



FAA WILL OPERATE AIRPORTS FOR STATE

No FAA employees will be replaced when and if the State takes ownership of Anchorage and Fairbanks International Airports on the basis of the Omnibus Bill now pending in Congress.

In a letter to the Regional Administrator, Acting Governor Hugh J. Wade wrote: ". . . it is the intent of the State of Alaska to accept ownership of the Anchorage and Fairbanks International Airports and contract with the FAA to operate and maintain the airports for a minimum period of one year, starting July 1, 1959. It is further the intent of the State that the contract will provide for the FAA to operate the airports with its personnel at essentially the same level of service as presently provided the aeronautical public. The State will reimburse the FAA for the costs of services performed as outlined in the Omnibus Bill."

May Work for State

The general belief is that Congress will pass the Omnibus Bill, and the FAA and the State will then begin a contractual arrangement, with operation of the two important airports continuing with no visible differences, and with exactly the same personnel still serving as federal employees. Attrition and transfers within the FAA will remove federal employees from airport positions, and it is expected these will be replaced by State employees. It is probable also that many employees may choose to transfer to State employ if the State adopts civil service provisions comparable to those of the federal government.

Thus the FAA may be phased out of management of the airports gradually without any major effect upon these employees.

The 17 other Alaska airports which the Omnibus Bill proposes to transfer to the State will also continue under FAA management for the time being. The State is given five years to take over these

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FAA's "SALT WATER NAVY" SERVES IN BEAUTIFUL SOUTHEASTERN WATERS

Cruising the inland waters of Alaska's fabulous southeast shoreline is routine duty for the FAA's "Salt Water Navy". Tourists pay high for the trips and go home ecstatic.

Of course the tourists doesn't have to wrestle with 50-gallon oil drums on the deck of the 8-mile-an-hour Civair 17, a self-propelled barge, or heave a 1,000 pound generator and engine ashore and install it in a marker beacon site, or climb a 300-foot hill and then a 90-foot tower to replace a bulb in a revolving beacon, or pump 13,000-gallons of oil into the tanks at Gustavus, or come home from a winter trip with the deckhouse sheathed in a foot of ice. They (the tourists) live more comfortably, aboard faster, more luxurious craft.

IT ISN'T THE STATION, IT'S YOU

If you want to live in a kind of a station
Like the kind of a station you like,
You needn't slip your clothes in a grip
And start on a long, long hike--
You'll only find what you left behind
For there's nothing that's really new;
It's self-condemnation
When you knock your station,
It isn't the station - - it's you!

Real stations aren't made by men afraid
Lest someone else gets ahead--
When everyone works and nobody shirks
You can raise a station from the dead,
And if while you make your personal stake
Your neighbor can make one, too,
Your station will be
What you want it to be;
It isn't the station - - it's you!

-W. S. McIntosh

FEDE GIVES REGION THOROUGH ONCEOVER

Frank Fede of the Management Analysis Division of the Office of Management Services and Alice Kosabucki, Senior Budget Analyst, both from the Washington office, now have a more complete knowledge of the Fifth Region, having taken the "grand tour".

In Alaska, that means that they have seen not only the routine operations of the Regional Office in Anchorage, but they have ridden the circuit with Al Hulen. The importance of the functions of these two

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But neither do they eat in the galley of the Civair 17 where Sol Brososky can outcook any chef on any tourist boat. And they can't stop on the shore at Porpoise Island, turn over 20 shovels full of sand and come away with three bushels of big, fat clams. And they can't fish off the stern of their boat tied up in the protected harbor off Anslay Island.

But They Are Working

The Civair 17 crew is working for a living, the tourists are playing. And for a steady diet of work, the Civair duty is sometimes pretty grim. Capt. George Bryson and his crew of two, consisting of Brososky and Bill Cummings, relief mechanic, have little regard for hours, and they have no chance to specialize in FAA jobs, other than navigating the barge. They are, perforce, probably the most versatile working men in the FAA. When something needs to be done at one of the stations along Icy Straits, they must do it. This means they paint or repair a facility building when it is needed; they install a concrete foundation; they clear a trail to a revolving beacon on a hilltop; they take a diesel engine or a generator down to small pieces and completely overhaul it on the site; they pump oil; they deliver groceries; freight heavy loads; transport electronics maintenance men and engineers to the few places where these specialists are necessary. When the Civair 18 anchors off a FAA facility, men and tools are on hand. As the Marines sing, "Tho he lends a hand at every job, who would not be a . . . well, a Federal Aviation Agency Salt Water Navy Man?"

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ANIAK Annual Flood Story

Aniak cheechakos got a thrill out of the annual ice breakup this year, with Army and Navy bombers and helicopters adding their bang-bang to an event that the sourdoughs there have come to consider normal.

This was one of the most spectacular breakups in history, according to David Leach, District Commissioner, even more so, he believes, than during the flood year. The actual breakup took five hours, during which everybody at the station was involved, with Station Manager Stan Erickson, Dave Leach and George Ulrich assisting in planting the explosives, Richard Strassel recording the whole story on movie film from a perch on top of the range tower, Arlene Clay watching her back yard fill with ice and the muddy river water pour into her well, and the rest of the station nervously counting the inches as the water reached to within one foot of the river bank top.

No one was injured, no one was evacuated, the flood was averted at Aniak and also down the river, and the cooperation between the Army demolition crew and the Navy bombers from Kodiak was highly commended by the people at Aniak.

On the first day, Tuesday, a demolition crew in the H-21 "banana" helicopter placed charges in crevices and in holes, manually dug on the ice, with Erickson, Leach and Ulrich helping. They lay face down on the far side of the ice sheet when the charges were exploded. Later, 16,500-pound bombs were dropped by the bombers and 1,000 pounds of TNT, 50 pounds in 20 charges, were dropped from the helicopter. These charges were equipped with time fuses and floated under the ice. Everybody enjoyed the explosions as great sheets of ice were lifted into the air. Without dynamiting, flooding was inevitable. A great percentage of the FAA personnel at the station are newcomers to Alaska, and this breakup was the first they had seen.

Evacuation plans were ready at any time for FAA people and townspeople, but were not needed. Regional Administrator Hulen flew over on his way to Nome, discussed the situation by radio and concluded the situation was well in hand.

Direct telephone service was maintained throughout with Civil Defense officials at Fort Richardson. AOS Calvin Fuch relayed messages on his ham set. AOS Jack Moore, retired Navy pilot, was happy on a check flight to Kalskag with the Navy helicopter crew. Art Lappi and Bill Strother arrived just in time to witness the big show. And the whole station is eagerly awaiting the return of Strassel's film showing Aniak's big week.

LAST DAY? PLEASE WORK SATURDAY

Ruth Bickers smiled happily over the ice cream and cake at her farewell party Friday afternoon, May 29.

"Well", she said, "It's been tough here in the Budget Office. Overtime, night work, programs, rush jobs. Now, we're going down to California where Paul is going to Northrup Institute of Technology to get his degree in Electronics, and the boys, Don, 15, and Larry, 13, will go to school.

