

MEDICAL AUTHORITIES MEET FOR SEMINAR



From left Dr. Richard H. Wehr, Ohio State University; Dr. Thomas F. McDermott, Georgetown University; Allen D. Hulen, regional manager; Dr. Wendell C. Matthews, regional flight surgeon; James L. Harris, Aviation Medical Service; Paul E. Vaniman, Personnel and Training; pause while being registered for the Aviation Medical Examiners Seminar by Ramona Craig, clerk, and Louise E. Welker, medical technician.

Led by Dr. James L. Goddard, civil air surgeon, and a group of other Washington medical authorities, an aviation medical seminar was held in Anchorage June 27, 28, and 29 for FAA medical examiners and other Alaska doctors.

The seminar, one of several being conducted throughout the United States, included a series of lectures, question and answer periods, and panel discussions on aviation medical problems. The staff included Washington officials of the FAA's Aviation Medical Service in Washington and members of the staff of the school of medicine at Georgetown University, Washington, as well as the Ohio State University and Tacoma General hospital.

Among those on the program were Dr. James H. Britton and Dr. A. E. Wentz, of the Aviation Medical Service, James L. Harris, chief of the examiner training and control branch of the Aviation Medical Service, and Paul E. Vaniman, of FAA's Office of Personnel and Training. From Georgetown University were Dr. Lawrence S. Lilienfield, associate professor of physiology and biophysics; Dr. Nathan J. Zvaifler, assistant professor of medicine, John Maher, instructor in medicine, Dr. Thomas McDermott, professor and director of the department of anesthesiology; Dr. Robert P. Kling, instructor in ophthalmology; and Dr. John C. Rose, professor of physiology. The program also included John M. Moore, chief, flight test projects, North American

(Contd. Page 4)

FAA STORY IS PRESENTED TO AEROSPACE WORKSHOP

Nearly 100 teachers and other educators, many from the 'old 48', had an opportunity to get better acquainted with the Federal Aviation Agency during the 1961 Aerospace Education Workshop at Elmendorf Air Force Base in June and July.

FAA's portion of the workshop, sponsored jointly by the Alaska Wing of the Civil Air Patrol, University of Alaska, U. S. Air Force, and the Alaska Department of Education, included addresses on the FAA mission, various phases of FAA activity and a tour of the Anchorage Air Route Traffic Control Center. Leading off the FAA section of the four week long workshop was an address by Allen D. Hulen, regional manager. Mr. Hulen addressed the group on FAA's mission and gave a broad, general description of the Agency and its activity. George Edmondstone of Flight Standards, F&M, who described the airports phase of FAA. An address, 'Electronics in FAA' was presented by Roy Downing, F&M, and Charles Thomas, chief of the Anchorage ARTCC, explained air traffic control.

The two-day lecture session on FAA was followed by two afternoons devoted to a tour of the center with all those enrolled in the workshop participating in groups of 15 where Thomas and his staff demonstrated air traffic control procedures and techniques and gave on-the-spot explanations of air traffic control.



The regional manager poses with Dr. Roland H. Spaulding, director of the 1961 Aerospace Education Workshop following Mr. Hulen's address opening FAA's portion of the workshop. From left: Norman Noble, regional public affairs officer; James Carter, Civil Air Patrol wing commander; Mr. Hulen; Dr. Spaulding; George Edmondstone, Flight Standards.

FAIRBANKS

It has taken twenty-nine years for this reporter to run down the first loud noise that reverberated through my wet, red years back in 1932.

A recent skimming of long out dated air traffic control manuals disclosed the following procedure which quite likely caused the auditory disturbance of my embryonic sleep.

One of the directives read: 'When ground control hears an approaching airship the pilot will be asked to 'BLIP' his motor for identification. United Airlines will be one 'BLIP'; American Airways, two 'BLIPS'; and Western Air Express, three 'BLIPS'.

When the arriving aircraft motor sound has been established as the one ground control is talking to on the wireless the sound will be advised of its approximate position and direction from the field. Ground control will continue to advise it until its arrival over the field and the pilot informs ground control that he is ready to come down through the clouds.

'If in the pilot's opinion he is in a position to come down ground control will give him an OK. The pilot shall jazz his engine at frequent intervals as he comes down and ground control will advise him of his approximate position. When his plane is sighted underneath the overcast, ground control will tell him where he is and give him surface wind and any unusual field conditions. The pilot should also advise ground control as soon as he has sighted the ground.'

Some days our modern air traffic control system with all of its lately developed electronic advances finds itself hard against the borderline of saturation. None of the current procedures seem to help and bushed controllers retire to the cloak room at shift change muttering about returning to the old way of doing things.

Consider for a moment a controller's dream containing a beach umbrella, a chaise lounge, a bottle of suntan oil, a pair of sunglasses and a walkie-talkie (the modern touch) as his only tools. Every hour or two he would stick a finger into his glass of iced tea to quiet the tinkling ice cubes while cocking an ear and listening for the distant purr of an approaching aircraft.

Then consider the reality of standing waist deep in the ice water of spring's break-up, choking in summer's dust, shivering and sloshing through the muddy rains of autumn, and turning a brittle blue in the bitter cold of an Alaskan winter. If that isn't bad enough remember the barbed prongs of Alaska's three inch mosquitos (the small hungry ones).

