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MUKLUK TELEGRAPH

FEDERAL AVIATION AGENCY

ANCHORAGE, ALASKA

Vol. II

May 1961

No. 5

NEW FAA BUILDING IS UNDERWAY



Construction has started on Region Five's new headquarters office building, the eight-story Hill building at Sixth and G streets in Anchorage. Scheduled for completion by June 1, 1962, the structure will contain 104,000 square feet of space and will house all regional headquarters offices under one roof. It will be of concrete and steel with an exterior of porcelain

enamel metal panels and aluminum verticals. The building, which embodies an open area concept with moveable partitions in the office space, is being built for the General Services Administration and FAA will have a 10 year lease. Architect is B. C. Hamilton, Anchorage, for the Lathrop Company, owner. Contractor is the Lease Company of Anchorage.

AIR-SHARE MEETING TO BE HELD MAY 19

Alaskan pilots will have an opportunity to air their views on flying safety at a conference scheduled in Anchorage May 19.

The meeting, one of six being held throughout the United States this spring by the Federal Aviation Agency, will be at the Z. J. Loussac library, according to George Weitz, chief of FAA's regional Flight Standards division.

The nation-wide series of Air-Share meetings (air your views; share the benefits) are being held in each of FAA's six regions, Najeeb E.

Halaby, FAA administrator, announced. Similar conferences are being held at Santa Monica, Calif.; Springfield, Ill.; Atlantic City, N. J.; Jackson, Miss.; and Honolulu.

The Alaskan conference, to which all persons interested in aviation, especially aircraft owners and operators, are urged to attend, will be held to discuss general aviation (business and private flying) problems and to seek practical solutions to those problems, Weitz explained. Theme of the meeting will be 'Flying In the

(Cont) pg 15

INFORMATION COPY

This is a facsimile of a letter from the Administrator
to approximately 290,000 licensed pilots.



FEDERAL AVIATION AGENCY

Washington 25, D.C.

OFFICE OF
THE ADMINISTRATOR

March 3, 1961

DEAR FELLOW AIRMAN:

Today, in President Kennedy's office, I was sworn in as Administrator of the Federal Aviation Agency. As one of my first steps, I want to express, through this informal letter, my interest in you and our common role in the future of aviation. We should consider two ideas together: first, the FAA is an organization dedicated to serving the aviation needs of the entire Nation and all of its citizens; second, the responsibilities inherent in aviation fall not only upon those of us who serve in government, but upon you as a member of the aviation community. We must work toward law and order as well as for freedom and enjoyment in the air.

I want to assure you that I will do my best to see that the FAA fulfills its obligations to you and to the public as prescribed by the President, the Congress, and the courts. In doing this, I urge you to join me in a cooperative effort of sharing ideas. I will welcome, and every FAA employee should welcome, your suggestions as to how we can better serve the particular phase of aviation in which you are interested. I would like to urge that you give thought to the ways in which you feel we can cooperate. New methods of serving our common cause can and will be discovered. Give us your ideas, not just your gripes. In anticipation of a generous response to this request, it will not be possible to acknowledge personally every letter; however, I assure you that every suggestion and idea will receive thoughtful review and careful consideration.

During the coming weeks I will announce some specific methods through which I hope to see more effective participation by the aviation community in the activities of the FAA. As these develop, I trust that I may count on your vigorous and productive assistance. In turn, I shall do my best to insure that all interested persons are kept fully informed of our plans and our problems.

To paraphrase President Kennedy's statement, I am hopeful that you will be alert to ways in which you can serve aviation, rather than simply the way aviation can serve you. With such an approach, the understanding and cooperation essential to continuing aviation progress will be assured.

Sincerely,

A handwritten signature in dark ink, appearing to read "N. E. Halaby".

N. E. HALABY
Administrator

FAIRBANKS

Leonard Hancock, his wife, Barb, and family have departed for a new assignment in the approach control tower at Fargo, N.D. Len first came to Alaska during World War II as an Air Force pilot flying supply to outlying areas. After discharge, he worked for the Nebraska State Aeronautical Commission and returned to Alaska with the CAA in 1956. Bob Gorsuch, his wife JoAnne and family will be leaving soon for Bob's new assignment in the new Juneau Tower. Bob came to Fairbanks from the Shreveport, La. RAPCON in 1959. He is presently on training detail in the Fairbanks CS/T.

The FAA housing for radar technicians at Murphy Dome is about ready for occupancy. Seven two-bedroom units have been constructed on the southwest lip of the 2986 foot mountain. Picture windows overlook a deep gorge-like valley and the distant rolling hills. Problem areas are still present in this installation, as indicated by recent samples of the fresh water supply. From the looks of these samples, it appears that services of a person adept in the use and handling of a divining rod are needed. Murphy Dome is 44 miles west of Fairbanks via road. The first twelve miles are paved, then a good gravel base road for the next fifteen miles. The remaining distance is mostly silt and fine dirt surface which tends to become slippery when wet. Two hills on this road are of the roller-coaster type and always present a profound thrill. Andy Earles is the resident engineer in charge of the Murphy Dome housing project.

The eight team FAA bowling league is entering the final two weeks of competitive play. The 'Rattlers' with Mary and Curt Tyree, Ralph and Jean Thomas, Floyd McKeever, Kay Dillavou and Al Dubiel are holding tenaciously to first place.

In the men's group, Floyd McKeever and Jay Harrod are tied at 171 for high individual aver-

age; Paul Kelley holds high series at 586; Paul Lee has high game of 233. For the women, Kay Dillavou holds high individual average—146, high series—503, and high game—201.

Albert L. Iverson

FAA SWINGS INTO ACTION DURING POWER EMERGENCY

Fire March 6th destroyed the Northern Commercial Company's electrical power plant supplying the village of McGrath but through the emergency cooperation of the Federal Aviation Agency, residents had almost uninterrupted electrical service.

Larry Smith, FAA station manager at McGrath, immediately threw into service auxiliary generators at the FAA station and contacted Allen D. Hulen, regional manager in Anchorage, for additional units. A 50 KW FAA generator at Merrill Field, weighing 8000 pounds and a 12½ KW generator belonging to the NC Company in Anchorage, were hurriedly loaded aboard the C-123 and flown to McGrath with Jack Jefford as pilot; Gerald Bishop, copilot; Richard Pastro, flight engineer; and Henry Keiner, electrical generation specialist. After unloading the generators at McGrath, the crew then flew to King Salmon and hauled an additional generator from there to McGrath to augment the power supply. Word of the fire was received in Anchorage at 6:45 p.m., and by 10:30 the units had arrived in McGrath.

