



Merry Christmas

There comes a time at least once each year when we lay aside our personal problems and plans to think of our fellow men. It is a period in which we look back, not at what we have accomplished, but at what others have done for us. We become infused with the true Christmas spirit and experience a regeneration of the warmth of appreciation, goodwill and brotherhood. All I am really trying to say is that with the coming of the holiday season, I want to express my sincere gratitude for the job you have done and wish each of you and your family the very best of a

**MERRY CHRISTMAS and a
HAPPY SUCCESSFUL
NEW YEAR**

Delwin S. Zolner
Assistant
Administrator

NAMED ASSISTANT ADMINISTRATOR



Former regional manager Allen D. Hulen became assistant administrator for the Alaskan Region of FAA November 27. His appointment by N. E. Halaby, administrator, is a part of the Agency's reorganization plan for broadening the scope of authority of its regional heads which has included the designation of assistant administrators in the other six regions.

Mr. Hulen has been a resident of Alaska since 1939 and has been with FAA and its predecessor organizations since 1930 when he joined the air navigation division of the Bureau of Air Commerce. He was a communications operator at Salt Lake City; Reno; Rock Springs, Wyo.; and Seattle before coming to Alaska. Born in Lathrop, Mo., he served with the U.S. Navy as a radio operator for several years prior to joining the

federal service.

The assistant administrator arrived in Anchorage in 1939 to become communications supervisor, and successively chief of the communications branch in 1941, assistant superintendent of airways in 1944, superintendent of the air navigation facilities operations branch in 1946, assistant regional administrator in 1948, and regional administrator in 1955 under CAA prior to becoming regional manager in 1960.

Other assistant administrators for FAA regions are Oscar Bakke, Eastern Region; A. O. Basnight, Southern Region, John M. Beardslee, Central Region; Archie W. League, Southwestern Region; Joseph H. Tippetts, Western Region, and Robert I. Gale, Hawaiian Region.

You Can Help Protect Yourself From Nuclear Blast

by Ralph Westover
Emergency Readiness Officer

In these days of international tension, with headlines screaming radioactivity, death and destruction, there is a natural tendency for us to say, 'Why worry, I'm going to be killed anyway'. Such an attitude is comforting only to our potential enemy. The armed might and retaliatory power of the United States is a tremendous deterrent to any aggressor nation. Each of us individually can add to this deterrent factor by being ready to accomplish his or her job and by knowing how to protect ourselves.

The FAA radiological program is a model development and many of our personnel have been trained in methods of self and plant protection. For our own sakes we must keep from becoming casualties. In addition we would be needed not only to help win the war, but also in assisting in recovery. It stands to reason that if you are dead or a casualty, you cannot accomplish your job. In fact, if you are a casualty, other people may be kept from their work in preserving your life.

When a hydrogen or atomic bomb explodes, tremendous amounts of energy are generated. Approximately 50 percent of this energy is in the blast effect, 35 in heat and 15 in radiation. If we live in areas that are potential target sites we must recognize and have knowledge of each of these effects.

Blast effect is primarily caused by the tremendous heat generated in the fireball, forming a layer of compressed air. This compressed air leaves the fireball at approximately 2000 miles per hour, but rapidly slows down to about the speed of sound. If you live in a target area the law of averages says that you will not be directly under the fireball, but more probably in the fringe areas. In these areas, survival of yourself and family can be nearly assured if you remember the following factors:

1. In the first millionth of a second of a nuclear blast, a tremendous flash of light is generated. This flash can be seen many hundreds of miles away and will penetrate to practically any place in the house in which you live or in the building in which you work. The blast effect, traveling at approximately the speed of sound, will take time to reach you; for instance, if you were three miles from the fireball, depending atmospheric conditions, the blast may take some 21 seconds to reach you. During this period you can take cover.
2. As the blast or layer of compressed air reaches the building in which you are located, you may expect doors and windows to fly inward, and electrical fixtures to be shaken from the ceiling. Roofs may fly off, ceilings may fall in, or the entire house may collapse. You should, therefore, take shelter inside a building away from the direct line of any exterior windows or doors. Upper floors are the most dangerous, basements are the safest. Dive to inside hallways if possible, or against basement walls. Cover your head so that you will not be injured by parts of the ceiling, should they fall in on you. The most

dangerous thing that you will face is flying glass, so stay away from windows.

Radiological monitors who have been trained by the FAA can explain the phenomena or blast in much more detail. Do not be afraid to ask questions.

Next month: Heat and Fire

FAA Instructors Present Radiological Monitoring Course

Headed by Ralph Westover, regional emergency readiness officer, volunteer FAA instructors recently presented a course in radiological monitoring to more than 40 civil defense workers, community leaders, teachers, students, and newspaper representatives.

The 48 hour, five week course was presented three nights each week to the group which included state and federal officials, state police, Anchorage fire department personnel, school teachers, selected high school students, civic officials, and civil defense workers. Other instructors included Lester Drake and Ray Downing of the Aviation Facilities Division, and William Mullaly and Lionel Maddeford, Air Traffic Division.

Both services of the instructors and use of FAA equipment was on a voluntary basis to help the community become better qualified to defend itself against a potential thermal nuclear attack, Westover explained.

Purpose of the course was to train key personnel in elements of defense against nuclear war and survival techniques in order that they may provide similar instruction to other groups.

Similar courses are expected to be conducted in the future.

ANYONE LOSE A CAMERA?

Someone is probably wondering where they left a Rolleicord camera and a case containing movie film. If they read this their worries are over. The camera and film was found aboard N-19 about September 15 and is now in the office of AL-1 awaiting the owner. Owner may contact Annette Yager, extension 411.

IT'S HER FOURTEENTH

Word has reached the Mukluk Telegraph that the former Mrs. Dorothy Slone, now Mrs. L. R. Brown of Jamestown, N. D., recently gave birth to a son, her fourteenth child.

Her former husband, Ralph W. Slone, station manager at Homer, and Mrs. Slone had 13 children when he was drowned with an 11-year old son, Edgar, in a fishing accident in July 1959. Slone, a colorful veteran of 20 years with FAA and predecessor organizations, and his son were lost in a storm near Kalgin Island. The boat was found capsized with Slone's body entangled in a fishing net. Edgar's body was never recovered.

Mrs. Brown's latest youngster, Loren Robert, was born September 3.

Albert Slone, brother of Ralph, is employed by FAA as a maintenance technician and makes his home in Anchorage.

CHRISTMAS AT PUNTILLA LAKE

(Editor's note: The following is another in a series of stories by Aviation Facilities Division personnel)

by W. E. McBrayer
Systems Maintenance Branch

They don't make things the way they used to. Leastwise they don't seem to, and with some things, maybe it is just as well.

What I am thinking about right now, with the coming of the holiday season, is another Christmas. That one was at Puntilla Lake with snow five feet deep, minus 30 degree temperatures, and little for a Yuletide dinner but chunks of frozen moose and caribou cut from carcasses with a wood saw.

But maybe I am getting a bit ahead of the story so let's start at the beginning.

During the winter of 1952-53 I was assigned to Puntilla Lake to install a Superior 12½ KVA diesel power plant and to assist in unloading and storing 150 drums of fuel. Others in the group, who are still around, include Tom Flynn, John Kubek, Gordon McKinzey, and J. F. McKone.

The CAA maintained an H marker in the vicinity of Rainy Pass Lodge and had for power two 5-KVA Kohler plants in a small pole shack. However, the Kohlers had not proven satisfactory so a new log power house had been built by the lodge owner to house the larger plant.

