



SICK LEAVE? THESE HAVE 1500 HOURS

Miser or good manager?

What is A. Verle Collar, or Thomas W. Gregory, or Harold H. Ervin, each of whom has accumulated more than 1500 hours of sick leave? Do they rub their hands and gloat as they count up the 187 work days they could lie sick abed and still collect regular salary, or do they just never get sick? Or do they have wives who control their diet, feed them pills when needed, and make them wear their overshoes?

However they did it, there they are, just 50% better than the fine group of FAA employees who have more than 1,000 hours of sick leave accumulated. And, of course, far, far more fortunate than those employees who have had to use their leave because of unavoidable illness.



Verle Collar shows Loren Cameron and Gordon Baber how healthy he is.

"Sure, we're lucky", Collar explains. "And we're grateful. I have a notion that the comfort of having this much 'sack time' stored up is what helps us to keep healthy. It certainly doesn't give any cause to worry."

Accumulating 13 days a year it would take some 14 years under present rules to gain 1500 hours. Gregory has been with

TRANSFER OF FAA AIRPORTS TO STATE OWNERSHIP IS SMOOTH, SAYS HULEN

Little effect on FAA employees in Alaska will be felt in the transfer of airports from Federal to State ownership.

No one plan will work at every one of the 19 airports concerned in the transfer. State and Federal officials have been continually in conference since the passage of the Omnibus Bill which gave Anchorage and Fairbanks International Airports to the State. Transition of the ownership of these two airports is proceeding very smoothly, and the changeover in ownership will be hard to note unless some public ceremony marks the event. The FAA listed 17 other airports for state ownership consideration.

GLENN THORNBURG DIES IN HIS CALIFORNIA HOME

Glenn R. Thornburg, for six years manager at the airport at Fairbanks, died in his sleep at his home in Suisun City, California, February 17, Federal Aviation officials have learned.

Thornburg, 54 years old, came to Alaska to work for the FAA as a radio operator in 1951, having worked for the federal government in various places in the West since 1930. His specialty was in Electronic maintenance and he worked in various California airways stations and at Salt Lake City before coming to Alaska. He became manager of the Fairbanks International Airport in 1952.

Mrs. Dorothy E. Thornburg's address is Box 363, Suisun City, California.

An "Omnibus Committee", with Jerry Kempton as chairman, has been named by the FAA to decide matters connected with the two fields transferred by the bill, and the 17 others now under State-FAA discussion.

17 Stations Inspected

An inspection team consisting of Acting Regional Manager Allen D. Hulen, Richard Downing, Commissioner of Public Works of Alaska, a representative of the See **AIRPORT** Page 9

the government 23 years, Collar 22, and Ervin 16 years.

"I owe my good health to the fact that I never worry about what happened yesterday for fear it might happen tomorrow," Collar explains, "and also to the fact I roll my own cigarettes. I use Velvet."

Ervin started his federal work with the CAA in 1944, and is a steady sort of man, having worked at only two Alaska stations.

In truth, FAAers in Alaska are so healthy that Personnel has given up on the matter of 1,000-hour certificates. There are more than 150 above the 1,000-hour mark, and no more certificates will be awarded for that accumulation. But Collar, Ervin and Gregory will get the first of the 1500-hour certificates.

Job Safety Urged

All stations have been called upon by Acting Regional Manager Hulen, to observe Job Safety Week, February 28, through March 5.

"America needs an ever-increasing number of skilled working men and women" President Eisenhower wrote in announcing a national conference on job safety in Washington. "These are the Nation's pride and strength. And their safety at work is a national concern".

Manager Hulen proposed many practical operations for Stations, and has asked for a report of employee participation.

"Our safety record in the Fifth Region has been good", Hulen said. "We have more opportunities for injury than some other regions, but we have earned some national recognition. Let's keep it that way."

SHUTE REMINDS HULEN

or CAA DID, TOO, HAVE TAJ MAHALS

Reading "Hulen Rides the Rails", I made a mental note to congratulate Al for a fine job, and also to take him to task for his fleeting memory. Not only did the old Eighth Region have a building without one on it, we had two. As a matter of fact, for my first eight years in the Territory it never occurred to me to question the fact that all facilities didn't have one. After all, this was Alaska!

When it ultimately became necessary, following our arrival fresh from the training school in Seattle, to inquire where it was, "Whitey" Machin, then chief at Haines, pointed to a small, forlorn plywood structure, more or less conveniently located atop a small hill adjacent to the instrument shelter.

Obviously, some time and motion study efficiency expert had planned that the operators would stop off on their way back to read the bulbs.

However, they overlooked the fact that a righthanded operator, shoveling his way out to the bulbs, would throw all the snow to his left, immediately in front of the door.

He Who Runs May Read

The first day my wife and I reported for duty, "Whitey", who was a brand new chief and not exactly sure of what he was doing, was trying to stand the day watch and get out his monthly reports. He would wait until the last minute, tear out the door, down the steps (we only shoveled every fourth step) race across the yard all the while scanning the sky condition, read the wet bulb, dry bulb--maximum and minimum thermometers in one hasty, agonized glance, hoping all the while that no one would speak to him until he had time to record this information.

He would start poking up the weather from memory, cagily turning on the keying head to coincide with the tail end of the preceding station's transmission, let it run dots for a minute while he finished poking the weather, then drop the tape on the floor and miss the sequence. No one bothered to tell us newcomers there wasn't anything unusual about this performance. So when it came our turn to go on watch, we tore out the door down the steps, raced across the yard, etc. Three months later, we found out there was an easier way to do it.

Our little gem, as I remember, had all

the evil features of its kind plus several new ones. It was built square with the plane of the hill, and thus leaned downhill 12.5 degrees from the perpendicular. This caused the door, which had no catch on the inside, to stand constantly open, beckoning the unwary. There were special methods for coping with that door: One, try to kick some snow in front of it, simultaneously closing it and withdrawing the foot. This seldom worked, so you held it closed. This was not too successful either as the door and the seat were several feet apart. Gradually everyone, becoming insouciant, let nature take its course and left the door open, trusting to one's ears to warn them of approaching footsteps. This could become rather tricky with wet snow on the ground.

Red Taj Mahal

One spring day, in a burst of civic and organizational pride, we decided to improve our little gem. We installed a latch on the outside of the door, closed some of the holes through which the wind was wont to whistle, raked the yard all around for a radius of three feet, and painted it fire engine red. Friends, there was a sight to warm the heart!

Driving back from town as you rounded the corner at the range building suddenly you beheld the Haines CAA station. Shining in all its glory, atop a white, snow-covered hill, was this fire-engine red Alaska Taj Mahal, whose shape left no doubt about its purpose.

Navy Type. Y' know

The other little gem was located at Gulkana. For years the station was blessed with the dubious advantages of a chemical toilet and Chief and operators played a vicious game of freeze-out--until someone chickened out and serviced the device.

