

FACILITY CHIEFS STUDY RADIATION DEFENSES

Both students and instructors learned a lot in the first course on radiological defense, finished the middle of February in Anchorage.

William Mullaly and Charles C. Thomas gave the course to 21 FAA facility chiefs and personnel, to one representative of the State Department of Health, two from the Bureau of Public Roads, and the civil defense director for the Palmer area.

At the end of the one-week, 40-hour course, the instructors asked students to give them a critique of the course, and some interesting, plain-spoken comments resulted.

Seriousness of the matter under discussion, the protection of personnel and facilities at FAA stations about Alaska in the event of a nuclear attack, was realized by all students, and most of them suggested still more study of the problems, and periodic questions or tests to keep current. "Give your little lecture on the hazards of radiological and thermonuclear warfare as the opening address rather than at the end of the course", one student commented. "That will scare the pants off students and result in their making an all-out effort to learn."

Students complimented Mullaly and Thomas, who were graduates of a national training class in the subject at Battle Creek, Michigan, last summer. They demonstrated many aspects of defense against nuclear weapon effects, and prepared the facility chiefs to train others at their stations in meter reading and decontamination procedures.

Protection of facilities and continuity of airway services were principal reasons for the course, but FAA representatives will be helpful to nearby civilian populations as well in emergencies. They will be known as Monitor-in-Charge at their stations.

Two additional classes will be held in Anchorage, and two in Fairbanks, the first starting March 2, until a representative from every FAA station has received the training. Training of meter readers is expected to begin in July.

Picture on Page 8.

1000-CLUB MEMBERS NOW TOTAL 144 IN FAA'S HEALTHY FIFTH REGION

Insurance totalling more than \$700,000 has been piled up by 144 employees of the FAA's Fifth Region, just by being healthy and not taking sick leave.

These fortunate people are members of the unorganized and envied "1,000 Hour Club" and each has at least 1,000 hours of sick leave. Top man, who would be president if there was such an office in the club, is Robert McGinn, Plant Maintenance Branch, Anchorage, who could enjoy a "sick spell" of 1,454 hours, or 185 days and two hours, before he would be due back on the job. And all that time, full pay would be coming in.

McGinn has no such plans, of course, nor can he sit like a miser and count the golden days when he would be resting and paid for it. Sick leave hours are quite invisible. But the satisfaction of having 162,122 hours available pleases the 144 who have it, and all together, they could collect more than \$700,000 if a husky germ should bite them.

Men Lead

Four women and 100 men make up the list. Leader on the "weaker sex" side is Dor-

othy Revell, Flight Inspection Division, Anchorage, closely followed by Florence Liffick, Chief of the Payroll Section, with 1,291. Next is Bess Goodrich of Special Services with 1,099 and then Virginia Shropshire, 1,027, who, with her husband represent the entire FAA force at Ft. Yukon. And she keeps her husband healthy, too. Jack E. Shropshire appears on the list with 1,159 sick leave hours.

McGinn and four others have more than 1,400 hours. They are Kenneth Westerbarger, Eklutna; Thomas W. Gregory, in charge of the Commissary, Anchorage; A. Verle Collar in Air Terminals Division; and Philip M. Argall, at Nenana. There are 21 with more than 1,300 hours, 45 with more than 1,200 and 28 with more than 1,100 and 46 with more than 1,000. William J. Johnson, station manager at Juneau is the most recent member, with 1,002 hours. Al Hulen is on with 1,183 hours.

"Great stuff, this sick leave", according to Verle Collar. "It is actually insurance, and it hasn't cost us a penny. I consider its biggest value is the feeling of security it gives, and, of

See **SICK** Page 4



Here's a switch! Indians award certificate to Chief. Al Hulen receives 1000-hour certificate from Florence Liffick, left, A. Verle Collar, Bess Goodrich and Jack McGinn for accumulating 1,000 hours of sick leave. Similar certificates go to 144 in the Region.

Big Bargains in Chartered Plane Vacations

Listed by Civil Air Club Travel Committee

First information on 1959 charter trips by air to vacation spots about the world reveal some interesting possibilities for Civil Air Club members, according to Chet Sobczyk, chairman of the travel committee for 1959.

Discussions with airline representatives indicate that charter rates, divided by the number of passengers possible on long-range planes such as the DC-6B and DC-7C carrying 79 and 88 passengers, bring Honolulu, Copenhagen, Paris and Tokyo within the financial range of many FAA workers in Alaska. Figures obtained thus far are tentative and subject to adjustment, but they are estimates that can be depended upon for advance vacation planning.

When FAA personnel have indicated which trips they are most interested in, the committee will proceed to make firm commitments and reservations. One major problem is the availability of equipment in the summer season when the carriers are handling their peak loads. Another problem is the necessity for paying for the ferry portion of charter trips, but there are possibilities in most cases for sale of these trips so as to reduce the round trip cost to FAA travelers. Sobczyk would like indications of interest in a choice of the trips suggested to guide him in further negotiations.

Club Handles Transportation

The club, in sponsoring such trips, would handle only the matter of transportation from Anchorage round trip to the destination chosen. Individuals would handle their own touring and living arrangements abroad. Club members throughout the Region are eligible.

Tentative costs for a charter flight over the Pole to Copenhagen with a one-month period for visiting in Europe have been quoted by SAS at \$500 round trip. There is a probability that this figure could be cut to something like \$400 if the empty trip to Anchorage to pick up the tourists could be sold for cargo or passengers, and if the empty trip of the plane returning to Europe could likewise carry some sort of pay load. Various ideas are being discussed for making these ferry trips pay, such as importation of products of the Scandinavian countries to Anchorage and the export of king crabs, salmon, eggs for red caviar, or king salmon to England and Scandinavia.

