

JONES VISITS REGION



John Paul Jones, chief of the engineering flight test branch at the Aeronautical Center, Oklahoma City, and well-known aircraft and engineering test pilot, addressed numerous groups while on a tour of the Region early this month.

Here to discuss safety standards and small aircraft operation and engineering, Jones spoke at a public meeting in Anchorage sponsored by the Experimental Aircraft Association of Alaska. He also appeared on television programs and made other public appearances both in Anchorage and Fairbanks to discuss the problems of aircraft operation.

Give

The Federal Plan Coordinating Committee has set aside the period of February 27 through April 17, 1961, for the on-the-job campaign soliciting periods for the two annual fund-raising campaigns, National Health (Cancer and Heart), and Joint Crusade (Care, Crusade for Freedom, American-Korean Foundation).

FAA has selected the period of March 1 through April 11 for actual solicitation. Edwin S. Griffin, Campaign Chairman reports that kits have been distributed to all key men who in turn have reached all headquarters and field station personnel.

All contributions must be turned in to your keyman by the close of April 11, 1961. It is not too late to give.

100% participation is our goal.

YOUR GIFT CAN MAKE IT 100%



THREE REGION WIDE CONFERENCES BRING FAA PERSONNEL TO ANCHORAGE

Station Managers from throughout the region gathered in Anchorage March 20 through March 24 for the 1961 station managers' conference.

The annual conference brought representatives from the region's and state's 34 stations for a week of discussions with regional officials on training, management, and operating programs.

It was the second of three regional meetings held at regional headquarters during the month. Leading off March 13 through March 17 was the electronic facility chiefs annual conference when facility chiefs met for a week of problem discussion and planning. The third gathering was the plant maintenance facility chief conference from March 27 through March 31 when that group convened for its annual meeting to make plans for the coming year.

The station managers' conference opened March 20 at the Z. J. Loussac library with an address of welcome by Alen D. Hulen, regional manager. Mr. Hulen also presented 1500-hour certificates to O. C. Robbins, Northway station manager, and Roy S. Delaney, Sitka station manager in recognition of accumulating 1500 hours of sick leave. Eight other FAA regional employees will receive 1500-hour certificates later.

Following the first day's general sessions, station managers were divided into groups and sections for discussion of training, management, and operating programs including facilities and material, managerial practices, supervisory responsibilities, coordinating and controlling, principles of classification, human relations, performance evaluation, employee-management relations, organization, administrative services, and commissary operation. Group sessions were conducted at FAA offices in the Federal building and in the Shepherd building.



Ground Check Via The Kuskokwim

(Editor's Note: Following is one of a number of stories and anecdotes written by FM personnel which were submitted to Washington for possible inclusion in a story for national publication on establishment and maintenance of FAA facilities. Other examples of contributions from the Fifth Region will appear in the Mukluk Telegraph periodically.

By James L. Wright, EMT Bethel

Bethel's low frequency range is located across the Kuskokwim river, a distance of about eight miles from the communications station at the Bethel Airport.

As there are no roads around the range to the four on-course ground check points, they are reached by way of the river and its many connecting sloughs, by contract boat in the summer, and by jeep, snow tractor, or whatever means are available in the winter.

A routine trip to the range site can be a very pleasant outing, often exciting and hazardous-- but never dull.

One morning last fall I prepared to make the ground check. The native who had the boat contract was waiting for me, and as we started down the river rain began to fall. I had dressed warmly for I had learned the hard way how miserably cold the river can be even in the summer, and it was now late fall.

The route we had to travel covered a great distance winding around through the sloughs. The wind had started to blow, which is not uncommon for this part of the country, and long before we had reached the last check point it was blowing a gale. The water was rough now, even in the sloughs, protected as they were, and thoughts of that wide open stretch of the

Kuskokwim that we would have to cross on the return trip kept dogging my thoughts. I knew we could wait out the storm at the range site, if necessary.

"Do you think we can cross it?" I asked Dave, wet, cold and hungry, and I was willing to risk his judgement because he had been born and reared on this river. I also had great respect for his ability to handle that 22-foot river boat he had put together.

Dave showed his teeth in a quick grin and said, "Let's go take a look."

When we reached the river my stomach turned over at the sight of those monstrous waves. It was hard to believe that this was the same body of water we had crossed just a few hours before.

No one would try to start across that, I thought.

Dave gave it only a quick glance, and to my horror and astonishment said, "Maybe we can make it."

Before I could gather my wits enough to object, he began to nose the boat into the oncoming waves. I grabbed the boat to keep from being flung overboard. The boat rolled and tossed with the waves, and I wondered how Dave could see in that blinding spray.

I had the sickening realization that the wind and waves were sweeping us in too close to the island on our right. The outboard coughed and stalled out as we hit a sand bar.

"Quick," Dave shouted above the roar, "get up front." As I jumped to obey I was almost swept out as the first big wave hit the boat. We took on lots of water and I knew we couldn't stand another one like that.

Almost quicker than it takes to tell it the motor roared to life, and at the same time I began to breathe again.

Bethel, that day, was a welcome sight!

It takes about six or eight weeks from the time the river starts to freeze until the ice is thick enough to drive on. Knowing the courses should be checked as soon as possible, we don't always wait until it freezes to a comfortable depth. It isn't dauntlessness, it's merely our job.

For the worst winter weather we depend on the snow tractor. It's a bit slow and rough to ride, but it gets you there and back. That is, unless it throws a track, or falls through the ice, as ours did this winter. It was all but destroyed in the attempt to recover it. When this happens you just hike back a few miles through the snow, often several feet deep.

Now just to keep your job from becoming monotonous, you happen to notice the obstruction lights on the tower are all burned out as you prepare to leave. This will never do. It's fifteen below and the wind is whistling, but do you falter? Of course not! You don't even hesitate. You grab a bulb or two and 125 feet up that icy tower you go and fix the lights. Then back down and you breathe a prayer of thanks as your foot touches ground--snow, that is--and promise yourself never again. Of course, what you mean is, until it has to be done again.

You think I'm complaining? Heck, no! I'm proud to be a very tiny cog in this huge wheel known as the Federal Aviation Agency.

One guy we know that saved a lot of time crossing streets against the light - he spent it in traction.

SHADES OF THE JET AGE

Annette Yager, secretary to the regional manager, is firmly convinced that either Washington moves fast or the jet age is speedier than she realized.

One morning recently her boss, Al Hulen, called from Washington requesting that she obtain reservations at an Anchorage hotel for three Washington guests due to arrive that night. Annette immediately called the hotel and booked reservations for the three, Francis Glennan, AT-25; August Sanders, PT-53; and George Robertson, AT-26. As she hung up the telephone three men walked in the office and identified themselves as--you guessed it--Glennan, Sanders, and Robertson. She's still wondering how they did it.

KOTZEBUE

Kotzebue is a "bear" hive of activity now that polar bear season is officially here. With all the good flying weather and cooperative bears things have been humming.

