

## FAA REORGANIZATION PLANS OUTLINED

Plans for modernizing the Federal Aviation Agency by centralizing development of national programs and policies in Washington and delegating operational responsibilities to Regional Offices have been outlined by N. E. Halaby, FAA Administrator.

The reorganization, which the Administrator described as 'evolutionary', will begin on July 1. Until then the Agency will operate under its present organization.

'The Agency needs to provide more responsive and coordinated service in the field and better general management in Washington,' Mr. Halaby said. 'I believe the new organization will permit us to move on both these problems at once.'

In outlining his plans, Halaby said specific operating details of the new organization will be developed step by step, as experience demonstrates. Oscar Bakke, former Director of the Bureau of Flight Standards has been assigned as the first Assistant Administrator for the Eastern Region (formerly Region 1) and is responsible for producing a transition plan which may later be applicable to other regions.

Announcements concerning selection of other personnel to head the Washington and regional positions will be made at a later time.

Under the plan, three deputies in Washington will be responsible to Halaby for planning and directing the operations of the Agency. Regional offices will be headed by assistant administrators, who will be responsible for the direction and execution of all FAA programs in the field subject to direction and guidance from Washington in the form of national program definitions and plans, national standards, national policies, interpretations and advice.

The deputy administrator, who will serve as acting administrator in the absence of Halaby, will serve as general manager for Agency operations and will be responsible for coordination of activities by the regional offices and the following Washington services and one bureau:

Air Traffic Service (formerly Bureau of Air Traffic Management)

Aviation Facilities Service (formerly Bureau of Facilities and Materiel)

Flight Standards Service (formerly Bureau of Flight Standards)

Aviation Medical Service (formerly Bureau of Aviation Medicine)

International Aviation Service (formerly Office of International Coordination)

Bureau of National Capital Airports

The deputy administrator for plans and development will direct and coordinate long-range planning, research and development programs of the Agency and will be responsible for supervision of the following two functions:

The Office of Plans

The Aviation Research and Development Service (formerly Bureau of Research and Development)

The deputy administrator for administration will plan, direct and coordinate the administrative management programs of the Agency. He will be responsible for supervision of:

The Office of Management Services

The Office of Budget (formerly a part of the Office of Management Services)

The Office of Personnel and Training

The Administrator will continue to be assisted by the following staff offices in Washington: The Office of the General Counsel, the Office of Congressional Liaison and the Office of Public Affairs.

Dates for effectiveness of the proposed changes and appointments to the various positions will be announced over the next 90 days.

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Allen D. Hulen, regional manager, addresses luncheon guests prior to the dedication of the Kodiak Municipal Airport. From left: Mrs. G. O. Kempton; Mr. Kempton, FAA Airport Branch; Mr. Hulen; Admiral Caldwell,

commander 17th Naval District; Governor Egan; Dr. Robert Johnson, master of ceremonies; Mrs. Merrill Coon; Mr. Coon, mayor of Kodiak; Mrs. Owen; and Senator Owen. (Photo by George Ameigh)

## KODIAK CEREMONIES DEDICATE AIRPORT

By Yule Chaffin

It was a red-letter day for air-minded Kodiak May 7 when official dedication ceremonies opened the new airport here. In addition the day climaxed the annual three-day King Crab Festival.

Opening of the new airport was highlighted by the dedication by Governor William A. Egan. Also on the program were Allen D. Hulen, FAA regional manager, other FAA officials and out-of-town dignitaries, plus many visitors and private plane owners.

The Kodiak airstrip, located at the north end of the city, is 2200 feet by 80 feet with a gravel surface. Completion of the project, which started out less than a year ago from a wooded swamp, has taken the combined efforts and cooperation of local and state groups.

In a speech at a no-host luncheon preceding the dedication, Governor Egan said, 'In a few moments we will leave here to dedicate the airport many of you have long dreamed of. That airport is no longer a dream. It is being used today.'

'Before 1961 has ended three more airfields will have been built on the island, making possible an inter-community air network that will provide safety, reliability, and convenience heretofore not experienced by the people of Kodiak. I do not recall when ... your state government has had more local cooperation on any single project than it had in the construction of the Kodiak Municipal Airport.'

The governor referred to the fact that originally \$125,000 had been appropriated for the airfield. Later \$6000 was added but this was insufficient and to finish the job with adequate parking facilities, local residents raised an additional \$1200. Also freely given was much volunteer time and labor by various groups and individuals in Kodiak.

The field here is but one link in a chain of airstrips that is being forged throughout Kodiak Island. A gravel surface strip about 1900 by 60 feet has just been completed at Afognak. It parallels the beach adjacent to the village it serves. A strip is almost finished at Karluk which will be 1700 by 60 feet, with a gravel surface. Completion of the strip will provide the first year-round transportation for the village. Amphibious aircraft cannot be used there at all times because the lagoon freezes,

but insufficiently for wheeled aircraft, and the waters of Shelikof Straits are often too rough for landings.

Recently completed also is a 2100 by 50 foot gravel strip at Old Harbor. Not finished but planned in the immediate future are strips at Larson's Bay, Ouzinkie, and Alitak. In addition some exploratory work has been done at Lazy Bay and Akhiok, but difficult soil conditions, poor weather, and limited funds have prevented construction at these places.

In the meantime, Kodiak, long a beehive of boating activity is taking to the air more and more because of its increased facilities. Bush pilots fly from dawn to dark -- most of the 24 hours at this time of year. Big game hunters and their guides are finding new conveniences and schedules. Persons in need of medical aid are receiving faster service and the welfare and economy of the island is being spurred by the new flying facilities.



W. K. (Bud) Chambard, for the past 15 years chief of the accounting branch in the regional office, has announced his retirement effective June 30.

A veteran with FAA in Alaska, Chambard came to Anchorage in accounting and auditing work in 1939 and has served in the Anchorage office since that time. He first entered federal service with the U. S. Army Engineers at Fort Peck, Mont., in 1934. In 1937 he transferred to the U. S. Immigration and Naturalization Service and in 1938 joined the CAA at Seattle.

## JUNEAU

If, upon approaching Juneau you are startled by the roar of gunfire and the rattle of shot there is no need to leap for the trenches or dig up a helmet. But, rather, dig up your shotgun, look up 'Scatter-gun Marchant' or 'Big Wicked Bill' Johnson and join in the barrage. One or both of these gentlemen will welcome you with open arms and a hand full of shot-shells; plus a good sales pitch on the fun of trap-shooting. However, it would be a good idea to avoid taking any wagers on your ability in the sport as it has been rumored that one of these two can shatter the bird as it clears the carton it was shipped in.

Progress is slow, but with assistance and comments from some of the 'old salts' around here, our new personnel are learning that such things as halibut, Irish lords and tom cod are called 'garbage fish' and not to be mentioned during a discussion of Salmon fishing. Good idea not to mention halibut at all -- it seems there is some sort of international agreement.

We are now attempting to replace a very vital piece of office equipment; our secretary has run off with a sailor, her husband. Peggy Holihan is now residing in a place called 'Coos Bay', we hope it is the one in Oregon.

### Here's Your Chance To Win \$300

Some lucky Region Five employee is going to win \$300 in cash. It could be you. Have you tried?

If not, all you have to do to get in the race is enter the 1961 Employee Suggestion Contest. At the moment the five top runners are Gerald Belanger, Thomas Cianfrani, Jack Lamb, James Seitz, and Jay Sparks.

