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TELEGRAPH



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HERE ARE SOME ANSWERS TO THE NEW PAY PLAN

Following are excerpts from a Civil Service question and answer release on the President's proposals for reforms to make federal pay comparable with that of private industry:

Question: What are the major features of the proposed pay reform bill?

Answer: The bill would for the first time establish a basic policy for adjusting and administering federal statutory salaries, based on a yearly review of comparable salaries in private enterprise, would provide proper relationships among various statutory salary systems, and would provide additional flexibility in salary administration.

Q: Which major salary scales are affected by the bill?

A: The Classification Act, the Postal Field Service Compensation Act, and the laws under which Foreign Service employees and employees of the VA's department of medicine and surgery are paid.

Q: Is any provision being made for higher pay for shortage-category positions?

A: Yes, a more flexible method is being proposed for attracting candidates to hard-to-fill positions. The new bill would provide for raising rates for the whole grade. For example, if \$9380 was the minimum and \$12,215 was the maximum for GS-12, and it was decided to raise the entrance salary for a certain job to \$10,640 (5th step), an increase of \$1260, each succeeding step would be raised by the same amount for a total of the entire 10 steps, making the maximum \$13,475. In no case could the entrance salary be raised above the normal maximum of the grade.

Q: Could hiring at a salary above the minimum of the grade be done in individual cases?

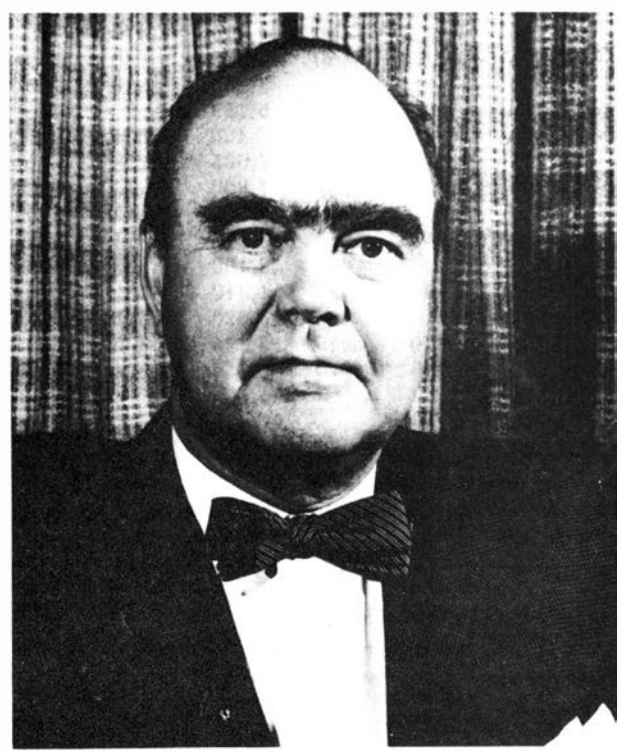
A: Yes, in order to attract high-quality personnel to the federal service, individuals with exceptionally high qualifications could be hired at salaries above the minimum of the grade.

Q: How much in the way of increases does the proposed pay scale provide?

A: The percentage increases will be greater at the higher than at the lower levels, ranging from 3.7 percent in the first step of grade GS-1 to 32 percent at grade GS-18. This is because salaries of higher grade positions have lagged the farthest behind national levels.

Q: Would any changes be made in the limitation on the number of positions in grades GS-16, GS-17, and GS-18?

A: Yes, under the proposal, the limitation on the number of positions in these grades would be removed



New Deputy Administrator. Major General Harold W. Grant, who recently assumed duties as Deputy Administrator for FAA. General Grant comes to the Agency from the U.S. Air Force Communications Service at Scott Air Force Base, Illinois, where he was commander. In announcing the appointment of the general, Administrator Halaby said, 'The Agency is extremely fortunate in having the services of General Grant. He is an outstanding administrator and a leader in technical areas critical to the job ahead of building a national aviation system.' General Grant will remain on active military duty as outlined in the Federal Aviation Act.

entirely.

Q: When would the raises be effective?

A: The proposed increases would be spread over a three year period -- effective in January of 1963, 1964, and 1965 in order to prevent budgetary and economic impact in any one year. The first raise would be the largest.

Q: What is the time interval between within-grade increases?

A: Once a year for the first three steps, once every two years for the next three steps, and once every

Salary Rates for Classified Employees

Proposed Classification Act Rates Which, If Enacted, Would Take Effect Jan. 1, 1963, and Jan. 1, 1965. (Proposed rates to take effect Jan. 1, 1964, are not shown.)