Harmon Williams was appointed station manager and is now serving both offices as facility chief and station manager. Bruce Williams, our former station manager, has abandoned us for the sunny southland. Gene Lehto and family are also counting the days before they move on to Great Falls, Mont. Mike and Sybil Ehredt had a new arrival on February 6, Joy Lynn, a contender for the seven pound lightweight division.

Some of our southerly neighbors might be interested in what is happening in Kotzebue. We now have three theatres and a new large building which houses a bank, the post office, a theatre, one general store and a proposed bowling alley. A new hospital is being built with a completion date set for the near future. As far as we can determine Kotzebue has the greatest number of taxicab companies per capita in the world. Last count there were three independently owned taxicab operators in town. Needless to say the traffic is heavy but as yet no traffic lights have been proposed.

We all enjoyed Mr. Thomas Gregory of Anchorage during his recent stay and extend our thanks for his help on our commissary.

TWO HIKE 50 MILES IN FRIGID WEATHER

By R. H. Collins
Minchumina

The Minchumina beacon nearly cost two men their lives recently. Nine o'clock on the night of February 7 Sam Ivy, a young trapper from McGrath, came plodding up to Minchumina station's door half starved and completely exhausted. He said that he had walked from the Kusko-wim river to Minchumina and that his partner Ross Bragg had frozen his feet and was camped on a lake about fifteen miles away. We made plans to rescue his partner the following morning and turned in.

At one o'clock in the morning Ross came walking in. He had been afraid of falling asleep and freezing to death, since he had no sleeping bag and his foot gear was worn out. So he walked in even though his feet were in pretty bad shape. The toes looked quite black and badly swollen when he arrived. However, the next day they weren't so bad so they must have been only partially frozen.

The story they told was a bit hard to believe in full but the essence was that they had seen the Minchumina beacon flashing on the base of low clouds from their Kusko-wim camp and decided to walk over here not knowing how far it was and being fooled by the brightness of the beacon. A night later they saw the beacon from Snohomish mountain about 25 miles away and thought that they were only five miles away. They then walked for 48 hours before arriving here. Quite a hike, some- place in the neighborhood of 50 miles as they walked it.

If the weather had turned either cold or cloudy so that they couldn't see the beacon they would never have been found. The moral of this story is: country boys should stay away from bright lights.

ILLEGITIMATI NON CARBORUNDUM

The best laid plans of men and mice
Can go to limbo in a trice
When other men or rodents frown
And murmur, "Simon says thumbs down."
Foredoomed the one who says, "Let's try
it,"
If Old Reaction cannot buy it.

The bold and challenging suggestion,
The answer to the crying question,
The blueprint wrought with patient toil,
The dream conceived in midnight oil,
The hope, the vision and the prayer---
A flick, and lo! they aren't there.
They die unfed, like slapped mosquitoes,
In smoke-filled rooms, in pocket vetoes,
In files where stenos have interred
The never to be answered word.

But here's a motto for your wall,
Ye chronic squelchers one and all:
"Though there were doughty kings and
great
Who used the power to negate,
Not many lasted out a term
Who could not now and then affirm."
Ay, hang it in a frame and try it!
* * *
But Echo says: "We cannot buy it."
---O. R.

FAA TO ADD TO AIRFIELD FACILITIES AT COLD BAY

Plans for extensive airfield construction work at Cold Bay have been announced by the Federal Aviation Agency. The project will include extension of the runway from 7400 to 10,400 feet, construction of an approach lighting system, remote receiver and transmitter facilities, a new quarters building, addition to the flight service station building, additional parking aprons, and other related work.

The project will include construction of a 24 by 48 foot, frame, one unit, three-bedroom quarters building; a 17 by 29 foot concrete block building; and a 14 by 26 foot addition to the flight service building. In addition the instrument landing system glide slope and the middle marker facilities will be relocated.

FAA Designates Medical Officer For Region

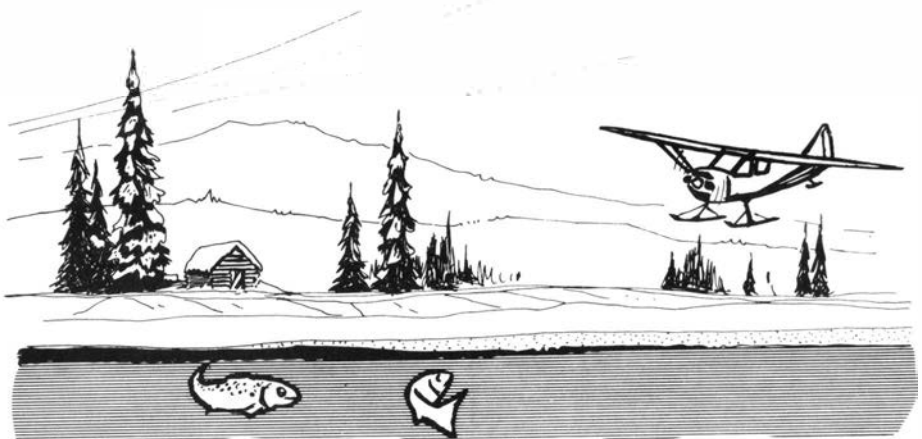


Doctor Wendell C. Matthews, veteran medical officer with the Federal Aviation Agency in Alaska, has been designated Chief of Aviation Medicine for FAA's Fifth Region, according to Allen D. Hulén, regional manager. Doctor Matthews, formerly acting regional flight surgeon, was appointed to the post by Dr. James L. Goddard, chief of the FAA Bureau of Aviation Medicine, Washington, D. C.

Doctor Matthews was graduated from Tufts Medical College in Boston in 1932 and served his internship at Pawtucket, R. I. He practiced general medicine and radiology in Shelburne, Mass., from 1933 until he entered the Army Medical Corps in 1942 where he served as assistant chief of radiology with the 117th General Hospital. Discharged in 1946, he returned to general practice in Shelburne until 1949 when he came to Alaska as tuberculosis consultant for the Alaska Department of Health. He has been with the Federal Aviation Agency since 1952.

Dr. and Mrs. Matthews reside at 1016 Tyonek Drive in Anchorage.

WAIT! ... WEIGHT



ANNETTE IS.

Several months have elapsed with no news from here so will give a few recent highlights.

The March of Dimes campaign was very successful, with over \$645 contributed by the various organizations and individuals. There is never time to become bored with so many active organizations in full swing, such as Toastmasters, Elks, Emblem, ACCA, Outboard Boating Club, Totem Teen Club, Boy Scouts, Girl Scouts, Brownies, Parent-Teachers Club and church groups. The recently organized recreation committee is composed of one representative from each local FAA facility and one from the Weather Bureau. Tentative plans include roller skating, basketball, volleyball, badminton, pingpong, softball, pool and other activities.

Work is progressing on boats and engines now that spring is rapidly approaching. Some have already been out fishing for Kings and halibut.