She smiled pityingly at the others in the office. "Yes-s-s, it's been tough, but this is my last day."

"Well, officially, yes," Chief Ralph Westover said hesitantly. "But I would like for you to work Saturday so we can get this program in to Washington on time."

And she did. No use leaving without good, fresh memories of what the job was always like. Paul Bickers has been working for the Alaska Railroad, and has taken all the electronics instruction available in Anchorage. Don has his eye on a medical career.

William H. Welch, of the Fiscal Branch also is leaving the FAA. He and his family will vacation in Washington and then return to Alaska. Welch has not announced his future work.

The drunk staggered out of a subway entrance on Eighth Avenue, into the arms of a cop.

"Hey", said the cop. "What's going on? Where are you going?"

"Nowhere", said the drunk. "I just went down in some fellow's basement, and man! has that guy got a train set!"

Only accident of the affair was a small hole torn by shrapnel in the wing of one of the bombers, causing minor damage.

Mr. and Mrs. Bernard Peter with two small girls have added to life at the station, especially the youngsters who find others of their age for playmates.

Charles Awe and John Bloomquist, trappers from Marvel Creek, have left a lot of their furs among Aniak personnel. It looks like a busy Fall, skin-sewing.

Boat-building and gardening are in full swing. The sun is giving plenty of encouragement, and Joe Chaney, Jack Moore and the writer are deep in hot boxes. Ben Davis, Dick Strassel and Willard MacDuffie have the boat fever.

-Coline Davis

YAKATAGA

Spring has at last arrived at Yakataga. The ducks, geese, swans and cranes have completed their northerly flights and black and brown bear have been sighted in the area. The station personnel have already enjoyed several barbecues on the beach and that dreamy spring look seems to be the popular expression to wear.

Several changes in personnel have occurred or will occur in the near future. GMECH Ron Hoffman was recalled to Anchorage and AOS Jim MacDonald's bid on a vacancy at ANC International Tower was accepted. In addition SEMT Tom Wilcox left for ANC to attend school and while he was gone his bid as EMT at Skwentna was confirmed.

AOS Oscar Keranen now has his Super Cub here which he purchased from Lee Owens. Although we did lose one airplane when Ron Hoffman left, our CYT FAA "Squadron" still consists of three aircraft - owned by STMGR Fines Moore, AOS Cleve Glover and AOS Oscar Keranen.

SAOS Dan Larson is up to his neck in plans and schemes connected with his approaching annual leave "Outside" on or about May 30th and as each day passes the more "shook-up" he becomes. The big bushy red beard should be a big hit stateside particularly if he decides to comb out the Hooligan.

Since the renovation of our YAKATAGA GLACIER CLUB the activities calendar has been jammed full.

-Bob Wisner

FAIRBANKS

Dick Duter just returned from a bear hunt in the Livengood area with some of those hardy RAPCON people. Dick still maintains it wasn't those cockeyed bar stools that sprained his back at the Livengood Inn.

Rolf Cramer, former Chief of the Fairbanks Tower is now on leave pending assignment to Merrill Tower. Cyril Kiehl is our acting Chief.

It's a boy for the Bob Arces! Bob was recently selected for a position in the FAI ARTC/RAPCON. You're going to miss the view from the Pent House, Bob.

And Cliff Buxton has a second daughter.

AOS Clay Aune and Williard Whittaker of Airport Security are the proud owners of a new airplane. Well, maybe it isn't new but it's an airplane isn't it? Clay complained quite bitterly the other day about that obstruction on the East-West runway. We can't very well move the Control Tower now can we Clay? By the way, what East-West runway? Scan man!

-James McCrompton

HAZEL AUSTERMAN'S DIARY RECALLS HOW SHE MINED FOR WATER AT FAREWELL

What kind of life do FAA wives lead in remote stations? At Farewell, up against the northern slope of the Alaska Range, 120 airline miles northwest of Anchorage, for example?

Home life in such a place is admirably described in the diary of Mrs. Ted Austerman, 3309 Wyoming Drive, Anchorage, who spent three years at Farewell, 1942 thru 1945. Mrs. Austerman is the kind of woman to keep a diary, to take it into her confidence, and to tell it things that raise bright memories in later years. Her husband wrote in it too, this being the station day-by-day account, but his items were more impersonal, mostly all business.

In those days, Farewell was having its trouble getting water. It had to be hauled to the station Winter and Summer and this job accounts for many of the colorful entries in the book.

Water Trouble

"January 22, 1943. Ted and Hazel went after water at 6 P. M., getting back at 11:45 P. M. Chopped hole in ice five and a half feet down and never did find water. Came home empty. Plenty tired and cold and disgusted. 25 degrees below zero."

It was not always in vain, however. Just a month later, they struck it rich.



Mrs. Austerman, Ken, and the winter's meat.

"Ted is going after water this afternoon. It's such a swell day, Ken (son, about 9 at the time) and I will go too... Got some

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GREEN GROW THE GRASSES (INCLUDING SEATTLE'S) AT UNALAKLEET'S FLAGPOLE



Donn Baker's youngest giving Seattle's sod--at her fathers' feet--a serious once-over. Right, E. I. Williams, AOS, whose letter started the grass-growing.

The grass is growing at Unalakleet, even the small strip imported from Seattle. You can see it right near the flagpole.

Somebody, with a strain of Cheechako still in him, felt sorry for the FAA station at Unalakleet along in March and noted there was no grass about. Then he saw a power lawn mower, and was he surprised! And disturbed, because he was a taxpayer. Look, a lawn mower and no lawn! Why these Bureaucrats...! He didn't know how things grow at Unalakleet under the northern sun.

Well, the word got to Disc Jockey Robert N. Ward of Seattle's Station KOL, and he saw a publicity gag possibility. He lined up Alaska Airlines and a Seattle Seed company and then told Donn Baker, Station Manager, that if Unalakleet asked for some sod, it would be flown right up there.

E. I. Williams, AOS, wrote bemoaning the fact that the station has no grass, but it has a lawn mower, etc. etc., and the disc jockey was off and running. Right on to the front pages of Seattle and Anchorage the story ran, and Alaska Air-

lines was winging north with the grass.

Well, the Regional Office jumped. Scandal! No lawn, but a power lawn mower.

Colonel Muktuk Marston, vigorous exponent of all things Alaskan, jumped. Who says there's no grass at Unalakleet? The lawn mower was explained. It had been standard equipment at our booster station at Kaltag up the Yukon, and when Kaltag was decommissioned, it was sent to the "parent" station, UNK, to cut the lawn scheduled to be planted this year. And there it will certainly be needed, because we raise fine lawns--and weeds--at UNK, have usually cut them, in fact, with a scythe bar on the station tractor. And the Colonel came up with the fact that boatloads of fresh vegetables are shipped from Unalakleet to Nome, and he's going to raise vegetables this summer on a farm he has there that would win prizes at any county fair in any of the 50 states.

