



## BOWLERS STAGE CLOSE '60 TOURNAMENT FINISH

Darrell Nelson and Gordon Ashcraft were the sensations of the annual tournament of the Anchorage FAA bowling league.

Nelson, with a 179 average, rolled a 277 scratch game, and a 646 series in the Men's Doubles. In four series of bowling his series total dropped below 600 only once, and that score was 589. In capturing the All-Events with 1853, he averaged a scratch 205.8.

Ashcraft, not the fine bowler that some are, holding only a 133 average, "went crazy" and walked off with the lion's

See BOWLING, Page 9

## HEALTH PLAN INFO BEFORE JUNE 1 FOR EMPLOYEE STUDY

All employees will be provided with information on the two health plans available in Alaska before June 1, and will have the month of June to decide which of these, or neither, they choose to take.

The Civil Service Commission has tabulated the provisions of the two government-wide plans available here, the Blue Cross-Blue Shield and the Insurance plan to make employee decisions easier. All government agencies have been cautioned against any favoritism for any plan, but have been instructed to make the maximum information available to all employees.

## REGIONAL MANAGER TELLS RESULTS OF RECENT WASHINGTON MEETING

Regional organization of the FAA is proceeding, and by July 1 should be almost complete.

This was the essence of the report brought back from a recent conference of Regional Managers in Washington by Mr. Hulén.

By that date Region 5 should be fully functioning under the new organization structure as prescribed in Agency Bulletin 60-4 and in directives of the several Washington Offices and Bureaus. Although at press time only a part of new organization has actually been implemented, necessary work is proceeding full steam at both Washington and Regional levels. Functional statements of Branch and Sectional components are being or have been prepared. In general, preliminary drafts of job descriptions for key positions are being prepared in Washington for review and comment by the Region prior to final classification action.

The Administrator again emphasized the principles of the Four Fs, and impressed Regional Managers with the effectiveness of the Agency if all of its work is based on actions that are Fair, Fast, Factual and Firm.

"These principles can apply right down to the smallest of our operations," Mr. Hulén related. "If our relations with the airmen, the manufacturers, the air carriers and all the associations in this industry that we serve are fast, fair and firm, and based solidly on facts, the FAA and all of its parts will have integrity. Following these principles, we can avoid many difficulties faced by a government regulatory agency, we can maintain honest--and probably pleasant--relations with the people in our industry, and we can serve the public best in the preservation of aviation's commendable safety record."

See HULÉN, Page 10

## THE MCKEANS ARE OFF TO DENVER WITH GOOD WISHES OF HUNDREDS IN THEIR EARS



More than 200 of his friends gathered April 22 in Anchorage to bid goodbye to George McKean, retiring Deputy Regional Manager, and his wife Dorothy. May 1, they left for Denver where they plan to spend their retirement.

Serious part of the program was the

presentation of a portable TV set and a check for the purchase of golf clubs as farewell gifts to "Mac", and some words feelingly spoken by Al Hulén on their long association together. Marshall Hoppin, first Administrator in Alaska, and Mac Emerson, head of the Weather Bureau

See MCKEAN, Page 8

## SEATTLE

Becky Varon and husband, Ralph, have been hospitalized several weeks as a result of an automobile accident while they were attending the Shrine bowling tournament in Yakima, Washington.

Louise Borders's son, Phil, has signed a minor league contract with the Chicago Cub Professional Baseball Club as a bonus player. Phil, who plays infield or outfield, is in spring training in Mesa, Arizona, and will soon be assigned to a team for the season. He was also offered a pro football contract with a new West Coast league, but selected baseball as a professional sport. He is a junior at the University of Washington and will continue his studies in the fall.

Louise's older son, Bob, who is interested in business management, will soon take a position with a Seattle airplane company following his graduation in June.

Aiko Yanagihara has recently resigned her position with the audit office to make an extended trip to Japan.

New typists at Albro are Patricia Ann Moore and Agnes Crosby.

Shirlee Sunderhauf, stock control clerk at ALBRO, announced her engagement with the traditional box of candy, April 19. She will be leaving FAA on June 10, to become the bride of Bernard Curley on June 18. They will make their home in Bremerton.

### FILMS LOST

Three films from the FAA film library are missing. All stations are requested to search for these films, and if found, return them to the Kohli Company in Anchorage so they can be restored to circulation.

They are:

- TF-13402, Radio Range Operation.
- CA-33, Safety in Aviation
- CA-35, An Ounce of Prevention

### DRY BETHEL

Bethel has a dust bowl. That's what pilots call the Bethel Municipal Airport. At the FAA station, the exhaust fan in the electronics maintenance shop has been taped over completely. They're considering putting the fan in the floor with the exhaust underneath the building. And they want a weatherproof entryway added to the northern entrance of the building.

Who said Alaska was all spongy, wet tundra?



We were hunting grizzlies up near McKinley Park and had been out on the trail for most of the day. When we returned to camp, we surprised an old mother grizzly with her head halfway into a gallon bucket of honey. When she heard us, she jumped, hit the bucket against a tree and it caught over her head. Then she took off, colliding with everything in her path, and her ridiculous plight made us double over in laughter. We hadn't the nerve or the breath to shoot, and the incident was the main topic of conversation when we came back the next year, hunting grizzlies again.

After two days in camp, we heard a banging and grunting in the shrubbery near the camp and when we investigated saw the same old Ma grizzly still wearing her bucket. And she had cubs, three of them, each with the same kind of bucket over his head.

