



WHITTAKER RETIRES



More than 150 of his friends gathered September 30th at the Edgewater in Anchorage to bid goodbye to Jerry Whittaker, retiring Chief, Air Traffic Management Division, Region Five, and his wife Marge. They plan to leave Anchorage the middle of October and will visit relatives and friends in the midwest before searching for a new location and a new home.

Whittaker has worked 20 years with the FAA in Alaska. Following 10 years of stateside service, he transferred to Alaska in 1940 as the first Chief of the Fairbanks Civil Aeronautics Administration Station and after one year was promoted into the Regional Office in Anchorage where he held various communications and air traffic control positions. In 1951, he became head of the Air Traffic Control Division and in 1960 was appointed Chief, Air Traffic Management Division for FAA in Region 5.

See WHITTAKER page 2

SEVERE ARTIC STORMS CAUSES MAJOR DAMAGES

An intense storm in the Arctic Ocean on October 3 caused exceptionally high water at Unalakleet and Moses Point, resulting in considerable damage at both locations. Following are accounts of some of the events as related by the Station Managers.

UNALAKLEET

Frank Fields and his Maintenance Branch crew assisted greatly in evacuation of the women and children from the Unalakleet village to the AC&W site. All available passenger cars were put into the service. One of the village 3/4 ton pickups, loaded with some 20 women and children, went off the road while fording a washout. By jumping into the water and holding on to the side of the truck, Field's crew, namely Monty Cliphant, Gerald Schaefer and Eric Poetzsch, prevented it from turning over. Schaefer packed the passengers through the water to a waiting truck. During one of the trips the current swept him off his feet with a baby in his arms. They rolled over in the water but fortunately he regained his foothold and waded out before they went over the bank. Cliphant, Schaefer, Poetzsch and Fields, were in the water for some time before all could be brought to safety and a cable hooked on to the truck. This all took place in darkness with winds about 40 knots, lashing the people with salt spray.

See UNALAKLEET page 7

MOSES POINT

By 3:00 a.m. on October 3, wind speeds exceeded forty knots and were in excess of sixty knots by 1:00 p.m. The highest observed gust was 75 mph about 2:00 p.m. At the crest of the flood a 4000 foot section of the East-West runway was the only land above water in the entire visible area. 18 inches of water covered the quarters area, flooding basements and the various facility buildings. A 32 foot boat belonging to a mission in Elim broke loose from its moorings and sank on the edge of our North-South runway. Barrels and driftwood were everywhere. There were losses and considerable damage, but valuable supplies were saved by the action of Station employees. Auer Jensen and Bill Gaffney of the four man paint crew on the station also did a fine job.

174 barrels of automotive gas were stockpiled. As the water rose in the early afternoon they were bound together by rope. We kept a careful watch on those barrels throughout the day, tightening

See MOSES POINT page 5



FLOOD DAMAGE AT UNALAKLEET

Ten Receive Certificates

A Senior Secretarial Development Course was offered for the first time in Region Five. It ran for five days, two hours a day, a total of 10 hours.

The following employees were qualified and received certificates: Air Traffic Management Division, Eileen Kramer; Facilities & Materiel Division, Carol Rae Erickson, Raynata Lundquist, Mary Pettis, Janet Frank, Wilma Kirkpatrick and Miriam Flourde; Office of Regional Manager, Jacqueline Shaw; Legal Division, Dianne Andriese; Audit Services Staff, Phyllis Minkler and Training Branch, Elva Hart.

ANIAK

Kenneth Hellard turned out to be the station Moose'er for the early season. Elias Venes, after many weary evenings, says there is another season coming--Moose beware!

Donald, Jean, Budy, Rudy and Susan Treichel go to Yakutat. This is Don's second trip to Yakutat---this time as SEMT.

EMT/R Phillip Barbre is a welcome addition to any station. He has helped with many hours on the Recreation Hall.

Willard B. McDuffie departed Aniak on emergency leave October 1st. All our best wishes go with Mac. His Mother is very ill.

The Ericksons

WHITTAKER cont'd from page 1

During the dinner, Robert Williams presented Whittaker with a Zenith Transistor Navigator Receiver. This was followed by a presentation of a lapel pin and reading of a letter from the Society of Airways Pioneers by Frank Unruh, Wing Commander of the Society.