As there were no roads to Puntilla, nor an airstrip, installation had to be done during the winter after the lake ice had frozen solidly enough to support an aircraft.

Our problem was timing. We had to wait until the ice got about 14 inches thick to support the aircraft, then get the materials in before the snow got so deep the plane would bog down, as we had no snow removal equipment.

Jack Jefford flying N-14 did all the hauling, landing on the ice. One trip, I remember, he made after dark by using five lanterns set at designated intervals as markers. Several men went along to unload the fuel and materials.

We had a small Farmall tractor at the site but the snow soon got too deep for it and we were forced to rely on our only remaining mode of transportation -- the lodge owner's excellent team of Mackenzie River huskies.

Digging through the frozen ground with picks and shovels for the engine foundation was slow work but no tougher than cutting through 14 inches of ice and hauling water from the lake by dog sled to the power house for mixing with sand and cement. The latter, of course, had also been flown in.

We had a wood stove in the building and kept it going full blast for two days to prevent the concrete from freezing. Here again the huskies came in handy as we had to haul wood from across the lake in the 30 degree below zero weather.

By now it was nearly Christmas. Our plans were to return to Anchorage for the holidays and allow the

concrete foundation to cure for about three weeks before installing the engine and generator.

However, the plans for Christmas at home didn't work out. While we were getting the foundation run, it had been snowing and every day the snow got deeper. But at this time we still hadn't given up hopes of Christmas at home, a little over a hundred miles southeast.

With no other means available, we tramped around in our snow shoes to pack down a runway. The lodge owner had two aircraft on skis, a Super Cub and a Stinson SR5, but we could get neither airborne, even after tying oil soaked burlap bags under the skis. Each night it snowed again, and each day we went out and tramped another runway for a takeoff attempt.

It was about this time that the hunks of frozen moose and caribou began to get monotonous as a diet, and our living quarters left something to be desired. One of the buildings was designed for summer use and the only heat was from a huge fireplace that consumed wood by the sled load but gave little warmth in return. The cabin I lived in did sport a small floor furnace that provided a constant temperature -- but never above 23 degrees, day or night.

It was still snowing and we were still tramping down the runway each day in an attempt to get out. This went on for about two weeks -- well past Christmas -- then one day we finally made it and flew back to Anchorage.

But our work still wasn't done and after several days in town we went back to install the Superior plant and put it into operation. After that we had to move one of the Kohlers to the new power house as a standby and here again we ran into trouble.

By now there was five feet of snow on the level. The Kohler weighed 1800 pounds and every time we put it on the sled, the sled sank out of sight due to a 'warm spell.'

We waited three weeks and each day tramped down a trail with our snow shoes until we had it packed hard enough to support the sled and power plant. Then with two men working in tandem with five dogs we were able to move the plant to the new location.

About a week later the job was complete and we were ready to head home -- so we thought. But our problems weren't over yet.

The route through Rainy Pass is no eight-lane aerial highway under the best of conditions. When the weather closes in, you've had it. Each day for a week we took off, got part way down the pass, ran out of visibility, and had to turn back. Each night we drained the oil out of the plane, removed the battery, and took them to the house where they were placed near the fire so we would be able to start the engine again the next morning. It began to look as if we might be there until next Christmas, the way things were going -- or rather not going.

Then one day the CAA Norseman piloted by Charlie Wayer got through and we made it back to Anchorage.

Several years later another Superior diesel was

installed to replace the Kohler but the materials were flown in during the winter, stored, then installation was made the next summer.

Today those two-cylinder Superiors are still pounding away at Puntilla Lake, supplying power for the H marker and facilities and I've no doubt they'll be at it come Christmas night to help give Santa a fix as he swings down from the north.

FAAers Lauded For Help In Preventing Forest Fires

In a letter of appreciation to Assistant Administrator Hulen, James W. Scott, Bureau of Land Management fire control officer, has praised regional FAA personnel for their contribution in forest fire prevention during 1961. The letter:

'Dear Mr. Hulen:

The Bureau of Land Management in Alaska had the good fortune of enjoying the easiest fire season of record during 1961. This was in a large part due to the broad distribution of summer precipitation. Although, we had fewer forest fires, the cooperation extended us by Federal agencies and private individuals in achieving our program objectives was not restricted. For example, this year heralded the first forest fire prevention message and instructions issued by the FAA Alaska to all FAA personnel on the proper preparation of campfires. This signed by Smoky the Bear was an outstanding contribution to forest fire prevention. On behalf of the Bureau of Land Management and myself, please convey to all of your personnel our sincere appreciation for the cooperation and many courtesies they extended this agency during the 1961 fire season.

Very truly yours,
For the State Director
James W. Scott'



Stephen L. Wilkerson, (second from left), former watch supervisor at the Anchorage station, receives a \$100 cash award for Sustained Superior Performance. The award, for service while in Alaska, was made at the Aeronautical Center where Wilkerson is now an instructor. At left is George M. Waller, chief of the ATM training division at the Center. Perry S. Bolyard, and Grover J. Fulkerson, of the Center, look on.

Reminder Issued On Fair Employment Policy

Virgil E. Knight, assistant employment policy officer for the Alaskan Region, calls all supervisors' attention to FAA's employment policy practices and procedures to prevent discrimination. Supervisors are directed to inform all employees once each year of the requirements set forth in Agency Practice 3-713 as follows: "To assure that we in the Federal Aviation Agency uphold the Constitution, laws, and regulations of the United States of America, the Administrator has prescribed the following policy: 'The highest standards of democracy are to be maintained in official acts, with equality of treatment for all.'"

Knight points out that compliance with this policy in accordance with established procedures is the responsibility of every Federal Aviation Agency employee.

GALENA

N. E. Halaby, administrator of the FAA, Allen D. Hulen, regional manager, Richard Young, chief, Aviation Facilities Division, Donald Wolfe, chief, Air Traffic Division, and W. H. Brubaker, chief of Flight Standards Division made a stopover enroute to Fairbanks during Mr. Halaby's Alaskan tour.

Foreman mechanic 'Wes' Welsh returned from attending school in Oklahoma City. Welcome back, 'Wes'.

EMT Kenneth Hunt and family transferred to Middleton Island, and Carl Anderson, mechanic, and wife went to Cold Bay. We at Galena feel the loss of these two friendly families.

EMT Dave Long and family returned from three weeks vacation to the outside. They reported they were glad to be back home.

An F-102 Jet used the water squeeze barrier when the chute failed to operate. It was the first time it was activated and it operated perfectly. Also during Operation 'Sky Shield', a T-33 landed into the standard crash barrier and ran out through the approach lights.

John Reilly has been elected president of the Galarina Club.

The annual Halloween party for the kids was held October 27. From hula girls to tramps, from the grand march to dunking apples, the kids all seemed to have a good time. Saturday night, October 28, the older kids held theirs, and we had 100 percent turn out of station personnel, some in costume and some not, square dancing, round dancing and general talk. We all had a full evening.

King Salmon Plans For Holidays

Three Christmas events will highlight the holiday season at King Salmon. Prior to Christmas Eve the annual Christmas program will be presented in the Katmai club by King Salmon school children. On Christmas Eve a party for all FAA, Weather Bureau, and community children will be held at the club, followed by the annual FAA station party. New Year's Eve will be observed by another party at the club for station personnel.