Most working controllers, such as myself, deliberate this on the way to the parking lot with our uneaten lunches still in the brown bags. We usually decide that wading through paper work, measured best in pounds and working with the involved operational procedures of today's souped-up air traffic control in air conditioned buildings complete with janitorial service is not so bad after all. We generally shelve such reflections on the ancient past until the next slack period bull session (if traffic ever slows down again for such a break).

The Fairbanks Center loses four persons this month. James C. Hooser moves to the Anchorage center in a promotion. Fred M. Cotton has parlayed his two years in Alaska into a job in the St. Louis center. Donald L. Boyle and James F. Carroll have decided to move down south to where traffic controllers have

COLD BAY

Civilization has come to Cold Bay, as it must to all frontier towns. The 'Explorers' of yore are being replaced with more and more settled families with more and more children, and the 'new schoolmarm' has arrived.

Symbol of our new status is the Community Chapel, due mainly to the efforts of Bob Higdon, just transferred to King Salmon, but representing many manhours of of volunteer labor by the whole community.

A farewell coffee party was held for Higdon, and best wishes of all go with him hoping he will enjoy his new station.

The chapel represents all religious facets, the main building, with its Quonset-hut base, is similar to the modernistic churches of Frank Lloyd Wright, but for the traditionalists, there is an old-fashioned steeple with bell-tower. But no stained glass yet.

Highlight of June was the community-wide farewell party for the Northwest Airlines radio operators who were replaced by the IFSS. A stupendous dinner was served by the many excellent cooks in the community, with dancing afterward until the early hours.

Fishing is a constant pleasure for young and old. The salmon were beginning to run up Russell Creek, the trout are always with us and Hank Luecke caught a 138 pound halibut in the bay. Ten-year-old Alta Jane Robbins is similarly proud of her 16-3/4 inch Dolly Varden, caught the second time she ever went fishing.

Fourth of July holiday saw the official opening and unofficial closing of the baseball season. The town of Cold Bay journeyed out to the AC&W site to meet the challenge of the Air Force, and due to the sizzling pitching of station manager Ray Caudle, the AF surrendered. Caudle has both a fast ball and control, so with the score 12-1 for the FAA at the end of 4 innings, the AF suggested the game be called on account of rain and mud, and adjourned to the well-named Derelict Room. Regaining their Dutch courage, they mumbled a few words about setting up a volley ball tournament.

Another departure of note was that of Art Lappi and well-drilling crew for King Salmon, but we have new arrivals to fill the gaps. George Ogden at the Fire and Crash Station is new to the FAA as well as to Cold Bay.

Robert Livingston, new EMT, transferred from Fairbanks, and with his family brings the total of children for the new school in the fall to 20. Jim Harding, new MIC of the Weather Bureau, comes to us from the Caribbean, but is an oldtimer in Alaska, and glad to be back in the Alaskan Region.

'Black Fridays' once a week. They have accepted positions in the center at Washington, D.C.

Ronald W. Logan, Robert F. Royer and George U. Hodges each leave this month on PL 737 vacations in the state of Indiana.

Erland D. Stephens

ANIAK

On June 23rd wedding bells rang for our one and only bachelor communicator Richard Strassel and Miss Jerri Jean Wright of Carlsbad, N. M. Jack Moore gave the bride away. Matron of honor and best man duties were performed by Marrienne and Bob Colliver. The ceremony was performed in our recreation club, the 'Aniak Annex,' by Mrs. Arline 'Buddy' Clay, Aniak deputy magistrate. Mrs. Clay came to Aniak about 20 years ago with the CAA. The newlyweds have now settled down to housekeeping. Jerri says, 'Besides eating steaks and chops, Dick will be eating hamburger also.' Cheer up Dick. It seems hamburger goes with marriage, and I'll bet with your lovely bride sitting across the table from you those hamburgers taste like steak. We all wish Mr. and Mrs. Richard Strassel good luck and a very happy future.

Here's a tip: if your recreation hall needs to be completed or redecorated and everyone is too busy with something else, have a wedding and you won't know the old place when the work is finished.

In June our new L-10 mechanic leader, Wilson Smith, and wife, Sevilla, arrived in Aniak from Anchorage.

We read in Mukluk our station manager, James Seitz, is among the top five in the Employee Suggestion Contest. We are proud of Jim and are pulling for him. At present Jim and family are on vacation; he will return in two weeks but his wife Dallas and daughters, Janet and Jean 'Beanie', will return in a month.

Two of our communicators, Jack Moore and Calvin Fuchs, attended classes in Anchorage and came back looking perk and pretty.

Fishing is good in Aniak. Elias 'Old Drifter' Venes has been drifting for salmon and doing real well. Myrtle Walker hooked a King at the point the other day and just as she was bringing it in her line broke. Keep trying Myrt, you'll get one yet.

Hope to have more news next month.

Violet L. Hellard

FORMER ALASKAN VISITS

Glenn E. Goudie, well-known former Alaskan FAA official, has returned to Washington following a week-long state-wide review of the FAA maintenance program in the Alaskan Region.