Paul Kaatz  
AOS Merrill Field

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Application has been made by an FAA group for \$2,000,000 of the State's \$5,000,000 Road Research and Development Fund to finance the development of heat-resistant snow for Alaskan road paving.

The plan is to set up a laboratory in Whittier or Thompson Pass where the annual snowfall is upwards of 50 feet, and eventually establish the processing and packaging plant there. Principal value of the project, say its promoters, will be to provide labor in the slack winter months in Alaska.

Snow as paving has very apparent advantages, according to Charles E. Planck, acting as secretary for the group. It eliminates dust on gravel roads and produces an even smoother paving, once it is compacted, than asphalt. It could be delivered to the job in refrigerated highway trucks or railroad cars and spread with regular road-building machinery.

The only thing worse than a man who knows it all is a woman who hears it all.

One scientist to another as a glamorous girl walks by: "Now there's an arrangement of molecules for you!"

## SIX GO TO NAFFC TO STUDY ANC TRAFFIC

Forty-two women "pilots" in Atlantic City are going to help Alaska air traffic controllers study air traffic conditions in Anchorage.

Six air traffic controllers from the FAA's regional office, center and tower have gone to the FAA's National Aviation Facilities Experimental Center near the New Jersey city to assist in the study. They are Edward Kiehn, Planning Officer in the regional office, and controllers John Costello, Bruno Zamorski, Glenn Fossett, Joseph Yugovich and Frank Jackson. The study begins April 18, and ends May 20.

At the NAFEC, the air traffic simulator is in constant operation, studying myriad traffic situations economically with never an airplane in the air. There are 42 projectors in a battery at one end of the room, each manned by a woman "pilot", --paid at Grade 2--and each projecting a blip on a screen on which the chart of the airport being studied is also projected. This screen is photographed and reproduced by television methods on a radar screen in a nearby room. Traffic controllers, sitting before these radar screens, operate exactly as they would in a traffic tower or center.

They communicate with the "pilots" as they would under actual conditions in guiding planes in safe takeoffs and landings. The method saves millions of dollars.

Traffic at airports all over the world has been studied in this manner by the FAA. Moscow or Minneapolis, it makes no difference, these planners can duplicate conditions and study all aspects of expected increase in air traffic or changes in the performance characteristics of future airplanes or location of aids.

The Anchorage study will involve the problems which expected increase of air traffic will produce; the use of additional aids such as a possible Radio Range at Big Lake and a homing device at Moose Point; and the traffic using all landing places, civil and military, in a radius of about 50 miles from the city.

Practical nurse: One who falls in love with a wealthy patient.

Don't settle for half truths. You may get the wrong half.

## ELEVEN KIDS WOULD BE FINE TO HAVE..IF THEY WERE ALL LIKE CHARLEY STACK'S

— by CHARLES E. PLANCK —

If you have ever wondered what it would be like to have 11 children instead of your one, two or three, then listen to the happy story of Charles and Nadine Stack and their delightful brood of 11, all under 12 years of age.

First off, and most surprising, you can listen and actually hear their story, even when the entire 11 are up and around in their living room at Fairbanks, where Charles is a watch supervisor, AOS for the FAA. Patricia, 8 months old, was the loudest, and her noises were gurgles and little slapping noises as she crawled about on the tiled floor. From 'nearly 13' year old Brigid right on down to Patricia, they're full of affection and high spirits, but a lifted finger from Mama is enough to restore quiet when someone wants to talk.

### 8 Small Sourdoughs

There are eight genuine Alaskans in the Stack home. Three were born in Montana, one was born in Cordova, one in Nome, three in Ketchikan and three in Fairbanks. In the order of their arrival, they are Brigid, Kathleen, Bernard, Steven, Mark, Kevin, Vincent, Eileen, Sean, Timothy and Patricia.

Almost everything about the family was amazing to this under-privileged Mukluk reporter who "raised" only two and often found them a superfluity. Nadine, 38, fixes seven school lunches each night. In the morning the school-age Stacks get to the table first, are fed and hustled off to the school bus as the younger ones awake and resume their busy little lives. No traffic problem here, Mrs. Stack insists.

Comes night, there is no TV. Charles says, "with such a big audience, it would be too complicated to manage TV." There are books, crayons, marbles and dolls, and Pop's lap and Mama's cuddling for those of proper age.

In the summer, Stack, 40, rents a place in the country, and turns his family loose on nature. And each year he invests a buck or two in the Nenana Ice Pool. "Wouldn't winning that be nice?" he wants to know.

### Sox Don't Match

Clothes are not too much of a problem to Nadine. For the pictures herewith, every Stack had on a starched white shirt or neat little dress. Only piece of bad dressing was un-matched sox, and they appeared on the feet of boys who will be fourteen or more before they ever give a care about such things.

See STACK, Page 7



Charles and Nadine Stack and their 11 children. Center, a bright-eyed potential basketball team with Sean and Timothy, subs, coming along. Below, the distaff side, Eileen, Kathleen, Brigid and Patricia. And there are Stack teeth like these at any given time.

## POETRY CORNER

### SONGS OF HOSTMANSHIP

Parcheesi contests with them are  
A little less than breezy;  
For she is always under par,  
And he is over-cheesy.

\*\*\*

Once entertained by the McBrides,  
We needs must do the same for them;  
So after magic lantern slides,  
The kiddies will declaim for them.

\*\*\*

Two-way conversation to her is a crime---  
A waste, if you will, of her voluble time.

\*\*\*

Think twice ere you offer him one for the road  
On top of that already towering load,  
For sometimes he finds when he gets to the door  
That he's not certain which of the roads it was for.