INVENTION OF ANCHORAGE FAAers TO BE PRODUCED NATIONALLY

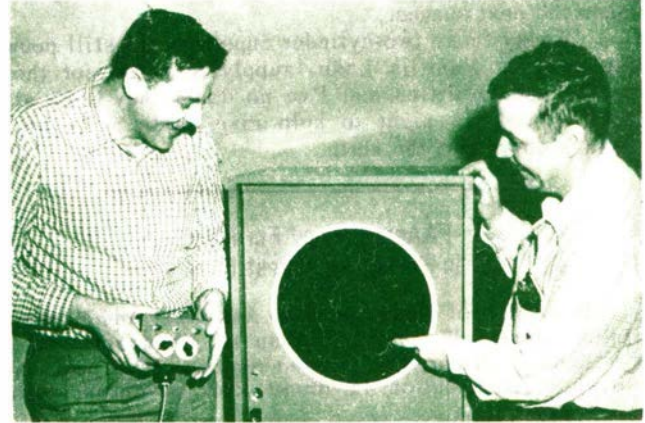
Twenty months of inventive effort has been crowned with success for two regional employees and as a result air traffic control students throughout the nation will have a new device to help them learn radar approach control.

The two are John W. Vermillion, Anchorage ARTCC and Richard Haines, machinist in the maintenance shop at Merrill field. Their invention, on which they have been working more than a year and a half, is a mechanical precision approach radar simulator.

Vermillion and Haines recently returned from a trip to Washington where they demonstrated their simulator to FAA officials. Officials there were so enthused over the simulator's performance that they plan to produce it on a national scale for installation at FAA facilities wherever radar control is used. It has been sent to the Aeronautical Center at Oklahoma City for production cost evaluation and pending availability of funds will be produced for national use. The simulator will be employed as an aid in teaching FAA trainees the art of guiding aircraft to safe landings.

The idea belongs to Vermillion and it became a reality through the skill of Haines. Being mechanical rather than electronic as many similar devices are, the simulator can be produced for a few hundred dollars rather than the several thousand an electronic simulator would cost.

It is a comparatively simple machine weighing only a few pounds and composed of cams, five small motors, a plastic cylinder, relays, neon lights, gears, and a simulated radar scope. Through use of slitted metal plates, a neon light shines as a target or 'blip' on the scope face to simulate the position of an aircraft as it comes in for a landing, just as it would appear on a real radar scope. The distance to the left or right of the center line of the runway and the angle of glide of the aircraft is positioned on the scope by the instructor with a remote control box. The student, by observing the aircraft's position can 'talk' it down to the runway, as he would if it were a 'live' aircraft making an ap-



John Vermillion, traffic controller, and Richard Haines, machinist, make a test check on the operation of their invention, a mechanical PAR simulator.

proach and landing in bad weather.

The simulator model Vermillion and Haines took to Washington for demonstration is a refined version of an earlier model they developed which is still in use at the Anchorage control center to train students. Their original idea netted them each \$100 as an incentive award from FAA. Regional officials endorsed the original idea and referred it to Washington where authorization was received to go ahead and develop the newest version.

Vermillion and Haines at first worked only in their spare time and even spent some of their own money, scrounging parts and materials for the simulator. However, during its final stages they were granted time from their regular jobs and funds to perfect the invention.

The simulator, which is expected to be used in more than 40 FAA facilities throughout the nation, took about 500 hours but less than \$500 to develop.



MERRY

CHRISTMAS---

---maybe

FAIRBANKS

We are not too enlightened to date about space age administration here in Fairbanks but of this we are certain: Over the past few weeks we have seen how five people, five desks, five chairs, a heating plant, water cooler, teletypewriter, coffee pot, and the associated filing cabinets can be efficiently utilized under close quarters. This has been proven here in Fairbanks in the station manager's office.

While the Administration building is in the process of being relocated from the old Weeks field site on Lower Second avenue to the plant maintenance area near International airport, Station Manager Peterson saw the need and responded to the occasion by assembling his able bodied assistants and revealing the circumstances to them that would put them in equitable circumstance with what the first man in space must have realized.

Although this will probably never be splashed across the front page of national papers, we here in Fairbanks take off our hats and stand in deep silence as these five file out in the evening at the end of their day. The order in which they come through the door is not always the same but the same total come our single file. On a normal day it could be in this order if you were to stand and watch: Five o'clock strikes, desks begin to clear, coats begin to wrap around tired bodies, the doorknob turns and you see a weary soul step forth. Who is that, Mr. Denver? Yes, that is he, and that is Mrs. Patterson (Rosemary to us). Next comes Ted Baker, who already has made so many steps to the garage and back that he feels as if he has been on a twenty mile hike with the local Army Ground Corps. Then Mary Burns steps forth with a smile and the sigh of another day's work nicely completed. Finally comes the man to whom all of us go with our little problems and cares, as if he has none or is not human enough to possess any -- not really though for, sometimes I wonder if we don't make up a few of these problems just so that we can have the privilege of going in to speak with him and draw from his good humor. Of course this is Mr. Peterson, Pete to most of us.

By now you are probably wondering, 'So what, our office has that many or more occupants.' However, let's look at the size of this room. Is it a spacious 30 by 60? Nay, these five people do a magnificent job, all of them in a room just 16 by 20. We know that throughout FAA there may be many people equally devoted to their organization and position, who could stand this test of extreme 'togetherness' without murmuring or complaint. However, we have witnessed this with our own eyes and must recognize it for what it is, teamwork under adverse circumstances. It shouldn't be much longer now. They will be in more spacious quarters, stretching comfortably, smiling and saying, 'It wasn't too bad, really.'

EMT Frank Green is highly respected around International airport by fellow EMTs. You see Frank was one of the few employees who had the pleasure of shaking the hand of Administrator Najeeb Halaby on his recent whirlwind visit here. Frank was typically pursuing his occupation in the equipment room just under the control tower cab when Mr. Halaby and his party came

through. Frank received an introduction and hearty handshake which is described by Frank as being firm and confident, plus a sense of appreciation for an EMT. The CS/T crew upstairs also had a pleasant visit from Mr. Halaby.

Fairbanks Goings and Comings:

EMT Jerry Neeley leaves shortly for Thermal, Calif. SEMT Jerry Christensen from Air/ground section Fairbanks ARTCC to Aniak via Anchorage range school. Bill Taylor Fairbanks CS/T to Lake Charles, La. Floyd McKeever Fairbanks ARTCC to King Salmon Tower. Ernest Sykes from Billings, Montana to Fairbanks ARTCC. Ronald Wood from Boston ARTCC to Fairbanks ARTCC.

October 20 Erland Stephens returned from his trip outside. After touring the lower forty-eight from side to side and then up and down in a 9 hp King Midget which had to be pushed up every steep grade encountered and put to bed each night with a grease gun and a set of tools the comment stands as, 'It sure was fun but I wouldn't do it again for ten thousand dollars!'

October 23 William Schofield returned from his 737 to Chicago with groans of a lost personal library consisting of college texts, rare books and other interesting papers. We understand that he is consoling himself between the covers of several high brow, think-type books with titles thick enough to slay an average intellect.

October 28 George Hodges left the frozen frontier for the south where they say Atlannnnnta Control and still stay ahead of their traffic contacts.

Winter's cold weather has started chasing the homesteaders to town. It has gotten so that if a man wants to be a rugged individual in Fairbanks he has to practically be a loner. Stephens and Goode will be the last FAA'ers mushing snow in Goldstream Valley when Hall moves into town in December.

Things are not all lost, however, James Carew from Fairbanks Center maintenance is working as fast as possible under the descending heel of a forecast cold winter getting set for life in the boondocks. In the comparative shelter of the city we do have one individualist. Bob Royer has started his Winter-Carnival-Golden-Days-I'm-an-Alaskan-Goatee. So far he only has a chin covered with a half inch cloak of dark brown hair which he thoughtfully caresses with the palm of his right hand at intervals.