But that was before the advent of Johnny Johnson, a chief who lost the freeze-out game four times in a row and reached a decision. Leaving the station and the care and feeding of airmen to the acting chief, he retired to the garage, and at the end of two weeks of mysterious banging, there appeared on the scene the finest example these eyes have ever beheld.

With the trim lines of a cruiser, and painted a battleship gray (retired Navy chief, you know) this insulated structure incorporated all the standard chic salient

ZVOLANEK, MULLALY RUN HEALTH DRIVES

The health and crusade campaign for funds in the FAA in Anchorage will be conducted between March 25 and April 11, and in Fairbanks March 1-April 11.

William T. Mullaly, chairman for the Anchorage drive, will hold an organization meeting of his key men March 25 to plan his drive, and Benjamin Zvolanek, Station Manager, Fairbanks chairman, will organize his drive February 24.

Deadline for deposit of the funds collected in local banks has been set at April 15.

Heart and cancer causes feature the health fund drive. The Crusade for Freedom, CARE, and the American Korean Foundation are the "Crusade" causes.

Na! Na! Don't say river.

The ending "Na" on an Alaska name stands for river. Thus we have rivers named Kantishna, Tanana, Talkeetna, Chena, etc. These are Indian names and the ending denotes river. So, you say, "The Tanana", "The Chena", "The Chilikadrotna" and hush up. (Oh yes, there is a Chilikadrotna. Look it up!)

features; such as the half moon in the door, inside latch, airtight enclosures, 100 watt bulb (shaded) and an electric heater! Strategically located enroute to the instrument shelter, it was so placed that the wind scoured a path through the snow to the non-swinging door.

Truly, this edifice was a thing of beauty and a joy forever. It was inevitable, however, that progress should come, even to the Eighth Region. The station at Haines was closed down, and some brave soul piped water to Gulkana. I would mourn the passing of these noble structures, but still, I have no doubt that somewhere in the vast stretches of Copper River Valley, out behind some lonely trapper's cabin, at the end of the path beyond the log cache, sited on a slight rise with the door facing the west to catch the last rays of the afternoon sun, there sits a solidly built utilitarian structure.

If one should scrape beneath the fading battleship gray paint, one would find a stencil reading: "TO: Civil Aeronautics Administration, c/o Station Manager, Gulkana, Alaska".

Carl Shute

Jim Toy Remembers Old Days in Alaska

At times I have thought of myself as an old timer up that way, but the December Mukluk is filled with real old timers who make my arrival in December of 1943 look pretty recent. The memories that Matsen dug out of a shoe kit resemble some I dug out of the Mukluk.

A Dollar & Dark & 12 Below

I pulled into Anchorage about December 26th or 27th, having spent a lonesome Christmas on the boat. In my pocket was exactly one silver dollar and no band was on hand to meet me. I had met Bill Seeley on the train, but as we stepped down, we both were on our own - thinking of transportation, a place to stay, something to eat - and maybe a kind word from someone. It was after 3 PM and foggy. The temperature was about 12 degrees below zero. It wasn't quite dark, but not far from it.

A pickup truck, black and orange, drew up. As the driver got out, Bill asked, "You looking for me?" He answered, "Is your name Toy?" and I perked up. It was the maintenance man from the Anchorage station, Joe Tippets by name. (A few moments later Marshall Hoppin and Walt Plett, I believe, drove up to meet Mr. Seeley.) Joe, as always, was very helpful. We got my baggage out of 'cold storage' (that freight or express depot must have been 40 degrees below) and Joe settled me in the Anchorage Hotel.

Helpful Joe T

I came to know Joe very well in the next six months. His home was between town and the range station, but you couldn't cross the low country between Merrill Field and the range then except by walking, and then only with rubber shoes. I'd open up the Anchorage Station at 4 AM and find the range off the air, call Joe and he'd get it back on. Then he'd drive back past his house, through town and out to the field where he would sit and talk for an hour or so before going back to bed. While there, he often copied a few map reports from Seattle for me. He was a good CW operator and probably still is. He was still maintenance man and transported me around again when I left Anchorage to go to Ruby as Senior Operator under George Trudeau.

Piggyback On Jack

When I arrived in Anchorage, Bill Hickok was station chief, Virg Hanson and John Conrad were his "crew". We ran from 4 AM to 8 PM and one man just couldn't do the work we had to do. It wasn't devotion to duty, but we actually got so busy that we would forget to eat our lunch

at times, doing so after we were relieved, or after we closed down for the night.

Leaving Anchorage for Ruby on the 4th of July, 1941, Jack Jefford was flying old NC-5 (now in the drink off Valdez.) He didn't think he could get off of Spenard with the load he would have, so he left his passengers out and flew to Bootlegger's Cove. Joe Tippets drove us down there, me, Johnny Livingston and a maintenance man for Nome. Anyhow, Jack carried each of us through the mud, piggy-back, and although he may have been tempted, he didn't drop a single one. It was quite a long trek and he had on hip boots, so I know he earned his pay that day!

Rainy Pass was "rainy" that day and we tried three or four different valleys before we finally found one that didn't "pinch out" at the top. I thought it was a little "hairly" myself, but after I got to know Jack better, I realize it was just routine for him.

Hitting Ruby on the 4th is (or was) quite an event. All the "chickens" were dressed in their best and all the mining was shut down. The town was "loaded", for it, and everyone was winding up for a big to-do! I'm afraid it didn't take too long until my arm was all twisted up and I hardly remember the dance that night. I learned a little about drinking though. Being from the "city" I thought I should furnish my share of the drinks - the opportunity was slow in coming and I dwelt on the matter verbally, apparently to the annoyance of my host. He finally said "You want a bottle?" I said "Yes", meaning that I wanted to buy one. He dug around in the corner and found me a pint bottle, took his gallon jug and filled it up, handed it to me and said, "There, now keep still about it." I gave up and soon forgot all about buying a drink.

I Remember

I was still at Ruby when war was declared and remember how Joe Wafford got out his 30.06 and paraded the street looking for Japs whom he was sure would come up the Yukon any minute.

Jerry Whittaker was Chief at Fairbanks, Grant McMurray was his assistant. Elmo Cone was at Cordova and maybe Willie Winebrenner was at Nome, I'm not sure of that.

I left Ruby for Woody Island in 1942 and shortly after that they moved the quarters down to Galena on barges. I'll always remember Ruby and the people I associated with there. Dage Brown and

Conflict of Interest

The Washington Office has just released Agency Practice 3-375.2 relating to Standards of Conduct and Agency Practice 3-375.4, Conflict of Interest.

GET OLD MUKLUKS NOW

Six bound copies of the Old Mukluk are undelivered and waiting for those who ordered them. A few additional copies are available at \$6.00 per copy. The volume contains all the Mukluk Telegraphs published in the old Eighth Region between 1943 and 1950. They can be ordered from the Civilair Club in Anchorage.

JAPAN. ANYONE

The Civilair Club has appointed Charles E. Planck, AN-40, to manage the charter trip to Japan proposed for this summer. All club members are eligible to go. All employees of the FAA and Weather Bureau, wherever they work in Alaska can be members. The dues, \$1.00 a year.