\*\*\*

Friend, since the start of the game we have heard  
Your boisterous tumult and babble,  
Which is why I am playing this four-letter word  
In a once-friendly session of Scrabble.

\*\*\*

A comma tells its story snappily,  
As in: "The evening ended, happily."

--- O. R.

### ON THE QUALITY OF A SLIGHTLY STRAINED MERCY

This is an age when guileless vision blurs  
From sophistries bemusing in their glitter.  
No man is wrong today because he errs;  
But something in his childhood made him bitter.  
The copper scion had too much too early;  
The baker's dozen envied and grew surly.

The witless hulk who takes a human life  
Might not have done so had he gone to college,  
But let the addled egghead brain his wife  
And lo, he was the victim of his knowledge.  
Thus do we practice pity and forbearance:  
To exculpate the thug we frame his parents.

And doubtless I am old before my time,  
But I must ask you this: Were men less happy  
When felon bore the onus of his crime,  
And no one sent the bloodhounds after Pappy?  
An obsolescent thought, nor do I boast of it;  
But, friend, if this be reason, make the most of it.

---O. R.

### ON THE PRESENTATION OF HUMOR

One does not laugh at one's own wheeze;  
A snuffbox was not meant to sneeze.

---Keith Preston

Well, that's one point of view. But still,  
If I don't laugh at mine, who will?

--- O. R.

## STATION HELPS IN SAFETY WARNING

Cooperation of FAA station personnel in the enforcement of air safety practices was demonstrated recently when Donn Baker, Station Manager at Unalakleet, was commended by the Acting Regional Manager for warning a pilot against unsafe flying practices.

In line with the request of the Flight Standards Division for station personnel to watch for and report dangerous flying practices, Baker observed damage to a plane in an accident that happened on his airport, and advised the pilot against flying the plane to Fairbanks for repairs without first obtaining a ferry permit.

## YAKUTAT

Corvi Construction Company has started work on our Peripheral Site.

EMT, Donald G. Farley, was selected as the new Navalds Chief for this station.

Colorado Oil & Gas Corporation has resumed operations at Yakutat and expect to put in around 20 miles of road to Dangerous River for further exploration.

The Yakutat Lodge and Restaurant has been opened by Mrs. Mary I. Ryman. Now the men who get in the doghouse will have some place to go and eat if their wives will not cook for them while they are in the doghouse.

## JUNEAU

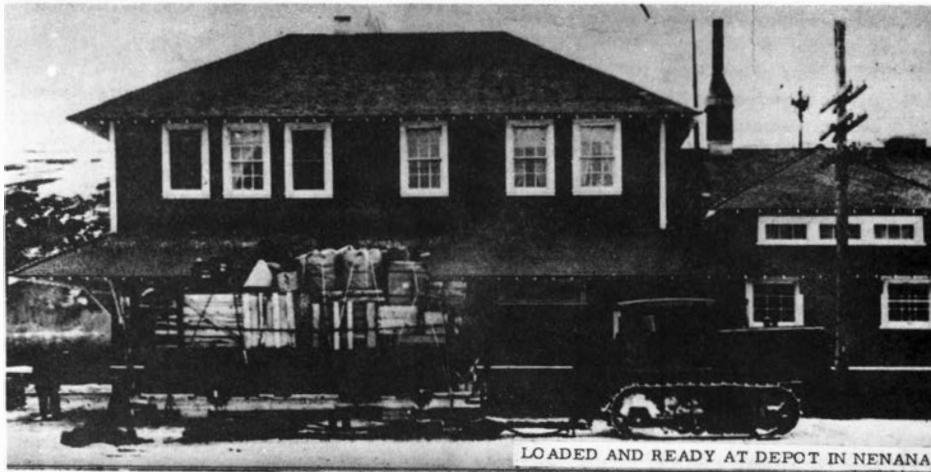
The vessels Civair 17 and 18 completed five trips during March. They traveled a total of 1885 miles, hauling 75,275 pounds of freight and 1,265 gallons of fuel, and working 328 man hours on shore facilities.

The traveling mechanic completed routine service at Duncan Canal and emergency service at Angoon. 4,000-gallon storage tanks were installed at Ainsley and Porpoise Islands, allowing annual fuel delivery instead of quarterly deliveries as was necessary in the past.

Painting of the inside of the standby power houses in Juneau area was accomplished and landscaping has been started.

The automobile has proved a great moral force in America. It has stopped a lot of horse stealing.

# THIS IS THE WAY THEY DROWNED CATS IN BUILDING AIRWAYS



LOADED AND READY AT DEPOT IN NENANA



GOING, GOING--DOWN INTO 14 FEET OF LAKE MINCHUMINA



GET A ROPE ON THE CAT AND THE HEAVY PIECES OF FREIGHT



BUSH ENGINEERING--THE ELEVATOR IS READY



A DRIED-OUT CAT PUSHES THE DROWNED ONE AND PULLS SLEDS

Dozens of cats have gone under the ice in building the airways in Alaska, but Morrison-Knudson established a record of sorts in 1942 when two RD-8s and three sleds each loaded with 25 tons of CAA supplies dropped into 14 feet of water in Lake Minchumina half a mile from the end of the trip.

The CAA was building Minchumina Station. Bill Thomas, Morgan Holmes, Bob Spaulding and Ralph Westover were the engineers in charge of runway and station construction. Jack Jefford had flown workers in to the site using an amphibian, and they had chopped out a runway adequate for small planes. It was slow business, however, that kind of aerial freighting, and somebody noticed that M-K was moving an empty cat train from Valdez, to Northway and then to McGrath. At Nenana, the CAA suggested M-K haul freight to Minchumina, and they rigged three huge sleds carrying 25 tons each and started across the frozen Alaska tundra.