Here are the easy rules:

1. All Region Five employees are eligible.
2. 50 points are awarded for each adopted suggestion, plus one point for each dollar received as an award thereto (maximum of 550 points for any single adopted suggestion).
3. Employee with greatest number of points at close of the contest wins the extra \$300.
4. Contest open through December 31, 1961.

So, sharpen up your wits, turn in an idea for doing a job faster, more efficiently, or more economically.

You can either submit your suggestion through your supervisor or direct to the Incentive Awards Program Officer, RM-510. The Personnel Relations Section, RM-511.3, ext. 477/478 will be happy to answer any questions concerning the contest.

YOU AND SECURITY

- Q. What is a 'security clearance'?
- A. This means that an inquiry has been made into the background of the individual, and the findings reflect that he is sufficiently reliable to be entrusted with security information.
- Q. What is 'security information'?
- A. This is any information the disclosure of which might have an adverse effect on the interests or defense of this nation if it fell into the hands of unfriendly powers.
- Q. How are these inquiries conducted?
- A. In all cases the files of agencies with national coverage, such as the FBI, Civil Service Commission, House Un-American Activities Committee, Military departments, etc., are checked, and former employers, schools attended, references, law enforcement agencies in areas of residence, and others, will be contacted about you either by mail or wire inquiries or by personal interview.
- Q. What determines whether or not my position will require my having security clearance?
- A. Basically, any position which may require you to have access to or custody of 'classified' information, or which may require you to have admittance to areas in which classified information is located, necessitates security clearance. Agency authorities have the responsibility of specifying the positions falling within this category.
- Q. Is FAA required to have a security program?
- A. Yes. This is based upon a number of public laws and executive orders. These include EO 10450, which states requirements for security clearances, and EO 10501, which prescribes minimum standards for protection of classified information.

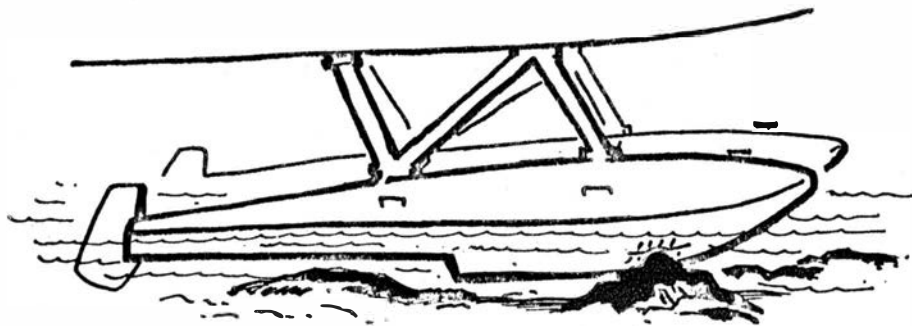
- Q. If I am granted a security clearance will there be any further review of my background?
- A. Yes. The Administrator is charged with the responsibility of assuring that the retention of an employee in a sensitive position with the agency is consistent with the interests of the nation. Accordingly, if subsequent to your clearance you display personal habits or character traits or in some other way reflect that you do not meet the security standards specified in EO 10450 your background will be carefully checked to determine whether or not your clearance should be cancelled.
- Q. Do all federal employees have a security clearance?
- A. No. The background of nearly all employees entering on duty with the federal government is checked to determine whether or not their employment is consistent with the interests of the United States, but further review is made of their background if their position is one which requires their having security clearance.
- Q. Who is responsible for security in FAA?
- A. You are. Responsibility is charged to the administrator, but in turn it has been further sub-delegated through the assistant administrator for personnel and training to the regional manager, who has assigned responsibility to the security staff. However, the real success of the agency's security program depends on how well you carry out the requirements and procedures which are pointed out to you.

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Some 2,000 vacuum tubes are required in each of the electronic computers operated by the FAA in its air traffic control function.

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RECIPE FOR DISASTER



ONE FLOAT ON THE ROCKS .. WATER BACK ...

## MOSES POINT

Will start out in April and end up in May. Mr. and Mrs. Harold M. Gillmer and daughter have been visiting in Germany with Mrs. Gillmer's parents. This is their first visit since their marriage, so imagine the grandparents are really enjoying their first visit with their granddaughter.

Robert Gaston, REMT, has done a fine job in Mr. Gillmer's absence, however, was called home to Anchorage on short notice due to a housing problem.

Joseph Gerth, REMT, arrived at the point to relieve our relief EMT. Sure was sorry to leave Unalakleet. Incidentally we see where Mr. Upside Down Nupukyak has confirmed the Weather Bureau theories on Eddy winds, or something like that there, what hoppon?

Mr. Bauslaugh and crew, Schenderline, Francis, Miars, Jamerson, and Galvin arrived Moses Point, May 3. Besides keeping the pool table warm in the evenings, they finished up their job in what seems like record time, departing Moses Point May 20 with this comment 'We just spent 19 days vacation in the tropical splendor of world famous Moses Point. We wish to thank those who made this spectacular possible, and it is our sincere hope we may return again soon and enjoy the heavenly atmosphere'. Unquote. These guys are in the wrong line, (stringing line) they should be in public relations.

About this time Robert Cook and family left for the sunny south, and a tour of duty at Annette Island FSS.

Mac McGahan our new station mechanic among other things is an accomplished fiddler, (violin, that is) photographer, artist, (oils, that is) would be 'am trying' ham, (ham radio, that is) dog trainer and veterinarian by proxy. Mac also loves to hike, tries to get at least one or two hikes in a week, but now that all our wheels are running smooth I suspect that his love for hiking will come to a halt.

Tommy Sagoonick, mechanic, returned from Anchorage May 19 where he was in the hospital with an eye infection. Tommy says he is glad to be back. We're also glad to see him back in fine shape.

J. Spillers returned from Anchorage May 20 where we believe he is the first in the Fifth as a GS-8 to certify as a pilot weather briefer. Congratulations from us peons, Jeeters.

That's about all the news from meditation point except S. L. Vilott sure would like to land an 8-9-10 in the Fourth and Chuck Shenkel is trying for the Sixth. We were unable to confirm the reason why anyone would want to leave the good old Fifth, but suspect Moses Points unprovoked attack on 7913 CKT might have something to do with it.

The Jack Warrens and J. E. Spillers celebrated wedding anniversaries in May. At least they said that was the reason for the party. But who cares, since when do you need an excuse for a party, after all parties make the world go round, world go round, let's have a party. Cheers.

Chuck Shenkel

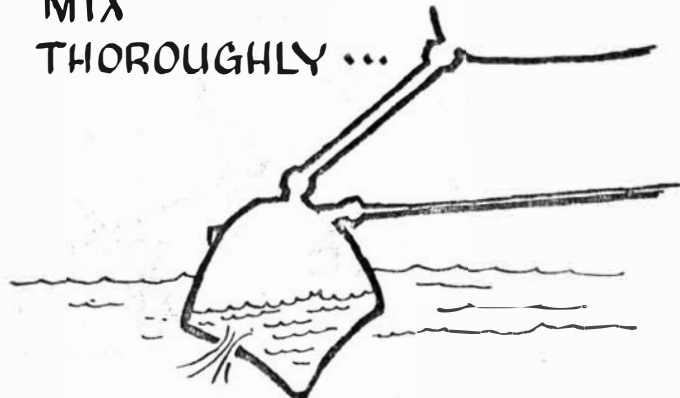
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### DEAN NAMED FAA DEPUTY FOR ADMINISTRATION

Alan L. Dean has been named Deputy Administrator for Administration of the Federal Aviation Agency by N. E. Halaby, FAA Administrator. The appointment is effective July 1, 1961.

