

Administrator Visits Alaskan Region



Federal Aviation Agency Administrator Najeeb E. Halaby is greeted by Allen D. Hulen, Alaskan Region manager, as the Administrator stepped off the FAA's turbo prop Grumman Gulfstream at the FAA hangar, Anchorage International Airport, Sunday morning, October 1, for a three day tour of the Region. Regional staff officers were also on hand to greet Mr. Halaby.

Sunday afternoon Mr. Halaby conferred with Governor Egan and was taken on a tour of FAA facilities in the Anchorage area, and Sunday night a staff dinner was held in his honor at Anchorage International Airport.

A tight schedule and itinerary was maintained by the Administrator who officially opened a week-long conference of regional facility chiefs at the Westward hotel Monday morning. Following that Mr. Halaby visited the Anchorage ARTCC and other FAA facilities; conferred with Lt. Gen. George W. Mundy, commander in chief, Alaskan Command; addressed Anchorage area FAA employees; spoke at the Chamber of Commerce luncheon; conferred with Senator Ernest Gruening; and

conducted a staff conference.

Tuesday Mr. Halaby, accompanied by Mr. Hulen and staff officers, made a flying trip to Nome, Galena, and Fairbanks, where he addressed the Fairbanks Chamber of Commerce, before returning to Anchorage for a final staff meeting.

Speaking to a crowd of 700 at the employees' meeting, Mr. Halaby told them, 'We have a great job to do -- a service to our fellow man, and we should consider it a privilege to be in FAA. Aviation is just well started and you are at the frontier in it.'

He also told FAAers, 'I would like you to help develop the leanest, cleanest, and keenest public agency in history.'

Mr. Halaby is a son-in-law of Mr. and Mrs. Frank Carlquist, and a brother-in-law of Mrs. Harold Strandberg, wife of state representative Harold Strandberg, all of Anchorage, whom he also visited.

The Administrator returned to New York and Washington Wednesday.

'OREQ STORK' (OR WHAT IS YOUR ETA?)

On the evening of July 31, the relative calm at Minchumina was broken by a frantic telephone call to the station and to Ken Schuelke, who was working the swing-shift. This earthshaking call perpetuated a series of equally frantic calls back and forth from the station to Acting Station Manager, Frank White. After the flurry of phone activity died, there was an outburst of TV interference as Frank roared up the road to the station in the pick-up. Before the vertical hold had held up the horizontal sweep or the sync had sunk, back swept the truck plowing through it's previous dust and scattering gravel asunder and screeching to a halt in front of the Schuelke household. Before irate Minchuminites could adjust their sets, pandemonium broke loose again and Frank was off once more. At this point people were beginning to wonder just what occasion could send Mr. White out careening about the countryside at this time of night. It had to be something big, and indeed it was.

It appeared that the stork was about to pay a call to Mary and Ken Schuelke several days ahead of schedule.

The big problem was a lack of immediate transportation for Mary. The stork wasn't concerned with this problem, but Ken, Mary and Frank were.

After a huddle with Frank, Ken got busy on the telephone and contacted bush pilot Dick McIntyre in Fairbanks, urging him to fly post haste to Minchumina for Mary before she changed her mind about going. Then he alerted the doctor, the hospital and ordered an ambulance to be on hand at the airport for their arrival.

One hour and fifteen minutes after being contacted, McIntyre set his Bonanza down on Minchumina's runway. Knowing that speed was the order of the day, he snatched up Mary and suitcase, stuffed them into his aircraft and in less than five minutes was barreling down the strip and out into the night. The stork followed in hot pursuit.

On the ground, Ken and Frank paced the station floor in unison, watching the clock nervously while smoking the wrong end of their filter-tips. McIntyre was due to arrive in Fairbanks at approximately 2:30 am. He had left at 1:30 am.

At about 1:45 am Mary tapped her pilot on the shoulder and informed him that the stork was about to overtake them. They would never reach Fairbanks in time. The Bonanza was nearing Clear. Fortunately Dick knew that an RCA doctor was stationed there and he immediately decided to go down instead of on. Unfortunately his radio transmitter failed him and this important little change of plans was not communicated onward, backwards, upwards, or downwards resulting in confusion at Fairbanks and Nenana and chaos at Minchumina.

McIntyre was met on the ground by an attendant who strolled out, heard a hurried account of the difficulties, paled, wheeled and set a new Clear track record to the nearest phone. Within minutes Dr. Edwards and an ambulance came roaring out to the airport again breaking all of Clear's previously held speed records. The ambulance served as a hospital and at 2:25 Ken and Mary Schuelke became parents of a lovely 6 pound 13 ounce daughter.

In the meantime McIntyre's ETA had come and gone by some twenty odd minutes, Fairbanks advised no plane in sight, Nenana advised nothing seen nor heard, Ken was shook, Frank was shaky, the entire population of

Minchumina was having the jitters. Finally at 2:40 am the word came from Clear.

This story could end here but it may be of interest to readers to know that exactly twelve hours from the time the first phone call was made at Minchumina, Mary, radiant with pride, returned to the lake with her baby girl. By this time the excitement was over as far as she was concerned and now in the true pioneer spirit, she was wondering what to fix for dinner.

Norma Herb

FACILITY CHIEFS GATHER FOR CONFERENCE

Air traffic supervisors from FAA's 41 facilities in the region gathered in Anchorage October 1-7 for a facility chiefs' management conference. The conference, at the Anchorage-Westward hotel attracted more than 100 persons including the chiefs, their wives, regional officials, Washington guests, aviation industry representatives and guest speakers.

The conference was to include 24 hours of management training presented by the Personnel and Training Division, addresses by aviation industry representatives and educators, and panel discussions. Among the guest speakers scheduled were Frank Brink, professor of speech and drama at Alaska Methodist University and well-known Anchorage playwright; James Parsons, professor of psychology at AMU, Col. E. F. Carey, Jr., deputy chief of staff for operations, Alaskan Air Command; and Eugene Roguska, director of the state division of aviation. Also on the program were two representatives of the Air Traffic Service in Washington, William S. Ridenour, chief of the facilities management section, and Walter E. Britton, chief of the facilities operations branch, who addressed the conference.

The conference opened Sunday, October 1, with a no-host cocktail party at the hotel followed at 8:30 Monday morning with the initial business sessions. It was scheduled to continue through Saturday with both day and night meetings on the agenda.

