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# MUKLUK TELEGRAPH

FEDERAL AVIATION AGENCY ANCHORAGE, ALASKA

ALASKAN REGION

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## AIR-SHARE MEETINGS HELD THROUGHOUT REGION

Approximately 90 general aviation aircraft operators gathered in Anchorage, Fairbanks, and Juneau October 21 with FAA district office supervising inspectors to air their views on civil air regulations.

The meetings were three of 90 held that day at district FAA safety offices in the United States.

One of the major topics discussed was the annual and 100 hour aircraft inspection, and the feeling among pilots and operators was that the inspection should be by the same man and that it be restricted to either the annual or 100-hour inspection, whichever occurs first.

A difference of opinion was also expressed by

private pilots and instructors or commercial pilots. Private pilots feel their requirements are too rigid and instructors and commercial pilots feel that private qualifications are too lax.

Another topic which came up for airing was an adequate place in the aircraft to carry documents. Pilots suggested that the manufacturer be required to provide space in the aircraft to carry documents in accordance with CARs.

FAA estimates completion of the Part 43 changes by July 1963.



One of the first official acts of the region's facility chiefs, after Administrator Najeeb E. Halaby formally opened their week-long conference early in October in Anchorage, was to pose with the Administrator. From left on first row: Chester Sobczyk, assistant chief, Air Traffic Division; Allen D. Hulen, regional manager; Mr. Halaby; and Donald Wolfe, chief, ATD. As it is virtually impossible to identify the others by positions in rows, you, dear reader, are on your own.

## SETTING UP THE VOR AT SISTERS ISLAND

By Joe T. Little  
AL-438.2

(Editor's Note: Following is another in a series of stories and anecdotes on experiences in FAA's Alaskan Region written by AL-400 personnel.)

This is the story of testing two VHF omnirange sites in Alaska. Preliminary sites are selected with the aid of maps, and electronics, then civil engineers examine individual sites to determine if they are worth testing. Test crews move in with portable VOR sets and test the sites by flight checking the portable VOR with an FAA aircraft.

In 1957 and 1958 we tested two sites in southeastern Alaska to be used as enroute aids for air traffic flying into Juneau. The first site we tested was on Mansfield Peninsula which juts out into Lynn Canal near Juneau. The site was 11 air miles west of the Juneau Airport, about midway between Barlow Cove and False Point Retreat.

A civil and an electronic engineer examined the proposed site from the air and ground. The survey crew landed in Barlow Cove in August, 1957, set up camp, and surveyed the site and access road from the beach. Living and working conditions were difficult.

The survey crew departed and the electronics crew ferried the portable VOR set and their equipment into the site by helicopter from Juneau in late October. They found living and working conditions were much worse than the previous survey crew encountered. Dampness seeped into equipment and coaxial cables, engine generators broke down, temporary communications with Juneau failed at a crucial time, when one of the technicians was injured in a fall on slippery rocks. One of the technicians had to walk several miles to the Coast Guard Light at Point Retreat to summon help. An aircraft flew out from Juneau to remove the injured man to a hospital. The constant high humidity, rain, freezing temperature, dripping tents, trails turned into mud combined to thwart the success of the operation. Flight checks were begun but had to be discontinued because of snow squalls and general low cloudiness. Moisture condensed on the antenna system, causing poor test results.

Tests were discontinued in mid November, and the equipment was removed by helicopter to Juneau. In December conditions improved and later that month the crew returned with the VOR test set. The tests were finally completed and the crew was removed from Mansfield Peninsula the day before Christmas. It was late Christmas day before the men reached the comfort of their own families at home in Anchorage.

Despite the hard work and miserable conditions the men had to put up with, the site test was not satisfactory and the site was abandoned.

Following the unsuccessful test of Mansfield Peninsula, Sisters Island was tested in June of 1958. Sisters Island is the largest of the 'The Sisters' group in Icy Strait near its juncture with Lynn Canal. It is also a VHF repeater station in a chain of such stations tying the remote FAA stations together and also with

headquarters at Anchorage, Alaska.

A civil engineering crew surveyed Sisters Island in the spring of 1958 and felled timber. The Electronics crew brought the VOR set by FAA barge in March and set up the site. Due to the expense, timber had not been removed from the island and the ground had not been smoothed. The electronics crew found it was impossible to properly tune and adjust the VOR equipment because of random reflections of the 113.5 mc signal from the stumps and felled trees. Since complete removal of the timber and site grading was out of the question due to the expense, a 100 foot diameter wire mesh counterpoise was constructed using lumber, cables, and 2 inch chicken wire.

In June 1958, the VOR set was flight checked with a DC-3 from our Flight Inspection Division. We made recordings of the flight check over a period of three days with flight checks controlled by our electronic engineer using a theodolite at the VOR site. We used a VHF transceiver for communications between the aircraft and ground. We analyzed recordings and determined that the location would be satisfactory and that the Sisters Island VOR would furnish adequate enroute information for an aircraft flying to Juneau.

