

MAIL TO HONOLULU w/ "ACTIVITY REPORT" / 03

MUKLUK TELEGRAPH

FEDERAL AVIATION AGENCY ANCHORAGE, ALASKA

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No. 1

MOORE APPOINTED NEW ADMINISTRATIVE CHIEF



John B. Moore, a veteran of 14 years of Federal service, has been appointed Chief of the Regional Administrative Services Division.

Moore comes to Alaska from Washington, D. C., where he was with the Bureau of the Budget as Deputy Administrative Officer. He entered government service with the Federal Trade Commission in 1947 and transferred to the Bureau of the Budget in 1956. While with the Bureau he became Chief of the Printing Section.

John is a native of Washington and attended school there. His family, who have joined him here include his wife, Marian of Edmonton, Alberta, and a seven year old son, Timothy. The family is presently residing at the L Street Apartments.

GADO TO NEW QUARTERS

An open house officially marked the moving of the General Aviation District Office from the FAA communications building to the south wing of the new Safeway Airways hangar at Merrill Field recently. Headed by Senator Ernest Gruening approximately 100 aircraft owners, operators and others interested in flying attended the event held to acquaint flying enthusiasts with the new quarters of the FAA safety organization, according to Melvin Derry, Acting Supervising Inspector of GADO.

KOHL NAMED "MAN OF YEAR"

JACK WILLIAMS WINS \$100 AWARD

Jack Williams, ATCS at the Anchorage Center, has been awarded a check for \$100 as winner of the region-wide competition for the best suggestion for improving the Incentive Awards program.

The program committee announced that Williams' suggestion was submitted in such detail that little or no modification was necessary to place it into immediate effect. Letters of commendation were presented to originators of a number of other ideas which were considered excellent.

Williams' suggestion consists of a contest in the Employee Suggestion program. Open to all regional employees, it will be conducted throughout 1961. Points will be awarded on the basis of 50 for an adopted suggestion with one additional point given for each dollar, up to \$500, received as an award.

The winner of the contest would receive a \$300 cash award.



ARCHIE FRYE RUNNER UP



Chet Sobczyk (head chopped off by photographer) presents award to Edward J. Kohl selected as "Employee of the Year" with his wife Herta beaming her approval.

The annual Christmas buffet and dance sponsored by the Civilair club on December 16 at the Westward hotel proved to be a huge success from all reports. A vote of thanks is extended to the hard working committee responsible for this party.

During a break in the evening's festivities presentations of awards were made by Civilair club Chairman Chester J. Sobczyk to Edward J. Kohl a Traffic Controller at Annette Island selected as "Employee of the Year" and to Archie Frye, Communications Specialist at Nenana as runner-up. In turn Chet was presented with a model ship as a token of his ability to conduct the club through a year of smooth sailing and progress.

According to the club's by-laws each year throughout Region Five employees are asked to send in nominations for "Employee of the Year" and selection is based on such factors as acts of heroism, sportsmanship, and outstanding or meritorious service to the public or the agency and is open to both FAA and WBRO employees.

See Kohl Page 8

WORD FROM SOUTH

Alexander (Duffy) Dufresne, former Station manager at Talkeetna who recently retired after 37 years of Federal service, has written a report of his initial retirement activities at Meridian Miss., where he and Mrs. Dufresne are making their home. The report, in the form of a letter to Allen D. Hulen, Regional Manager, follows:

2226 Crabapple Drive
Meridian, Mississippi

Dear Al:

First, I want to thank you for all the courtesies you gave me while I was stationed in Alaska. It was with a certain amount of regret that I left Alaska as I had made friends with lots of nice people.

We have purchased a nice brick, two-bedroom house plus furnishings for same, and a 1960 two-door automobile.

We have both been busy fixing up the house the way we want it. It is about five years old with plastered ceilings and walls, and hardwood floors. We have painted the bedrooms, bathroom, and the ceilings of the kitchen and hall. Tomorrow we will finish the kitchen walls and cupboards, then will tackle the livingroom. The house will look nice when I'm through. It has a good-sized yard with quite a few trees.

Everyone down here has been very congenial. The mayor presented my wife with a small gold key to the city and we were taken to the chamber of commerce. The local paper also had a write-up about us, including our pictures.

I have transferred all of my Masonic affiliations here, including Blue Lodge, Scottish Rite, Shrine, and Eastern Star. Agnes transferred her Eastern Star from Juneau. I am still keeping my Elk's membership in Juneau as the Elks are not active here. See Word from South Page 7

YAKUTAT

Martha Totlan, 12 year old girl of Yakutat village, received a broken collar bone when a scarf she was wearing became entangled in a generator at the town generator building but through prompt first aid measures by FAA personnel, her suffering was relieved and she received medical attention at Juneau. The girl was playing near the generator when her scarf became caught in it. Fortunately the scarf broke but not before she sustained a fractured collar bone.

