



CITIZENS AIR-SHARING WITH FAA



Part of the crowd of pilots, plane owners, instructors and others interested in general aviation that gathered in Anchorage for a meeting designed to permit an airing of views and sharing of the benefits.

Project 'Air-Share', one of a series of nationwide town hall meetings that permitted everyone interested in general aviation to 'Air their views and share the benefits,' was attended by some 104 airmen and representatives of FAA. An atmosphere of enthusiasm and give-and-take marked the first Air-Share meeting in Alaska held on May 19 with the evening session adjourning at 12:30 a.m.

The meeting indicated that the general aviation people in Region Five are interested in this new approach to the many problems that lie

ahead and exist today as they entered into spirited discussions on each agenda item of the meeting.

Mr. Allen D. Hulen, regional manager opened the meeting and on hand from the Bureau of Flight Standards in Washington to assist in the open discussion were: William Clifton, Chief, General Operations Branch; Al Coulter, Chief, Flight Standards safety regulations division and George Childress and Don Gretzer of the safety regulations division.



NOME

Newest member of the regional manager's staff is Charles H. McKeon, formerly of Washington, D.C., who has assumed the duties of chief of the recently created Audit Services Staff.

As chief of audit services for the region, McKeon will be responsible for internal auditing, auditing of federal air to airports, and contract auditing in an expanded program which has necessitated setting up the new organization.

The newly established audit services staff is composed of McKeon and three other auditors including Stanley L. Meese, supervisory auditor, Washington, D.C., who has also arrived for duty.

McKeon is a newcomer to FAA, having spent the past five years with the Army Audit Agency in Washington, Texas, Germany, and France. He joined the federal service in 1951 with the Panama Canal Company and worked for three years in Panama before returning to the United States to serve with the General Accounting Office. During World War II he was in the U.S. Navy at Corpus Christi Naval Air Station, Texas, and with the U.S. Fifth Fleet.

Born in Yoakum, Texas, he attended high school in Houston and was graduated from Houston University in 1949. He also worked in public accounting and for the International Business Machines corporation.

His wife, Rosemary, and their five children, Terrence, 11; Stephen, 9; Susan, 5; Mary 4; and Christopher 2; accompanied the new audit chief to Anchorage, having driven up the Alaska highway from Washington.

Meese, who has been with the Army Security Agency, Washington, expects his wife and two sons to join him here after school is out this spring.

Spring to most people is a time to clean up, paint up, and in general fix up their homes. In Nome it is a time to hook up to a couple D8 Cats and move to an area already clean. At times this can be confusing, you never know for sure where to look for a friend's house, where your favorite store is today, or for that matter what street you're on. This spring chess game with houses is seldom any concern of the Nome Flight Service Station and never has it created a hazard to air traffic at the field. It seems, however, a couple fellows had a three story house along the lines of a small barn. This house, or barn, was located west of town and the only way of getting it into town was to drag it around the end of our west runway, number 27. This was no problem, the wind was favoring the other runway so there was no conflict with air traffic. Mechanic Foreman Roy Snyder was kind of overseeing the job so that Government property wasn't damaged, etc. Things were going pretty good until they started around the end of the runway. The snow was deep and wet from the warm spring weather we've been having. At any rate, they bogged down but good, right smack on the end of our instrument runway. Roy Snyder and the owners stayed with this dwelling until the wee hours of the morning before they got it moved out of the approach path. One owner was heard to remark, 'If its not moving by morning I'll burn it down.' Now this would have removed the obstruction alright, and perhaps helped the thaw somewhat. However, it would have also taken our approach lights creating an undesirable type situation. The house has long since disappeared over the horizon and where it will turn up is anyones guess.

Whether it be the Indians driving them out or some other reason it looks like Nome is rapidly running out of Chiefs. Station Chief Jim Seitz gave up his job for Station Manager at Aniak. Strange what self-inflicted torture a man will take on just for money. Jim plans installing a fish wheel on the Kuskokwim for his wife to operate.

Station Manager Dusty Rhodes threw in the sponge and will be leaving in the near future to take over the Station Manager vacancy in Anchorage. One thing for certain, the successor of these two need not worry about walking into a mess. Both ran a good organization and everything is in fine shape.

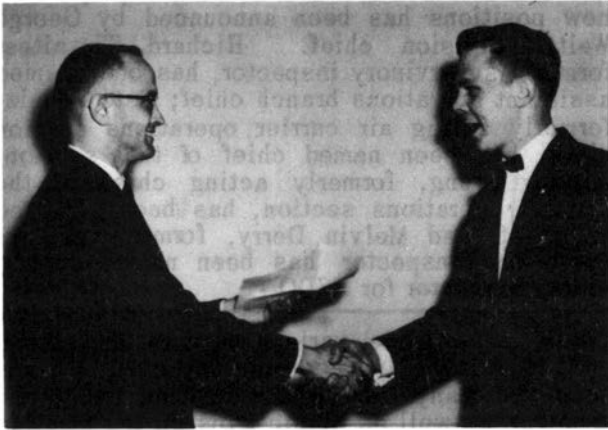
Leland I. Adams

REFLECTION

Who seeks his lonely room to nip in
Is booed like Landru, Burke, or Crippen----
But what, I wonder, spurs him thither?
Could it be those who drink together?

---O. R.

ANIAK



CIVILAIR CLUB AWARDS SCHOLARSHIP. Don Keil, chairman of the Civilair Club, presents Michael E. Turula, Anchorage high-school senior, right, with a scholarship award of \$200 in recognition of his academic achievement, scholarship, and civic contributions. Michael, son of Mrs. and Mr. Earl Perry, plans to attend the Pacific Lutheran University in Seattle to study for a teaching profession. Mr. Perry is a communications specialist at Merrill Field.

STATION MANAGERS NAMED

Selection of station managers at Gulkana, Aniak and Cold Bay have been announced by Allen D. Hulen, regional manager. Herbert A. Hanson, formerly station manager at Cold Bay, has been named to the station manager post at Gulkana, replacing W. S. McIntosh, on leave because of illness. James Seitz, formerly SATCS at Nome, has taken over the station manager post at Aniak, replacing Stanley T. Erickson who has taken the station mechanic foreman's job at Yakutat. Joel R. Caudle, air traffic control specialist at Cold Bay takes over the duties of station manager at Cold Bay.

On April 15th a joint going-away party was held in our new recreation club, the Aniak Annex. Guests of honor were our former Station Manager Stanley T. Erickson and wife Dorothy, also the former White Alice Supervisor, Andy Barnadsky and wife, Mary Jo. Everyone had an enjoyable evening. The Ericksons are now in Yakutat where Stan has taken over the duties of Foreman Mechanic. The Barnadskys are California bound.