Several transfers are pending. The Warren Twiggs' plan to fly their Seabee to Anchorage, where Warren will be stationed at Merrill Field. Eddie Kohl has been selected for transfer to Summit and Gil Haukeberg will leave in May for Clear, where he will be power dispatcher for the Air Force.

The annual Easter egg hunt and party for the young ones will soon be here, coordinated by its perennial sponsor, Henry Messing.

Retha Ruhle

FEATURED IN MAGAZINE

Elmer L. Williams, recently installed as station manager at Yakataga, is the subject of a feature article in the February issue of "Personal Efficiency," monthly publication of LaSalle Extension University, Chicago. Williams, whose picture accompanies the article has taken correspondence training in law and higher accountancy with the school.

VISITS EUROPE

Mrs. Harold Gillmer, German-born wife of the Moses Point SEMT, was scheduled to leave via the over-the-pole air route April 1 for her home at Zwingenberg. Accompanied by their seven year old daughter, Diane, Mrs. Gillmer plans to spend several weeks in Europe. She will be joined by her husband later and the family will tour the continent before returning to Moses Point.

UNALAKLEET

Join the FAA and see the world. If you don't think that's right just ask Lars Johnson newest newcomer to our precious facility. Lars and yours truly were in the ATCS training class together more than a year ago. Since that time he has spent considerable time in the ANC station on two occasions and an assignment to BET and farthest of all---an assignment in sunny California. Lars couldn't stand the pace of the freeways where everybody flies too low and thought he better get his family back to Alaska before they all got killed. So here he is with just the tip of his cigar protruding out of the ruff on his parka as he braves the perpetual eastwind while hiking to the FSS.

Talk about changes. Al Zolondkiewicz and myself are the only oldtimers in the communications end of this jernt and neither of us have much more than a year under our belts. The Foss family went to Big Delta desiring a change from Cogruk. Now I guess they have buffalo to play with and maybe just a wee bit different kind of night life than here. The Bogue family left for the lower forty-eight and we are short one man. Lots of kids on the station nowadays since Jensen our new face has brought in a herd of, lets see, 1-2-3-4-5-nine I guess it is and Ted Grotha isn't far behind with a rather healthy family too.

-----NUPUKYAK

The largest iceberg on record was sighted in the Antarctic in 1925. It was 10,000 square miles in extent.

FAA Employee Retires



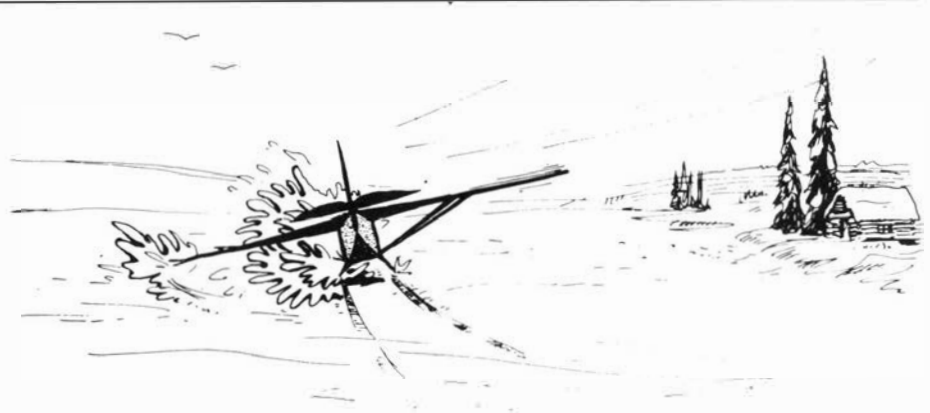
After 19 years with the Federal Aviation Agency and its predecessor, the Civil Aeronautics Administration, in Alaska and Seattle, Mrs. John (Mary) McDowell of Anchorage has announced her retirement effective March 15.

Mrs. McDowell, a voucher examiner in FAA's regional accounting division, is retiring because of ill health. She and her husband have sold their home at 1117 N. Street, Anchorage, and will leave April 1 to drive to Kalispell, Mont., her former residence, to make their home. After a summer of visiting friends and relatives in Colorado, Idaho, and Washington, they plan to return to Kalispell where Mr. McDowell expects to be employed in electrical work.

Mrs. McDowell's entire career in the federal service has been in audit work. She joined the audit section of the CAA at Anchorage in April 1942. In 1943 she transferred to the Alaska Supply Section of the CAA at Seattle, remaining there until 1957 when she returned to regional audit office in Anchorage.

Mrs. McDowell's retirement is the first in the regional office accounting division since the organization was formed in 1939, according to P. J. Verdin, division chief.

.. **BREAK LAKE** .



Peter J. Verdin, a veteran of 19 years of federal service, nearly all of which has been in Alaska, was born and reared in Hamilton, O., near Cincinnati. Following graduation from Hamilton Catholic High School in 1937, he studied production and sales of oil products at a technical school of the Gasetira Company a subsidiary of Standard Oil at Springfield, O., and was employed by that firm for two years.

Verdin then went into the grocery business as a supermarket manager for the A&P Company at Hamilton. In 1942 he joined the U. S. Army and was sent to the Army finance school at Fort Benjamin Harrison at Indianapolis. From there he came to Anchorage in 1943 to establish the first Army finance office in Alaska.

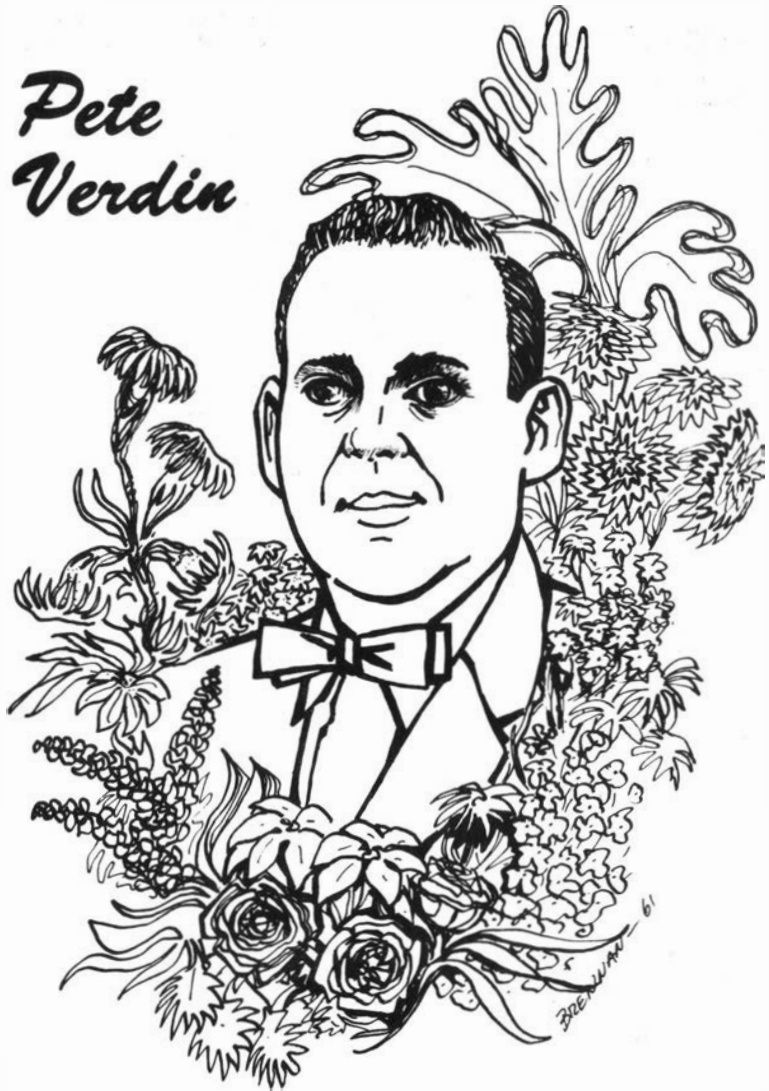
He remained in military service until 1945 when he joined the War Assets Administration here, a position he held for the next two years. In 1947 Pete transferred to CAA as deputy chief of the fiscal branch and disbursing officer for what was then Region Eight. He has been with CAA and FAA here since and was named chief of the region's accounting division last year.