Under a reorganization plan announced last week by the Federal Aviation Agency, Mr. Dean will plan, direct and coordinate the administrative management programs of the Agency. He will be responsible for the supervision of the Office of Management Services, the Office of Budget, which was formerly a part of the Management Services office, and the Office of Personnel and Training.

MIX  
THOROUGHLY ...





Seven Region Five employees recently completed the Management Phase II course. From left seated: Ralph L. Olson, Harold Consaul, R. T. Williams (assistant regional manager who presented certificates), Aaron J. Rothman (instructor), Thomas L. Walker, and Kenneth F. Hager. Standing from left: William G. Michels, James S. Riggan, and Fred Biesemeyer.

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Words of Cheer Sought  
For Leukemia Victim

Teletype circuits all over the world were humming recently with a special message in behalf of little Sandra Watson, of Southern Rhodesia, victim of leukemia.

Sandra, who observed her seventh birthday June 3, is given only two months to live and the message that flashed through all teletype circuits of the world urges persons in distant places to send Sandra greetings, post cards, and words of cheer during her final days.

The message received at the Anchorage International Flight Service Station from the International Civil Aviation Organization:

Sandra Watson, suffering from leukemia and is given two months to live ... Permission requested you are to get distant stations to send her greetings during her last couple of months. Picture post cards, etc. Address Sandra Watson, % Wilkie N.A., P.O. Box 2071, Salisbury, Southern Rhodesia.

NAMED CHIEF OF FAA  
OFFICE OF PUBLIC AFFAIRS

N. E. Halaby, Administrator of the Federal Aviation Agency, has announced the appointment of Phillip M. Swatek as Chief of FAA's Office of Public Affairs.

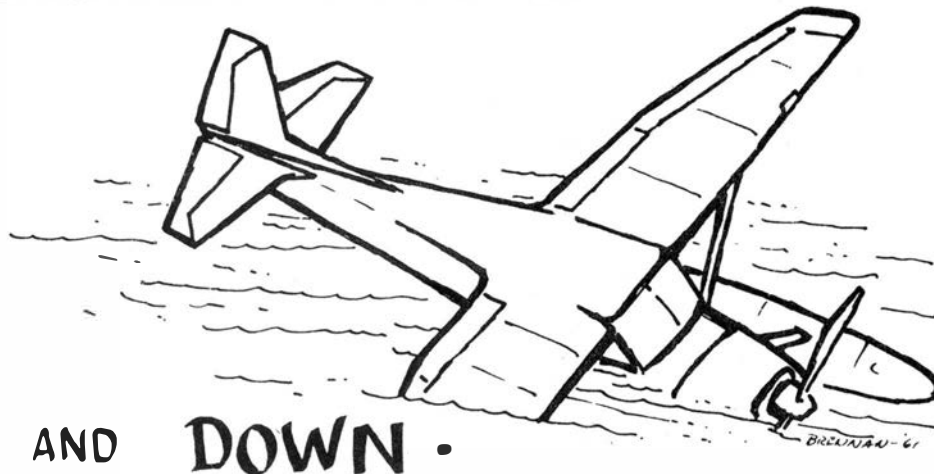
Swatek has been Washington correspondent and Chief of the Bureau for the Cincinnati Enquirer the past five years. Before coming to Washington, he was with the Enquirer in Cincinnati five years as a general assignment reporter. Prior to that he had newspaper experience in Texas and Indiana.

Born in Chicago on June 4, 1923, Swatek was graduated from the University of Illinois in October 1947. He was a U. S. Navy pilot in World War II, served overseas in Morocco and England and was awarded the Air Medal.

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JOHN NOBLE DIES

John P. Noble, Alaska Supply Section employee, died in his sleep at his Seattle residence May 27, at the age of 55. A veteran of World War II, John had more than twenty years of federal service, including military service and his long-time employment by CAA and FAA. He began his CAA service with the old Alaska Projects Depot, and continued on active duty with FAA throughout the years until the date of his death. John was a member of FAA's bowling league and was Chairman of the 1961 Bowling Banquet. He enjoyed various sports, and was an enthusiastic square and folk dancer. Always helpful and considerate, he had provided almost daily transportation to fellow employees needing rides downtown after the close of business. His death has left a saddened group of fellow workers who deeply grieve the loss of a dear friend.



AND DOWN.

## NEW REGION TO BE ESTABLISHED

To strengthen the management of the field activities of the Federal Aviation Agency, N. E. Halaby, FAA Administrator, has announced plans for the establishment of an additional regional office for the Southeastern states with headquarters in Atlanta. The new office will have responsibility for FAA activities in Georgia, Florida, North Carolina, South Carolina, Tennessee, Alabama, Mississippi, Puerto Rico, Virgin Islands, and Swan Island.

At the same time, Halaby announced that supervision of FAA activities in the state of New Mexico would be shifted from the regional office at Los Angeles, California to the regional office at Fort Worth, Texas.

The addition of the new Atlanta office to cover seven states now under the supervision of the Fort Worth office will bring the number of FAA regions to seven, five to serve the contiguous 48 states and one each for Alaska and Hawaii.

Mr. Halaby said that the establishment of the new regional office was the result of a concentrated three-month evaluation of the programs, organization and personnel of the Agency.

'The supervision of field facilities in the Southeast and the Southwest,' Halaby said, 'is seriously inadequate because of the size of the area which is now the responsibility of the Fort Worth office. We can correct this deficiency and also develop a better understanding of and rapport with the people and communities of the Southeastern states through the establishment of the Atlanta office.'

Planning for the establishment of the Atlanta office will begin at once and it is expected to become fully operational shortly after January 1, 1962.

The new regional headquarters will be a controlled installation with minimum staffing. It will be used as a model for all other regions as part of a move to reduce regional headquarters' cost through prudent management. The initial staffing of the Atlanta office is currently estimated at 400 employees with an annual payroll of \$3,000,000. Three hundred of the positions will be transferred from the Fort Worth office.

The Atlanta office will be headed by an Assistant Administrator who will be responsible for the direction and execution of all FAA programs in the seven Southeastern states. The selection of the new Assistant Administrator will be announced at a later date.

Halaby also announced the redesignation of the FAA regions on a geographical basis in place of the present numerical name. Following is a listing of the FAA regions, the headquarters cities, and the states which they will serve when the Atlanta office has been established:

**EASTERN REGION** (formerly Region 1), New York, New York

Connecticut, Delaware, Kentucky, Maine, Massachusetts, Maryland, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia

**SOUTHERN REGION** (new), Atlanta, Georgia

Georgia, Florida, North Carolina, South Carolina, Tennessee, Alabama, Mississippi, Puerto Rico, Virgin Islands, Swan Island

**SOUTHWEST REGION** (formerly Region 2), Fort Worth, Texas

Arkansas, Louisiana, Oklahoma, Texas, New Mexico, Canal Zone

**CENTRAL REGION** (formerly Region 3), Kansas City, Missouri

Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, Wisconsin

**WESTERN REGION** (formerly Region 4), Los Angeles, California

Arizona, California, Colorado, Idaho, Montana, Nevada, Oregon, Utah, Washington, Wyoming

**ALASKAN REGION** (formerly Region 5), Anchorage, Alaska

Alaska, including the Aleutian Islands

**HAWAIIAN REGION** (formerly Region 6), Honolulu, Hawaii

Hawaii, Wake, Canton, and Guam

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### FAA Reorganization (Con't)

Each of the services and offices will be headed by a director. The positions of assistant administrator for plans, assistant administrator for management services, and assistant administrator for personnel and training will be abolished and the functions will be transferred to the appropriate deputy administrator.