So the little strip of Seattle sod is down near the flagpole where the kids can't trample it to death, and Williams has the power mower oiled and ready. The Air

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fields. At many of these fields, FAA Station mechanics spend part of their time on airport maintenance and operation. At some, a staff of FAA mechanics spend full time on landing field work. The FAA's part in all of these matters is being developed and made ready for execution by "Task Force Omnibus" in Anchorage, a committee chaired by G. C. Kempton with Virgil E. Knight, Jennings Roberts, Ralph Westover, Mel Peterson and U. M. Culver as members,

and the Administrator and Robert Williams as ex-officio members. This committee will meet with a similar committee from the State to discuss mutual problems.

When ownership of the airports passes to the State, certain federal functions can no longer be exercised, such as the writing of concessionaire and rental contracts, law enforcement and applications of the regulations of the Administrator which now apply.

NEWANA TANANA

Well, Tanana residents lost again. The ice in the Tanana River finally went out and with it the hopes for new cars, trailers, boats and what-have-you.

Quite a stir around the reservation, the other day, with the appearance of the first bear of the season. Mothers sought their children and fathers sought the trusty ole blunderbuss, but the bear went on his merry way, probably as shook-up over the whole affair as the humans were.

During the month of May, the Robert Bakers were blessed with a new baby girl.

Our STMGR, Ralph Hazleton, has been practicing French for his forth-coming trip to gay "Paree". He proudly demonstrates that already he can say and understand "wee wee". He adzs he is going to try "parley view fransay" next.

Jack Bogue is still working on his water snow conveyance. He hasn't decided what to call it yet but says it will float, he hopes. Ben Goins has installed a rotating engine on his air boat so if he doesn't watch out he will be "cummin'" when he should be "goin'".

Cummins and Frye accompanied Culp up the Nenana River and came upon a duck trying his best to take-off and get out of the way. He couldn't get his gear up and off the water, and after a merry chase, the duck got run over. On the return trip down the river, they saw ducks practicing diving and short take-offs with one or two doing broken field running.

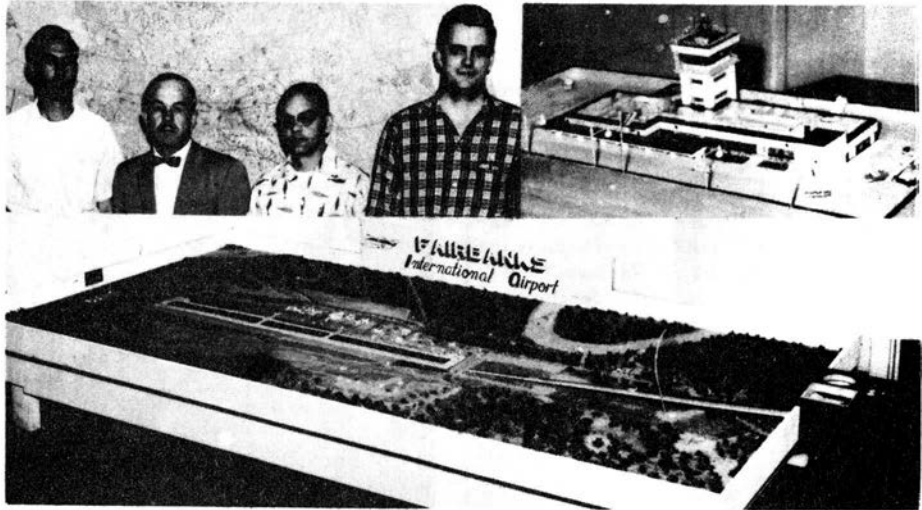
Visitors during the month were Electrical Engineer Harold Bauer and crew, who say that they will have the North Nenana VOR in operation this year, and Robert Watson, Equipment Specialist, and Thomas Coughlin, District Electronics Supervisor, making their annual inspections.

AVERY HONORED

Willis "Wink" Avery, Air Terminals Division, recently elected to the city School Board was named man of the year by the Anchorage YMCA at the recent annual awards day. His work as a member of the youth committee and his planning and supervision of young people throughout the year resulted in the award.

Virginia, the wife of James Carter controller in the Anchorage Center, was a finalist in the Alaska Mrs. America contest, and the Carters just missed the hoop-de-do and honor that goes with this selection. Seeing the charming Virginia on television convinced FAAers that she failed only in some minor item of the rigid requirements---perhaps the icing was too thin on the west side of the cake.

RAPCON "BOYS" BUILD FINE MODEL OF FAIRBANKS INTERNATIONAL AIRPORT



From left: Plisko, Cushman, Williams, Rogers. Above, terminal building model. Below, airport model

No city in the country has a more accurate model of its airport than Fairbanks, thanks to the work of four young men in the FAA's Radar Approach Control Center there.

Regional Administrator Hulen, while inspection the RAPCON recently, discussed a display of FAA operations for the annual Armed Forces Day. "How about a model of Fairbanks International?" he suggested. "If anybody can build it, we'll provide for reasonable costs."

Frank Cushman, John Plisko, Jack Williams and Glen Rogers, paid by the FAA as experienced and capable Airways Operations Specialists, but at heart, boy model builders, accepted the implied challenge, and they have produced a model on a scale of 1 inch equals 133 feet on a 4 x 8 plywood board, covering an area 1.2 by 2.4 miles, which is amazingly accurate in every detail. The model was a sensation of the Armed Forces show, and eventually will be installed in the terminal building at the airport where it can be seen by the flying public.

Great Detail

Every air navigation facility at the field is shown in exact scale size. The actual airplanes kept there by commercial companies and private fliers are there in true size, including the FAA's huge N-123 cargo plane, which has about 135 foot wingspan, shown on the three-dimensional illustration of the instrument landing system. About the field the automobiles of workers are shown, and among them--also in accurate scale--are a gas truck and a fire-fighting truck, parked in their accustomed places. On every plane are the license numbers, and all are painted in the colors which the actual plane wears.

Every light on the field is installed and working. These are small bulbs about the size of a kitchen match head, painted in the proper colors required by the FAA: white for runway boundaries, blue for taxiways, green for runway thresholds, and red for obstructions. The approach system of bars of lights reaching out from the approach end of the instrument runway is installed and working, and the proposed extension of the runway is shown on a special additional board.

Living Trees

Around the field, every road and gravel pit is shown. Every small building housing airway aids is shown. Planes on floats in the borrow pit west of the field are shown, one of them leaving a white wake behind as it takes off. On the Chena River nearby is a steamboat used in summer excursions. The lines of telephone wires with poles are all shown except one to a nearby homestead.

So sharp were the builders on accuracy that they followed the true color of the water in the two gravel borrow pits on either side of the field. The water in one is a much deeper blue than in the other. But they couldn't bring themselves to make the springtime Chena River muddy. It's blue too! The trees about the field have been imitated with "air fern" a green substance which is alive and lives only on air. The builders wonder whether it will grow to the point of trimming in a few years. The ground is made of a fibrous material held in approximate contours by glue and painted the proper color.