The VOR was built at Sisters Island in 1959 and the electronic installation was completed in 1960. Since the island is not a communications station, a two-way VHF link was installed to the FAA station at Gustavus for control and for weather broadcasts to aircraft receiving the VOR. When the recordings of commissioning flight checks were analyzed we found that the completed site was indeed better than the test site. However the areas over mountainous terrain where the VOR signal deteriorated were substantially the same for the test site and final site. Therefore the use of chicken wire mesh proved to be a useful device in speeding up the testing and reducing the cost of the site test.

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### YAKUTAT

Considerable excitement was experienced September 30 when a Coast Guard VF-2G, Albatross, crashed during an emergency landing here. The Albatross was coming in with one engine out and was between 50 and 100 feet above terrain, approaching the runway, when a gust of wind blew it off course, forcing it to land 528 feet off the side of the runway. The aircraft hit at 85 knots and stopped approximately 200 feet after it touched down. Other than bruises and one person cut above the eye, all 12 aboard escaped injury. The plane was damaged to the extent that only parts will be salvaged.

ATCS Trainee Jan Helfrich and ATCS Duane Cook have arrived and are becoming well adjusted to their new surroundings.

ATCS William Brown and ATCS Rexford B. Tieg have completed their written and oral briefing with the WBAS in Anchorage.

Leroy Sturdevant and Vic Shearer, relief mechanics, are here making final adjustments to our snow equipment, preparatory to the winter season.

Our fire truck responded to a call when fire destroyed a Colorado Gas and Oil corporation trailer. It was able to help prevent the fire from spreading to other trailers.

Thomas Neville, Jr.

## BRUBAKER HEADS FLIGHT STANDARDS



Wesley H. Brubaker, formerly of Oklahoma City, has been named chief of the Alaskan Region's Flight Standards Division. Formerly assistant chief of the Flight Training Division at the Aeronautical Center, he replaced George Weitz, who recently transferred to Washington as chief of the Maintenance Division of Flight Standards Service.

A native of Rockford, Ill., the new division chief has been with FAA since 1939, back in the old days when it was CAA under the Department of Commerce. He started as an aeronautical inspector in Washington and after four months there, was transferred to Dallas, Houston, and Fort Worth working as an inspector until 1943 when he went to work in the Fort Worth regional office. After 10 years in the regional office in safety work he went to Tulsa for four years as supervising inspector in the Tulsa district office. In 1958 he was transferred back to Fort Worth, then to the Aeronautical Center at Oklahoma City where he remained until coming to Alaska.

Brubaker, who has an ATR, has been interested in aviation since its barnstorming days when he carried gasoline and did other errands to earn money for flying lessons. However, it was the crash of an OX5 powered Waco 9 that really stimulated his interest in flying -- and safety. He was a passenger, and although he escaped uninjured, his interest was genuinely aroused and from that time on, he has been not only in aviation but in safety work.

Mr. and Mrs. Brubaker are living at the Mt. McKinley apartments.

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## GYROPLANE IS CERTIFICATED

The Federal Aviation Agency has awarded a type certificate to the Umbaugh Aircraft Company for its Model 18 gyroplane. The Umbaugh gyroplane is a two-place rotary wing aircraft with a pusher propeller. It is the first new aircraft of this type to be certificated under current regulation for rotorcraft.

## WOODY ISLAND

Alice Thomas returned from the old 48 September 8. Mrs. Golden and children, Debra and Ray, spent several days in Anchorage recently. Hunters Holroyd and Hall returned from the hunting trip on Raspberry Island with some fine fish and elk meat. The men promptly took off on another hunting trip to Homer and came back with a couple of nice moose. Seventh grader, Gary Hall, not to be outdone by fisherman Keith Johnson, bagged himself an elk this year.

Roger Smith left for hospitalization in Seattle where he was joined later by wife, Jessie. Glad to report they are both back as bright and chipper as ever. All Woody Islanders were saddened by the transfer of affable Bob Thomas and his winsome wife, Alice and daughter, Terry, to Northway. Daughter Susie stayed behind to finish out her year at Kodiak High School.

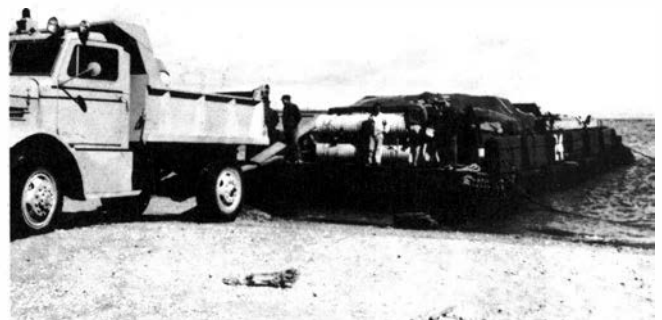
A farewell party was given in honor of Alice Thomas by Li Holroyd and Mary McNaughton at the McNaughton home. Relief ATCS Harold Nordstrom has been with us this past month. Other new faces are Mr. and Mrs. Bert Cortright and daughter, Madeline, who arrived October 5.

