabinet an automatic mechanism brews twenty cups of real---not instant---coffee. When the supply goes down to nine cups, the genie-like machine automatically begins brewing more.

WHEN THE LAST workers leave the office, the filing cabinet automatically stops making coffee. It cleans itself up, and then rests until the next morning. At dawn, it starts preparing fresh coffee.

IT IS SUCH A smart machine, it doesn't work on weekends and selected holidays.

(Ed. Note: Can anybody in the Fifth improve on this idea? We still insist that Brazil, where they grow coffee, and the Eastman Kodak Company, where they make film, should subsidize the government of the new State of Alaska. Divide our \$27 million budget and they'd not even scratch the profit Alaska gives them.)

the FAA was born, has been placed in the Bureau of Air Traffic Management.

Hooper is a most enthusiastic Alaskan. He hunts, fishes, explores and photographs like an expert in each field. He knows just how many grains of powder to put into what kind of a shell for which particular gun to shoot a Dall sheep of a given weight on any particular mountain. His only uncertainties occur when the sheep presents possibility for a picture better than the prospect for meat, and he has to decide between camera or gun.

His friends are gathering July 9 for a big send-off, which the Mukluk will cover in the August issue.

International

Joynt came to Alaska in 1947 as Chief of the Facilities Record Section of the Airports Division. In 1948 he transferred to the safety operations of the Region, and eventually took the office at Juneau where he was Chief when he transferred. In Washington, he will do general aviation safety work in the Office of International Coordination.

CORDOVA

Biggest news locally is the renovation of everything that doesn't move. The six houses are being converted, with three already completed. A 10x12 foot extension has been added to the side of the control station for the Weather Bureau office. Eighteen mercury-vapor lamps have been installed around the area, giving the appearance of a small city at night. At one time in April there were seventeen traveling personnel working on various projects on the station.

Picnics and boating have been an everyday occurrence with the advent of typical (ahem) sunny Cordova weather. SAOS Jim, formerly "Moon", now "Commodore" Mullins, is the proud owner of a recently acquired 22 foot Bryant Cabin Cruiser. STMGR Frank Smith is busy scraping and painting his cruiser, preparing for the Salmon Derby. The other boat owners are in operation and those without craft are getting that "buyers" gleam in their eyes.

Earl and Becky McCall have gone to Hinchinbrook Island, where Earl is the new EMT. Earl was previously EMT at Cordova.

Ted Hamby, relief EMT from Anchorage has arrived to take over Lee Phillips' duties while the Phillips are vacationing in the other "48".

The Frank Smith's are off again. Frank, who is Exalted Ruler of the Cordova Elk's Lodge, is attending the annual National Elks Convention in Chicago. Hazel and Aleen are vacationing in Salem, Oregon, and Phillip is announcing for Cordova radio station KLAM.

Elmer Hedstrom has been busy churning up the air in his Aeronca since getting his student license.

TALKEETNA

Mr. and Mrs. Jack S. Baldwin announced a new addition to their family May 21. A son, Bruce David, born at Providence Hospital, Anchorage.

EMT (Relief) Charles E. Hill arrived Talkeetna May 26 and departed June 10.

Charles F. Myton and Don E. Burns, Utilities Unit, Plant Maintenance Br., Anchorage, arrived Talkeetna June 3 and departed June 8.

Station personnel have enjoyed fishing across the river and at Clear Creek.



Can the FAA's Grumman Goose come up from 50 feet below the surface of Tamgass Lake and fly again?

The question may not be as hard to answer as the one posed when the plane was under the lake: Can the Goose be raised? Thanks to a crew of FAA experts and a professional skin diver from Ketchikan, the Goose now hangs high on a rocky shore of the lake, drying out after its bath.

The Goose was the flying stock of the "Hanson Airline", so-called because William Hanson was the pilot, and he has been kept busy ferrying FAA engineers about the Southeast Shoreline as they worked on their difficult task of getting 24 good communication channels between Anchorage and Seattle. This involved siting of transmitters, testing of many locations, and solution of strange radio interferences, all of which meant a lot of amphibious travel in the area. On one such flight June 11, the Goose came a cropper in Tamgass Lake, hooked a float in landing, turned sharply and began to sink.