Goudie, widely known among Alaskan aviation interests for his pioneer work in establishing air navigation facilities for the Territory of Alaska prior to the days of CAA-FAA, was accompanied on his tour by officials of the systems maintenance division of the Aviation Facilities Service, of which he is chief.

On the itinerary for the Washington FAA officials was Annette, Juneau, Yakutat, Yakataga, Cordova, McGrath, Unalakleet, Nome, Kotzebue, Fairbanks, and Anchorage. A dinner party in honor of the group was held at the Edgewater Inn with regional FAA officials as hosts.

CIVILAIR CLUB FISHING TRIP



Dorothy Bair, F&M Division with flight bag in hand waits while Bernice Wiggins, Flight Standards Division with fish pole and lure box in hand talks to John Hayes, F&M Division on a recent Civilair Club fishing trip to King Salmon. The group of 16 departed Merrill Field at 7:00 a.m. on June 25 and returned at 10:30 p.m. the same day. The fishermen brought back at least a salmon per man and everyone agreed it was a success. Special thanks are due the FAA people who provided the boats and their services as skippers at King Salmon for the pleasure of the club members.

ACCIDENTS CAN BE EXCITING

Are you bored with it all? Are you looking for a new horizon? Have an accident!

Accidents can open up a whole new exciting world for you. You'll see places and experience sensations like way out there.

You'll meet pretty young nurses — and probing doctors.

You'll learn how emergency wards, operating rooms, surgeons and other specialties function — first hand.

You may get a stub or scar which will make an ideal conversation piece.

You can write a best seller on, 'How I was Brought Back from the Brink,' or 'How a Cripple Can Up His Income.'

You may get your name in the paper. Maybe even get a headline like 'Drunk Runs into School Bus.'

You can collect on that accident insurance you've been pouring money down the drain on so long.

You may deduct your time lost from work on your income tax return.

You can sit around the house while recuperating and catch up on all the daytime TV shows.

You can solicit sympathy you'd never get otherwise, maybe even from the kids and spouse.

Your physical system will be injected with all sorts of drugs and stimulants.

The wife might get to go to work, the older kids drop out of school, and so enrich their experiences.

The doctor may have to put you on a regimen to cure some of your bad habits.

You might have to learn a new trade to replace the old one you can't continue and didn't like anyway.

So live modern. Have an accident. Experience can be a good teacher — if you live through it.

Robert D. Gidel
in 'National Safety News'

SUMMIT

July 4th found all station personnel except (Les Wold, on duty) at the picnic area next to the swimming hole and Mirror Lake, for our 4th of July picnic, which was a real smash. Acting station mechanic foremen, Springberg, kept the crowd in high spirits and laughter with his original sayings. One picnic with Springberg can do more for ones stomach muscles than a thousand sit-ups.

New comers to the station and also attending the picnic were Mr. and Mrs. John Marlin, station mechanic, along with Mrs. Marlin's father, whom I am sure will have a lasting memory of the fun that can be had on a FAA field station with good leadership and people planning and working together.

The writer and wife spent last week in Anchorage as the guests of Chet Sobczyk while attending Radiological Training course. Chet Sobczyk gave Herta Kohl a surprize birthday cake and dinner. Shirley Sobczyk and sons were outside visiting relatives, and missed the festivities. There was not a room in all of Anchorage to be had, and the week of warmth and hospitality was one that shall not be forgotten.

Mr. and Mrs. Figley and family departed for Fairbanks last evening in their new car to visit Mr. and Mrs. Carroll at Fairbanks Center, who are departing for Washington in the near future. The Caudill's are spending their last weekend at their cabin at Brushkana Creek with the Marlin's, prior to going outside to pick up a new car in Detroit and will make a tour of the lower 48.

Harold Nordstrom dropped a few hints over his plate of sauerkraut and weiners the other evening that he and physical ed. teacher Martha Terman may be ringing the wedding bells in the near future. Martha not only teaches but performs on the trampoline in Anchorage Junior High School. The writer and wife were guests of Miss Terman and attended the Greater Anchorage Music Festival.

Margarete Watson, wife of our station mechanic foreman, is patiently waiting his return this week. Bob has been in Oke City attending school for the past three months. The Dave Gray's left today on vacation in their station wagon pulling a trailer.

Eddie J. Kohl

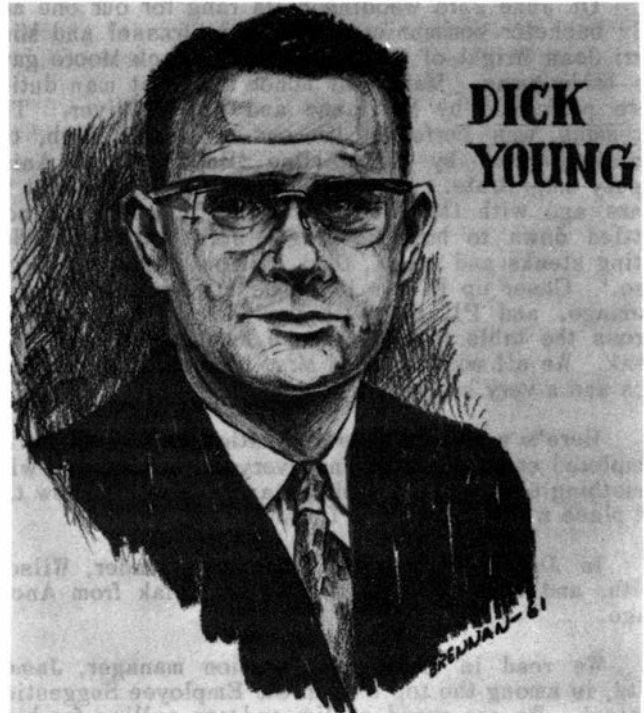
NOSTALGIA

('The TV set will cost you two and a half extra, but it's worth it just for the late, late show.'—Comment by the desk clerk in an Alaska hotel.)