The regional manager expressed a high degree of pleasure and appreciation to all FAA employees involved in the emergency for their outstanding cooperation and coordination in getting temporary power units installed at McGrath.



STUDENT FLYING WITH
INSTRUCTOR
IS FINE ...



From left: Don Keil, Chairman of the Civilair Club presents Harry G. Watson with a complimentary Civilair Club ticket. Mr. Watson was granted a life membership in the Civilair Club when he retired from FAA in 1954.

HALABY NAMES CONSULTANTS

In an effort to develop the most effective methods for the adoption and enforcement of safety rules and regulations governing civil aviation, N. E. Halaby, Administrator of the Federal Aviation Agency, has requested a four-man group of consultants to review the rule-making and enforcement procedures of FAA.

The four men are prominent attorneys with extensive experience in administrative law and aviation problems. They are: Lloyd N. Cutler, Chairman, a member of the Washington law firm of Cox, Langford, Stoddard and Cutler; Gerhard P. Van Arkel of the firm of Van Arkel and Kaiser, Washington; John Floberg, former AEC member and Navy Assistant Secretary for Air, who is now Vice President and General Counsel of the Firestone Tire and Rubber Co., Akron, Ohio; and Louis J. Hector of the firm of Hector and Faircloth, Miami, Florida, who served as a member of the Civil Aeronautics Board from 1957 to 1959.

MOSES POINT

Bill Hanson, flying FAA N19 made an emergency stop at Moses Point on the 8th to pick up Judith Spillers. Mrs. Spillers went with her daughter to the hospital in Nome. The doctor advised Judith had a severe case of hives and swelling of the hands.

Relief Mechanic Richard Bedlington built for the station a sled on which to haul water. We have mounted on this sled two 500 gallon tanks for this purpose. This will be pulled by the D7 cat and should solve all our water problems. In this manner we can haul 1000 gallons of water each trip, which we will dump into the de-mineralizer tanks and supply all the houses with creek water through the de-mineralizer tap. We believe that one trip a week will keep us supplied with water. We will need another 500 gallon tank for use at the range building, and this will be requested via requisition.

James O. Porter



Five FAA and two Bureau of Land Management employees recently completed an 80 hour instructor training program. Seated from left: Merlin Jaques, William Klein, Edwin Finch, Lester Drake, and Daniel Cruz, FAA; and Wandell Elliott and Ernest Mundt, BLM. Standing from left: Harry Townsend, George Rugg, instructors; R. T. Williams, assistant regional manager, who presented certificates; and Aaron Rothman, instructor.



STUDENT
FLYING
WITH

PASSENGER ---

Although John B. Moore, the region's chief of administrative services, has spent 14 years in federal service, he is a newcomer to Alaska, having arrived here a few months ago. Moore came to FAA and Alaska from Washington, D.C. where he was deputy administrative officer with the Bureau of the Budget.

He entered government service with the Federal Trade Commission in 1947 and transferred to the Bureau of the Budget in 1956 as chief of the printing section prior to becoming bureau deputy administrative officer.

Although Moore was born in Phillipsburg, Pa., he calls Washington home. He attended high school there and Massanutten Military Academy at Woodstock, Va.

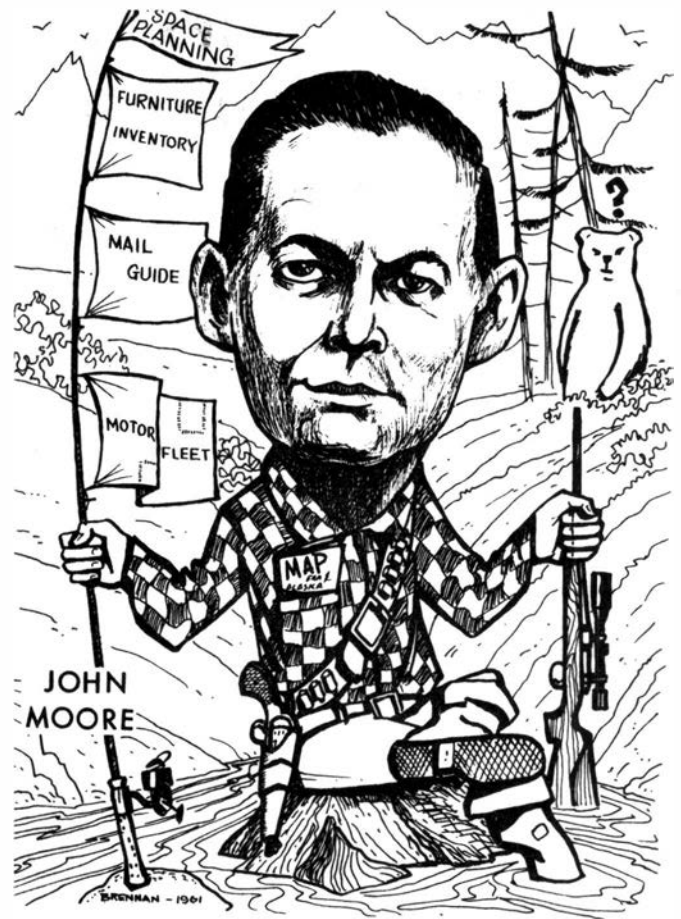
The chief of the administrative division finds that one of the major projects of his job here is to carry out a new concept of a comprehensive program in administrative services. At the present he is also deeply involved in the construction of FAA's new office building which will offer another new concept -- that of the open area theory of office space whereby offices are separated only by movable partitions.

Moore likes to hunt, fish, and play golf and is looking forward to his first summer in Alaska.

The Moore family includes Mrs. Moore, a son, and two daughters. Mr. and Mrs. Moore and seven year old Timothy are residing at 1241 I Street. Patricia, 17, is a student at the Academy of Holy Names at Silver Springs, Md., and Elizabeth, 15, is attending Mary Washington Junior College in Fredricksburg, Va.

FAA NAMES SCULL

Miles Scull, Jr. has been named Congressional Liaison Officer of the Federal Aviation Agency by FAA Administrator Najeeb E. Halaby.