The "trail boss" was not too sure of Minchumina's ice, so he separated the sleds and the tractors with 100 feet of cable to distribute the weight. The distribution was inadequate, however, and half a mile from the end of the road a cat, driven by the foreman, Roy Knight, began to sink through the ice. It drowned. Two hours later the sleds joined the cat at the bottom in 14 feet of water.

M-K had a diver flown in, and in temperatures of 10 to 25 below zero, he went down--and it was warmer down there, of course--to fasten cables on the cat and the load.

Finally, everything was back on the runners, and the last short journey was completed, one cat pushing its drowned brother and pulling the loaded sleds.

Such were the problems of building the airways and CAA stations in the early days.

## YAKATAGA

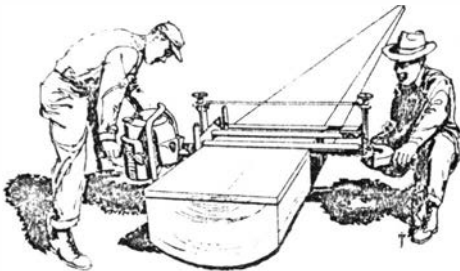
Former reporter Bob Wisner and family have moved to ANN. Rained too much for them at CYT. FSS Marvin Root and wife and five children arrived to take their place. Also new here is FSS E. P. Henson, E. P. is a bachelor. Station Mechanic Gail Thiede and family transferred to BIG on April 13.

Richfield OIL well is below 13,000 feet and no sign of oil as yet. They have prepared another site to try again. Their 20 miles of road is handy for our hunting, fishing, trapping and sight-seeing.

Travelling mechanics Clifford Springberg, Grant Magnant and Ronald Hoffman are at CYT repairing the tram cable tower at the VHF site which was damaged last fall.

The Copper River Canyon has been unlucky for CYT aviators lately. Gail Thiede lost several days leave time trying to get through. Made it to within 30 or 40 miles of CDV three times and had to turn back to GKN due to poor weather. Made a flight to Tok and while checking the weather with ORT received word that he would be transferred to BIG. So he left his Callair at Tok and found a ride to ANC and returned to CYT via airline.

## SAWMILL-COUNTRY STYLE



J. Sherman Tanner, with the Weather Bureau at Juneau, has invented and is marketing the Alaskan Chain Sawmill, "the sawmill that goes to the tree."

Tanner's device attaches to a regular chain saw, but it can be used to cut planks from logs in thicknesses ranging from 3/4 of an inch to 18 inches. Length of the pole makes no difference, and Tanner points out the "sawmill" makes the harvest of small tree stands possible. A 30-inch sawmill sells for \$165. Tanner is a member of the FAA credit union and "our" money helped him get his sawmill started.

The man who wakes up and finds himself a success, hasn't been asleep.

## NENANA

In the spring, Nenana's fancy lightly turns to thoughts of--when will the ice break up?

"It should go out about May 10" says the Mukluk correspondent at Nenana, and he should know, because only twice in the many years of the great ice pool has it been won by a resident of Nenana. But let's not interfere with news of Nenana, let him write it:

Ice classic ticket work began in earnest at Civic Center on April 11th. A large crew will check, sort and catalog all tickets. Several from FAA are working, including the Fries and Mrs. Argall.

Our driving season over the Tanana river ice is about ended. The ice is rotting in places and soon it will be unsafe. Our temperatures have been holding fairly cool. This summer we are to have a State sponsored ferry across the river which will allow us to drive out at any time.

Several FAAers have enjoyed winter bowling at Fairbanks. Schmucks, Goins and Cummins made up the competition.

Since breakup is approaching our thoughts turn to outdoor activities which include boating. Don Otto is about to lay the keel of an airboat. This will bring our total of this type of boat to 3 on the Station.

Ben Goins has departed for Fairbanks where he will serve on Grand Jury for the next three weeks.

March 25th and 26th Nenana held its annual Dog Sled races over a 36 mile course. Good time was made by the winner, Keith Briar from New Hampshire. There were 16 entrants. The town had its fair share of visitors these two days along with many Alaska Pioneers who migrated from Fairbanks to attend a meeting and dinner.

Cummins and Goins. Jim and Gloria Hooser from Fairbanks Center visited Ben and Velma Goins and attended the Dog Sled races on March 26th. Al Iverson and family from Fairbanks Center visited Ralph and Danae Hazleton on April 2nd. Jim Frye was busy in early April taking Federal census. Ben Goins returned from P. L. 737 leave recently with a new shiny Fiat. It is a dandy, but he still likes the V-W. Lou Story journeyed to Fairbanks by train on April 14th to have daughter's eyes examined. Lane Hazleton from the University visited his parents, Ralph and Danae over Easter.

In February, Alfred Ketzler was introduced into the FAA family when he was

## "CHRISTMAS COMES BUT ONCE A YEAR..."

Dear Mr. Mukluk Editor:

Jever see the like? These mimeographed Christmast greetings are really ketching on. Seems like I got at least a hundred this year. However, I was going through some old letters and it struck me that something don't ring true. Show you what I mean - here's two from the same geezer.