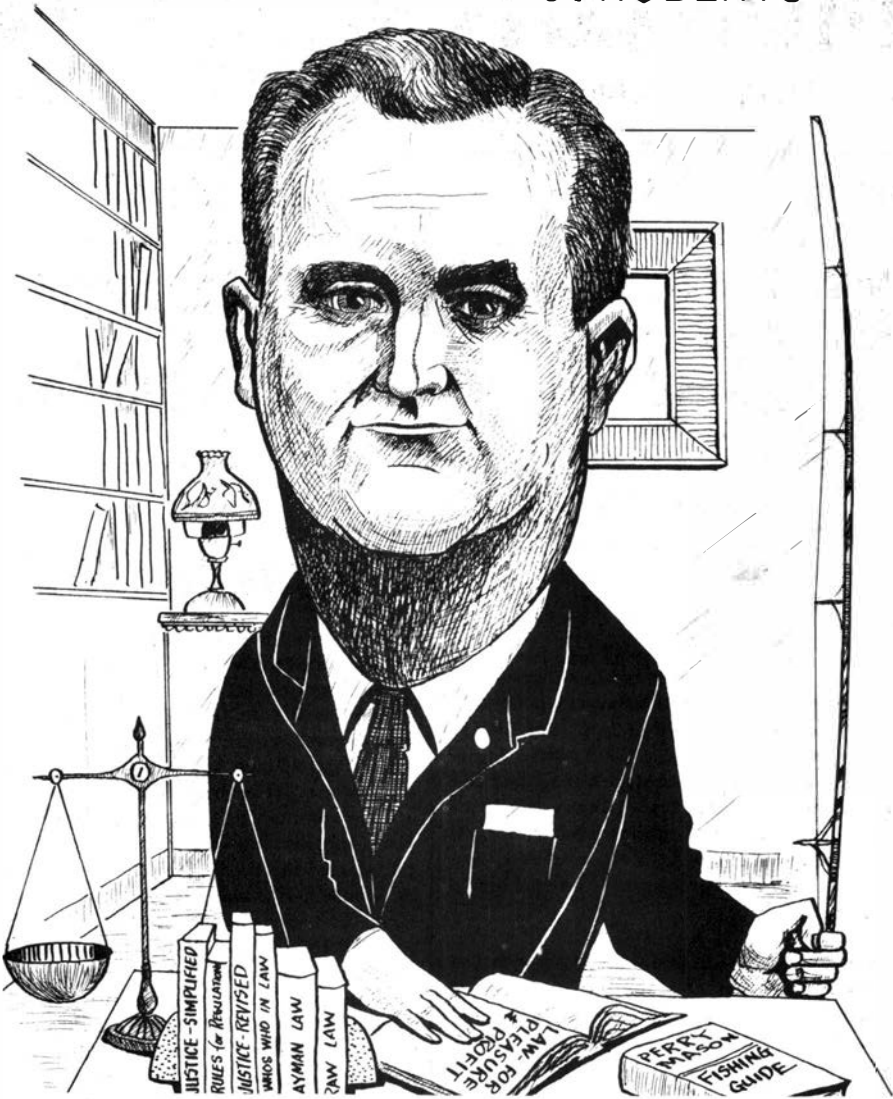
Jack Jefford of the Flight Standards Division spoke about their many experiences during their association and Mac Emerson of the Weather Bureau, a close friend and associate during this period, paid tribute to Whittaker.

Mrs. Lionel Maddeford reminisced on the early days in Anchorage when Mrs. Whittaker was a member of the Bachelor Girls Club.

Jerry responded with a speech with an expression of his affection for Alaskan friends and his associations with them in work and play.

Many of the representatives of the various airlines took part in the dinner celebration and dancing that followed.

J. ROBERTS



Jennings N. Roberts, better known as "Robbie", was born in West (By Gosh) Virginia and received his legal training at the University of Wyoming and Georgetown University in Washington, D. C. He joined the legal department of the Civil Aeronautics Administration upon graduation from law school in 1943, serving for nine years as attorney for the Washington National Airport, operated by the CAA. During six years of this period, he served as professor of Aviation Law at Georgetown University Law School at Washington, D. C.

In January 1958, he accepted the position as Regional Attorney for the FAA Regional Office in Alaska and is now serving as Regional Counsel.

Higher education is hard to come by especially for financial reasons, which was Robbie's case. "In order to get a college education during the depression years," he remarked, "I taught school,

handled junk, washed and drove busses and street cars, was a floor walker, athletic coach, played semi-pro basketball, baseball and football. In between times I read to the blind and was a tool dresser and truck driver in the wild and woolly gas fields of West Virginia." What did he do with his spare time?

It is felt that this varied experience and background has provided him with a better insight into human nature and what makes a person tick. His legal assistance and advice have proven of great value to FAA.

He has many hobbies such as being an ardent kegger, fisherman and home movie photographer. He also plays a mean guitar, hillbilly style, to accompany his mountaineer type baritone vocals.

The Roberts reside at 128 Hollywood Dr. in Anchorage and include Mrs. Gatha Roberts, daughter, Janeille, and son, James.

Civilair Club Honors Agency Heads



Allen D. Hulen, FAA Region Five Manager, and Mac A. Emerson, Weather Bureau Regional Administrative Officer, were presented with appropriate awards by Chester J. Sobczyk, Civilair Club Executive Committee Chairman, and Clark Horton, Vice-Chairman, on behalf of the Club. Mr. Hulen received a leather bound edition of the old "CAA Mukluks" and Mr. Emerson a clock and pen desk set, in recognition of their long and continuing support of the Civilair Club and its functions.

A young matron resigned her secretarial position. She said: "My reason will soon be apparent - and so will I."

NAT. PARK SERVICE EXPRESSES APPRECIATION

The following is a copy of a letter received by the Region Five Manager from L. J. Mitchell, Superintendent, Sitka and Glacier Bay National Monument, Juneau.