FAREWELL

Hank Olsen, Station Manager at Farewell is winding up, he hopes, a long visit to the hospital and doctors in Anchorage. He came to town with the flu on January 16, almost cured that, and then took pneumonia. Then he had an operation for hernia, (the third man from Farewell in two years to have such an operation) and was feeling reasonably fit when the Station Managers' Conference started.

Mrs. Olsen and their pet ocelot accompanied Hank, the latter complicating his search for quarters. They finally found a "prehistoric" log cabin where ocelots were welcome.

the night I just barely got Jim Dodson in to pick up Buster Brown when his dog chewed him up - and the Christmas Eve when Carlo's little girl was killed by dogs. The good times too - and the dances we had. The Pan we played in the Fisher House, Wye and Millie Spee, and down-river - Dominic Vanetti and his wife Ella, Pietro Vigna, engineer in charge at Galena. George Burmaster and Dewie Goodrich. Fond memories! Maybe I'll have to get out my pictures and go back again for a while.

This is getting too long though. I left Woody to Chief at Fairbanks, got married there, found the living too high and went to Cordova as Chief, then outside. Back again in 1955 to Gulkana, then back to Drummond, Montana, in 1957 where I write this.

Jim Toy.

JUNEAU

Juneau's FAAer of the month is Max Mielke, general mechanic and warehouseman at this capitol-city station. Mielke, an Alaskan since 1917, joined the old CAA in 1951 and has been stationed at Juneau ever since. In addition to his duties in the shop and warehouse, Max has acted as Father-Confessor, dispenser of invaluable information and a real friend to the many FAA people who have served at Juneau.



Born in Ironwood, Michigan, during the last stages of another century, Max succumbed to the lure of the North when it took a courageous soul, a powerful constitution and a daredevil's thirst for adventure to come to these parts. It was a love of hunting and trapping, plus the frustration of a six year apprenticeship before achieving a journeyman painter's rating that brought Mielke to Alaska. Max served his six years, got his rating, then beat the system by heading North. He concedes that, after 43 years in Alaska, he's glad his feet took him in this direction.

There are few parts of Alaska that Max hasn't seen and he's covered South-eastern like a Thlingit Indian. He has spent years on fishing boats that have taken him into every harbor and inlet worthy of the name. Nearly a decade in the Forest Service brought Max first hand knowledge of parts of the Interior still marked 'unexplored' on the maps. To round out a full career, Max Mielke operated a Juneau contracting business for nearly 15 years. All this plus four sons and 14 grandchildren proves that Max Mielke has lived, and is living, a full rich life in the country and among the people he loves.

Daniel J. Fallert, formerly in the Shipping Section of the Transportation Section has moved to Seattle where he will be Supervisory Traffic Clerk in the Alaska Branch Office.

7 CORRESPONDENCE COURSES PLANNED

Seven new courses are planned or are now in course of development at the FAA Directed Study correspondence "university" at the Aeronautical Training Center in Oklahoma City.

In Electronics, the new courses are DS-131, Engineering Reports; DS-331, Microwave Data Transmission; DS-306, Moving Target Indicator; and DS-311, Radar Concepts. For avionics personnel two courses are planned: DS-71, Aircraft Power Systems and DS-72, Aircraft Servo Systems. There are also other more advanced courses relating to aircraft electronics.

The Directed Study operation currently is making about 7,000,000 printing impressions a year in preparing its material. In 1959, enrollment increased from 6,283, to 7,120 and instructors handled 20,342 examinations. In January, 1960, the examinations went over the 2,000 mark, and they expect 23,000 as the 1960 total. As of today, there are 5500 students studying engaged in some form of Directed Study, and more than 150 graduate each month.

There are now 35 instructors and supervisors, two secretaries and 16 clerk-typists.

A national science magazine recently surveyed the home study idea of education, and found that 1,200,000 people are advancing their education in this way. The FAA's aim is to teach by correspondence, not merely to grade or score examination papers. The first course was given in 1943 and was on low frequency range theory. As air navigation aids and communications equipment and methods developed and improved, more courses were added, and now there are 26 such courses in electronics alone.

Paragraph descriptions of the courses in the Navigational Aid series, Foundation Mathematics, Engineering Mathematics and Electronic Fundamentals and Pulse Techniques can be had merely by writing the Directed Study Section of the training center at Oklahoma City. The whole operation is intensely practical, and is designed to help any employee do his work better or improve his grade and pay in FAA work.

Every man should have a wife, because there are some things you just can't blame on the government.

The number of times the average man says "no" to temptation is once weakly.

GOOD MONEY - NO FUN

Bethel had a big day January 25 when the FAA sold a large assortment of household goods and miscellaneous items from the old Bethel Station across the river from the town.

Residents streamed across the frozen Kuskokwim by dog team, automobile, truck, caterpillar tractors and a prop-driven snow machine with a tractor sled. The sale was by closed bid and the canny residents of the Kuskokwim town made bids in odd pennies, and some went away with exceptional bargains. Sample bids: armchair, \$27.82; lamp, \$2.98; steel cot, \$1.01. The FAA estimated that the original cost of the 45 items was \$4700, and a total of \$1,352 was realized.



Happy Bethel buyers

"Not bad", said Fred Allnutt, who conducted the sale, "for second hand things. But if they would allow us to auction these things the seller and the buyers would have lots more fun."

Part of his job as the FAA's salesman was to bulldoze a road across the 48-inch thick ice of the Kuskokwim to the sale site at the old field.

Usually, General Services Administration is satisfied with a return of 10% of original cost on such sales, Allnutt said. The generous Bethelites came through with more than 25%.

At a similar sale in Anchorage, the FAA realized \$2,093.47 on 45 items that cost originally \$21,283.57.

Stan Erickson, staff assistant in the office of the Regional Manager, says there's all kinds of opportunity lying around un-noticed for good suggestions. He reports a progressive Anchorage firm awarded a sizeable amount of cash for a suggestion for saving paper towels. A bright employee suggested raising all towel dispensers four inches. Water that had formerly required two towels now runs down the drier's arm, and he needs only one towel.

A filing cabinet is a repository where papers are lost alphabetically.

BIG DELTA

Station Personnel at Big Delta are fortunate in having varied recreation and educational activities offered them by the Commanding Officer, Colonel Nathan Mathewson, of Fort Greely Army Post.

The new bowling alley with its automatic pin setters, is the most popular. The station personnel, including the wives and high school children, belong to various ABC and WIBC leagues. Bowling instruction is being offered to the beginners.

The men are members of the Bird-watchers Team, with Harold Ervin, EMT as Captain. They play in the Fort Greely Officers League of eight teams, and stood at fifth place at the end of the first half.



All of us enjoy the Post Theater, featuring first run films, including wide screen movies. Occasionally, we are fortunate in being able to attend stage performances put on by the U.S.O.. Other activities include professional wrestling at the gymnasium, and high school basketball games with other teams competing with Mt. Hayes High School at Big Delta. Only three FAA boys, Monty Ervin, Roy Musgrove, and Freddie Glover are eligible by age and grade for the basketball team. All three have made the teams.