This one along about Christmas Time:

"Greetings to all -

Well, well, well. Here it is again - time for exchanging our yearly greetings. We've had a wonderful year. We travelled some last summer in Latin America. What a wonderful trip! Wifey's real happy with hew new peachy cream Cadillac. I'm disappointed because mine didn't arrive on time this year, but I've learned to take the bad with the good. Our new house is just what we've always wanted and we are only five minutes from the airport where we keep our new Twin Cessna, etc., etc., etc."

And then this one in May:

"Hi, Kids!

How's it going? Same old one-two here. Haven't been out of town for a coon's age - must be gettin' old. Bought a re-built engine from Sears Roebuck for the old crate. Now when you step on the foot feed, she makes more noise and uses more gas, but doesn't go any faster.

This house we got ahold of is the living end. I called the contractor up last week and asked him if he could throw a bridge across the crack that opened up in the living room floor.....etc., etc."

You been doing any flying lately? Boy, I haven't. The old lady's got me grounded but for real sure - she says no flying dough until she gets her washing machine fixed. What a mess I'm in etc., etc., etc."

Ben Z. Scrooge

When we are poor we try to hide it. Then, when we write our memoirs, we brag about it.

hired as a General Mechanic. Al is a Native boy, married, with 4 children. He will spend most of his time on North Nenana where Plant Maintenance workload has increased to the point where it will have to be handled from here at Nenana.

## RIDING AND TALKING

FAA lecturers are increasing their activity.

George Scott of Anchorage Station, recently talked to five NCA pilots on FAA's separation standards and operating procedures in the Anchorage area. Walter Muchow, Hood Tower, has lectured to three groups of jet pilots at Elmendorf AFB on control procedures in the Anchorage area. Pilots of Reeve Aleutian Airlines and NCA have asked for a series of talks on ATC procedures, similar to those given by Lionel Maddeford in March. The series is planned for three weekly meetings in May.

Journeymen controllers are riding the jump seat on FAA planes engaged in flight checking as a part of their indoctrination course. Watch supervisors are riding with the airlines in familiarization flights. Kenny Wood recently went to Seattle and then on to Honolulu in Pan Am's 707. Clyde Winters flew with NCA to Bethel, and later with Cordova to Cordova and Middleton Island. James Seitz has flown to Aniak, McGrath, and Bethel, and to Cordova and Middleton.

COUNTED YOUR U. S. SAVINGS BONDS LATELY? IT'S A GRAND FEELING TO SEE THEM PILE UP--AND THEY'RE SO HANDY WHEN NEEDED.

STACK, Cont. from Page 3

In the summer also, Stack raises vegetables. Last summer it was tomatoes, and the effort was a bigger gamble than the ice pool. Not one tomato ripened, but they had lots of green ones. "I can't take that gamble again".

Only blue eyes appear along the stair-stepped line of Stacks, and health sticks out all over the whole bunch. Nadine was a Coast Guard in the war, a Spar, and a dietician. That may explain the good health. Only Brigid, the oldest, wears glasses, and for a minor reason. When a cold gets into the house it "cuts a pretty wide swath". And most of the kids have had the usual childrens' diseases, like chicken pox and measles. All, strangely, but the last four. From Eileen on down to Patricia, there has been no such illness. Mrs. Stack doesn't know why.

### Boys' Goals

When he "gets big" Kevin wants to be an altar boy and then a priest. Sean has similar ideas. When they all get big, says Stack, you'll find us in some small college town. His plan is not that every one must have a college training. If they want to go, he'll try to send them--and when you hear Stack's story, you know he's the man who can do it.

Stack is the most remarkable person in the family. He works a regular 48-hour week for the FAA at the Fairbanks center.

## LANCE HARVEY KNOWS HOW TO BREAK UP A COFFEE BREAK

The routine quiet, relaxing afternoon coffee break at the Duke Building was a "jumping" one recently. Instead of coffee and donuts, the FAA'ers were treated to coffee and ---fried grasshoppers!

Since everyone in the office had been so generous with their cookies, pastries and the like at coffee breaking time, Lance Harvey, Program Requirements Section Chief, couldn't settle with his conscience until he had offered to share his coffee snack too.

The grasshoppers, stiff and crunchy, were a pure delight to some, a quick gulp (whole) for others, and to the weaker stomachs--a horrifying thought! Jeanne Allen, Time and Attendance Clerk, just couldn't seem to relish the idea. So her fellow workers, not wanting her to be ignored, slipped one in her coffee while she was laughing at the others.

Anyone care for an afternoon lift of dunked grasshoppers?

But he puts in between 76 and 80 hours every week, because he holds another job in the furniture department of the NC Company. On Mids, he goes to the NC Company shortly after 8 in the morning, and gets off at two, goes home to freshen up and is off to the consoles at 4. There are no days off. He has 800 hours of sick leave. He rarely uses any.

He is a tail, genial, capable sort, and enjoys the respect and affection of all who work with him. He is the loved head of his big family, as any of his youngsters' glances quickly shows.

### Pop's Goal

Stack is buying the three-bedroom house he occupies. He has also bought the lot next door. The garage became the third bedroom shortly after he moved in, and an areaway now used as an entrance will soon become another bedroom. The extra lot will provide room for further expansion of the house.

As for the future of the Stack family, curious people are always reminding him of the book by Galbraith, "Cheaper by the Dozen".

"Do you plan--?" they say.

And Stack just grins. "Well, it's a nice round number."

## NOME

Ellen Saito, daughter of Mr. & Mrs. Edward Saito will be valedictorian of the 1960 graduating class of Nome High School May 18. Saito is FAA's Electronics Maintenance man at Nome.