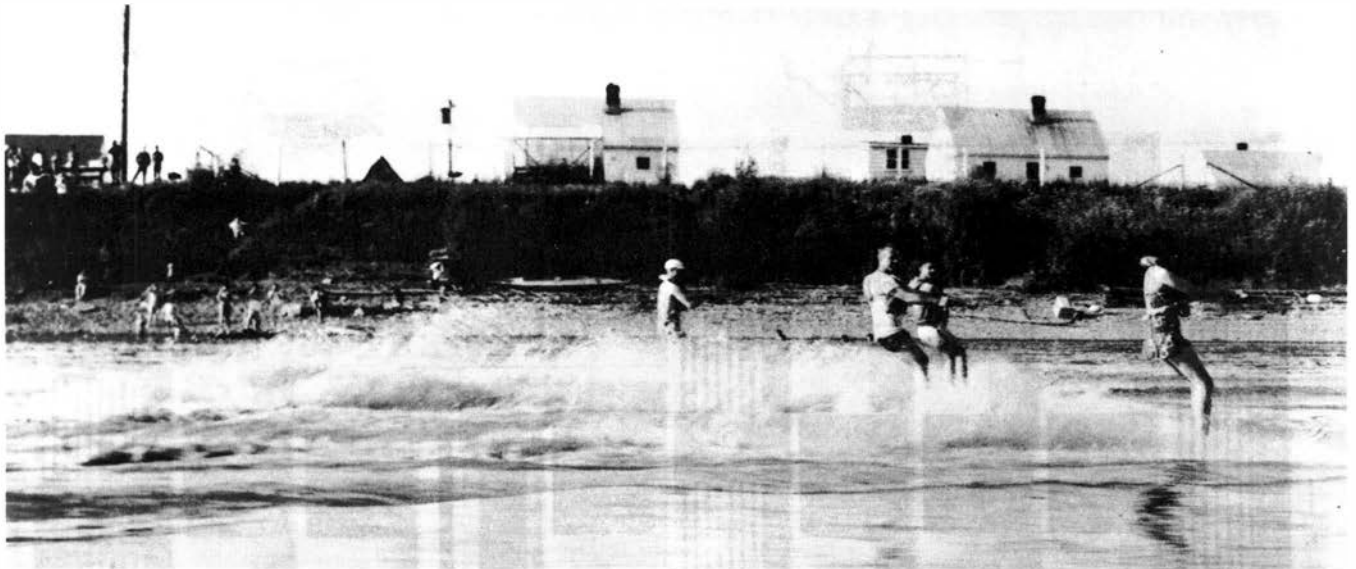
A banquet at 6:30 p.m., Friday at the hotel was to climax the week's activities for conferees and their wives. Other activities for wives were to include a tea Tuesday, October 3, and participation in a television program Thursday.

COMMUNITY CHEST DRIVE UNDERWAY

One hundred percent participation by FAA employees is the regional goal for the 1961 Greater Anchorage Community Chest campaign, according to Allen D. Hulen, regional manager. Co-chairman of the drive, which ends October 27, are William Marcks, AL-550, and George Edmondstone, AL-232.

The Community Chest is a reorganization of the former United Good Neighbors and is designed to provide financial aid to the Boy Scouts, Girl Scouts, Campfire Girls, YMCA, United Services Organization, Red Cross, Salvation Army, Booth Memorial Home, and Goodwill Industries of Alaska. Edmondstone emphasized that benefits of the Chest extend beyond the Anchorage area.

Keymen have been appointed and are contacting individual employees to explain the campaign and provide an opportunity to contribute.



It may be getting a bit chilly now but at the annual FAA-RCA-PHS hospital picnic at Tanana a few weeks ago water skiers were out in full spray. From left: Jim Smith,

EMT; Dr. Bill James, PHS; Charles Wheeler, son of Floyd Wheeler, foreman mechanic; and Mary Stickman, PHS.

TANANA

During summer we went all out to develop a more interesting recreational program. Water skiing was started a year ago and revived this year. It was not an uncommon sight every sunny day to see everyone head for the river loaded down with water skis and gear, picnic baskets and the whole family in tow!

Fishing enthusiasts were handicapped by continual high and muddy streams. We do enjoy a lot of boating as among us there are proud owners of six boats (two airboats, three outboards and a Fol-boat).

We are grateful to the two traveling mechanics who made ready the rifle range at the old VHF site and set up two badminton courts adjacent to the housing area. They donated two sets of rackets and many, many birdies. Another traveling man donated a croquet set for our use.

The Tanana Trap-Shooter's Club is in full swing with several people from the village and PHS also participating. There are fifteen male members and so far, three female members. Bouquets, too, to those who set up the traps and cleared the area which is out near the range station.

On July 15 the Tanyu (social) Club was re-activated. At the first regular meeting Jim Smith was elected president and Pat Hays, secretary-treasurer. At the present time there are fourteen members. Plans are underway to secure a building for use as a clubhouse and have it ready for occupancy by the time snow flies.

Floyd Wheeler, foreman mechanic arrived home in August after spending three months at Oklahoma City attending electro-mechanics school. Dutch Sturdevant and Jack Hudson, traveling mechanics, were here during his absence. We had the usual amount of traveling crews: linemen, surveyors, tower construction and utility crews.

L. D. Nichols, Dave Nelson and Richard Hays have completed their Pilot Weather Briefer's courses and taken the final examinations.

Our summer was made more interesting by having several visitors from the outside. The L. D. Nichols' had a house guest from California. Jim Smith's brother from Massachusetts spent two weeks here. Mrs. Hays'

parents from Montana visited for two weeks during July.

Since it has been so long since you have heard from us we would like to take this opportunity to tell you a few facts about Tanana and introduce ourselves. Tanana is located approximately two miles below the confluence of the Tanana and Yukon Rivers. The FAA housing area is situated about one half mile west of the native village on the banks of the Yukon River. The station is located about one-fourth mile west of the housing area. The total population of Tanana including villagers, FAA, RCA and PHS is usually around 250 persons. The FAA has nine permanent employees who with their families are: John Andrews (station manager), wife, Ann, and two children: Floyd Wheeler (foreman mechanic), wife, Martha, and seven children; Jim Smith (EMT) and wife, Peggy. John Martin (mechanic) and two children, FSS's--L. D. (Nick) Nichols, wife, Mary, and son; Clarence Estes, wife Verina and two children; Douglas McCotter, wife Virginia and seven children; David Nelson, bachelor; Richard Hays and wife Pat, who is part-time clerk-typist and two children.

Pat Hays

CIVILAIR HOSTS CRAB FEED

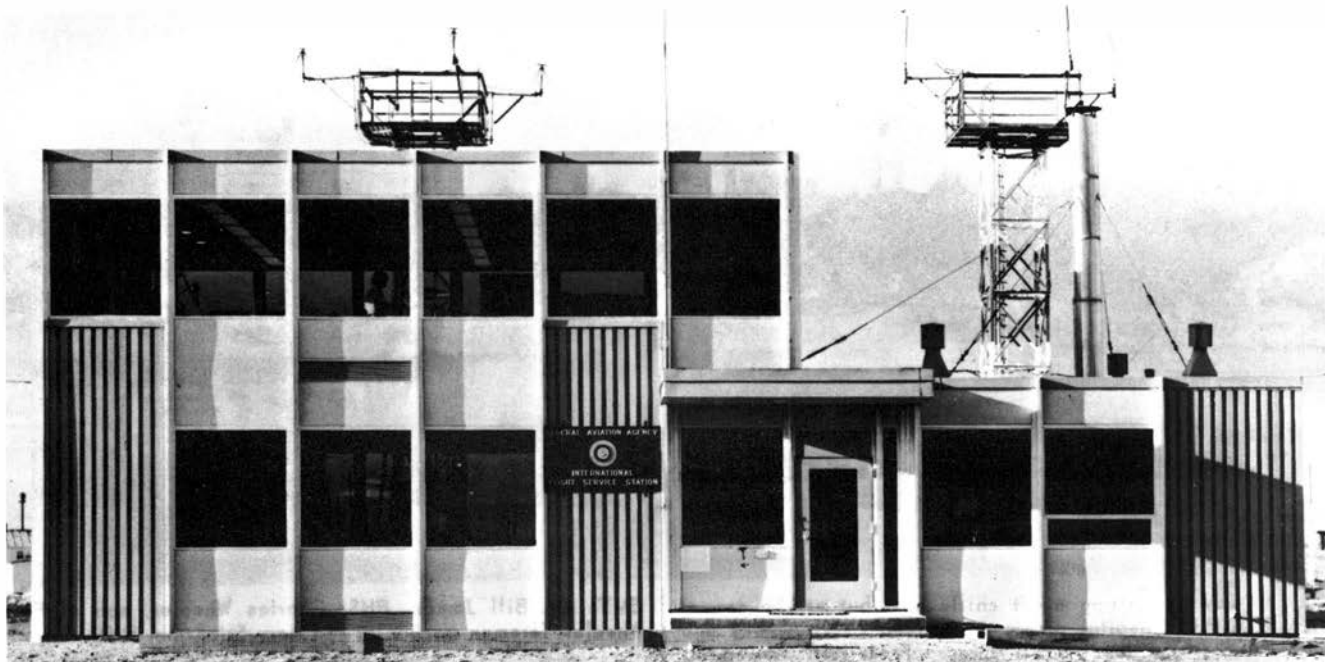
The annual crab feed sponsored by the Civilair Club will be held on Friday, October 27, at the Edgewater Inn.