Thomas Neville, Jr., Yakutat Station Manager was notified, and he immediately contacted Mrs. Arnold J. Israelson, registered nurse, and wife of the station mechanic foreman. James O. Porter who was preparing to transfer from a traffic Controller position at Yakutat to Station Manager at Moses Point, assisted Mrs. Israelson in treating the injured girl and made arrangements for her to be flown by airline to Juneau for further medical attention.

Adrian Peyrat and William Johnson have arrived to replace the Stockdales as our school teachers.

COLD BAY

The FAA sponsored a Christmas Eve program for community residents in the "K" building lobby with a tree being set up for the children to decorate. To add to the festivities a piano was moved in and everyone joined in caroling. ATC Arley R. Evans played Santa to everyone's delight and distributed gifts and goodies to all the children. Northwest Orient Airlines was host at an "open house" New Year's Eve at which everyone enjoyed themselves.

Harry Buxton, Truell Sidebottom, Paul Zeller, and Bruce Grayson continue to progress with the IFSS installation which is set for completion April 1.

Andy Longmire and a survey crew spent several days in the area surveying for remote receiver and transmitter sites. See Cold Bay Page 5

BETTLES, NORTHWAY AND MOSES POINT MANAGERS ARE NAMED

Three new Station Managers have been named by Allen D. Hulen, Regional Manager.

The new appointments are James O. Porter who has taken charge of the FAA station at Moses Point, O. O. Robbins to Northway, and William O. Nesbitt to Bettles. Porter replaces Alan L. Haferbecker, now Station Manager at Bethel; Robbins fills the vacancy left by Irwin W. Knight who has been assigned to the Facilities and Materiel Division in regional headquarters; and Nesbitt replaces Robbins at Bettles.

Porter, formerly Chief, Air Traffic Control Specialist at Yakutat, entered Federal service in communications work at Fort Worth, Texas, in 1948. He served in the Canal Zone and at New Orleans before coming to Alaska in 1951. Following another tour of duty in Texas and the Canal Zone, he returned to Alaska in 1955 as an Airways Operations Specialist at Moses Point. He also served at Yakataga, Farewell and other Alaskan stations before becoming Station Manager at Moses Point.

Robbins, poet laureate of FAA's Fifth Region, and a frequent contributor to the Mukluk Telegraph, is one of the region's most widely known representatives. He joined the Federal Service in 1944 in communications work at Seattle. He was transferred to Nome in 1945 and in 1950 became Station Manager at Kotzebue, going from there to Bettles in 1951.

Nesbitt entered Federal service in 1950 in communications work at Anchorage. He also served at Aniak, Unalakleet, and back again at Anchorage where he was Supervisory ATC Specialist before assuming his new position.

SURVIVAL GEAR...

- WOOL SOCKS ✓
- INNER SOLES ✓
- FOOT WEAR ✓
- UNDERWEAR ✓
- PANTS ✓
- SHIRTS ✓
- JACKETS ✓
- PARKA ✓
- HEADGEAR ✓
- GLOVES ✓
- MATCHES ✓
- KNIFE ✓
- COMPASS ✓
- GUN ✓
- AMMO ✓
- LIGHT TARP ✓
- FLARE ✓
- FOOD ✓
- FIRST AID ✓
- ETC. ✓



McGrath Youth Dies Despite FAA Flight On Mercy Mission

The mercy flight that brought little Ronald Hatzfeld to Anchorage from his home at McGrath a few days before Christmas was in vain. Three year old Ronnie died in the hospital December 31 of encephalitis.

The twin son of Mr. and Mrs. Phillip G. Hatzfeld first became ill December 22 at their home in McGrath where his father is an Electronic Technician. Shortly thereafter he suffered convulsions. Dr. Wendell C. Matthews, Regional Medical Officer in Anchorage was notified by Lawrence D. Smith, McGrath Station Manager, and Edna Backen, Public Health Nurse. Dr. Matthews immediately ordered an emergency flight and gathered a volunteer aircrew of FAA personnel. With David Carr and Mike Hunt, FAA pilots at the controls of a DC-3 and with John Johnson, FAA maintenance employee, as an additional crew member, they took off for McGrath. Landing there they bundled Ronnie and his mother into the plane and rushed them to Providence hospital in Anchorage. Another special FAA flight brought Ronnie's father to the lad's bedside on Christmas day in order that he might relieve Mrs. Hatzfeld who had been with her son almost constantly since they arrived. Ronnie's twin brother, Howard, himself an emergency medical passenger to Anchorage a few days previously, and Ronnie's five year old sister, Diana, were left with neighbors. Howard had lost the tip of a finger when he caught it in a furnace fan belt and his father had just returned to McGrath with him when Ronnie was stricken.