Active in professional and community affairs, Verdin is a member of the Federal Government Accountants Association, the American Accounting Association, a member of the board of directors of the Inlet View School PTA, member of the board of the CAA-8 Credit Union and the Alaska chapter of Federal Credit Unions.

All this has still left Pete time for his favorite hobby -- horticulture -- in which he has become well-known. He is a member of the American Dahlia Society, the American Gladiola Society, and the English Delphinium Society.

For the past three years he has won the grand sweepstakes in the horticulturists' section of the annual flower show sponsored by the Anchorage Garden Club, and he is busy now preparing for another growing season.

His home at 1534 K is a flower garden show place of Anchorage during warm

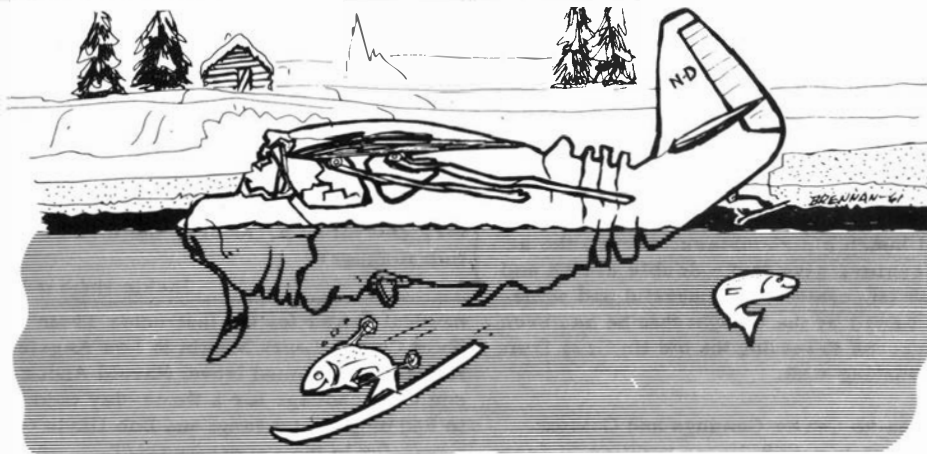


weather. His outside gardens and flower beds as well as a greenhouse are profuse with begonias, ageratum, petunias, gloxinia, pansies, lobelia, and scores of other flower varieties, as well as tomatoes and cucumbers. He has grown the latter up to 22 inches in length.

Pete's family consists of his wife, Florence, a former Anchorage school teacher,

and six children, Peter junior, 8; Stephanie, 6; Rene, 5; John, 4; James, 3; and Gregory, 2.

In Fort Worth, Tex., A. C. Reid, J., treated for a bump on the head, explained he had been waiting for an elevator in an office building and had opened the safety door to see if it was coming. It was.



... STRAIN

PLANE -



Very soon there will be available in this area and shortly thereafter through the State a new device - "Hunters Distress Flares."

These are produced by a reputable company well knowledged in the needs of the sportsman.

The flares themselves are cartridges which slip (single load) into the chamber of popular rifles.

Right now they are available in 30-06, 30-30, .300, .308, .35, .358, .32 special and .303 and 12 guage.

In short order they will be obtainable for every practical caliber including pistol. They come in neoprene packet of three, waterproof and durable.

The flare, when fired from your rifle rises to a height of 500 feet at which point it explodes. The light (a brilliant red glow) is 15 times brighter than a railroad flare, or approximately 2000 candle power.

The 12-guage flare produces 10,000 candle power.

Further examination shows that the flare after rising to 500 feet and exploding slowly descends emitting a red brilliance to about 200 feet at which point it is burned out and becomes completely harmless.

A small oily rag wrapped in plastic with a cord or string to clean the bore of your rifle is a good idea.

Good hunting and fishing,

Dean

CONFUSING?

Selection of new station managers for Kotzebue and Yakataga has been made by the regional office, and if it becomes a bit confusing, that's only because the action involves four men by the name of Williams.

First, the announcement was made by R. T. Williams, acting regional manager, who stated that Harmon Williams has replaced Bruce Williams as station manager at Kotzebue. To add to the scramble, Elmer I. Williams has replaced Fines G. Moore as Yakataga station manager.

Harmon was formerly ATC facility chief at Kotzebue who stepped up to the station manager position when Bruce was reassigned to Region Two. Elmer was formerly ATC facility chief at Yakataga. He became station manager following the transfer of Moore to McGrath where he is mechanic foreman.

FAIRBANKS

There are many ludicrous aspects pertaining to the task of daily living in the region of Alaska known as the "interior." One of these aspects, lesser known to persons unfamiliar with arctic living, is the comical incorrigibility of the winter-time "square-wheeled" automobile. This "square wheel" condition becomes quite general and common to nearly all types of surface vehicles employing air-filled, rubber tires when the earth's surface temperature plummets below a minus twenty-five degrees.

The condition is brought about by vehicle weight compressing the underside of the tire and at the same time increasing its diameter on those portions not in contact with the ground. The tire, when forced into this unenviable position for a length of time takes on the appearance of a roughly handled, nine day old doughnut, lopped off on one side--and just as hard. This degree of lop-sidedness seems to vary in direct proportion and relation to the amount of air in the tire, and the exact point of the mercury below minus twenty-five. Imagine for yourself then, the effect produced by four of these lop-sided wheels, turning in rhythm, upon rolling stock originally designed for smooth riding comfort. Surprisingly, as long as the four wheels continue turning in unison, the jolting motion is not overly annoying, but rather lulling to the body senses, similar somewhat to the motion felt when properly sitting a well-gaited gelding trotter. Any sense of well being is abruptly lost however, when it becomes necessary to apply brake. The mere touch of the brake seems to touch off a sort of "conga dance" reaction, caused by the disruption of wheel rotation unison. This then allows each corner of the vehicle to rise and fall out of cadence with each other and one suddenly realizes that he has displaced himself from the smoothness of the trotting track to some farmer's frozen, plowed soy bean patch.