Hanson and Carl Fundeen, Chief of Maintenance at Annette, were aboard with a Coast Guard officer, Lt. Comdr. Omar Cowles. They were shaken up, Fundeen suffered a fractured bone in his hand, and the plane was consider-

ably damaged. Quickly, they got a boat and attached a line and were towing the plane toward a suitable shore across the lake when it sank in about 50 feet of water, coming to rest upside down.

Administrator Hulen, Jack Jefford, Charles Eckhoff, Don Gretzer and Harry Schuermeyer first tried salvage, with the help of Lt. Comdr. G. Smith, Coast Guard, an experienced skin diver who proposed to attach four life rafts to the plane, inflate them and bring the plane to the surface. These rafts exploded, however, in the 50-foot depths and another plan was devised.

Jefford flew some 30 empty oil drums to the lake, along with pre-cut lumber with which to make a raft, and dropped his load in the lake from the C-123. A helicopter lifted in a compressor and a power plant. A professional skin diver from Ketchikan attached the proper cables and the plane was raised with a winch on the raft. When it was just below the surface, a suction pump cleared the water from the hull and the plane was towed ashore. Eckhoff examined it for damage, and estimated the probable cost of repair. Mr. Hulen, in Washington for a Regional Administrator's meeting, will discuss with top FAA officials the question of repairing the plane and putting it back into FAA work where such a plane always has proved valuable.

BUY - SELL - SWAP

For Sale. Piper Cruiser. Bruce Williams, Station Manager, Kotzebue.

Women are a lot like ships. If kept in good shape and painted occasionally, they will stay seaworthy.

"My husband's a wonderful athlete," a woman said. "He plays tennis, golf and swims. Does your husband take any exercise?"

"Yes, last week he was out five nights running."

"My wife doesn't understand me at all. Does yours?"

"Gad, old boy --- I don't believe she's ever met you."

FAIRBANKS

The Armed Forces Day exhibit at Ladd AFB, under the supervision of ATCS Bob Martin was highly successful. Our exhibit included films on aviation, displays of enroute sector boards, sector charts and pamphlets explaining the operation of the ILS system. The scale model of the Fairbanks International Airport was the center of attraction. Guides were furnished for visitors wishing to see the RAPCON operation. A fifteen minute radio spot on the local wireless featuring ATCS Martin and ATCS McKeever climaxed the day.

CAP Commander Robert Liddell, on official search mission for lost Airman Hess, spent the night of May 16th in the brush 15 miles SW of Nenana. Bob, with an observer, Joyce McNabb, made an approach to the tree tops when he was unable to switch gas tanks. A broken switch was the apparent cause of the forced landing. The CAP L-5 type aircraft nosed over and came to a halt upside down. Bob and his passenger were unhurt and stayed with the plane until spotted the next day. An Air Force helicopter made the pick up

The local baby derby still shows Charlie Stack way ahead. Patricia, born May 14th, was number eleven for the Stacks. Earl Card's wife presented him with a fine bouncing girl, Joan Elizabeth, on April 25th. Bill and Jimmie Grotts were proud parents of Imogene Sue on May 12th and the same day the Ernie Crumps' Glenda was born.

The golfing season started out with a bang. Even STMGR Dick Inman was seen using a hand mashie in #3 rough. Pro Duffers Murphy, Plisko and Williams managed to give him a few lessons playing ten cent bingo-bango-bungo. Three or four bucks per nine is pretty reasonable for such top instruction. His excuse for quitting after the first nine was pretty flimsy. Fifteen golfers entered our 18 hole warm up tournament. We plan to have a 54 or 72 hole tournament sometime in July. An FAA team of Murphy, Plisko, Buscio, Richmond and Williams is entered in the North of the Range Round-Robin Golf Tournament. Other teams entered include Ladd Army and Ladd Air Force, Eielson Air Force and a team from the City.

The RAPCON ball club made up of old controllers who never seem to die, are holding their own in the Ladd Soft Ball League. Their record is three wins, three losses and fifty-seven bruises.

Lovel Rawlett departed the 1st of June for his new assignment in the Washington Center.

-Jack Williams

Employee Suggestion Processing is improved

New control methods for processing and evaluating employee suggestions are paying off, according to Gilmore S. Reese, Chief of the Proficiency Development Branch.