\$300? Oo La Lal

Availability of equipment---DC-7Cs carrying 79 passengers are used by SAS, is an important consideration. Peak summer traffic records indicate that July 15 to August 15 is the time when SAS would most likely have equipment available.

Alaska Airlines suggests as its best trip, a charter flight to Paris which should cost in the neighborhood of \$300 per person round trip. This flight would be one-stop via Frobisher, Canada or via Greenland. The Airline believes it can sell the empty ferry trips easily, and can hold the price to club travelers at around \$300. To Tokyo, Alaska proposes a \$377 round trip fare. This might be reduced if the empty ferry trips could be sold, but this is much more difficult out of Tokyo. In either case, the plane lays over one day at no charge, and can be used for several days at charter rates for side trips if the passengers choose. Mileage in Europe and in the Japanese islands would make such side trips attractive, costwise if the charter passengers can agree on destinations. The Airline does not anticipate equipment problems.

On these trips stewardess service with hot meals is provided. The travelers will decide whether to hold the plane over for a short vacation, or have it return for them. Ferry cost and layover costs will affect this choice.

None, Anyone?

The overnight trip to Nome chartered through Alaska last year can be repeated. Cost for transportation was \$45 round trip, and everybody who took the trip was pleased.

Major trips, such as those abroad, would have to be planned several months in advance. Thus, Sobczyk needs information immediately on prospective customers. Anyone interested should list trips in the order of his preference. Thereafter, correspondence between him and the committee would deal with final plans.

For seeing Alaska, Northern Consolidated Airlines has three special trips scheduled for the summer. One is a one-day trip to Dillingham including a smorgasbord meal and dancing, with a midnight flight home at an all-expense price of \$35.75 per person. A similar trip to McGrath would cost \$25, and an overnight trip to Fairbanks, including transportation only, \$32.70. If there are enough FAA personnel to charter an entire plane for these trips, these prices could be reduced. There are also possibilities of charter trips into Anchorage from field stations at similar prices.

Seals, Sourdoughs, Gold

Reeve Aleutian Airways suggests a charter trip to the Pribilof Islands, using DC-3s at a cost of about \$90 round trip. The problem here is sleeping accommodations at St. Paul Island, but a "sourdough" group, equipped with sleeping

FAA'ERS ENJOY TRIP. CHARTER TO HAWAII

Three FAA employees flew to Hawaii on a charter trip ending February 28 and spent eight days sight-seeing and soaking up the sun.

Dave Dishaw and his wife, and Vic Krcma and Dick Walsh who work at the warehouse at Merrill Field were among the 88 vacationers. Krcma and Walsh were guests at Honolulu of Mrs. Solomon Naumu, sister of Bob Chong, their Anchorage boss. Eighty-one of the tourists used the Alaska Airlines plane to visit the Island of Maui and were given an automobile tour of the island during the day. Two Hawaiian girl drivers of the touring automobiles were also dancers and entertained with a hula while the tourists lunched.

Dishaw returned to snow-covered Anchorage and went straight to the court room where he is on jury duty. Krcma is enthusiastic about charter plane travel, and would be a prospect for the Civil Air Club's Paris trip except that he has used all of his leave for the year.

Lots of people are working day and night to buy labor-saving devices.

The Number One principle of a Democracy is that even a wrong guy has his rights.

bags, could make an interesting trip of it. Reeve also has excursion rates to St. Paul.

An interesting charter trip from Anchorage to Dawson City, Whitehorse and Skagway could be worked out at a cost of about \$109 per person in a C-46, with 40 passengers, or \$95 for 54 in a C-54, also by Alaska. This would involve a flight to Dawson City, thence to Whitehorse and back to Anchorage. From Whitehorse, the travelers might want to take the trip to Skagway over the narrow-gauge White Pass and Yukon Railway, to get the full flavor of this tour of the Yukon Gold Rush country of 1897-98. Layover of the plane for 24 hours would not cost, but a \$300 charge would be made for each day beyond one.

Pacific Northern Airlines proposes the Dawson City-Whitehorse-Skagway trip for \$71.36 per person, using a DC-3. There would be two overnight stops, at Dawson and at Whitehorse or Skagway, depending on the itinerary chosen.

Round trip railroad fare is \$37.06.

PNA will take a 28-passenger load in a DC-3 to Yakutat for an overnight visit for \$32 round trip. This would be another of the "family" visits of FAA personnel, and the Yakutat people already have urged Anchorage members of the family to make the visit. They say they would welcome house guests for overnight.