On April 18, Ordeen Jallen and family arrived in Aniak from Galena. Ordeen is replacing Leonard Davis who is now at Annette.

April 27th was a very busy and exciting day with the arrival from Nome of our new Station Manager James Seitz and family, also the departure of Ericksons.

During my recent visit in Anchorage I met Mrs. Kohl of Summit and Mrs. Jean Hunt of Galena. Seems Mrs. Hunt was in Anchorage picking up a 'booby prize' for Lorraine Jallen. Something to do with a dog race.

Vi Hellard

EXPRESSES APPRECIATION

F. S. Rhode, Nome station manager, and his staff have been cited in a letter of appreciation from Rear Admiral C. C. Knapp, commander Seventeenth Coast Guard District. In a letter to Regional Manager Allen D. Hulen, Admiral Knapp expressed his personal appreciation for the cooperation of Rhode and other Nome FAA personnel during a recent Coast Guard monitor survey at Nome. The admiral pointed out that Rhode was extremely helpful in providing transportation and coordinating details of the survey with other agencies and that the station manager and his staff worked on Sunday and other odd hours in assisting the project. Mr. Hulen added his appreciation to the Nome FAAers, commenting that their action reflects very favorably on the Agency and themselves.



NENANA

The breakup in interior Alaska has come. The ice went out at 11:31 a.m. on May 5, 1961 which indicates official Spring here. A dozen winners split \$76,000, a smaller year for the ice classic. The Legislature made this Classic legal and wonder if this has any bearing on the smaller sale of tickets. A lot of us here were able to rush to the bank to see the tripod move down the river about a thousand feet and wedge itself against an ice jam at the mouth of the Nenana river. So just rest up — take it easy and prepare for the annual suspense next year.

Our new recreation hall has been recently finished by the laying of new tile on floors by our expert tile setter, Ben Goins. It is a nice job, just like everything Ben does. He also laid tile in the Range building and that was a chore! The recreation hall is a nice installation. It is the former 'CT' building, remodeled to our needs by Club member work parties. We were able to get from Military surplus an electric range, refrigerator, hot water tank, toilet fixtures and other things to make it practical. We have had several social functions there during the winter in between work parties. Dolores Frye gave a kiddies birthday party and Danae Hazleton gave a noteworthy stork shower. We have had several Bingo parties where some of the prizes were 'white elephants' donated by club members.

Regional office maintenance work party headed by Stewart Clark is here for the summer. They are plenty good at tearing up things. At the moment they are engaged in tearing out and renewing all ceilings in the standard quarters houses. They should bring along an extra house so that our occupants could move out bag and baggage during such a project.

The big boatmen, that is air boaters, are diligently working each night readying for the season ahead — boat trailers being built, fibre glassing, engine overhaul, etc. Don Otto just completed his trailer. Art Schmuck and Ben

FOUR TO NEW POSITIONS

The selection of four FS division employees to new positions has been announced by George Weitz, division chief. Richard Thwaites, formerly supervisory inspector, has been named assistant operations branch chief; Usto Schulz, formerly acting air carrier operations section chief, has been named chief of that section; Alfred Young, formerly acting chief of the general operations section, has been selected as chief; and Melvin Derry, formerly general operations inspector, has been named supervisory inspector for FSDO-1.

Goins have made various repairs and there will be a launching here any day now. We are promised many fishing and hunting trips this season, as well as picnic trips up the smaller rivers where the grayling hold forth.

Personnel movements. Dick Inman came in recently to make an evaluation of operations at FSS. He gave the Chief his FAS examination at the same time. James Ronald family, EMT at North Nenana will depart for Oklahoma City in the near future, having been selected for an instructor position there. We shall hate to see them leave — no sooner acquainted than they move on to greener pastures. James Cummins family will be headed southward on PL 737, about the time you read this, traveling as far south as Guaymas, Mexico via automobile.

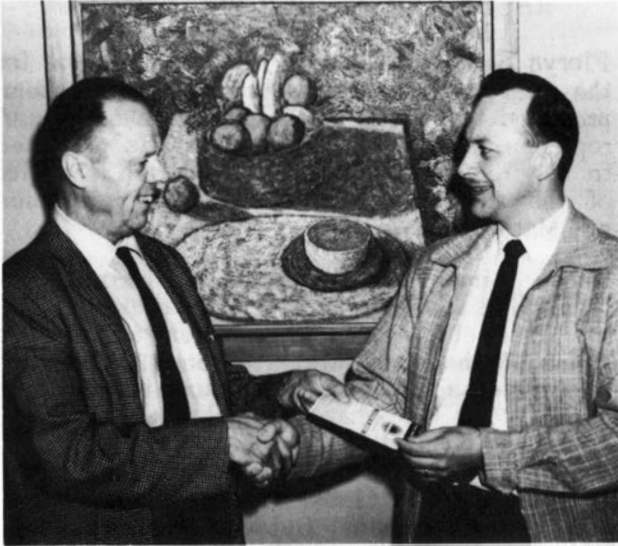
The Little Leaguers and Pony Leaguers are getting organized for the season. Our Archie Frye is in the middle of it and will guide it along thru the season. A gun club is being organized, likewise with some participation from the FAA.

Dolores Frye has had a couple of seizures in the Fairbanks hospital during the winter, but is feeling fairly good at this writing. Danae Hazleton had the misfortune to fall on the ice, breaking an arm and bruising her side. It is all well now and she is busy as ever chasing that elusive spot of dirt here and there.

Ralph L. Hazleton

TO LAND WHERE YOU CAN...





A. A. Schwankl, (right) FM division, receives two round trip airline tickets and \$50 in cash for a weekend in Homer. Mr. and Mrs. Schwankl held the lucky first prize number at the Civilair Club spring dance April 28. Stan Erickson, master of ceremonies, made the presentation, one of several valuable prizes presented during the dance.

BOOKLET AVAILABLE

Solutions to the problem of drainage at airports are contained in the Federal Aviation Agency's publication, 'Airport Drainage', one of the latest in a series devoted to airport improvement and maintenance.

Prepared by the Airports Division, Bureau of Facilities and Materiel, the drainage booklet covers the design and construction of drainage systems including grading of airport surfaces, rainfall and runoff, and placing of conduits.

'Airport Drainage' is available from the Superintendent of Documents, U.S. Government Printing Office, Washington 25, D.C., at a cost of 30 cents.



Fishing season opens the 28th of May. Week-ends see lots of traffic on the highways and most of the easily accessible fishing spots pretty well loaded; if not, the fishermen. Please be careful - and bring home a car full.

If this is to be a family outing affair - picnic and the kids and all, you might try the stream between upper and lower Summit lakes; mile 80 toward Seward. The Golden Fins are usually plentiful and bite nicely on single eggs -- small hook and some degree of patience.