When the GS-12 radar hand-off positions were announced they went to Bill Grotts, Dave Finch, Al Iverson, Dick Moore, and Erland Stephens. About the same time the GS-13 supervisory positions went to Ron Logan, Bill Goode, and Charlie Stack. Harold Anderson advanced also as proficiency development instructor.

When Al Iverson was reclassified he turned over his acting chief controller spot in the soft chair behind the corner desk to Ron Logan the senior supervisor. Ron immediately found himself short handed in the office when his administrative assistant was pulled back into the operating room. He hurdled his first abyss by farming out all the manual tasks to his watch supervisors and the radar hand-off controllers. There is a message there somewhere. It must be saying that he has some of the traits of a good center chief.

J. Heath was promoted to GS-9 radar maintenance.

L. S. Troyer, new transferee from King Salmon, met J. A. Van Enkevort in Oklahoma City where they are attending radar maintenance school.

The Fairbanks Center had three babies this month. Bill Goode from operation was presented a little girl as a playmate for his first born, a son, who is now eighteen months old. D. E. Schultz of maintenance is the father of a three pound one-half ounce boy. The baby will be in the incubator so long that its first word will probably be, 'Cheep! Cheep!' G. N. Rhodes of maintenance is also the father of a new son.

Erland D. Stephens
J. Harrod

**FAIRBANKS AIR TRAFFIC FOLKS
GIVE ALASKA GAME DINNER**

Thanksgiving is over and Christmas will soon be here. Using these two important occasions as a theme, the Fairbanks local chapter of the 'Air Traffic Control Association' decided to thank and show our appreciation to those in the FAA and Weather Bureau here at Fairbanks who support us in controlling air traffic.

With the high degree of success during the hunting season by many of the members of the local chapter of ATCA, the idea of an all Alaska Game dinner was proposed by our vice-president, Pete Blankensop. Once the menu was decided on and who was going to have to dig into their freezers from their winter's meat supply, the real work fell on the wives who volunteered their services in cooking up their favorite recipes.

Dave Finch, having just received one of the new GS-12 radar hand-off, coordinator positions at the Fairbanks RAPCON, did a tremendous job at exercising his new title by handing off the different cooking jobs and coordinating all the work toward a very successful dinner.

We estimated approximately 150 people attended and about 50 percent of these were children. All branches of FAA and Weather Bureau here at Fairbanks were well represented. The local flight standards office supplied 20 people. This included Mr. and Mrs. Walther and their eight children. Mrs. Walther just arrived in Fairbanks on October 27 from Meadville, Penna., with her eight children in tow. To join her husband who came to FSDO-2 many months ago.

Many, many compliments were passed to the able cooks. The wives weren't the only ones that got their hands into the ovens, however. Dave Finch whipped up some of his excellent caribou meat loaf, caribou swiss steak and baked salmon. Gabe Wessley supplied some delicious stewed and baked rabbit. Lloyd Blackmon engineered some of his special potato salad.

The women did most of the cooking though, and to them we extend our most deep appreciation. Mrs. Helen Finch made moose spaghetti sauce and a black bear roast; Mrs. Blankensop, a moose roast and rolls; Mary Ondra, moose stew and sheep meatballs; Helen Logan, moose roast and potato salad. Fran Scott, a moose-bean casserole. Pumpkin pies were made by Mrs. James Thorne and Lillian Anderson. Rhubarb pies, raspberry pies, cranberry jelly and cranberry ketchup came from Edith Blackmon. Blueberry and rhubarb pies were baked by Mrs. Lewie Byrd. What a menu!



Newcomers, the Walther family, including their eight children, enjoy an Alaskan game banquet at the Fairbanks ATCA dinner.

Ron Wood, just recently arrived from Boston center, did a beautiful job at printing up the name cards of all the appetizing dishes. His wife and Helen Finch seemed to be spending most of the time in the kitchen with their hands in the dishwasher, washing the pots that were being emptied at such a remarkable rate. Needless to say, there was little food left over.

Bowling News

After 10 weeks of bowling in the 22 team FAA Men's League, the battle for first place is still very close. The Faakers, with the pressure bowling that enables them to come up with the strike or spare which is needed to clinch a game, are leading the league.

Darrell Nelson of the Pinheads has high individual average of 180 followed by Norm Lowenstein of the Pioneers with 172. Season's highs are: EMTs - 2896 team series; Pioneers - 1063 team game; Dave Jones of the Pinheads, high scratch series of 618 and Bob Hampton of the Pioneers, high scratch game of 273.

First six teams:

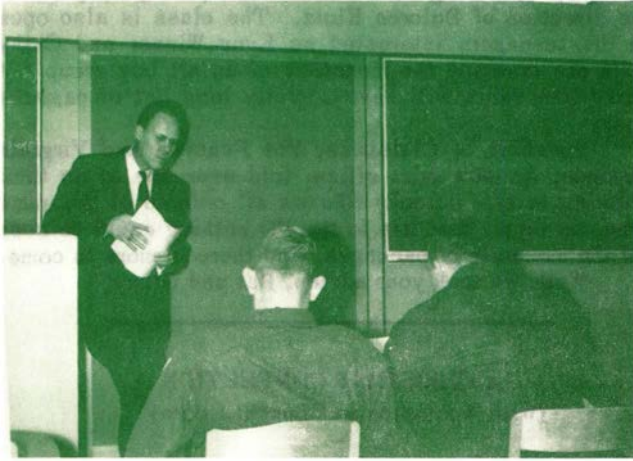
Team	Won	Lost	Avg.
Faakers	21	9	878
Sad Sacks	20	10	887
EMTs	19	11	896
Pioneers	17	13	886
500's	17	13	881
Pinheads	17	13	880

Mixed Bowling League Starts

Bowling is expected to get underway this month in the newly organized FAA Mixed Doubles League, according to W. T. Mullaly, league president.

Twenty-four teams have been formed but additional members are welcome, Mullaly said. The league will bowl at the Park Lanes Bowling Alley in Mountain View.

FAA TOWER CHIEFS HELP TRAIN MILITARY TOWER OPERATORS



Robert Mason, Merrill Field tower chief, gives the written portion of the junior control tower operator's examination to Sp/4 Walter Poole and Sp/4 Sidney Shrewsbury at Bryant Field, Fort Richardson.



Sp/4 Walter Poole directs traffic from the Bryant Field control tower as Mason observes his performance in the practical portion of the control tower operator's examination.

A cooperative enterprise between FAA and military organizations is helping train service men to become rated as FAA certified airport tower operators.

Military personnel receive training either at a military tower operator's school or by on-the-job training, or both, then receive an extensive written and practical examination given by FAA tower chiefs, who are rated examiners. Successful completion of the training and examination gives the student operators an FAA rating as either a junior or senior control tower operator, a rating he takes with him if he leaves military service.

It takes about a year to become proficient enough to qualify for a junior operator's rating, and to obtain it the prospective operator must know the federal airways structure within a 50 mile radius of his field, be able to direct traffic, know voice procedures for traffic control, and be able to direct crash and rescue operations. Senior operators must also have knowledge of instrument control procedures. However, when a control tower operator receives his rating, he is rated only for the particular field he is operating and must prove himself locally qualified at any other field he may transfer to.

Examinations, which take from three to four hours, are given by FAA tower chiefs, all of whom are rated as examiners, whenever students are considered ready for the test. Besides the written exam, students are taken to the tower they are to work, and given practical tests by directing air traffic.