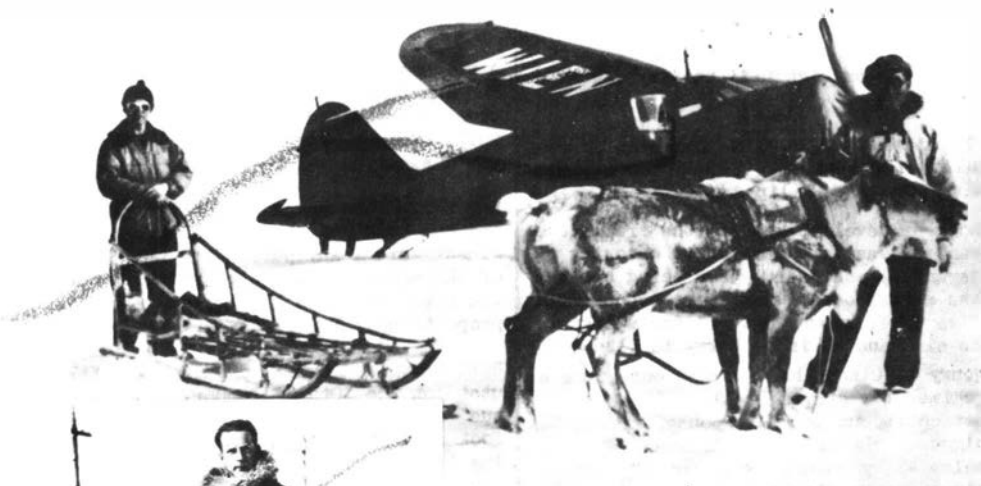
REINDEER EXPERT ROOD, URGES CHANGE IN FEDERAL LAW FOR NEW ALASKA INDUSTRY

WANNA BUY A MIDWATCH?

The things money will not get,
I've known since I was a kid.
But I discovered a new one yet,
It's sitting out a MID.

Tis not that money cannot obtain,
Nor, that any law forbids.
Just that a man could be proven insane,
For buying up the MIDS.

M. Greiner



Sid Rood, a Wien plane, reindeer sled team and Henry Weber at Noatak. Below, Sid ready for a reindeer count.

1946. All this service has made him an expert on the complicated question of the "domesticated caribou".

Pilot Jefford

His work involved considerable flying in surveying herds and counting reindeer, and one of the pilots he hired was Jack Jefford who was flying for Hans Mirow at the time.

In three issues of the Alaskan Agriculturist in 1952 and 1953, he tells the whole story of the worthy efforts of the U. S. Government to make reindeer herding and processing a profitable enterprise for Alaska natives, particularly the Eskimos. It is a fascinating story in which Russians, Laplanders, wolves, gold rushes, range wars, "reindeer moss" problems, epidemics and the characteristics of three races of men intermingle and produce complications.

Lapp is deer Man

The one big lesson Rood says he has learned is that the Eskimo, almost without exception, is not the man for reindeer herding. The Eskimo is gregarious, social, happy in village and communal life. He will not faithfully follow the wide-ranging reindeer herd into the vast wilderness, protecting them from wolves, slaughtering and processing them, making them his means of livelihood. The Eskimo will wander around from fishing to hunting spot as the seasons demand, but he wants his family, and often his whole village with them. "I'm too busy to herd", one Eskimo told Rood.

"But the Lapp", says Rood, "is a different sort of man. He is the natural herder. Let the herd wander far, in search of lichen under the snows, and he will tag along faithfully. The deer are his friends, his economic life. He and his family in his skin hut are content and he protects and manages his herd efficiently. It's no discredit to the Eskimo that his transition from a hunting and fishing to a pastoral economy has not been effected yet. But it has taken us quite a while for us to learn this fundamental fact. Now that we have learned it, we should do a 180 and change the Federal law which today prohibits ownership of reindeer herds by any but Alaskan natives."

Rood's proposal is that the government again import Laplander herders, assist them financially in obtaining herds, give them permits to use prescribed ranges where forage is good, establish efficient processing methods for sale of meat and by-products, and give employment in village and cottage to the Eskimo, the expert in animal skin processing. He thinks that Eskimos who show real aptitude for reindeer herding should be able to borrow breeding stock, too.

WE've Got the Land

"We have the means of doing this today", Rood says. "First, we have the land. There is enough tundra pasture in the waste areas of Alaska to support 300,000 reindeer as a commercial meat animal, allowing a very ample 200 acres to the animal, and still leave enough land for our wild caribou. We have the airplane today for servicing the herders and for shooting wolves if they threaten seriously; airplanes by which carcasses can be lifted from frozen lakes and brought to processing plants. And, of course, we have the scientific knowledge of meat animal herd management. And, perhaps most important, we now know that the Eskimo, who would rather hunt than herd can find employment in processing by-products of this 'on-the-hoof' resource."

Rood keeps his interest and knowledge of reindeer matters current and accurate. He lives in Spenard where he has three pets, two huge St. Bernards which together weigh more than he does, and an aging Cocker---for contrast.

From intimate contact with Alaska's natives, from walking, sledding and flying trips over its great areas, from long study of the State's needs and promises, he speaks with authority on this subject, far removed from his present work.

"I know the mistakes we have made in the reindeer business because I made some of them myself", says Sid Rood, Chief of the FAA's Real Property Section.

Rood joined the CAA in 1951 after a career with government reaching back to 1929, and during which he learned as much about reindeer culture and exploitation as any man in this country. Out of this experience he has some firm convictions about reindeer, "one of Alaska's important natural resources", and he hopes for the day that this resource, under proper management, will become one of the new State's industries.

Sid became a reindeer supervisor for the Department of the Interior in 1929 and until 1936 managed three different large districts, centered around Bethel, Unalakleet and Nome. Then he became Acting Chief of the Reindeer Service, and in 1940 started a five-year term as head of the Service. Canada asked him to check its reindeer management in

SICK Cont. From Page 1.

course, we like to pat ourselves on the back for being so healthy---and lucky".

Nine Years!

One thousand hours in the sick leave bank would mean that an employee had taken no time off because of illness for nine years. Many on the list, of course, have been amassing their hours over a much longer time.