Our school age children (eleven in all) here at FAA are members of either Cub Scouts, Boy Scouts, Brownies, or Girl Scouts. We are very proud of our two

Half A Billion For Ideas And Good Work

Making suggestions is big business.

In the 4-1/2 years the Employee Incentive Awards program has been in effect, more than half a billion dollars in measurable benefits to the government and American taxpayers have resulted.

Employees who have been paid for good suggestions, or who have been rewarded with cash for sustained superior performance, have collected nearly \$40,000,000. Benefits to the government are valued at more than \$558,600,000. This does not include the benefits impossible to measure rendered our government by employees who have performed their duties in a superior manner.

Since 1954, federal workers have sub-

mitted 1,450,000 suggestions. One out of four of these, 385,000, have been adopted by government agencies. Measurable benefits to government from these adopted ideas totalled more than \$317,000,000, and the suggesters received \$11,382,000.

A record was established in Fiscal 1959, when 367,000 ideas were suggested and 97,800 were adopted. In the same year, 63,400 awards were given employees for sustained superior performance.

This is a better country with a better government because these individuals took active interest in improving work practices--or performed beyond the requirements of their jobs.

ARE YOU PLANNING TO FLY?

FAA employees who plan to learn to fly are reminded that they must learn enough about flying by instrument to get out of bad weather--carelessly or accidentally entered. Before you get your private

pilot certificate, you must be able to demonstrate your ability to recover from stalls, fly straight and level and do shallow climbing turns and descents. Your instructor can give you this training easily along with your regular flying course.

oldest FAA boys, Roy Musgrove, 13, and Monty Ervin, 14, who have recently earned Eagle Scout honors. Roy and Monty are Alaskan born, as well as Alaskan educated. Parents of both boys have been with FAA since before the time of their birth.

A first-class Arts & Crafts Hobby Shop is available to us. Special crafts include lapidary, leathercraft, ceramics, photography, weaving and woodwork. Supplies equipment and professional instructors are available at all times. FAA personnel have created some artistic pieces of jewelry made of native jade and ivory.

The University of Alaska sponsors college credit courses, with credits applied toward a degree or Post Graduate work. Courses now in session are Business Management and Trigonometry. The Musgroves are attending the Business Management night course, and according to Ed - "It is ruff". But Ed and Theta held top grades on their last exams, of 98 and 95 respectively. A first-class library is available for research work on these and other courses, as well as a good selection of books for all personnel.

The wives are members of the FAA Mukluks Team, with June Harman as Captain. They are in the Klondike Keglers League of four teams, and are in second place. Liz Bricker, wife of AOSS Darrel Bricker, is President of

the League. For one who had never bowled before, Bernice Walker, wife of AOSS Clyde Walker, started with a below 100 average, and now proudly shows an average of 127. She is our most improved bowler.

Many FAA personnel and wives also participate in the Fort Greely Mixed League. The FAA Guys & Dolls are in second place at the half in this league of eight teams. June Harman, wife of AOSS Lewis D. Harman, is secretary and treasurer of the mixed league.

In a holidays bowling tournament, Ed Musgrove, Station Manager, and Theta, his wife, were high with their individual four game series of 847 and 821 respectively. They were not among the winners but were top for FAA.

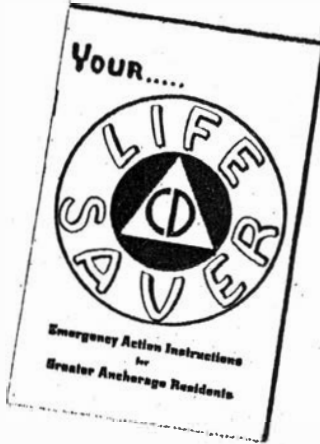
AOSS Gerald Clark and family departed Big Delta in January for Fairbanks Center. Jack Hudson, Traveling Mechanic, departed Big Delta after a brief stay, for ANC. He leaves behind a very disconsolate harem!! John Martin, Traveling Mechanic, arrived the latter part of January to relieve Jack Hudson, and will remain until such time as vacant position is filled. John is currently on the Birdwatchers Bowling Team.

We have had numerous snows at Big Delta, but very recent high winds have blown most all of the snow away, exposing our well decorated lawn of Buffalo chips.

Lew and June Harman

ARE YOU PREPARED?—HAVE YOU TOLD YOUR WIFE?

THIS PAGE IS DIRECTED ONLY TO ANCHORAGE AREA FAA EMPLOYEES
(NOT TO EMPLOYEES AT FIELD STATIONS)



This is Your Life Saver

This is must reading for you, for your family--especially your wife or closest relative in your home.

This is available. Have you lost yours? You can get another from Personnel. Get it. Read it. Respect it. Follow it. You have questions? Here are the answers--about your children, about food, about traffic, about hunting, fishing, about what happens if your car breaks down. Lots of answers.

TAKE THIS HOME

Provisions for evacuation of Anchorage in the event of an emergency have been made not only for FAA employees, but for their families. Elaborate, and tested plans, have been prepared for handling children if an emergency occurs while they are in school. (School children will be evacuated first to Seward, and will rejoin their parents, at Homer, when conditions permit.)

Too many Anchorage FAA employees have failed to reveal and discuss these emergency plans with their wives or relatives at home. Too few have even filed the information sheet on dependents, blood-type, physical condition, etc. of their dependents.

These plans are not for you alone--they are for you and yours. Discuss them AT HOME.



This is Your Survival Bible

This booklet supplements the Life Saver. It is national in application, Life Saver applies to Alaska. This contains valuable information on many kinds of emergency, and in considerable detail. It is well worth an evening's study and mastery by the heads of families. Have you lost yours? Get another from Personnel.

TO GET TO HOMER

FEDERAL AVIATION AGENCY

EVACUEE

DESTINATION — HOMER

BY ORDER OF ACTING DIRECTOR DEPT. OF CIVIL DEFENSE
STATE OF ALASKA

Edward F. Carter

With this card in your car you will be cleared through all road blocks all the way to Homer. Have your card immediately available. Get another if you've lost yours.

WHAT YOU SHOULD DO

If a war emergency--or other emergency--should require the evacuation of Anchorage, you and your family will face this brutal issue: SURVIVAL OF THE OUTFITTEST. If you are properly outfitted, you will survive.

Have your car ready to go

And ready to go a long ways. Homer is farther than one tank full of gas. Keep your tank filled. Have an extra can of gas aboard, or handy.

Have emergency food supply

You should have a 14-day supply of food ready to pile into your car. You should plan to have dried foods as well. (See pamphlet described here)

Clothing, sleeping bags ready

Under emergency conditions, you may be exposed to the elements for indefinite periods. Plan now to survive by your own efforts and supplies.

First aid box handy

Even in normal times, your car should contain a first aid kit. They are available at low cost. At least one member of your family should have some knowledge of first aid practice.