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Some folks think they are busy when they are only confused.





Twenty FAA employees, one Weather Bureau employee and Captain Jack Hughton, Anchorage Fire Department, recently completed a forty-hour course in Radiological Monitoring conducted by the Facilities and Materiel Field Division. Seated from left: Merlin Jaques, instructor; William Broadwell; Dan Cruz, instructor; Don Keil; Ted Young; James DiFalco, Weather Bureau; E. G. Fisher - acting chief, Systems Maintenance Branch who presented certificates; Edwin Blair; Betty Hill; Don

Treichel; Gene West; Fugene Stoltz; Ralph Westover, Emergency Readiness Officer and instructor; John McQueen, Captain Powell, USARAL, instructor; Alex Kravits; and Harry Townsend, instructor. Standing, left to right: William McDaniel; Kenneth Smith; Collier Mize; Roger Gaston; Mack Hilton; Tom Flynn; James Cartwright; Gordon Anderson; David Willman; Captain Hughton; Richard Brown; and Lester Drake, instructor.

### ANNETTE

Boats and fishing is the agenda for most personnel where it is available, and we're not to be out done. However, the boating season was opened with the repair of the dock and addition of more fingers for the increase of boaters on the island. Don Fuller and crew were very active both in repairs and occasional dips. The dips were not voluntary!

Mr. and Mrs. Carl Fundeen returned from Seattle recently after attending graduation exercises of their son Bill. During their absence another son Ed held down the fort at home.

Karen Fuller has recuperated very nicely after her accidental fall off the slide on the station playground. She was flown to Ketchikan hospital after her fall and was under observation for several days.

Bill Saxton and family are proud owners of a new boat and living room furniture Laura recently purchased while in Ketchikan.

Mrs. Nita Lowe is in Seattle at the bedside of her ailing father. The latest word is, he is doing very well.

Len Davis is again undertaking boat construction. It seems each boat gets larger. His first try was with a model hydroplane; the next a 14 foot outboard, now this one is to be a 22 foot inboard-outboard. Hate to think what the next one will be!

Annette Little League is going all out and doing very nicely. Mr. John Dezzell is the manager and seems to know what he is doing. At least the kids have a swell time and show lots of enthusiasm. Good luck to all of you.

Though none of us belong to the painters union we swing a pretty wet brush. Several homes are undergoing new paint jobs; such as Barbara Stinson, Pat Price, Bob Wisner, Cal Moore and the Davises can do.

Annette is getting the rain we have heard about. One thing it comes straight down. Our past experience with rain has been that which pelts down at a diagonal angle. Of course the same common characteristic. It is wet!

Coline Davis

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### GULKANA FACILITY PROJECT SCHEDULED

Plans for construction of a peripheral facility, antenna towers, living quarters, service building and related work at the FAA station at Gulkana have been announced.

The project will include four buildings plus the installation of one engine-generator complete and four type AS Model 2 towers. Included in the building program will be a 17 by 32 foot wood frame peripheral building on piling, one 2-unit type 61 quarters building and one type 61 single unit quarters building on wood piling foundation, and a 32 by 60 foot steel service building on concrete floor slab.



## FAIRBANKS

Ralph Thomas has climaxed two and a half years of air traffic control experience after hiring into the FAA in December of 1958 by transferring to the Jacksonville Center. He takes to the Second Region the product of the Anchorage Training Center and Fairbanks' excellent training program which has been placing men successfully in key positions in the lower forty-nine for many years.

We also lose Larry Martin to the Fourth Region. He, too, is a product of the FAA Alaska Training Command. Larry has accepted a position in the Edwards RAPCON which the FAA is taking over in July of this year.

Charles F. Stack departed Fairbanks International the morning of May 31 for Northway in compliance with instructions received the preceding day from Albert Iverson, Acting Chief Controller of the Fairbanks Center. Al had requested that special attention be given, assuring that a visiting Montana delegation was advised of the correct flight path to be followed from over Big Delta to Fairbanks. This route skirts restricted area R2202 and then passes southeast of Eielson Air Force Base. Both of these areas have been known to sprout a lot of high speed activity on very short notice. Consequently, the FAA's concern for seventeen planes loaded with well intentioned Chamber of Commerce visitors from Montana, one of the larger states in the lower forty-nine, was that they enter Alaska air commerce with a minimum of misunderstanding. Charlie made the flight to Northway in a Cessna 210, piloted by Bob Garvin of Flight Standards. Also aboard were Paul Leschig, chief controller of the Fairbanks combined station/tower and Art Sexauer of the Fairbanks Chamber of Commerce. Under the tourage of the broad background covered by these guides, it was pretty obvious that the visitors were going to be safely guided through the Alaskan portion of their airspace route.

Charlie flew uneventfully to Northway through a sky sparsely populated with a few scattered rain showers and general sky conditions which hinted of more weather later in the day. Happily these threats did not develop although occasional rain showers continued along the route throughout the day.

Charlie was welcomed, upon arrival at Northway, into the ultramodern Airport Lodge recently completed by private interests. The lodge is constructed of ten inch logs offering four thousand square feet of deluxe accommodations, including dining room, lounge and a number of well furnished rooms, complete with wall-to-wall carpets and private baths.

A visit with Station Manager O. O. Robbins showed his organization to be in evident readiness for the visiting delegation. Even the fire truck was freshly polished, just in case.

The first flight of four aircraft checked in just after twelve noon and within an hour all seventeen were on the ground at Northway and their occupants eating deluxe moose sandwiches in the lodge dining room, all on the house.

Prior to departure for Fairbanks, Bob Garvin addressed the entire group as did Art Sexauer and Paul Leschig. By this time, Charlie felt that any comments from the field of air traffic control on Instrument Flight Rules would not be of much value to these visitors who wanted to see with their eyes, instead of cockpit instruments the big State of Alaska which had already welcomed them with such hospitality. They were eager to proceed west by north immediately. And this they did with a ground and air discipline which was very impressive.

They taxied out and departed in flights of four with each fourth aircraft filing a flight plan for itself and the three preceding. Charlie was fortunate in meeting an old friend from the Treasure-Pleasure State and promptly accepted his invitation to ride back to Fairbanks in a flashy new Super G Bonanza. As Charlie's hands curled around the controls, the aviation virus infected him with a gnawing desire to once again possess an airplane of his own. He says he will never be the same again.

The return trip was accomplished in less than two hours with the wheels in the chocks at Fairbanks International just after four p.m. At that point, the Fairbanks Chamber of Commerce assumed escort duties and the Montanans folded their trusty wings for a couple of days on riverboats and dusty roads.