The minions of Dracula flap at the sills,
And Hoot Gibson rides through the ambient hills,
And small Shirley Temple, so cute you can't stand it,
Wrings crocodile tears from the hard-featured bandit,
And Tarzan the First follows hard on the track
Of the Man-Things who captured his ape-friend Kerchak,
And Barrymore broods in an Inverness cape,
And massive Mae West murmurs, 'Peel me a grape,'
And do you remember—or, being young, can't you—
Those mind-rocking screams in the caves of Fu-Manchu?

Backward, turn backward, O Time in your flight!
Make me a child again just for tonight,
That I may react as I did at thirteen
When the movies they're giving us came to the screen.

—O. R.



Although Richard C. Young became chief of the Facilities and Materiel Division of the Alaskan Region only last January, he is no stranger to Alaska.

Born in Yakima, Wash., he attended school through junior college there and taught electrical science in Yakima high school from 1933 through 1935. Following a year as an engineer with Radio Station KIT in Yakima, he joined the U. S. Bureau of Reclamation in 1937 and during the next three years designed the first point-to-point radio systems for the Bureau. From 1939 until 1942 he worked at Grand Coulee Dam in civil engineering.

His association with Alaska began in 1942 and for the next 18 years he worked as a radio engineer for the Alaska Communications System and visited practically every area of the state. Although headquartered in Seattle he spent more than half his time in Alaska. Prior to his present job he was chief of maintenance engineering at FAA headquarters in Washington, D.C.

Young is an ardent fisherman and ham radio operator and it was through the latter activity that he met his wife, Mildred Grace. He was a ham at Yakima and she was living at Victoria, B.C., when they became acquainted over the air through a sister, also an operator.

Mrs. Young and their four children, Richard, 19; Jeanne, 16; Virginia, 9; and Phillip, 6; expect to join the F&M division chief in Anchorage as soon as their home in Washington is sold.

Medical Authorities (Contd.)

Aviation, Inc.; Major Herbert C. Haynes, chief of the Aerospace Medical Branch, Air Force Systems Command, Andrews AFB, Maryland; Dr. Richard H. Wehr, assistant professor of otcologyngology at Ohio State University, and Dr. Charles P. Larson, pathologist at Tacoma General Hospital.

**NAMED DEPUTY
CIVIL AIR SURGEON**

Dr. George R. Steinkamp has been named Deputy Civil Air Surgeon of the Federal Aviation Agency's Aviation Medical Service.

Dr. Steinkamp has been with the Aviation Medical Service since December, 1959 when he was assigned to the FAA from the U. S. Air Force, where he holds the rank of Lt. Colonel.

YAKUTAT

We are sorry that we did not get any Mukluk items off last month but my father died and I had to go state-side and when I returned it was too late to send the items in. Nothing much had happened though.

Our Tacan was commissioned this month so we now have a Vortac.

ATCS Orvis Clark and ATCS Rexford Teig attended a two day rafef class in Anchorage. ATCS William Brown returned to duty from annual leave June 3. ATCS Patrick D. Kennedy transferred from Yakutat FSS to the Fairbanks CS/T on June 23. Relief specialist James Formella arrived from Anchorage June 20. ATCS James Lockard departed Yakutat for Juneau hospital June 23 and continues to be on extended sick leave. It is indefinite at this writing as to when Lockard will return to duty. ATCS Orvis Clark departed Yakutat June 23 for Seattle on 272 hours of Annual leave under P.L. 737.

On June 14 and 15 the following personnel attended the Management Training course conducted by Gene Rugg: ATCS personnel John Hummel, Orvis Clark, William Brown, Electronics personnel Donald Treichel, Donald Farley and Douglas Smith, Plant Maintenance personnel Raymond Boggs, Stanley Erickson, Melvin Renner, Fred Miller, Roy Phelps, Libeus Barney, Station Administration personnel Thomas Neville, Jr. The course was enjoyed by everyone and we hope that if they have these classes in the future that we have as good an instructor as Gene.

Robert Shelley, EMT, attended a 16 hour Radiological Meter Operating Training class in Anchorage.

Wilfred Lange and his painting crew are sure painting up a storm here. You know before or immediately after they get through with their painting this is going to be the best looking station in Alaska.

Gene Marlar out of FM-5200 property inspection was in here and sure cleaned the station out. When he got through we had our annual stock and a working stock but that was all. More power to you Gene, this should have been done years ago.

Thomas Neville, Jr.