Plans of Ray Bird, Anchorage Station, and Ethel Christiansen, U.S. Weather Bureau, co-chairmen, promise an enjoyable evening. A smorgasbord of crab, meat dishes, and other goodies will be served, with refreshments and an orchestra for dancing available.

The Edgewater facilities will be for the exclusive use of the club's members and friends.

ATTENTION!

All Mukluk correspondents and contributors are again reminded that the deadline for copy is the tenth of the month preceding the date of publication. In other words, anything that is to appear in the November issue must be in the hands of the editor by October 10. Unfortunately, copy arriving too late for one issue may be too old for the next. **AND PLEASE DOUBLE SPACE YOUR COPY.**



The new IFSS at Cold Bay, formally opened August 24 with Governor Egan, military, civilian, press, and regional officials in attendance.



A reception line of Cold Bay personnel was on hand to greet Nan 19 and Nan 5 as they arrived with guests for the formal opening ceremony.



Regional Manager Hulen addresses the group during a luncheon. From left Governor Egan; Hulen; Maj. Gen. Wendell C. Bowman, commander Alaskan Air Command, USAF; Rear Admiral C. C. Knapp, commander Seventeenth Coast Guard District; Rear Admiral H. H. Caldwell, commander, Alaskan Sea Frontier. Left foreground, Bob Reeve, Reeve Aleutian Airways.



Guests inspect the communications center in the IFSS. From left Carl Shute, station chief; Admiral Knapp; Don Wolfe, chief Air Traffic Division; Norman Brown, publisher Anchorage Daily News; and Charles Muhs, communicator.

COLD BAY IFSS FORMALLY OPENED

Headed by Gov. William A. Egan, an imposing list of non-FAA guests helped formally open the new international flight service station at Cold Bay August 24. The group traveled in two FAA aircraft from Anchorage to Cold Bay and return.

Following a lunch for 35 persons, given by Northwest Airlines in its dining room and graciously served by Cold Bay women, Governor Egan; Allen D. Hulen, regional manager; and other FAA personnel addressed the group, and Mr. Hulen unveiled a large new sign which will adorn the IFSS building. With J. R. Caudle, station manager, as leader, Cold Bay personnel then took the visitors on a tour of the station.

Guests included Maj. Gen. Wendell C. Bowman,

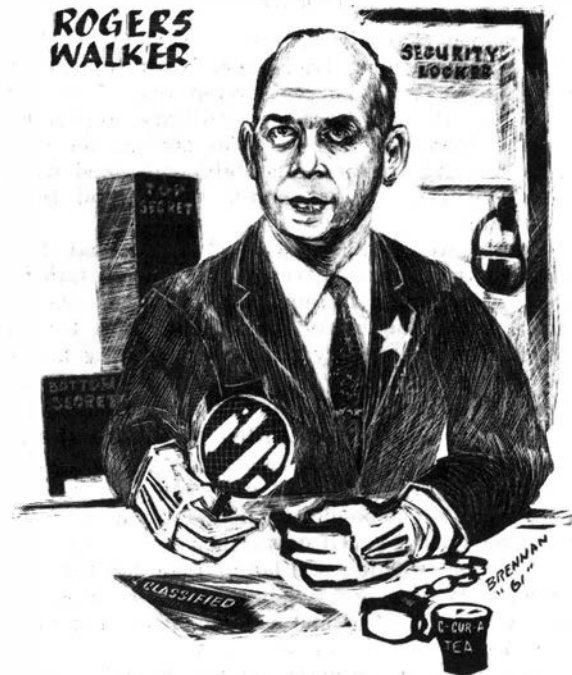
commander, Alaskan Air Command, USAF; Rear Admiral C. C. Knapp, commander, Seventeenth Coast Guard District; Rear Admiral H. H. Caldwell, commander, Alaskan Sea Frontier; Mac A. Emerson, regional administrative officer, U. S. Weather Bureau; Clayton A. Schule, district manager, operations, Northwest Airlines; Robert C. Reeve, president Reeve Aleutian Airways; Kenneth Beck, president, Central Construction Company, Seattle; Robert B. Atwood, publisher, Anchorage Daily Times; Norman C. Brown, publisher, Anchorage Daily News; Alvin O. Bramstedt, president, Midnight Sun Broadcasting company. Regional office personnel included D. S. Wolfe, chief, Air Traffic Division; U. M. Culver, assistant chief, Aviation Facilities Division; John B. Moore, chief, Administrative Services Division; N. W. Noble, public affairs officer; Jack Jefford, dean of FAA pilots; and Hermann Kurriger and Howard Potter, FAA photographers. Crews for Nan 5 and Nan 19 which flew the group to Cold Bay and return were Hulen, Jefford, R. V. Pastro, W. A. Hanson, Don Hood, G. W. Bishop, and C. W. Johnson.

The guest list also included the following from the Cold Bay area: Maj. Leslie B. Rosenburg, commander, 714th AC&W Squadron; Mrs. Maggie MacNiece, deputy magistrate; Wallace G. MacNiece, postmaster; Eldine I. Branham, Reeve station agent; James A. Harding, OIC, Weather Bureau, Cold Bay; Carl L. Shute, chief of the IFSS, Don L. Scroggs, acting SEMT; and William I. Erikson, construction superintendent, King Salmon.

Prior to unveiling the sign, Mr. Hulen pointed out that the new international flight service station is a significant step forward for Alaskan aviation and international air travel as a vital element in the United States' commitment to the International Civil Aviation Organization. He explained that through the IFSS and other navigation, communications, and landing aids, Cold Bay offers flight following service, weather service, international communications, refueling, and emergency landing facilities for the ever-growing North Pacific air route to Asia and over-the-pole international air traffic from Europe to Alaska and on to Asia. Wolfe explained to the visitors the functions of an IFSS and Governor Egan expressed the state of Alaska's appreciation to FAA for the ever-increasing development of aviation facilities.

Cold Bay FAA personnel played the part of gracious and expert hosts in extending the station's hospitality to the visitors. A reception line was on hand to welcome the party and on the tour of various installations the group traveled in a bus courtesy of Reeve Aleutian Airways. Joe Caudle acted as tour guide to show the party the IFSS, fire and crash station, power house and shop, through the new housing area, and the VORTAC. At each installation well-informed, articulate personnel greeted the visitors and explained the operation of their facility. FAA photographers were kept busy shooting stills and movies of the occasion. The tour ended with a demonstration of fire and rescue techniques when the fire crews raced from the station to a spot off the runway to extinguish a blaze set for that purpose.