On down the road away, Jerome Lake (near campground) has some nice little rainbows - single eggs again - camping area at the lake not so good, but the campground is only a mile distant.

A little further on to the Seward-Kenai road division and on toward Kenai a few miles brings you to the Quartz creek campground at the meeting of Quartz and Crescent creeks. Up Crescent about 1/2 mile you will find good fishing holes - good for dolly varden, small char, whitefish and grayling. Good camping at this one.

Further on to the campground on Quartz creek and Kenai Lake (left off the main highway) the kids can fish for whitefish and dollies where the stream flows into the lake.

From there on south the Kenai River has many good spots, both for fishing and camping.

On down the road you'll find Ninilchik, Anchor River and the rest with king salmon and trout. Hang onto the kids if they hang into a King.

Good fishing - remember your bag limit - and take care on the highway. Dean



SEAT BELTS INSTALLED

Seat belts have been installed on the three Regional Office 'highway' cars. This is the beginning of a program that will eventually place seat belts in all Fifth Region vehicles.

The automotive seat belt is the most effective single item of protective equipment presently available to reduce the toll of traffic injuries and deaths, according to Laurence Beede, safety officer.

Thousands of lives are lost each year because people are thrown against windshields or out of car doors by the impact of crashes. Your chances of being killed in an accident are five times greater if you are thrown from the vehicle. Your seat belt will help keep you in the car, Beede explains.

Contrary to popular notion, seat belts offer great protection at moderate speeds. More than half of the accidents causing injury or death involve speeds of less than 40 miles an hour. Your seat belt can prevent or lessen injury in an accident and may save your life.

Many people mistakenly believe that they don't need seat belts around town, but the records show that three out of four traffic deaths occur within 25 miles of home. Your seat belt can protect you in town as well as on the highway.

Your seat belt can be unfastened in an instant and will increase your chances of remaining conscious so you can get clear of a submerged or burning car.

Fasten your seat belt before you turn on the ignition and keep it fastened whenever the car is in motion. Unused seat belts don't save lives.

CONSTRUCTION SLATED FOR FORT YUKON

Plans for construction of an 'H' marker, peripheral facility, RCO facility and shop, and a storage building at Fort Yukon have been announced by the materiel branch, FM division. Bids on the project were to be opened May 31 with work to begin as soon after June 15 as possible.

Work will include a 13 by 20 foot wood frame 'H' marker building on wood piling foundation, a 12 by 16 foot wood frame building, a 17 by 32 wood frame peripheral building on wood piling, and a 32 by 40 foot metal shop and storage building. Also to be constructed will be four Type AS, Model 2 towers, necessary generators, and other related work including installation of cable, and heating, electrical, and ventilation systems.

RHODE AND BARBER PROMOTED

Floryn S. Rhode, station manager at Nome for the past three and one-half years, has been promoted to station manager at Anchorage and replaces William J. Barber who was promoted to the recently established position of chief of the administrative staff of the Facilities and Materiel Division.

Rhode joined CAA in 1946 as a maintenance technician at Northway and prior to his transfer to Nome, he served as station manager at Aniak, Bethel and Galena. From 1938 to 1940 he worked as a procurement officer in a civilian capacity for the Army at Ladd Field at Fairbanks and Elmendorf AFB at Anchorage.

Barber arrived in Alaska in 1942 and served as station manager at Galena, Northway, and Nome prior to being transferred to Anchorage as station manager in 1957.

In his new position as chief of the administrative staff of the FM division, Barber will be responsible for formulation of FM division management policies, inspection of field organizations, organizational problems, manpower, staffing and other administrative procedures.

FAA SPEAKERS TO ADDRESS AEROSPACE WORKSHOP

Regional FAA representatives will appear on the program of the 1961 Aerospace Education Workshop at Elmendorf AFB, June 26 through July 21.

The workshop, second of its kind to be conducted at Elmendorf will attract teachers and other persons from Alaska and the old 48 for a series of sessions on aviation. It is sponsored by the Alaska Wing of the Civil Air Patrol with the University of Alaska, U.S. Air Force, and Alaska Department of Education as co-sponsors. Dr. Roland H. Spaulding, professor emeritus of New York University is director and noted guest speakers will include Dr. Wernher Von Braun, missile and space expert.

FAA's participation in the program will begin with an orientation into FAA by Allen D. Hulen, regional manager, who will address the group on June 27. George Edmondstone, FS division, will speak the same day on aviation safety.

July 5, Robert Matsen, FM division, will talk on airports and Roy Downing, FM, will speak on electronics in FAA. The FAA program will be concluded that day with Charles Thomas, Anchorage ARTCC chief, explaining air traffic control.

The 85 or more persons attending the workshop will be given a conducted tour through the Anchorage control center.

FAA PERSONNEL PRAISED

Letters of praise and appreciation have poured in to the regional office concerning FAA personnel at McGrath when that community was hit by a power plant fire in April.

Volney Richmond, Jr., president of Northern Commercial Company, whose plant was burned; James W. Scott, Bureau of Land Management; and James A. Karella, president of the McGrath Community association; are among those who have written letters of commendation to Allen D. Hulen, regional manager. In addition the regional manager extended his appreciation and gratitude.

When fire struck the power plant the evening of April 6, Larry Smith, McGrath station manager, threw into service auxiliary generators at the FAA station and messaged Anchorage for additional power units. Anchorage FAA personnel worked late into the night loading and flying extra generators to McGrath to be used until permanent arrangements could be made.

In expressing his firm's appreciation Richmond declared, 'without good friends this ... remarkable restoration of service could not have taken place.' Scott called attention to the many courtesies and excellent cooperation of FAA personnel and Karella expressed his gratitude on behalf of residents of McGrath for the timely assistance and fine cooperation received from FAA employees at McGrath and the crew of the FAA C-123 which flew the urgently needed equipment in, almost before the fire had subsided.

In adding his praise, Hulen said, 'this type of assistance enhances the already good public relations which FAA enjoys.'

NEW KING SALMON FSS WILL BE CONSTRUCTED

Plans for construction of a new flight service station at King Salmon have been announced by the Fifth Region of the Federal Aviation Agency. The project will include installation of sequence flasher lights, relocation of the rawinsonde building, and other related work.

The new one-story FSS structure will be constructed of reinforced concrete and wood with full basement, 43 by 60 feet, complete with fallout shelter, dumbwaiter, plumbing, heating, and electrical service. Work will also include excavation and placing of fill material and gravel surfacing for access roads and parking areas; installation of a 15 KVA transformer; erection of two guyed towers, installation of cable, culverts and other related facilities.

Work is to start by July 1 and be completed about mid-November.