"On behalf of the National Park Service and personnel located at Bartlett Cove, I would like to extend our sincere appreciation for the cooperation and assistance rendered by the members of your Agency during the recent drowning and search for Vernon G. Wipper.

"Through the efforts and actions of Station Manager Johnson, others whose identity we are unaware of, and particularly the Gustavus Station personnel, rapid communications and initiation of a search for your missing employee was obtained. Particular gratitude is extended to Station Manager Slack and Electrician Gussow for the unselfish donation and use of their private speed-boat and airplane.

"The continuing mutual cooperation between our respective field offices in the Gustavus-Glacier Bay areas is, as in the past, greatly appreciated."

Alaska-Luau

The Civilair Club's sponsored annual Crab Feed (Alaskan Luau) will be held on October 28 at the Idle Hour Country Club. The Civilair Club has been assured of plenty of crab--good music--and fun for everyone. Exclusive use of the Idle Hour facilities have been promised for this event. Cocktails will be served beginning at 7:00 p. m., with the dinner scheduled for 8:00 p. m. At nine o'clock the orchestra begins its music and there will be dancing for all.

Cost of tickets is \$4.00 each for members and \$4.50 for non-members.

Civilair Club Seeks Employee of Year

The Civilair Club is sponsoring a search for the Employee of the Year, to be selected from nominees employed by FAA in Region Five and the Weather Bureau in Alaska. Selection will be based upon such factors, but not limited to, acts of heroism, sportsmanship, or any outstanding or meritorious service to the public or the Agencies.

Employees have been asked to give serious thought to recommendations of a person they consider eligible for the award and submit nominations to the Secretary of Civilair Club, RM-552, no later than November 1.

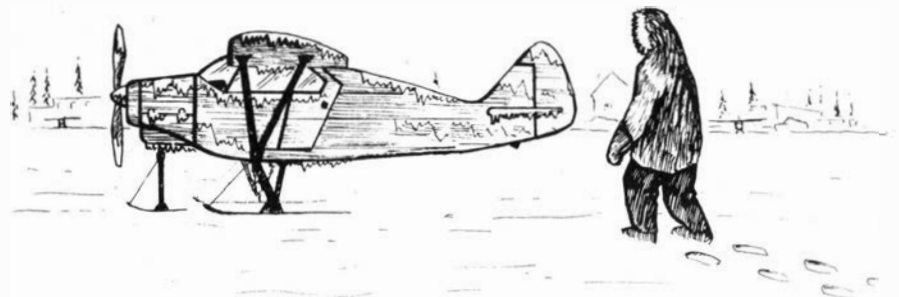
Nominations are needed and should give a detailed description of the event or reason on which the recommendation is based. Sufficient information should be included in order that candidates are not under-estimated by the selection officials.

Throughout the year, many FAA and WB personnel perform outstanding accomplishments. It is believed there are many eligible employees who should be nominated. Selection of the most worthy candidate is dependent on active participation by those employees who are willing to spend a little time submitting a nomination. Time is short, prepare your nomination today.

Announcement and suitable awards to the Employee of the Year will be made at the annual Christmas Dance sometime in December.

Did you know that: Region Five, Alaska, controls 80% of all land under FAA control throughout the Agency; 66.5% of the total number of buildings; 38.4% of the total floor area; and 60.8% of the total FAA investment in real property?

FROST...



NENANA

Schools and colleges in the "South 48" have claimed many of our children this year. Kenneth Fyre is attending school in California and his brother Bill enrolled in college in Louisiana. Marie Schmuck is enrolled at Santa Barbara while Lane Hazleton is attending Boise Junior College in Idaho.

A new family, Mr. and Mrs. James Ronald and their two children, have arrived at North Nenana. Ronald is an Electrician Technician.

The growing season has ended here in the Community garden. Only a fair crop of vegetables materialized. The big game season did not produce much meat hanging around. Ben Goins got his sheep again this season. Ducks and grayling have been plentiful and enjoyed by many.

The main project at the present is the rebuilding of our new Recreation Hall. The club has voted in new officers and work parties turn out weekly with the ladies serving coffee and food and giving a helping hand. The building should be occupied by the end of the year.

Danae Hazleton

Did You Know . . .

That a recent FAA survey shows 3,284 business firms operate close to 5,000 aircraft, and employ 6,172 professional pilots?

In 1959 the total dollar sales of business and utility aircraft topped \$173 million—almost seven times the retail volume of 1950?

That sales in 1960 are expected to top \$200,000,000?

That, based on industry projections, the annual retail sales of General Aviation aircraft are expected to reach 400,000,000 by 1965; \$800,000,000 by 1970?

KING SALMON

The rainbow trout and salmon fishing in the area of King Salmon proved to be really good this season. Our summer visitors enjoyed our sport fishing and it is our wish to extend a cordial invitation to all FAA and WB employees to plan on visiting here next summer.

At the present time grayling fishing, goose hunting and fair moose and caribou hunting is to be had for FAAers who want to take advantage of it.