THE NATIONAL DEFENSE AUTHORITY REGISTRATION FORM		PERSONAL INFORMATION SHEET	
<p>Write below your name and Social Security number of your dependent family living with you, including you, NEAR, NEAR 1952</p> <p>NAME: _____ SEX: _____ BIRTH DATE: _____</p> <p>RELATIONSHIP: _____ OCCUPATION: _____</p> <p>EDUCATION: _____</p> <p>OTHER INFORMATION: _____</p>		<p>List by first name and last name all other dependents and relatives living with you, including you, NEAR, NEAR 1952</p> <p>NAME: _____ SEX: _____ BIRTH DATE: _____</p> <p>RELATIONSHIP: _____ OCCUPATION: _____</p> <p>EDUCATION: _____</p> <p>OTHER INFORMATION: _____</p>	
<p>State business address: _____</p> <p>Home address: _____</p> <p>MAIL ADDRESSES: _____</p> <p>MAIL DATE: _____</p> <p>MAIL DATE: _____</p> <p>MAIL DATE: _____</p> <p>MAIL DATE: _____</p>		<p>List home telephone's, State, Area, Number, etc.</p> <p>TELEPHONE: _____</p> <p>TELEPHONE: _____</p> <p>TELEPHONE: _____</p> <p>TELEPHONE: _____</p>	
<p>Signature: _____</p>		<p>DATE OF BIRTH: _____</p>	

Have you filled out this form? This is information which the civil defense committee must have to make plans for your safety--and survival.

You can get your blood type simply by visiting the Regional Surgeon's office in the Loussac Sohn building. So can your wife (or husband).

The information requested here could save your life.

WHAT FAA HAS DONE

What has the FAA done to make evacuation safe and efficient? What plans have been made for living in the Reception Center? See story on Page 9.

ANNETTE IS.

During the winter the Island has been battered by severe winds up to 120 miles per hour at peak gusts. Early in December a severe storm tore large sheets of metal roofing off the gym building and smaller portions of roofing off the warehouse. Winds pushed the rain so hard that several times during the winter months rain was driven through the walls of the apartment buildings, an occurrence that has never been noted before. Later in December a severe storm uprooted numerous huge trees and crushed several buildings in the Coast Guard area and also blew down a high storage shed used for the FAA "cherry picker".

Station Manager Sanford has demonstrated a high degree of stick-to-it-iveness in repairing his Seabee in the face of great obstacles. It started out with the tall wheel collapsing during taxiing which required new parts and put the plane out of commission awaiting the parts. Then, while still out of service, someone backed into the plane in its tie down area and damaged the control services. Again Pete took it with a smile and proceeded to locate new control surfaces and had them in the storeroom awaiting installation when the big storm of the last of January hit and Pete went out to check the tiedowns. He found the tie downs apparently holding, yet in front of his eyes the rope on the left wing gave way and the plane cartwheeled over on the right wing, severely damaged the wings, windshield area and tail surfaces. Now Pete is starting again to rebuild and we say more power to him and hope nothing else can happen to him.

It hasn't been all bad around here though. The Dick Thatcher family returned from a vacation in Arizona in December, and the Wardwells left the same month for the states on a trip that covered most of the country except the northeastern part. They returned in late January. The Eddie Kohl family left January 31 for a trip to Herta's home in Germany and Ed is expected to be back in a month, and the family may stay over there a while longer.

Don Armstrong, from the FSS, went out on leave in December, and while outside he effected a transfer to Scottsbluff, Nebraska, and now has the family together and writes glowing stories of his new home. His replacement, Bob Wisner, is due in February, and will be welcome as the FSS personnel are working short handed with Kohn off and one position vacant.

The long awaited electronics replacement

FAA KIDS MAKING GOOD

FAA kids (this early in Spring!) are just busting out all over with honors, medals and important assignments.

Margie Parkins, daughter of Bob Parkins of the Transportation Section, and Willis Avery, Airports, have been named as delegates to the fifth White House Conference on Children and Youth, to be held in Washington March 26 through April 3. Margie is a sophomore at the University of Alaska.

Usto Schulz, son of Air Carrier Safety Inspector Usto Schulz, has been nominated to the Air Force Academy by Rep. Ralph Rivers.

Usto recently received an offer for Reserve Officers Training with the Navy and went to Kodiak where he passed the required physical examinations. He has chosen the Air Force appointment, however, and will go to the Academy in July, if he successfully passes the physical examination.

Gregg Erickson, son of Stanley, Staff Assistant, recently went to Valley Forge, Pennsylvania, where he was presented with a gold medal, which is the George Washington Honor Award for a public address. Gregg's subject was "The Constitution, and Survival" and he was the winner for Alaska. He is a freshman at Wesleyan University at Middletown, Connecticut.

Phillip Smith, son of Frank Smith, Station Manager at Cordova, was one of four national winners in the annual Voice of Democracy Contest. His entry was an outstanding radio script.

There are others, of course, but natural parental modesty has prevented the Mukluk from getting the full list.

Every student on the distinguished honor roll of the Ora Dee Clark Junior High School eighth grade was an FAAer. Jean A. Bassler, Joan Bassler, Cathleen Carr and Karen Ruth Swim all earned 1's in all subjects, and all are daughters of FAA employees.

Frank Lowe finally arrived from Rogers Point and the electronics staff is now fully manned.

All of the men who own, or hope to own, boats this season, are lost in a fog of boat talk and work on boats. Now the spring catalogs have arrived and the talk has gone on to the 1960 model motors and many are looking to bigger and newer power for their boats.

FAIRBANKS

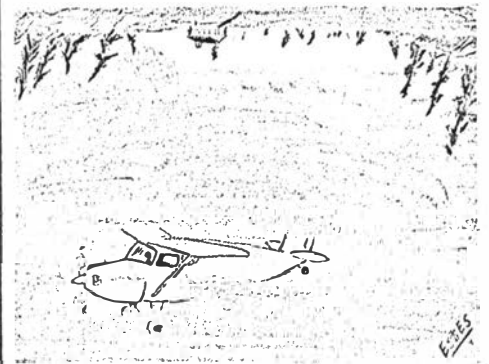
Robert Skaggs is back from the tenacious clutches of the "soft living" states. Skaggs visited the Chicago Center to converse with one James Halloran, one of our more recent deserters. From his report of their conversation, along with his impression of the Chicago area, it's safe to say that Bob will not be heading for the Chicago area when his tour is up in Alaska.

James Cabaniss returned the early part of the month from a trip to the East Coast. He brought back a new Piper Super Cub, and added 45 hours to his log. The only thorn on the rose was a five day layover in Ohio on the way back due to weather.

The Claude Wilbers are lighting up the winter darkness with light from their proud, smiling faces. Their adopted daughter is a picture of sweetness, and it would be difficult to find a happier threesome anywhere.

George Hill and family and the Joe Hollingers arrived in Fairbanks as newest members of the facility.

An open letter to the Fairbanks Center bowling team (No. 2): Please, fellas, get out of the cellar or change your name.