The terminal building in the model measures about two inches, far too small to show any detail. So the model builders

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Nome Invites Anchorage Bowlers to Worst Alleys

Nome bowlers would like to see what the hot-shot Anchorage bowlers can do on "the world's worst bowling alley".

So they have challenged Anchorage bowlers to two things: Arrange another charter trip to Nome like the successful one made last year, and a match bowling game while the tour overnights in Nome.

"We like things rugged up here in Nome!" Roy Snyder writes. "Can the Anchorage bowlers come through under rough conditions?" They are referring to the two alleys which they salvaged from the abandoned military facility at the Nome airport after years of no use.

The Nome trip is being considered by the Civil Air Club as one of the charter trips to be staged this summer. Last summer's trip visited Unalakleet, were hospitably shown Nome and its historic environs and came home bubbling with enthusiasm for this kind of vacation travel. Transportation costs came to about \$45 each.

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indicated the need for a comprehensive view of Alaska FAA operations, and their speed in learning, their ability to absorb and their quick grasp of the north country situation made the trip valuable in Hulen's opinion, for both Washington and Alaska.

Fede's assignment covered three subjects: the use of FAA aircraft in the Fifth Region, this region's services to and relations with the military here, and a review of the supply and material functions of the Region. Miss Kosabucki's purpose was to coordinate the activities in budgetary matters.

With Hulen as pilot, Fede visited Fairbanks, Nome, Aniak, Kotzebue, Unalakleet, McGrath, Bethel and Minchumina, and his questions at every station, his conversations with FAA people at all levels and with representatives of the industry and the military, gave him a wide and basic understanding of the FAA's problems and opportunities here.

"I've rarely seen a man who grasped new ideas and facts so quickly and solidly", Hulen said of Fede. "His long experience with the Bureau of the Budget and the Air Force makes him a valuable man with the FAA and we are glad of the chance to show him Alaska."

Miss Kosabucki got the "station picture" with visits to Aniak, Nome, Kotzebue, Unalakleet and McGrath.

JAMES BURRUS DIES AMONG HIS FRIENDS WHILE OUT FISHING



Death came to Jim Burrus May 10 in the way he would have liked it--while he was laughing and happy in the company of his friends.

Jim and a dozen of his associates in the Air Traffic Control Division had chartered a boat at Seward and were out on Blying Sound fishing, joking and snoozing in an early Spring day. Dave Jones had just hooked a small fish and the horseplay was going strong with everybody pretending a whale was about to be landed. Finally, the 8-inch fish plopped on deck and the laughter increased.

Burrus, always a ringleader where sociability and fun were concerned, laughed "till his sides ached". A few minutes later, he played a practical joke on a snoozing fisherman by jerking on his line as if another whale had been hooked, and there was more merriment. Then he began to complain of pains in his chest and arms, and soon became unconscious. A doctor, brought by a fast motorboat from Seward, explained that the attack he suffered would have been fatal even in a hospital.

Services were held in Anchorage preceding burial in Long Beach, Calif.

Burrus came with the CAA in 1947 at Pendleton, Ore., and to the Fifth Region in 1951. He was Air Defense Liaison Officer. He is survived by his widow and two children, Gary, 13, and Virginia K., 11.

More On Former Region Employees of War Times

More "where are they now?" information has come to the Mukluk since publication of the story on man and wife communication teams in the May issue.

Emil W. Olson, now Chief, ATCS at Missoula, Montana, writes that C. R. Thrapp, a former instructor in the Seattle Training Center is a controller at Great Falls, and an expert on the remote recreation areas of Montana.

George W. Purves, another former instructor, is at Regional Office in Los Angeles in the leased wire section of Facility Operations.

Joe and Ann Stevens have divorced and both are remarried. He is a contractor in Missoula and she lives in the Billings, Montana area.

Bill and Hazel McDonald are divorced and both have remarried. He is a real estate broker in Bozeman, Montana.

Buck and Dorothy Swan now live in Spokane. He is Regional Director of the Loyal Order of Moose and is in Alaska occasionally in this work.

HAPPY, KETCHIKAN? WORTH IT, NOME?

Of nine Alaska communities, Nome's cost on 40 food items was the highest in March, and Ketchikan's was lowest, according to figures released by the University of Alaska Agriculture Extension Service.

Compared with the national average of \$16.25 for the 40 items, and Seattle's cost of \$16.92, Nomeites paid \$28.51. Next in order of cost of these items were Fairbanks, \$25.52; Anchorage, \$23.12; Palmer, \$22.72; Seward, \$22.55; Sitka, \$21.06; Petersburg, \$20.02; Juneau, \$20.82; and Ketchikan, \$19.39.

Volunteers gather prices on all items in from three to six stores in each of the communities, and the prices are averaged.

It is interesting to note that when God made man he didn't arrange any of the joints of his bones so he could pat himself on the back.

Honestly now, have you ever met anybody who gave you as much trouble as yourself?

BERATO MOVES TO OIC POST IN SPAIN



Gene Berato has gone to Spain, where he will be a member of the FAA Technical Assistance Mission. He will teach the Spaniards the mysteries of a good airways communications system.

FAREWELL Cont. from Page 3

swell water this time. Went farther up the creek for it. Chopped a hole through two feet of ice. Instead of water we found a beautiful little ice cave. We all went down into it. Ken could almost stand up straight. It was just like having a blue bowl turned upside down over your head. It was 50 by 50 feet. There was a stream of water coming out of the ice on one side and then it just disappeared in the floor. We put our hose down into that stream and got our water. Home about 7:30 P. M."

Mrs. Austerman often wrote as if she were on the field maintenance crew with her husband, whose duties at the station ranged literally all over the place. Time after time she was "checking the field lights", or "replacing bulbs in boundary lights". One job she left to Ted was thawing out fuel pipes into the houses, and trying to keep the oil furnaces burning in far below zero temperatures. But she had her own personal chores too: "Went out to look at my fox traps. Nothing #1's time, not even our usual haul of jays".

Camping in the Snow

late in February, 1943, the three went on a tractor-train expedition to Peluck to recover a valuable chain a work crew had left there. Peluck is on "any big Alaska map" she wrote, but there is nothing there but a "broken down shack that looks something like a haunted house but would scare even a bunch of ghosts away". They slept in a wanigan--sort of a cabin

Presenting Service Pins to Veterans at Juneau



Station Manager William Johnson presents 15-year service pins to Joseph Smith, Les Holmes, Jack Woods and Richard Frankfurter.

Twenty-five year pins went to Tom Carpenter and Frank McIlhardy.

The genial Berato, who looks and acts like a sour puss to hide his soft side, almost took his farewell party away from his cronies in Air Traffic Control who planned it. He "remembered when" with the best of the speakers, and he stood up for 10 minutes emptying his pockets of humorous little gifts for those who had come to tell him and his wife, Lola, goodbye. His giving, when he was supposed to be receiving, prompted Sherrod Kendall to recall Berato's persistent habit of always "having something, just

exactly what you need". He has left behind him in Alaska, Kendall said, many friends, most of whom have something concrete he has sold or given them.