How does it happen that some are so healthy?

Mukluk asked some of those who led the list how they happened to be so healthy and got some interesting answers.

"I attribute my health to hard work, long hours of sleep, a minimum of sassa-parilla and just plain good luck", Gerry Howard said.

"Oh, of course, I goof off now and then", quipped an un-named 1000-hour club member, "but I just don't make it official".

"I'm too busy for the luxury of being sick", Kenneth Westenbarger says. "What with bowling, shooting, wolf hunting and

keeping the Eklutna ranch presentable."

Ed Fisher waxes poetic about his health:

"Ode to my Doctor (Very Little)

There's sure no kick in being sick,
So I enjoy being well.
Without a day in bed or an aching head,
I only have to keep well fed.
If my luck is good---here I knock on wood---
I'll ride on high till the day I die."

Mean

"My family says I'm too mean to get sick, and besides, I just can't stand sick people", Philip Argall explains.

Dorothy Revell takes all the credit she can. "I was very careful in choosing my parents," she said, "and being healthy has always been 'what comes natcherly'. I've never known what it feels like to be sick and am in no hurry to find out.

Henry L. Olsen has worked out quite a regimen for staying well. "Speak and act courteous to your spouse, if she is bigger. Never drink Alaskan water if below 4% by volume. Stay out of burning airplanes in flight."

KOTZEBUE

Kotzebue FAA personnel on the air-minded list had a workout recently. A strong south wind caused an unusually high overflow on the ice and threatened four FAA planes parked there. Many grunts and curses later, the planes were moved to higher ground.

A welcome aboard to the George Hills and the Robert Stinsons. Bob is a veteran of Greenland's ice, and George---well, George is getting along so well you'd swear he was born here.

Now that the days are getting longer one can hope to hear the purr of engines---did I say purr? With the coming of the midnight sun, air traffic around the Kotzebue area will reach sizeable proportions. Tower, anyone?

Bill Brown and family departed for Yakutat on the 10th of January and Kotzebue bids them a fond adieu. Moose, look out! The whole family has shooting irons.

SEATTLE

New employee, Judith Secrest, has replaced Mary Lou Seay as Albro's addressograph operator. Mary Lou is now a clerk-typist in the Procurement Office.

Aiko Yanagihara, stock control clerk, is spending weekends on skis at Snoqualmie and Stevens Passes, in a determined effort to master the sport during the current season. No on-the-ground reports are available as to her skill, but the fact that she reports cheerfully each Monday morning is some indication.

Purchasing Agent Madeline Wolfe and husband, Al, made a flying mid-winter vacation trip to California in February.

"My" Richards of Cordova has a poetic formula:

"I attribute my healthy life
To one daily hike
To one daily meal
And to one understanding wife."

Tough

"I'm too tough to give a poor bug a chance", boasts Ralph Hazleton.

Roy Delaney gets in a plug about his station, Sitka. Four of the ten FAA people there belong to the 1000-club---himself, Albert Burnham, Judson R. Lanier and Irving Ungudruk. "Do we top the Region, percentage-wise?" Delaney asks.

Bob McGinn says he's so healthy because he eats cornbread, side meat and corn whiskey.

Careful

Florence Liffick played it cool. "No comment please. I'm superstitious."