Scouting is the latest project for the station, it is sponsored by the Katmai Club. Leon Troyer leads the Boy Scout Troop, Mrs. Ann Lillenthal is the Den Mother for the Cubs and Mrs. Elva B. Knight leads the Brownies.

Carl L. Melton

FAIRBANKS

The FAA Bowling League got off to a flying start September 16th. Paul Lee's 204 was high for the men and Kay Dilla-vou's 201 was high for the ladies.

Two have left the Fairbanks Center for the land of the two-dollar haircut. Frank Cushman to O'Hare tower in Chicago and Earl Card to Macon, Georgia.

To keep pace with the departures from the Center, three new arrivals were welcomed during the past few weeks. Nora Rose Stack arrived September 5th, Craig Allen Hooser on Labor Day and Kimberly Jean Thomas on August 20th.

A buffet dinner for Center and Tower personnel was held at the Ladd Officer's Club on October 1st with ninety people enjoying the excellent food and cocktails.

Joseph Grube

It's hard to figure out why a girl thinks a man rude if he stares at what she is knocking herself silly to display.

WASHINGTON

VISITORS

Visitors from several Washington offices of the FAA were in the Fifth Region recently on routine and special business.

Henry Chandler, Chief, Field Operations Division and Robert Gale, Chief, Procedures Division of Air Traffic Management visited Anchorage for the purpose of attending the Air Transport Association meeting on September 21. While in the Region, a one day visit was made to the Fairbanks area and familiarization visits were made to ATM facilities located in the Anchorage area.

Oscar Bakke, Director, Bureau of Flight Standards and two associates, Ward Masden and James Leslie arrived in Region Five for an evaluation trip and attended the ATA meeting. Oscar Bakke was on his way back from Paris and planned to return to Washington after the meeting.

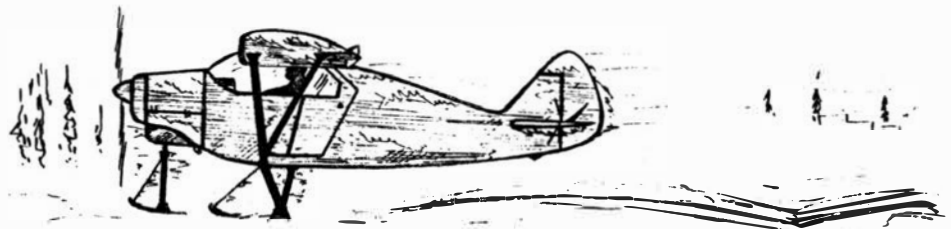
Karl Kusrow of the Technological Training Branch was busy reviewing technical training programs being carried out by the Region.

Ollie James, Material Policy Division reviewed stock control matters and made a study of quarters rental policy.

Mr. Harry A. Early, FM-275, Chief, Cataloging Section of the Materiel Program Division, visited the Region during the week beginning October 3, to discuss preparation for the revision of the regional catalog. While here, he visited King Salmon with Norman Lowenstein and Hugh Thario.

If you're doing a job the way you did it two years ago, you're probably not using the most efficient method. Why not suggest a better way of doing it?

CAUSES . . .



REFLECTIONS

..Moses Point..

As the flood condition approached the critical mark where evacuation had become less an academic question than a necessity, the decision to move an emergency food supply from the commissary to the control building was made. In retrospect, it is interesting to observe the individual selections made. To follow the situation it is necessary to understand that the Station Manager, Alan Haferbecker, had instructed everyone to take that which the individual felt would be necessary for survival and to leave all else. In view of the selections, I wonder if they reflect, to some degree, the person's mental state. One carried case lots of soup to the waiting truck. Another, coffee and sugar. While yet a third, who will remain unnamed, however practical, brought out toilet tissue. Then there was the party man who was sent back to the shelves with the case of canned salted nuts. Amazingly, quite a reasonable selection of nourishing food reached the control building, although the usual items were missing - salt, pepper and mustard. The word was passed to the wives and they were instructed to pack those items they felt they would need. Sleeping bags were exhumed from dusty closets. Spare socks were stuffed into suitcases along with pinochle decks and Scrabble sets. One wife, with a mysterious turn of mind, packed all the family's legal papers together with a party dress. There is no way of knowing what she was thinking. Perhaps someone with a psychiatric bent will supply the answers to the questions posed here. We can't. We have the aching muscles and soggy clothing, a salt-chlorine mixture called by some - water - for drinking, a slightly mouldy air, a work-load increased threefold together with a 30% work-will. But we made it! And we know we could do it again.

Harold M. Gillmer, EMT

MOSES POINT cont'd from page 1

the rope as required. At 5:15, while on my way to check the barrels, I met the Foreman Mechanic who advised me that the barrels had just broken loose. All hands turned out and we spent the next two and one-half hours retrieving 375 lb. barrels out of cold, fast water. The temperature was 39 degrees with rain and sleet driven before winds up to fifty knots. Many worked without gloves, their hands taking a beating from rolling the wet sandy barrels up on the edge of the runway and to higher ground. Only 15 barrels were lost, which meant 159 were plucked from the water. About 100 barrels of Air Force avgas, stockpiled at the far side of the North-South runway, were lost.