Robert K. Mason, Merrill Field tower chief, is at present conducting examinations for a group of eight junior and three senior operators on a continuing basis at Bryant Army Airfield at Fort Richardson. Mason, William B. Stolz, Anchorage International airport tower chief; Cyril L. Kiehl, Lake Hood chief; and Gordon J. Baber and David Simpson, operations branch; give examinations at Fort Richardson, Elmendorf Air Force Base, Galena, and Kodiak. Other tower chiefs in the region rated as examiners are Paul M. Loschig, Fairbanks; William C. Hester, Juneau; and Robert Dolan, King Salmon.

BIG DELTA

Greetings and salutations for the Christmas season from Big Delta. We're all cozily waiting for Sandy Claws to come, and placing our bets as to his time of arrival, taking into consideration that he will no doubt have to buck some of our strong headwinds.

In our other spare time, we're carefully hanging our mukluks by the oil stove with care, and digging up the twenty years' accumulation of Christmas ornaments. Of course, our December agenda includes its traditional Christmas get-together, filled with gift-exchanging, caroling, everyone looking different with that dressed-up look, the groans and moans from strained stomachs, and the guarding of the punch bowl from the kids.

Now, for some old news. First, we'll mention the new faces that joined our family portrait. ATCS Dale Drescher; wife, Ann; son, Dennis; and dog, Tuffy; hopped in from Farewell to replace Clyde Walker. Bob Watson and wife, Margaret; and children, Edward, William, Russell, Sylvia, Marilyn, and Janice came in from Summit. Bob replaces Fred Glover, foreman mechanic.

Some of our old family members have been on the go, too, but only temporarily. Dan Larson, facility chief, went to Anchorage in October for a conference. Darrell Brieker was acting chief. Joe Cooke, mechanic, returned November 5 from three weeks in the 'outer world', while Grant Magnant relieved him.

George Foss, ATCS, got his plane back in November from the plane hospital in Fairbanks. Patient is now in tip-top shape.

Skiing interests have been sliding around with the result of George and Bridie Foss, Pauline Glover, and Diane Thiede joining a ski club. Either we're going to see some accomplished skiing around here, or else a bang-up job of bandaging.

Well, we'll wrap this up with a final Christmas tiding: Have a Cool Yule and a Frosty First! (Translation: Merry Christmas and a Happy New Year!)

Bridie Foss and Diane Thiede

ANNETTE

Our Christmas activities will consist of children's parties held at the Elks club, the Tamgas Harbor Gym, the USCG Recreation club and Pan-American's Tiddy Hut.

The Annette Chapel Protestant group of combined Sunday school classes will present their annual 'Christmas Program'. Mass will be held on Christmas Day.

The Annette Island school children will present their Christmas programs a week before Christmas.

The combined chapters of the Annette and Metlakatla Alaska Crippled Childrens association will hold their regular monthly meeting in December with Christmas gifts exchanged by each member.

The 'Totem Teen Club', our local teenage club, will have a Christmas party and dance during the Holiday period.

Due to new arrivals, we failed to enter the Mukluk last month. Hope to make up for it this time. At the moment we are pretty well up to date.

Welcome to the new families. Mr. and Mrs. Ed Duncan and four school age children from Juneau. Ed is our new warehouseman. Mr. and Mrs. J. D. Skipper from Cold Bay, replaced Max Cutshall as heavy duty operator. Mr. and Mrs. Floyd McClarinon have arrived from Anchorage. Betty McClarinon is an old timer to the island, as she was public health nurse in Metlakatla a few years ago. Now she will be quite active in her new occupation as hair dresser and beautician.

Toastmasters reconvened this year with Bob Wisner as president. From the looks of the membership they should have a pretty active year.

The children at Annette school were anxious for the parent-teacher conference last month. The conference is a new plan, where the parents go to school to see the childrens' work and discuss the progress of their children. It sounds like a very effective way for the parent, teacher, and child to understand each other and the actual function of the school plan.

At this writing Monte Hammond and family are on their way back to Annette. Bob Stinson has been warming the Hammond auto and getting it in shape for their return.

Chris Price had the mumps. Poor little guy seems to be so tiny to carry such a load. Chris wasn't alone in his misery. Along with mumps we had Helen, Marlin, and Marnee Moore down with a virus flu. Rosemary Ruhle was out of school with swollen glands and a fat lip. She and Marnee had a whopping good time somersaulting until Rosemary fell off the top bunk bed, on which they were playing. Nancy Lowe has recovered nicely from her tonsillectomy. Of course the Davis family haven't been excluded from the siege of bugs.

Our traveling men come and go so fast it is hard to tell who is who. Alden (Rich) Richardson left after a long summer with us as construction engineer. Tom Flynn, a recent tenant of Rich's apartment, was to be here a couple months, but he must be a fast worker cause he left after about a month.

Operations have really been hitting their books and weather briefing hot and heavy. Several have al-

ready taken and passed both written and oral tests.

The boy scout troop on Annette is working for another merit badge. This time in photography under the direction of Dolores Klotz. The class is also open to the teenagers interested so Lynn Wisner and Cathy John are breaking the monotony of an all boy group. It looks like Santa will have a pretty long list of cameras soon.

Speaking of Christmas, Pat Fundeen and Virginia Simonds, Annette post office, told everyone to do their ordering early. It looks like we all ordered at the same time, for on my last trip to the PO nothing could be seen for the mountain of packages. And there is more to come.

Well, we took your advice, Pat and Ginny!

A CHRISTMAS CONFECTION (With Apologies to Clement Moore)

T'was the night before Christmas,
And all thru the warehouse
Not a creature was stirring,
Not even a tired mouse.

The stockings the typists
Had donned with great care
(To expose as much knee
As they'd fashionably dare)
Had scampered afar,
With a holiday prance
To kick up their heels
At a Christmas Eve dance.

But, back at the warehouse....
There was no din
As the cat pussy-footed past every bin.
Then, up on the roof-top
There arose such a clatter
That even the guard
Knew what was the matter,
For in thru a window,
Quick as a wink
Came the King of the Elves,
Our own gay Saint Nick.

'Ho, ho!' said old Santa,
'I've brought my plane
To transport some goodies
To the Alaskan terrain.
Fill out the forms!
Fill up the sleigh
With good wishes and cheer
For I'm on my way
To Barrow, Talkeetna,
Nenana and Nome,
Kotzebue, Iguigig,
The rest, and then home.

At every stop
I'll leave this confection...
Merry Christmas! from all
At the Alaska Supply Section.'

Marjorie A. Levine

NOME

Nothing special in the way of Christmas plans have been made on the station here at Nome. As regards the FAA people at Nome, they celebrate the holidays in their own homes instead of the community type parties. Nome also has seven churches of different faiths for people to worship in during the holidays, instead of the single community type chapel found in some of the smaller villages.

Russ Hart, station manager, has been attending an Out-of-Agency course in personnel management for federal executives at the Lake Wilderness Lodge outside Seattle. Sounds pretty 'plush'. SEMT Jesse Jones held down the front office in Russ' absence.

REMT Willis Cowles is on the station to provide relief while EMT Kit Mullins is out for Teletype school at OKC. EMT Leonard Gilmore will be reading this article from his new station at Homer. Leonard has been bidding on all the openings in the 'Banana Belt'. He is the first guy I've seen that wears a parka all summer long. Maybe being from that small southern state of Texas has something to do with it.

We have a new face in communications, ATCS Elmer Knight came up from King Salmon last August. ATCS Elmo Murray is here to provide relief while a few fellows take annual leave. Lee Adams is going outside to South Dakota and pick up a PA-20 and fly over to the East coast. I don't see how a guy could fly out there with all those highways and railroad tracks, seems like you could get lost real easy.