Robert McGinn	1484	Kenneth Westenbarger	1454	Thomas W. Gregory	1452
A. Verle Collar	1414	Philip M. Argall	1404	Harold H. Ervin	1398
Edward G. Fisher	1395	Roy S. Delaney	1370	Charles F. McGowan	1368
Henry A. Olsen	1366	Richard R. Stryker	1356	Rollie Howard	1349
Clarence C. Holmberg	1344	Frederick C. Goff	1337	Charles F. Wayer	1337
Alexander L. Brown	1336	Irwin W. Knight	1335	James V. Ellis	1331
Bertram F. Borders	1329	John W. Silven	1326	Wilbur F. Richards	1326
Edward L. Ward	1325	Richard H. Collins	1324	Gerald W. Howard	1312
Joseph L. Gerth	1309	Ralph L. Hazleton	1304	William J. Barber	1297
Dorothy F. Revell	1297	Albert M. Machin	1296	Gordon W. Meyer	1295
Ormond O. Robbins	1294	Robert A. Riedel	1292	Florence R. Liffick	1291
Jack E. Reich	1289	Johnathan C. Lawton	1286	Thomas W. Walker	1284
Major W. Gretts	1249	Edward Brendemuhl	1275	Roy F. Downing	1274
Sanford Peterson	1269	Albert Burnham	1268	Robert T. Williams	1268
Samuel E. Stinchcomb	1263	Fred R. Glover	1263	Judson R. Lanier	1262
Bertram Hackenberger	1261	Robert L. Thomas	1258	Donn F. Baker	1253
Darrell Chaffin	1253	Roy L. Wall	1246	Jack T. Jefford	1246
Carl E. Fundeen	1242	Harvey L. Tengesdal	1241	George C. Scott	1238
Ralph Klokkevold	1237	Peter Blankensop	1234	Paul M. Leschig	1232
Carl A. Johnson	1231	Walter K. Chambard	1226	Norman Potosky	1222
Alexander Dufresne	1222	Ralph D. Huffer	1215	Joseph L. Kinney	1213
Willis M. Cowles	1212	Clarence A. Nielson	1208	James R. Hart	1206
Daniel W. Larson	1205	Lanson B. Harvey	1205	Alfred K. Young	1203
Robert L. Thomas	1201	Everett R. Musgrove	1201	Henry J. Messing	1196
Ted R. Young	1192	Allen D. Hulen	1183	James E. Graham	1182
Fred L. Pollard	1180	Raymond A. Rivers	1180	Vernon M. Dennison	1179
Irving Ungudruk	1177	Gordon Baber	1176	Carl Malinak	1166
Franklin T. Unruh	1163	Frank E. White	1160	Jack E. Shropshire	1159
Donald T. Bogi	1158	Roland M. Frame	1151	Harold H. Griffith	1138
Selmar F. Wagner	1136	Kenneth B. Ruhle	1131	Charles E. Planck	1123
John S. Craig	1123	Edward S. Saito	1122	Donald S. Wolfe	1121
Thomas L. Cianfrani	1115	Jack S. Woods	1115	Willis B. Avery	1114
Dave M. Dishaw	1107	Perry S. McLain	1105	Frederick W. Dingley	1102
Bess R. Goodrich	1099	Carl J. Bassler	1099	Melvin W. Peterson	1088
Wilfred C. Trew	1088	Curtis L. Tyree	1088	David J. Adams	1086
Eugene E. Berato	1086	Gene A. West	1081	Richard L. Inman	1080
Merritt Boyle	1079	Richard E. Denver	1074	James N. Burrus	1074
Lemoyne A. Phillips	1074	Cecil W. Hinshaw	1071	Warren W. Wilkins	1064
Robert E. Liese	1062	Gerald A. Whittaker	1057	James R. Reay	1053
John R. Bassler	1052	Kenneth M. Carl	1051	Gerald O. Kempton	1046
James R. Vrooman	1044	Edmond J. Shields	1042	Samuel F. Stinchcomb	1042
Bud S. Seltenretch	1040	Carl L. Carlson	1038	Emory C. Hunter	1037
Arthur J. Schmuck	1033	Virginia Shropshire	1027	James E. Parmley	1021
William B. Stolz	1020	Isadore M. Coleman	1017	Charles C. Thomas	1016
Jesse H. Jones	1016	Melvin L. Holroyd	1014	Elvan G. John	1014
Carl I. Shute	1014	Frank E. Richter	1012	Robert Madsen	1011
N. H. Rudasill	1011	Daniel Parmentier	1010	William R. McDuffie	1009
Clifford L. Anderson	1008	John W. Kusser, Jr.	1007	Horace M. Disotell	1005
William J. Johnson	1002				

ANCHORAGE

The Center's population grew by the addition of four trainees in February. They are: Velton Goodrich from Annette, Paul Linehan from the Anchorage IATCS, Bertus Matthews of Galena and Jim Thompson of Sitka. We did not suffer any losses.

On February 5th Jeanne Collins returned from the East Coast after a vacation with relatives and friends. Rogene Thompson returned from the Show-Me State February 11th.

It's Rendezvous time again and except for one disappointment, the usual beard crop is flourishing. John Hatcher, Ed Collyer and Bud Tarleton blossomed with their normally bushy growth, but Gar Weyand failed to produce this season. Newcomer to the Center Beard Grower's Association is Dan Austin, who started slow and easy by growing a mustache, which was just a fifty-cent beard.

Walt Parker's eleven year old son, Patrick, had an encounter recently with a cow moose. On Valentine's Day, Pat was making his usual paper delivery when the moose attacked him from behind and knocked him down. This apparently did not satisfy the moose, because she came back, this time kicking Pat in the mouth. This left Pat with a bruised leg, one tooth missing and two other teeth knocked loose. This would have sent many a stout lad or an adult running home. But not Pat. He continued to finish his paper route before reporting the incident to his parents. That is one Valentine present Pat doesn't care to receive again.

Rugg and Leask Transferred to Anchorage

Anchorage has a new basketball player, Wally Leask, Tower Chief at Annette Island until he transferred to the Anchorage tower recently.

Leask was born at Metlakatla 38 years ago, was a basketball star at the island grade school, at the Sheldon Jackson High School and at Seattle's Lincoln High School. At the University of Washington he was captain of the West Coast Basketball Championship team in 1942-43. During that year, he married and then entered the Air Force, serving in the South Pacific as a pilot and radio observer. For a while afterward he played professional basketball and then joined the CAA.

At Annette, he was coach-player of the Metlakatla All Stars which he lead to second place in Ketchikan's International Tournament. He earned the "Most Inspirational Player" award for two years. He and his wife and five children are now settled in Anchorage.

The picture is from the Annette Scoop, mimeographed paper, which uses photo prints as illustrations.

FORBES BAKER RETIRES



From right: Forbes L. Baker, Mrs. Baker and Roy Boness, Acting Station Mechanic Foreman, Fairbanks, at the Bakers' retirement dinner.

After eleven years with the CAA-FAA, Forbes L. Baker has retired at Fairbanks---all because of his nine grand children, according to him.

Mr. and Mrs. Baker were guests at a farewell dinner in Fairbanks where they plan to make their home, and where he will continue in his civic interests of the American Legion, the Pioneers of Alaska and the Masons. He is chairman of the Alaska Game Commission.

Baker came to Alaska in 1902 when he

was nine years old. In 1910 he went Outside, spent four years with the Navy and while away, married Hertha Niderie of Brooklyn, N.Y. His oldest daughter, Evelyn, was born during this period, and the family returned to Fairbanks in 1921. He has been Foreman Mechanic for the FAA at Fairbanks for eleven years.