Early in the afternoon the sea began to wash across our range road. It quickly undercut one of the poles supporting our control and power lines to the Range. We decided to support this pole with our lone D-7 cat to keep the lines from breaking. "Tiny" Sasseen drove the uncovered cat out there in that wild storm. While the other mechanics were bringing him back in our old GMC 6X6 truck a wave broke over it flooding the engine. I came along in the power wagon then and winched the 6X6 about a hundred feet onto high, almost dry, ground. Tommy Sagoonick had gotten drenched while doing the ground (?) work during the winching process, so we left the 6X6 and returned Tommy to the area. By the time we returned water was breaking over the hood of the truck. A large log was driven through the windshield of the truck and lodged in the front seat. Other sea driven driftwood smashed against various parts of the truck leaving it economically unfeasible to repair.

Our 4-1/2 mile gravel range road was 80 percent destroyed by the storm. A six foot deep gravel plateau was formed over a three mile section. A wrecked B-29 was moved from the dump onto the road. Field lighting was damaged by the flood water and floating debris. The cables up-rooted and lights smashed.

See MOSES POINT page 8

YAKATAGA

There's never a dull moment at this pin-point on the map. We are blessed with occasional glimpses of blue sky, good fishing (the fish don't know that the bridges are washed out), with lots of game wandering idly about. "Pete" Peters and Oscar Keranan both have brown bears on the way to becoming rugs. The Feemsters just have bears--on their back porch, yet!

The Moore's will soon be returning from school and vacation. After being away so long they will need to get acquainted all over again.

The Root family is short two members since Ann is attending school in Anchorage and Ronny in Juneau.

The Sasse's are heading for the "South Pasture"--you know--that patch of ground where the other states are located. The Peters are visiting in Idaho.

C. Feemster

BOND BUYING PROGRAM EMPHASIZED

FAA participated in the Interdepartmental Savings Bond Campaign which was conducted on a government-wide basis last May. In reviewing the latest Savings Bond Committee Report, it is noted that participation in Payroll Savings by FAA is only 31.4% and in Region Five, 21.6%. This is considerably below the average for the Federal Government as a whole, which stands at 52.1%.

Since U. S. Savings Bonds are a most desirable, secure, and convenient investment, and in view of the recent Federal pay raise, what do you say we again consider the purchase of Bonds through the Payroll Savings Program. It seems only right that each of us want to enhance our personal and national security the easy, automatic way while simultaneously improving FAA's ranking in the family of Federal agencies.

PAUSES



BIG DELTA

Season hunting notes from the Big Delta area. It is a well-known fact that only the lucky ones manage to get a moose or caribou in this area. Many of us have taken the Denali Highway drive in search of game.

Acting Station Manager Fred Glover and party were the first to bring home two caribou. One from the Denali area and the other from Paxson Lake area.

Retired Station Manager Ed Musgrove and son, Roy, were flown into the Lake Mankoman area and returned with two caribou and a nice bull moose.

Station Mechanic Gai Thiede flew his CALAIR-5 plane to Joseph Village and had no trouble getting three caribou the first day out. He was quite surprised, however, after packing out his three animals he found a herd of caribou milling around his plane in curiosity. He took advantage of this situation by shooting some excellent color movies. In his excitement a few shots were taken with the lens cover on.

For our hunt, we too were flown to a remote area east of Paxson Lake by a bush pilot. Hunting was very enjoyable this year by having a nice cozy log cabin, fully equipped, on the waters edge of Lake Mankoman. The first three days out produced three caribou, one each day. The last caribou was a tremendous bull, estimated to weigh 400 pounds field dressed, but seemed closer to 800 pounds after packing it out over two miles of rugged country. We spent the last two days fishing, catching our limit of grayling in less than twenty minutes.

All of us have enjoyed unusually good hunting weather and for the moment - no snow. Blueberries were scarce, however cranberries were plentiful, large and delicious. Rabbits appear to be on the increase and ruffed grouse are plentiful, as usual, in this area.

Another one of our station personnel decided to give a beginners try at the big game hunting. With his trusty 30-06 rifle, his wife driving, he headed down the Richardson Highway. Near Donnelly Dome, they spotted a nice bull moose about 200 yards from the highway. He sighted in on the moose, then something happened! He began to tremble, shake all over, was weak in the knees and the perspiration poured from his face. Finally, after a period of time, Ole' Moose ambled off in the wooded area. We all give our friend credit though, despite his first case of buck fever. He decided to make another trip, this time toward the 40 mile country, for a caribou. Moose season had closed in the Delta area at

"SMOKEY" TO ALASKA

Smokey, the safety-minded bear of the U. S. Forestry Service, has a nose for news, as well as smoke--fire prevention news, that is. That's why he headed straight for the warehouse of the Alaska Supply Section when he heard that the Federal Aviation Agency had a load of fire trucks consigned to Alaska. Smokey is the National Fire Prevention Symbol, sponsored by the U. S. Forestry Service and the Association of State Foresters, and he is used extensively in fire prevention work of the "Keep Washington Green" program, which was a forerunner of the "Keep America Green" program sponsored by the timber industry.