Milo Rouseulp, accompanied by wife, 'Billie', spent a week in Anchorage where Milo attended the Facility Chiefs Conference.

Apologies to the Halls and Johnsons who were somehow left off the list of Woody gardeners last month. Zelma's gladioli were some of the finest ever raised in this area---and who says sunflowers and zucchini squash will not grow in this part of Alaska?

As this report leaves to meet the deadline, FAA personnel are gathered at the dock to survey the damage caused by the high winds and 80-mile gusts of the past several days. The 'dog-house' (cabin) from the back of the Fedair (FAA boat) was lifted from the ramp and ended up on the beach. Boats broke loose from moorings and others which had been staked down on the beach were overturned.

Yule M. Chaffin



For a few months during the year the cold Bering Sea relents and unlocks enough to permit water borne delivery to some FAA stations. Everything from construction material to food and furniture are aboard this barge being unloaded at Moses Point prior to another winter's freeze-up.



Administrator N. E. Halaby debarks from N-1 FAA's turbo prop Grumman Gulfstream, upon his arrival at Anchorage October 1 for a three-day whirlwind tour of the Alaskan Region. In background is Regional Manager Hulen, who went aboard to greet him.



The Administrator addresses facility chiefs at their region-wide conference at the Westward hotel. Mr. Halaby formally opened the conference October 2 as one of his first official acts in Alaska.



One of the installations visited by Mr. Halaby was the Anchorage Air Traffic Control Center. Paul Kelly (left), traffic controller is busy with flight strips as the Administrator and Charles Thomas, center chief, look on.



Covering as many areas and facilities as possible during his visit, the Administrator pauses to scrutinize a piece of electronics gear.



A portion of the theater-packed audience of Anchorage area FAA personnel who gathered to hear Mr. Halaby who emphasized that there is one, not four FAAs. The Adminis-

trator told employees that 'We have a great job to do .... and I would like you to help develop the leanest, cleanest, and keenest public agency in history.'

## ANCHORAGE

Top of the news for this station is loss of our chief Ken Wood. Ken has been selected for a position in the RO. All his old friends in the field will probably see Ken in his regular course of duties in the Operations Evaluation Branch. We will all miss Ken and his smiling face and we wish him Godspeed in his new assignment.

Anchorage station is still fighting the battle of the horseshoe. I heard a fellow say he was going to suggest that the Service A C and O man be isolated in a soundproof booth to keep his attention from being distracted by (1) Jokes (2) Hi! Milø, and (3) You got a FA Panc? These three seem to be top contenders for missing sequences regardless of other statements. Anyway we can sure tell our monitor stations are doing an excellent job.

We are all excited over the future prospects of getting the new UHF/VHF DF equipment. More improvement, which we like. 'Progress' they call it.

Anchorage station is fortunate to be able to enjoy the services of relief men Dale, Nicolo, and Formella the past few weeks. We haven't seen much of these fellows this year. 'Hi! Fellows'. Our good friend K. Carl is still on the sick list but is reported much better now. Lou Caster is transferring to San Francisco after about six years at the Anchorage Station. We still have three employees here who started in 1951. 'Old soldiers never die'.

Note: The Anchorage station wishes to contribute a little ditty of unknown origin which may be of value to newcomers to the 49th State:

### How To Start An Alas-Kar

Cheechako:

1. Owner fresh from the states dashes out at 15 minutes before 8 a.m., full of optimism and energy. Chops off enough ice from windshield to form a peephole to be used as a sort of sight over radiator cap, theory being that a line from steering wheel over radiator cap will guide one down street. Injects a pint of ether into carburetor, pours a pint of alcohol into gas tank, takes snort for himself. Steps on starter attached to four truck batteries - result---arrives at work only three hours late.

2. Owner becoming desperate tries everything but arising early. He is now a gadgeteer. Installs crank-case heater, headbolt heater, carburetor heater, water heater, battery heater, defrosters, deicers, and fuel pump heater. Result--heated vocabulary.

Sourdough:

Arises reluctantly at 3 a.m.

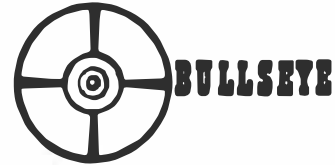
Digs car from snow and ice.

Kicks car soundly four times to establish respect for authority.

Appears disinterested in whether or not car starts, lights pipe or cigar, using faggot from bonfire previously ignited to warm hands. Hovers in vicinity musing aloud about beauty of scenery.

Raises hood, shakes head disapprovingly, mentions several reasons why purchase of new car is indicated.

Kicks car soundly four times again.



Cold weather is beginning. More hunters are going for caribou now that the caribou are getting down near highways.

Those of you who have hunted afield during the winter know what effects wind can have on a person, and how little time it takes for it to have this effect.

This note is for the less experienced.

The factor under discussion is called 'Windchill'; and means that a hunter may be quite safe and relatively comfortable on an average cold day in the bush. Suddenly the wind comes up and he is not only uncomfortable, but in danger of losing hands, feet, or even his life. It happens quickly and usually without warning.