IN A NEW DRESS

If you notice a difference in the appearance of this month's Mukluk Telegraph, it is because several changes have been made in the format. The print you are reading is produced on a Vari-Typer, an office-type composition machine designed to prepare print-style copy for any printing or duplicating process. The type is slightly larger than that previously used and should be sharper and easier to read. In addition the Mukluk is trying a two column makeup and the pages have been slightly reduced in size. We hope you like it.



COLD BAY IFSS IS COMMISSIONED

Another step in FAA's program of expanding international traffic control and communications has been taken with the opening of an IFSS at Cold Bay.

The International Flight Service Station went into service there late in April to provide air-ground communications and point to point communications to other countries for international flights over the North Pacific. Initially the station is being commissioned for domestic VHF and UHF air-ground frequencies. However, July 1, E-459 international frequencies (NP MWARA) will be in use. Service A, B, and C teletype circuits, plus three local circuits will be terminated at the facility. Local teletype circuits will be to the Weather Bureau, Military AC&W site, and Reeve Aleutian Airlines. The Facility has a remote air-ground frequency (peripheral outlet) controlled from the Anchorage Center. When completely commissioned it will have low frequency range, VOR, ILS, and a high intensity flashing approach lighting system.

Personnel at the station include Carl Shute, chief; Emil C. Lohrke, Joseph T. McMullen, Charles W. Muhs, Frederick B. Peter, Jane Eshom, and Arley Evans.

CHANGES PROPOSED IN MAINTENANCE RULES

A new method of issuing maintenance standards for all civil aircraft, proposed by the Bureau of Flight Standards of the Federal Aviation Agency, has been submitted to the aviation industry for comment.

Maintenance Standard Orders, which will set forth minimum standards for the maintenance of civil aircraft, are proposed by the Bureau. This new method would differ from the present system in that it is intended to establish minimum standards governing the end product of maintenance instead of prescribing detailed methods, techniques and procedures for accomplishing maintenance.

The proposed Maintenance Standard Order system would gradually replace the present detailed technical maintenance guidance material now contained in Civil Aeronautics Manuals as policies and interpretations of the Civil Air Regulations. The FAA believes that the present guidance material does not establish clearly a uniform means whereby persons affected by the maintenance rules can determine compliance with the minimum conditions which they must meet. The new system would contain only minimum conditions but would not prohibit or hinder a higher level of maintenance which any owner might desire to apply.

CIVILAIR HAS SPRING PARTY

Music, entertainment, free refreshments, and valuable gifts galore await club members and their guests who attend the annual Civilair club spring dance being held, Friday, April 28 at the Edgewater Inn on the Seward highway.

Five live musicians along with a spacious dance floor spells fun and enjoyment for everyone.

The dance committee headed by Henry Lally and Sherrod Kendall have given much thought to added attractions for this event. Eleven door prizes for those who are present at the drawing and are lucky may mean a weekend trip for two at Lands End, Homer with \$50 to spend, a beautiful watch, transistor radio, certificates for dinners, shares in the Credit Union and many other worthwhile items.

Don't miss it, keep this night open. Buy your tickets now, \$1.00 for members and \$1.50 for non-members, and enjoy a delightful night of gaiety and fun.

CIVILAIR CLUB REPORTS ON TOURS

By D. T. Keil, Chairman

The results of the canvass for employees interested in a foreign trip has been received and evaluated by the Civilair Club. The alternate proposals included a two or three week trip to Japan and a one month trip to Europe. Response to the proposals were as follows: a total of 44 people were interested in Europe, and 43 people were interested in Japan. This response was considered inadequate to justify planning for the trips, since the charter would have to include 85 passengers.

Experience on charters has proven that the attrition rate of interested candidates has been at best 40%, thus it was apparent that the majority of charter seats would eventually have to come from organizations outside of the FAA.

Club members who are interested in a European trip may still want to tie up with the Federal Aviation Club charter flight to Europe leaving September 21 from Washington, D.C. to London and returning October 12 from Paris to Washington, D.C. The cost of this charter is \$260 round trip. For people who may be going to the states on P. L. 737 leave, this might be a very convenient arrangement.

Interested applicants can write F.A. Club Travel Committee, FAA, Wash. 25, D.C.

Information on proposed inter-Alaska tours will be published within the next few days.

Summit FAAers In Rescue

Summit FAA personnel, headed by Cliff Springberg, FAA mechanic, played a key role in the dramatic rescue of an ill woman and her five year old daughter from an isolated and heatless cabin in 30 degree below zero weather recently.

The drama began one morning early in March when a Mr. Weibe appeared at the FAA station, after a 40 mile walk from his cabin at Brushkana, to request help in evacuating his wife to a hospital. Immediately station personnel, with Marion Figley, station manager, in charge, swung into action to arrange a rescue mission. However, before other arrangements could be completed, Springberg volunteered to attempt to fly his Super Cub in and bring the woman and child out.

Springberg took off from Summit with Weibe as a passenger but they discovered that the nearest to the cabin that they could land was on Denali Highway, two miles from the woman and child.

After making a trail by snowshoeing back and forth over the two miles several times, they found that Mrs. Weibe was unable to withstand the rigors of riding in a homemade sled to the aircraft. Weibe then elected to remain with his wife and Springberg carried the little girl to the airplane to fly her to Summit and get further assistance in rescuing Mrs. Weibe. However, as he took off the Cub struck a snow drift and veered into the ditch along the highway.

In the meantime the Air Force had dispatched a C-47 from Eielson AFB to pick up Mrs. Weibe at Summit, should Springberg be successful in getting there from the cabin. As the C-47 orbited over Brushkana, the crew observed that the Cub seemed hopelessly down in the snow drifts and reported that assistance was urgently needed.

An FAA ground party was organized and started out in a Walter plow to force open a road to the downed aircraft and cabin. Shortly after the party started, however, the C-47 crew radioed that the Cub was airborne, and the ground party was recalled. Using only a snowshoe for a shovel, Springberg had managed to dig the aircraft out and had dragged it back onto the highway.

Proceeding to Summit, the C-47 crew requested a helicopter from Eielson to rescue Mrs. Weibe from the cabin. At Summit the helicopter, with a doctor and Springberg aboard, took off for the cabin and at 11 o'clock that night, made a successful landing there and Mrs. Weibe was placed aboard and air-lifted to a hospital at Fairbanks.