Smokey arrived just as the bright red fire trucks rolled into the FAA's Seattle warehouse. He has the greatest respect for fire control measures designed to save forests, fields and homes from the destructive forces of fire; so, naturally, it was love at first sight when he saw the gleaming pumps and heard the warning sirens of the big trucks enroute to Yakutat, Bethel, McGrath, Northway and Cordova.

Accompanied by George A. Mathew, Chief of the Warehouse Section, Smokey inspected with an experienced eye the ladders, engines, pumps and warning flashers. Mathew, in the meantime, was busy applying insignia to the doors, attaching license plates, supervising Ed McKenna and John Noble as they added anti-freeze to the radiators for Alaska's sub-zero temperatures, and checking



this time. On the Taylor Highway, he and his hunting partner spotted a huge bull moose not more than 50 yards from the road. They both got out of the car, took some good pictures of the animal, then proceeded on in search of caribou. On their return trip, they stopped to report at the game warden checking station. When asked what luck they had, their reply was "No caribou in sight but sure got some good pictures of a Whopper Bull Moose." You can imagine the expression on their faces when the game warden told them the season on moose was still open in the 40 mile country. Our friend decided the cards were stacked against him this year, but he will get one next year! We'll make a bet he does too.

June and Lew Harman

out the equipment for further shipment. Soon they were joined by Dan J. Fallert, Chief, Traffic Section, who wanted to be sure the equipment was sea-worthy and ready to catch the next Alaska-bound boats. Smokey had a field day!

Then Smokey, like the conscientious fire fighter that he is, jumped on the broad running board of one of the trucks headed for the pier. When last seen, he was waving a paw from aboard ship, enroute to Alaska to help FAA keep the Forty-ninth State safe from fire, just as he helps with fire prevention throughout the other States. Marjorie A. Levine

ROLL OUT THE BARREL

..Moses Point..

It was shortly after 1700 hours, and already it was growing dark as the sun hid behind black, ragged clouds. The wind had increased in velocity all day, and had been clocked at one point at 74.7 mph. It could have been raining but the spray from the surf to the south of the station was blowing horizontally and you never knew quite where all the water was coming from. I was accompanying the Station Manager to the northern side of the short runway (18-36) where a number of runaway barrels of gas were being salvaged from the water which now surrounded the runway. It was apparent that more of the 175 barrels stacked behind the gas house would break loose. The tip of the runway was the only point of land which lay in the path of the barrels when they blew from their mooring and they were caught at this point, or lost. After the first barrels were pulled ashore and the danger of others following immediately seemed doubtful, we felt that even a delayed supper would help prepare us for the ordeal ahead. However, I had only gotten to my house and hung my coat to dry when the call came that the barrels were being swept away. I, along with all other available hands, returned to the trouble spot in time to witness twenty or thirty barrels riding deep in the black water, being lashed toward us by the 65 knot winds. Organizing by silent, yet mutual, consent we waded into the water with our hip boots. Although the barrels weigh about 400 pounds, time and again an individual would manhandle one of them out of the water and up a 15 foot incline to a safe spot some 20 feet further ashore. We would no sooner get one batch of these monsters safely ashore when another phalanx would break loose and come rolling across the face of the flood. Even while we were working we knew that the runway itself was apt to be overrun at any time. In the end this happened, but fate willed that the barrels we had won from the flood would remain. No one of us could have done more had the barrels been swept from the spot where we had placed them. There was nowhere else to take them.

Harold M. Gillmer, EMT

UNALAKLEET cont'd from page 1

Another such incident occurred in which an Air Force grader was towing a truck through the washout with some 30 women and children in it. The grader went over the bank of the road and lay on its side, the truck was left stranded on the edge of the road in the middle of the washout and again the passengers had to be packed to safety.

The Alaska Airline building suffered its major damage from the pressure of sand and water against it. About two feet of sand surrounds the building and they measure the water mark inside the building at 9-1/2 inches. Their quarters building was moved some five feet from its normal location.

NIGHT PATROL

..Moses Point..

It was totally black outside when the Foreman Mechanic and I decided on a quick trip to the area of the runway intersection where the flood was pouring in directly from the sea and over the short runway. This wall of water was heading straight for the recently salvaged gas barrels and we had little time to decide whether another rescue mission would be required for our errand gas supply. We drove the Dodge Power Wagon down the long runway to the intersection with the water rising until it covered the running board. We couldn't travel very fast because we knew the waves would swamp the engine if they once got through the radiator to the fan. We arrived at the intersection and proceeded to reconnoiter. There was little visible but an expanse of black water, punctuated with debris. The field lights on the long runway were on at the time and they seemed to point the way to oblivion for us. Our vision confined to the area of the head and spot lights, we mutually agreed that there was little we could do, so we turned to head back to the dubious safety of somewhat higher ground. With no reference points save the runway lights and those on the houses in the distance, we made a wide, slow turn - and got lost! Right out in the middle of everything! But with the roiling water changing every road into a potential calamity, we couldn't tell which way to go nor how far. We did the only thing we could; we drove straight at the runway lights and then toward the buildings when we felt we were clear of the field and the main current, hoping that all the washouts were behind us. They were - but one. A new section of pipe had recently been laid between two buildings and as the water flowed through this channel and over the freshly turned sod it gouged out an area four feet square and three feet deep. Of course we hit it! The right front wheel dropped like the barometer had earlier and we were firmly established. The motor snarled once and choked to death. There we sat, sinking slowly by the bow. . . .