GARRY HUGHES RETIRES TWICE

By George Cutler

The old saying that 'You can't keep a good man down' is doubly true in the case of Garry L. Hughes, known affectionately by his many Alaskan friends as 'Garry'. On the 12th day of May, 1961 Garry retired for the second time in his 20 years of service with the CAA, now the FAA. Two years ago Mr. Hughes was retired under the mandatory age limit of 70, but because of his valuable service in the Electronics Engineering Section of the Establishment Branch, he came back to work as a reemployed annuitant. Now, at the end of two additional years, and at the age of 72, Garry has decided to 'go South' to a snug little home in Superior, Montana. He says he will miss us all, but he can rest assured that he will be missed much more by those he leaves behind.

Garry arrived in Anchorage on October 24, 1941, along with Richard R. Stryker, now in Washington, D.C., and helped install Ranges for the Navy in the Aleutian Islands before all of the Japanese forces were pushed out. Even before this he was employed in the old CAA 7th Region on LF Ranges in Oregon, Washington and Montana.

One of Garry's earliest goals, as reported by those who worked with him, was 'To get as fat as his good friend Ernie Putnam so he couldn't crawl under the standard CAA buildings to pull wiring'. It was also reported that he reached this goal at Haines in '51 and has never regretted it.

Mr. Hughes was, and still is, one of the finest Electronics Installation Technicians in the business and has for the past few years worked in the Radio Shop. A replacement will be hard to find.

Like all good Alaskans Garry has a hobby, and from Pt. Barrow to Annette Island, or out along the chain, you won't find a better dish of clam chowder or spaghetti anywhere, and this is guaranteed.

Garry will be at home to all in Superior, Mont. and his address is P.O. Box 488.

SEATTLE FAA BOWLERS HOLD AWARDS BANQUET

Employees of the Alaska Supply Section in Seattle participated in the annual Bowling Awards Banquet held by FAA league players at the Washington Athletic Club in May. John Noble was chairman of the affair, and was assisted by Grace Wynne and Vassie Stamos. Mrs. Wynne acted as hostess, receiving guests with Mr. Noble.

Perennial favorite, Bill Bisson, acted as emcee, making the awards. His enthusiastic congratulations to each winner, male and female alike, is recorded on film each year by his wife, Virginia. A regular feature of the awards dinner is a showing by the Bissons of movies they have made of employees at social functions in past years.

Awards went to the following: Champion Team — John Noble, Bernie Shelton, and Ed Simonds; Male High Average — Mat Tomasovich; Male High Series — Hugh Tiura (Ethel's husband); Male High Game — Oscar Rich; Female High Average — Amy Pindall; Female High Series — Donna Parezanin; Female High Game — Bernie Shelton; Male Achievement Award — Adrian Gunst; Female Achievement Award — Bernie Shelton.

OFFICERS ELECTED

Lester Anderson has been elected president of the Iliamna Recreation Club, replacing Edgar Medford. James R. Forbes was re-elected secretary-treasurer at a recent meeting at which the summer recreation program was planned.



Cooperating with Civil Defense, FAA employees of the Federal Building in Anchorage are shown in the basement corridors of the Federal Building where they took cover during a practice alert April 28.

JUNEAU

Pope, MacIlhardy, Sutter, G. Davis, Osgood, Shute, Jones, Carpenter, R. Davis and Hester-participants, all, in the Juneau game of musical chairs. During the past 45 days we've had so many inbound and outbound personnel that to list the departure points and destinations would only add to the confusion already being experienced at this station. Suffice it to say, there have been and are being some changes made.

Our new personnel have been given a rare treat, by Juneau standards, and have, for the last two weeks, been able to see the mountains through brilliant clouds of sunshine. Perhaps, if what the oldtimers say about not having a 'normal' summer in the past 30 years is true, we may get every building painted this year. At least Gordy Mayer has visions and a very active paint crew. Others among us put out hard-earned cash for such trinkets as boats and fishing tackle while some of the less optimistic of the group buy rain gear and vitamins. However, no matter which point of view is held, all agree that the past two weeks have been fine and five or six more like them would be greatly appreciated between now and next fall.

RK

TANANA

Will you listen while I tell you
Of a river you should know?
It is fed by mighty glaciers,
It is filled with melted snow.

Born up in the mountains,
In the Yukon, land of fame.
When it dies it mingles waters
With the river by that name.

Many moose have drank their fill from it,
Grizzly bears, and caribou.
Hordes of salmon brave its currents,
Northern pike, and sheefish too.

On its bottom lies the gold dust,
There with sand awhile it lingers.
Carried down from distant mountains,
Torn away by liquid fingers.

Under Winter's icy sheath
It is green and quiet flows,
But in Summer it is louder,
Sullen and muddy grows.

Once a year excitement rises,
And we hear a mighty shout!
There's a churning, crashing, grinding,
And we know the ice is out!

James Cummins

FAIRBANKS

Hal Kriebs, our relaxed Chief Controller, and his collection of polished agate stringties will depart on the nineteenth of May for a promotional reassignment to NAFEC in Atlantic City. Hal transferred to Alaska from San Juan as a controller in 1954. By hard work, natural ability and persistence of purpose he advanced to Center Chief Controller. His wife, Jean, a teacher of science and audio visual aids, will teach a three week University of Alaska extension course in Ketchikan before joining Hal in Atlantic City.

The Center also loses Anne Taylor, our pert and saucy morale-building steno from the Chief's office. The Air Force is discharging (Honorable) her husband. Anne worked for a year and a half in the Washington office prior to June 1959. After a leisurely six-month break in service she began working for the FAA Liaison Officer on Ladd AFB in January 1960. When that office closed, she transferred to the Fairbanks Center.

Our slicked-up glamour boy from Detroit, Al Dubiel, finally submitted his Form 57 and landed a billet in the Detroit Center.

Jerry Clark decided that Alaska winters and their lonely, bitter cold didn't compare with the friendly snows of New York so he accepted an offer to the New York Center.

Jim Holman, a country boy from California, will depart for the Roswell, New Mexico FSS May 27.

Jim Jewell and Paul Kelley each accepted Anchorage's offer to move into the busier activity of the Anchorage Center.

Spring break-up started abruptly in Fairbanks on Saturday April 22. The 30 and 31 degree temperatures that had been teasing the area for two weeks rose with the 4:00 am sun to four marks higher than the 36 degree angle of the April sun.

The change of season was first noted by the Center's crew of homesteaders who populate the upper end of a canyon which lies beyond the first ridge northwest of Fairbanks and is recorded on maps as Goldstream Valley.