In a comatose state, Ronnie was placed in an iron lung but after 10 days of struggling for his life, he succumbed.

The body was taken to Sacramento, Calif. for services and burial.

McPEEKE TO WASHINGTON

J. Allen McPeeke, Chief of the General Maintenance Section of the Maintenance Branch, Facilities and Materiel Division, has transferred to Washington, D. C. Mr. and Mrs. McPeeke and daughter drove to Washington where he has been assigned to the Engineering and Maintenance Branch of the Safety Regulations Division, Bureau of Flight Standards.

CONTEST ANNOUNCED

With a \$300 award as the prize, plans for the 1961 Regional Employee Suggestion Contest have been announced by B. F. Zvolanek, Incentive Awards Program Officer.

The contest, which opened January 1, will continue through the year. It is open to all Region Five employees and will be based upon points credited for suggestions which are adopted. The manner of submitting employee suggestions will remain the same as in previous contests but points will be assigned to take into account both the quantity and quality of adopted suggestions.

Only suggestions received in the Personnel and Training Division, RM-580, during the inclusive dates of the contest will be considered.

Points will be awarded on a basis of an initial 50 points for each adopted suggestion, plus one point for each dollar received as an award. However, points will not be given for dollar awards in excess of \$500--thus the maximum point value would be 50 plus 500(dollar points) for a total of 550 points for any single adopted suggestion.

Supervisors are urged to work closely with employees in developing suggestions and in encouraging participation.

Any questions regarding the contest should be directed to Loren D. Cameron, Chief of the Employee Relations Branch, RM-584.

Sutherland Receives USAF Commendation

Paul Sutherland, Air Traffic Controller at Unalakleet has been commended by the Commanding Officer of the 718th AC&W Squadron there for outstanding rescue assistance following the crash of a Wien Alaska Airlines plane at North East Cape on December 18.

In a letter of commendation to Donn F. Baker, Unalakleet Station Manager, Major Packard Larsen, Squadron Commander, expressed his appreciation and that of the U. S. Air Force "for the excellent assistance rendered by Mr. Sutherland."

The letter continues, "As you know this airliner was carrying USAF personnel in addition to the Wien crew and Mr. Sutherland's assistance in arranging for the medical team at Nome aided greatly in securing prompt medical aid to all concerned. His prompt and efficient dispatch of the information to arrange for this medical team without a doubt resulted in the fact that all personnel were successfully evacuated to the Nome hospital. Actions such as his reflect highly upon your organization and the spirit of cooperation essential among agencies of the United States Government."

FORT YUKON

Old Man Winter relaxed his grip on this part of the country, giving us the warmest Christmas that Fort Yukon has experienced in many years. Temperature for the festive day hovered near zero, and was well above normal for the entire month.

The epidemic of hepatitis in the village is slowly subsiding. Although there are still a number of cases being treated, the medical staff of the new clinic has resumed normal duty hours.

Robert D. Thomas



IS REALLY
DANDY...

Benjamin F. Zvolanek, recently named Chief, Personnel and Training Division for Region Five, grew up in Russell, Kansas, and was graduated from the College of Commerce at Hutchinson in 1939.

Shortly after finishing school he entered the Army and rose from private to major during the five years he was in military service. In 1946 he came to Alaska in personnel work while still in uniform and continued in that capacity with the Army after returning to civilian life. Ben joined the CAA in 1951 as a Placement Officer in Anchorage. In 1952 he left Federal service to operate a hobby and gift shop on Fourth Avenue for two years, then returned to personnel work with CAA in 1955.