Suggestions lost or delayed in the bureaucratic maze are now being traced by those who originated the suggestion, and if not located, are re-submitted. Supervisors who evaluate employee suggestions are giving faster consideration, according to Reese, and the backlog of suggestions before the Employee Incentive Awards committee is dwindling. The committee now consists of Richard Stryker, Don Wolfe, Norman Lowenstein, Robert McGinn and Norman Potosky.

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job making the tourists feel at home. Al Young of General Aviation Safety advised with Brewster and Craig Wilson, vicepresident of the FFA on routes and special trips. Melvin Derry and Albert Mueller flew in from Fairbanks to lend a hand.

At Fairbanks, Ben Zvalonek, Airport Manager, had mowed a section for parking the planes, but the Farmers decided to land at Phillips Field.

Sunday morning--the longest day of the year, the Farmers overslept. The first one reached the field as late as 6:30, and by 9:30 they were headed for Homer for a clam feed. FAA personnel were on hand with the Homer Chamber of Commerce to meet them and take them to Land's End on the Spit where the C of C was host at a clam feed.

The big event at Homer, however, was the arrival of the Ruth L with a ton of enormous king crabs aboard, and a cheerful captain named "Red" wearing a very un-seagoing derby hat. Yards and yards of film were exposed, and then the Salty Dog saloon had its hour. Enroute to Homer, the Farmers dropped to the water and "flew the beach" for another of Alaska's aerial tourist sights.

George Woodbury, AOS from Northway and Ed Medford, AOS from Anchorage, handled the traffic and flight plans at Palmer and Frank Unruh drove up early Sunday morning to help.

After the banquet at Palmer, a Matanuska Valley chapter of the Flying Farmers was organized with 27 charter members. Don Gretzer represented the FAA at this affair.

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SUMMIT

The Denali Highway is now open for traffic all the way into Summit and on up to McKinley Park and Wonder Lake. The station personnel are taking advantage of this on many fishing and sight-seeing trips to the park.

Many Moose, caribou, sheep and bear, are being seen along the various roads in the vicinity of the station. The camera fiends are having a field day while the hunters are just hoping that the game stay around until hunting season.

Mr. Chaney and a crew of painters arrived during the month and are painting all of the buildings on the station including the quarters. Already the station has brightened up considerably.

A crew has arrived to complete the Utiliduct started last year. When this job is completed it should end all the daily pipe thawing that has been a part of life at Summit in the winter time. It is estimated this job will be completed in approximately three months.

Mr. Coleman and family arrived from Florida to visit Howard Anderson, one of the station mechanics. They are much impressed with Alaska and don't think that they could ever be satisfied with Florida again.

ATCS Wright also has visitors from the other 48. His father and aunt from Eugene, Oregon, arrived during the month for a visit.

-James R. Heay

REGION NEEDS BETTER SAFETY SUPERVISION

Poor supervision is probably the cause of the poor safety record thus far this year in the Fifth Region.

This is the conclusion of the Administrator, who says: "All the inspiration for safety any supervisor needs is to consider past mistakes as shown in his own reports of accidents."

Our record, described as "sorry" is this: We had 30 accidents during the first quarter last year, 7 causing lost time, totaling 102 lost time days. In the same period this year, we have had 24 accidents, 9 of them lost time, and totaling 92 days of time lost.

Using each of these ten digits--1, 2, 3, 4, 5, 6, 7, 8, 9 and 0 but once, prepare an addition problem of two numbers whose sum is 100.

See ANSWER Page 8

AIR CARRIER

Peggy Lyle, Administrative Clerk at the Fairbanks Air Carrier Safety District Office has been planning for her trip to Paris this summer. She refers to her traveling companion "Punky". This aroused considerable interest since her husband was not objecting to this traveling companion. Then we found out that Punky was her pet dog which always travels with her.

Luella Smith, Administrative Assistant to the Chief, Air Carrier Safety Division is leaving soon for a month in the smaller 48, with the majority of her time to be spent in the states of Washington and Montana.

Muriel Howard has replaced Sally Kranz as Administrative Clerk to the Chief, Air Carrier Maintenance Branch. Muriel previously worked for Air Traffic Control.