AGE 60 RULE HOLDS

N. E. Halaby, Administrator of the Federal Aviation Agency, has advised Clarence N. Sayen, President of the Air Line Pilots Association, International, of his decision to continue the present Agency rule which established 60 as the maximum age for airline pilots.

GALENA

From Galena the top item of news is the arrival of our new station manager, Gordon Ashcraft, from the regional office in Anchorage. Former station manager, Russ Hart, from Nome, visited here a few days, officially 'signing over' the place to Ashcraft.

Many new faces. Among those joining husbands in this lovely garden spot were LaVerne Weathers and Marg Yerkes---each with a clan of four live-wire kids. LaVerne was told in Chicago to get off the plane in Anchorage and 'catch a bus out to Galena.'

As Wes Welsh, foreman mechanic, is in Oklahoma City attending school for several months, the P and N section is in the capable hands of Jim Bystedt.

More new look for the area---some wonderful new playground equipment.

The Air Force entertained with a two day celebration for the Fourth. Many visitors from up and down river, a fish fry, ball games, air show, races for kids and boats, even Galena's own Mukluk Shuffle. Had a grand time---wish you'd been here.

Our mechanic, Selmer Wagner, has been hospitalized as a result of a stroke.

Jean Hunt

EMPHASIS ON LOCAL PROCUREMENT

A headline story in the May Issue of Management Services Notes told of reasons why procurement from local sources is emphasized by procurement offices in this and other regions. It is urged that procurement personnel of the Alaskan Region fully utilize 'Blanket Purchase Arrangements', 'Imprest Funds' and other simplified procurement procedures, when appropriate, in making purchases.

The Materiel Branch of Facilities and Materiel Field Division No. 5 asks that you refer to Fifth Region Administrative Circular No. 4-8-1, dated May 8, 1961, for procedures to be used in requesting that procurement action be taken. The branch especially calls your attention to the provision in the first paragraph of Section III of the circular concerning making requests by telephone for non-repetitive purchases valued at less than five dollars.

The Materiel Branch suggests that you call that office or the Procurement Section if you have any questions concerning procurement.

CIVILAIR PICNIC SLATED

The Civilair Club's annual free picnic for FAA and WB personnel will be held at Otter Lake, Fort Richardson, Saturday, August 5. The annual outing, complete with food and entertainment for all, will begin at 1 p.m., and continue as long as the food and fun lasts.

Club members will be admitted free upon showing membership cards and non-members may purchase cards at the picnic for \$1.

NORTHWAY STATION IS HOST TO FLYING FARMERS TOUR

by W. G. Runnerstrom



Flying Farmers park their aircraft at the FAA field at Northway to begin their Alaskan tour. Foreground: Members of the group take advantage of the MOBCO to obtain latest pilot information. (photo by Carl Bandy)

Seventy four members of the International Flying Farmers spent two days at the FAA Station, Northway, after bad weather forced them to extend their visit at this Alaskan port of entry.

The Flying Farmers, hailing from as far away as Connecticut, Louisiana, and California, included contingents from seventeen states and three Canadian provinces. They arrived in Comanches, Bonanzas, Cessnas, and Stinsons, and two days of driving rain with low ceilings failed to dampen their enthusiasm for this, their second tour of Alaska.

President Lawrence Sutter, Woodward, Okla. led the tour, six months in the planning stages, from Northway to Fairbanks to Anchorage and back to Northway for the return trip down the Alcan. Side visits to Circle Hot Springs, McKinley Park and Homer were included in the seven day Alaskan itinerary.

Assembling at Calgary, Alberta, the aerial caravan encountered reasonably fair weather as it followed the Alaskan Highway to Northway. However, it was at Northway that difficulties arose. Jessie Lippincott, (ANC WBAS) tour forecaster, described the meteorological condition as 'A nearly stationary trough.' Members of the tour had other words for the weather that pinned them to the ground and threw complex entertainment plans, throughout central Alaska, into a state of confusion.

Faced with the prospect of feeding and housing more than eighty people until the weather broke, residents of FAA station Northway and the surrounding community combined their efforts. Flying Farmers unable to be accommodated at the jammed Northway Lodge, were transported to the Northway Motel and Duke's Lakeview Landing by FAA personnel. Other tour members were taken in by FAA families and sheltered in FAA homes.

FAAers also supplied entertainment for the stranded flyers. EMT Mike Boslet, with his Volkswagon bus, Foreman, Mechanic Ray Harry and ATCS Carl Bandy with their station wagons, already running a veritable bus line from the airport to living quarters seven miles away on the highway, established a series of guided tours. These tours took the visitors through the FAA station, over to the several Indian villages, and included stops at local fishing spots for anglers who



The Alaskan welcome to the Flying Farmers from the 'old 48' included this panel display of scenic spots and literature to assist pilots during their tour. (photo by Carl Bandy)

didn't mind getting wet in the downpour. Bandy and Harry said that the farmers were most impressed with Northway's greenhouse where they could view six foot tall tomato plants.

Evening entertainment, under the auspices of the Northway Boundary Club, included the complimentary showing of a current film and the presentation of a motion picture and lecture, Arabian Adventure, by ATCS Warren Runnerstrom.