Members of the first radiological defense monitoring course for FM personnel plot a simulated miniature radioactive field to determine where hot spots are. The courses are being conducted by Fred Beisemeyer, Lester Drake, Harry Townsend, and Dan Cruz of FM, assisted by Ralph Westover, emergency readiness officer, to prepare FAA personnel to detect nuclear fallout.

FLYING FARMERS TOUR ALASKA

Alaskan cities, pilots, and the FAA will play host to an air caravan of the National Flying Farmers Association in June.

Aircraft of approximately 50 Canadian and U.S. members from the old 48 will be in the caravan, according to Walter R. Ross, Aden, Alberta, treasurer of the association, in Anchorage recently making advance plans for the tour. A similar tour was made two years ago.

The group, which plans to visit Fairbanks, Mount McKinley National Park, Anchorage, Palmer, and other Alaska areas, will be assisted by Fifth Region representatives of the Federal Aviation Agency who will provide information on flying to Alaska, radio frequencies, and traffic patterns.

The Flying Farmers will follow the Alaska highway. Their tentative itinerary includes leaving Calgary, Alberta, June 19 with an overnight stop at Fort St. John, B.C., the first night. From there they will fly to Whitehorse, Y.T., the next day and on to Northway the day following. From Northway they will go to Fairbanks. Following a one day trip to Fort Yukon and Circle Hot Springs, they will return to Fairbanks, then spend a day at Mt. McKinley National Park before coming to Anchorage and Palmer for a two to three day visit.

General Commends

Gulkana FAA Personnel

Major General J. H. Michaelis, commander, U.S. Army, Alaska, has commended Gulkana FAA employees for their cooperation during Exercise 'Willow Freeze'.

The general's letter:

Dear Mr. Hulen:

During the period 8-18 February 1961, this command conducted Exercise 'Willow Freeze', a highly successful maneuver in the Gulkana area.

The daily operation of nearly 100 aircraft including helicopters, reconnaissance airplanes, troop carriers and jet fighters imposed an extra heavy workload on the FAA personnel stationed at Gulkana Airport. Over 2500 communication contacts were made by your radio operators while an average of 240 take-offs and landings per day were made at the FAA airfield.

I wish to express my deep appreciation for the outstanding cooperation and support rendered by the following FAA employees:

Mr. Wesley S. McIntosh, Station Manager
Mr. Edwin Klopp, Chief of Operations
Mr. Frank Brown, Radio Operator
Mr. Cecil Henshaw, Radio Operator
Mr. Edward Salinger, Radio Operator
Mr. Thomas Sorrick, Relief Operator
Mr. William Nicolo, Relief Operator
Mr. Robert Blackburn, Electronics Technician
Mr. Leonard Brenwick, General Mechanic
Mr. Robert McMahon, General Mechanic

The commendable proficiency displayed by the above named personnel is a credit to your organization and assisted in no small measure in our safe and successful aviation operations.

Sincerely,

J. H. Michaelis
Major General, USA
Commanding

DEATH

Rex L. Carpenter, a former supervising inspector of the air carrier district office at Anchorage International airport from 1952 to 1957, died at Ft. Worth, Texas on April 4.

He retired from FAA on a physical disability when he left Anchorage for Texas. At the time of his death he was employed by Central Airlines as Link trainer and ground school instructor in Ft. Worth.

He is survived by his wife, Marzie, a son, Larry, 13, a daughter, Gayl, 6, and his mother.

UNALAKLEET

ATCS Paul Sutherland made an emergency trip to Nome on March 16 to obtain medical attention. Paul accidentally shot his left index finger with a 22 cal. pistol while on a trapping expedition. Shortly after his return from Nome, he departed for Anchorage to attend Radiological School, March 27 through March 31.

On March 23 station personnel assisted in obtaining emergency transportation for the small son of Mr. and Mrs. Donald Kennedy, BIA personnel stationed at Unalakleet. The baby, age eight months, was seriously ill and in need of immediate medical attention. Since the regularly scheduled airlines flight had previously departed, commercial transportation was not

available. Jack Jefford and the crew of FAA N-123, enroute to Unalakleet on a commissary flight consented to fly Mrs. Kennedy and baby to Nome. A letter of appreciation has since been received from Mrs. Kennedy.

Joseph L. Gerth

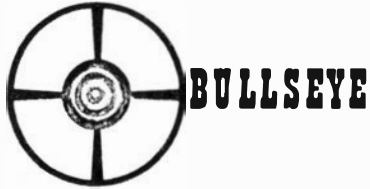
Arrah, that Radiological school. My poor head is swimmin with fishin or fission, fusion and confusion. First that instructor man Drake says something about fission, and right away I want to crank up the old crate and head for Igiugig for some rainbows, but I come to find out that ain't what he meant at all. Boy that Drake man is really on-de-bol! First things he showed us how to de-contaminate was beer and crackers. I guess they couldn't afford cheese or sardines. But a certain off-airways EMT whose first name is Willis, got'em all beat. Seems he spent a couple hours at Anak-tuvvk Pass brousing around the Eskimo dwellings, probably trying to bum a free meal. At any rate, he did observe the complete adequacy of their igloos for fall-out shelters, and invited me to come along with him when the alert sounds. I can hardly wait. Matter of fact, I don't think I will! Specially since he told me how the cuties just smile at ya up there.

Well it's good to be back and away from the bright lights. Right away I went up the coast to Shaktoolik and got a bellyfull of boiled rice and salmon bellies, so now my nucleus is full of protons, I mean protien, and I am positively charged.

----- NUPUKYAK

WANTED TO RENT

Efficiency apartment by May 1. Please contact Stanley L. Meese, supervisory auditor, Federal Aviation Agency, Broadway 7-1401, extension 231.



One of the biggest problems of the novice outdoorsman here in Alaska is that of knowing where he is when he's where he shouldn't be — in other words — lost, or at least confused.

The extra caution exercised by many when weather conditions are frigid is forgotten when snow leaves, the sun shines and the country seems friendly and inviting. Don't you believe it. Don't ever feel that this clump of alders and that muskeg bog is different than another one up the slope away; or that this little round hill is unique and has no relatives just like it nearby. Chances are it's a glacial moraine and is only one of eight or ten in the immediate area.