John C. Day is on his way from Los Angeles to Anchorage with his new bride driving over the highway. He is replacing Maintenance Inspector Howard at the Anchorage Air Carrier Safety District Office since Mr. Howard recently completed his two year assignment and returned to Region Four.

Vernon Denison's son and family have been visiting him from the state of Washington for a driving trip throughout Alaska.

Norm Schrader, Supv. Operations Inspector, Anchorage Air Carrier Safety District Office, and family have been on an extensive vacation throughout the states.

WESTOVER Cont. from Page 1

In 1939 he came to Alaska and worked for the Navy and Army Engineers as a civil engineer, at Whittier, Seward, Portage, Kodiak and other Southeastern locations.

H-m-m... Pay for Overtime

Talking to a CAA man one day Westover discovered that CAA was paying a 25% differential to meet the Alaska cost of living. He resigned from the engineers quickly only to find there was an agreement between the two agencies not to "pirate" employees, so he had to wait 60 days before getting on CAA's payroll. But his government checks kept coming and he learned--for the first time--that there was such a thing as overtime and compensatory leave. Then more checks came, and he learned the government paid per diem when an employee worked off station. Finally, Oct. 16, 1941, he signed on with the CAA.

RALPH F. WESTOVER



He was working at Ketchikan when he became interested in marriage, and he got in touch with Beatrice Walsh in Bellingham, Wash. She came to Ketchikan for one of the town's most famous weddings.

Alaskan Wedding

Ralph knew not a soul in Ketchikan, but the local priest was able to provide the nucleus of an audience for the ceremony. The church had some flowers on hand too -- paper ones of course -- which were to be used in a funeral the next day, and they dressed up the wedding. The Chamber of Commerce got into the act, and the Mayor said, "We don't know you, but if you think enough of our town to get married in it, we're going to help". At the hotel, the strangers received all sorts of presents from merchants in the town, and a big crowd attended the wedding. It was amazing to the bride, and almost as wild as if the groom had planned it.

They went to Annette Island for the honeymoon where Bea was one of two women among 2,000 troops stationed there.

Westover graduated from building airways with George McKean and Buck Culver--to planning, and from there it was an easy jump into budget work. He became Chief of the Budget and Management Branch in 1952, where he has been ever since.

Through the years, Ralph has been an enthusiast over building a house, T.V., photography, hi-fi and powered model airplanes. His jet-powered model almost got national attention. After frightening all the CAA dwellers in the old

KOTZEBUE

"Harmon Hill", the snowdrift that almost covered the west windows of the ATCS in Kotzebue, has finally disappeared.

ATCS's Eugene Luckey and Warren Thompson are the proud owners of new airplanes. Luckey bought Warren's Super Cub, and Warren bought another Super Cub from a well known guide and outfitter in Anchorage. This now makes five planes based at Kotzebue by members of the FAA complement here.

SATCS Harmon Williams returned from annual leave May 27. He and family spent three weeks sight seeing in Alaska. Their itinerary included travel by plane, train, and car, and covered some 3000 miles, with stops at many FAA facilities enroute. They say they saw some beautiful country, lots of old friends who were previously just a voice on interphone.

Safehaven apartments, he was invited to show it to some military visitors in an Elmendorf hangar. He showed it with such enthusiasm that visiting members of the General Staff were ducking behind tow-cars as the little plane screamed by. One of those who ducked was a general named D. D. Eisenhower.

Out of This World

Right now he is an enthusiastic volunteer fireman in the city of Fairview, and a recent rash of fires--the work of an arsonist--had him completely excited. It looks as if fires are going to decline, however, because Westover has finally gone out of this world in following an interest. He has a powerful telescope with which he is giving the heavens a thorough going-over. Inevitably, he ran into what might have been a flying saucer, but when he had applied his engineering talent and logical mental processes to it, he concluded it was a cluster balloon sent up as part of the Geophysical Year program.

Swimming has engrossed the Westover household. The whole family enjoys the sport, but most remarkable of them all is five-year-old Mary Ann, who was a swimming sensation at the Anchorage Spa when she was three. Today she has mastered five special strokes, and she can swim anywhere her Dad can go.

Civic Minded

Nor were his own hobbies his only interests. He was a charter member and later President of the Anchorage Junior Chamber of Commerce, an organizer of the State Junior Chamber and active in a dozen worthwhile civic enterprises.