Erland D. Stephens

## FAA EMPLOYEE RETIRES



Bertha Miyatovich, stock control clerk in the F&M division says goodbye to Theodore (Ted) W. Joslyn, warehouseman at the Commissary, who retired June 2 after 16 years with the FAA in Alaska. Prior to his employment at the Commissary in 1954, Joslyn worked as a truck driver, general mechanic and warehouseman spending much of his time at many of the FAA field stations. He plans to live in Anchorage.

## NENANA

General Mechanic, Arthur Schmuck, departed for Oklahoma City for advanced electro-mechanical school. He will be gone about five months. His family will drive to join him this month.

Installation personnel for Tacan EITS Fall and Zeller arrived early in June to tuneup Tacan at North Nenana. Walt Spivey came in to relieve Arthur Schmuck during his school term at Oklahoma City.

Stewart Clark and carpenter crew are busily engaged in modifications in type 41 houses and other maintenance projects.

Lee Toohey, carpenter, had the misfortune of pulling the tendons in his shoulder and was hospitalized a few days. He has returned to duty.

Our community garden plot has been plowed and prepared for planting, and we are getting ready to try out green thumbs.

Lane Hazleton returned from Boise Junior College and is back at his job as second mate on the motor vessel Tanana for the summer season.

Our local ferry to the north bank of the Tanana River is generally in the business of hauling automobile and pedestrian traffic across the river, but the other day, two four-legged pedestrians showed up for the ride across. On one of the trips those on the ferry observed a cow moose with twin babies about to ford the river for greener pastures. But baby moose did not follow mama moose across. Why should they when such modern transportation is available. So the ferry crew rounded up the babes and gave them a ride across the river to meet ma on the other side.

### Ralph L. Hazleton

Miss Dixie Hoyt from Idaho is visiting the Hazletons for the summer. She made a trip down river as waitress on one of Yutana Barge tugboats.

Delores Frye departed for Seattle Swedish Hospital for some special medical tests.

## ON PYRRHIC VICTORIES

The guerdon claimed, the wicked foe undone,  
They say that Pyrrhus mourned from sun to sun  
A victory he thought too dearly won.

Yet every taproom yields in daily life  
Less perspicacious victors (they are rife)  
Who shout of triumphs over Boss or Wife.

---O. R.

## SERVICE PINS AWARDED

More than 100 Fifth Region FAA employees were recently awarded length of service pins.

Allen D. Hulen, regional manager, and Ralph L. Hazleton now wear standard FAA pins with a red ruby inset in the shield showing 35 years of federal service. Hulen was presented his pin by N. E. Halaby at a recent NAFEC conference.

Thirty-year pins have been awarded Jacob Holzenberg, Clifford Uzzell and Joseph S. Rood. In the quarter of a century group are Lillian G. Watson, Robert McGinn, William Broadwell, Perry S. McLain, Ray F. Downing, Roy F. Downing, Floryn S. Rhode, Thomas Neville, Jr., William G. Goode.

Sixty two received 15-year pins. They are Marion J. Figley, Herbert A. Hanson, Wesley S. McIntosh, Raymond R. Slack, Kay M. McLaughlin, Anna Van Natter, William R. Bell, Hazel R. Edgington, Alfred Polkinghorn, Paul W. Rohwer, George R. Woods, John R. Bassler, Dorothy E. Bryant, Leo F. Golden, David Gray, Jr., Walter Hart, Jack T. Leonard, Bryant Mainord, Richard Replogle, Cecil B. Sanders, James N. Thompson, Wallace C. Volz, Stephen Wilkerson, Harmon A. Williams, Myles C. Yerkes, Kyle R. Hare, Cyril L. Kiehl, Richard B. Newton, Willard G. Baker, Ronald W. Logan, Heiko A. Mansholt, Richard J. Moore, Lloyd E. Patrick, James A. Schmidt, Curtis L. Tyree, Harold S. Anderson, Franklyn Thompson, Bill V. Harris, Loren E. Horn, Arthur J. Lappi, Gordon MacKenzie, Charles Marchant, William McBrayer, Robert L. Mell, Calvin L. Moore, Paul G. Oscarson, Oscar J. Poston, Don L. Scroggs, Roy W. Snyder, Ralph Sutherland, Wesley W. Waterman, Wesley A. Welsh, Frank E. White, Joseph A. Yesenski, David J. Adams, Herbert D. Brazil, James C. Ray, Edward Brendemuhl, Richard E. Brown, Juanita M. Braun, Jacqueline Robinson, Arthur A. Schwankl.

There were 32 who have served for a total of 20 years. They are Virgil E. Knight, Robert T. Williams, Jonathan C. Lawton, Mardelle Michael, Jack T. Jefford, Joseph H. Waggoner, Donald W. Thomas, Grant A. McMurray, Joseph F. Johnson, Evan D. Jones, Andrew Langel, Sr., Vincent Madden, Milo M. Rousculp, Carl L. Shute, Lewis C. Walker, Frank L. Scott, Jack Williams, Carl A. Johnson, Ralph W. Melander, George A. Morin, Joseph D. Neeley, Marvin V. Snow, Balford A. Sumner, Harvey Tengesdal, Roy L. Wall, Ulysses M. Culver, Warren D. Kerr, Walter L. Radke, Herbert Enberg, Zeburn V. James, Willis M. Cowles, Richard E. Denver.

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Almost 800 miles of telephone wire are used for communications in a single modern FAA Air Route Traffic Control Center.

## BIG DELTA

Spring, like a restless ship, has weighed her anchor and departed from Big Delta for another harbor; but in her wake, she has left summer, continual daylight, melodious birds, lawn-mowing, the 'green thumb' fever, new dispositions, short-shorts, sunglasses, muumuus, barefoot children, mosquitoes, and buffalo chips. The epidemic of spring fever seems to have run its course, and everyone is industrially greeting summer with new projects and improvements.

New faces, too, are shining in the area. Chief Dan Larson from Yakataga, EMT Don McClellan from Nome, Mechanic Joe Cook from Galena, FSS George Foss, and wife, Bridie, from Unalakleet, and Traveling Mechanic Rodney Williams from Anchorage have joined the Big 'D' family.

Someone has said, 'Man has conquered the wilderness.' The grizzlies, moose, and weeds, however, seem to be trying to prove the above statement wrong. Not so long ago, a grizzly bear nonchalantly walked through the area, much to the chagrin of the station's female population. Moose are getting in on the act by slowing highway traffic and invading the runway area. And of course, there is the age-old battle with the relentless weeds which needs no round-by-round description.

The annual siege of rockhounditis has developed and our rockhounds and pebble-puppies are seen with eyes glued to the ground for that certain something. An interesting thing about rock fever is that it spreads so rapidly. Even the neighborhood kids have captured the idea and are searching for 'the fortunes in their backyards'.