Five FAA families live in this Valley which is 13 miles beyond the city pavements. The Hall's, Logan's and Goode's have moved into the city for the spring break-up. The Stephens' and Wilber's are still doing daily battles with the hill, which is the entry door to the valley. This hill, appropriately named 'Dog Patch Hill', has a southwest slope, angled some 30 degrees to the world and 75 degrees against the sun beams. After the first rays of the morning sun,

YAKUTAT

Douglas Smith, EMT, returned to Yakutat from VOR and TACAN School at Oklahoma City accompanied with his wife and three children.

Don (SEMT) Treichel attended a one week Radiological School at Anchorage.

Roberson and Fall, TACAN tune up crew, are in here. More power to them in getting our TACAN on the air, but due to breakdown of parts and trouble in getting parts, we wonder how soon it will be commissioned.

Our power distribution system is being revamped and a lot of troubles in our power system are disappearing due to the able work of Stallcop and crew.

An Easter Egg Hunt was held for the children on April 1st. There was snow on the ground and the women got wet hiding the eggs, and the children got wet finding the eggs, but all in all, everyone had an enjoyable time. I believe we should take our hats off to the women on this station.

We received a slight scare on April 7. An Air Force B-57 declared an emergency and landed at Yakutat. We misinterpreted his call and thought it was a B-52, and the whole station was worried as to whether he could land on this field without cracking up.

Mel Peterson and Sid Root, out of FM-5200 were down on an inspection trip, and to meet personnel at the station. We hope they enjoyed their trip.

The Recreation Club held three parties this past month. More power to our Club. This I believe is one of the most active Clubs in the Region. Pardon my boasting, but I actually believe this.

Thomas Neville, Jr.

OFFICE MEMO

I phrase this reprimand with tact:
When you are through, dear,
The papers should be nicely stacked.
(Like you, dear.)

---O. R.

this slope becomes a spongy consistency that more resembles a semi-congealed glue-pot than a traversable path home. This difficulty will soon be forgotten, however, when the road is dry, the trees leaved and living returns to normal.

Erland D. Stephens

YAKATAGA

Yakataga has been enjoying a drought. Not a drop of rain for over a week.

We welcome the arrival of our new trainees, bachelor David McAlduff and Mr. and Mrs. Roy Hoyt with their four children. Lots of kids here now.

Inspector Thomas from the R.O. made an operations inspection here last week.

AOS Fred Peter and family departed Yakataga for Cold Bay.

There have been a lot of changes in the Electronics departments lately. R/SEMT Wiley Knighten left us and George Morin arrived to take his place. EMT Harwin Feemster and wife went to Oklahoma City for several months schooling and C. O'Connel is taking care of the VHF.

The main street of Yakataga is well lighted now and looks like Broadway with a light on every pole, all automatic, and no switches to turn on or off. Also, there has been installed a standby generator for the range. Things are looking up.

J. Hubbard is building a fancy garage for his little Crosley. The Glacier Club is planning on making an addition on the club building. It's expected that there will be some sore thumbs before all this is completed.

N2159A has had several hours of work done on it and is ready for the fishing. Some fishing is to be had via road and foot but the best is by plane, also a lot easier.

Oscar did fair on the beaver trapping. On the last day he had three for a total of eighteen. He also lost five to the lynx and wolverine on which the season is closed during beaver trapping.

No bears as yet have been sighted in the station area.

It looks like a great deal of activity is going on at Icy Bay. Planes and helicopters have been going by here almost as thick as the ducks and geese heading north.

On May 7 with the elements in our favor, the personnel at Yakataga, enjoyed a family style picnic. With blue skies and warm sunshine, we merrily took to the wide open spaces and over a campfire, roasted hotdogs, hamburgers and marshmallows. Backed up by salads and specialties, expertly prepared by the womenfolk of Yakataga. It's a toss-up as to who enjoyed themselves the most, the grownups or the children. It's a pleasure and a real treat to hold a picnic in surroundings that have been untouched by human hands, and the only alter-

SAVINGS BOND CAMPAIGN

The 1961 Savings Bond Sales Campaign will soon get underway with the undersigned as chairman.

The President of the United States has called upon the leadership of federal officers and employees to give full support to the Voluntary Payroll Savings Plan. The Administrator has also urged all officers and employees to give full support to the program. He points out that only 32.5 percent of FAA employees are taking part in the Payroll Savings Plan—considerably below the government-wide average of 52.2 percent, and that FAA ranks 42 among 59 federal departments and agencies. In addition, the Fifth Region has an even lower record—25.3 percent.

The only way we can overcome this deficiency is through the whole-hearted and enthusiastic cooperation of every employee in this Region. Keymen will contact each employee.

N. W. Noble, RM-505

WBRO EMPLOYEE WILL AID FLYING FARMERS

Jessie Lippincott, Weather Briefer and Forecaster at the Weather Bureau Airport Station at International Airport, Anchorage, will accompany the Flying Farmers Tour to Alaska and provide necessary weather support.

Miss Lippincott, a rated pilot and the most experienced pilot briefer at the Weather Bureau Airport Station in Anchorage, began her Weather Bureau career at the Airport Station at Baltimore, Maryland in June, 1944. Somewhat more than a year later, she satisfied a lifelong ambition by learning to fly and received her private license in March, 1946. In May 1950 she passed all the requirements for her Commercial Airman's Certificate.

In 1953, she bought her first airplane, a Cessna 140. She gained valuable flying experience in this plane, and when she accepted an assignment to the Weather Bureau Airport Station at Anchorage in September, 1954, she flew the Cessna 140 across the States and up the Alaska Highway to Anchorage.

ations that have been made, were made by Mother Nature.

So with our fill of good foods, fresh air and that relaxed feeling that comes from a deep and satisfied pleasure, we headed the few miles back to the station, and to the master of man, the clock.

P.S. Also had a lot of stuffed eggs.

Dave and OK

FAIRBANKS BOWLING NEWS

By Jay Harrod

A little over a year ago, Fairbanks Station Manager Ben Zvolanek inquired of the FAA personnel in Fairbanks what outstanding sport or activity they could participate in as a group. This included personnel from all Fairbanks facilities. The spontaneous reaction was, 'Let's form a bowling league'. This was done. Six teams were assembled and bowled for some ten weeks as a trial effort and everyone had great fun and it looked as if this was the thing.

The season 1960-1961 was born with enthusiasm, and the league started out on a schedule with other leagues. It became a Friday evening 6:30 affair bowled at Arctic Bowl. There were not only enough for the six teams, but sufficient personnel to have alternates to cover those who needed to be off due to trick work, vacations, sickness, or lack of money!

There were numerous humorous events such as watching the first and second teams (The Rattlers and the Centerpedes) fighting it out in the final week for first place, bowlers trying to win the most improved bowler award, high series, high single game, high average, and to avoid the booby prize. The final weeks saw everyone trying to get a spot to bowl in to help achieve these goals.