Windchill is the rate of the outward transfer of heat. The practical significance is variable due to differences between individuals, the amount of clothing worn, and the state or amount of activity.

Here are some relative features which may help to impress on you the danger of 'Windchill':

The temperature is 10 degrees above zero. This is a cold but not too uncomfortable condition. A 20 mile per hour wind comes up. This wind has the same chill effect as if the temperature was 60 degrees below zero and a one mile per hour wind was blowing.

The temperature is 30 degrees below zero and the wind is calm. A man standing still will be 'uncomfortably' cold. If he begins to walk at a human's average speed of three miles per hour the exposed parts of his body will be subject to frostbite. If he rides in an open vehicle at 15 miles per hour frostbite will occur almost immediately. And so on.

For practical application it means only that one should dress loosely and warmly with extra wind-breaking outer garments if possible. He should have good face and hand covering ready should the wind come up, and he should be particularly alert to wind moving about him--or to the speed with which he moves through the air.

Just watch it when you jerk that arctic mitten off, throw back your parka hood, and take a deep breath in order to make that shot at a caribou. The caribou will never know what hit you.

Good luck, Dean

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Returns to house with feigned intention of remaining.

Drinks cup of coffee, being sure car can see him through window.

Nonchalantly saunters back and kicks car soundly four times again.

Opens car door with crow bar and removes icicles from dash, steering wheel, and seat.

Unobtrusively pulls out choke three or four feet.

Hurriedly jumps into car, slams foot on starter, kicks car with free foot, curses loudly, beats dash, preferably with hammer.

Car starts.

Results---arrives at work one hour late.

## JAN'S CAREER REACHES FROM SUMATRA TO YAKUTAT



It's a long way from Tanah Radja, Sumatra, to Yakutat, Alaska, but via the Dutch navy, the British navy, the U.S. Air Force, and FAA, Jan Helfrich has made it. And he, his wife, Marjorie, and their six children are happy to be settled in a new home and new career with FAA.

Jan is an air traffic control specialist recently assigned to Yakutat after completing training in the last ATCS course at Merrill field.

Air traffic control with FAA may be new to Jan but flying isn't. He has a background as a combat pilot and flight instructor that stretches all the way from Java to Australia, to the U. S., to England, to Holland, and back to the U. S.

Born in Tanah Radja (meaning King's Ground), Jan was undergoing flight training with the Dutch navy in Java when the Japanese invaded that island early in World War II. He was sent to Australia to continue his training then to the U. S., to complete flight instruction.

He arrived in this country in 1942 and finished his training at Jackson, Miss., as a pilot in the Dutch navy and was then assigned to the British Fleet Air Arm and sent to England. This duty took him to Norway, the invasion of southern France, and to Greece and Crete as a carrier-based combat pilot flying Hurricanes and F6F's. He served aboard such carriers as H.M.S. Emperor, Rajah, Furious, Indefatigable, and other baby flat-tops. Jan is slightly reticent about his war exploits but he will admit being awarded the Dutch DFC.

In 1946 he returned to Holland with the Dutch navy and in 1950 came back to the U. S. to become a flight instructor for a private contract school at Moore AFB, Texas, where he helped train military pilots. He

held this job for 10 years until the contract school was closed, then joined FAA and came to Alaska last May.

It was when Jan was first in the United States completing his flight training at Jackson that he met his future wife. He also decided that someday he wanted to return and make his home in the U. S., and the instructor job at Moore gave him that opportunity. He became a naturalized citizen at Columbus in 1954.

From 1942 until the war ended in 1945 Jan lost all contact with his parents who were prisoners of war. However, he was aboard ship in the Indian Ocean when the Japanese surrendered and the admiral of his task force assigned him as a liaison officer at the surrender ceremonies in Java. He hurried home and found his family as they were liberated. His father, a retired Dutch department of justice employee, and his mother now live in Holland.

Born and educated in Sumatra and Holland, Jan speaks French, German, Dutch, English, and Malayan. He has a transport pilot rating and hopes to do some flying for fun and recreation and perhaps join the Civil Air Patrol, but his primary interest is in his new career field -- air traffic control.

Jan likes Alaska and hopes to make it his home for a long time. Mrs. Helfrich also likes it here, although being from the deep south, she had some reservations at first. The little Helfrichs -- Mary Lou, 13; and Jan Jr., 12 (both born in Holland); Raymond 9; Robert 7; and twins, Kathy and Janet, 2½; also are fast becoming sourdoughs.

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### Warblers Wanted

Anyone interested in starting an FAA barbershop quartet? Tom Demery, AL-436.6, is and wants some prospective members. He asks that all those interested in forming a quartet contact him at plant design, room 11, Odom building, telephone extension 28.

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Alaska Supply Section employees honored Mrs. Florence E. Knorr, purchasing agent, with a retirement party October 20 in which a cake, decorated as a purchase order, was a feature attraction. Mrs. Knorr poses with her great, great grand niece, Deborah Jo Schultz.