Gene's service with the CAA began in 1937 in Columbus, New Mexico. He came to Anchorage in 1941, left to work for a year in the Fourth Region in 1951-52 and then came back to Alaska.

His friends presented him with an oil painting of an Alaska scene. The Beratos have one married daughter.

on sled runners--pulled behind the tractor. "Woke in the morning covered with snow, but soon had a swell breakfast, moose steak and ptarmigan and sweet potatoes. All day," she wrote, "snow was falling in huge flakes. It was beautiful and grand to be out in."

There was a crisis in the Austerman home one day when she went to Anchorage for some dental work. As he put it: "NC-12 came in about three and played hell with my life by taking 99% of me to Anchorage to get their teeth fixed." And she nearly died of homesickness during the two weeks in Anchorage when she was grounded by the dentist and the failure of any CAA plane to go to Farewell.

"Went to the dentist first thing. Discovered it'll cost terrible, Ken and I walked the town. Got what we had to have. Tried to, I mean. Lordy, the price of things! Boy! How I like Farewell!" She wrote in her own small notebook diary, later stapled to the big pages on which he had written "Only 10 days, and I feel as tho I were on my way out. Seems like without a heart, why, one is better off without a mind."

But separation was really brief, and Ted was soon back thawing pipes, fixing tractors, replacing bulbs, helping the well-diggers and trying to make the furnaces work.

"The oil is so stiff it just won't run even when the blow torch has been on the side

of a barrel a half hour. At present, anyone can have Farewell on a silver platter. And to think, we pay \$25 a month for this blame house," she wrote. Once it took 18 days to get the oil pipes thawed and working. Mrs. A. boiled over once on the subject of these pipes. "How about you, Mr. Stone", she wrote to a CAA official in Anchorage with her pen dripped in sarcasm, "figuring out how to get a thawing machine for YOUR station at Farewell?"

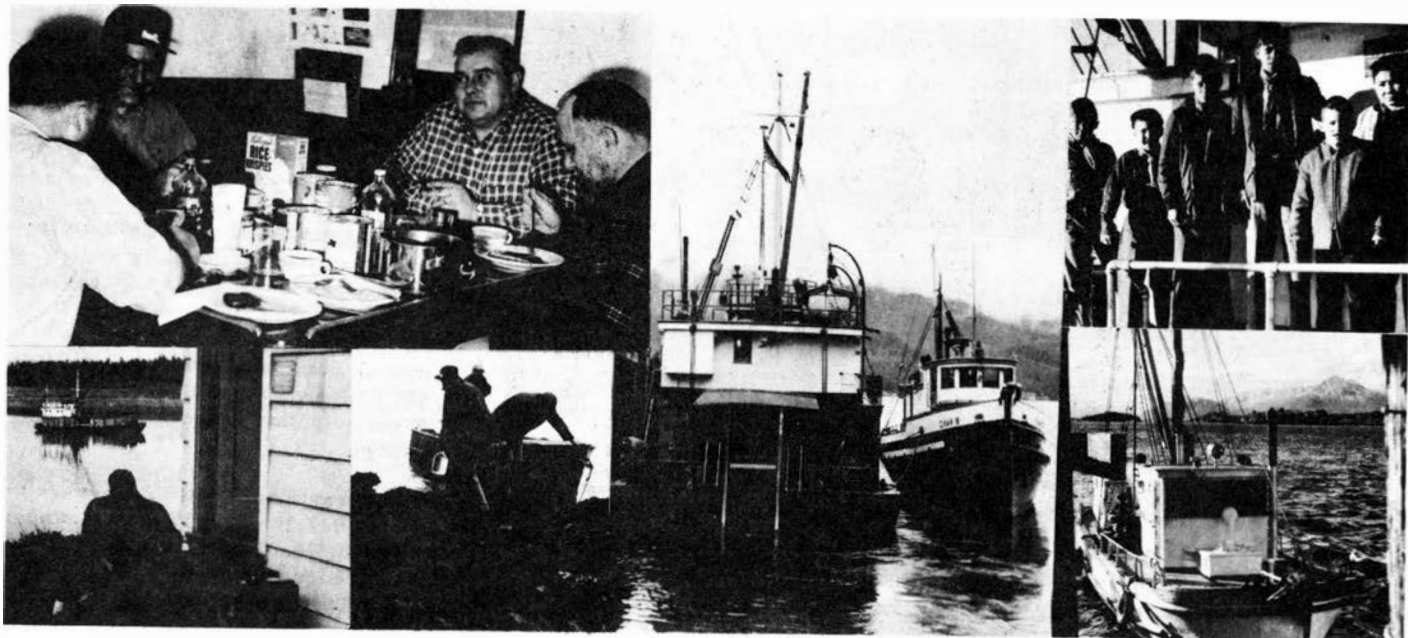
Um-m-m, Caribouburgers!

She gained fame as a cook. CAA planes seemed to find themselves on the ground at noon very frequently at Farewell. One day in April, 1944, she fed the editor of the Mukluk a lunch that amazed him, consisting of caribouburger, boiled potatoes, canned tomatoes, potato salad, celery, olives, pickles, jam, gravy, home baked bread, coffee and tea, jello with whipped cream and layer cake with thick icing. It was no cinch to produce such food. But there is an item in the diary by Mr. A. reading: "Finished up grocery list. \$900 Gee Cripes!"

A great day came one day when Mrs. A. wrote: "Jack Jefford called in the evening and said he'd take me into town if I was ready in five minutes. For a chance to ride in that new DC-3 deluxe plane I could get ready in five minutes any time. I made it".

Farewell rejoiced that day the well came in. Austerman wrote, "Thank the gods that look after fools and CAA employees, she worked! We've got lots of water.

SHIPS AND MEN OF THE FAA SALT WATER NAVY



Scenes in the FAA's Salt Water Navy. Upper left, mess on the Civair 17, with Capt. Bryson, left, Sol Brososky, William Johnson and Dave Dishaw. Below, left, The Captain does his paper work at a remote site off Anasley Island. Right, crew comes ashore with toolbox and water for the batteries. Center, The Civair 17 stern, and the Civair 18, bow on, tied up at Juneau Dock. Right, above, The Scout troop of Woody Island station on the Civair 15. Below, The Civair I at Sitka.

NAVY Cont. from Page 1

Einar Smith is the proper captain of the Civair 17, but while the Civair 18 was at the Juneau dock for servicing, and Smith on leave, Bryson took the 17 on its recent weekly tour, touching at Sisters Island, Porpoise Island, Pleasant Island, Gustavus and Anasley Island, giving the airway aids at those stations, all unattended except Gustavus and Sisters, the maintenance and inspection that insure 100% continuous, accurate operation. Others in the "Navy" are Emory Hunter, engineer, and Hans Gunderson, mate on the 18.