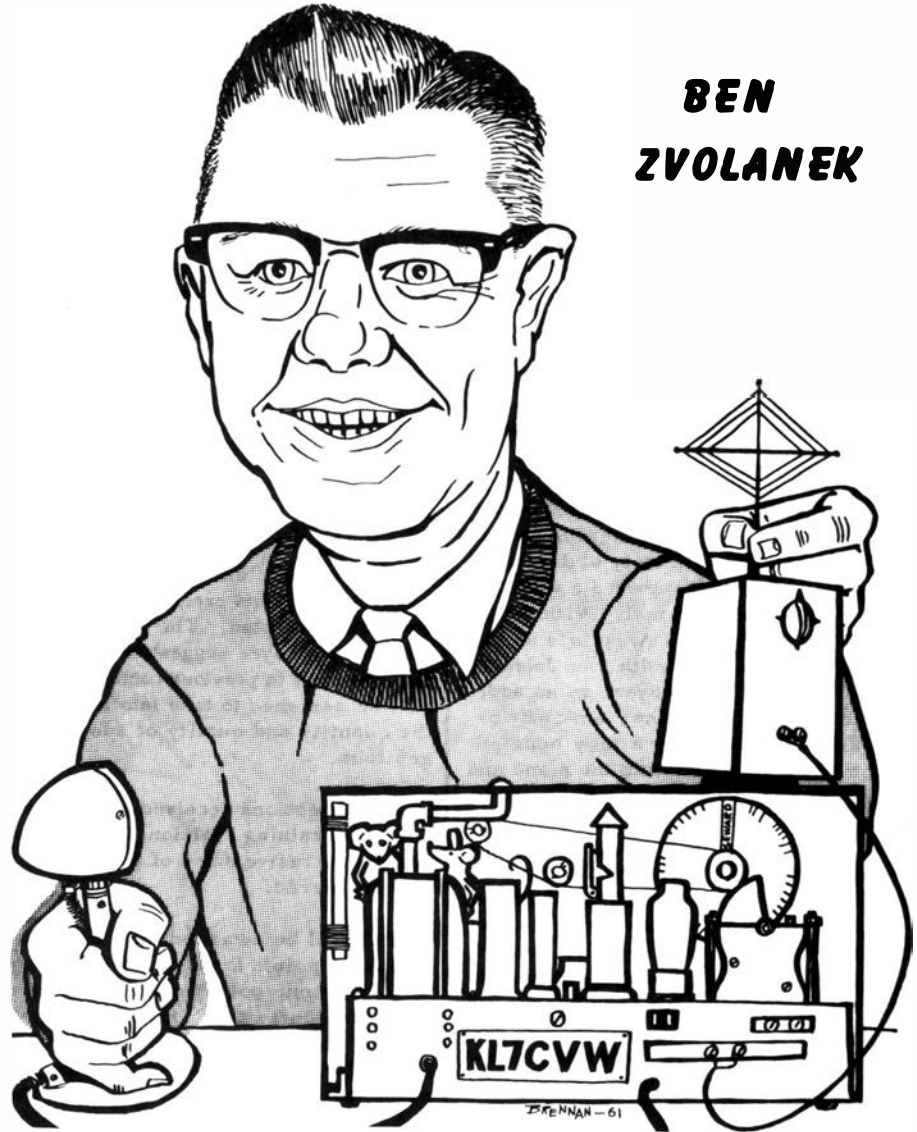
In 1956 Ben went to Canton Island as Island Manager with CAA. There he held three jobs simultaneously, also serving as U. S. marshal for the Department of Justice and as U. S. Resident Administrator for Canton and Enderbury islands with the Department of Interior for two years.

Following his tour of duty in the Pacific Ben returned to Alaska as FAA Station Manager at Juneau in 1958. The same year he transferred to Fairbanks to manage the international airport and in 1959 became FAA Station Manager there when the airport was transferred to the State of Alaska. In September of this year Ben was appointed to his present position in Anchorage.

When Ben isn't busy with his FAA job he's usually involved in operating his ham radio station, KL7CVW, or working toward his private and instrument flying licenses. Any extra time is devoted to hunting and fishing.

In past years Ben played a few minutes of AAU basketball, batted clean up on various baseball teams - names his most prominent teammate as Richie Ashburn (now in the majors), as a baseball pitcher. Ben says that he threw the ball for six innings, his arm for two more and his glove and the towel in the ninth.

BEN ZVOLANEK



BUY - SELL - SWAP

House or apartment to rent by April, two bedrooms, unfurnished in Anchorage, Call John Moore, Ext. 413 or 414.

In human relations the five most important words are "I am proud of you." The four most important words are "What is your opinion?" The three most important words are "If you please." The two most important words are "Thank you." And the smallest word is "I" -- Management Summary.



IF IT'S HANDY!

FAAers Play Vital Part In CAP Rescue

The vital part the Civil Air Patrol is playing in rescue work throughout the state, and the contribution being made by FAA/CAP members was dramatically demonstrated recently after an aircraft was forced down in the Selawick Lake area.