At Fish Lake, for example, you can work your way upstream fishing some truly beautiful pools and pass by without seeing a stream of equal size across the creek filtering its way through the brush and into the main stream. Near the beaver dams, about 3 miles upstream, the topography makes it more feasible to cross over and work your way homeward on the other side. A mud bog causes a retreat from the creek edge, and unsuspectedly you are following a long back wash from the secondary creek. Realizing this you finally reason that cutting overland about 1/2 mile will bring you out on the main creek again. Well, let me tell you — it doesn't.

Admittedly, this is a harmless 'lost' situation as after sloshing about in swamp for an hour or so one can find his way back with little or no ill effects. But conditions can be worse. So, here are some reminders — those things we know, but sometimes forget to do:

1. Force calmness — use logic — take it easy.
2. Climb a tree or hill — look for landmarks, object, direction of watershed, peculiar contours of hills or slopes, distinctive slant of trees, bare rocky slope, etc. Train yourself to see things when all is well and remember them when necessary.
3. Sit down — think hard — think of object, incident or fact which may relate to your back trail. Many cases of 'being lost' go no further than this — memory becomes your compass and leads you into a familiar area.
4. Remember what direction leads to camp or car. Which way did you travel mostly while working away from your camp. If you determine that you went west and must now go

east, all is well if you have a compass and/or map. If not, you figure east by signs. In winter the sun sets south of west; in summer, north of west. Chances are it will be late when you realize you are lost and direction can be determined readily, if the sun is shining. When the sun is clouded over, a faint shadow is still discernible — a light surface — paper or your thumbnail will give shadow if a thin object such as a knife blade, is held up against it — as a sun dial. This works even long after sunset. Try many directions until you are sure you have found the hidden sun.

5. Fungi grows thickest on the sides of trees away from the sun. Test fungus with your knife on several trees — those that stand rather erect and are by themselves — so dampness has not been due to shadow. Don't accept a single example, try many; natural signs vary because of peculiar conditions. Before accepting directional data from nature you must detect and appraise all conditions.
6. Chop into old trees, examine thickness of bark and width of growth rings; these are normally thicker and wider on the north and northeast sides; compare findings with moss study and shadow fall as safe bet that you can then pick direction with acceptable accuracy.

If you can't satisfactorily determine which way to travel — don't. Panic or random travel will tire and confuse you. If you can't think your way out, rest, build a shelter and stay put. Your job now is to make civilization come to you. Get water if possible, build a fire, keep it burning and after reasonable time when you feel you are being looked for make smoke with green twigs, brush, grass, etc. Do this intermittently. Keep thinking you may still figure a way out — and keep calm.

Remember there are 360 degrees of direction out there — only about 5 or 6 of them are good for you when you are lost. If you can't find those good ones — don't bother with the rest.

Keep smiling and good hunting and fishing.

Dean

MALFUNCTION REPORTING CHANGES PROPOSED

Uniform reporting by aircraft operators of malfunctions, defects and hazardous conditions is provided in amendments to the Civil Air Regulations proposed by the Bureau of Flight Standards of the Federal Aviation Agency.

The new proposal would amend Parts 40, 41, 42 and 46 of the Civil Air Regulations.

THE DE-COMMISSIONING OF BRUIN BAY

(Editor's Note: Following is another in the series of stories and anecdotes written by FM personnel which were submitted to Washington for possible inclusion in a story for national publication. Others will appear in the Mukluk periodically.)

By L. B. Harvey, FM-5110

Fifteen miles west of the extinct volcano island of Augustine and approximately 50 miles Southwest of the FAA station at Iliamna lays the little cove of Bruin Bay. This old CAA site at the lower end of Cook Inlet is unsheltered and exposed to the violent Southeasterly flow of wind from the Gulf of Alaska.

During World War II the little two man CAA station served as a navigational aid for aircraft. Bruin Bay was indeed one of the remote spots along the general 4750 mile Alaska coast-line or the 26,000 mile Alaska coast-line including islands, bays, inlets and rivers to the head of tide waters. The station was situated on a wind swept plateau and the area was inhabited on land only by wild fox and in the bay, by herring, stalked for food by the white Beluga whale. Storms in the area came without warning and they were accompanied by high winds from the Gulf of Alaska or the cold winter blasts from lofty snow covered mountains to the North. Construction of that station was difficult and was accomplished only under extreme odds.

In 1944 the station had served its purpose and was to be dismantled. First was the removal of the two men operating electronics equipment at the station. The first attempt met with disaster for it was in the late winter that the boat 'Vigilant' from Seldovia was caught in a violent storm and all three of her crew members were lost. Only the gunwale section of the boat remains on the beach at Bruin Bay, a tragic reminder of the treacherous waters of Cook Inlet. Favorable conditions a few months later did permit the removal of the two man station crew just as supplies ran close to a critical low.

Early in the spring of 1944 a small crew of 5 CAA employees left Homer on the tug M. S. Kasilof to decommission the Bruin Bay station. The Kasilof with empty barge in tow rode easily as the party passed Augustine Island and entered Bruin Bay at high tide. The last miles were made cautiously as the crew sounded the uncharted rocky bottom every foot of the way to anchor.

One quarter of a mile off shore the barge was pushed ashore by boat and outboard motor. On the beach the crew worked against time and tide. The barometer was dropping and the crew

was obliged to increase their efforts and remove all property leaving just the shell of the house before nightfall. Sinks, stove, refrigerator, carpets, plumbing fixtures and furnace were moved to the barge by a D-4 Caterpillar tractor and sled. This was followed by removal of unused fuel and lube oil drums; removal of the engine generator equipment, furniture and other appliances. Each of the salvaged items were to be used for other construction projects in Alaska which were difficult or could not be obtained because of the war effort.

The last remaining items to be salvaged from this wind blown plateau were the insulators and the antenna perched high on the 60 foot antenna poles. The wind had already given warning that time was short as one of the crew climbed each of the poles whose tops were beginning to sway in the face of the oncoming storm. Insulators, antenna wire and tractor were the last to be loaded as the tide floated the barge and darkness closed in.

The rendezvous with the tug Kasilof was made and the tow line made fast as the party cruised out of the bay and into wind lashed swells. A broad 100 miles of water separated the boat from the next port of call at Seldovia on Cook Inlet. The scow in tow could only be seen at intervals as it bounced in lonely seclusion on the waves behind and the tug Kasilof played hide and seek in the troughs or was raised to greater heights with each storm pushed swell. This was the approaching storm which made it necessary to immediately change course and race for protection inside Iliamna Bay. The experience is now a memory. The normal crossing of the inlet was extended from 9 hours to two days but Bruin Bay had been stripped and decommissioned and the cargo of supply was saved for other new CAA stations.