Operationally, the movement of 31 airplanes through Northway was greatly enhanced by 'MOBCO', Mobile Communications. Northway station, in the throes of remodeling, was in poor physical shape to handle a deluge of pilots requiring weather and flight briefing. Foreman Mechanic Ray Harry conceived the idea of developing a mobile briefing unit that could bring Flight Service to the pilots right down at the gas pumps. EMT Mike Boslet implemented the plan, ran a drop line 300 yards from the station, and so brought teletype and telephone communications facilities to a canary yellow truck parked on the taxi strip. Labeled 'FAA Pilot Briefing', this truck was staffed by ATCS Carl Bandy and Johnnie James.

From their vantage point on the taxi strip, these men kept track of landings and takeoffs, gave pilot briefings, and recorded flight plans for relay to the station. Walter H. Ross, tour conductor said, 'MOBCO is one of the finest innovations we've come across in a long time. It was an enormous help, particularly in trying weather, to have immediate access to the latest sequences and forecasts as fast as they came off the printer!' Mrs. Janet Corey of Wichita, Kansas, business manager of the tour, added, 'You have no idea how much MOBCO simplified my job. I wish we could find a facility like this at every stop!'

A display with aerial photos of many Alaskan FAA stations aroused much favorable comment from the Flying Farmers. Prepared by the FAA Publications and Graphics Branch in cooperation with the Public Affairs office of the Regional office, the colorful exhibit featured a map of Alaska pinpointing FAA stations from Kotzebue to Juneau. The display included three handout brochures that were designed to inform pilots on Alaskan airport traffic patterns, radio frequencies, and heavy traffic routes in the Anchorage area.

Contd. Page 10



The 12-hour Management Training course was presented to the above Gustavus station personnel recently. Front row from left: Joe Chaney, Bill Blair, Jr., Glenn Davis, Gene Rugg (instructor). Back Row: Jack Calbick, Orla Nielsen, Charles Popp, Ray Slack.



Sitka personnel who recently completed a 12-hour Management course are (front row from left): John Pfeffer, Jud Lanier, Sherry Barclay, Irving Ungudruk. Standing from left: Ed Littlefield, Daniel Steele, Dexter Ferry, Tom Glazier. Sherry, who attended on her own time, is the first woman at a field station to complete the course.



Technicians who maintain the 102-A Key System at the Anchorage and Fairbanks control centers recently completed a course in maintaining the complicated electronic and mechanical telephone switching system which inter-connects the various control sectors with field stations. Standing from left: Merlin Jaques (instructor), Frank Beaman, Thomas Cadwallader, James Higgins. Seated from left: Sixto Barrera, Laurel Thompson, and Frank Zschiegner.

A girl in the booth of the Roxy Theatre demurred at selling a ticket to a youngster in the early afternoon. 'Why aren't you in school?' she asked sharply. 'It's okay, lady,' he assured her. 'I've got the measles.'

KENAI

Mrs. Fumika Roberts, wife of Ralph Roberts, has returned from Japan after spending two months there with her family. This has been her first visit in seven years. We are glad to have her back with us again.

Walter Hart and his family have been on vacation in Denver. Maxeen and the children left right after school was out, and Walter joined them June 30. Marvin Lewis and his family have returned from vacation after going to California, Oklahoma, and Oregon, visiting relatives and friends. What a life some people have by going on vacation. Everything is getting back to normal again and everyone is coming back to work again.

Phil Hatzfield and a friend of his from Anchorage dropped in to see friends at the station a few days ago. Frank Hall, a SEMT, and his wife Opal moved out to their house at the lake which Frank built. They are really living it up.

We, the Catons, took off a few days over July 4 and have taken the children on picnics which they enjoyed very much. Dolphus, my husband, also loves to take movies of everything in sight and we now have quite a collection.

Margaret Caton

PIPELINE GROUP VISITS

Members of Project Pipeline, headed by Jack Hogan, chairman, spent several days in the region late in June studying the Agency's supply system here. Hogan, formerly Alaskan Region property management chief is now chairman of Project Pipeline in Washington. Other members of the committee here for a series of conferences included Ollie James, Gordon Applewhite, Hal Sellers, Fred Thieburger, and Dr. Stewart Cook, Case Institute of Technology.

Project Pipeline is a program directed by the Administrator to re-evaluate supply practices. FAA officials from various functions have been assigned to the project and are making a comprehensive study with the following objectives: (1) to provide basic policies which will foster competent and economical materiel support at all levels, (2) satisfy the needs of all system customers, (3) reduce operating costs to the optimum, provide an appropriate emergency readiness capability, and, (4) provide a foundation for adequate financial accounting records and the preparation of current and informative management reports.

The group went to Hawaii to continue its program after conferring in this region.

PROJECT SEARCHLIGHT TEAM TO VISIT REGION

A five-man team from the Washington office will visit the Alaskan Region from July 21 through August 2, 1961, for the purpose of securing information for Phase II of Project Searchlight.

Project Searchlight is a complete study of all systems maintenance activities within the continental FAA regions. This project was to be conducted in four phases; its primary purpose to make an objective evaluation of these activities and present practical recommendations for achieving agreed upon objectives. The completion of Phase I has developed the apparent need for extending the study to the Alaskan Region.