FAA workers everywhere have their problems but seldom are the 'bear facts' as obvious as at Murphy Dome, near Fairbanks. Smudges on the window are paw prints of a marauding bear who attempted to enter an FAA home. On

another occasion a bear plunged through the glass door into the hallway of a living quarters area. A fence has now been constructed to keep the bears away and to provide a safe play area for children.

#### FAIRBANKS

With the end of the first session of moose season we will jot out this report with the same last minute desperation with which our distinguished hunters sought moose.

Ted Baker (proficient bowler as well as hunter) was the first to lower his sights on one of the tasty moose species. Jim Carew scored on his first venture into the wilds of Alaska and tells exciting tales of his adventure. Knowing Jim and knowing how much he likes Alaska, we would say the moose in this area will decrease in number yearly with such a marksman around.

Now, your humble reporter has a tale to tell. He has had occasion to sit in on so many lengthy, hair raising, spine tingling yarns that he vowed to get in on one of these history-making safaris.

First he sought out one of those fellas who always seemed to be the center of great adventure yarn spinning. We climbed aboard a Cessna 180 and took off for the pasture of the four-footed monsters. Thirty-five minutes later we sat down on a gravel bar in an isolated area, all primed for the great hunt.

It would have been wise to have heeded previous suggestions and taken along a compass, but why, I thought, should I, a city slicker and Boy Scout, further encumber myself with even one small additional item. We were already loaded like pack horses and, being small in stature and confident of my great hunter leader, I left the compass behind.

Having landed, we set our camping gear along the small embankment and ventured forth to find a suitable campsite. With guns in hand, we drifted back into the tall timber a short way, and knowing there was a slough a short distance beyond and that it was only noon, we

proceeded to approach the slough just to see if anything was lurking about.

Friends, we didn't even make the slough which was supposedly only a quarter of a mile away. Now I am not saying that my able guide is not such, for I still hold this confidence, but next time there shall be a compass present.

It is one thing to start away from a river, drift knowingly to the left, which should bring you out with the stream still on your left. But this was not the case--we ended up coming out down stream, close to lost. 'Displaced,' I believe is the word my companion used, but lost or displaced, your reporter was scared.

We started searching for the gear we knew we had left on the river bank. We scanned the area as a radar scope would, searching for aircraft, and found nothing. After walking some distance, we reversed our field in hopes of making a touchdown in the other direction. The elusive goal post didn't come into view until three hours later.

The city slicker finally spotted the area, as tired, wet, and weary as he was. He had gotten to the point during the search that he gave up walking on the bank stayed in mid-stream so he could view the bank better.

We set up camp after fixing a bite to eat (practically all we had brought) for we were both ravenous. If a moose, bear, or fish had been about I would have torn him apart with my bare hands. There were some grouse about but my able big game hunter had already fired about 10 shots and missed each time. (Of course the gun was firing high, he said). It rained all night and we killed nothing the next day.

So here I am. Now how does one build a story up from this and make it as exciting as all of those tales that we have sat in on? Oh well, we are still

confident that by the time you hear of this big game hunt from our companion some evening in the winter when the snow is knee deep and it is 40 below, you too will inch up to the edge of your chair and begin to wonder why it is, you never seem to get in on one of these big game jaunts where only the unimaginable happens.

Jacob B. Harrod

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### SUMMIT

Winter has arrived at Summit! Sub-zero temperatures and snow, beautiful snow, and winter train schedules--the latter being the reason we missed the last issue. However, we asked for it and it's wonderful. Was also waiting for Jack Marlin to get his moose. Oh well, maybe next year, Jackson. 'Two bulls standing head-to-head, within 100 feet, the shot was really neat. Jackson let go with the lead, and is his face red.' All he can say is: 'And I'm from Texas!'

All in all there were fifteen moose and caribou taken in the Summit area. We had visitors from Fairbanks tower and Nenana as well as traveling personnel. Everyone on the station got their quota, except not so 'Smiling Jack'. Everyone had to work overtime at the meat house to keep up with game as it was brought in.

Bob Watson and family left for Big Delta and Hank and Mary Olsen have arrived from Farewell to take their place. There has been much hurried activity on the station to get the new power house completed before the first freeze.

The Figleys returned this week from the chiefs' conference, with much news as to what the future holds for we of the FAA. It must have been quite a session, for it took 'Fig' four hours at our station meeting to let us all in on it, and things look real good to most of us.

Carl V. Anderson, general mechanic, arrived from Nome for permanent assignment at Summit. Carl is known for his big smile and pleasing personality, and we more than welcome him.

Received a letter today from Henry Messing, EMT at Annette, who is really a true friend, not only to us but to everyone in the FAA who has ever come in contact with him. I would like to quote a paragraph from his letter, then if you get the same lump in your throat that I did, I request that every little boy or girl, mother or father, take just a few minutes of their time to send a note or card to the little girl.