To the inexperienced "interior" driver, this sudden, shuddering, rolling bedlam can mean only one thing: the springs have collapsed, the shocks exploded, the four tires expired and he must (in the airman's vernacular) "leave it."

The driver experienced in the many intricacies of interior Alaska winter driving will hunch his shoulders, tromp the accelerator, give it the double clutch and move on, contentedly prayerful and somewhat awed by the thought that he has been successful in moving the old tin lizzy from the parking stall.

Fairbanks Center Comings and Goings:
Bob Arce to a VFR Tower position in Santa Fe, New Mexico; Joe Grube to the Aero-

FAA NAMES ASSISTANT DIVISION CHIEF

Chester J. Sobczyk has been promoted to assistant chief of the Air Traffic Management Division for the Fifth Region of the FAA, Allen D. Hulén, regional manager, announced.

Sobczyk, formerly acting chief of the operations evaluation branch of the division, has been with FAA in Alaska since 1955. A native of Duluth, Minn., he joined the FAA (then CAA) at Cleveland, Ohio, in 1944 following military service. After serving as airport tower operator there eight years, he transferred to Oklahoma City as an FAA training officer before coming to Anchorage as air traffic control district supervisor. Prior to assuming his present position, he also served as chief of the program requirement staff and deputy chief of the operations branch of the ATM division.

Mr. and Mrs. Sobczyk and their sons, David, 17, and Stephen, 15, reside at 407 11th Avenue in Anchorage.

YAKATAGA

Last month Yakataga rolled out the welcome mat for our new station chief, Bill Williams. This month out comes the welcome mat again for our new station manager, none other than Bill Williams, wearing another hat. Along with Bill we welcome his wife Ann and their four children, Jeanie, Patty, Joe and Chris, who recently arrived from the lower forty-eight contiguous territories.

But when we gain, we also lose. H. A. Sasse and his wife MaryJane are on their way to Oak City aiming to get more know how in electronics. However, in three months they shall return. To fill in during their absence, we have the man behind the face, Wiley Kingston. Electronically speaking he is going to keep us on the air. Mechanically speaking and here to straighten out the mechanical end again is our brand new foreman mechanic, Lloyd Wycoff.

There is one thing about our glacier valley. You may not have been here long, but it is remarkable how quickly you become one of the older surviving members of the group. Among the departures for this month are Mr. and Mrs. F. Moore, the former station manager.

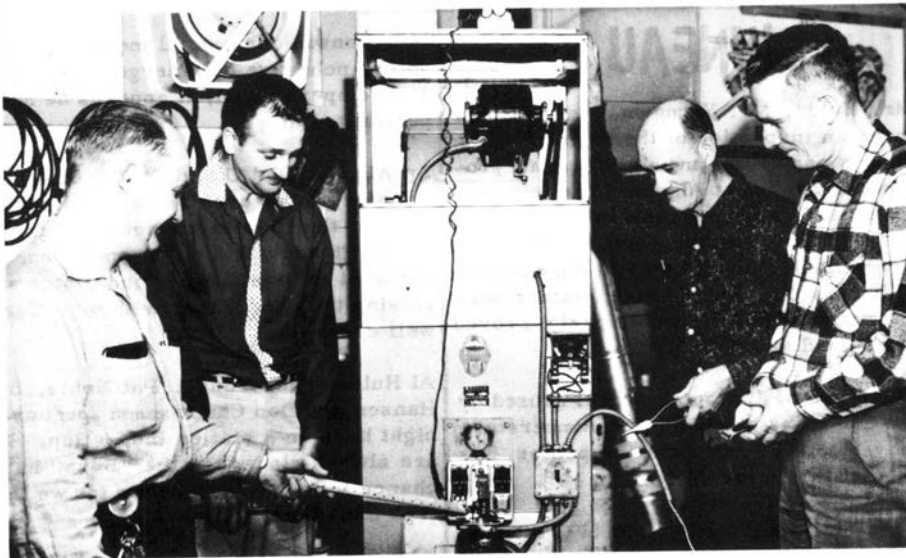
Jackie Hubbard

nautical Center for the Instructor Training Short Course; Larry Martin to Los Angeles and return on annual leave; Harold Anderson to Anchorage for a three-day course in Radiological training; and Bob Davis on a transfer to the Fairbanks CS/T.

Albert L. Iverson



Big Delta representatives who completed the 12-hour management training course given by George E. Rugg, are back row left: Joseph Cook, J. A. Holzenberg. Front row from left: Donald McClellan, June Harman, Fred Glover and Gail Thiede.



Students in the Seventh Utilities Preventive Maintenance Course observe as Harold Perkins uses pointer to help explain furnace operation. From left: Perkins, Wendell Burns, Clarence Tarbert, and Robert McMahon.



Northway representatives who completed the 12-hour management training course given by George E. Rugg, Personnel and Training Division are standing from left: Allen Way, Raymond Harry, Bryant Mainard, Leo Smith. Seated from left: Charles Anderson, Lewis Hunt and Ormond Robbins.

Seat Belts To Be Installed On Regional Vehicles

As a result of an Employee Suggestion by Clarence Moddison, FM-5100, seat belts are soon to be installed on some of our regional office vehicles. This is the beginning of a program that will eventually provide belts for all Fifth Region vehicles. There are many pros and cons on seat belts, but most of the people that have used them, wouldn't be without again! Here are a few of the questions usually asked about seat belts.

Q. What injuries occur most frequently in an auto accident?

A. Cornell found the following: head and facia, 73 per cent; legs, 47 per cent; chest and thoracic spine, 37 per cent; arms, 30 per cent; abdomen-pelvis and lumbar spine, 16 per cent; neck and cervical spine, 7 per cent. Since these add up to more than 100 per cent, it is obvious that many auto crash victims receive multiple injuries, usually the head and some other part of the body.

Q. Do death causes follow the same order?

A. No. Head injuries are by far the most important cause of death. Chest and neck injuries rank next.

Q. What usually causes the injuries?

A. One cause is ejection, or being thrown out of the car, when you really have two accidents in one. Cornell found that ejection multiplies the risk of dangerous or fatal injury five times. Other ways of getting hurt are striking the steeringwheel assembly and other surfaces or objects inside the car, and receiving neck injury from the so-called whiplash effect of a collision.

Q. Isn't the possibility of being thrown out exaggerated?

A. An Indiana State Police study of actual crashes revealed that in 55 per cent of the accidents the doors opened. Of the persons killed, 47 per cent were thrown out. A broad study by Cornell shows that in injury producing accidents involving 3261 cars and 7337 occupants, 14 per cent of the occupants were ejected.