Crew Does Everything

The most recent trip through Icy Straits was balmy, smooth and springlike, but that stretch of water leading out west to the Gulf of Alaska from Juneau, can be rugged. Bryson and his boat have bucked 86-mile an hour winds, and the waves of Icy Straits have bounced the 78-foot 17 around like a chip of wood. Winter and summer this beat must be covered. Despite the reliability of the diesel-engine-driven generators--and these engines are running now as long as 20,000 hours more than two solid years, without major overhaul--the weekly inspection is maintained. Bryson and his crew operate as efficiently as a skilled surgeon and his helpers, each with his special task, each a veteran of FAA facility work, and each quietly adept and fast when they row ashore to work on a facility.

Bryson is the silent type. He fished the broad Pacific for years before joining the FAA in 1950 and didn't learn small talk in that work. He hasn't learned it yet,

and he still speaks only when he has something that needs saying. This makes him unusual among most people. On one subject alone would he open up slightly on a recent trip, one that interested both him and Brososky. They each had a son graduating from High School in Juneau, and they had set themselves an arrival time in Juneau without ever mentioning it. Monosyllabic on his FAA job, Bryson did break down to the point of discussing his son's plans for an engineering education and career, and to show his pride in his offspring.

Brososky is more talkative, Cummings still more so. In fact, Cummings has several lectures on cameras and his military flying experiences for any willing ear. But among the three in a normal day's operation the words are probably fewer than the tools in the handbox they carry ashore to service a facility.

A Long Station

The Juneau "station" is 250 miles long and 50 miles wide, according to Bill Johnson, Station Manager. From Haines down the broad Lynn Canal to Duncan Canal, the islands are dotted with aviation aids, all the responsibility of personnel operating out of Juneau. There's Angoon, Duncan Canal, Sunset Cove, Narrow Point, Rogers Point and Haines, each of which is important, each contributing something to whatever regularity of air service can be attained in the difficult area, and each requiring periodic attention.

Above the boats and the islands fly planes of the FAA, servicing teams of engineers

who are constantly fighting the terrain for better communications. Today's battle is to get 12 reliable communications channels between Anchorage and Juneau to handle the FAA, commercial and military messages that increase almost monthly in volume. Mountains, glaciers, islands and waterways make this a complex problem and the challenge to the radio expert is continuous. The boats have their important part in all of it, the 17 and the 18 averaging about 7,000 miles each a year.

Other Navy Men

Two other boats make up the salt water navy. The Civair I which services Biorka Island out of Sitka, is Captained by Al Burnham. Civair 15 which plies between Kodiak, Woody and Shuyak Islands is Captained by Howard Sloniger. The Civair I is the former Ranger V and the Civair 15 was known first as the Daisy O, a purse seine boat, used by the Military during the war and called the P-6. Sol Brososky has been an FAA captain on the Civair I out of Petersburg and Civair 15 out of Juneau.

Gordon Myers preceded Einar Smith as captain of the Civair 17, and he is now Foreman Mechanic at Juneau. This BSP (Barge, Self-Propelled) was assigned exclusively to the construction division when Myers first was captain, and it helped to build many FAA stations in the Southeast.

Most of the boats were surplus. The 18 was obtained from the Army Transport Corps at Kodiak. The Civair I, now at Sitka, was a work boat for the Forestry Service. The 18 is a former tug that once belonged to the Army.

Big Hoe-Down at Clam Gulch



Kathryn Russ is chopping away at her homesite at Clam Gulch in fine physical condition after a season of step-climbing in FAA headquarters at Anchorage.

Kathryn only "works" during the winter, she says, in order to afford the pioneering during the summer at her cabin. She carried the mail all winter in Anchorage and that involved indoor and outdoor climbing and mushing through snow and heavy weather. When she resigned early in May, admiring office workers in the West Penthouse presented her with a hoe and the girls in General Services staged the usual ice cream and cake party.

A random visitor from the Clam Gulch

area gave FAA folks a local estimate of Mrs. Russ.

"Whenever we see a lone woman home-steading or homesiting, we get ready to help", he said. "But not with Kathryn. She has never asked any man for help. She hires men now and then, but generally, she is strictly on her own, and very competent. She's a favorite down here". That was the headquarters view of her too.

From the left: Anne Burt, Kathryn Russ, Mary Prator, Bess Goodrich, Blanche Schofield, Margaret Walker, Arloine Ransier, and Mary Westfall.

ACCURACY

Accuracy is the aim of any good newspaper. Since it is also an absolute essential in our service to airmen, perhaps we could profit by some "house rules" pasted on a city room wall by a crusty editor of a famous newspaper as reported by Bennett Cerf. For all his reporters to read, he writes:

1. Opinions change. Therefore, entertain none of your own.
2. Belief is for the idle rich. When I ask, KNOW.
3. Act happy. The world will learn to love you some day.
4. Report facts. Fiction pays less than crime.
5. To err is human. To forgive divine. Don't count on it.
6. I rarely do favors. When I fire you, thank me.

Living a double life gets you nowhere twice as fast.

The only people who can live like millionaires these days are billionaires.

SEATTLE

Two more Turkish visitors are observing warehousing and supply methods with the FAA at the Seattle station. They are Mrs. Fatma Bingol and Orhan Sharpel from Ankara.

Don't brush off a suggestion--it may be the answer to a problem.

MODEL Cont. from Page 4

enlarged the scale and produced a model of the building alone about 20 inches long. The top lifts off this model, and every office, lunch counter, baggage rack--even the johnnies in the toilets--are revealed. Lights are arranged to show the building's appearance in the dark, and the traffic control tower is in great detail.

"This is a surprising job", Hulen said, when he saw the model. "I would never have believed it. The four builders tell me that almost everybody at the RAPCON had a hand in some pieces of it, with some part of every man's off-duty time spent whittling or gluing or painting. The result certainly shows we have some unrecognized skills in the Fifth Region. I wonder what a model of the FAA's activities in all of Alaska would look like."

MOSES POINT: 100%

The FAA gets a "Well done" from Fred Allnutt who conducted successful campaigns for contributions to United Good Neighbors, Heart and Cancer and Joint Crusades.

Allnutt reports a total of \$10,362.66 from the FAA in field stations and Anchorage, which compares favorably with any previous year's contributions.

A special commendation went to Moses Point, the only FAA station that reached 100% participation in the Joint Crusades campaign.

The UGN contributions in Anchorage totalled \$8,027.15 with 437 contributing an average of \$18.37 each. Approximately 25% of headquarters employees contributed \$1,092 to the two health agencies, and the total for the joint Crusades was \$1,243.

Ulcers to be Denied to Lower Grades, is Rumor

"I have heard a rumor that the lid is going to be clamped down on the practice of granting ulcers and nervous disorders to Federal Employees in the lower grades", Tom Walker, Planning Branch, ATC, has written to the Mukluk.

"During the war", Walker reminded the editor, "the bars were let down, and almost anyone could boast an ulcer. Many did. In one case, a GS-6 attained a nervous tic. In another, a GS-9 luxuriated in a complete nervous collapse, deluxe, with ambulance.