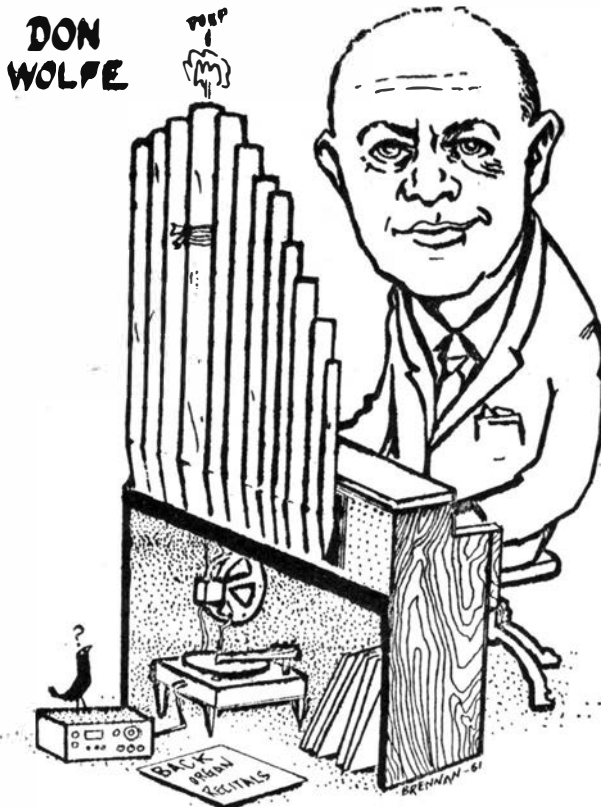
The Delta natives are getting restless, and are on the move. Fred R. Glover, foreman mechanic, and his family are transferring to Anchorage where Fred will be promoted to construction and maintenance supervisor. At present the Glovers are at Oklahoma City where Fred is studying an Electrical-mechanical course. FSS Clyde Walker and his family are transferring to Delta, Utah, in the south pasture. The buffalo have transferred temporarily to the backwoods to raise their families.

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### Death Reported

Serge Boiko, 66, former FAA employee in Anchorage, was fatally stricken by a heart attack June 9 in Hawaii.

Boiko resigned from FAA in July of 1960 because of ill health after being employed as a mechanic in the maintenance branch. He came to FAA from the District Engineers' office at Elmendorf AFB in March 1959. He is survived by his widow and three step-children.



Well known in Alaskan aviation circles, Donald S. Wolfe, chief of Region Five's Air Traffic Management division, is a veteran of FAA, having joined CAA at Annette Island in 1946 as an assistant traffic controller.

Wolfe assumed the duties of chief of the division early this year after serving as acting chief for several months following the retirement of G. A. Whittaker last October.

The ATM division chief became tower chief at Annette in 1949 and in 1951 transferred to Anchorage as operations supervisor. It was at Annette that he met and married Beverly Bestland, a native of Minnesota who was also working as a communicator there.

Wolfe later became chief of the program requirements branch and in 1955 transferred to Fairbanks as air defense liaison officer assigned to the commander of the 11th Air Division, U. S. Air Force. In 1957 he returned to Anchorage to serve as deputy director of the ATM division.

A native of Anaconda, Montana, where he was graduated from high school, Wolfe enlisted in the U. S. Army Air Corps in 1940 and served for five years in communications and as a B-17 gunner and bombardier with the Eighth Air Force in England.

When the ATM chief isn't busy in his FAA job he likes to spend his time in activities of the Central Lutheran church in Anchorage, playing the electronic organ, and at his hobby as a photographer.

Mr. and Mrs. Wolfe and their seven year old son, David, reside at 1333 East 26th Ave., Anchorage.

## SUMMIT

Summit has been the center of much diversified activity the past few weeks with the construction of new antenna towers, the removal of one building, an intensive physical training program for both the adults and children of the station, and the many picnics that have been taking place with the fine weather we have been having.

The writer reports on two tremendous picnics, one at McKinley park, with the Caudills, Wolds and Barbara Wold of Oregon, and the Kohls. Another picnic was held at the Caudill's cabin at Brushkana Creek with the Figleys, Kohls, Wolds, and Caudills, many fish having been caught enroute.

A German beer party was held at the Figley's the other night and a good time was had by all on imported Lowenbrau beer. Those attending included Mr. and Mrs. Shoemaker of Fairbanks, Mr. and Mrs. Steoppler of Cantwell, Mrs. Drashner of Cantwell, and station personnel.

Station Manager Figley reports we finally have a full crew of FSS, Eddie Kohl from Annette replacing the Johnny James who transferred to Northway, Les Wold from the Anchorage training center replacing the Snowdens who terminated.

The women of the station are engrossed in a reducing program that consists of calisthenics on Mrs. Figley's living room floor, then one hour of bouncing on the trampoline in the Butler building, that is when they can get the men and children of the station off same.

Mr. Figley holds the record of two back summersault's in a row in the adult class with Dave Gray and Harold Nordstrom second and third, all still in the safety-belt as yet. The Dave Grays had dinner with Harold Nordstrom at the McKinley park lodge, and report everything better than last year.

Eddie J. Kohl

### STATION MANAGERS NAMED

Gordon Ashcraft, engineer in the Anchorage office, has been named station manager at Galena to replace J. R. Hart who has become station manager at Nome. Hart replaces F. S. Rhode, who recently took over the Anchorage station.

Ashcraft has been chief of the design unit in the plant engineering section at FAA regional headquarters for the past year. Prior to coming to Anchorage he was with FAA in Los Angeles. Hart, who has been with FAA since 1948, was station manager at Aniak prior to going to Galena. He has also been stationed at Moses Point and Sitka.

## SITKA

ATCS Wallace Volz and mechanic Harold Schmitz and families are on PL 737 leave. Hope they bring back some sunshine with them.

All ATCS personnel have completed weather briefing course and are waiting for the final exams to show up.

Gene Rugg held a two day course in Administration June 6 and 7. Attendance was good, and the course was very interesting.

Mrs. Sherry Barclay, a new member of the FAA Group is providing much needed clerical assistance. Welcome to our group, Sherry. Mr. Barclay is with the Public Health Service here.

With Alaska Coastal and Ellis Airlines handling some 700 Bureau of Indian Affairs school children from the Mt. Edgecumbe school here enroute to their homes, this place was like LaGuardia Airport on water for a week or two.

The local Sitka Salmon Derby June 10th and 11th and June 17th and 18th lured some FAA personnel. The big prize was a 19 foot Sabre Craft Debutante powered with a 75 HP Evenrude.

The Sitka Elks Club sold raffle tickets recently on a \$1000. bill, and guess who won? Our own Sitka Station Manager, Roy S. Delaney. (How about a loan Roy)

Plans are underway for the annual inter-agency picnic, which includes personnel of the Public Health Service, the Bureau of Indian Affairs, the Coast Guard (if in port), and Federal Aviation Agency. Should have a ball if it doesn't pour down rain.

### BIORKA ISLAND PROJECT PLANNED

Plans for the construction of a peripheral communication facility, access road and related work at Biorka Island, Alaska have been announced by the Federal Aviation Agency.

The project will include clearing three acres of land, and construction of a 17 foot 4 inch by 32 foot cement block building on concrete foundation, complete with ventilating and electrical facilities and work benches.

Included in the building program will be the installation of an engine-generator on concrete foundation and the construction of 9,100 feet of access road.

Notice to proceed is expected to be issued on or about July 1, 1961, with work to start at the site July 12, 1961.



Even in water sports FAAers can't forget their association with things aeronautical. It is the boating season and at Nenana this means airboats according to Ralph L. Hazleton, station manager.

### GALENA

The era of the New Frontier has reached Galena. Our station has two new three bedroom apartments well under construction, new picket fences around last year's home models, and a general atmosphere of well-being.