Q. Then why do you read so often about someone who was thrown clear in a crash and walked away without a scratch?

A. Accidents are unpredictable - often freakish - occurrences. Children have fallen out of fourth-story windows without injury, too. But they usually landed in a

KODIAK

Weather is usually a subject to be brought up when all other subjects are exhausted. When its unusual, however, weather becomes a subject for an unusual amount of discussion. Weather has a way of becoming "contrary-minded" right when you want it to act its best. Take the case of a couple of Anchorage office representatives who arrived recently in a howling blizzard and caught Woody with her "snow" down. Mr. Lamb had seen Woody in her smiling moods, but Mr. Machin will never believe the chamber of commerce literature about Kodiak being the garden spot of Alaska. Machin was literally "baptized" into Kodiak as being the "place they would least like to get stuck a couple of days in".

Robert Pope and family from Bettles beat the storm in by a few days, but Jack Foster and family from Gustavus arrived right when it was raging its worst. We'll give you their first impressions of Kodiak when the weather clears up enough to allow them to see it.

Chaffin, too, had a taste of unusual things happening during unusual weather. At 1:00 a. m. one howling blizzard night the phone rang.

"Coast Guard says there's a boat adrift with a man aboard off Woody shore headed for Crab Lagoon," came the message.

Two hours later after Chaffin, Smith, and Rousculp had waded some snowdrifts it was found that the boat did not have a man aboard after all.

Kodiak's latest storm tore boats from their moorings, toppled TV antennas, broke plate-glass windows and covered crab fishing boats with layers of ice. Over on Woody Island a tiny calf, born during the height of the storm, kicks up his heels as he scampers through the snowdrifts, seemingly unaffected by the whims of nature.

BUY—SELL—SWAP

FOR SALE: 20-gage L. C. Smith double-barreled shotgun. Excellent condition, \$125. Contact Dale Wilson, Ext. 220.

FOR SALE: Equity in new 3-bedroom home, built-in oven & range, natural cabinets, tile bath, parkay floors, attached garage, fenced front lawn. Sales price \$28,000. Equity \$2300. Contact Barbara Nurse, Ext. 251

FOR SALE: 3-bedroom house w/basement partially furnished, double garage, red cedar siding located off Muldoon Road, large yard. Contact Tom Hatch after 5:00 p. m., FE-31272.

JOINS FAA

Clayton Esslinger, formerly with Philco Corporation at Elmendorf Air Force Base, has joined FAA as a systems accountant in the regional accounting office. Esslinger came to Alaska in 1947 as chief accountant for the Matanuska Valley Farmers Cooperation association.

DEATH

James P. Channing, Air Transportation Control Specialist at Gustavus died in the Juneau hospital March 14 after a short illness.

A veteran employee of CAA/FAA in Alaska since 1946, Channing was stationed at Skwentna, Anchorage, Sitka and Gustavus. Prior to his Alaskan service he served in the U. S. Coast Guard from 1940 to 1946.

He is survived by his wife, Muriel and two children, daughter Mary and son James.

JUNEAU

Mr. Hulén, Mr. Young and Mr. Kempton made an inspection of the entire Juneau station, satellites and all federal aid projects in Southeast Alaska. The trip was about 1000 miles and made by the Fedair 2. We met the inspection party in Annette on February 16, and it ended in Auke Bay on February 24. Some rough weather was encountered and the whole party proved to be good sailors.

The move of Juneau personnel caused by the CS/T has started. Bud Runnerstrom moved to ORT and Tom Carpenter has been selected for GKN.

Dave Smith and family from SNQ returned from a visit to rain swept Kansas. Carl Hendries of DNC visited Sitka for medical attention. Leo Haagenson relieved them concurrently.

Bob Noel installed marine radars in the Fedair 2 and 3.

Joe Smith is attending teletype school at OKC and Roy High SSR is going to TACAN school. Bob Dunlap is relieving at SSR.

General Mechanic Max Mielke suffered a slight heart attack in December and has been on sick leave since. At the expiration of his leave in April he will request a disability retirement.

There is much activity around the station. Engineer McSparin and crew are making the CS/T installation and expect to be done in July. Jimmy Laughlin and Cecil Osborn are installing the peripheral equipment at Lena Point and should be done in a couple weeks.

Les Pretégard and family left for FWL where he will be SEMT.

YAKUTAT

Carl Burgess, Roy Wall and Don Kiel were in this past month on a work load survey.

Richard T. Bedlington, PM, transferred into FM-5120 and became a traveling man out of Anchorage.

Fred Miller, generator man, attended a three weeks course on power generation in Anchorage recently. Libeus Barney also headed for Anchorage to attend a Utilities training school.

Arnold Israelson, our mechanic foreman, resigned and assumed the Standard Oil Dealership at Yakutat. More power to you Arnie and especially to Betty, his worse or better half, all depending who is talking.

Mr. Benson our general mechanic, had to go to Anchorage on emergency medical and be operated on, it appears he had a perforated ulcer.

An Air National Guard C-123, 64393 had a motor go bad over Yakutat and low and behold, they had to change that motor here. It was a fast slick, operation. We assisted in lowering the bad motor and raising the good motor with our Cardwell crane.

Al Hulén, Dick Young, Pat Noble, Bill Hansen and Don Christianson spent overnight here on a station inspection. We are always glad when the "Boss" has a chance to look at our station for we think it is the best in Alaska.

We finally have succeeded in bringing Kay Gorman, wife of the OIC Weather Bureau into our fold as Clerk Typist.

The Yakutat Lodge and restaurant has officially reopened on February 12 with business being slow at first but it is pick-up fast.

We only had a snowfall of 78.8 inches the last 15 days of February. It has kept plant maintenance slightly busy.

Roy Henage and the celebrated Brendemuhl were down and installed additional heating in our new garage. We hope to be in there by July 1.

We had an excellent Valentine party on February 17 of which approximately 45 people attended.

The final results of the March of Dimes donation by the Yakutat Recreation Club was \$410.61.

Thomas Neville, Jr.

COMMERCIAL PILOT BOOKLET
IS ISSUED BY FAA

Alaskan flyers taking a commercial pilot certificate flight test will find valuable information in a new booklet issued by the Federal Aviation Agency, according to George Weitz, chief of the Flight Standards Division.

"The commercial pilot 'Flight Test Guide' is designed to give the pilot applicant information concerning procedures and standards," Weitz said, and added, "Both flight instructor and the applicant will find the guide helpful in preflight preparation for the flight test in single engine airplanes."

The 13-page, pocket-sized booklet goes into detail on four phases of the flight test which all commercial pilots must pass: the oral operational examination, basic operating techniques, precision maneuvers, and cross-country flights. It tells the pilot just what the examiner will expect of him, noting that his performance will be evaluated on the basis of judgment, knowledge, skill, coordination, accuracy and smooth flying.

Under precision maneuvers, the booklet not only tells what maneuvers will be performed, but how they are to be done. To perform the Chandelle, for instance, the booklet says: "The preferred procedure requires that up-elevator be applied after establishing the bank, followed by a coordinated recovery beginning at the 90 degree point in the turn and continued to laterally level flight."