From the FAA league came bowlers who placed in city tournaments, Fort Wainwright tournaments, and the ladies State Tournament in Ketchikan. The FAA Marauders entered the city tournament. Team Captain was Jerry Christensen; helpers were Jim Callahan, Curt Tyree, Jerry Clark and Jay Harrod. Five ladies entered the Fort Wainwright Invitational. Team Captain was June Rolls; helpers were JoeAnn Gorsuch, Gloria Christensen, Beulah Harrod and Dorothy Anderson. Dorothy even bowled her last frame of the last game in her stocking feet (how good can you get). The ladies are just as proud of FAA as we men - they called their team the FAAettes (pronounced Fayettees).

We finished our season in a true bowler's fashion by holding a League Banquet and it was a tremendous success. Mr. Peterson, our new and able Station Manager gave his permission to hold the banquet in the Station Manager's building on Lower Second Avenue. A crew volunteered to decorate it all up in crepe paper and shiny stars. The team fund bought a nice fat turkey, a delicious ham, and for the Friday eaters, shrimp. The ladies brought oodles of tasty dishes - baked beans, salads, pickles, coffee, and everything that goes with a feast of this nature. It was just like back at grandmother's house on Thanksgiving. There was music on hand (record player), and a little dancing with it. All in all, it was a great finale to a highly successful endeavor of people



Acting Chief W. M. Wilkins, Alaska Supply Section, is shown with employees Gladys Strzelec, left, and Bernie Shelton, right, as he expresses appreciation of their services with FAA, and regret that they are leaving the Agency to become housewives, on a full-time basis.

Gladys W. Strzelec, Contract Assistant with the Alaska Supply Section in Seattle, has resigned after fifteen years of Government service to care for her family and small daughter, Janice. Mrs. Strzelec worked with CAA and FAA in Seattle procurement from November 1955 until she became head of the audit section there, later returning to procurement as a contract assistant. She was formerly employed by the Seventh Regional Office in Seattle, from 1947 until 1953 as a status clerk and purchasing agent. Prior to her coming to the West Coast in 1947 she worked with the Signal Corps in Washington, D.C.

Bernie Shelton, typist, is another employee who has resigned to take up housewifely duties on a full-time basis. She had been with the Alaska Supply Section since the fall of 1960.

binding together and having a common bond of competitive sport and healthy entertainment. We here in Fairbanks believe that joining together in this ever popular and growing sport, bowling, has done much to get us acquainted and enjoy each others company. Fifty-one trophies were given out by our guest of honor, Pete Peterson, and pictures were taken during the presentations.

Next year, it is anticipated that the teams entered will increase to about ten and still have alternates to cover emergencies. We can see that this activity which was started with a specific purpose and in a proper attitude has paid dividends two-fold, and still promises more.

Pride in our organization? Yes, we would say so.

Challenge: If you are on, or have a bowling team, comprised of FAA people, either now or next year, we venture to say you can meet your match in Fairbanks - be it men's or ladies' team.

KOTZEBUE

The big question these days is what happened to spring and when will the snow cease. Heard someone mention vernal equinox the other day but we passed that off as probably another polar bear hunter in town. There were even some wild rumors about seeing the sun but that radical movement was ignored. So far everyone has been optimistic and we know that somewhere in the meteorology textbooks Kotzebue has been endowed with four seasons.

The personnel movement has been brisk in the last month. Emil Lohrke departed for Cold Bay and our last contact with bachelorhood is gone with 'Moe'. Donald Bogi has joined us for a while, filling in for Leo Schaeffer who attended maintenance school in Anchorage. Mack Hilton, our relief electronics technician departed a week ago and was replaced by Ted Hamby also a relief technician. We're looking for a permanent electronics maintenance department in the future.

Everyone welcomed back Edward Ward and family from a long and warm stay in the south forty-eight.

Harmon Williams

UNALAKLEET FAAer RESCUED AFTER AIRCRAFT CRASHES

An airplane crash into a mountain, an exhaustive 40-mile hike, two nights in the open, and eventual rescue by an Air Force helicopter is the experience Paul Sutherland, FAA communicator at Unalakleet, underwent recently.

Paul took off in a Cessa 180 the morning of May 1 for a flight within a 35 mile radius of Unalakleet on a squirrel hunting trip. While making a pass over a possible landing area on McDonald Mountain, 32 air miles southeast of the station, Sutherland said the engine failed to respond and the aircraft crashed into a snowbank on the north slope of the mountain. It was demolished.

Uninjured, Sutherland stayed with his plane the remainder of that day and that night as a civil air patrol search was initiated. However, after his flares and smoke signals were unobserved, he left a note in the aircraft stating that he was starting to walk back, a ground distance of more than double the air mileage.

In the meantime planes including an Air Force helicopter continued the search and Wilfred Ryan, Unalakleet, discovered Sutherland's crashed plane. An H-21 helicopter was dispatched to the scene and found the note Sutherland left and tracks leading from the crash site.

The next morning a Mr. Pinkham of the Fish & Wildlife Service spotted Sutherland about half



The group of travelers are from left: Ruby Smith, Rosemary Schairer, sister of Virginia Schairer taking picture; Mr. & Mrs. Johnson, Mr. & Mrs. MacInnes, Mr. & Mrs. Kirk and daughter and Mr. and Mrs. Gardner with two of the Kirk children in doorway of plane.

CIVILAIR CLUB MEMBERS TOUR KODIAK AND WOODY ISLAND

B. L. Hackenberger, better known as 'Hack', has volunteered to be intra-Alaska Civilair Club tour manager for another season. On May 6 a group of fourteen club members and friends winged their way on a two-day charter trip to Kodiak to enjoy the annual crab festival on the island. The flight via a 14-passenger plane was most enjoyable, informal and comfortable. The VFR weather provided the travellers with beautiful scenic air views of the rugged mountains and snow covered peaks with contrasts of blues and greens of the many lakes, bays and inlets.

A congenial group, attention and consideration of our Woody Island hosts and fabulous weather all contributed to an enjoyable weekend. Our tour manager hopes that many club members will take advantage of the many trips planned for the summer season ahead. Watch for the coming bulletins and enjoy the fun and enjoyment of a group planned trip.

way between the crash location and UNK as the downed pilot struggled homeward.

The helicopter was again contacted and rescued Paul, returning him to Unalakleet exhausted, but otherwise uninjured. His aircraft had crashed Monday morning and he was finally returned to UNK at noon Wednesday.