Harold M. Gillmer, EMT

The village power plant was buried in about two feet of sand and the powerplant building was scattered over a 100 foot area among the driftwood and oil and gas drums. A Villager lost his garage, cache and dog barn and the shore bank is now under the corner of his house. Nearly all basements in the village were flooded and a considerable amount of dry fish was lost or reduced to dog food. Another villager lost his winters supply of food. The dock landing at the store was rendered useless. The new Bureau of Indian Affairs highschool, scheduled to open this month, suffered the buckling-in of some 50 feet of footing under the main building and flooding of the furnace room with 30" of water. The BIA dayschool duplex had two feet of sewage in its basement apartments.

Most wells in the village now produce saltwater and all shallow wells are contaminated. Drift and oil drums litter the area to the center of town.

Donn Baker

FAREWELL

Hunting season is over!

SEMT Dick Brofft brought in a very fine sheep with a full curl. It should score in Boone and Crockett. On arrival at the station he said NEVER AGAIN - but he only carried the critter 15 miles!

Scotty Heter banded three caribou and one moose, very fine meat.

Dale Jones clobbered a Toklat Grizzly, was backed up by his wife Lois.

This year we have a station trapper again. The last trappers' catch was: two wolves, one lynx and five station pet dogs. The only game missed was one parrot and a game warden. Name withheld because trapper threatened bodily harm to the writer.

Mrs. Dale Drescher returned from Anchorage with a new boy. Best catch of the season.

George Vankleeck, on his range and VHF trips, was armed like Pancho Villa, results - two spruce hens. Ole

Instructions for Participation in Antlerless Moose Hunts

A. Applications and Method of Hunter Selection:

1. Applicants may either write for or obtain permit applications from Alaska Department of Fish and Game offices at: Anchorage, Palmer, Homer or Seward between October 15 and November 12, 1960.
2. Applications must be filled out and returned to the Alaska Department of Fish and Game office, 326 1 St., Anchorage, Alaska, postmarked not later than November 12, 1960.
3. Hunt participants will be selected as follows:
 - Area A (Homer-Kasilof)
150 names plus 50 alternates will be selected at a public drawing to be held at the Alaska Department of Fish and Game Office in Homer at 1:30 P.M. on November 16, 1960.
 - Area B (Palmer-Willow & Area C (Willow-Talkeetna)
450 names plus 150 alternates (Area B 200 names, 60 alternates; Area C 250 names, 90 alternates) will be selected at a public drawing to be held at the Alaska Department of Fish and Game office in Palmer at 1:30 P.M. on November 18, 1960.

The drawings will be made by members of the local fish and game advisory committee and will be supervised by the Alaska Department of Fish and Game.
4. Successful applicants will be notified by mail.

B. Hunt Rules and Regulations:

1. At the time of notification hunt participants will be provided with a permit which must then be validated. Validation shall entail endorsement of the permit by an authorized representative of the Alaska Department of Fish and Game, at which time the permittee shall be provided with a metal locking seal and final hunt instructions. Validation locations and dates are as follows:
 - Area A (Homer-Kasilof)
Alaska Department of Fish and Game offices in Homer, Seward, and Anchorage, and at hunt headquarters located at Homer and at the junction of the Sterling Highway and Kasilof Road. Validation hours are 8:30 A.M. to 5:00 P.M. on November 29 and 30 and 8:30 A.M. to 12:00 Noon on December 1.
 - Area B (Palmer-Willow) & Area C (Willow-Talkeetna)
Alaska Department of Fish and Game offices in Palmer and Anchorage and at hunt headquarters located at Wasilla. Validation hours are 8:30 A.M. to 5:00 P.M. on December 5 and 6 and 8:30 A.M. to 12:00 Noon on December 7, 1960.
2. Permits will be valid only under the following conditions:
 - a. Provided that the permit is validated by an authorized representative of the Alaska Department of Fish and Game.
 - b. Provided that the permit is used in conjunction with a valid hunting license or as provided in the 1960 Alaska Fish and Game regulations part 302.03 (e).
 - c. Provided that the permit is accompanied by a valid seal.
 - d. Provided that the permit is used only in the area for which issued.
 - e. Provided that the permit is used only by the hunter to whom it has been issued.
 - f. Provided that the hunter has not already taken a moose during the 1960 regular moose seasons.
3. Permits not applied for by 12:00 Noon on the opening day of the hunts will be issued to alternate permit holders in the sequence in which they were drawn. Announcement will be by news media and permit designees will have 24 hours in which to claim their permits at the location indicated.
4. It shall be unlawful to transport a moose from the place of kill unless the metal locking seal is securely locked to the lower jaw in such a manner that it cannot be removed without first breaking the seal.
5. All kills must be reported by the hunter within 48 hours, at which time the animal's lower jaw will be surrendered; in Areas B and C the scalp with both ears attached will also be surrendered. Unsuccessful permit holders must within three days after the close of the hunt personally surrender their unused seals at Alaska Department of Fish and Game offices or hunt headquarters or to authorized ADFG personnel. (A report form shall be filled out at this time.)
6. Any person who shall participate in permit hunts contrary to provisions as herein defined shall be in violation of Chapter 94, Session Laws of Alaska 1959 relating to fish and game resources.