MOSES POINT

AOS Warren Runnerstrom and wife, Dagmar, have returned from a seven country tour of Europe. Traveling with SAS over the polar route, the Runnerstroms visited Norway, Sweden, East and West Germany, Holland, Belgium and Denmark.

The Scandinavian countries, Norway and Sweden, provide the best tourist buy, according to the Runnerstroms. The exchange rate of better than seven Norwegian kroner to the dollar enables the American tourist to enjoy first class living at very reasonable prices.

Travel through East Germany from Sassnitz, on the Baltic, to Berlin, was an eyeopener. "It was like going back to the middle ages", said Dagmar, "the horse drawn wagons and soldiers with machine guns were the most prominent features of the communist dominated country". She added that the people of East Berlin appeared ragged, hungry and poor. West Berlin, in great contrast, was prosperous and colorful with Kurfurstendam as brightly lighted as Times Square in New York.

In spite of the excitement of a European trip, both travelers were glad to be back home. "There's no place like Moses Point", said AOS Runnerstrom, as he got down and kissed the runway after alighting from the Norseman that brought him over the last leg of the trip.

SEATTLE

Back out the car, hook on the dory. Albros completed her inventory. Vacation's near... Form seven-one Is each man's ticket to having fun. One - by - one, here we go. We'll be back before the snow.

The sunny South claimed our Terry; Marge settled for a trip by ferry. Archie drove to Idaho; Shirlee went to Lake Tahoe. Ed McKenna took leave, too; And Bob Moore spent a few Days in travel here and there The rest are heading EVERYWHERE!

Unruffled feather of the week goes to Ed Simonds who didn't even flicker an eyelash when a burning fanmotor plunged through his office ceiling and landed with a thump by his desk.

-Marge Levine

ANSWER

Two possible answers are 78-3/6 plus 21-45/90 and 50-1/2 plus 49-38/76.

ALASKA'S AIRWAYS CHANGING TO VHF

Conversion of Alaska airways to VHF will require about 50 VOR ranges, in the opinion of Fifth Region airways experts. Today, 12 VORs are authorized, three are commissioned and work is under way at nine.

Airway conversion is always a ticklish problem. First consideration usually is given by the FAA to the needs of the pilots using the airways, and to the expense which results to them when new and different facilities are installed. In this case, the transition is from low frequency to VHF, and a majority of Alaskan fliers have not yet made this change in their airborne equipment. But as they buy new planes which are made in the lower 48, they find them with VHF equipment as standard. And visitors flying to Alaska are generally equipped for VHF use.

"It's a chicken and egg problem", says Ray Rivers, airways veteran. "Do we wait until everybody demands VHF or do we have it ready when the demand appears?"

Other problems that make the matter ticklish, concern budgeting and congressional appropriations. VORs cost money to install and maintain. VORTAC installations, combinations of the VHF range and tactical navigation equipment--the ultimate in the common system of airway facilities--costs still more. In fact, the Fifth Region must apply the TACAN equipment to existing VORs later when money is available. The VORTAC program is practically complete in the lower states.

VORs are perking away at Anchorage, Middleton Island and Yakutat, and they have been flight checked and commissioned.

Work is under way, and in various stages, at the following locations:

Cold Bay	Kenai	North Nenana
Fairbanks	Bethel	Biorka Island
King Salmon	Homer	Sisters Island
Anchorage (Backfit with TACAN)		

TOURS Cont. from Page 6



Edgar Medford and George Woodbury, left; Frank Unruh, right, and George Brewster, Weather Bureau man (with necktie), talk "bush country" flying with Farmers at Palmer. Below, Mrs. Polly Stoehr, her Navion and camping equipment at Northway. Right, Al Young, center, giving safety tips.

Doctors More Serious

At the same time, some 58 planes of the Flying Physicians Association from all parts of the country arrived in Alaska. They, however, ran into weather and an airport fire at St. John, Canada, and came into Anchorage, where they held an annual convention, in small groups. Like the Farmers, they flew about the State with friends on fishing and sight-seeing trips, in between the serious meetings incident to their convention.