Twelve CAP aircraft flew 31 sorties during the search and 224 air-ground contacts were made, according to Donn F. Baker, Unalakleet FAA station manager. In addition Shorty Bradley and his bloodhounds were dispatched from Talkeetna to aid in the search but were halted at McGrath by word of the rescue.



Students of Utilities Preventative Maintenance Class 9 (Furnace Group) graduate: From left: Marvin Lewis, ENA; William McGahan, MOS; Charles McGuire, CDB; Robert Todd, MHM.



Remote Control Air/Ground Class No. 2 graduates: Standing left: Norman C. Waggy, ANC, Ernest Mundt, FAI, Instructor; Orla Nielsen, GST; Franklin D. Slavic, ANC Center; George Cline, AKN; Merlin Jaques, ANC, Instructor. Sitting left: Charles Willis, ANC Center; Henry Messing, ANN; Kurt Backlund, ANC Center.



Students and instructors of the first radiological monitoring class conducted by FM-5100. They are from Anchorage unless otherwise identified. Front row from left: Lester Drake, instructor; Ed Fisher, maintenance branch chief, who awarded certificates; Karen Taschannen; Harry Townsend, instructor; and Dan Cruz, instructor. Second row: George Cline, King Salmon; Perry McLain; Irwin Knight; Wesley Mickey; Robert Stinson, Jacob Knapp. Third row: Philip Barbre; Peter LaPlant; Charles Thomas; Orla Nielsen, Gustavus; Willis Cowles; Terence O'Donnell; Sam Macy. Back row: Merlin Jaques; John Johnson; Henry Messing, Annette; Ernest Mundt, Fairbanks; Russell Meredith; Paul Sutherland, Unalakleet.



Station personnel of Utilities Preventative Maintenance Class No. 9 (Refrigeration Group) From left standing: Instructor, Ed Brendemuhl and Libeus Barney, YAK. Front from left: Jimmy Whistler, JNU and Frank Johnson, CDV.



Students complete Power Generation Preventative Maintenance Course No. 4 conducted by FM-5100. From left standing: Ed Fisher, Branch Chief, ANC; Frank Alston, AKN; Robert Schick, OME; Henry Keiner, Instructor, ANC; Gene West, Maintenance Operations Section, ANC. From the left sitting: Arthur Schmuck ENN; Elmer Hedstrom CDV; Roger Smith, WDY; Albert James, ENA; Frederick Miller, YAK.



Students of Power Generation Preventative Course No. 5.: Standing from left: Ed Fisher, Branch chief, FM-5100; Fred Poorman, MCG; Henry Keiner, Instructor; Floyd Wheeler, TAL; Fred Biesemeyer, Training Requirements Unit, FM-5122. Seated from left: Leo Schaefer, OTZ; Thomas Glazier, SIT; Lester Anderson, ILI; Herbert Burke, UMM.

THE CHIRIKOF SALVAGE EXPEDITION

By Raymond A. Rivers, FM-5020

(Editor's Note: Following is another of a series of stories and anecdotes on experiences in FAA's Fifth Region. The stories, on establishment and maintenance of FAA facilities, were written by FM personnel and submitted to Washington for possible inclusion in an article for national publication. Other examples of Fifth Region contributions will appear in the Mukluk Telegraph periodically.)

Except for the defeat of the U.S. Navy by a herd of wild cattle, the expedition to Chirikof Island was a complete success. It was in July of 1949 and our mission was the salvaging of abandoned, but serviceable, radio range equipment from Chirikof for subsequent reinstallation on the air route to the Arctic Coast. At that time, the Navy was conducting an extensive program of oil exploration along the Arctic slope, and additional navigational aids were required in the area for the air carriers and bush operators assisting in the exploration program. Hence, the Navy's interest in the Chirikof salvage operation.

Chirikof Island is located about 80 miles southwest of Kodiak Island in the North Pacific. It is south of and separate from the main Aleutian island chain. The island is roughly 12 miles long and eight miles wide. For the most part, Chirikof is treeless, and the low, rolling, grass-covered hills are ideal for the raising of stock. There are no predatory animals large enough to endanger stock, streams provide a year-around supply of good water, and the surrounding ocean tempers the climate so that it is never either very warm or very cold on Chirikof.

When the residents of Chirikof were evacuated during World War II, they left their cattle behind and, in the succeeding years, the herds multiplied and became semi-wild. These were the cattle that routed the Navy during this expedition.

Our modest task force consisted of a sea-going tug called the USS Bagaduce, an LCT loaded with the various items of heavy equipment needed for the salvage operation, the crews of these two vessels, a beachmaster, plus a number of specialists including heavy equipment operators, riggers, mechanics, and electronic people. Being somewhat of a specialist in the types of equipment to be salvaged, I represented the CAA on the expedition, since it was planned that the CAA would reinstall and operate the equipment at its new location.

The Bagaduce, with the LCT in tow, departed Kodiak in fine weather, which rapidly deteriorated as we left the shelter of the land. The Bagaduce proceeded through a quartering sea with a combined pitching and rolling motion,

particularly disturbing to the landlubbers aboard. To avoid disgracing the agency I represented, I spent most of the outbound trip in my bunk, braced with feet and elbows to keep from rolling out onto the deck. Eventually, we arrived off Chirikof, cast off our line to the LCT, and went aboard her for the trip to the beach. By nightfall, we had all of the heavy equipment ashore and had moved it to the job site.

Morning revealed the magnitude of the problem that we faced. The range station had been built in an area of old sand dunes. During construction, the slight cover of vegetation had been removed. Following deactivation of the station and its abandonment, the winds had blown the sand out from under some of the buildings so that a man could stand underneath among the supporting piling without stooping. Some buildings, more seriously undermined, leaned at odd angles on their partially collapsed supports. The bottom step of the range building was five feet above ground level, yet the building itself contained tons of sand. Around the range towers, the situation was reversed. Drifts of sand surrounded the tower bases, completely covering the tower tuning houses which we were to salvage. A bulldozer, a welder with a cutting torch, and a crew of shovelers were needed to excavate the tuning houses.

Within the buildings, it was necessary to remove large amounts of sand from around the various items of equipment before they could be disconnected and removed. Special ramps and rigging were devised to move the heavy items of equipment from the buildings to the sleds which were later towed behind bulldozers to the waiting LCT.

We were on cold rations until the removal operation was completed, so everyone was anxious to get back to the ship. By late afternoon, all of the equipment had been loaded on the sleds for the return trip to the beach. Two Navy enlisted men, who had brought along their rifles, elected to walk back to the LCT, swinging inland to scout for game.