'Have had very sad news from my daughter. Her eldest daughter has leukemia, six to eighteen months of life left. They have just returned from Lourdes, France, praying for a miracle. So, Ed, please ask Herta, Annabelle, and Lisa to remember my granddaughter Cecile in their evening prayers.'

She is four years old, Cecile McDonald, 4201 Buell Drive, Fort Wayne, Indiana.

Eddie Kohl

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### MACH 3 TRANSPORT FEASIBLE

Development of a commercial transport plane to fly three times the speed of sound (Mach 3) is feasible, and could be done by 1970-1971. The industry estimates there is a world market for upwards of 200 such planes.

### SAFETY

If You Don't Do Anything Else Today,  
Please Read This Letter

Dear Driver:

A few weeks ago, I saw a little girl struck by a car as she tried to cross the street. I saw a father race toward her and hold her to him as she struggled in the agony of death. I saw all the plans that had been made for her dashed and I saw the look of despair that came over his face. I could only offer a prayer that such a thing might never happen again.

Today my daughter, who is 6 years old, started off to school. Her cocker spaniel, whose name is Scoot, watched her leave and whined his belief of the folly of education.

Tonight we talked about school. She told me about the girl who sits in front of her, a girl with yellow curls, and about the boy across the aisle who makes faces; about the teacher who has eyes in the back of her head; about the trees in the school yard and the big girl who does not believe in Santa Claus.

We talked about a lot of things--tremendously vital and unimportant things.

Now, as this is written, she is sound asleep with her doll 'Paddy' in her arms.

When her doll gets broken or her finger gets cut or her head gets bumped, I can fix them. But when she starts across the street--then, Mr. Driver, she is in your hands.

Much as I wish I could, it's not possible for me to be with her all the time. I have to work to pay for her home, her clothes, her education.

So, Mr. Driver, please help me to look out for her. Please drive carefully. Please drive slowly past schools and at intersections. And please remember that sometimes children run from behind parked cars.

Please don't run over my little girl.

With deepest thanks for whatever you can do for her, I am,

Very sincerely yours,

(signed) FATHER

(From the Central Region Scanner)

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### BUY--SELL--SWAP

FOR SALE: 1959 Cessna 172, LF and Super Homer, 500 hours total time. Warren D. Kerr, Ext. 34, Odum bldg., or P.O. Box 1536, Anchorage.

FOR SALE: Stinson Gullwing, best in Alaska, N-222C. Located at Jim Hurst Air Service, back of Union Gas Station, Anchorage Intl Airport. 165 hours total time. New tires, brakes, paint, fabric, battery, prop, etc. Insulated and totally reconditioned, 1500 lbs payload. Seats 5. Licensed July 61. \$5500. Perkins, BR 4-8261, FAA AL-220.

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The U.S. Border Patrol made its first capture by helicopter recently when a 'wetback' -- an illegal immigrant from Mexico -- was spotted from the air crossing the Rio Grande River. The capture was made during a trial flight by the immigration agency.





Mary Ann Earles (left center) and Valdeara Whiteman (right center) receive Superior Performance Awards from M. W. Peterson, chief, materiel branch; and U. M. Culver, assistant chief, Aviation Facilities Division. Mary Ann is secretary to Peterson and Valdeara is a clerk-typist in the branch.

#### COLD BAY

The large elemental questions of life and death impressed themselves on the Cold Bay community last month. It began with a wedding, a rare event indeed at most of our similarly isolated stations. The ceremony was held at the AC&W site, since the AC&W folks have a larger hall, and furnished a visiting chaplain. Most of Community was able to find transportation to cover the ten miles to see Shirley Kragh married to FWS Agent Vern Berns. Bernice Evans of FAA was matron of honor, and Nancy Rowland, our school-teacher, furnished suitable music on her accordion, in lieu of a pipe-organ, which didn't happen to arrive on either of the last boats. The solemnity of the ceremony was almost spoiled by the best man, FWS Agent Bob Jones, who handed the minister large and small duck-bands instead of the correct rings. Shirley made many friends during the week she was here, and everyone is looking forward to her return from Colorado Springs, where she returned to finish her packing and bring her two boys, 6 and 8, who will add two more to the 14 pupils already enrolled in our new school.

Death also came to Cold Bay last month, when Mrs. James Harding, wife of the WBAS OIC, suffered a heart attack. She received immediate first-aid, and expert artificial resuscitation from the Fire and Crash equipment, which is identical to that in use in many metropolitan centers. At this time the CPA Empress flight to Tokyo was coming in to refuel, and had a doctor among the passengers. He examined Mrs. Harding and advised that everything had been done which could have been done in Anchorage, which is some comfort. But CPA has started their jet runs and no more Empress flights will be landing at Cold Bay to refuel.

Mrs. Ruth Smed of NWA held a farewell tea for Shirley Clarke, wife of Bill Clarke, CPA agent/dispatcher, and Beverley Goodwin, wife of Don Goodwin, who with Lionel Ross, made up the CPA staff. They have all transferred temporarily to Vancouver, B.C.