The search and rescue were carried out under direction of F. S. (Dusty) Rhode, FAA Station Manager at Nome and Commander of the Northwestern Group Headquarters of CAP there. Included among the many civilian and military pilots who made the rescue of three men in a downed Stinson were six other FAA employees from Nome, Kotzebue, and Galena. They were Dean Brandon, FSS at Kotzebue and CAP squadron commander; Warren Thompson, FSS and Kotzebue CAP squadron operations officer; Jesse Jones, SEMT, Nome; Loe Schaffer, F/M Kotzebue; Dick Forsgren and Ordeen Jallan, FSS, Galena, and Dave Henchen, Weather Bureau, Nome.

Dusty Rhode's narrative report to CAP wing headquarters tells the story in the same casual, matter-of-fact manner in which CAP members often perform their search and rescue missions, frequently at the risk of extreme personal danger. Excerpts from the report:

We received a routine overdue notice on Stinson N-84S, on a flight between Galena and Moses Point. A check with Galena revealed they had planned to overfly Moses Point and come directly to Nome, if the visual weather at Koyuk appeared reasonably good. They filed to Moses Point because of current below minimum conditions at Nome. As the aircraft had no operable radio, they were unable to file to Nome direct.

Following the routine two hours overdue, I received instructions to institute search procedures. We instituted route search by CAP personnel and equipment at Galena and Nome with negative results. We had picked up information that the Stinson was identified as passing over Koyukuk on a general heading toward Kotzebue. This was not considered unusual as the pilot has informed the FSS briefer at Galena that he would go direct to Koyukuk, thence direct to Koyuk, and then, if the weather appeared good, would go direct to Nome; otherwise he would land at Moses Point.

TAKE WRITING COURSE

Eight persons in the Anchorage area recently completed the Management Phase II course under direction of Aaron J. Rothman, Personnel and Training Division.

Those completing the 40-hour course from Facilities and Materiel were Clarence E. Rice, Lindon M. Loudermilk, Richard O.

The next day we expanded the search into block configuration, utilizing equipment and personnel at Galena, Unalakleet, and Nome. With no results, the search was further expanded both north and south of the proposed route, bringing in aircraft and personnel from the Kotzebue squadron. Some non-CAP aircraft and pilots from Fairbanks reported in at Galena and were assigned areas.

With no results on (the third and fourth days), hope had diminished. However, one area on the Gazaza and Kateel rivers had not been completely checked out due to weather, nor had the area northward including Selawick Lake been thoroughly covered. It was planned to cover these two areas on the next two days, beyond which we could foresee little possibility.

The next morning CAP pilot Davidson, Kotzebue, in a CAP Stinson L5, sighted a man walking north along the east shore of the spit, about 15 miles southeast of Kotzebue. He dropped down and made a low-slow pass, and although not able to positively identify the man, he suspected it might be one of the lost party. Being on wheels, and unable to land, he returned to Kotzebue and arranged for CAP pilot Loe Schaffer to go out and pick up the "pedestrian." He was correct in his assumption of identity, as it turned out to be Bob Workman, pilot of N-84S.

On return to Kotzebue, Schaffer was joined by CAP pilot Warren Thompson and they proceeded to the southwest corner of Selawick and picked up the two passengers from N-84S, Ed Randall and Vernon Carlson, and returned to Kotzebue.

This successfully completed the basic search. However, two complications then developed. CAP Squadron Commander Dean Brandon had taken off to search the southwest shore of Kotzebue Sound. Failure of his aircraft radio made it impossible to recall him. Consequently he proceeded on into his area of search around Cape Espenberg. Due to lack of any distinguishing features in this area, coupled with a thin but obscuring ground haze, he became disoriented and lost. Before exhausting his fuel, he landed on a lake south of the Cape and awaited search

aircraft. Fortunately, a call to Tin City radar disclosed that they had recorded a low, slow aircraft in that area the previous afternoon, and were able to give us a fix on the craft. Using the fix we were able to fly directly to Brandon and his observer, Mr. Schumaker.

The other complication involved a Fairbanks pilot, Mr. Cooper, and his observer, who departed Galena on the afternoon of the fourth, on return to Fairbanks. Due to poor weather some difficulty was experienced in locating them. On the morning of the seventh, however, CAP pilot Dick Forsgren out of Galena spotted the aircraft and crew about 30 miles east of Galena. One ski fitting had failed and permitted his ski to turn over, and swing free, creating very difficult handling in the turbulent air. He, therefore, had landed the airplane, but was not able to effect repair, and awaited rescue. A USAF helicopter picked up Mr. Cooper and his observer and returned them to Galena.