This is the FAA's first guide for commercial pilot flight tests, and it supplements another booklet detailing requirements of the written examination for commercial pilots.

**CORDOVA MAN
WINS TRIP TO EUROPE**

George Stephen, Jr., Cordova EMT, and Mrs. Stephen recently returned from a two weeks trip to Europe, awarded George as Alaskan winner of a Vicks-CARA Crusade contest.

Leaving New York March 6 the Stephens flew to Europe with winners from the other 49 states as goodwill ambassadors. The group spent two days each in Italy, Greece, Turkey, and France as guests of officials of those nations. In addition they were guests at dinners and parties in the homes of private citizens of the nations they visited and were interviewed by government representatives.

The all-expense paid tour included presentation of an eight mm. movie camera to each of the winners.

The contest was based upon completion of a sentence in 25 words or less on America should care for its foreign neighbors because ----."

FAA Issues Annual Report

The Federal Aviation Agency's second year was highlighted by the expansion and continued progress toward the automation of its air traffic control system according to the Agency's Second Annual Report issued recently.

The report, covering calendar year 1960, was submitted to the President and congress.

During 1960, FAA traffic control center buildings were completed at Oakland, Atlanta, Cleveland, and Jacksonville. Construction on new buildings also was started for the Indianapolis, Kansas City, Fort Worth, Chicago, Salt Lake City, Seattle, Memphis, Minneapolis, and Denver air route traffic control centers. In addition, sites for new center buildings were selected for the Boston(Nashua, New Hampshire); New Orleans (Slidel, La.); Washington(Leesburg, Va.); Los Angeles(Palmdale, California); and New York and Miami centers.

By the end of last year, nearly 18,000 FAA traffic controllers were operating a total of 646 air traffic control facilities. These included 228 airport control towers, 339 flight service stations, 35 air route traffic control centers, 34 military radar approach control centers, and 10 international air communications stations.

Calendar year 1960 also saw the delivery of the first components of a new semi-automatic air traffic system called the Data Processing Central. This computer and its associated equipment will print flight progress strips, update and memorize information, exchange such information with other traffic control facilities and warn the controller of possible conflicting plans. The first of these computers is scheduled to be installed at the Boston traffic control center in October, 1962.

During 1960, FAA engineers and test pilots tested, evaluated and awarded type certificates to thirty-six new type aircraft. The type certificates were issued to twelve new transport planes, 18 personal aircraft types, five helicopters, and one glider. Agency engineers also participated in the initial phases of the development of new types of VTOL (vertical takeoff and landing) aircraft.

The Second Annual Report notes the expansion of activities at FAA's Aeronautical School in Oklahoma City where more than 6000 Agency employees completed aeronautical courses. An additional 8400 FAA employees took correspondence courses and 622 received facilities training from sources outside the Agency.

The Federal Aviation Agency also during 1960--in keeping with its responsibility for

Stg Mgr Conf. Cont'd

The group meetings, including discussions with the regional manager, continued through the morning of March 23 with a CAA-8 Credit Union luncheon being held at the Westward hotel at noon. That afternoon the groups reconvened in a general session for discussions on organization, administrative services and commissary management.

Friday sessions were devoted to individual conferences between staff officers and station managers.

Social events, including a luncheon with wives of regional staff officers as hostesses, were held for wives who accompanied their husbands to the meeting.

The conference closed Friday evening, March 24, with a dinner and dance at the Forest Park Country Club.

Station Managers attending the conference included; Donn F. Baker, Unalakleet; Elmer I. Williams, Yakataga; Herbert A. Hanson, Cold Bay; James O. Porter, Moses Point; John R. Andrews, Tanana; Harmon Williams, Kotzebue; Darrell F. Chaffin, Kodiak; Henry L. Olsen, Farewell; Stanley T. Erickson, Aniak; Raymond R. Slack, Gustavus; Jacob A. Holzenberg, Big Delta; Thom æ C. Cianfrani, Homer; Donald E. Darling, Iliamna; Thomas Neville, Jr., Yakutat; Charles R. Whitfield, Fort Yukon; Ralph L. Hazleton, Nenana; Richard H. Collins, Minchumina; Roy S. Delaney, Sitka; Marlon J. Figley, Summit; Lawrence D. Smith, McGrath; James R. Hart, Galena; Sanford Peterson, Fairbanks; Frank E. Smith, Cordova; Clarence C. Holmberg, Talkeetna; William J. Johnson, Juneau; William J. Barber, Anchorage; Jonathan C. Lawton, Kenai; Carl L. Melton, King Salmon; Alan I. Haferbecker, Bethel; Floryn S. Rhode, Northway.

In the Harbor Inn restaurant in New York City a patron put a nickel in the juke box to hear "There'll Be a Hot Time in the Old Town Tonight." There was. The juke box caught fire.

fostering and developing civil aviation-- approved 375 airport aid projects for local communities totaling more than \$81,000,000 in Federal funds.

Also during the past year, the FAA put into effect several new major Civil Air Regulations. One required that air transports be equipped with airborne weather radar. Another specified the installation of flight recorders on all turbine powered transports. Others required greater carrier co-pilot proficiency, and a measure of instrument familiarity for new private pilots and the requirement that the pilot at the control of high altitude turbine powered aircraft shall wear and use an oxygen mask at all times when flying above 30,000 feet.

1961 Cold Weather Survival Training Given



Picture top left: Standing left, Alfred K. Young, Flight Standards Division Survival Training Manager, E. W. "Scotty" Herter, ATCS and Arctic training instructor and Andrew C. Davis, trainee, receiving instructions on showshoe use. Indian tepee-type shelter in background - one of tepee shelters used.

Picture top right: Left, trainees Elwiss Dyer, Civil Aeronautics Board, H. L. Burns, David Carr and Jerry Bushnell of Flight Standards Division. Camp cooking fire located between Burns and Bushnell in front of bough constructed shelter.

Picture bottom left: left, Kenneth J. Smith, Andrew C. Davis preparing ice fishing gear.

Note lean-to type sleeping shelter prepared by using a birch tree felled by wind, also, means of suspending "billy cans" at various heights above fire, using forked sticks with notches at various heights.

Picture bottom right: left, Trainees Kenneth J. Smith, Kenneth T. Roney and Andrew C. Davis, Flight Standards Division warming up after a hunting foray before a bough shelter constructed by this group.

Under the 1961 Cold Weather Survival Training Program six groups of Flight Standards Division personnel received camp training, four groups at Skwentna, one group near our Farewell FAA station and the sixth group near Eielson AFB.

Training was needed at this time as many of the division's men are relatively new to Alaska and to the conditions they would face if stranded in remote areas.

Alfred K. Young, general operations section of Flight Standards Division directed the program and was ably assisted during camping periods by E. W. "Scotty" Heter, ATCS stationed at Farewell, Alaska. Both men have had extensive cold weather camping experience.

Basic training outline included the following:

Three hours of classroom training at Elmendorf AFB, which was an Air Force course on cold weather clothing, camping and equipment.