Marcia Conklin, daughter of Mr. & Mrs. Roy Conklin, is Nome's champion speller. She will represent Nome at Anchorage in April, and if she wins will represent Alaska in the national spelldown at Washington. Marcia is 12. Her father is an airways operations specialist.

Nothing irks the hard-pressed college student more than shaking out an envelope from home and finding nothing in it but news and love.

A bachelor is a man who can get into bed from either side.

## PUZZLE-for engineers

Anchorage Daily Times 5  
Wednesday, April 13, 1960

### This Man Goes Far If Wind Holds Out

TOKYO (AP) — Peiping Radio said today a Red Chinese telephone maintenance man has solved the problem of pedaling a bicycle against a strong wind.

Yang Hsiu-Feng attached a small rotary fan to the handlebars and linked it by chain to the axle, the broadcast explained.

The stronger the wind blows, the faster Yang's bike goes. The radio said he can average 11 M.P.H. in the teeth of a gale.

We have an idea something is wrong here. Is it Communist hot air that makes this bike run? Or has Hsiu-Feng yet to meet those formidable enemies of the bourgeoisie and the proletariat, Gravity and Friction? Is there an engineer in the house who can explain how he gets something for nothing?

If it is true, some FAAers at Annette and King Salmon could get up a pretty good side business selling fan-bikes.

## GULKANA

Station Manager McIntosh seems to be recuperating very well after the surgery which cut short his session at school. That sentence sounds peculiar. Anyhow, he managed a lousy one hundred on his examination in spite of the surgeon.

Mr. & Mrs. Ed Klopp returned safely from the south 48 with their family and Ed and Mac are now refurbishing their respective trailers in anticipation of that wonderful summer which we are all still waiting for.

Frank Brown has recovered his greenhouse and if he doesn't transplant those tomatoes soon, he will have to live in it. EMT Bob Blackburn and family are all set for their vacation in the lower 48. Mr. and Mrs. Don Mackin are busily preparing for the first addition to their family. It will be the first Gulkana contribution to the citizenry of the 48th state. Bob Macmahon and family are getting back into a normal routine after Mrs. Macmahon's extended illness. Bob was a pretty good bachelor father during the interim. "GO" Gordon Carlson has equipped himself with a .44 magnum and a pair of track shoes for his daily jaunt to the Gateway Lodge since he heard that the bears in the vicinity had un-hibernated earlier than usual this year. Mr. and Mrs. Cecil Hinshaw now have another addition to their family, an adopted four year old girl.

C. H.

McKEAN, Cont. from Page 1

here, also paid their tributes to McKean.

McKean responded with what started out as a rehearsed speech, but which ended with the notes thrown away and with moving expression of his affection for Alaskan friends and his association with them in work and play.

Jennings Roberts led off the entertainment with a film of McKean's hunting and fishing experiences, accompanied by an original song on the Palladin theme. "George McKean, George McKean, where will you roam?" Roberts' West Virginia guitar and voice timbre made this a highlight of the evening.

Thereafter, confusion reigned. Roberts, Stanley Erickson and Charley Planck presented an illustrated history of McKean's life, using four different kinds of projectors and a tape recorder. They had but three electrical outlets for the five pieces of apparatus, requiring frequent changes, untangling of the wires and exchange of plugs. Someone calculated that with this setup, and three persons doing the changing, there was a mathematical probability of 1,346,798



## Class 2 in Don't-Let-It-Happen

Class Number 2 has graduated from the 96-hour Power Generation Preventive Maintenance course, making 14 students who have completed the course. Above, from left, Ed. Fisher, Chief, Plant Maintenance Branch, who presented certificates to Jesse Malone, Frederick Parker, Ben Holeman, Joseph Shoshantian, Jack Hudson, Walter Spivey and Wallace Tykward.

## USE CREDIT UNION MONEY. COSTS LESS

Are you buying a new or used car? Then, by all means, save money by borrowing from your Credit Union where you get the lowest credit charges.

Careful analysis of interest rates, contract charges and the fine print on the contract all prove this undebatable point: You pay more, often a great deal more, when you finance through non-credit union sources.

The Credit Union examined in detail the costs of a leading national financing plan, one of the more reputable and less costly sources of automobile credit. We asked a salesman to show us what the payments would be on financing \$2,000 for 30 months, on a new car. He consulted his book and quoted \$77.36 per month. That, multiplied by 30, comes to \$2320.80. Then, after prodding, he divulged that there would be another \$35.00 in "contract charges" to be considered in the total.

That made a total of \$355.80 as the total cost of the \$2,000 loan.

This was compared with the Credit Union's "1% a month on the unpaid balance" charge, and see what we saved! There are no contract charges, notary fees, credit investigation fees or any other padding gimmicks in a Credit Union loan. You pay back \$66.66 a month on a \$2,000

commutations and permutations. Most of these were tried, and the audience enjoyed the mechanics of the presentation more than its content.

The McKean's will join old friends in Denver, the John C. Hoopers and Dr. Rodney Jones, one of Mac's boyhood friends, and will spend as much time as possible on the family ranch in Jackson Hole, Wyoming.

loan for 30 months, plus 1% a month on the unpaid balance. You can work it out month by month, and your answer will be \$309.29 as the cost of the loan.

Thus you save \$46.71.

But the Credit Union gives you yet more, which is not included in the above figures. Your loan is insured, so that if you should die, the balance of the loan is cancelled. That insurance costs your Credit Union about \$18.50, and it is not charged to you.

And, there is more: If while the loan is active, you hit a jackpot and can pay it off entirely, you may do so with your Credit Union, and avoid further interest payments. But you have to pay the full amount of the loan costs with some private loan companies, no matter when you pay in full.