During our stay on Chirikof, we had noted a herd of perhaps two hundred head of wild cattle grazing on the nearby hills. The two Navy men, during their trip inland, approached the herd and, deciding they would like to see a stampede, fired some shots over the heads of the herd. Instead of retreating, the herd went on the offensive, moving in a body against their attackers. The hunters retreated and the cattle pursued at an ever-increasing rate. By the time the Navy men reached the beach, they were in full flight with the herd close behind. The cattle, having won such a decisive victory, calmly went back to feeding in the knee-high grass.

(Con't) page 15

Chirikof Salvage (Con't)

The rest of the mission was completed without incident. The salvaged equipment, which amounted to several tons, was unloaded at Kodiak and later air-shipped to the CAA atation at Bettles. This equipment, augmented with five 135-foot steel towers salvaged by the CAA from another abandoned installation, soon became an operating radio range station, which continues to operate today, performing a vital service to pilots flying the air route between Fairbanks and Point Barrow.

DAMAGED PROPELLERS SOUGHT FOR STUDY

More information on propeller fatigue failures will help the Federal Aviation Agency and the industry to make studies in the interest of air safety, according to Oscar Bakke, Director, Bureau of Flight Standards.

To further this objective, FAA is asking aircraft owners and operators for their cooperation in making failed blades available. FAA points out that in many cases propeller manufacturers would like to install a new propeller on an aircraft on which a blade has failed so that they can conduct installation tests before any other repair or adjustment is accomplished.

National Bureau of Standards tests have shown that fatigue failure often occurs at a place where previous damage has been repaired; or due to the metal being overstressed by too many blade straightening or blade repitching operations. Both the FAA, in Civil Aeronautics Manual 18, and blade manufacturers have determined how much a blade may be deformed and still be straightened. Any dent or nick should be considered a potential stress point at which a fatigue failure might start.

Information needed by the FAA includes a brief maintenance and operation history of the airframe and engine in relation to propeller mishaps; a complete history of the propeller, including repairs, alterations and time in use; information on any instance of rough engine operation; and information relative to engine crankshaft dynamic dampner condition.

'Fortunately,' Mr. Bakke said in issuing the request for information, 'a safe landing is usually accomplished with little or no damage in the event of propeller failure. This makes it possible for us to make a complete study of causes, means of prevention, etc., if we have the failed propeller. The cooperation of owners will prove of benefit to them, to the FAA and to propeller manufacturers.'

Owners of propellers that have failed are urged to deliver them to the nearest FAA District Safety Office, with complete information.

FAA Form ACA 1226 is available for reporting purposes.



Six FAA employees were honored recently in the regional manager's office by ceremonies during which they received 1500-hour sick leave accrual certificates. From left: Bertrum F. Borders, Charles E. McGowan, Edward G. Fisher, James V. Ells, Charles F. Wayer, Robert McGinn. Seated: Regional Manager Hulen. Not shown but also receiving 1500-hour certificates were Philip M. Argall, Nenana, and Gordon W. Meyer, Juneau.

HOMER

The predominant feature at Homer these days can best be described as 'The New Look.' Homer FSS is sporting a new dual console, floor tile, wall paneling, briefing counter and weather desk, plus new paint throughout the station control building including Electronics Maintenance and the Station Manager's office. Housing rehabilitation work has been completed. Two houses received attic conversions; new kitchen cabinet sinks were installed in six houses; and numerous small carpenter and painting projects were accomplished. Outdoors we find extensive landscaping in progress with gravel haul and bulldozing operations a daily occurrence.

EMT Chuck Hill and family departed May 6 on vacation leave to Gulfport, Miss. via the Alcan Hiway. They expect to return in about seven weeks.

Personal vignettes: Joe Paquette has been in regular contact with the Heays in Teheran on 20-meter CW. Jim and Florence advise everything is okay except they miss the Alaskan scene! Jim's call is EP2AP; Florence's call is EP2AQ, for the benefit of anyone interested in working Teheran...Jim Graham is installing the windows in his new home on 'Proverty Ridge'...Bob and Fran Grisham have acquired a home site in the same general area...John Musser is one of the newly landed gentry, with a lot near the hospital...'Mac' McMorow and that big string bass is a familiar sight in local 'jam session' circles...Ralph Sutherland periodically takes off in his Champ for week-end trips to Talkeetna.....

EYE STANDARDS ARE EASED BY FAA

The Federal Aviation Agency has eased its eye standards for airline and commercial pilots as a result of a long period of study by the Bureau of Aviation Medicine and its group of consulting ophthalmologists.

A certain degree of eye deviation (lack of bifoveal fixation), the studies determine, will still permit a pilot's eyes to form a single image. This is within the standards of safety as outlined by FAA eye tests. Even though certain stated values of eye deviation are exceeded, the Civil Air Surgeon of the FAA may issue a medical certificate if the applicant undergoes examination by a qualified eye specialist and shows that he can compensate for the deviation and it will not affect safety of flight. A medical certificate will not be denied the airman pending the result of the examination.

The new regulations do not affect private pilots, since these particular standards are not applicable to Class III.

RECEIVE CASH AWARDS



Two Anchorage FAA employees, Ralph C. Grossman, center, and Walter B. Parker, right, receive congratulations, certificates, and \$260 checks each from Allen D. Hulen, regional manager, in recognition of superior job performance during the past year. Grossman, electronics engineer in the FM division, and Parker, communicator in the ARTC, were recipients of Sustained Superior Performance Awards.

BUY—SELL—SWAP

For Sale: Webcor Hi-Fi with Stereo pickup and pre-amp, blond cabinet, \$150. Call Larry Beede, Ext. 477.

YOU AND NATIONAL SECURITY

The protection of 'classified' information is necessary because there are outside forces which would crush our way of life and form of government. To prevent this, certain critical information regarding defense plans and technical developments are withheld from general distribution. Such information is identified, depending upon its degree of importance to the national security, as CONFIDENTIAL, SECRET or TOP SECRET. Access to such materials is granted only on a 'need to know' basis, and to persons who have been properly cleared for such access.

Your position may be one which requires you to have access to classified information. Accordingly you should be fully aware of why you must protect the information, how you are to protect it, and what the consequences might be if you fail in your responsibility.

The Security Staff has been established to assist each employee of the Region in recognizing and fulfilling his obligations in regard to security matters.

Our new Administrator has evidenced a positive interest in the Agency having a strengthened security program. The Agency Security Regulations are being revised and augmented, and will be published within a short time. Although there will be some substantial changes, the present program incorporates the basic provisions of the applicable Executive Orders and Public Laws, and must be carefully observed.

Questions about your security responsibilities and about Agency requirements should be directed to the Security Office, RM-515, located in the Shepherd Building, telephone extension 271. Suggestions about what would be helpful to you as subject matter in some of a series of articles in this publication will be appreciated.---R. E. Walker, Security Officer.

THE MUKLUK TELEGRAPH

ANCHORAGE, ALASKA

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

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