"The new regulations, they say, will reserve these marks of distinction to those in positions which earn them. Briefly, I hear they will be as follows:

- "GS-7's may have 'ulcer warnings' and slightly restricted diet.
- "GS-9's may have one small ulcer, entitling them to refuse alcohol and to mention 'tension'.
- "GS-11's will get rights to half-dollar size ulcers, and when working on budget, may sport a temporary tic.
- "GS-12's may have unlimited ulcers and a permanent tic and some mouth-frothing when working on the budget.
- "GS-13's get a permanent tic and finger-drumming, plus occasional shrill laughter.
- "GS-14's, naturally, will get the works, including a take-home collapse once a year after budget work."

31 REWARDED FOR SUGGESTIONS AND SUPERIORITY



Winners of Sustained Superior Performance awards. From left: Deputy Administrator George S. McKean, Ransier, Schofield, Johnson, Watson, Falcone, Whyland and McDowell.



Winners of Sustained Superior Performance awards. From left: Swim, Denny, Pellard, Bird, Snyder, Smith, Marlara and Thwaites.



Awarded cash for suggestions. From left: Belanger, Flanck, Jones, Sagerser and Allnutt.

Twenty-one employees of the Fifth Region have been cited for Sustained Superior Performance and awarded a total of more than \$2500. Ten who suggested improvements in FAA work have received awards totaling \$275.

George S. McKean, Deputy Regional Administrator, announced the awards June 2nd and presented the checks to those in the Regional Office. Station Managers will present checks and certificates to employees at their stations whose performance of their duties has been judged superior.

They are Milo M. Rousculp, SAOS at Woody Island, \$150; Robert L. Werners, AOS, King Salmon, \$150; Vincent Madden AOS, Minchumina, \$100; and Doris L. Wooster, Clerk-Typist, King Salmon, \$100; in the Field Stations.

In Anchorage, Cyril F. Schneider, Electrical Lineman Leader, \$100; Charles M.

Swim, AOS, \$150; Richard Thwaites, Chief, USDC-1, \$240; Roberta Falcone, and Adele Pollard, Accounting Clerks, \$100 each; Ruth Marlara, Accounting Clerk, \$150; Ruby Smith, Chief, Fiscal Branch, \$150; Robert Faller, Electronics Technician, \$150; and the following, \$100 each: Dorothea Johnson, Mail Clerk; Blanche M. Schofield, Clerk; Lillian G. Watson, Switchboard Operator; Arloine P. Ransier, Clerk; Claudine M. Bird, Clerk; Frances A. Denny, Clerk; Mary D. McDowell, Examiner; Janet W. Whyland, and Ruth Thorson, Voucher Examiners.

For suggestions, the following received awards: William H. Welch, Fiscal Accountant, \$25 for improvement in the budgetary process; C. F. Allnutt, Supply Management Inspector, \$25 for improving warehousing space; Charles E. Planck, \$15 for instructor training; Neil E. Sagerser, Fire Fighter, \$50 for fire protection for vehicles; Horace L. Burns, AOS, \$25 for aircraft charts; Evan D. Jones, SAOS, \$15 for double phone jacks;

ASK ALASKAN'S VIEWS ON WILDERNESS ARE

FAAers in the Fifth Region have an interest in the proposal to establish a 9,000,000-acre wilderness area in north-eastern Alaska.

The arguments for and against this idea, proposed by Secretary of the Interior Seaton, show there is much to be said on both sides. The Fairbanks News-Miner recently editorialized: "What is so wrong with taking steps NOW to prevent the destruction and slaughter of game animals tomorrow in an area which will bring a yearly tourist bonanza to Alaska?" Senator Bob Bartlett, writing to Governor Egan, says that "the need for the refuge must be carefully balanced against the state's fiscal situation", adding that withdrawal of the 9,000,000 acres would lose for the state some \$600,000 in Federal road money annually.

The Senator points out that the withdrawal has not been requested, "to the best of my knowledge, by anyone in Alaska."

Thus it appears that both sides would like to have expressions of opinion from Alaskan residents.

FAIRBANKS

The Fairbanks station has and is, going through a change in faces and appearance.

After several months of duty at Fairbanks, Traveling Mechanic Norman "Tapper" Bell returned to Anchorage. He and Walt "Thumper" Tait made the trip down the highway together.

Ted Baker left for the old country for several weeks. In his absence, John Shelden is pushing the "Make Fairbanks First" movement.

Jack Hudson, traveling mechanic, is on duty here, and is doing his best to aid with our major transformation.

-Zeno Keeling

Ed. Note: Oh Yeah!

One wife to another: "Don't worry if your husband flirts. My dog chases autos, but if he caught one he wouldn't know what to do with it."

and Gerard H. Belanger, AOS, \$75 for methods of reading perforated type.

In the field, suggestions resulted in the following: Robert H. Arce, AOS Fairbanks, \$25 for improving crash and fire alarm installation; Wesley S. McIntosh, Station Manager Gulkana, \$10 for improving working conditions; and Thomas Neville, Jr., Station Mechanic Foreman, McGrath, \$10 for better driving idea.

POETRY CORNER

THIS IS A WESTERN?

The bang-bang Western is a thing of the past, a movie magazine reports. Hereafter the trend will be toward symbolism and strong psychoanalytical values.

Silently, stealthily, Freud came a-riding
 Out of the textbooks and into the sage,
 He hazed from the canyons those stalwart companions
 We loved in an early and innocent age.
 Doomed were Bill Hart, and Tom Mix, and Hoot Gibson,
 And all the shy heroines, vapid but clean.
 He drove into Texas a herd of complexes
 That Hollywood lately has roped for the screen.

Freud came a-riding with Jung and with Adler,
 (Nobody headed them off at the Pass)
 And where they have ridden, the once nicely hidden
 Neuroses of cowboys confront us, alas:
 The id-shaken rustler, the mother-warped marshal,
 The hero who moves through an Ibsen-like maze,
 Afraid to do battle since even the cattle
 Appear to need Milltowns along with their graze.

Silently, stealthily, rode the invaders,
 Claiming our final, our fabled frontiers,
 And now we see grouches from analysts' couches
 Who grapple with dream symbols rather than steers.
 Now we have scenic effects from Picasso,
 Sonic effects like a poltergeist's call. . . .
 Git along, little bogey! An unredeemed fogey,
 I'm saddling Old Paint to escape from it all.

-C. R.

THE HARBINGERS

We bid them good-by when the snow starts to fall,
 For on bleak Arctic days they are seen not at all.

But this is the dearly loved season of breakup,
 When river ice shatters and bears start to wake up,
 When willow groves already burgeon with leaves
 And the first eager swallows daub mud in our eaves.

And lo! here they come, on these blue days and fair,
 To give us a hand with the burdens we bear.

Have others observed this phenomenal thing---
 That inspectors, like crocus, arrive with the Spring?
 -C. R.

BALLAD OF VAIN REGRET

I rarely ruminate in bed
 About the things I wish I'd said;
 But I can toss, and turn, and sadden
 About the things I wish I hadn.

-C. R.