"I JUST BARELY SQUEEZED MY LICENSE THROUGH BEFORE THE FAA STARTED MAKING EVERYONE TAKE THAT INSTRUMENT INSTRUCTION LUCKY HUH?"

The crew working on Gruman N21 at Tangas Lake have completed their work at the lake and within hours it is planned to ferry the plane to Tangas Harbor and taxi it to the field. The plane required extensive rebuilding of control surfaces and primary aircraft structures, but it has been done at the lake, and quite rapidly, according to the reports.

COLD BAY

The women of Cold Bay have placed another party into orbit - A Valentine dance. Several women claim this to be their most successful launching because the men prepared the lunch. Be that as it may - the women served beverages from the Wild Goose Room of the Pavlof Club.

There were door prizes - dances and special dances like the broom dance, the shoe dance and the dry weather dance (followed by 4 days of nice weather). Everyone brought a "White Elephant" to the party and these were exchanged at the close of the evening. Hank Leucke got a Dagwood and Blondie comic book printed in Spanish....

Mrs. Dorothea Hanson, wife of the Station Manager, is on an extended vacation. She is visiting her mother in San Francisco.

Between Nome and San Francisco there is a new cribbage champion. Master Mechanic Ernie Fitch yielded his crown to the new champion at Cold Bay during the cribbage championship tournament. In an exciting game, Station Manager Hanson won the championship and crown for the next year.



Ken Richards, Electronics Maintenance Technician at Cold Bay has retired. Mr. Richards had more than 25 years of Federal service at the time of his retirement. Mr. Richards is well known throughout Alaska, having been a traveling maintenance technician until he discovered Cold Bay 4 years ago.

Richards departed Cold Bay on extended annual leave in October, and traveled thru Mexico and other Central American countries; or so we understand; before deciding on retirement.

UNTI GOES EAST KNIGHT GOES BACK



Red Untl seems to be illustrating here a manual on how to quit gracefully. His was the cleanest desk in Seattle when he was ready, finally, to leave for Washington.

The chain reaction he started brought Virgil Knight back to Anchorage International Airport as Acting Manager, succeeding Warren W. Wilkins, who succeeded Untl. Nobody succeeds Knight, however, because he will continue his regional office duties, and manage the airport at the same time.

"Sounds like a broken record", Knight said when he read the announcement that he was again to manage the airport.

Untl Writes Thanks

FAA FRIENDS-

In the midst of disposing odds and ends to the Salvation Army, hauling items to the City Dump and attempting here and there to take care of some of the Government's business, I have for some days been trying to figure out how I could say 'thank you' to all of you nice Fifth Region people.

You are instructed to say in concise form and to the point, in management training courses, to express simply exactly what you want to say, but how--how can you express the warm feeling of appreciation for the diamond cuff-links and the beautiful Benrus wristwatch complete with jade and gold nugget wristband; how can you tell your friends how much you really appreciate the Testimonial that expressed the sentiments of associations of over 15 years? How does a man say 'thank you' to his Boss and to the office that planned and held a farewell party, bringing together co-workers, former employees and friends dating back to the establishment of the Seattle office?

These are the thoughts that have been running through my mind the past few

LETTERS

ONE BIG CLUB

Editor Mukluk

Now that Alaska is the biggest State in the Union, let's form the biggest club in the biggest State. How about a Statewide FAA Club (including Mac Emerson's outfit if they desire). Approximately 60 FAA'ers here in Fairbanks have indicated they would join a local recreation association or club and it could be worked out for us to send a part of our dues to a Statewide club and still retain our local autonomy. In other words, we would have a federation of clubs. This arrangement would make all members eligible for seats aboard "Chet's Choice Charter Crusades". I understand CAB requires bonifide club membership before granting charter permits.

For example, we could call our association or club the Fairbanks, Alaska Frigid Facility Fellowship, and other stations could have clubs named to suit their fancies, but we'd still be members together by affiliation. Maybe we could select one Statewide name and have branch clubs at the stations. At stations where clubs or associations are not formally organized, employees could join the Statewide club directly.

Now, I know the question of "What's to be done with the dues we send to the seat of the Statewide club?" will be foremost. Well, I know we could do a lot of things. We could use some prize money for Statewide competitive morale boosting gimmicks. We might even put some lucky employee, couple, or family aboard a charter trip absolutely free, or anything else that would be constructive or mutually beneficial.

Let's show Texas and the other Regions that the Fifth Region doesn't fool around when it comes to organization.

As our noble Mukluk Editor, why don't you kick this idea around and find out if it's got enough wing spread to get off the ground. Be the Man on the Street, so to speak, and let us hear the pros and cons.

If you know of any Federal employee clubs that secure discounts directly as a result of club membership, this would be the time to explore this possibility also.
B. F. Zvolanek

It's really quite simple. Robinhood robbed only the rich because the poor had no money.

days and with the realization that Verna and I are actually departing, we are left with only a few words--we thank you and knowing each of you has been wonderful.

Red Untl

TALKEETNA

Albert T. Weed, communicator at Talkeetna, has been warmly thanked for his assistance to Helen Abare, long distance operator at Anchorage, in locating Mr. Clarence Kenny, who was notified of his parents' death in an automobile accident New Years Eve. Mr. Kenny lives near Montana Station South of Talkeetna and has no phone connections. Weed located Don Sheldon of Talkeetna for the Anchorage operator and he passed the sad news on to Mr. Kenny.

Miss Abare wrote, "FAA should certainly value an employee who has the deep interest in his fellowman, as you have shown in this gesture."

YAKUTAT

The Yakutat Recreation Club elected J.O. Porter, Chief Aircraft Communicator as president; John Llewelyan, Weather Bureau Observer, Vice President; and Mrs. Jean Cobb, wife of the EMT secretary and treasurer.

"The most active PTA I have seen in the whole Fifth Region"--at Yakutat--held a spaghetti dinner recently for 100.

Even though Yakutat is noted for its snow we have had a pretty good year. We had 92 inches during December, and 54 inches during January. But soon we will have our rains and the snow will go.

Thomas Neville, Jr.

HE'S HEALTHY TOO



EMT Harold Ervin, Big D, dresses up like a sick federal worker to receive his 1500-hour sick leave certificate from Station Manager E. R. Musgrove.

POETRY CORNER

LADY WITH LYRE

When lightfoot lads with lightfoot sprints
Go bounding from her life forever,
She dons her rue in public prints,
Sophisticated, suave and clever.
Her little verses always scan;
And always say, the hell with Man.

There might be lads less fleet of pace
To hang their hats upon her hall tree,
But these she shuns as commonplace--
Why waste her dactyls on the paltry?
The bird in hand's a tepid thing
Compared with coveys on the wing.

Let gallantry forget the age
When first we marveled at her sonnets,
And saw her phoenix heart assuage
Its wintry grief with April bonnets--
But are the lightfoot lads today
Still light enough to get away?

--O.R.