Forbes Baker, his son, is superintendent of Ground Operations for Alaska Airlines in Anchorage, and his two daughters, Mrs. John Melville and Mrs. Robert Bowles live in Fairbanks.

"Of course I spend more than you make, dear", said the wife. "I have confidence in you."

SORRY-THE PRESS

Did you see those awful pictures of maintenance men in the February Mukluk?

The pictures were good, the men were handsome, and the girls who handle the printing machines were careful. But with offset printing like this, you can't be sure. A man's face may turn out nice and black, or he may be faceless, like Ken Richards of Cold Bay, (left, standing). It's the inking and the presses, gentlemen, and if you would like a course in advanced profanity, hand around a print shop like ours. Not ours, of course, because ladies comprise our printing force.

Anchorage personnel now may have their blood typed. The requirements of civil defense, involving the evacuation of the FAA to its emergency headquarters at Homer indicate the necessity of each individual having his blood type available in an emergency. The Regional Surgeon will supervise the program.

WORDS

Al Hulen is a man of interesting words.

Reporting at a recent staff meeting on a conference he had attended at Juneau, he described the reluctance of the conferees to tackle a difficult problem.

"Well", he said, "just about that time it was decided to let the bull run with his horns loose."

UNALAKLEET

Dawn comes to the Boondocks. After years, the local residents and FAA decided we should be on Alaska Standard Time instead of Bering Sea Time. "This do make it nice", especially since all aeronautical publications state us as being on Alaska Standard Time. Oh well, just can't be independent anymore.

Ralph McDonald, former editor and AOS at Unalakleet is now at Fairbanks CS/T. Beware all chess players, a formidable foe is among you! Taking Ralph's place is Louis Roberts, a new AOS from the Anchorage training center.

On December 31, 1958, our STMGR, Donn Baker, had the pleasure of congratulating and presenting E. I. Williams "our chief" with an award and check for his suggestion "Taking the Weather Observation". This is Bill's third award. It is a compliment to any man's intelligence to receive such an award, but what can we say about a man when he receives three such awards? We are fortunate to have Bill Williams as our chief, and we can't help but gain from this association.

If anyone is interested in playing chess by mail, let us know. We have some very good opponents here.

George P. Foss

MORE ON MIDDLETON

After listing half of the present Fifth Region employees as "alumni" of Middleton Island in the February Mukluk, we missed one important name, that of Orrin J. Wardwell. And after he had provided much of the information on which the story was written, and pictures, yet! Wardwell, incidentally, is off to King Salmon, one of the few FAA stations in Alaska where he has not served.

Larry Smith sent in two other interesting memories of Middleton. Looking over the clover and good forage fields of the island, FAA personnel once decided a cow should be added to the population. They arranged to buy one in Matanuska Valley, and Jefford was all set to fly her over the moon to Middleton. But Hank Newman, Executive Assistant to the Administrator, talked them out of the cow and they would up with a mechanical gadget that made milk.

And one day every station within hearing heard Middleton order six bottles and nipples from the Anchorage Commissary. And everybody there a bachelor! It took a long time to explain that a local Water Spaniel had produced too many puppies for her feeding equipment. That pup-raising job, however, qualified Larry a Middleton bachelor for his later work as midnight baby-feeder.

HAVE FUN; WILL TRAVEL

A monk amid tropical greenery
Lived monkishly, soothed by the scenery;
But his singular state
Was disrupted when Fate
Threw a monkey wench in the machinery.

---O. R.

POETRY CORNER

I LIKE HIM FINE, YOU UNDERSTAND, BUT---

(An Active Reaction to a Passive Attitude)

Of all the bores who harry us, I count the most nefarious,
The zaniest of zanies in the lot,
That citizen ubiquitous, destructive and iniquitous,
Who loves to waine
The hackneyed line:

"So what?"

This scourge of the community awaits his opportunity
And when it comes, he's Johnny on the spot.
Our statements, wisely critical, sagacious, analytical,
Receive his most
Fatigued riposte:

"So what?"

There's simply no inspiring him. We just succeed in tiring him.
The majesty of Nature moves him not;
And when the scientific cult performs its marvels difficult,
Again we hear
His languid sneer:

"So what?"

Well, we shall have surcease of him. Someone who wants a piece of him,
In time will pump the scoundrel full of shot.
The cops will cry: "Deplorable! It's murder, stark and horrible!"
But you and I
Will doubtless sigh:

"So what?"

---O. R.

YAKATAGA

The New Year 1959 has all of the promise of a banner year at Yakataga. Yakataga's byword for the New Year will be activity and progress.

Our new STMGR, Fines Moore; wife, Loraine; and daughter, Marty, arrived on the last day of 1958, just in time for the gala New Years Eve party and a real "get acquainted" night was had by all.

A new ice skating rink has been built and keeps the younger set quite busy--- weather permitting.

The face lifting of the recreation hall has been commenced under the able direction of Fines Moore and before long we will all be able to feel mighty proud of our club, known as the Glacier Club. AOS Cleve Glover is president; AOS Bib Wisner, vice president-manager; Loraine Moore, secretary; and SAOS Dan Larson, treasurer.

Flying activities are also due for a big jump in the coming weeks and months at Yakataga. To add to AOS Oscar Keranen's Piper Clipper, Fines Moore has now brought his Stinson Gull Wing to CYT and GMECH Ron Hoffman has his Cessna 170 based here. AOS Cleve Glover is making final arrangements to purchase Oscar's Clipper and at this writing Oscar is trying to finalize arrangements to purchase a Piper Super Cub. AOS Jim MacDonald says he is still interested in becoming an airplane owner, so it appears that we may eventually have our own private squadron operating.