A SMILE COSTS nothing,
 But creates much.
 It happens in a flash--
 But the memory of it
 Lasts forever.
 It cannot be begged,
 Borrowed or stolen--
 But it is of no
 Earthly good to anyone
 Until it is given away.
 SO, if in your hurry
 You meet someone who
 Is too weary to smile,
 Leave one of yours--
 For no one needs a smile
 Quite as much as he who
 Has none to give.

FAIRBANKS

Relief Leon Troyer has been providing assistance to the Electronics Maintenance Sector since April 7th.

Glenn Spencer and Danford Sutherland have been added to the ranks of Electronics Technicians. We are glad to have them with us.

EMT Ken Goin left Fairbanks on April 11th. After spending some time at his home in Washington, he is now attending VOR school in Oklahoma City.

Monell Benson, Electronics Maintenance secretary, is now helping Mechanic Foreman Ted Baker, of Plant Maintenance, in his office four hours a day.

EMT Paul Lee is attending Communications Equipment school in Oklahoma City.

Station Manager Inman and SEMT/TOWAC Gordon Schroeder, with Dr. Tryon and seven Electrical Engineering students from the University of Alaska, made a two and a half hour tour of the Communications portion of the TOWAC sites on May 2nd. They plan to visit the Air Navigational Aids during the fall term.

-Monell Benson

WHY JOHNNY COULD READ

The pedagogue of old encouraged toil
 By means that made his pupils
 strive to learn;
 For those who failed to burn the
 midnight oil
 Might well arise to oil the midnight burn.

-C. R.

WHO ARE THESE YOUNG MEN?



Before leaving for Spain, Gene Berato cleaned out his picture files and uncovered some gems from early days. Most of those above are identifiable--even with hair--but FAAers may enjoy puzzling over the ones they can't remember. Therefore, no captions.

TALKEETNA

Station Mechanic Foreman Ralph K. Sutherland, wife and son, arrived at Talkeetna, April 26, from Gustavus. Ralph had the misfortune to injure himself on April 20, at Gustavus. He was flying to and from Anchorage from April 27 to May 8 for medical treatment.

Electrician McCurdy and crew have completed their assignment at Talkeetna and departed for Anchorage.

AOS William H. Price returned from annual leave and White Plains, New York on May 9.

Mr. Charles F. Myton, Utilities Unit, Plant Maintenance Branch, with the assistance of Station Mechanic Perkins, performed major repair work on furnaces and kitchen ranges and returned to Anchorage.

WAE Mechanic James D. Worthington reported for work May 11, and performed needed work on runway light cones. He is terminating as of June 1 when he and his family will go to California for a year leave of absence from their missionary work, Church of the Open Door, at Talkeetna.

An unusual event happened at Talkeetna May 12 with the landing of a FAA aircraft. We very seldom see one of our own planes at Talkeetna.

Station Mechanic Foreman, Relief, Frederick W. Parker, who arrived at Talkeetna March 16, departed May 13. Fritz, as he is known, in addition to being a fine fellow is an exceptional worker. His wife visited him three times while he was here. They are a pleasant couple.

AOS Leo Roy Clifford and family departed Talkeetna March 15 for Clatskanie, Oregon on annual leave. Mr. Clifford is to report for duty at Juneau July 5 upon completion of his leave. A farewell dinner was held for the Clifford's the evening of March 14.

AOS Trainee Edward V. Kowske and family arrived Talkeetna May 16 from Anchorage. They have an eleven year old son and two younger daughters.

Machin, Stroncek, Syverson Year's Bowling Champions

Albert M. Machin was the big bowler of Anchorage in the 12th annual Bowling tournament, winning first in four events and pocketing some \$78 in prize money.

At Seattle, Tom Stroncek's team, "Tom's Spares", defeated Mat Tomasovich's "Three Strikes" for the annual championship of the Albro bowling league. Donna Parezanin, Stroncek and Norm Nordstrom made up the winning team.

Machin won the men's singles, the men's all events, had high handicap series for men, and teamed with Agnes Umbs to win the mixed doubles. B. Syverson won the women's singles; Frank Jackson and R. Caudle the men's doubles; E. L. Fisher and N. Virchow the women's doubles; and B. Falcone the women's all events. B. Falcone also had high handicap series for women.

In Seattle, Morgan Pinda, 11, won the male big-average award with a season average of 161. Shirlee Sunderhauf was eligible for both the women's high average and the high series award. Vassie Stamos received the women's high series trophy, and Tomasovich and Hugh Tiura tied for the high series of 554 each.

B. FALCONE FLUBBED

Fouls perturbed women bowlers in a tight mixed doubles race at Anchorage. Agnes Umbs, bowling on two big, fat strikes, fouled, and felt awful. But Roberta Falcone, bowling with her husband John, came up in the last frame with a spare. On her "free" ball, she needed just six pins to win. She fouled. Final, A. Umbs and Whitey Machin, 1242; the Falcones, 1237.

The 500's and the Weatherbirds fought it out right down to the wire before the 500's won the season's championship. A smooth consistent Weatherbird team had won the first half, and the 500's beat off some heavy competition to win the second. In the playoff, the WB's took the first game by 70 points, the 500's the second by 45, and the score was tied in several frames of the final game, which the 500's finally

ANCHORAGE

Several months ago the Anchorage ARTC entered upon a kaleidoscopic personnel action that is just beginning to slow down. In the course of this change, we sent representatives to the centers and rapcons from Seattle to El Paso, from Oakland to the ARF at Kansas City and New Orleans.

These deserters had to be replaced plus additional staffing for the coming Rapcon. Oddly enough the controller personnel transferring from the south 48 states, just one is new to Alaska. Statehood apparently hasn't entirely dimmed the Alaskan Magnetism.

Target date for the Rapcon is still rumored to be July 15 and now we understand our maintenance department here is hoping the somewhat obsolete, not to mention the "temporary" installations of yesteryear, will hold together in the old facility until such time as the new facility is actually commissioned.

Frank Jackson just got back from golfing his way down the west coast and across to the south Atlantic area. Understand he had a few days off the greens to visit friends and family. Ed Collyer slipped out for a couple of weeks in the Salt Lake area. Henry Dodd is outside on a visit to Las Vegas via Los Angeles and central Oklahoma. Don Jones is out enjoying the cyclone season in Oklahoma.

The Sam Tatums have a fine six and one-half pound son born on May 19.

won by 16 pins. Jack Fielding, Gene Berato, Albert Machin, Dave Simpson and Don Thomas, the 500's, beat Clair Jensen, Maury Haas, Harry Foltz, Burt Lindley and Lloyd Tourville.

Weather Bureau women, however, avenged this defeat. The Kee Birds, composed of Mary Jensen, Kay Zoller, Betty Foltz, Clara Evenson, Mary Jacoby and Elsie Tourville, won two of the three rounds in the women's season, over the Millikens, FAA team, composed of Gladys Harding, Bess Goodrich, Janet Whayland, Barb Syverson and Kay McLaughlin.

THE MUKLUK TELEGRAPH ANCHORAGE, ALASKA

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