PRIVATE PILOT EXAM GUIDE IS PUBLISHED

A guide for the flight test for a private pilot certificate has been issued by the Federal Aviation Agency, and is available from the Superintendent of Documents, Government Printing Office, Washington 25, D.C. for 10 cents.

Published by the Bureau of Flight Standards of the FAA, the guide is a complete preparation for the maneuvers, routine and emergency operations and flight planning on which the private pilot is examined. The detailed pocket-sized, 14-page booklet includes correct information on every possible requirement in the private pilot flight test.

A Salute To One Who Will Be Missed

By W. G. Runnerstrom

In the process of living a lifetime, it would seem that there are certain momentous, sometimes cataclysmic events that simply must happen to men. A partial list of these events might include war, marriage, the birth of a son, taxes and, finally, death. This, I repeat, is a partial list. It could be much longer. However, one wouldn't have to extend the list to any great length before the priority of events would force the inclusion of Al Cooke, the Carpenter Poet.

There will be those who argue that Cooke cannot be regarded as a cataclysm or even an event. But those who know him best will argue, just as strongly, that the presence of Al Cooke is an experience; an experience that, be it of long or short duration, is much like Hurricane Alice---something to be reckoned with!

Al Cooke, for some 12 years a traveling carpenter with the FAA, can rightfully be classified as a 'character'. He's one of those unique types that have given Alaska much of its flavor---loaned it much of its sectional color and, occasionally, rocked the state to its granite underpinnings. Roaming the peninsula from Barrow to Annette, Albert Edward Cooke has constructed buildings, installed cabinets, tiled floors and made hundreds of FAA wives happy by putting up that 'badly needed shelf in the kitchen'! He has also ruffled a few feathers, danced many a mile of Polka and spouted, like Old Faithful, a million lines of poetry---and oh---what poetry!

Most of Al's rhymes stem from the English music halls of the World War I era. Serving with the British Expeditionary Forces, he was wounded in the battle of Loos, France, 1916, and returned to his home in London. As a convalescent soldier, Al spent much of his time in theatres where his sponge-like mind soaked up the colorful songs and poems of that bygone day. For 50 years, his awesome memory has enabled him to repeat those verses at the drop of a ten penny nail. He has dropped many ten penny nails---and, in so doing, has tickled the funnybone of all those near him. Have you ever heard Cooke recite, 'I'm Burlington Bertie---me nose is all dirty?' Or-----

A pound of tea het one end three,
a pot of new lied ham...
two dozen pegs and some rasberry eggs
and Oi'll pick up the rest if-a-can.

or

Fourty o' us sleepin in the kitchen...
sleepin on the floor till morn.
We got no chairs to sit on,
our 'appy 'ome is gone.

Thive taiken all the taibles end the bedsteads..
end even the rollin pin...
end all we've got is an old iron pot
end a fryin pan to wash the baiby in!

All of this is recited by Cooke in a pronounced Cockney dialect with the 'h's dropped like 'I' in 'Kelly'! When Cooke says 'Hair', it comes out 'air'! When Cooke says---but what difference does it make? Who else but Al Cooke could remark that: 'I got a letter from me sister in the old country---do u know what she wrote me after 30 years? All she said was, 'Well, your poor old Aunt Rose is still queer!' Who else but Al Cooke, going to the shower for a Saturday night bath, could turn and, with the dying-calf-look of a Sydney Carton going to the Guillotine, say, 'Tis a far, far better thing I go to do now than I have ever done before!'

Sometime this Spring, Carpenter Poet Al Cooke will hang up his hammer and retire in Seattle. There will be those who argue, 'And now what's to become of poor old Seattle?' But, there will be many more of us who will sorely miss Al Cooke. We'll find, after Al heads south, that... somehow or other Alaska will have changed... the Northland has taken on a strange, somber quiet...and...someone is sure to say---it is much like the deep, deep silence following the passage of Hurricane Alice.

YOU MAY HAVE KNOWN THEM

No Dean or Ph D. in any college
Bestowed such erudition on his minions;
For even in those spheres beyond his knowledge,
He had profound opinions.

* * *

Though some believed his vistas mean and poor,
Here is his record for the world to judge:
He turned no homeless hatred from his door,
Nor ever failed to nurse a sickly grudge.

* * *

Not even in unconscious humor
Say that she loved an idle rumor.
Until at last her tongue was bridled,
In her they roomed, but never idled.

* * *

Here lies a man whose point of view was wrong,
Who fiddled, laughed and played like Aesop's cricket.
And who were first to mourn the dying song?
The silent ants who labored in the thicket.

---O. Robbins



March 20-24 station managers gathered in Anchorage for their annual conference. They aren't ignoring the camera, they simply are interested in what Victor J. Onachilla, Washington P&T official, has to say about communications.



Hardly had the station managers' conference ended when plant facility chiefs from throughout the region convened for their annual meeting March 27-31.



March was a month for conferences of regional personnel. Above electronic facility chiefs from throughout the region pose for a picture during their annual conference in Anchorage March 13-17.

NEWS WRITER VISITS McGRATH FAA FAMILY

(Editor's Note: Susan Andrews, Anchorage Daily News woman's editor, recently went to McGrath aboard an FAA plane to interview Mrs. Larry Smith, wife of the McGrath FAA station manager, on a 'Day In The Life of an FAA Wife'. Here's her story reprinted from the Daily News)

By Susan Andrews
News Woman's Editor

Homemaking at McGrath, a village accessible only by air, isn't too much different from Anchorage, according to Mrs. Larry Smith, wife of the Federal Aviation Agency station manager at McGrath.

'The only difference is that we shop by the month instead of by the week,' she said, when we took a flying trip to visit her last week. 'We can get most anything we need or want by plane from Anchorage; the only problem is that it must be ordered ahead of time.'

Mother of five young children — the oldest 7 and the youngest 9 months — Mrs. Smith is busy with the same household problems that face busy mothers anywhere — in New York City or McGrath.

McGrath, a village of some 250 people, has most of the modern conveniences — except for television. They have new movies every week and papers every day from Anchorage.