Two men on the station got a moose this past season. Foreman mechanic Roy Snyder tried to get one around Kenai. Roy's son, Chuck, got one down there. Ernest Crump got a moose. His was the Seward Peninsula type. Lee Adams mentioned something about getting chased up a tree by an irate bull, but he won't tell us all the details.

Well, the FAA had to give up its bowling team this year. We had a mixed team in the league last year. With all the old men and shift workers we have here we couldn't field a proper team. There are five different leagues this year and FAA people who want to bowl can always find a team. I got lucky one night and am leading the mens league with a 213 game. I won't mention my average.

FAA is building an ice skating rink up in the airport housing area for the kids this year. The 'building' consists of piling up snow banks and flooding with water.

We will soon be getting some new neighbors up here at Airport Heights. The Weather Bureau housing is almost complete and personnel will be moving into their four new apartments. FAA is adding a new three bedroom apartment to the 14 two and three bedroom apartments already here. With the housing and all the outside activities plus schools and a hospital it's no wonder Nome is one of the choice field stations.

This is about it from Nome for now. Maybe next month we can find a new manager, publisher, editor, reporter and janitor of the Nome Mukluk News. Merry Christmas and Happy New Year to you.

Joe Unterwagner

GUSTAVUS

Halloween arrived and snow arrived. Now Halloween is gone and so is the snow. The multitudes of geese, swan and ducks have also come and gone. The FAA flight check plane has come, left it's mark by commissioning the localizer, and it too is gone again leaving the glide slope still not commissioned. Summer is gone, Autumn is gone. Our SEMT O. Nielszen has gone, to Texas, of all places to go, and has been replaced by a Gustavus oldtimer Stan Gussow, who, like winter, is here to stay for a while.

Most of the rest of the Gustavus residents have not gone, have not returned but are just here, and most glad to be here.

Fred Ballard and his wife, Floss, recently returned from a short sojourn to the Old 48 and Canada.

The Little Red School House, now that Halloween is over, is planning a Christmas Party plus being in the throes of electing a PTA.

Since installing a highly technical project, the curved Cinemascope screen, as reported previously, there has not been one, repeat even one Cinemascope movie received here. Odd!

Mrs. Melander recently took her test for a novice amateur license, passed, and received the call WL7ECC, that's Wilhelmina Loves 7 Eager Cute Cats, nice call.

SOURDOUGH CHRISTMAS

T'was the night before Christmas, and all through the shack,
All was still and quiet, we had just hit the sack;
When out upon the snow, I heard such a clatter
Of huskies a-howling....what could be the matter?

So I reached for my mukluks, my porka, and gun,
Kicked Joe in the ribs, and hit out on a run.
We both rushed to the door, and with gasps we stopped short.
Muttered Joe, 'This time we've had too much of a snort.'

For there beneath the stars as our eyes took it in,
Stood a jolly old gent with a bewhiskered chin,
And behind him there pawed some eight little reindeer...
Well, what could we all do, but just freeze there and fear?

The guy brushed off his bright red snow-suit, turned around
And then strode to the place where his team stood its ground.
Next, he pulled out a sack, laid it down in the snow.
'Joe,' I sez, 'Thinks me now, out of here we'd best go!'

'Can't you see it's a weapon he's concealed in that bag!
The Martians have landed, how could this be a gag?'
The man glared, while we stared, and without a word said,
Gave a deep, rumbling laugh, and then nodded his head.

'Don't take fright now, old chaps, for it's Christmas, you know,
Here's a box for you both, tied up with a red bow.'
As he turned then to go, my how Joe did look sick!
And he whispered to me, 'Bud, that was Old Saint Nick!'

Then we watched in great awe as he mounted his sled,
Grabbed the reins, laughed and then waved his hand o'er his head.
And we heard him exclaim ere he drove out of sight,
'Merry Christmas to all...and to all a good night.'

Diane Thiede

WOODY ISLAND

Lineman Foreman Les Stallcop and linemen Baxter and Warner visited Woody and Shuyak Islands during October to perform antenna maintenance.

Traveling Mechanics Parker and Cutshall are installing a power hoist on the dock.

A siting team consisting of Mr. Rudasill of Flight Standards, Mr. Borders of the air space committee, and Engineers Gardener and Graham of establishment branch visited Woody Island and vicinity in November with reference to VOR site selection.

Plans for the Christmas season started early in October this year. The most 'looked-forward-to' event for the little folks is the school program at the recreation hall and which is always followed by Santa's visit.

All personnel on the station help with the preparations. Men scour the island for suitable trees for the school, the recreation hall, and one for the outside area. A loud speaker system is set up to broadcast carols over the area for several days before Christmas. Outdoor lights are placed on the 'area tree', a large wooden Santa complete with sleigh and reindeer is placed on the roof of the recreation hall and spotlighted, and numerous wreaths, colored lights, and other decorations are placed in windows and doors.

It has always been the custom on Woody Island to have a school-directed program of plays, skits, and songs by the children of the Woody Island school. The program usually takes place on an evening several days before Christmas.

After the program the audience joins the cast in singing Christmas songs. During this time Santa Claus enters, followed by helpers carrying bulging sacks of gifts and treats.

Christmas activity does not end with the school program. On Christmas Eve, all day Christmas, and Christmas night it has been the custom for young and old to make the rounds of the different homes to eat, drink and sing Christmas carols around organs, pianos, or to the accompaniment of guitars, accordions or any other available instrument (even harmonicas). Mothers spend the weeks before Christmas baking all sorts of fancy cookies, cakes, breads, and other Christmas goodies for the adults and youngsters who drop in. Thus, at some time during the period between Christmas and New Year's every family has made the rounds to every other family's home.

The grand finale comes New Year's Eve where, again, in a brightly decorated recreation hall, the adults on the island gather (many times in formal attire) for the New Year's dance. At this time a skit, play, pantomime, or some form of entertainment is offered by various groups. At midnight, bright paper hats are donned, paper streamers rain across the hall from all quarters, and noise-makers of all kinds proclaim the arrival of the New Year.

Yule Chaffin

BUY--SELL--SWAP

FOR SALE: One JA Continental 85. Contact Bill Marcks, BR 5-4705.

MINCHUMINA

A community project, sparked by Frank White and paid for by the FAA Minchumina club, is nearly complete as of this writing. The project was to eliminate the forest of TV antennas, put a booster on the best and highest of the antennas, erect an additional antenna for FM with its own booster, add an isolation amplifier and distribution system, run coaxial lines to all houses, tap off this line with 300 ohm outlets into the houses for both TV and FM. This has resulted in a better picture for everyone and will eventually enhance the appearance of our station. The FM is so good that it has cut into the TV watching by many of our people.

The winter social season was really opened in October with several Saturday night parties and then an elaborate halloween party. This was the most grandiose party we have had. The women worked for a week preparing the club, getting costumes ready, making box dinners and making a 'chamber of horrors' in the dark room.

Along with the chamber of horrors the women prepared a 15 minute tape recording of a witches' den. The script was acted out by a 'witch' silhouetted behind a sheet along with her cauldron, broomstick, and ladle. Various silhouettes of a dog, cat, bat and other 'juicy morsels' were put into the pot with appropriate gestures, sound effects and witch talk. This was impressive both for grownups and children, representing a great deal of talent and effort.

The children's party began at six and lasted until nearly eight when the costumed grownups arrived. Judging of the costumes was most difficult but finally it was agreed that Bob Todd was the most authentic in his pirate outfit and he was awarded the grand prize of a genuine Japanese back scratcher, non-human variety.