Enroute back to Anchorage that night members of the party were guests at King Salmon of the FAA employees club at a delicious dinner at the Katmai Club, charmingly served by Mrs. Carl Melton and other King Salmon women. The King Salmon stop included a tour of the new traffic control tower, conducted by Carl Melton, station manager, and his personnel.



Rogers E. Walker, chief of the region's security staff, may be a newcomer to FAA but he has 22 years of federal service dating back to 1937 when he began in the post office at Yakima, Wash. Since that time Rogers has managed to work in two and one half years of military service during World War II and a college degree, in addition to service with the U.S. Army Engineers and the U.S. Civil Service Commission.

Named chief of the security staff last November, Walker came to the position from that of placement specialist with the regional personnel office. Prior to joining FAA in 1959, he was with the Army Engineers at Elmendorf AFB as employee utilization representative in 1958 and 1959.

Taking time out from his post office duties between 1937 and 1952, he served in both the army and navy during the war, then was graduated from Whitworth College, Spokane, in 1950 with a degree in journalism.

After two more years with the post office at Spokane, he conducted field investigations of civil service and Atomic Energy Commission contractor employees throughout the Pacific Northwest until 1955. Following a period as management trainee with the 11th Civil Service Region at Seattle, he went into investigative work for Civil Service where he remained until he joined the Army Engineers at Elmendorf in 1958.

Walker owns a home at 4601 Spenard Road and says that remodeling it is about all the time he has for a hobby. He is active in the Church of the Open Door where he is chairman of the board and teaches an adult class.

The Walker family includes his wife, Mary, a tax examiner for the internal revenue service, and two sons and two daughters. They are Rogers, 17, and Stephen, 16, in Anchorage high school and Mariam, 14, and Marguerite, 12, attending Wendler Junior high.

COLD BAY

We hope that all Alaska is now aware that the Cold Bay international flight service station has been formally dedicated, as representatives of the press were among the political and military dignitaries -- two plane loads of them -- who arrived for opening ceremonies. All seemed sincerely impressed with our new and modern station, power house, and fire and crash station.

Cold Bay weather returned to normal for the opening of the annual silver salmon derby Labor Day weekend. Dozens of intrepid anglers braved the blinding rain, lining the banks of Russell creek for hours. As an additional amenity a surplus building has been moved to the river bank for use as a warm-up shack, and very welcome indeed was the hot coffee and food served by the women's committee during the afternoon. The weather moderated for Labor Day and a good time was really had by all. But then -- the suspense -- the winners were not announced until the banquet Saturday evening, September 9. Of course some of we non-fishing types feel the trophies are larger than the fish. This year's winners were Bob Eckdale, Weather Bureau, first; Chuck McGuire, FAA P and S, second; Juanita Skipper, third; and Curley Kinsella, FAA P and S, fourth.

Seems rather weighted on the P and S side but operations was rightly represented by the station manager's wife, Marcia Caudle, who won the liar's award. Caudle and Skipper are well qualified for careers as fish buyers as they split the prize for the most accurate guess on weight of the winning salmon.

But Salmon are not our only fish. August 27 Henry B. Luecke, utilities mechanic, broke his previous record of 137 pounds, by catching a halibut weighing in at 154.

Even the children are still fishing at Cold Bay. Other schools may start right after Labor Day but here the opening date was delayed because desks and supplies failed to arrive from Seattle until after mid-September. However, higher education called Martha Evans, daughter of Arley and Bernice Evans. She has entered Alaska Methodist University at Anchorage after spending the summer here. And 'Baby Ben' Holeman has returned to Anchorage to continue his education.

We have had so many arrivals and departures we have decided plans for the new IFSS were incomplete -- they should have included a revolving door. Joe McMullen, ATCS, has returned to his bachelor stamping ground at Wake Island to show off his lovely wife, Ruth, and son, J. J., Jr. Our most permanent ATCS is now Dan Burns, who thinks he is a traveling operator out of Anchorage.

New arrivals include Joe Kijula, formerly with ARTC in Washington and Anchorage, and momentarily expected to return from San Juan is Otis Rayborn, formerly of AKN and NHB. Loren Fisher, SEMT, has joined Mrs. Fisher for a vacation in Wisconsin and 'Sam' DiMaggio has transferred to Anchorage. Charles Muhs, ATCS, and family have returned from their vacation to New York and Frederick Peter has joined his family on a vacation trip to Kansas. P and S has lost Victor Shearer to wider horizons but he is being partially replaced by Roderick M. Williams. 'Frenchy' LaFrancis

has returned from Anchorage where he received medical treatment. Last but not least, Bruce Bidwell, foreman mechanic, has returned bursting with energy and bright ideas from vacation and school in Oklahoma City.

FAA HAS DISPLAY AT KENAI

The FAA was asked to participate in the observance of Kenai Days, August 19 and 20, commemorating the 170th birthday of Kenai. A committee member was supplied in the person of I. M. Coleman, Chief of the Kenai FSS. Numerous meetings were needed to whip things into shape. The celebration was started with a banquet for Governor Egan with Mr. and Mrs. Coleman representing the FAA.

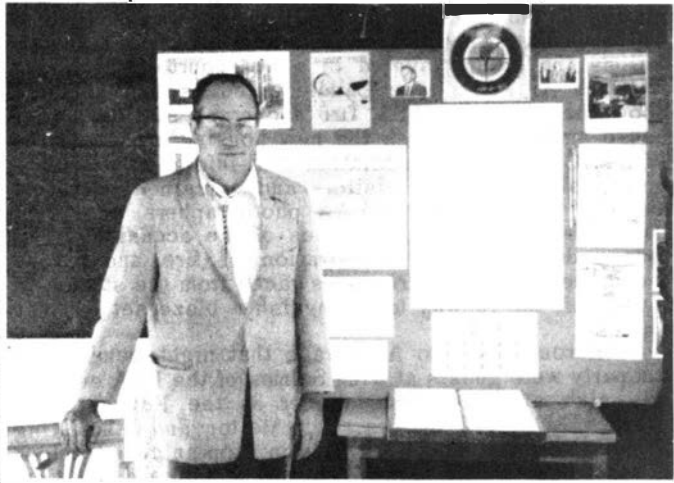
The first day started off with the fish derby getting underway. Next a mile long parade began the festivities rolling at the fairgrounds. The FAA had a static display as shown by the photo and a large amount of various handouts were passed around to the audience. Pictures and the radiological meters came in for a lot of attention. Some people who have been around the FAA for years said they had learned a lot they did not know about our operation.

Mrs. Coleman added to the tent by having her lapidary outfit on display and working also numerous samples of various types of rocks to be found in this area. She also had jewelry on display made up from native Kenai stones. Quantities of large vegetables were on display and she had Mr. Pillsbury the horticulturist from the U. of A. and Mr. Libenthal the extension agent from Homer for judges of the produce.

A queen of the celebration was selected and crowned Saturday night at a gala ball held in the high school gym. A dinner was held the night of August 24 for all of the queen candidates with all committee members present.

Sunday morning a fly-in breakfast was held in the CAP hut with some out-of-town guests including Mr. Manning and Mr. Robinette of FSDO being present with their wives. A lot of ham and eggs plus hotcakes were consumed by all present.