Just For Fun

The third tour consisted of 22 planes of the "49ers" which started at Miami, gathering participants along the 4500-mile trip. The object was to mark a Skyway to Fairbanks, and the FAA's air-marking specialist, Blanche Noyes, in Washington, assisted. These pilots had good weather, enjoyed themselves, some of them took part in Alaska's July 4th statehood ceremonies, and then flew back home in small groups.

BIG DELTA

This is a busy summer here, with two big jobs in full swing. All new field lighting is being installed along the two major runways and taxiways of the airport itself, while in the housing area, a 100 percent landscaping job is taking place. Jesse P. Malone of ANC, is supervising the lighting project, and Ed Musgrove, STMGR, is pushing the landscaping job along.

Other improvements are scheduled, such as tiling the bathrooms and installing showers above the tubs. The ladies are in for a special treat. Kitchens will be remodeled with new stainless steel double sinks and cabinets.

ATCS Clyde Walker and family departed for stateside leave May 30th. He will visit friends and relatives in California and Arizona.

ATCS Jack Hummel and family are spending his leave in Alaska.

ATCS Lew Harman and family departed June 27th for six weeks' annual leave. They are visiting friends and relatives on the East Coast.

Station Foreman Mechanic Fred Glover and family will depart July 12th for four weeks' annual leave in California. They plan to camp along the Alcan. Glover and Harman are planning a moose hunt upon their return. Guess they will enjoy the comforts of home, as their wives will accompany them.

ATCS Darell Bricker and family are a pleasant addition to Big D. He transferred from Pocatello, Idaho, station-tower, and prefers Alaska ten to one. His wife, Liz, is the best seamstress this side of the Yukon, and captain of her bowling team.

ATCS trainee Gerald Clark and family arrived this spring. According to Jerry, he likes Alaska and his new work quite well. His first question was---"Where are the Buffalo?"

SEMT Harold Ervin completed a two weeks' range course at ANC training center. One of his first assignments upon returning to Big D was to re-tune the range as the courses had shifted. He put his technical training to work, which paid dividends immediately.

Lew and June Harman

The FAA cashed in recently on a sale of "personal" property in the form of heavy, motorized equipment, parts and electric cable. At an enthusiastic gathering on Anchorage International Airport, bidders offered a total of \$16,604, and snapped up every item but a part of a blower nobody wanted. The sale was in charge of Hubert Thario, new Chief of the Personal Property Session. Another sale of similar surplus equipment is now being arranged.

JACKSON AND JONES GO TO WASHINGTON

Two confirmed Alaskans, Felton E. Jackson and David E. Jones, are transferring to Washington, each with that look in his eye that indicates he'll be back some day.

Jackson will be in the Facilities Section of the Analysis Branch and Jones in the air route part of the new Air-space Utilization offices, both in Air Traffic Management.

Jackson arrived in Anchorage in 1942 as a volunteer from Rodeo, New Mexico, with 43 cents in his pocket, after harrowing experiences with CAA officials at Ft. Worth and with MATS and the military, then nervously guarding Elmendorf field with \$5 borrowed from Allen D. Hulen, and a room rented "on the cuff" he survived until he was assigned to duty at Woody Island. He paid the hotel for the room eventually, but he and Hulen have been working out the \$5 ever since, Hulen eating Jackson's sandwiches at various stations where he met him through the years.

Jackson set up Middleton Island, stayed there for seven months, worked at Bethel where his girlfriend joined him for a marriage, and transferred outside to Morgantown, West Virginia, for about 10 months. Then after a short time at Galveston, Texas, he came back to Alaska, became Station Manager at Tanana and Northway and finally joined the ATC Analysis Branch here. He leaves for Washington July 12.



JACKSON

JONES

Jones reached Alaska as a new hire in 1949, working at Fairbanks and Bettles. He transferred in 1951 to the Cleveland Center for several years, to the Washington ARTC for two years, taught air traffic control in Oklahoma City for a year and came back to Alaska in 1957 as a training officer. He is Chief, Operations Management Section. He leaves for Washington July 26.

Jackson said, "It is impossible to imagine that we will ever again get acquainted with and learn to know and love people like those we are leaving behind. We're taking three kids back but we're leaving a fortune here in friendship that we'd not sell for all the dough in the world."

Jones said, "Sign my name to that, too. And, say I'll be back."

Friends bade them goodbye with a picnic July 8.

Fireproof: Being related to the boss.