Mrs. Smith has an automatic washer (new last year, when baby Leslie was on the way), and an electric freezer and big modern refrigerator.

She dries her clothes across the street at a community utility building, for FAA families. (There are 18 families at McGrath, plus four Weather Bureau families, one Bureau of Land Management family, and one family from the Fish and Wildlife Service.)

The Smiths have spent the last four years at McGrath, and it's a good sized community, compared to their last station, Farewell, about 50 air miles away, where they spent five years. At McGrath, the village itself has a large population — about 250 — made up of airline employees, hunters and trappers and shopkeepers.

Two airlines — Alaska and Northern Consolidated — make twice daily stops at McGrath, bringing fresh meat and produce for the local stores.

There are two local grocers, the Northern Commercial company and the McGrath Trading post.



Susan interviews Mrs. Smith over a cup of coffee while two of the younger Smiths pose between bites of a pre-lunch snack.

FAA families buy their food at their own small commissary, which offers staple items at Anchorage prices. It's open only two days a month, however, and Mrs. Smith, like many FAA wives, often finds she must run downtown for meat, milk, produce or bread.

For her family of seven, she buys 20 dozen eggs a month, 15 to 20 loaves of bread, and a case of butter (about 30 pounds).

She makes her own milk in her blender and adds about half a pound of butter to each day's batch of six quarts. She used powdered skim milk as a base.

The Smiths buy frozen orange juice by the case and store it in their freezer.

'We eat a lot of meat,' Mrs. Smith added 'When Larry is lucky enough to get a sheep or moose, we dine on it all winter — steaks, roasts, every bit of the animal, almost!'

She added that her husband is quite a good cook in his own right. In his earlier days with the FAA, he was among a group of bachelors stationed at Middleton Island, and he did all the cooking.

'He still does a lot of cooking, though he doesn't have any specialties,' his wife added. 'He's after me to plan my menus for the week ahead of time, but I just can't do it. I'd rather cook one day at a time and fix what appeals to me that day.'

She's prepared for any emergency. Last week when a group visited McGrath from Anchorage (including this reporter), she was ready to

(Cont) pg 14

Visits McGrath (Cont)

serve lunch to the entire group — including the pilot and co-pilot of the FAA plane that flew in the month's commissary supplies.

'Lunch' wasn't quite the word for the bountiful meal she produced.

Fried chicken (three whole chickens for the group), potato salad and muffins were the first course, followed by cherry pie and steaming hot cups of coffee.

She confessed that she had help in preparing the meal, a usual occurrence at neighborly McGrath. A nearby neighbor baked the muffins and another donated the pies.

In addition to her guests, Mrs. Smith fed her own family, including Kathleen 7, Woody (John) 6, Billy 5, and Jeff 2. Little Leslie slept through most of the meal, waking up in time for dessert.

Things are especially busy at the Smith house, because they have the only long distance phone at McGrath, except for the one in Larry's office.

Mrs. Smith must place every call or if the call comes to her, she must track down whoever the call is for.

This isn't so hard in the winter, she says, but during the summer, when there are construction workers at McGrath, the 'common user' phone keeps her hopping.

She comes to Anchorage about every three months or so, she added, and, of course, has come to Providence hospital for the births of her five children.

Only once did this 'Flying motherhood' pose a problem, she recalls. 'We were living at Farewell,' she said 'and we got worried, so they sent out a special plane to bring me in. This was about midnight and the baby wasn't born until 6 o'clock the next afternoon.'

Only the two oldest Smith children are in school, as yet, and Mrs. Smith says she will be very content to stay in McGrath until her youngsters finish grade school — that is, unless Larry receives a better offer from FAA before that time.

The children love McGrath, and not surprisingly so, considering that they have lots of other children to play with. The McGrath two-room school has an enrollment of 49 pupils. Three single teachers — two men and a woman — teach the children.

Most of the families at McGrath have large families — at least two or three children and often more.

'Here the Kuskokwim river is our only big pro-

blem,' Mrs. Smith added. 'The children know they can't go near it until an adult is with them, so we haven't had any serious accidents.'

The river circles the town and borders each end of the McGrath runway. In the summer, many families take boat trips to favorite picnic spots down the river. Several even have water skis, Mrs. Smith said.

The weather does get cold there, however, an average of 25 or 30 degrees colder than Anchorage.

One of Mrs. Smith's neighbors, Mrs. Zip Zabor, recalls that when she stepped off the plane at McGrath last winter, it was 55 degrees below zero.

When she left Anchorage, it was chilly but not that cold, she said. 'I was dressed to the hilt,' she said, 'even wearing spike heeled shoes. They certainly whisked me from the plane to a house in a hurry.'

(Mrs. Zabor's husband is air traffic management chief at McGrath.)

Two churches serve McGrath, a Catholic church and an Assembly of God church, whose pastor resides at McGrath. Father John Wood, Catholic priest, flies up and down the Kuskokwim.

Larry Smith is a past officer of the community association, McGrath's governing body. When we visited the town last week, an election was in progress to decide whether or not the city should incorporate.

'Many people are against it because there's bound to be a city sales tax to finance the costs of incorporation,' he said, 'but now we have no governing body, no police or fire protection and no sanitation. The only legal authority here is a deputy magistrate, and there's no one to handle the juvenile problems which occasionally arise.'

In spite of their differences of opinion regarding incorporation, most everyone in McGrath is congenial.

'We're always having some kind of party, usually a farewell party for someone or a benefit affair,' Mrs. Smith said. 'Last week we raised \$350 at a March of Dimes benefit party.'

With a town library (of which Mrs. Smith is now chairman), the city has a lot to offer, in spite of its distance from any of Alaska's larger cities.

And, for the most part, the people who live at McGrath are glad to be away from the hustle and bustle of the city.

Air Share (Cont)

Late '60's,' and all civil aviation people will be given an opportunity to air their views.

Among subjects to be discussed are possible changes in instrument ratings, closer supervision of student pilot solo flying, written examinations, instrument ratings for helicopter pilots, classification of helicopter ratings, and ratings for turbo-jet aircraft.

In announcing the nation-wide series of conferences, Halaby declared, 'While the safety record of business and commercial flying is good, more thought must be given to the needs of the 'Sunday pilots' so that family flying can prosper and expand.

'We shall adopt no more regulations than are necessary, and shall appeal to the pilots' common sense so that those we do adopt will be respected.'