All of the profits from the various commercial phases are being turned over to the CAP to build a much needed hangar for their L-20. From all reports the enterprise was a financial success and the people concerned hope to make it an annual affair.



Chief of the Kenai FSS poses with the FAA display he developed for the Kenai Days celebration.

KENAI

Opal James has been in Iowa to see her father and relatives. Pete James went to New York to get a new airplane so will pick Opal up on his way back to Kenai. We will all be glad to see Opal back again.

Maxeen Hart has been in the hospital at Anchorage. She had a pinched nerve or arthritis in her neck and shoulder.

Jimmy Caton, son of Dale and Margaret Caton, was in the hospital at Anchorage in July and had a double hernia operation. He is in good shape again. The Caton children all had the chicken pox. I sure am glad they are over with. Its nice that they had them before school started.

Everyone has been going moose hunting. The ducks caught it too since the season opened.

School days, school days, dear old golden rule days again a reality and the children are off to school again. Most of them are glad to be going back and then there are some that won't, but that is the way the ball bounces.

Most of the women on the FAA station have been picking berries, canning and making jelly and cranberry sauce. Also we have smoked and canned some fish too.

Larry Jordon, son of Ken and Norma Jordon, went to the University of Alaska at Fairbanks for a three week summer science training course. He is back at Kenai again.

We had some lovely weather for a change, and I hope it stays for awhile for the moose and duck hunters.

Margaret Caton

FAIRBANKS

Claude Wilber turned in his double ended ARTC pencil August 31. He is now working for the Geophysical Institute at the University of Alaska.

Donald Slater has headed south to Ok City for a three week ATC Instructor Training Course.

A remarkable thing occurred this month. Ronald Logan, George Hill, Robert Royer, Al Iverson and Clayton McGuire returned from outside. For once not one returnee brought back a pocket full of plans to migrate at the first opportunity.

William Schofield and Erland Stephens head south this month on 737. Bill plans to travel to Chicago and back by air. Erland is flying to Minnesota and driving back to Fairbanks via Texas, Seattle, and the long gravel road.

Frank Scott got a moose while hunting caribou with Clayton McGuire. McGuire was heard to say that if he had seen the moose first realizing the work involved dressing it out it would never have been shot. Harry Hardy has been carrying his sport converted Swiss Army rifle through the bushes with little to show beyond 'feet on the desk' tales.

The center's homesteaders, Ron Logan, Al Hall, Bill Goode, and Erland Stephens have been alternating moose-looking and road building. It has been said that they tore up their road in order to keep flatland tourists out of Goldstream Valley.

The summer transfers left a lean bowling framework but new bowlers have come in to overflow the

ranks. The tradition that started last season is continuing in enthusiastic high gear. The six teams of the FAA Bowling League have a challenge out to anyone who would care to engage in a match game.

During the previous year we often wondered who invariably added a post script to most informal notes posted on the radar maintenance room bulletin board. We had in the past suspected Andrew J. Billick, Sixto Barrera, Desmond Edwards and Marvin O. Hassebrook. When a prospective bowlers inquiry list was posted on this bulletin board the 'phantom' appeared in big bold print as a potential bowler for the coming season. Considering the facts, here is what we came up with: Billick is at the Anchorage regional office, Barrera is at Fire Island, Edwards is at North Nenana. It appears to us that Marvin O. Hassebrook, who just happened to be visiting Fairbanks ARTCC on the very day that the phantom appeared, is guilty. Remember the saying, Marvino? 'Be sure, your sins will find you out.'

Mrs. Mary Burns of Systems Maintenance Branch draws congratulations. Mary was on TDY in Anchorage from the 22nd to the 25th of August. She attended the course, 'Orientation for Clerical Personnel.' We envy the lucky fellows who had the honor of escorting Mary through the various departments. Mary must have learned well for her desk was relatively clear of material accumulated during her absence by noon her first day back.

Fairbanks maintenance was shaken August the 14th when news was received by Merrill S. Anderson SEMT/ARTCC, that his father, Mr. Hans Christian Anderson, 79, had been killed in a pedestrian-auto mishap in Portland, Oregon.

Erland D. Stephens
J. E. Harrod

Fairbanks CS/T

With the hunting season upon us everyone seems to be talking about the one that they are going to get. Several of the personnel at the CS/T did a bit better than talk. Martin Ondra and Melvin South both got their sheep in the Brooks range. They flew up into that area with 'Marty's' Aeronca sedan on floats. The largest of the sheep took 7½ hours to pack out and had a 39½ inch head with better than a full curl. We won't mention who got the big one as they do work a shift together occasionally. Philip Owen got a nice moose about 10 miles east of Cantwell.

There are quite a few tired eyeballs among the personnel of the CS/T from keeping track of all the equipment on and about the airport involved in the construction that has been going on since spring breakup time. A rest of eyeballs will be in order in approximately two to three weeks when construction will be completed and we have a new 10,300 foot runway with taxiway plus new lighting for all.

The evening of the 28th not only exercised the eyeballs of the specialists on duty, but almost made them pop out of their heads as a C-46 just after takeoff caught fire over the Experimental Farm about 2½ miles north northwest of the airport. What made it exciting was that the aircraft had some 34 barrels of aviation

gasoline on board. The plane landed without any mishap thanks to the expert piloting of the crew. The airport crash crew had the fire under control in approximately 30 seconds after the aircraft came to a stop. No sooner was this incident over when a Cessna 170 called the tower to advise that his engine had stopped just about the same time Pan American's DC-6 was on final approach. The Cessna made an extremely short approach while the DC-6 was given the 'go-around', and landed without mishap. The DC-6 landed shortly thereafter.

MR. Owen is now a certified Controller at this facility having just received his promotion to a journeyman controller and also his senior certificate.

ANCHORAGE

Anchorage has survived another summer with annual leave in progress since break up. Several of us journeyed south via PL 737 and one in particular put more than a whole year's wear on his car, namely Clyde Winters, who drove his family as far as Mexico - slightly more than 13,000 miles.

We are very fortunate in getting all new Atlas Baby Boom type microphone brackets. These are a great improvement over the old Dazor mountings. (Improvement - that we like).

Noted a nice turnout of station people at the Civilair club picnic. Some of us had trouble finding the spot. I was stopped, halted, investigated, turned around, rained on, and screamed at. Especially the latter by my wife and daughter when I drove down a runway at EDF and was met by a MP complete with machine gun.

We are all looking forward to our new pilot briefing position which is to be relocated on the first floor immediately adjacent to the taxi strip and ramp. This is to be complete with canted counter, telephone switchboard, and plenty, and I do mean plenty of room. (More improvement - which we like).

Some of us are still spending time on Pilot Weather Briefers and Flight Assistance course. To date the Anchorage Station PDI has administered 557 achievement checks on Weather and 104 on Flight Assistance. The hours put in on this program when all broken down in



Three ATCS from the Anchorage control center receive cash awards for suggesting an improved method of lighting traffic control boards. From left: Edmund J. Shields, Gerard Belanger, Richard Brannon, and F. S. Rhode, Anchorage station manager, who presented the awards. Belanger also received an award for an improved method of writing position information.

total hours for each element add up to thousands.