But as we lose some friends, new ones arrive to replace them. Mr. and Mrs. Ray Pittman (our new fire



Gladys Arnold, clerk in the airports branch, is presented a Superior Performance Award by U. M. Culver, assistant Aviation Facilities Division chief. At right is G. O. Kempton, chief of the branch.

chief), formerly of Cordova and Fairbanks, have already made themselves part of the community in the few weeks they have been here.

And we are also expecting some other new arrivals. Last month a baby shower was held for Mrs. Jackie Eckdale of the Weather Bureau. This month Mrs. Martha Healy of electronics and Mrs. Bessie Branham of Reeve Airlines, had a shower at the home of Bernice Evans for Mrs. Maxine Wagner of Reeve. All the 19 women present urged Maxine to have a girl except Mrs. Smed, who just received word of her ninth granddaughter.

#### TWO-WAY RADIO REQUIRED AT CONTROLLED AIRPORTS

Air traffic control rules which establish the first national standards for conducting flight operations on and around all controlled airports throughout the country have been issued by the Federal Aviation Agency, Administrator N. E. Halaby announced recently.

The rules, which amend Part 60 of the Civil Air Regulations, are aimed at flight safety and aircraft noise reduction in airport communities. They apply to all aircraft unless otherwise authorized by the appropriate air traffic control facility. The rules take effect December 26, 1961.

Safety will be enhanced primarily by a limitation in airspeeds and a requirement for two-way radio communication at all airports served by Federally-operated towers, which typically have complex and high speed traffic, and also by generally prohibiting enroute flight through 'airport traffic area,' established for all controlled airports.

There are 465 Federally-operated towers throughout the country, of which 234 are operated by the FAA and 231 by the military services.

Each airport providing airport traffic control tower service will have a surrounding airport traffic area encompassing airspace defined by five statute miles in horizontal radius from the center of the airport and extending up to 2,000 feet above the surface. Enroute aircraft will be restricted from flying through this area without authorization from air traffic control.

## ALASKA AIR TRAFFIC SHOWS INCREASE

In Alaska air carrier departures for 1960 increased to 107,238 over the previous year's 97,386, according to a report just released by the Federal Aviation Agency. Similar gains were shown in mail and cargo tons for the 49th state while passenger count dropped from 353,877 in 1959 to 347,677 in 1960.

Similar significant increases were also shown for the rest of the United States, coupled with a drop in the number of flights, the FAA reported.

This report on U. S. scheduled domestic and international airlines is contained in a 52-page booklet, Air Commerce Traffic Pattern for calendar year 1960, on sale at the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. for 35 cents.

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## NOISE STUDIES SCHEDULED

Acoustical studies of aircraft noise at selected airports throughout the country will be made by a Washington, D.C. firm under a contract with the Federal Aviation Agency.

The airports to be surveyed by Polysonics, aviation acoustical consultants, will include Washington National, New York International (Idlewild), and Baltimore Friendship International. Other airports have not yet been selected.

Data obtained will assist airport authorities, zoning commissions, and others interested in aircraft noise in the planning of new airports, runway locations, land use, and in noise abatement procedures.

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## Three Top FAA Posts Filled By Administrator

Three key posts in FAA administration have been filled by Administrator N. E. Halaby.

Robert H. Willey has been appointed Assistant Administrator for Personnel and Training. He replaces Fordyce W. Luikhart who becomes Deputy Director for Administration in the Agency's International Aviation Service.

John R. Provan has been named Director, Office of Management Services, replacing Clarke H. Harper, who has been appointed Director of the recently established Office of Budget.

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## Blatt Named Head of FAA Research and Development

Joseph D. Blatt has been named Director of the Federal Aviation Agency's Aviation Research and Development Service by Administrator N. E. Halaby.

Blatt had been serving as Acting Director of Aviation Research and Development Service as well as Deputy Director of Aviation Facilities Service.

Prior to returning to Washington in March, 1960 to join the AFS as its deputy director, he was regional administrator of the Eastern Region, with headquarters in New York. He previously served as the Region's deputy administrator for about two years.

## CAPTIVE AUDIENCE

I am the mute, immobile target

For bores of every breed and humor:  
The hipster with his gruesome argot,  
The gossip with his grimy rumor,  
The malcontent of chronic dudgeon,  
The Sunshine Girl of cloying chatter.  
With clubs of rhetoric they bludgeon  
My head into the celery platter.

The ladies' man with shining dentures,  
The pukka sahib seamed and gritty  
Transfix me with baroque adventures  
From Sigmund Freud and Walter Mitty.  
Full panoplied they come, descending  
With tallyho, with drum and guidon;  
And I'm the ear forever bending,  
The collarbone forever cried on.

Is there no succor from the dictum  
That thus it is and thus it will be---  
That I must play the foil and victim,  
The wilted stooge, the witless Trilby,  
When had I methods to restrain them  
(The gyves, the brank, the scourge of nettles)  
I brought along to entertain them  
This epic script, My Life in Bettles?

---O. R.