STOCK MARKET ITEM

The big money players still leap
from their windows
Whenever the equities plunge'
And better the pottage endured
in a cottage
Than the wrong kind of business-
man's lunge.

--O.R.

DELEGATION OF AUTHORITY-- A QUESTION.

After a lifetime of letting
George do it,
Keen for the prize when at last
he has won it,
Crying out "Go boy!" and "Ho, boy,
hop to it!"--
What do we do when we find
he ain't done it?

--O.R.

HOMER IS WELL-PREPARED FOR EMPLOYEE RECEPTION CENTER FOR FAA IN EMERGENCY

Homer was selected as the Employee Reception Center because of its terrain, location and the space available for housing Anchorage FAA employees.

It is also an excellent choice because of the fallout pattern to be expected in this part of Alaska, and because food from the sea, crops and game on the land are available.

The FAA's Civil Defense Committee has obtained and stored at Homer, tents, field kitchen, first aid station, field telephone system and other supplies adequate to care for 2500 persons. Provisions also are complete for the regulation and policing of the re-location center, and the committee continues to study other problems as they are presented.

AIRPORT Cont. from Page 1

Weather Bureau and various "specialists" has visited all of the 17 airports named by the FAA as surplus. Of these, the State has named four which it is ready to take over. The first of these, Kenai, will be transferred about April 1, according to present plans, and three others, Cordova, Annette and Nome may change hands by July. The State has indicated that it is not interested in Iliamna and Gustavus, but is willing to consider substitutes for these two.

Other fields inspected in three trips with Al Hulen as pilot of an FAA plane, were Yakutat, Talkeetna, Nenana, Big Delta, Bettles, Tanana, Galena, Unalakleet, Aniak, McGrath and King Salmon.

The Omnibus Bill passed by Congress to assist in various problems of transition of Territorial Alaska into Statehood, provided that airports considered "surplus to the requirements of the FAA"

could be given to the State. Three ways to make the transfer were established: by transfer of title to the airport as provided in the Federal Airport Act; by transfer of present leases to the State; and by transferring permits held by the FAA from the U. S. Forest Service to the State.

What is Surplus

Important in the transfer problems are the questions of what is surplus and what the FAA finds it necessary to retain for operation of the federal airways. Little or no FAA housing, for example, will be given to the state since the FAA is chronically short of housing. Access roads and roads in quarters areas at some stations, must be maintained; shops and garages at others will be needed by the FAA. Who is to be in charge? At Nome, some of the old housing in town may be transferred. At Kenai, the question of future ownership of road

See **AIRPORT** Page 12

SEATTLE

Nothing like a broken leg can make Judith Secrest, addressograph operator at FAA's Seattle Branch Office lose a day of work. She's lost time on the ski slopes, however, and that's where the leg got broke.

Judith, Aiko Yanagihara, Barbara Riggs, Louise Borders and Shirlee Sunderhauff were fellow-students at a new indoor ski-ing school. Shortly after they graduated out of the big, drafty, refrigerated school room and took to the mountain slopes, Judith came limping to work. A doctor found her leg was broken and now she's in a cast from hip to toe. Only interruption to her work now is the time it takes for her admirers to autograph the cast.



Mary Lou Seay signs
Judith Secrest's cast

The others are still ski-ing. Louise Borders and Shirlee Sunderhauff took winter vacations in Sun Valley where they attended a "Learn-to-Ski" week. Judy expects to be back on the boards in March.

Hammarley In Hospital

Leon Hammarley entered Providence Hospital February 21, with a severe attack of influenza complicated by pneumonia. Early in March his condition was described as somewhat improved, but still serious.

FAA CAN HELP SAVE ALASKA'S RELICS

Preservation of antiquities in Alaska--historical or archeological--is a delicate subject, and any FAA employees who are interested should know the ground rules in advance of making any "collections".

Three federal departments, Agriculture, Interior and War, have positive regulations for all excavation, exploration and preservation of relics bearing on the human and animal occupation of ancient Alaska. The University of Alaska has been named as one of the institutions that can receive specimens of this kind.

The University is also the recipient of the permits issued for such work by the federal government, and it customarily designates the individuals who are to do the work. The University works with the institutions which protect the sites of interest to anthropologists and archeologists. These are the U. S. National Museum and the Smithsonian Institution, and they have tightened up their rules since Alaska became a state. All such work is conducted under the provisions of legislation enacted June 8, 1906, called "An Act for the Preservation of American Antiquities".

Dr. Otto Wm. Geist, Research Associate in Vertebrate Paleontology at the University of Alaska, who advised and collaborated with Norman and Romayne Potosky in their collection of Eskimo artifacts now in the University of Denver museum, advises any who are interested in this field to observe the rules carefully.

The important advice, according to Dr. Geist, is that one does not go about digging on his own. The proper preservation of antiquities is the function of experts in several fields, and should be referred to them by the novice. Such experts naturally appreciate the interest and assistance of local persons.

Knowledge of the existence of relics of past ages can be communicated to the University of Alaska, or the Alaska Historical Library and Museum. If excavation and preservation is necessary, the University can pass the information on to proper persons. If historical relics are concerned the Museum can take steps for preservation and possibly display.

Administrative Circular No. 6-19 gives Agency policy on this subject.

POSTUREPEDIC MALONEY WINS TRIP TO FLORIDA

Bob Maloney, Administrative Assistant at Anchorage International Airport, had been on a diet so long he was weak when one day recently he managed to walk all the way home--part of the reducing regimen--and struggle up the steps to his apartment.

At the door, his wife met him with a tall cold one and he wondered why. "You'll need it", she told him. "We're going to Miami Beach for a week and stay at the fabulous Fontainebleu Hotel."

He needed it of course to withstand such a shock, and finally was able to tell his wife that last fall he had picked up one of those entry blanks which says "25 words or less" and filled it out telling why he wants a Sealy "posturepedic" mattress. They will go by jetliner to Miami late in October.

"I owe it all to the letter-writing course of the FAA", Maloney said. "My next great goal is to write a government letter of 25 words or less."

FAA UNION EXPANDED

Jack Denny, Foreman of the Carpenter Shop, has been chosen president of the revived FAA local of the American Federation of Government Employees.

All FAA personnel are eligible for membership in this union, which is Lodge No. 1796. Wendell Burns is vice-president and a secretary-treasurer will be chosen later. At the first meeting 31 joined, mostly technical workers at the shops at Merrill Field and at Anchorage International. Membership is open, however, to employees of any classification or grade in the agency.

BUY-SELL-SWAP

Sale or Trade: Portable Mall saw, 8-1/2" with case, extra blades. Jointer, 4-1/2" with stand and motor. Both in excellent condition after building two houses. Knight, Ext. 417. FA 2-4551.

FOR SALE: 20' extension ladder, like new. Large Westinghouse roaster, with broiler. Three 6 X 9 carpets, cleaned. Blacka, Ext. 3376

Committee: "a body that keeps minutes and wastes hours."

37 Finish Preventive Maintenance Class

NOME

For the first time, the entire eligible staff at Nome is in FAA housing.