The Galerina Club is in full-swing. It's present main project is a Boy Scout group for FAA and village boys, sponsored by the club and under the leadership of the Air Force weather section chief.

We have managed to have more than our usual once-a-month parties -- a farewell party to wish Station Manager and Mrs. Hart good-luck at their new station in Nome; a welcome party for Bob Straub's family from the South; and another to greet Mrs. Ray Wardell. Forsgrens, Andersons, Bakers, and Kinneys all went out on vacation during the month -- each with a suitable send-off, and when things seemed dull there has been square-dancing, bike riding, (ouch) and gardening.

Celia and Norman (Buckets) Burgett are the proud parents of a boy, Ronald James, born in June.

### Warren To ATM Post

Lee E. Warren, one of a small group of men who 25 years ago established the first two air traffic control centers at Newark, N. J. and Chicago, Ill., was today named Deputy Director, Bureau of Air Traffic Management of the Federal Aviation Agency.

Warren will serve under David D. Thomas, the Bureau's Director.

He had been serving as acting Deputy since February, when his predecessor, Brigadier General George S. Cassady, left for a new USAF assignment.

## RULES CHANGED FOR LIGHT PLANE OPERATORS

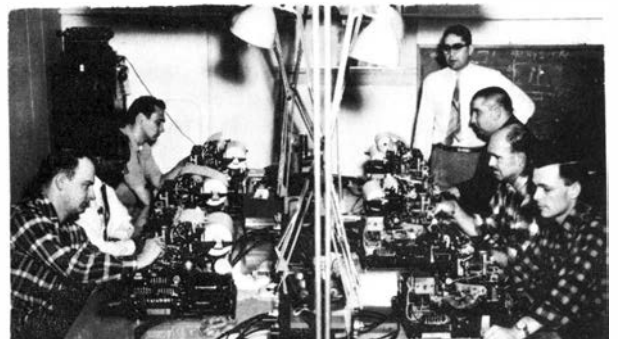
Alaskan operators of light aircraft have been granted relief from a regulation restricting the transportation of gasoline and passengers in the same plane.

Special Civil Air Regulation No. SR-447, now in effect, permits aircraft of 12,500 pounds or less to deviate from Part 49 of the Civil Air Regulations by carrying up to 20 gallons of gasoline as cargo along with passengers. However, the gasoline must be in airtight containers of at least 28 gauge metal and of not more than 10 gallon capacity each and packed in wooden boxes. The new regulation does not apply to scheduled operations.

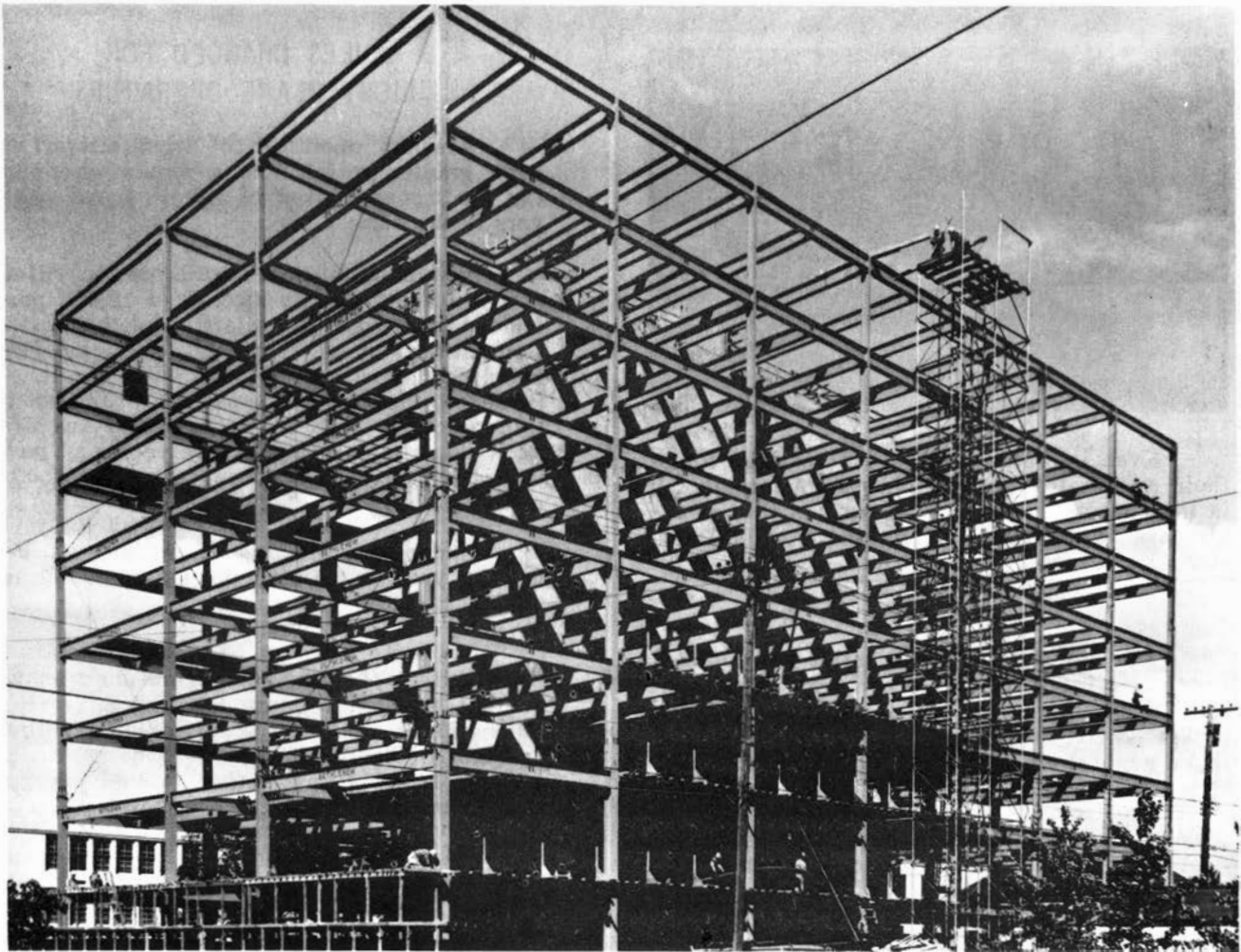
Under the old regulation aircraft could not carry more than 50 pounds of gasoline in one quart containers.

Federal Aviation Agency officials explained that the special regulation was made so that hunting, fishing, logging, mineral, and other groups could carry sufficient gasoline to operate outboard motors, chain saws, cook stoves, lanterns, and other related equipment at their camp sites.

FAA pointed out that other provisions of Part 49 still apply and that each operator is required to furnish the Chief of Flight Standards Field Division No. 5 in Anchorage with the type of aircraft, registration number, area in which the aircraft is to operate, a statement that such carriage is necessary to meet the needs of passengers, and that air is the only practical means of transportation. In addition other specific conditions must be met, according to the special regulation which will continue in effect until June 15, 1963.



Model 15 teletypewriter class Number 64 in session. From left clockwise: Frank C. Green, Fairbanks; Robert L. Felder, Elmendorf; Jack L. Fidler, Anchorage; Dan Cruz, instructor; James W. Burger, Anchorage; Dexter M. Ferry, Sitka; and James D. Long, Galena.