Grade	Effective Jan. 1, 1963			Effective Jan. 1, 1965		
	Min.	Max.	Step increase	Min.	Max.	Step increase
GS-1	\$3,225	\$4,170	\$105	\$3,305	\$4,250	\$105
GS-2	3,540	4,485	105	3,620	4,565	105
GS-3	3,800	4,830	110*	3,880	4,900	105**
GS-4	4,110	5,370	140	4,215	5,475	140
GS-5	4,565	5,915	150	4,690	6,130	160
GS-6	5,035	6,565	170	5,235	6,810	175
GS-7	5,540	7,205	185	5,795	7,550	195
GS-8	6,090	7,935	205	6,420	8,355	215
GS-9	6,675	8,700	225	7,095	9,210	235
GS-10	7,290	9,495	245	7,800	10,140	260
GS-11	7,960	10,345	265	8,580	11,145	285
GS-12	9,380	12,215	315	10,270	13,375	345
GS-13	10,965	14,250	365	12,190	15,835	405
GS-14	12,665	16,490	425	14,310	18,585	475
GS-15	14,495	18,815	480	16,620	21,615	555
GS-16	16,400	19,670	545	19,125	22,935	635
GS-17	18,350	20,180	610	21,755	23,930	725
GS-18	20,315			24,500		
GS-19	22,245			27,290		
GS-20	23,000			28,000		

*The step increase is \$125 for steps 7, 8, 9 and 10.

**The step increase is \$120 for step 7 and \$125 for steps 8, 9 and 10.

three years for the last three steps.

Q: Does the pay reform bill make any provision for within-grade because of excellent work?

A: Yes, the bill would allow giving merit increases not oftener than once a year in order to reward and encourage high quality performance.

Q: Will the proposed bill correct the situation that sometimes occurs when a supervisor receives no more or even less pay than some of his subordinates under another pay system?

A: Yes, this situation sometimes occurs when a supervisor is paid under the Classification Act and his employees are paid at wage board rates. The proposal would authorize raising his pay to any rate of his grade necessary to make his salary higher than the pay of his employees.

Q: Would a minimum raise be provided for an employee who is promoted from one grade to another?

A: Yes, his salary would be increased an amount that was at least the equivalent of two steps of the grade from which he was promoted.

Q: Does the pay reform bill continue to provide longevity rates?

A: Yes, in effect, although they are not so named. Instead of seven step rates to the top of the grade in GS-1 through GS-10 and then three longevity steps, for example, the proposal is to have 10 regular step rates. This would eliminate the requirement for 10 years in

ALSUS UNIT CHIEF RETIRES



Edwin Z. Simonds, chief of the procurement unit, Alaska Supply Section, in Seattle, retired March 31, 1962, with a total of almost thirty-eight years of federal service.

Simonds entered government work August 16, 1924, with the Air Mail Service of the Post Office Department in Omaha where he worked as a night stock clerk. On July 1, 1927, Ed transferred to the Airways Division of the Lighthouse Service, Department of Commerce, Salt Lake City. From that he transferred under Civil Aeronautics Authority to Seattle, Washington, July 1, 1938. Under the Civil Aeronautics Administration he was transferred from Seattle to Los Angeles on July 1, 1953; and he returned to Seattle in February 1957, when he transferred to CAA's Alaskan Branch Office, now designated as FAA's Alaska Supply Section.

Ed and his wife, Iva, plan to continue their residence at 3031 Belvidere avenue in Seattle, utilizing their leisure time to make many postponed vacation trips. They have two sons in Seattle and one in California, and a total of eight grandchildren; so Ed is looking forward to a retirement filled with considerable activity.

Alaska Supply Section employees honored Ed with a retirement party where W. M. Wilkins, chief of the Alaska Supply Section, and M. C. Tomasovich, assistant chief, congratulated Simonds on his 38 years of government service. Richard C. Young, chief of the Aviation Facilities Division of the Alaskan Region, presented Simonds with a certificate of retirement, and expressed appreciation of his dependable and excellent record during 24 years with CAA and the Federal Aviation Agency.

grade in order to be entitled to the first longevity step.

Q: What is the size of the step increases?

A: They would range from \$105 per year in grades GS-1 and 2 to \$610 in grade GS-17 through GS-19. GS-20 would have a single rate.