'We believe that open discussion, as planned in the Air-Share meetings, is a good American way to approach such problems before any semi-final rules go out for comment. From these regional conferences we hope pilots will go home and hold local Air-Share meetings to spread the word throughout the entire pilot group.'

The conference will also include briefings on new FAA aids such as the flight following service which gives pilots special radioed information on weather and any special hazards along his flight path.

FLIGHTS OVER ACCIDENT SITES MAY BE RESTRICTED

The Federal Aviation Agency is considering regulatory action to restrict sightseeing and itinerant aircraft from operating in the immediate vicinity of aircraft accident sites.

Until a final decision is reached FAA is requesting the voluntary cooperation of pilots in restricting flights over such areas.

David D. Thomas, Director of the FAA's Bureau of Air Traffic Management, said, 'Our experience has indicated that the presence of non-essential aircraft in the immediate vicinity of accident sites has posed serious threats to air safety.'

'In addition,' he pointed out, 'sightseeing and itinerant aircraft have hampered air evacuation and other necessary operations.'

The FAA will request pilots to avoid flight over accident sites when search and rescue mission officials advise the temporary flight restrictions are necessary to prevent interference with rescue operations, or when state

YAKUTAT

On the eighth of the month Sky Van Airways with N 1247N, C-46 arrived at this station at 8:00 a.m. on an emergency. The aircraft lost an engine near Middleton Island, but they proceeded to Yakutat. We had the fire truck and Plant Maintenance standing by. They had to chase two moose off the runway before they successfully landed.

Leo Mark Anthony, from the Alaska School of Mines, arrived here and taught a four weeks course. Fred, Beth, and Gary Miller, Sybil Boggs, Richard Reakoff, Libeus Barney, Harold Prater of the Federal Aviation Agency, and William Borg of the Weather Bureau, all successful obtained a certificate of proficiency in the course and we expect to see them out prospecting this summer.

A successful St. Patrick Days dance was held March 18th, and a welcoming home party was held March 25th, for Don and Jo Farley, who returned to the beloved village of Yakutat from five months schooling at Oklahoma City.

John Hummel, our FSS chief, is planning on taking the FAS Exam of the new Flight Assistance part of the Weather Briefing Program of the FAA.

Jim Bystedt, our traveling relief P.M. Foreman had to leave for Anchorage on emergency medical and Fred Miller, our diesel man, has been designated acting foreman until the arrival of Stan Erickson, our new mechanic foreman.

Our electronics chief, Don Treichel, attended the Electronics Chief's Conference this past month. Robert Shelley, our newest technician, acted as SEMT during his absence.

Thomas Neville, Jr.

or local authorities determine that the restrictions are necessary in the interests of air safety, even though search and rescue operations are not involved.

Thomas said that the restrictions are not expected to present any major interference to routine flying operations that normally take place over the affected areas.

Notification to pilots will be made by chiefs of FAA Air Route Traffic Control Centers in the form of NOTAMS (Notice to Airmen), and will specify the area to be avoided by mileage radius from the accident scene or by reference to geographical landmarks.

Flight is expected to be restricted in an area generally defined by a block of airspace extending from the ground up to 2,000 feet within five miles of the accident site.

BUY—SELL—SWAP

FOUND: Woman's ring in parking lot of Odom Building. Contact FM-5300, Ext. 441.

FOR SALE: Refrigerator, Frigidaire 1960 model, 11 cu. ft., used 3 months, unit guaranteed five years, \$175. Contact Ann Hogan, Ext. 258.

FOR RENT: Lake Louise Cabins, \$35. a week. For reservations contact after 5:00 p.m. Al Young, phone FE3-2076 or N. L. Rudasill, phone FE3-2977.

BETHEL STAFF PRAISED

A. L. Haferbecker, Bethel station manager, and other members of the Bethel station have received a letter of appreciation from Lt. Col. Hayden C. Slusser, commander of the 2868th GEEIA Squadron, U.S. Air Force, for assistance given an Air Force team during the installation of a Tacan there.

The letter:

Regional Director
FAA
Federal Building
Anchorage, Alaska

1. I wish to take this opportunity to express my appreciation to Mr. Al Haferbecker, FAA Station Manager, Bethel, Alaska, for the assistance he and members of his station rendered an Air Force Tacan Installation Team of this organization while on temporary duty at Bethel during January, 1961.

2. His loan of snow removal equipment and an operator was instrumental in allowing our installation team to complete the Tacan installation with a minimum of lost time. Equipment from the AC&W site was not available at the time which would have resulted in lost man-hours and the subsequent adverse weather would have caused even further delays.

3. With FAA and the US Air Force so closely related, cooperation and good feeling is essential to our mission. The efforts shown by Mr. Haferbecker and the station personnel at Bethel have shown that this objective can be reached. Please feel certain that if the situation ever occurs where this organization can reciprocate and extend a helping hand to FAA, we will do our utmost to show the same courtesies and cooperation that were shown to our installation team by your personnel.

Hayden C. Slusser
Lt. Col., USAF
Commander

FAA EMPLOYEE RETIRES

After 17 years of federal service in Alaska, Max H. Mielke has announced his retirement effective June 1.

Mielke, a general mechanic at the Juneau station, joined the CAA in May 1952. Born in Watertown, Wisconsin March 6, 1895, he first came to Alaska in 1917 to work during the summer at Ketchikan. He returned in the summer of 1920 to work at Juneau. The north country fever finally took hold, and he returned to Alaska in 1928 where he has since made his home.

He was self-employed as a commercial fisherman prior to entering the U.S. Forest Service in 1944. Six years later he transferred to the Department of Public Roads where he worked until his transfer to CAA.

FAA PLANS CONSTRUCTION PROJECT AT NORTHWAY

Bids on construction of a prefabricated metal service building, steel towers, and related work at the Northway FAA station have been asked by the Federal Aviation Agency.

Bids on the project will be received until 2:00 p.m., May 5, at the FAA Procurement Section (Odom Building) 225 Second Avenue, Anchorage, at which time they will be opened, according to M. W. Peterson, chief of the FAA materiel branch.

The project, to start by June 15, will include construction of a 32 by 80 foot prefabricated metal building on a concrete slab complete with vehicle hoist, plumbing, heating, lighting, and fuel tank. Also included will be erection of three single and two twin 60-foot steel towers plus installation of coaxial and styroflex cable.

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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