Due to snow cover and the lack of any dominate landmarks in the Nulato hills, the pilot and passengers of the N-84S had overcompensated for a predicted north wind and had drifted north of their course, becoming confused over unfamiliar terrain. After orienting themselves, they experienced engine trouble and had to land at a point some 115 miles NNE of their flight plan destination.

After their return to Nome, both Bob Workman and Ed Randall were found to have suffered mild frost-bite of the feet and were hospitalized for about four days. However, it was not severe enough to cause any permanent damage. Both had lost some weight due to having gone on short rations during the six days they were out. They had some food when they were picked up, but had been on a short one-lunch a day schedule during the entire period.

The entire operation occupied seven days on the original search and two additional days before all search pilots and craft returned to base. A total of 50 sorties were flown, representing 168 flying hours. In addition several USAF C-123 aircraft assisted in support of the operation.

Cold Bay Cont'd

Arrivals: Howard C. Anderson and Dennis W. Markel, relief mechanics; Myron V. Galley, relief ATCS; James A. Bystedt, relief foreman mechanic; Yvon B. Kinsella, diesel mechanic; and Loren H. Fisher, SEMT. Mrs. Kinsella and two sons, and Mrs. Fisher and son and daughter are also here.

Departures: Henry B. Luecke, general mechanic, and John D. Skipper, diesel

See Cold Bay Page 8

Snoderly, Maurice E. Wright, and Charles F. Scott. Marilyn A. Hall, Amelia E. Snell, and Margaret Hamilton of the Alaska Native Service Hospital also took the course.

Figures for 1959 show that at the 222 airports served by Federal Aviation Agency control towers, an average of six aircraft either landed or took off every seven minutes around the clock.

INSTRUCTION COURSES ARE COMPLETED



Among those from the Fairbanks areas who recently completed a 15-hour course in writing skills, under direction of George E. Rugg, Personnel and Training Division, are (seated from left): Lloyd S. Blackman, Anne Taylor, Theresa McCollough, Mary D. Burns, Donald D. Lange, Sanford Peterson, and Ernest E. Mundt. Second row: Charles J. Perricone, Hal Kriebs, James A. Stedman, Albert L. Iverson, Bill Grotts, Dave Finch, and Ronald H. Steward. Third row: Curtis L. Tyree, Merrill Anderson, Stuart R. Havens, Gordon Schroeder, Joseph Neeley, Ernest G. Roque, and Jacob B. Harrod.



Another class from the Fairbanks area completing the 15-hour writing skills course included (seated from left): Charles F. Stack, Paul C. Lee, Jr., Shirley J. Koone, Loren H. Fisher, and Kenneth W. Bowers. Second row: Gabriel J. Wessley, Jack Heath, Wallace I. Waldron, Robert L. Livingston, Paul W. Leschig, and William H. Lefferson. Third row: Salvatore R. DiMaggio, Richard J. Moore, Harold H. Ervin, and Henry D. Denney. Fourth row: Ronald W. Logan, Leonard Hancock, Frank L. Scott, William C. Goode, Jerry M. Christensen, and Ted B. Baker. Back row: Allan C. Hall and Frederick C. Stevens, Jr.



The Summit management training class included (from left): Harold L. Nordstrom, Marion J. Figley, Robert H. Watson, David Gray, Jr., Clifton L. Caudill, and Johnnie G. James. Kneeling: Herbert B. Burke.



The uninitiated sportsman who places himself in positions of danger during his sojourns into the primitive or semi-primitive areas of Alaska may well benefit from a list of native means of survival.

In lower country - brushy or tree covered - the native sling shot is quite difficult to use and is little better than a last ditch measure of survival for the novice even in open country.

But ... it will capture birds if used properly. Ptarmigan, Spruce Hen, Seagulls and even the raven will fall to this implement.

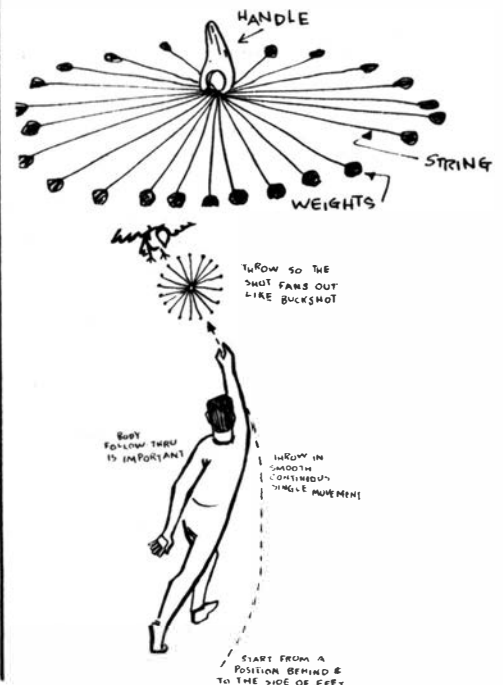
It's construction is simple - 15 to 20 pieces of string, thong, hide or cloth strips about 20" in length will suffice. These are gathered and tied at the center so they form a circle much like spokes of a wagon wheel. A small handle is then affixed - bone, wood, etc. long enough to be gripped between thumb and forefinger.