Learned some interesting figures - a total of 44 men have been assigned to the Anchorage station in the past two years. In this connection Lloyd H. Patterson has returned to the Anchorage Station after a brief sojourn at the Seattle FSS. We are glad to have Pat back with us. Our good man Kenneth M. Carl has been on extended sick leave for the past six weeks. (It is hard to measure the value of accumulated sick leave). Our good friend Robert C. Thompson is transferring to Wake Island and we lost Casper Schregardus, who transferred to Joliet, Illinois.

Bert F. Cortright

OPEN SEASON HELD ON HEALTH PROGRAM CHANGES

Open season on the Federal Employees Health Benefits Program is October 1-16 and any FAA employee eligible for coverage will have an opportunity to either enroll in the plan or change his present enrollment.

During 'open season', enrolled employees will be able to change from one plan to another, from one option to another, from self-only to self-and-family, or from self-and-family to self-only enrollment.

Those who plan changes, or desire to enroll for the first time, are reminded that this may be the last open season for three years as the law specified that an open season will be designated at least once every three years.

Packets of information should already be in the hands of all eligible employees, according to Loren D. Cameron, chief, personnel relations branch, who is available to answer any questions concerning the open season.

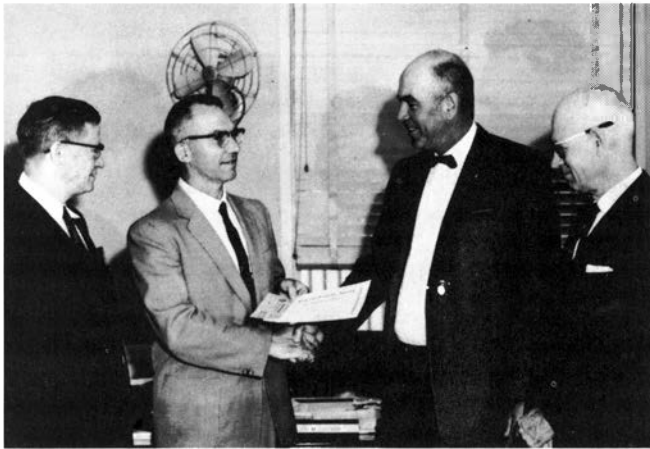
Cameron urges that employees carefully read the literature to be sure that any change made is appropriate to their situation. He also points out that anyone wishing to make a change or enroll initially should be sure the registration form is received in the Personnel and Training Division not later than October 16. Persons absent from official duty stations should advise their supervisor of their location so that the supervisor may forward materials. The Personnel and Training Division is sending information to those who are at the Aeronautical Center during the open season. In all other cases it is the responsibility of supervisors to forward material to employees wherever they may be.

Those who wish to make changes should take the following steps:

Obtain a Health Benefits Registration Form (Standard Form 2809) from the personnel relations branch in the case of regional office employees or the station manager for field employees.

Complete the form to indicate changes desired. Return the form to his supervisor for forwarding to the personnel relations branch in ample time to reach that office no later than the October 16 deadline.

Employees who are happy with their current plan need take no action. However, they are advised to retain a copy of the brochure for the plan under which they are enrolled. The Brochure serves as the employee's policy.



Fred Biesemeyer, EMT in the regional office (second from left), receives congratulations, a certificate, and a cash award for Sustained Superior Performance. From left: Ted Young, assistant chief, systems maintenance branch; Biesemeyer; U. M. Culver, assistant chief, Aviation Facilities division; and Gene West, chief, operations section, of the maintenance branch.

WOODY ISLAND WANDERINGS

by Yule M. Chaffin

As nature pauses briefly with a stretch of Indian Summer before plunging into winter, so too, we here at Woody Island pause momentarily for a nostalgic backward glance at the summer's events and activities.

This section of Alaska was so favored with a summer of sunshine and calm waters that Woody Islanders have many pleasant remembrances of the days just past--days when gardeners took time off from feeding, seeding, and weeding long enough to seek out specimens of lavender orchids, purple iris, white and blue Jacob's ladder, dainty saxafrage and other interesting wild plants for rock gardens and flower plots---days when amateur photographers tried to record for winter's viewing the whiteness of the fluffy cloud banks, the deep blue of the skies, the blue-green of the bays and inlets, the vibrant flaming sunsets, and the myriad spectacular displays of wild flowers---days of hikes through clover-filled meadows or along soft, mossy paths in the dim cool spruce forests---days of roaming the black, rocky beaches for treasures of shells or driftwood,---days and nights around crackling campfires where the tantalizing odor of sizzling steaks and coffee teased the tastebuds and excited appetites---days of stalking game or fishing bays, or lakes and streams---days of swimming, of sunbathing---even days of nothing but pure cussed laziness.

So Woody Islanders spent their summer and September is upon us. September's sun sees about a dozen dragging pairs of feet shuffling off to the Woody Island Grade School--presided over this year by Bonnie Conner. September's sun sees about another dozen pairs of equally unwilling feet boarding the Fedair 4 each morning of the week for the halls of higher learning over in Kodiak and to the Catholic school.

One face is missing on the Fedair this year--that of Jerry Chaffin who is now enrolled at the University of Alaska where he no doubt sighs over that

recent letter from father, Darrell, telling of a successful deer hunting trip to nearby Long Island. Jerry's dog, Boots, sighs too. Tramping through the woods after rabbits has been fun, and the sight of the shotguns which mean duck hunting still excites him to that same wild frenzy. He still obeys the same commands and brings in the usual amount of downed mallards, but something is missing. Eagerly he watches the yellow school-bus discharge its load of passengers each night, then with a sigh lays down to sleep.

Jessie Smith looks longingly out at the September sunlight, too, then resolutely returns to her piano practice and her job as nurse. Foreman mechanic, Roger Smith, who spent a week in the hospital during the first part of August recently had a relapse. Roger knows by now that there are easier things to do than obeying doctor's orders to remain in bed when the silver salmon are jumping and the deer, duck, and elk season has arrived. His thoughts are with the Halls and Holroyds who he hears are having a very successful elk hunting trip near some secret, secluded lake on Raspberry Island.

Another lake around which much of Woody Island's summer fun has been centered is Mirror Lake on West Woody. Besides the usual amount of swimming, wading, and sunbathing, Mirror Lake has seen the erection of a new Baptist Mission Chapel in the same place where the old one stood so many years ago when the Baptist Mission Orphanage was located on the island. (Another odd little building with crescent moon cutouts has also been built among the spruce close to her shores this summer. It is known by the Russian name of 'Nushnik', and was built by the donated time and effort of FAA personnel for the benefit of the picnickers and swimmers). Children's voices raised in song, prayer, or play still ring across the waters of Mirror Lake as they did back in the late 1800's and early 1900's, for it is here that the Woody Island Christian Youth Camp is conducted each year by the Community Baptist Church. Each year some of the children from Woody Island's FAA families attend. Those attending this year were Janice Hall, Douglas and JoAnna Holroyd, Ray Golden, and Patricia Chaffin. Forty of the boys and girls from the Junior High Camp were given a conducted tour of FAA facilities.



Too heavy to hold but not too big to land, with the help of Father Milo, Steven and Paul Rousculp admire their prize catch.

ties by FAA personnel in July. In August, when the American Baptist Missionaries from Kodiak, Cordova, Anchorage, Ouzinkie, New York, and California held Retreat on Woody Island, they were also given a conducted tour of FAA facilities and were entertained at a luncheon at the Recreation Hall by Yule Chaffin, Alice Thomas, 'Billie' Rousculp, Phyllis Carlson, and Bonnie Conner.