Your Credit Union uncovered a startling gimmick recently. One Anchorage firm has a "sales" contract that is really only a rental agreement. It came to light when the Credit Union tried to refinance a car purchase for a member. He thought he was buying, and he paid a pretty penny to find he was only renting.

Legislation is being considered to clean up credit practices, and it is sorely needed. But whether it passes or not, you have your Credit Union.

ADS ARE FREE IN THE MUKLUK

## BUY—SELL—SWAP

FOR SALE—  
1957 Bel Aire Chevrolet, 4 Door Sport Sedan, A-1 Condition.

26 inch Huffy Boys Bicycle, \$25, Cost \$60 new. Has had little use.

C. H. Starr, AN-524



## For EASY MONEY - Clear The Land

by WARREN RUNNERSTROM

Since coming to Juneau, I've been wondering if all this talk about Americans being a wee bit on the soft side hasn't got a grain or two of truth to it. The reasons I've been wondering about this are founded in my own reactions to pioneering.

Word hereabouts has it that a piece of timber and brush covered land is just that and, as such, pretty useless. But, if a man takes the trouble to clear the land, he really has something. People say that a 100 x 150 foot lot is worth a thousand dollars, provided it's cleared of brush and timber. Well, I've always enjoyed cutting a chunk of wood for the fireplace and so I thought I'd pick up some of this easy money. I scouted around and located a piece of land that looked as if it had possibilities. Oh, it was a jungle alright. Old broken down trees, as big around as my waist, were scattered in helter skelter confusion where they had fallen over the centuries. Then there was a solid layer of eight foot high brush. This stuff was a mixture of bramble bushes and a particularly loathsome plant called Devil's Club. The Devil's Club is just a long shillelagh-like stalk that is covered with needles sharp enough to penetrate a leather glove. This whole mass of plant life grew around the bases of trees that towered anywhere from 50 to 100 feet into the air. It all arose from a gigantic quagmire that, in this country, is called muskeg. As I said, people advised me that if I cleared this land of the aforementioned growth, my lot would be worth a thousand dollars---mighty easy money!

### Oh Pioneers!

All you would-be pioneers--you people with a bit of the stuff of your ancestors in your souls--you would-be empire builders ala Daniel Boone--take heed!

During the past two years I have painfully shaved off some 50 or 60 pounds of surplus "muscle". I have exercised dilligently and can do 50 pushups without pause. By all conventional standards, I am a healthy, red blooded American boy and so, supposedly, well qualified to do the wilderness carving stunt in the finest traditions of our pioneer ancestors. However, after three weeks of battling with mother nature, I have come to the conclusion that my muscles are of cotton, my red blood is water and--had I come over on the Mayflower, I would undoubtedly have gone back on the same boat. In short, 50 pushups notwithstanding, the wilderness has shown me up for what I am; a pampered son of civilization whose idea of exercise is the arduous manipulation of the gear shift lever in a sports car.

What race did our ancestors belong to anyway? Those early pioneers cut down a tree with an axe. If they were lucky, they had a whip saw with which to manufacture planks. Using these simple tools, they denuded Wisconsin, Minnesota and the country East to the Atlantic, of trees in the short space of a couple of generations. With a power saw and a D6 Caterpillar tractor, I'm having one hell of a time keeping up with the natural growth of the underbrush. As a matter of fact, I'm not so sure that I am keeping up with it.

Let's look at a pioneer's day in the bush. I bounce out of bed early in the morning--say about 10 o'clock. After a leisurely breakfast with the wife, I get into the car and drive over to my private forest. The first glance at my domain fills me with the joy and wonder of nature. The trees, stately green things, are full of twittering birds. Here and there a flower pokes its head through the moss covered ground.

### It's Down. Now What

It's a place of serene beauty. I flex my muscles, pick up my power saw and prepare to do battle with nature. I take my first step into the bush and--POW--a Devil's Club whips me across the face! Undaunted, I pluck the needles from my chin and press into the woods. Ten feet further on, I trip over a concealed log and fall flat on my face in six inches of water and three feet of squishey muskeg. Does this stop the pioneer? Heck no! I attack a tree with my power saw. I saw, and saw and saw some more. The sweat pours down my forehead, into my eyes, off the tip of my nose. The sawdust flies back into my face almost, but not quite, driving away the hordes of mosquitos that are enjoying me for breakfast. My back aches. The muscles in my powerful legs develop Charley Horses and the blasted tree doesn't even quiver! Am I defeated? I am not. The tree must come down. Eventually, it does. But, when it is down, then what?

Have you ever contemplated a tree roughly 90 feet long by three feet thick, its branches interwoven with the branches of other trees and brush; considered trimming said tree and then cutting it into chunks small enough to be split into firewood? Well, one of those trees isn't a job, it's a career! Am I discouraged? You damn right I'm discouraged. But, let me say right here and now, when and if I ever get that lot cleared (and at this point there is reasonable cause for doubt that I will), that lot will make me a rich man. I wouldn't consider selling it for a nickle less than \$375,000. plus my expenses. See what I mean about easy money?

## SCHRADER TO PERU

Norman W. Schrader, Supervising Inspector of the Anchorage Air Carrier District Office, has received an assignment to the FAA's mission in Peru, and will leave Anchorage about the middle of May.

Schrader came to Alaska about two years ago from the FAA office in Minneapolis. He has worked with the FAA for 13 years. This is his first foreign assignment. He and Mrs. Schrader will live at Lima. Their two children are grown and will not accompany them.