**STEEL GOING UP** on the new eight-story Hill building, Sixth and G streets in Anchorage, which will house all of FAA's Region Five headquarters offices. Slated for completion by June 1, 1962, construction is proceeding on schedule, according to B. C. Hamilton, architect. Embodying a new concept in construction,

the building's first stage was a center core of concrete, then the addition of the steel girders. Next step is pouring of concrete floors, followed by the metal outer skin which will comprise the exterior walls. Interior work will continue through the winter.

#### MERRILL JOB SCHEDULED

A project to install increased capacity power equipment at Merrill Field facilities of the Federal Aviation Agency have been announced. The project will include installation of three 75 KVA transformers and a 200 KW engine-generator at the International Flight Service Station.

The new equipment replaces present units and will provide additional capacity designed to accommodate future expansion of electronic communication facilities at the IFSS.

The equipment will be used in a stand-by status available to supply power service for FAA in the event the normal city power is disrupted.

Installation of the new units will begin by August 21 and is expected to be completed by late October.

#### OK CITY ODYSSEY

There is an adage down at the Aeronautical Center at Ok City that says that if you just stand in one place long enough there, you'll eventually see everybody you ever knew in FAA.

That has a certain amount of truth in it, whether one is there taking some of the highly technical courses for skilled personnel who want to become more skilled or one of the simpler courses for people who don't know anything at all about these complex subjects.

This reporter is one of the latter who recently had a two weeks fling at the Air Traffic Control Indoctrination Short Course and then another two weeks in the Facilities and Materiel Short Course. Besides getting a quick briefing on air traffic control and F&M, he encountered a number of Alaskans and former Alaskans. Among them were Gene West, main-



tenance operation section chief; Phillip Hatzfeld, McGrath EMT; Boyd Lefevre, George Peacock, Raymond Hensley, Alex Kravitz, and James Cartwright, relief EMTs; Charlie Planck; and Norm Jones.

Hatzfeld, Lefevre, Hensley, and Kravitz were among those skilled technicians getting more skilled. Peacock, former relief EMT up here, is now an instructor at the FAA 'University of the Air'. Jim Cartwright was on temporary assignment at the school as an instructor in the radiological course. Norm Jones, former traffic controller at the Fairbanks and Anchorage centers, is an instructor in the air traffic control school. Charlie Planck, predecessor of this writer as RM-505, was bouncing around the 'campus' sporting a beret and attending a Flight Standards Indoctrination short course. Charlie is now cranking out news releases in the head shed in Washington. As for Gene West, he can hardly be classified as in the unskilled category, as anyone who has been around very long can attest, but he was in with the rest of us callow neophytes attending the F&M Short Course -- for evaluation purposes.

The courses themselves are designed for personnel who require a nodding acquaintance with air traffic control and F&M activities, but who are not actively engaged in these spheres of work. The Flight Course attended by Planck is aimed at the same goal. It was the first time both it and the F&M course had been offered, although the ATM course is one of long standing at the Aero Center.

The ATM course gives a quick two-weeks broad brush treatment of air traffic control. And two weeks are just long enough to make one realize what a highly skilled profession air traffic controlling has become. The same goes for the F&M Short Course. After trying to keep pace with the instructors who wound through a maze of cycles, pulses, radiation patterns, waves, and in and out of one black box after another, we had nothing but admiration for those electronic technicians who really have to know how to keep the equipment operating.

The Aeronautical Center is busy training personnel, whether they be there for one of the lengthy technical courses or brief indoctrination exposures, and as they say at Ok City, if you just stand in one spot long enough, you'll encounter everybody you ever knew in FAA.

If you happen to be from Alaska, that means a reunion, whether or not you ever saw each other before. For Alaskans seem to share a camaraderie that's as big as the forty-ninth state.

The Editor

## KODIAK

Mr. Darrell Chaffin, station manager, spent two weeks in California where he was called by the serious illness of his mother. 'Grandma' or 'Aggie', as she is known by her many FAA friends, is well-known and much loved by many FAA families on Woody Island and throughout Alaska. She is at present making a slow recovery and will be bed-ridden for many months to come. She had been planning a trip to Woody Island.

Mr. and Mrs. Henry Harrison returned recently from a six weeks vacation in Minnesota. While there, they purchased a new car and drove to Pennsylvania.

Mrs. Leo Golden and children left May 23rd for California where Mrs. Golden had been called due to the illness of her mother.

Almost a dozen of Woody Island's bright-eyed lassies found summer vacation too boring and have joined a ballet dancing class. Mrs. Penny, of Kodiak, comes over once a week and holds classes for different age groups at the Woody Island Recreation Hall.

Woody Island residents give wide berth to the woods surrounding the picnic grounds on certain days each month. No danger from Robin Hood or his Merry Man, but the Broken Arrow Archers might misfire an arrow since most of them are neophytes except for their gallant and courageous instructor, Bowman Foster. The group is composed of about thirteen lads, lassies, and ladies. Gary Hall is president, Patricia Chaffin, secretary and treasurer, and Keith Johnson, sergeant at arms. They formed the club in April and hope to be hitting somewhere around those seven bales of straw by summer's end.

Each spring sees a rash of new things on Woody Island---new baby calves cavorting about the meadows, new vegetable and flower gardens, and above all new boats. Woody Island must be the most boat-minded settlement in this part of Alaska. Every family seems to have one. There are rebuilt boats that look like new, freshly painted boats that are the pride of their dotting owners, and newly constructed boats that are the pride of everyone--for each one knows the amount of hours and winter labor that has gone into the construction or rejuvenation of the sleek, streamlined models that line the ramp or dot the bay around the Woody Island dock.

Yule M. Chaffin

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It's a good thing to get in and dig, but be careful which way you throw the dirt.

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Right ~~left~~ FAA Blood Donors — Five Anchorage employees of the maintenance branch, FM division, gather to contribute blood at Providence hospital for the wife of a fellow employee. From left Fred Biesemeyer, Robert McGinn, Andy Billick, Roy C. Taylor, and Robert Wilson (on

table) prepare to donate blood for Mrs. Raymond Hensley who underwent major surgery recently. The blood contributions were part of FAA's program to resupply the blood bank when blood is used for FAA employees or their dependents.

**BUY---SELL---SWAP**

FOR SALE---Two 1600 airplane tires mounted on axle. Tires can be used on swampbuggy. \$100.00 call Julia Shrimplin, ext. 3326.

FOR SALE---20 gage L. C. Smith double-barreled shotgun, excellent condition. Contact Dale Powell, ext. 220.

FOR RENT: Sleeping rooms, cooking privileges, location 121 East 2nd Ave. Contact Melvin Wray, BR 8-2232.

WILL BUY or trade old U. S. Coins - inquiries invited. Contact Jack Lamb, ext. 3376.

FOR SALE: 3-octave chord organ on legs \$125. or trade. Contact Mary Neff, ext. 254 or home phone BR 8-3751.

FOR SALE: German flowered chinz large photo album, \$3.50, Italian green silk folding umbrella with leather sheath, \$8.00, both items new, ext. 461.

FOLK DANCING TAUGHT, classes every Monday evening from 8:00 to 11:00 p.m. with the Anchorage Folklanders, Mountain View Community Hall, everyone welcome. For more information see or call Glenn Thompson, ext. 3376.

**THE MUKLUK TELEGRAPH**

**ANCHORAGE, ALASKA**

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