Mrs. Ruth Penny is starting an exercise class for adults in addition to the ballet class this fall. FAA mothers who have signed up thus far are Mrs. Thomas, Mrs. Chaffin, Mrs. Golden, Mrs. Johnson, and Mrs. Hall.

The 'Rec Hall', a fairly busy place in the winter, is usually little used during the summer when fishing, boating, camping, hiking, picnicing, swimming, sunbathing, and gardening take the spotlight. The past summer has been no exception. Most of the FAA families now here have garden plots in which they raise numerous vegetables and flowers. Included are such vegetables as turnips, chard, lettuce, cress, radishes, onions, cabbage, cauliflower, carrots, beets, and potatoes, and such flowers as gorgeous gladioli and huge dahlias from the King, Rousculp, Chaffin, Smith, and McNaughton gardens as well as cucumbers and tomatoes from the Thomas greenhouse.

Woody Islanders truly know the meaning of the expression 'living off the fat of the land'. Many Woody Island meals are composed almost entirely of local vegetables, berries, beef, and seafoods.

Just as boat building took precedence over any other hobby last winter, so boating and fishing topped Woody's list of favorite pastimes during the summer. There were numerous excursions after the elusive silver salmon to Buskin Beach, Gibson's Cove, Mission Beach, Manashka Bay and Monk's Lagoon. Top man for catching the largest number of 'Silvers' was eighth-grader, Keith Johnson.

Woody Island FAA personnel also had two winners in the Kodiak Halibut Derby in July. Gary Hall, age 12, and Ray Golden, age 11, each won prizes in the youth division.

Flight Service Specialist, James Alwood and family have transferred to Hoquim, Washington where they will make their permanent home.

Mrs. Bob Thomas was called to Oregon August 31st by the death of her father.

Mr. and Mrs. Harry McNaughton and daughters Mary Ella and Janet spent all of August visiting in North Carolina and Seattle.

Mr. and Mrs. Ron Conner of Anchorage were house guests of the Chaffins the first week in September.

Wendy Irick of Kodiak was a guest of JoAnna Holroyd for several days during the first week of September.

Michelle Panasiti entertained a group of her friends at a Woody Island picnic September 3.

A son was born to Mr. and Mrs. Jack Foster on August 18th. Mrs. Foster's mother, June Weber of Phoenix, Arizona, has been spending the summer with the couple.

The Rousculp, and Harrison families have finished landscaping the hill in front of their apartment house and the Hall, Golden, and Thomas families have made a start on the section in front of theirs.



George E. (Gene) Rugg (left) employee development officer, receives a Sustained Superior Performance award from Aaron Rothman, chief of the training branch, Personnel and Training Division. Mrs. Irene Peyton, branch secretary, offers congratulations.

FAA INITIATES BLUE SEAL

Pilots who acquire enough instrument flying skill to get themselves out of potentially dangerous weather situations will receive a Blue Seal on their pilot certificates under a new Federal Aviation Agency program.

Beginning October 1, Blue Seal certificates will be issued to private and commercial pilots who acquire enough instrument skill to fly out of any marginal visibility or weather conditions they might encounter and back to an area where visual flying is safe.

'We are not trying to make full instrument pilots out of all pilots,' FAA Administrator N. E. Halaby said in explaining the Blue Seal program. 'With this minimum ability, a pilot has a life preserver he can use in emergencies. He can control his airplane in straight and level flight by knowing how to use a few instruments and fly safely to an area where he can again see the horizon and fly as he normally does -- with reference to the ground.'

Pilots who have demonstrated their ability to control an airplane referring only to instruments automatically qualify for the Blue Seal. They can apply to the nearest FAA Safety Inspector. Pilots who demonstrate this competence in the future can receive the Blue Seal by submitting their logbooks and documents showing eligibility.

Private pilots now receiving instruction will complete their course with the necessary skill to qualify for the Blue Seal.

The Aircraft Owners and Pilots Association plans to offer pilots a 360 Degree Instrument Rating Course, and the FAA will recognize successful graduates as qualified for the Blue Seal. This course consists of four lectures, each followed by one hour of flight instruction.

The course was developed and standardized by the AOPA Foundation, Inc. and can be given by any flight school or qualified flight and ground instructor. A syllabus for use by instructors is available free, and the AOPA is urging the non-instrument pilots among its 75,000 members to take the course.

SKY SHIELD II WILL GROUND ALL NON-MILITARY PLANES

For 12 hours on October 14 all commercial and general aviation aircraft will be grounded in Alaska and throughout the United States as defense training exercise, Sky Shield II takes place in the skies over America.

All of the U.S. scheduled domestic and international air carrier fleet, approximately 1880 aircraft, will suspend operations as will all general aviation aircraft, according to Administrator N. E. Halaby. This means that all bush pilots, private operators, and other non-military aircraft will remain on the ground during the period in order that the nation's military defenses may be tested by the North American Air Defense Command.

The period will extend from 7 a.m., to 7 p.m., Alaska Standard time.

FIRE ISLAND

On June 28, 1961 the station here on Fire Island came into existence with the arrival of the first two families; the Facility Chief Sixto A. Barrera and his wife, Lupe, and their four children; along with SEMT Alex J. Kravits, wife, Colene, and their two children. Then, on July 17, SEMT James E. Cartwright and wife, Bois, along with their son, moved into their apartment. Things were starting to move on the island.

The next influx came on August 1 with the arrival of EMT Norman C. Waggy with his wife, Ada, and their daughter. The commotion had hardly calmed when on August 11 EMT Brock Laffoon and wife, Lila, and their two children moved in. This still was not the full FAA complement, however. On August 21, EMT Robert Salzman came aboard; sans wife, who stayed outside until after a blessed event. The present population, FAA Fire Island, is eleven adults and ten children. This is, of course, the permanent staffing and does not include the two reliefs, Andy Billick and Harold Prator, who are assigned here on a temporary basis.

The apartments here are the last word in modern comfort and are at present subject to many nicknames, such as: The Island Arms and the FAA Hilton. Yet this only suggests the praise the residents here have for them. Visitors are impressed and the number of these visitors is impressive. The month of July was fairly slow, but August has not been so. Among our visitors and activities were a management training program instructed by Mr. Gene Rugg and Secretary Irene Peyton, a site visitation by Mr. Ted Young and Mr. Gene West, and an Elmendorf AFB group of officers with Colonel Draper on tour of the Air Force facilities. All expressed at least a mild amazement of the quarters and facilities.

Another activity of the month of August was that of a group party to congratulate Mr. David Barrera on attaining the ripe old age of four years. It was a grand party, with the grownups having the greatest proportion of fun. What more can one ask of a party, especially if one is a grownup? An FAA visitor took part in the party, Mrs. Roger DuBose with their daughter.

August 15 was the start of the Intra-Agency cross training here. The Air Force provided the instructor, Dan Sargent who is one of the Philco Engineers for the Air Force. Col. Guymon Penix, commanding officer, AC&W RON Fire Island, officially opened the classes. Following Colonel Penix was Captain Brennan to start the technical instruction.

Sixto Barrera

GUSTAVUS

The unknown prize mentioned last month, due Mrs. Ray 'Sandy' Slack from the Juneau Salmon Derby turned out to be ten cases of mixed soda pop, five cases of Coke and one case of Quench. Total, sixteen cases of drink. No comment.