Contd. Page 8



Members of the Management Training course held at Yakutat in June. Front row from left: Roy L. Phelps, Boggs, Bill Brown, Orvis Clark, Libeus Barney, Melvin Rener, Douglas Smith. Back row: Stanley Erickson, Fred Donald Farley, Tom Neville, Jr. Second row: Raymond Miller, John Hummel, Donald Treichel.



Complete Effective Writing Course. From left seated: Rosemary Miller, Sall; Janis, Darcia Brown, Gene Rugg (instructor), Mary Chandler, Erma Johnson. Standing from left: Hobart Douglass (who presented awards), Fred Pollard, Andrew Davis, Albert Haidle, Gerry Howard, Ralph Moore.

Project Searchlight (Contd.)

On the itinerary for the Washington FAA team and a representative from the Facilities and Materiel Division is an overnight stop and a day at Cold Bay, King Salmon, Bethel, Galena, Fairbanks and return to Anchorage and a visit to the Anchorage Station.

Richard C. Young, Chief of the Facilities and Materiel Field Division requests that each Station Manager of the Alaskan stations involved extend every effort to assure these visitors the fullest cooperation as well as the best available information in any area, on any subject.

Do You Know?

The eleven major U. S. air carriers spent \$25,000,000 in 1960 in additional operating costs and revenue losses due to the extra weight and decreased performance caused by the installation of sound suppressors on 207 large jet aircraft. This figure was nearly 21 times their combined net profits for the year.

ENTRY IN RED

I credited her blazing hair,
I debited her vixen anger.
I weighed the charms of satin arms
Against her indolence and languor.

Although she had a winsome smile,
An eye than Sappho's more liquescent,
I marked in red that what she said
Was less inspiring than incessant.

She wore her clothes with verve and dash,
And had some other fetching facets;
But still her crude esteem for food
Did much to counterweigh these assets.

And while I pondered on the minx---
Her debit side against her talents----
Another guy came cruising by
Who must have had no books to balance.

---O. R.

ADVENTURE A LA NUPUKYAK

(Editor's Note: Recently Mukluk Telegraph carried the story of the airplane crash and rescue experienced by Paul Sutherland, FAA communicator at Unalakleet. Paul, who sometimes writes under the pen name of 'Nupukyak', crashed into McDonald mountain and walked nearly 40 miles toward Unalakleet before he was rescued by an Air Force helicopter. Here's Nupukyak's own story of the incident.)

McDonald Mountain looked funny hanging upside down with clear blue sky under it, until I realized from the biting safety belt that it was me hanging upside down and not McDonald Mountain. So the funny stuff was over and the serious began. I undid my seat belt and received the only blow of the crash—when I landed on my head. Everything was backwards; switches in the wrong places, but I finally got her figured out and began calling. I soon discovered everything was dead. The battery terminals had broken off and the battery was plugging a hole it had poked in the skin of the 180.

I got out the emergency can, remembering that I had a length of copper wire in it, and wired up the battery. I also dug the antennas out of the snow and strung them out, using an axe handle for an antenna pole, but after all my efforts, I discovered that the transmitter wouldn't transmit. I began to smell smoke so I shut off everything and decided to try and enjoy my outing. I grabbed the .22 and went out and gave a wolverine a bad time, but he got away. I did manage to get a couple of parka squirrels for my supper though. There was no firewood there, so I had considerable trouble getting the squirrel even half cooked. By that time I was hungry enough to eat it anyhow—half of it, and saved the other half for breakfast.

Search planes began to fly around and I built a grass fire, ignited a smoke bomb, and about wore myself out aiming my signalling mirror, but no one saw me nor the red belly of my plane there on the snow. I was disgusted and tired so crawled into my sleeping bag inside the wreck and waited for morning.

I ate the rest of my tough old squirrel for breakfast and wasted no time in scribbling a note and heading off towards Unalakleet. The walking was good for about five miles but soon I was earning my way. By noon, I was across the first river and clawing my way up a

steep alder covered mountainside. Then I followed the ridge until just before sundown when I encountered deep snow once more.

I fashioned a pair of snowshoes out of alders to get me across a couple miles of deep snow to the nearest spruce timber. The alder snowshoes were next to worthless, and the last several hundred feet, I had to go floundering along. Under a big spruce tree I built a campfire and lay in my sleeping bag with my clothes draped on brush to dry.

A ptarmigan simmered with some rice mixed with too darn many spruce needles to have good flavor. Search planes droned in the distance but too far away to see my campfire which I kept going most of the night.

I got up at 4 o'clock and by 6, I had finished my soup and had also finished a nice little pair of snowshoes made from willows and spruce boughs. I hit the trail promptly, and set spruce trees afire here and there along the way. I had a prominent and familiar mountain peak as a goal for noon, and very nearly made it, but the sun was too darn hot. I was within about three miles of the peak at 10 o'clock when I decided it would be best for me to have a rest. I walked to the head of a slough where there were some large spruce trees, and removed my pack. There I set a tree afire and melted snow for a drink. I was wishing I had shot that ptarmigan back there a couple miles for I was getting hungry. Very soon I forgot my hunger, however, for I began to hear the familiar roar of a 180 way off in the distance.