Small weights (fishing sinkers, pebbles, pistol bullets, pieces of bone or wood, etc.) are then attached to the outer ends of each string.

To use ... spread it out on the ground, grasp the handle as described between thumb and forefinger - pick it up and throw in one fluid motion so that while traveling thru the air it spreads much as a buckshot pattern.

The object, of course, is to zero in on a bird - when he is struck the sling shot gathers about him causing loss of flight, and offering him up as succor for a starving hunter.

Good Luck Dean



KENAI

New dial telephones have been installed and our FAA number at Kenai is 282-5571.

Our new console has been accepted for maintenance by the station and has performed very well. The operators like it and find their work much easier with all the controls within easy reach.

We installed an ACS teletype writer in the local City National Bank Office and it functions quite well.

The VOR facility was flight checked late in December and small "gremlin" troubles have been worked out.

A. V. James, foreman mechanic, has returned from Oklahoma City. Jim Bystedt, who relieved James, has gone to Cold Bay as an emergency relief foreman.

We have repainted the interiors of the Butler garage, CT building, and are now working on the maintenance and store room of the control building. Apartment hallways are scheduled for repainting next and new floor covering for the control station has been ordered.

We have been clearing about 200 feet on the north end of the runway adjacent to and around the approach lights. Trees in this area have reached 18 to 20 feet in height.
J. C. Lawton

GALENA

FSS station activity has been considerably above normal for the past month due to two intensive air searches. The search for pilot Bob Workman of QME was one of the largest in recent years, involving seven FAI and locally based aircraft, as well as several USAF planes.

Mechanic Selmer F. Wagner is expected to return from annual leave in the Old 48 late this month. Relief LeRoy Sturdevant is taking his place.

Relief ATCS Homer A. Sutter from FAI has been on duty at the FSS station in the absence of Lawrence S. Foote, who has been on annual leave since mid-December.

Mechanic Norman T. Burgett is expected to return from leave on the 17 of January.

Carl L. Anderson, formerly with the Air Force, entered on duty December 27 to fill the vacancy created when Jack Warren transferred to MOS as foreman mechanic.

EMT Dave and Mrs. Long welcomed the birth of their fifth child, a daughter, born on Christmas Day.

James Hart

BEYER CLEARS SANTA WITH D C OFFICIALS

Washington - - Federal Aviation Agency officials recently paused to consider the annual air cargo operation of one Claus, S.

The elderly gentleman takes off on a prodigious flight the night of each December 24 to make his global deliveries.

But never in the memory of man has he bothered to file a flight plan, let alone have his equipment inspected and certified. Nor had the FAA contemplated the matter until the other day.

Was Mr. Claus remiss in not applying for his papers? Not at all, said an agency spokesman. In fact, he said, the FAA might well award Mr. Claus full clearance in all departments.

The possibilities raised by the inquiry were intriguing.

"Well," mused George C. Prill, deputy director of Flight Standards, "what's Mr. Claus' pilot rating, for instance? Is he certificated for operation with eight reindeer, and what about the 'power-off' performance of that sled?"

"What's his maximum permitted flying time for one night? Normally, we have to examine maintenance and accident records, and other things like how low a ceiling and aircraft can safely operate under."

Then to the rescue came David Beyer, here on leave from the FAA's Alaskan division based in Anchorage.

He maintained he had checked out veteran aviator Claus from A to Z at that jovial gentleman's North Pole base.

Mr. Beyer declared he had already issued Mr. Claus an airworthiness certificate for his sled, and a pilots' license, on the spot--with certain provisions for the unusual nature of the annual flight.

As for such trifles as the "power-off performance" of Dancer, Prancer and company, he reported that Mr. Claus often had maintained altitude with two reindeer in the sled beside him.

"He has a tremendous safety record," said the FAA's Alaskan operative.

"Flying at his age? He's just prematurely gray."