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## NEW DISPATCHER EXAMS

New single-section Aircraft Dispatcher written examinations are being used by all Federal Aviation Agency District Offices.

On September 1, all first-time applicants for the Aircraft Dispatcher certificate started using this type of examination, as well as all those who previously failed all parts of the sectionalized examination. Applicants who successfully completed one or more parts of the sectionalized examination prior to September 1 and who desire to be re-examined on the parts failed, must do so prior to March 1, 1962. After that, all applicants must use the single-section examination.

The FAA has prepared an Aircraft Dispatcher Examination Guide to assist applicants who are preparing for the new examinations. It recommends appropriate references for study, outlines the scope of the aeronautical knowledge covered and presents sample test items. It will be available at the Government Printing Office, Washington 25, D.C. in the next few weeks.

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## CONTROL AREA CEILING RAISED

Another step in the expansion of positive control service for aircraft was taken by the Federal Aviation Agency on August 24 when the ceiling of the Chicago-Indianapolis positive control area was raised from 35,000 feet to a height of 60,000 feet.

FAA said this extension will provide the protection afforded by positive control for civil and military aircraft conducting high-altitude flight test and training operations in the area above 35,000 feet.

The base altitude of the 110,280-square mile area will remain at 24,000 feet, and there will be no lateral expansion of the area at this time.

## FIRE ISLAND



N-96, one of FAA's C-135s used for checking navigational aids for high altitude jet routes, rests on the ramp at Elmendorf AFB, Anchorage, after arriving here for a week's survey of nav aids throughout Alaska. Similar to the Air Force's KC-135 jet tanker and the commercial Boeing 707, the C-135 and crews went to the Hawaiian Region to check that area after leaving Alaska late in September.

### Civilair Club Members Make Seattle Trip

Another tour by members of the Civilair club was made in October when 19 persons chartered a flight from Anchorage to Seattle aboard a four-engine deHavilland Heron. The flight left Anchorage October 6 and returned October 10 with some members flying on to Portland, Spokane and Reno.

Those making the trip were Valdeara Whiteman, Marion Taylor, Mrs. Anker Hanson, Mrs. Lyle Erickson, LaVantia Bedford, Wilfred Bourdeau, Mr. and Mrs. Calvin Burt, Mr. and Mrs. Jack Bentley, Marjorie Higley, Arline Froland, Gordon Heitsch, Robert Taylor, and Mr. and Mrs. Frank McGuire and three children.



First off, we have a new addition to the Island. Mr. and Mrs. Barrera have a daughter, Erika, born the last of August. This makes five children for the Barreras.

Mrs. Waggy's teenage daughter, Sharon, departed the Island for Copper Valley School in Glenallen, Alaska. There are no schools on the Island at the present time.

Mr. and Mrs. Waggy have departed for Oklahoma City for school and Mrs. Waggy is taking advantage of the trip to visit her parents in West Virginia. The Waggys are expected to return about the first of December.

We have completed a sledrun and a playground for the children. All we need now is some snow.

The personnel here have completed Radiological Monitoring courses and the classroom training on the FPS-20 radar. Also we received training in IFF equipment. We are presently engaged in cross training with the Air Force on the FPS-20 radar, the IFF, and the video mapper.

Earlier, courses were being conducted in salmon smoking and freezing by one of the Eskimo fishermen on the Island.

Mr. Salzman and Mr. Laffoon have purchased a Piper J-3 aircraft, this brings the number of planes on the Island to two. We have completed a ramp area and hope to build a hangar for the planes in the near future.

The Air Force gave us permission to shoot two moose on the Island, so we have been busy butchering moose for the past week.

### ALASKA TO RECEIVE ADDITIONAL VORTACS

A contract which will help provide 14 additional VORTAC stations in Alaska has been awarded by the Federal Aviation Agency. The 14 Alaskan Region nav aids are among 50 VORs and 21 TVORs included in the contract let to the Televiso Corporation, Wheeling, Ill., recently.

Although the \$2,067,550 contract is for VORs and TVORs, it is expected that later this year FAA will purchase additional equipment so the VORs can be converted to VORTACs.

Tentative Alaskan Region locations are Annette, Bettles, Big Delta, Big Lake, Farewell, Fort Yukon, Galena, Hinchinbrook, McGrath, Moses Point, Nome, Talkeetna, Tanana, and Unalakleet.

### THE MUKLUK TELEGRAPH ANCHORAGE, ALASKA

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

Editor . . . . . Norman (Pat) Noble  
Assistant Editor . . . . . Virginia Schairer  
Printing . . . . . Jack Lamb  
Photography . . . . . Hermann Kurrieger



Danny Kaye, movie comedian and sportsman pilot, receives an FAA Blue Seal pilot certificate from Walter P. Plett, Western Region manager and former manager of the Alaskan Region. Kaye was one of the first pilots to get the

Blue Seal in FAA's program to award them to private and commercial pilots who acquire enough instrument flying skill to guide them out of bad weather conditions. The Blue seal indicates limited instrument capability.