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Harry L. Buxton, Anchorage SEMT, received congratulations, a certificate, and a check for \$250 from R. T. Williams, assistant regional manager, in recognition for winning a Sustained Superior Performance award.



Four Anchorage Federal Aviation Agency employees receive certificates of achievement and cash awards of from \$100 to \$200 for meritorious service. From left R. T. Williams, assistant regional manager, presents Evelyn P. Henning, Jacqueline Shaw, Doris V. Moore, and Mildred A. Sutton with checks and certificates of merit. Evelyn Henning and Mildred Sutton, purchasing agents in the F&M division, and Doris Moore, F&M contract assistant, received Sustained Superior Performance awards while Jacqueline Shaw, secretary in the regional manager's office, won a Special Acts award for her part in developing a secretarial guide which has been accepted by the Fifth Region of FAA and has been sent to Washington for possible nation-wide adoption.

ESTABLISHMENT OF IAS

Establishment of an intermediate airway system and the lowering of the floor of the continental control area from 24,000 feet to 14,500 feet has been announced by the Federal Aviation Agency. Both actions will be effective April 6.

The intermediate system, the third to be established by the FAA, has been planned to provide a system of express airways primarily designed to serve long and medium haul aircraft between 14,500 and 24,000 feet. The high altitude jet route system is above 24,000 feet. The low level system, which has been in operation for many years, extends up to 14,500 feet. The intermediate airway system also includes the necessary airways to provide transition to and from the low and high altitude structure.

With the lowering of the floor of the continental control area, all air traffic above 14,500 feet, (over continental United States excluding Alaska), will fly in controlled airspace. Flight under both VFR and IFR is permissible in this controlled area. When the in-flight visibility is 5 miles or better and pilots can maintain 1000 feet vertical and one mile horizontal separation from clouds, they may fly VFR - on a see-and-be-seen basis. When the weather is below these minimums, they must fly IFR - under air traffic control. Applications of these more stringent weather minimums in the intermediate altitude system will increase the safety of flying VFR on a see-and-be-seen basis.

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Each trainee was required to read chapters one and two of Aviation Safety Discussions by Don M. Gretzer.

Group meetings (three hours) for all participants were held for review and demonstration of clothing and camp equipment, procedures and precautions.

Each group consisted of four to seven trainees plus two instructors who were required to camp out three days for practical experience. A winterized ski-equipped Piper Super Cub rental aircraft was used for emergency stand-by at each camp site.

Camp training included: making and using bough shelters and beds, construction and use of snow shelters, starting fires using improvised flint and steel, simple preparation of food and use of Air Force and other survival rations, making and using ground-to-air code distress sign signals, use of snares for taking game, hunting and fishing to supplement food supplies, use of snowshoes and other essential equipment and safety in use of cutting tools and equipment.

Experienced as well as new personnel commented favorably on the training received. Practical experience and know-how resulted in the confidence essential for survival if an emergency should occur.

OVER ALASKA IN WINTER

A salute to "Our Pilots,"
Who fly our skies
In darkness and fog
Where Danger lies,
Over frozen iceland
In winter sleep
It is in our pilot's hands
Our lives to keep.

All ground looks alike,
Unfriendly and cold

Only the brave in heart
Will venture so bold,
Often nature is against him
In all her fury,
But Patience is his watchword,
Instead of Hurry.

Only instruments guiding,
And God by his side,
We arrive safely,
And walk with pride.

Dolores B. Watson



Approximately 1000 Alaskan educators had an opportunity to learn more about FAA from the Flight Standards Division panel display at the Western Alaska Teachers conference in Anchorage March 9 and 10. Recently arrived from Washington, the panel display is creating major interest wherever it is exhibited. Another FAA feature at the annual teacher's meeting was a verbal and visual presentation, "Automation in Air Traffic Control," by Charles Thomas, Anchorage ARTC chief. Mr. Thomas addressed a "sectional" at the convention.

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flower bed, or on some yielding surface that helped absorb the force. One man on record survived a fall of 145 feet from a chimney without serious injury. The fortunate car occupant had some kind of lucky break like that, because studies of hundreds of accidents show the odds are heavy the other way.

Q. What about the criticism that belts target the head on the dashboard?

A. This theory holds that the belt acts as a hinge, permitting the upper torso to swing forward and down in just about the right arc to strike the head against the instrument panel. The main thing wrong with the theory is that it assumes an alternative would be better - that you might be less seriously hurt if you were permitted to hurtle into the windshield, or the top frame, or be catapulted out of the car altogether. This is pure conjecture, and overlooks the value of belts in preventing ejection, in minor collisions and sudden stops. Even moderate restraint, in changing the path of the body from a straight line to an arc, will decrease the violence of an impact.

Q. Suppose the car doesn't turn over. Belts don't always prevent death or injury, do they?

A. There will always be accidents so severe that they are not survivable - with or without belts. Even some researchers have criticized the performance of belts after crashing cars into immovable objects at 35 mph. The seat belt is not intended to prevent death or serious injury under such conditions.

If you have any comments or questions, the Occupational Safety Officer, RM-511.3S would like to have them.

Icy roads are a good place to save time - one good driver was making up a few minutes on a slick road - he passed a car on a curve and by the time he was pulled out of the ditch and on his way again he had saved a minus four hours.

FAA RULE REQUIRES MALFUNCTION REPORT

A special Civil Air Regulation has been issued by the Federal Aviation Agency, effective immediately, making it mandatory for pilots in command of aircraft to report immediately to FAA Air Traffic Control any inflight malfunctions of navigational or air/ground communications equipment.

The requirement applies to aircraft operating in controlled airspace under Instrument Flight Rules (IFR).

The following types of inflight malfunctions must be reported:

1. Loss of VOR, TACAN, ADF, or low frequency navigation receiver capability; or
2. Complete or partial loss of Instrument Landing System (ILS) receiver capability; or
3. Impairment of air/ground communications capability.

In making his report the pilot would state to what extent his ability to operate IFR in the air traffic control system is impaired and the kind of air traffic control assistance he desires.

The Agency stated that the Special Civil Air Regulation is temporary and that a notice of proposed rule making will be issued proposing an amendment to the Air Traffic Rules after the Special Regulation has been tested to determine, on the basis of the experience gained, whether it should be made a permanent requirement, in its present or some modified form.

DIRECTED STUDY ACTIVITY

As most Fifth Region people know, the idea of home study as a supplement to Regional on-the-job training and resident training at the FAA school at Oklahoma City has steadily gained ground.

It was particularly gratifying to note that the percentage of active enrollments for Region Five personnel has jumped from 34.5 to 45.4% during the last quarter of 1960.

In Directed Study activity, Donald Wilcox, SEMT at Sitka leads the Region in number of courses completed. Don has completed twelve courses from DS-90 (Foundation Mathematics) through DS-305 (Radar Antennas).

EM-5100 maintains a record of all Directed Study accomplished in the Region and plans to give recognition to students each month as courses are completed.

**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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