BOWLING, Cont. from Page 1

share of the honors by bowling 649 to win the Men's Singles. The tight finish of the tournament is shown with Wes Mickey's 648 (579-69) right behind Ashcraft, closely followed by Nelson with his 646 (618-28).

Ashcraft placed in all events he entered and he and R. Waiblinger were the dark horses of the 1960 13th annual tournament. Waiblinger, and Betty Ammann rolled 1091 scratch to take first place in the Mixed Doubles. He also gained second place in the All-Events with a scratch 1613.

The Men's Doubles winners, Dave Simpson and William Marcks, had a total score of 1301 pins, and the Mixed Doubles winners, Waiblinger and B. Ammann also had 1301.

Ashcraft won most money, \$55, Waiblinger was second with \$54 and Nelson third with \$38.50.

In team finish, the Viffers, composed of K. Brydges, J. Dillenkoffer, R. Huffer, Stallcup, G. Baber, W. Stoltz, F. Dingley, R. Cramer and R. Catalano, and the Snobusters, composed of H. Enberg, R. Bloom, A. Porter, R. Cross, W. Holdren and E. Kelley fought right down to the line, each with 57 games won and 33 lost.

On the playoff the Viffers became champions by turning in games of 928, 925 and 879, while the Snobusters scored 820, 888 and 921.

In the women's league, the Bowling Bags were champions, with Jean Baures, Mary Ann Earles, Clara Fielding, Reva Liese, Dot McKean and Mirriam Sullivan on the team. The Sno Jobs and the Millikins tied for second, and in the playoff, the Sno Jobs won, with Betty Ammann, Jeanne Collins, Eleanor Fisher, Betty Hill, Betty Josten and Zelma Willson on the team.

### TWO L's MARCIA!



Marcia Conklin, daughter of Roy Conklin, AOS at Nome, came close to the honor of representing Alaska at the National Spelling Bee in Washington, but she stumbled over nullity.

Marcia was standing with nine of the 45 contestants when the pronouncer gave her nullity. She figured one L was enough for such a word, but the judges wanted two. Anyhow, Marcia goes home with a nice new dress and a billfold for travelling the greatest distance to the contest, and pleasant memories of Anchorage and the tense competition. Marcia is in the eighth grade at Nome.

Winner of the contest was Laurel Pratt, a Central High student in Anchorage. The Anchorage Times sponsored the bee.

Two other FAA youngsters participated. Karen Swim, daughter of Charles, ANC Center was standing among 15 when she left an R out of Bombardier. Christine Halsten, daughter of Gordon D. Halsten, ANC Center, missed on valorous.

At the police station the indignant drunk demanded, "What I want to know is, what I was brought in for".

"You were brought in for drinking", the Sergeant said.

"Well, that's different," the drunk continued, "When do we get started?"

HULEN, cont. from Page 1  
Operation Straight Line was a prominent subject at the Washington meeting. This is an experimental operation carried on in the Cleveland Air Route Traffic Center Area, which, in effect, will study the delegation of more operating responsibility and authority to ATM and F and M Divisions at field levels. It is probable that the results of this study will be applied principally to South 48 Regions, and not to the Fifth and Sixth where special conditions prevail.

### NEW PINS



Here is the new FAA Length of Service Emblem.

Late in May, three Alaska FAAers who have completed 35 years of government service; nine who have 30 years; and 20 who have 25 years, will be awarded these emblems. The 35-year pins bear a ruby. All who have completed 15 years receive the emblem, designed exclusively for the FAA.

### FAA REPRESENTED AT YOUTH MEETING

FAA was well-represented at the fifth Youth Conference at Washington, March 27-April 2, when Marjorie Parkins, daughter of Robert Parkins, Chief of the Transportation Section and Willis Avery of the Airports Division, attended.

Despite a heavy schedule involving assemblies, workshops, committee meetings and buzz sessions, the FAA visitors managed to see something of the Capital. Marjorie, a sophomore at the University of Alaska, represented Fairbanks and contributed her part to the age group in which she falls. Avery, as a long-time worker in such matters in Anchorage, and in various FAA stations where he has served, attended other meetings in the gigantic conference. Both must await publication of the conference findings for definitive results of the nationwide meeting.

A permanent "youth committee" for Alaska will be appointed by Governor Egan to put into action the recommendations of the conference.

### STATE TAKES OVER ANC-INT; FAI SOON

When Virgil Knight dropped the keys into the hands of Tony Schwamm at Anchorage International Airport April 30, the FAA was halfway out of the big airport business in Alaska. Fairbanks International will be transferred May 31.

The State took over management of ANC-INT 60 days before the management contract of the FAA expired, because the transition had proceeded so smoothly. By April 30, every FAA airport employee had retired, transferred to other FAA jobs, taken proffered State jobs, or resigned. A similar situation is hoped for at Fairbanks before May 31.

Of the FAA's 39 airport employees, 20 have taken State jobs; three have retired; five have resigned and eleven have taken other FAA jobs; two in the South 48, Alvin Porter and Robert Jenkins; and nine in Alaska, Herb Enberg, Russell Simpson, Wallace Tykward, Robert Bloom, Jake Shuler, Wendell Burns, Frank McCune, Leo Smith and Mack Carter.

The FAA's annual savings bond drive is scheduled for May with Charles E. Planck as chairman. As of May 1, 334 of the Region's 1700 employees were buying bonds through payroll deductions.

### THE MUKLUK TELEGRAPH

#### ANCHORAGE, ALASKA

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

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