The new tower building at Merrill Field, Anchorage, rapidly nears completion. Constructed with the assistance of FAA through federal aid to airport funds, the city owned building will cost approximately \$190,000 of which \$120,000 is from FAAP funds. The structure will house the tower, airport manager's office, lobby, and equipment room. It is expected to be completed about January 1.

Flight Assist Has Real Meaning For Those Who Are In Trouble

At first glance the sheets of paper look very similar to the scores of others that may choke an 'in' basket each day. They have the routine 'To From' format and only the subject line may give a clue of anything different.

It reads 'Flight Assist,' and if you continue on down the page, with a bit of reading between the lines, there's a story, sometimes of drama that can spell the difference between life and death. They are incident reports and tell the story of assistance given by the men who man the traffic control centers and flight service stations to pilots in trouble.

Here is an example:

A light aircraft with four persons aboard was enroute VFR from Merrill field to Skwentna and return when it became lost in weather. Merrill tower advised terminal controller that an aircraft was lost somewhere over the Susitna valley on top of the overcast and requesting assistance.

Daniel Austin, terminal controller, advised Merrill tower to have the aircraft contact Anchorage Approach Control on 121.5MC, the emergency frequency. Radio contact established and aircraft reported being at 9200 feet and picking up carburetor ice. Radio signals hard to read as were signals from approach control. Radar contact established through use of turns for identification and aircraft position determined to be six miles north of Big Lake intersection at 7200 feet.

From six miles north of the intersection, the aircraft was radar vectored and descended to 1500 feet and positioned on Elmendorf final for a precision approach. Aircraft reported VFR at five miles on final, continued on in to three miles, then discontinued run and proceeded to Merrill and landed.

Or take this one:

A KC-97 Air Force tanker was enroute from 'Outside' to Elmendorf AFB via Whitehorse, Amber two, Green eight Elmendorf. The crew became lost with malfunctioning navigational equipment due to ice on antennas.

Fairbanks ARTCC received information from Northway FSS that the aircraft reported its position as 'Assumed over Northway 0502Z one two thousand, estimating Gulkana 0534Z, requesting clearance to climb to one eight thousand.' Clearance issued and shortly thereafter Murphy Dome AC&W advised Fairbanks of an unknown target 65 miles northwest of Northway in the vicinity of Chicken. David Finch, acting watch supervisor, observed a radar beacon target 130 miles east-southeast of Fairbanks, approximately half way between Northway and Big Delta, to the north of Amber two. Radio contact established and identification revealed it to be the aircraft. The tanker was advised of its position and was offered a vector toward Gulkana. Shortly thereafter the KC-97 pilot reported his navigational equipment working again and proceeded on course to land at Elmendorf.

And there's the one of the air carrier flying between Fairbanks and Anchorage in an electrical storm

which knocked out the ADF, VHF receivers, and caused erratic compass readings.

As the flight approached Willow intersection it was observed on a nearby departure control radar scope by the enroute controller. Because of signal conditions the controller elected to monitor the flight on radar and identification was made using the radar transponder.

Approximately two miles south of Willow intersection the aircraft was observed to veer sharply to the left. The flight was immediately instructed by the center controller to turn right and a radar vector to the approach fix was provided. Radar hand off to approach control was accomplished and the flight was vectored to the ILS approach course for a routine approach.

They read rather routine don't they? That's the way the air traffic folks report them. But they are not -- just ask any pilot who has been up there and needed that helping hand that reaches out and pulls many an aircraft out of what otherwise could be a real tight spot.

CHRISTMAS PARTY PLANNED

Plans for the Civilair club's annual Christmas dance being held Friday, December 22, at the Edgewater Inn are materializing under the chairmanship of Janice Fischer and the assistance of Larry Beede, Clayton Esslinger, and Dean Brennan.

The theme of an old fashioned Christmas is being carried out in decorations with a promise of many door prizes, hors d'oeuvres, surprises and a good orchestra.

The entertainment committee headed by Stanley Erickson plans a number of group activities for the enjoyment of all.

The Edgewater facilities will be for the exclusive use of the club's members and friends.

Verdin Child Recovering

Gregory Paul Verdin, two, son of Accounting Division Chief P. J. Verdin and Mrs. Verdin, is recovering from spinal meningitis. The youngster was first stricken in August. He spent three weeks in the hospital but is now at home making a normal recovery.

SAVINGS BOND BOX SCORE

Seven organizational units or stations rank above 50 percent of personnel buying savings bonds, according to latest figures. However, several others are reporting additional purchases and the figures are subject to day to day change.

The box score:

Personnel and Training Division	80%
Yakutat	73
Homer	73
McGrath	70
Air Traffic Division	65
Accounting Division	59
Summit	55

YAKUTAT PERSONNEL PRAISED FOR SALVAGE ASSISTANCE

YAKUTAT

Facility Chief Hummel and wife returned to Yakutat October 8 after spending a week in Anchorage at the Facility Chiefs' conference. It was thought to be very interesting and educational and the opportunity to share experiences with other personnel in attendance proved to be most helpful for one attending his first conference. ATCS William J. Brown entered on annual leave October 9 and returned October 29. ATCS Duane F. Cook completed his area rating during the month. ATCS/trainee Jan Helfrich is progressing very satisfactorily and will take his area rating shortly. ATCS Orvis Clark completed the final FAS examination October 26 and is now preparing for the final PWB examination along with ATCS James Lockard.

New arrivals at Yakutat during the month were Robert Westwood from Middleton Island, a transfer, also Sam G. Macy, relief for Don Treichel, SEMT, and Andrew Billick, relief EMT.

Lester Anderson, W-10 engineer equipment mechanic, arrived October 25 to handle the shop job. Ray Bibeau arrived at Yakutat to operate the power house during the absence of Benjamin Benson. Victor Shearer departed Yakutat after assisting with heavy equipment repair during the past month.

A benefit dance was given for the Smiths' in October in which \$240 was taken in and given to them. Douglas underwent major surgery at the University of Washington Hospital. He will have to undergo extensive radiological treatment to attempt to cure the disease.

A Halloween party was given Saturday October 28, of which we had a turnout of around fifty people and 95 percent were in costume.

The sound system has been reworked in the recreation hall, which has resulted in a much better tone of quality and understanding on our shows.

Thomas Neville, Jr.

STATION MANAGER RECEIVES OVER 30 PINTS OF BLOOD

A heart-felt thank you has been expressed by Herbert A. Hanson, Gulkana station manager, to the more than 30 persons who have donated blood during the five times he has been hospitalized recently.

Hanson, who has suffered from ulcers and broken blood vessels in the stomach, recently returned to duty after his fifth trip in recent months to the hospital in Anchorage. During his most recent surgery he received 10 pints of blood and has received a total of more than 30 pints since his illness began. Between 30 and 40 FAA and other friends have contributed approximately 60 pints to the blood bank to replace, on a two for one basis, the blood given Hanson.

Hanson, who dropped by the Mukluk office enroute back to Gulkana, said, 'I don't know any other way of reaching these fine folks than through the Mukluk Telegraph, so please tell them they'll never know how much I appreciate their help.'

Tom Neville, Yakutat station manager, and other Yakutat FAA personnel are the subjects of a letter of appreciation from the Coast Guard for FAA assistance in salvaging a Coast Guard aircraft which crashed at Yakutat several weeks ago.