Blair and Melander Productions added a 4 x 12 foot curved screen in the rec hall and now all of our cinemascope pictures are in focus.

The new teacher for our little red (no kidding) school house arrived and now has 23 of the local off-spring to educate. She, Mrs. Myrtle Jacobson, comes to Gustavus from Ratz Harbor, 60 miles out of Ketchikan. Her husband, Ray, fishes summers and studies winters. They bring two of their own, Gene, 8, and Sherrie, 5, to increase our 'gremlin' population.

Charlie Popp, our intrepid mechanic, his wife, Irene, and children recently returned from a driving vacation, getting as far as Homer and checking most interior points enroute. Charlie says he's glad to be back in the banana belt again.

Marv Conley of Establishment recently installed a new telephone here which puts Gustavus ATCS directly into the Juneau tower and Juneau WBAS.

Big Joe Chaney brought home a brand new, red Kart to become the first to introduce the sport to Gustavus. Looks like little Joe Chaney will be the envy of all the local kids once Big Joe gets the Kart rolling.

It has been locally believed that the 'Geoduck' was available here. That's 'Gooney Duck' to most. Recently Randy Melander dug a big clam here and sent it to the Juneau State Museum for identification. Mrs. Keithahn, curator, advised it was a 'Pidcock' a boring mollusk of the genus Pholas. The 'Geoduck', in contrast, is known as the Glycymeris Generosa. Sorry, no Gooneyduck at Gustavus.

Gus Davis

YAKUTAT

Stanley Erickson, plant foreman, and Mrs. Erickson and their son have gone to Oklahoma City where Stan is taking the advanced electro mechanic course.

Donald Treichel, SEMT, and family are also in Oklahoma City where Donald has entered the TACAN course.

Lars L. Johnson, ATCS, has resigned and it is understood he has been employed by the state.

James Lockhard has returned to duty after being ill for more than two months.

Douglas D. Smith has been promoted to navaid's chief here.

James Formella, ATCS relief, who came out for two weeks' work and stayed two months, had high hopes of leaving as this was written.

The regional office maintenance crew has accepted the peripheral site from Establishment, so it appears that we are now 'peripheraling' into Anchorage on some of our station contacts.

New club officers were elected and started off with a very successful Labor Day party September 2, followed by a Labor Day picnic September 4. We thought the Weather Bureau had fouled us up with the weather on the morning of the picnic but by afternoon WB succeeded in clearing things up and we had a very sunshiny day and nice beach picnic.

Thomas Neville, Jr.

ANNETTE

Vacation time has come and gone for some of our personnel. Mr. and Mrs. Kenneth Ruhle returned from their trip stateside. Mrs. Ruhle left early with Rosemary and Raymond to be with her ailing parents. Also Robert Wisner was called home to his mother's bedside in her last hours. We're sorry, Bob.

Annette had more than it's share of beautiful weather this summer. Guess we brought it down when we left Aniak. Sure can't complain. The kids looked sickly for so long we wondered what was wrong until a day on the sunny, sandy beach proved all they needed was a good suntan and they sure have them now.

Elvin Johns girls just recovered from a siege of mumps only to leave their brother, Chris, in their wake with a fat face all to himself. Have a pickle Chris?

Cindy Fujimori was among the cases reported on Annette. Mr. and Mrs. R. Cook are up and around after a bout with the disease. They will vouch it is harder on adults than kids!

Golly! Almost forgot the biggest news of the island. We welcome arrivals of Cass Price; son born to James and Pat Price in June. (Cass was also baby of the month in Ketchikan). Robert Travis Cook born to Robert and Sally Cook in July. Last but far from least, Pat and Mike, twin boys born to Laura and Bill Saxton in July. Since Pat and Mike were so tiny at birth they have spent most of their young lives in incubators. Bill says they are building that new hospital going up in Ketchikan. With two babies in incubators it should go into construction pretty soon, Bill.

Also in the month of August, Verle Helmick and family moved to Las Vegas, Nev.; Max Cutshall transferred to Anchorage on a traveling status. Andrew and Selma Bjorgen went on vacation. Hope they have a pleasant trip.

Don't know which is more exciting Christmas or the coming of school. We really have a count down on FAA first graders. Ricky Newcomb, Verlynn Davis, Rosemary Ruhle, Ronnie Hammond, Cheryl Baldomaro, Cindy Fujimori and Mark Pruter. Marnee Moore seems to be the only kindergartener in FAA, and Linda Updergraff from WB.

Coline Davis

BUY--SELL--SWAP

FOR SALE: Aeronca Sedan, Fab. 10/8/59. 700 hrs on Cont 145, VHT-3 and ASL radio, large tires, landing and nav. lights \$3500. Less without radio. Cessna 140, Fab. 5/6/60, 660 hrs S/M Cont 85, has no electrical system, needs license and upholstery. \$1850. Consider trade on clean PA-20. J. W. Smith, Tanana

FOR SALE: Ladies bowling shoes, size 5½. Contact Barbara Nurse, Ext. 251.

FOR SALE: Three-bedroom house, City View, washer, dryer, range, refrigerator. Contact Bud Gardner, Odom Bldg.. Ext. 7 or 8, home phone: FE 3-2874.

FOR SALE: New Gas Stove \$165. Contact Melvin Wray, BR 70033.

HACKENBERGER RETIRES

With 35 years of government service to his credit, B. L. Hackenberger, relief SEMT at the Anchorage station, retired Sept. 9. The occasion was marked with a dinner at the Edgewater Inn with 40 of Mr. and Mrs. Hackenberger's friends honoring the couple. During the festivities 'Hack' was presented a transistor radio and Mrs. Hackenberger received a sweater.

The couple has left for the 'Old 48' where they will make their home, probably in California where Hack plans to manufacture small transistor radios.

Born in East Orange, N. J., Hackenberger first joined the light house service, Bureau of Commerce, in 1929, following three years as a U.S. Navy radioman. He served as senior operator at the Atlanta and Boston and in 1937 was appointed station chief at East Boston Airport. His long career, 32½ years of which was with the FAA and its predecessor, CAA, also includes service in 1942 in Greenland where he helped create the North Atlantic ferry route in constructing communications and radio aids.

In 1943 Hack came to Alaska and the task of establishing aviation communications at Eklutna, Port Heiden, and Cold Bay. His work then took him back to Boston briefly, then again to Alaska where he was assigned to various facilities throughout the state before coming to Anchorage in 1957.

WESLEY ROSE RETIRES

Wesley G. Rose, in plant maintenance with FAA here since he joined the agency in 1946, retired effective September 5 because of ill health. Mr. and Mrs. Rose plan to make their home in Las Vegas, Nevada.

Born and reared in Kansas, Rose spent his early adult life as a contract trucker in the midwest and from 1928 until 1942 he was employed by the Homestead Mining Company, Lead, S. D. During the early part of World War II he was engaged in war work at Pearl Harbor and took charge of the U.S. Army's shiprefrigeration shop at Prince Rupert, B.C., in 1944.

In 1946 he came to Alaska with FAA in refrigeration maintenance work at FAA stations throughout the state. He then became assistant supervisor of utilities maintenance for the Fifth Region, a position he held until 1952. At that time Rose took charge of utilities maintenance, consisting of planning, design, installation, repair and maintenance of central utilities, heating, water, sewage, plumbing, and refrigeration.

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.

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