SENT Tom Wilcox and family were visitors in Anchorage for a two week sojourn while Tom attended RO meetings. They must have had a good time since they all looked pleased and tired upon their return.

SAOS Dan Larson also hit the Big City for a ten day RADEF meeting. Dan's red beard must have stolen the show during the Fur Rendezvous but Dan just ain't talkin'.

Bob Wisner

BUY-SELL-SWAP

Piper PA-16 with radio, skis and wheel pants. Engine 100 hours SMOH. Per. Lic. Periodic on 2-10-59. No money down. No monthly payments. CASH. For details, W.B. Parker, ANC ARTC, Merrill Field Administration Building.

Sale: Cheap ham station. Factory-wired Viking 2 transmitter and VFO. NC 103D receiver, new bug. Sell or swap for KWMI with AC supply. Tom Clark, Northway.

Psychiatrist: Would you mind repeating what you just said?
Patient: I said for some reason nobody likes me---why don't you pay attention, you big fathead.

JUNEAU

It must mark an era of some kind when a quonset hut in Alaska is vacated. It happened at Juneau, finally, when the Station Manager, the Radio Engineer and the Foreman Mechanic moved into the new Terminal Building to join FAA General Aviation and Air Carrier inspectors from downtown. The move was made February 14, and now only Airways Operation and Electronics Maintenance are still outside the bright new quarters.

One solid, immovable fixture at Juneau is Les Holmes. He was there BC--before CAA, and hopes to get himself acclimated to the new luxury quarters before his retirement comes about. It is quite fitting that Holmes be the correspondent for this month's Juneau news. He writes:

Juneau on the move! The truck backed up to the door and the boys from Plant Maintenance loaded on the last desk to be moved to the new location. The beginning of a new era in office housing for FAA in Juneau; the end of the old quonset hut that has given shelter to the administrative office since the mid dle Forties.

On February 14, the office of the Station Manager and his staff, the Radio Engineer, and the Foreman Mechanic were moved to Rooms 206, 208 and 209, respectively, in the new modern administration building at the municipal airport, which is owned and operated by the City of Juneau.

Previous to this move of the station contingent, the Air Carrier and General Safety Offices had been moved from the McKinley Building in downtown Juneau to the new airport building. Airways Operation and Electronics Maintenance will follow just as soon as the busy AN-625 crew, under the direction of Randell McSparin, completes installation of the new console and other electronic equipment.

It is fitting that Station Manager W.J. Johnson should be at the helm during this period. Bill, as he is known throughout the Fifth Region, was the second foreman mechanic to serve at Juneau under the Station Manager System. His indefatigable spirit of loyalty to the organization and his exceptional ability to manage and get along with his fellow employees soon pointed him out

as promotion material and he became Station Manager at Bethel. After Bethel came King Salmon, and then Station Manager at Juneau. Juneau is often referred to as the proving ground for International Airport Managers, for it was from the same Juneau post that Airport Managers, W. M. "Red" Wilkins, and Benjamin F. (rhymes with harmonic) Zvolanek, were chosen to serve at the Anchorage and Fairbanks International Airports.

WHAT'LL YOU HAVE-BOSS OR LEADER?

Some person at some time concocted the "Are You Boss or Leader" thing, and because to the unthinking person it seems to make sense, it has been used over and over again. Mukluk printed it without editorial comment, so it at least saved itself from the embarrassment of subscribing to it.

What the average reader of the jingle usually overlooks, so overawed is he with its common sense, is the fact that it picks out all the bad attributes of a "boss", and compares them with all the best attributes of a leader. The "leader" can't lose.

I have never yet asked Nema to "take me to your leader" when seeking the ear of my boss, Al Hulen, and should I do so, I would most likely and properly be led out.

I want the boss back where he belongs. He is a respectable four-letter, one syllable man. He may be a good boss or a lousy boss; he may lead me to green pastures; or he may lead me astray.

Are you a boss or a leader? There's a big difference.

A boss instills confidence---a leader destroys it.

A boss breeds enthusiasm---a leader asks for it.

A boss says "I"---a leader is afraid to.

A boss fixes blame---a leader can't find the trouble.

A boss knows how---a leader doesn't.

A boss makes work interesting---a leader is interested in making work.

A boss relies on authority---a leader is fearful of it.

A boss drives---a leader leads by the nose.

The foregoing is just as spurious as the original, but on the other hand, it has just as much logic, and is just as acceptable.

Don Gretzer

Others who have labored under the perpetual incandescent lights in the "Hut" and have gone on to make their mark in the FAA, to name a few: Ralph Nelson, Deputy Chief, Program Engineering Branch; Willis Avery, Administrative Officer, Air Terminals Division; Ken Wood, Chief, Anchorage IATCS/ATCS; Carl Melton, Station Manager, King Salmon; James Heay, Station Manager, Summit, and his predecessor, Bob Ledge, now in Anchorage ANTC.

Les Holmes

CORDOVA

Wanderlust has struck Cordova. SAOS Bob Leise has transferred into Anchorage ARTC and will be replaced by former STMGR Jim Mullins of Iliamna, who is due to arrive in Cordova February 23. Our best wishes go with both of them and their families in the new positions.