(Washington Star)

She (thoughtfully): "Did you ever think about reincarnation, dear?"
He (otherwise): "Think about it? I eat it nearly every day, only we call it hash."

ILIAMNA

AOS Arthur A. Imhof, who has been with us for more than two years, has transferred to an ATCS position at Anchorage. Relief AOS George B. Woodbury has been at Iliamna during the absence of AOS Mick Mize, on extended annual leave in Texas. SEMT Dick Brofft has arrived from Farewell and REMT Richard McGinley has returned to Anchorage after more than two months relief duty here.

Two Christmas parties, one for the village children and one for children of FAA personnel, were held in December. All village children received gifts and ice cream and cake, and were entertained at the movie "20,000 Leagues Under The Sea."

Snow clearance was not a serious problem during the month. As of the last day we had absolutely no snow on the ground. One of the station's Snow Jeeps has been winterized and put in condition for shipment to Bethel.

Ben Zvolanek, Chief of the Personnel and Training Division at Anchorage, has donated his boat to personnel at Iliamna for recreational purposes and we are anxiously awaiting its arrival from Fairbanks so we can get it in shape for "breakup."

Donald E. Darling

Word from South Cont'd

Prices are reasonable here. A couple can live comfortably on \$250 per month.

Weather is changeable. We have had temperatures in the high 80s to as low as 17 above since our arrival.

My personal effects arrived from Talkeetna yesterday in good shape. As yet have not received my first pension check. Have heard from the Civil Service Commission and imagine I will get the check January 1.

Will close with best wishes to you and again thanks for everything. Hope you and your family have a Very Merry Xmas and a Happy New Year; and the same to members of your staff.

Meridian has a nice airport and administration building. FAA is quartered in the latter as is the WB. The Navy is building a large jet air base on the outskirts of the city.

Sincerely,
Duffy

Recently an incoming phone call was received from Homer by the ANC ARTCC/ETFO wherein the operator said she had a connection for "Mr. Rapcon Maintenance." The technician who took the call saw the humor of the situation and replied "this is Mr. Rapcon Maintenance speaking."



The above group from the Anchorage area recently completed an Effective Writing Course under George E. Rugg, Personnel and Training Division. On Rugg's left are George Andriakos, Emil Knowles, J. Allen McPeeke, and Frank R. Lewis. Seated from Left: Robert M. Parkins, Mary E. Stithem, Evelyn P. Henning, Louise Fink, Laura E. White, Mazie R. Conrod, Sara F. Howe, and Edwin S. Griffin.



Talkeetna representatives who completed the management training course are (left to right): James I. Jensen, George E. Hottle, and Jack S. Baldwin.



Among those from Nenana who recently completed a 12-hour management training course given by George E. Rugg, Personnel and Training Division are (top picture from left seated): Ralph L. Hazelton, Phillip W. Barbre, and Philip M. Argall. Standing from left: Arthur J. Schmuck, and Jerry H. Culp.

Bottom picture: These two weren't around when the management training class from Nenana was photographed but they also completed the course and came back for a later picture. On left: Archie A. Frye,

Cold Bay Cont'd

mechanic, on extended annual leave; Michael W. Rigelhof, foreman mechanic, to Anchorage for reassignment; Elmer A. Whittaker, supervisory fire fighter, extended annual leave; and William I. Erickson, resident engineer, to Anchorage. With the hospitalization and subsequent departure on extended annual leave of Herbert A. Hanson, Station Manager, the undersigned assumed the duties of Acting Station Manager. Joel R. Caudle

Kohl Cont'd

After much deliberation Ed Kohl's name was selected from the nominations. In line of duty he was instrumental in directing a civilian aircraft to a safe landing at Annette by providing confidence and information to a pilot who was flying in marginal weather and was almost out of fuel.

His unselfish devotion in inspiring and contributing a healthy atmosphere in the form of gymnastics at Annette Island has done much for the morale and well being of the community.

Previous to his appointment as Traffic Controller for FAA, Ed toured for 13 years with many of the big circuses, appearing in flying trapeze and tumbling acts. With this background and the help of his wife Herta, also a professional circus performer, he decided to supplement the lack of recreational facilities at Annette by organizing and teaching classes during his spare time in acrobatics and tumbling to both children and adults of the station and community. As a result, two excellent circuses were staged and proceeds given to a non profit organization.

Ed was also instrumental in providing a trampoline to supply a continuing diversified and healthful form of recreation and exercise for all Island residents. Youngsters and adults are given the opportunity to learn the intricate gyrations and tumbling techniques from a real pro. His desire and dream is to see that other stations and communities may also have access to more healthful recreation for both children and adults.

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