STATIONS MAKE BEAUTY WHILE THE SUN SHINES

Beautification of the 37 FAA stations in Alaska with grass and growing things depends largely on the personnel at the stations, and the Station Manager's request for seeds and fertilizer.

Annually, the FAA spends about \$7500 for these items, and at most stations, planting starts as soon as the local climates permit. Mowing equipment for keeping stations neat is a part of the FAA's program. The beauty of any station, according to Harold Tarbert, who handles the program for the Plant Maintenance Branch, depends largely on the interest of the Station Manager. At most stations real rivalry developed between gardeners, and individual and station greenhouses are common.

It isn't easy at some stations. The situation at Bettles, for instance, is described by Station Manager Robbins thus: "From about the first of May to the 10th of September, things in these parts flourish like the bay tree. Wherever there's soil, that is. We have been a little handicapped in the past because the station is set dead center in the middle of a natural gravel bed.

But under our new agrarian reform policy, we are hauling in topsoil and seeding as much of the area as we can. The distaff side also has a community flower garden abounding in curious flora, and with the fine cooperation of AN-675 Mr. McConnell just finished building us a new station greenhouse where we hope to develop a massive Koyukuk watermelon and maybe grow our own chewing tobacco."

Several years ago the station at Big Delta needed a windbreak and the agency bought Siberian Pea trees and Norway poplars and planted them. But that winter it didn't snow much and the trees froze out.

Phenomenal growth of flowers and grass in the long sunny days in Alaska always surprises newcomers and gardeners. Using this growth makes it possible for many FAA stations to shine like oases alongside the communities nearby.

Ed Musgrove, station manager at Big Delta, has an aggressive program of beautifying the station for this year. The Buffalo herd at Big D is both a help and a hindrance in the station's agricultural efforts.

FIRST CIVIL AIR CLUB TOUR LEAVES ANCHORAGE FOR PARIS



Big FAA travel event of the year got under way at six, Monday morning, July 6, when Alaska Airlines' DC-6 left Anchorage with 88 tourists in the first international charter travel operation of the Civil Air Club.

Flying over Canadian airways, the plane will touch down at Winnipeg and Gander and land at Paris, where the tourists will take off on their own individually planned, wide variety of trips.

Chet Sobczyk, who is managing the tour for the club, is heading for the Riviera with his wife, and later to Switzerland and Germany. Mr. and Mrs. Frank McCune will visit Malmo, Sweden. The Virgil

Knights and the Ansel Tibbs are joining in a managed tour of five countries. Virginia Schairer, Air Terminals Division, will visit Spain and then drop in on friends whom she knew when she worked with the Air Force in Germany for two years.

Treva Perry, Property, with Bonnie Cianfrani of Yakutat as her traveling companion, have no special plans. "Maybe the Riviera", they say. Bob Chong Warehouse, hasn't planned either. "I'll probably hook up with somebody and do some automobiling", says he.

Al Young, General Aviation Safety, with his wife and son, has bought a French

car in which they will tour France and England and then ship it to Alaska. James F. Jernigan, ATC, will buy a car and then make up his mind where to go. Mr. and Mrs. James (Ruth) Scott, Payroll, will visit England where they lived for five years before the war.

Shirley Collett, with three companions will make final plans as they wing toward Paris. And so goes the first of what could be many such chartered trips sponsored by the club.

By chartering the plane and filling all seats, the cost per passenger is low, bringing such long trips within reach of many. Fare per passenger on the Paris trip is \$348 round trip.

Das Lineup: for outer space

Well, the FAA has been thrust into the outer space field.

An office memo to George Karabelnikoff, who puts up our facilities and things, addressed him as "Chief, Planet Establishment Branch". George is taking applications for interspace construction work.

German terminology is extensively used in the field of interstellar travel experiments, and the following glossary is suggested for future FAA consideration:

Engineering: Das aufgufen grupe.

Project Engineer: Das schwettenoudter.

Administrator: Das schteerenbossor mit ulzeren.

Deputy Administrator: Das unterschteerenbossor.

Administrative Assistant: Das burocrat-ische paperschuffler und buffer.

Budget Chief: Das geldhunter und komput-erpuser.

Air Traffic Management: Das senden offen mit ein' pattenbacher und finger gekrossen schteerenwerke.

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