Soon I could see the little thing about 10 miles away and broadside to me. I got out my signalling mirror and began to flash away. My arms were beginning to ache when at last he passed from my sight behind some trees. I quickly floundered into the woods and began to set more trees afire, and while I was there in the deep snow, I began to hear the engine again and knew he was coming toward me. I got out of the woods as quick as I could and grabbed my packsack and ran out into a large flat and began to beat the sky to death with the packsack.

The pilot didn't see me, so I used the mirror again even though the plane was only a couple hundred feet above me. Then I began to tramp a message in the snow, 'Land, I'm exhausted'. Still no wing rocking, and just when I decided the pilot was afraid to land, and I decided to trample the words 'Bring showshoes', I saw

Contd. Page 10



Former Alaskan, Glenn E. Goudie, Chief, Systems Maintenance Division, Aviation Facilities Service, Washington FAA, together with members of his staff while on a

recent systems maintenance survey and accompanied by Alaska Regional Counterparts, pose with McGrath staff and their families. Mr. Goudie is standing third from right.

SEATTLE

Dick Lewis, Alaska Supply Section warehouseman, won the \$50.00 Attendance Pot drawing at the June meeting of the National Federation of Federal Employees (N.F.F.E.) in Seattle. If Dick had been absent, he would have missed the prize; but Dick, who is Seventh Vice President of Local No. 8, was on hand when his name was drawn. Now Mr. and Mrs. Lewis each have a new lawn lounge chair, purchased with Dick's winnings.

Marjorie A. Levine

Adventure A La Nupukyak (Cont'd)

flaps come down on the 180 and it began to descend. A window opened, and a red ribbon began falling to earth. That was the best air mail letter I ever received even though it was the shortest. 'Keep your fire going', it said, 'I'll bring the chopper.' Then the 180 headed off toward the south and about 10 miles away, began to circle. I looked and looked but could see no chopper nor hear one.

I set more trees afire and munched on a candybar, rolling across the snow from tree to tree rather than floundering through it, until I heard the clumsy looking bent cigar not far away. The chopper sat down beside me and about blew my head off, as I hurriedly stuffed my junk back into the packsack. I didn't want to keep them fellers waiting. When I looked up, there stood my Eskimo trapping companion ready to greet me. He had been out most of the night and all morning directing pilots and searching for my trail. His sunburned face was better to me than all the mountain scenery round about me, and soon we were sipping coffee in the chopper as we went the last 18 miles to Unalakleet. I guess I walked about 30 miles altogether to get as far as I did, and I've had enough camping out and hiking to last me a life time.

Searchers-----look back once in a while. Don't fly so fast nor so high unless you are out at night looking for a fire. Give the man on the ground a chance to attract you. A blazing spruce tree is a very good beacon, but it takes a few minutes to get it going. If the one you're looking for doesn't happen to hear you a long way off, you'll be past before the beacon gets to beaconing.

DRAFTS OF HORIZON, BEACON REPORTS REVIEWED

First complete drafts of reports prepared by the Project Horizon and Project Beacon task forces will be circulated within the executive department starting in the near future, N. E. Halaby, Administrator of the Federal Aviation Agency disclosed.

The reports will go to the Department of Defense, Bureau of the Budget, Civil Aeronautics Board and other agencies for comment before they are returned to the FAA Administrator for submission to the President.

The two task forces were established at the direction of the President. The Horizon group was charged with responsibility for recommending National Aviation Goals for the period 1961 to 1970. Project Beacon has been concerned with the problem of air traffic management and is recommending a system to insure the safe and efficient utilization of the Nation's airspace.

BUY---SELL---SWAP

FOR SALE: 1959 Ford Country Sedan (4-door Station Wagon) 28,000 miles, excellent condition, R&H, spares, auto. trans. Call Waterman, Ext. 216 or BR 2-6111.



FAA station personnel, interested in hobbies that convert easily from the bright daylight hours of summer to the dark hours of long winter evenings spent by the fireside, will be interested in the year-round hobby of Russell S. Boyden, Alaska Supply Section employee, who has been painting for the past two years. All painting mediums interest Russell, and he frequently combines several mediums in the same picture; but most of his work has been in water color.

Inspiration for his works comes from his immediate surroundings. During summer vacations and short motor trips near his home in Auburn, Washington, Russ and his wife, Mary, watch for interesting scenes to sketch and paint outdoors, or to sketch now and paint later. If time will not permit, they make snapshots and notes to carry home with them until such time when Russ has time to get out his paint pots and brushes.

An eager amateur, Russ has not yet entered any shows or competition with his work; but his collection of paintings is growing, and soon he will have enough pictures for a one-man show.

Marjorie A. Levine

Flying Farmers (Cont'd)

A visit from world famous flying grandfather, Max Conrad, climaxed the two days. Conrad, delivering a Piper Cherokee to Anchorage, stopped at Northway to see flying grandmother, Mrs. Max Conrad, who was part of the Farmers' tour. Amid cheers of the eighty flyers, Conrad was voted an honorary life member of the Flying Farmers International.

THE MUKLUK TELEGRAPH ANCHORAGE, ALASKA

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

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