Commander W. Curwen, commanding officer of the Coast Guard Air Detachment there, wrote Neville that 'salvage ... would have been impossible without the full cooperation of yourself and members of your staff.' Commander Curwen also expressed his personal thanks to Fred Miller, plant maintenance assistant, for his assistance.

FA CLUB PLANS MEXICO TRIP

Any of you FAA folks who plan to be in the Washington, D.C., area next March and have some extra time and dollars on hand may be interested in the Federal Aviation Club's tour to Mexico.

The FA club plans a 16-day flying trip, March 3-18, to Mexico City, Cuernavaca, Xochimilco, Acapulco, and other points for \$509 from Washington. Details are available from Miss Kay Wittman, FA club, Room 2203-Bldg T-5, 16th and Constitution Ave., N.W., Washington 25, D.C.

Time Off Allowed For Blood Donors

A new Agency Practice Bulletin provides for excused absences of FAA employees participating in blood donor programs where blood is donated without compensation to the employee. Excepted are those employees hired as experts and consultants, and those compensated at per diem, per hour, or piece-work rates who do not have regular tours of duty, and whose appointments are limited to 90 days or less. The latter category of employees are covered when their appointments are extended to a total of more than 90 days without a break.

The provisions of the Bulletin allow for excused absences from duty for the time actually required to travel from place of work to the blood-receiving center and return; the time required by the blood-receiving center to process the donor; and for the period immediately following blood donation necessary for recovery and rest. The total period of excused absence for any one blood donation may not exceed a maximum of four hours. An employee who volunteers in good faith but is rejected as an unqualified donor shall be excused for travel and donor processing time only.

Employees participating in a blood donor program and receiving compensation for such donations are required to charge the entire absence to annual leave or leave without pay.

It is the policy of the FAA and the Alaskan Region to encourage employees to give blood as often as their physical welfare permits, and to excuse employees from duty for this purpose. Responsibility for making the necessary determinations to excuse employees for blood donations and to require evidence of the actual donation, where warranted, rests with supervisory personnel concerned.

FIRE ISLAND

Sixto Barrera and his family departed for San Antonio, Texas for a month's vacation on PL 737. During Mr. Barrera's absence, Mr. Alex Kravits is acting Facility Chief.

The weather here has been stormy and windy. There have been a number of days when planes could neither take off nor land. We had over a foot of snow about two weeks ago and all the children are enjoying sledding.

The Air Force Station on the Island has a new Commanding Officer, Col. Moore, who assumed command October 24.

The initial acceptance inspection on the FPS20A was made October 27.

Robert Salzman left for RML school November 3.

Until next month
The Islanders

COLD BAY

FAA, following a now established custom, plans to sponsor a Christmas Eve program for community residents of the Cold Bay area.

As in previous years the Boy Scouts of Kodiak voluntarily cut Christmas trees for the villages and establishments out on the Chain, and the Aleutian Marine Transportation Company transports them on the mailboat 'Expansion', without charge.

One of these trees will be located in the 'K' building lobby, and the children of the community will assist with the enjoyable task of trimming it. Santa Claus will officiate at the Christmas eve ceremonies, and the children will exchange names for presents. A piano moved into the lobby will provide an accompaniment for group caroling. Refreshments will be served during the festivities.

Local bachelors and servicemen will be welcomed into various homes to enjoy Christmas dinner.

Joel R. Caudle

HANS NORHEIM RETIRES

Hans Norheim, in plant maintenance with FAA here since he joined the agency in 1951, retired effective November 9, because of ill health. The occasion was marked with an informal gathering of his friends and fellow workers who presented him with a wallet as a departing gift.

Following the doctor's instructions, Norheim plans on leaving Alaska for sunshine and warm weather, probably Arizona, where he will spend a few months. More definite arrangements will be made at a later date.

Born and reared in Lunde, Norway, Hans first came to Alaska in 1935 and lived in Palmer working in the mines near by. Following three years of service with the U.S. Army in Alaska, he owned and operated his own taxi business.

In 1941 he joined the FAA as a heavy duty engineer equipment mechanic and was assigned to the heavy duty operation and repair section of the maintenance shop where he has seen continuous service.

ESTIMATES FAS FORCE OF 28,000

Preliminary estimates show that 28,000 men will be needed for the Federal Aviation Service, N.E. Halaby, Federal Aviation Agency Administrator, told the Air Traffic Control Association convention recently in Miami Beach.

About 17,000 positions would be filled by controllers, he said—almost as many as FAA presently employs. About 9,000 of the remaining 11,000 jobs would be filled by electronics and maintenance specialists.

The Federal Aviation Service is the reserve force of civilian controllers and other critical specialists proposed in legislation introduced in Congress last session. If the bill is passed, FAS members would be subject to active military duty to meet defense needs for air traffic control services during wartime or emergencies.

AIRPORT SERVICE ESTABLISHED

N. E. Halaby, Administrator, has announced establishment of an FAA Airport Service and named Cole H. Morrow of Racine, Wisconsin as Director, effective immediately. George R. Borsari, former Chief of the now abolished Airports Division under the Agency's Aviation Facilities Service, will serve as deputy to Morrow.

More Than 200 Attend Civilair Club Crab Feed

More than 200 Civilair Club members and their guests enjoyed the annual Crab Feed at the Edgewater Inn October 27. The menu included crab casserole, cold crab, broiled crab, fried chicken, roast oysters, and other delicacies. The feed was followed by dancing and presentation of door prizes.

Winners and their prizes were Carl Schroeder, ice crusher; Mrs. G. A. McMurray, perfume set; Anker Hanson, pitcher and cup set; Stanley J. Erickson, coffee carafe; Donald Christenson, cannister set; James Crockett, billfold; and Ben McComas, guest of James Carney, popcorn popper. Two table center pieces were also given away.

Sport Jumpers May Pack Own Chutes Says FAA

Demonstration, exhibition and sport parachute jumpers will be permitted to pack their own main parachutes, under a new Federal Aviation Agency rule effective November 27.

The emergency parachute used in the dual pack in such operations still must be packed by an FAA-certificated parachute rigger under the amendment to Part 25 of the Civil Air Regulations.

The rule was relaxed after sponsors of sky-diving and sport parachute jumping activities protested the expense involved in having a certificated rigger available at all their jumps to pack both parachutes of a dual pack. The FAA agreed that professional packing of the emergency chute will be adequate assurance of safety for the jumper.



New home for FAA's Alaskan Region headquarters takes shape at Sixth and G streets in Anchorage. Metal panel siding has been completed and workmen are now en-

gaged in interior construction of the eight story building. Owned by the Lathrop corporation of Anchorage, the building is scheduled for occupancy next summer.

**Pay Boost Seen For FAA
Hourly Workers At Seattle**

Alaska Supply Section wage board employees are expected to receive a pay boost of approximately eight cents an hour, based upon a general wage increase approved for that area by the Army-Air Force Wage Board.

The Wage Board increase for Puget Sound area 'blue collar' workers at Defense Department installations became effective the first pay period after October 24 and regional FAA officials pointed out that it is Agency practice to base FAA wage scales at the same rate as Army-Air Force Wage Board schedules.

Named To New Position

Paul Kaatz, formerly at the Anchorage IFSS as a communicator, has been named to the new position of regional motor fleet management officer in the Administrative Services Division. As chief of the section, Kaatz will be responsible for all FAA vehicles in the

region including safety, acquisition, distribution, disposition, maintenance, and the drivers' license program.

Kaatz, who first joined CAA in Kansas City in 1942 as a communicator, formerly was terminal manager for Western Auto Transport, Inc., at Seattle and Portland. Mr. and Mrs. Kaatz and their son and daughter reside at 9th and D.

**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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