State of Alaska

DEPARTMENT OF FISH AND GAME

Hatch Act Restricts Federal Employee Political Activity

Because of the current political campaigns, many questions are raised with respect to specific provisions of the Hatch Act, which restricts political activity on the part of Federal employees and certain State and local government employees. The Civil Service Commission is responsible for the Hatch Act enforcement and stresses some of the main points of the act.

In general, employees of the executive branch of the Federal Government and the District of Columbia, including temporary and part-time employees, are prohibited from active participation in politics by the Hatch Act. Included in this restriction are the activities of certain employees of State, County and Municipal agencies that are Federally financed.

The most severe penalty for violation is removal and the minimum penalty is a suspension without pay for 90 days.

The responsibilities and rights under the Hatch Act are as follows:

You have the right to vote and to express your political opinions, but you are forbidden to take an active part in partisan political management or in partisan political campaigns. In connection with your right to vote, the Civil Service Commission emphasizes that political activity restrictions do not relieve you of your obligation as a citizen to inform

If you make your job important, it's likely to return the favor.

BUY—SELL—SWAP

WANTED - Bullet mold for 58 caliber Harpers Ferry muzzle loader. Fred Miller, c/o FAA, Yakutat.

FOR RENT: 2 bedroom house, 1 large and 1 small; automatic washer and dryer; electric freezer; \$100.00 per month plus utilities; 5-acre tract on Kincaid Road south of International Airport. Contact Mollie Malone, BR-71401 ext. 216, or BR-26111.

FOR SALE: 17" Packard Bell TV, Lime Oak Cabinet, Portable, \$75.00. Also, Browning 25 caliber Automatic, fired only 10 rounds, like new, \$20.00. Joe Turgeon, BR-71401 ext 3376.

FOR SALE: Philco, 3-speed Hi-Fi, \$35.00. Jack Lamb, BR-71401 ext 3376.

yourself of the issues and to register and vote. Your agency will give you up to one day off without charge of leave in order to register and vote in States in which absentee balloting is not permitted.

Specifically, you cannot run for any office as a party candidate or campaign for any party candidate. You may not run for office, even as an independent, in an election in which partisan political designations are used, unless you live in one of the communities to which the Civil Service Commission has given partial exemption in connection with their local government.

You can attend political rallies and join political clubs, but you cannot take an active part in the conduct of the rally or operation of the club. Other things you are prohibited from doing are using your automobile for the purpose of getting voters--other than members of your immediate family--to the polls, distributing campaign material and selling tickets or otherwise actively promoting such activities as political dinners. You can contribute to a party, however, the contribution cannot be made in a Federal building or to some other employee who is prohibited by Federal law from accepting contributions. No Federal employee can solicit political contributions. Under no circumstances can you serve at the polls as a checker, challenger, distributor or watcher representing a political party, candidate, or faction.

MOSES POINT cont'd from page 5

The wind shifted to the West at 9:00 p. m. and the water level fell rapidly. Work continued on until 11:00 p. m. when we considered things to be as secure as could be expected.

Alan I. Haferbecker

There is a partial exemption for Federal employees living in communities in which the majority of voters are employed by the Federal Government. Anchorage falls in this category.

Under this category Federal employees may participate actively in local political campaigns as independent candidates or in behalf of independent candidates in the communities in which they reside. Under the general restriction, a Federal employee cannot run for local office or campaign in an election in which party designations are used. This means that he cannot run in an election, even as an independent, if he is opposed by a partisan political candidate--Republican or Democrat. Neither can he actively work for an independent candidate who is opposed by a party candidate.

In the exempt communities, however, a Federal employee can run for local office against a party candidate as an independent candidate and campaign for a candidate who is running as an independent against a party candidate.

Also, he can take an active part in the conduct of rallies and the operation of the independent candidate's "party". He can transport voters to the polls and distribute campaign material. In short, he may do anything in behalf of the independent candidate that he could do in any election if he were not a Federal employee.

Taxing rapidly out toward the runway, a DC-3 was hailed by the tower: There's a pedestrian running after your aircraft!" "If it's another passenger," growled the pilot, "he better trot right back and wait for the next flight because I don't have any more room." "Negative," was the towers reply... "appears to be your co-pilot!"

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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