After being accused numerous times of becoming a permanent Cordova fixture, "Cordova Charlie" (SETT Charles Goshorn on the roster) has returned to Anchorage after an extended stay at Cordova and Middleton Island in charge of the retraining of Middleton to Cordova. Charlie felt it safe to leave now that all the "bugs" are out of the system---besides, there are no more geese for him to blast away at.

On the subject of transfers, the WBAS is undergoing a change in personnel. Doug and Dot Davis are now cozily installed at Cold Bay and Doug's duties at Cordova have been taken over by John Sheldon, who hails from Asheville, N. C. Lee and Roberta Owens are forsaking us for Anchorage where Lee will enter the communications training center, FAA. Frank Bidwell, formerly of Cold Bay WBAS and now vacationing in the adjacent States, is expected this month to join the staff.

No longer can we look out the window and see the ice skaters performing, as snow and assorted Cordova weather has put a stop to their activity after a month of good ice.

We have a renowned Anchorage chef in our midst, temporarily. AOS/Relief Bill Nicolo, purveyor of antipasto, spaghetti and goodies too numerous to mention, is serving a short stint at Cordova. All diets have been postponed until his departure.

LETTERS TO EDITOR

Dear Editor:

I note in the Blue Cross circular: "A new spouse may be added on the 10th of each month."

Is this true? Do they have some arrangement for getting rid of the old one? A legal department, maybe?

Curious

BIG QUESTION REMAINS

The Fur Rendezvous in Anchorage produced the answer to one old wonder, but left another still unanswered.

It turned out that an even 50% of the boys with the big, bushy beards danced with the girls over the beard and 50% under. How they sleep, with the beard over the covers or under it has not yet been determined, the research being as difficult as it is.

Winners in Suggestion Contest



Here are Fifth Region winners of the National Employee Suggestion Contest conducted during June, and the products of their hard thinking. All are McGrath personnel.

- Left: Fred Poorman with his "welding torch tip holder". Poorman also won with a suggested "instruction sign for fire truck operation".
- Center: Tom Neville reviews his "fire extinguisher check list".
- Right: Lawrence Smith, Station Manager, who was also a winner, congratulates Poorman, Neville and Al Abrams, who suggested a "safety ladder for Z marker maintenance".

This Region came in third in the nationwide contest. The contest is over, but the program goes on. Cash awards are given for suggestions for improvement of work methods, for money-saving ideas, and for many other employee suggestions.



And if Queen Fatsy Slone (Homer Winter Carnival Queen) makes up her mind, she could make the dream come true. She invaded Anchorage in her campaign to be Homer's queen and sold 140 books of

One time Jack Jefford went literary and adopted a motto for his transportation section. Using "loused-up Latin" the motto was "Airplanus semper plenus" which translated roughly into "Never Go Empty".

The guy I hope will fare less,
Is the dope who says "I could care less"

Did you hear about the woman who bought 50 pounds of steel wool? Said she was going to knot herself a stove.

tickets, 20 tickets to the book. She is the daughter of Ralph Slone, FAA's Station Manager.

MONITOR-IN-CHARGE CLASS. ANCHORAGE



First FAA RADEF class in session. Left, front to back: Ralph Pott, Robert Dolan, Eugene Thornton, Robert Mason, Clarence Holmberg and Isadore Coleman. Lionel Maddeford (front); Peter Bagoy, Bureau of Public Roads; Gordon Baber; Ralph Farnsworth, Civil Defense, Palmer; and James Mullins. William Mullaly (front), Kenneth Ruhle, Kenneth Wood, William P. Cameron, Roy Delaney, Carl Shute, Ralph Slone and Henry Dodd. Bruce Adams, Alaska Health Department (front); Thomas Cianfrani, Milo Rousculp, James P. Channing, Alexander Dufresne and Willard McDuffie.

FAIRBANKS

Fairbanks CS/T welcomes two new arrivals this past month, AOS Carl Stevens from Minchumina and Ralph McDonald from Unalakleet.

Audree Knutzen is visiting in Chicago on a 737.

The rising temperatures and increasing hours of daylight have at long last stirred the more adventurous out of their cabins and "fishing fever" is running high. Results to date: one 22 lb. pike hauled in by Fred McGuire, a nice 17 pounder by Bob Oftedahl, and numerous 6 and 7 pounders by Clayton Aune and Jim Crompton.

On a recent trip to Sam White Lake, Clyde Rud, Jim Crompton and Bob Oftedahl got a good workout when one ski of Rud's Stinson went into an overflow. Visions of a cold night on the ice spurred them on to victory as they managed to inch the airplane onto firm ice for a successful takeoff.

Rolf W. Cramer

New arrivals this past month include James Callahan and Harry Swanson from Middleton Island, and James Jewell, a transferee from the Salt Lake Center.

Congratulations to Curt Tyree, Don Richmond, Lovel Rawlett and Oscar Baker, all promoted to Controllers. Garland Wall replaces Hal Kriebs as Senior Controller.

Our new chief, Hal Kriebs, is not new to Fairbanks. Hal has been in the Fairbanks Center for the past five years. Upon discharge from the Army Air Corps in 1940, after seven years service, he took a job with the Civil Aeronautics Authority in the Seattle Center. The last half of 1942 and the first part of 1943, Hal had short stays with the Memphis and Atlanta Centers. From 1943 to 1948, the Jacksonville Center had first call on his talents. The Florida cockroaches drove him to San Juan until 1954. Hal, with wife and family, reside on Sprucewood Drive in College, Alaska.

Jack Williams

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