The ten new housing units above the airport were completed and the affected families moved in January. We currently have nine units filled with the tenth expected to be filled shortly. P & S personnel that formerly lived in town moved into the city housing areas.

School transportation presented some problem, but was partially solved with the assistance of the Nome taxicab companies. Transportation during blizzard conditions was expected to present another problem, but has proved minor, and only twice have watch standers been unable to go to work in their own vehicles. These times transportation was provided in a weasel driven by one or the other of the facility chiefs. So far, the transition has been quite painless and the problems have been considerably offset by the pleasant and spacious living quarters.

Ed Pedalino, transferring to Anchorage ATC, has shaved his luxuriant beard and obtained a crew cut. He has requested that the following ad be inserted:

For Sale: One Each, Curry Comb and Curling Iron - \$1.75, or will trade for white shirt and subdued necktie, preferably new.

Joe Unterwagner returned, suitably tanned from extended annual leave in the midwest and Florida. He too was minus a beard. He spent a short time in Havana and it seems that the Havanans are either violently "fer or agin" beards. I understand that he had considered shaving only half in order to please both factions and proceed unmolested in his pursuit of culture. As it was, he shaved completely and only had his camera taken away. We feel that he came out about even.

Marion J. Figley

Washington FAA has changed the name of Air Traffic Communications Stations to Flight Service Stations. International Stations hereafter will be known as International Flight Service Stations.

My wife and I first met at a travel bureau. She was looking for a vacation and I was the last resort.

Honeymoon: The period between "I do" and "You'd better".



Class No. 2

From left, Front Row: E. Brendemuhl, instructor, R. Hartwig, F. Parker, J. Kitzinger.

Rear Row: R. McGinn, Deputy Chief, Plant Maint. Br., C. Myton instructor, M. Heatherly, F. Dul, G. MacKenzie, F. Parker



Class No. 3

Seated, from left: J. Denny, A. Israelson, J. Hudson, R. Hoffman, J. Kubek A. Shultz, K. Aho, C. Van de Water, R. McGinn, A. Lappi instructor, C. Carlson, R. Williams, W. Jones

Standing: C. Myton, instructor, E. Brendemuhl, instructor



Class No. 4

Seated, from left, B. Holeman, R. Matukonis, V. Wipper, C. Bagley, L. Smith L. Sturdevant, C. Call, J. Malone

Standing, left to right, E. Brendemuhl, C. McGowan, A. Lappi, instructors.

Four successful classes have been completed in the preventive maintenance of heating, plumbing, refrigeration and water systems, with a total of 37 maintenance technicians graduating.

Directed by Donald T. Kell, Manpower

Never praise a woman too highly. If you stop, she'll think you don't love her any more; if you keep it up, she'll think she's too good for you.

and Training Officer of the Facilities Division, the courses were completely practical and based on FAA experience in the past. Instructors included E. Brendemuhl, C. Myton, A. Lappi and C. McGowan.

If your wife insists on wearing the pants, look around for a skirt.

IF THEY ASK ABOUT ALASKA--by AHO

Here's to Alaska the land of worth,
The most misunderstood country on earth
The questions I'm asked, like mosquitoes I know,
Get under the skin of the old sourdough

How long are your winters? how thick is the ice?
Can you raise anything, are the prospectors nice?
Do they have any churches? Do they have any schools?
Just what is a parka and what are ice pools?

Now what is a "Gee" pole and what's meant by "mush"?
And have I ever seen a Walrus sleep in the brush?
Is it true in the summer of nineteen-O-three
Old "Soapy Smith" shot Daniel McGee?

These questions are standard, persistent and so
I'll answer a few for the new Cheechako:
The summers are short, about ninety days,
But we figure that double in a good many ways
For the days are much longer, no dark nite at all,
From the middle of May 'till September in Fall

We've thousands of flowers that grow everywhere,
And so many wild berries they go to waste there.
The crocus in May, the roses in June
Fill the sweet summer air with lovely perfume.

The willows and birches, the poplars and spruce,
Are the feed of the rabbit, red squirrel and moose.
The lichens and mosses on the mountainside steep
Are the food of the caribou and big mountain sheep.

The rivers most clear and glacial cold
Give all kinds of fish as well as some gold.
The breakup is sudden before May mostly gone
July brings the Salmon far up river to spawn.

Then watching from shore are martins and minks,
The otter and beaver are gray pelted lynx,
The black bear goes fishing with only his paw
And many a salmon is eaten here raw

September brings harvest of gardens and grain
If you've fenced from the rabbits and been lucky with rain
There are turnips, potatoes, cabbage and beets,
Rutabagas, crisp celery, carrots and leeks.
Barley and wild hay, oats, wheat and rye,
With a flour mill handy on the river close by.

October brings hunting and sport on the skate,
Hockey and curling and the old figure eight.
November takes trappers far up the divide--
Providing the Malemites are tuned for the ride.

The townspeople pass them before they've gone far
For they're using a tractor, a plane or a car.
You'd expect in this weather they'd be careful of dress
A tuxedo and topcoat would be what I'd guess,
For instead of out--mushing wearing four pair of pants
They're out on the trail of a big High School dance!

They're prepared for winter and long days of cold
So they ride, sing and dance and never grow old.
And perchance should you hear a wild scream in the snow
Don't shoot--or you'll ruin some new radio!

For time has brought changes since wild '98
And Alaska's resigned to a civilized state.
So McKinley looks down thru her halo of snow
And she'll answer a question of the old sourdough:

The question will be: "Say, how are we doin' "?
"You're civilized now and sure as Hell ruined!"

Karl Aho

AIRPORT Cont. from Page 9
maintenance machinery is important.
At most stations, roads out to the air-
ways facilities will continue to be the
responsibility of the FAA, since such
facilities are essential parts of the air-
ways aids.

To Work for State

What then happens to FAA employees at
any stations transferred?

At Anchorage and Fairbanks Interna-
tional, the FAA is managing the airports
with the same staff it has always had, and
on contract with the State. Continuous
consultation is under way with the State
officials who will take over July 1st on
all matters, including personnel. As
some jobs become vacant through trans-
fer of FAA personnel, they are filled by
the State.

Some FAA employees have indicated they
will continue to work in their present jobs
for the State. All have examined and
compared the employment conditions,
including housing, retirement and leave.
Some already have bid on other FAA
jobs, and others have asked for transfer

to other parts of the FAA when State
ownership of the airports becomes effec-
tive.

"We find no major personnel problem at
any of the airports," Acting Regional
Manager Hulén said in discussing the
changeover. "The FAA's job grows
bigger, not smaller. We face a period

of expanding duties everywhere. All
FAA employees at the few airports
immediately concerned probably can be
provided with FAA jobs through transfer.
The whole transfer process, moreover,
is certain to be a gradual one, with no
sudden changes".

The man all wrapped up in himself is
usually a pretty small package.

THE MUKLUK TELEGRAPH

ANCHORAGE, ALASKA

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