Allen D. Hulen, assistant administrator, purchases ticket Number 1 for 1962 membership in the Civilair Club. The Number 1 sale was made by Gordon Baber, club chairman (right). A concentrated drive for members was conducted during March but memberships will be open throughout the year and it is expected that the total will exceed last year's approximately 600 regional FAA and Weather Bureau personnel. Among the attractions offered by the \$1 membership are eligibility for the Club's scholarship award; charter airplane tours; a spring dance, fall dance, and Christmas dance at reduced rates; and a free summer family picnic. Plans are now underway to schedule charter flights this summer to the Seattle World's Fair.

NOME ATCS COMMENDED FOR ASSISTING LOST PILOT

Joseph R. Unterwagner, ATCS at Nome, has been commended by D. S. Wolfe, Air Traffic Division chief, for outstanding service in assisting a lost pilot.

The incident happened while Unterwagner was at the air/ground position at the Nome FSS. The pilot was at 1100 feet and unable to determine whether he was over ocean ice or land.

Determining that the aircraft was capable of maintaining level flight and that it had an automatic direction finder, Unterwagner moved swiftly to ascertain that no IFR traffic was present, requested a special weather observation, turned on the Nome airport lights, advised the pilot to remain above 1200 feet due to high terrain, then instructed the pilot to tune in the Nome L/MF radio range and report when he was over it.

As the pilot reported over the range, Unterwagner gave him a heading and shortly thereafter the pilot had the Nome field in sight and landed safely.

Because of the speed with which Unterwagner acted only eight minutes elapsed from the time the pilot reported being lost until he had the airport in sight.

In the letter of commendation Wolfe wrote: 'Your actions are without question in the highest tradition of the Federal Aviation Agency in providing flight assistance service to aircraft in flight. I wish to commend you for the very efficient manner in which you proceeded without delay to provide effective flight assistance service to the pilot of N7685X, thereby contributing to the safe arrival of the aircraft at Nome, Alaska.'

EMERGENCY AT COLD BAY; WOMAN FLOWN TO TOKYO

When an emergency arises at one of Alaska's outlying communities, everyone swings into action to solve it -- even if that means flying a critically ill woman all the way to Tokyo for medical attention, as recently happened at the FAA station at Cold Bay.

One night not long ago the wife of Albert Romero, Weather Bureau technician at Cold Bay, became seriously ill and in need of hospitalization. Her Anchorage doctor was called and advised immediate evacuation. However, at that late hour there were no flights available to Anchorage, nor to any other part of the United States.

It was at this point that Joel R. Caudle, FAA station manager, stepped in, aided by teamwork from other FAA personnel, the Weather Bureau, Flying Tigers Airline, customs and immigration officials in Anchorage, and others.

A Flying Tigers Airline freight flight was at Cold Bay, Tokyo bound. Caudle contacted them and they were happy to volunteer to fly Sumiko Romero and Albert to Tokyo, her home. Caudle cleared the Romeros' departure with customs and immigration officials in Anchorage and with Mrs. Caudle, helped load the stricken woman aboard. The flight took off at 2:15 a.m., and was in Tokyo a few hours later where Mrs. Romero was met by Japanese medical authorities.

In Tokyo Romero was told by Japanese doctors that his wife would have lived no more than 48 hours had she not received an immediate operation.

Mrs. Romero, 25, is recuperating with relatives in Tokyo but expects to join her husband soon at Honolulu where he has been transferred by the Weather Bureau because of her health.

Sumiko Romero was formerly a hostess for Scandinavian Airlines System and met Albert while he was stationed with the Weather Bureau at Anchorage International airport prior to going to Cold Bay last July.

PROJECTS TO CONSTRUCT VORTACs ANNOUNCED

Projects to construct three VORTAC stations at Unalakleet, Moses Point, and Bettles have been announced with work to start this spring.

Construction of the new nav aids will bring the total of such installations in the Region to 16 with future plans calling for approximately 31 more throughout the state. The VORTACs are being built as VORs with the TACAN equipment to be added later.

Both the Unalakleet and the Bettles projects will include living quarters as well as 36 by 36 foot VORTAC buildings and equipment. Also involved in the Unalakleet installation will be 21,000 feet of power and control lines, parking area, graded antenna site, antenna shelter, cable runs, monitors, engine generators, a metal service building, two miles of access road, fuel tanks, and related work.

At Moses Point the work will include access roads, engine generator building, fuel tanks, and underground cable and other work.

The Bettles installation calls for clearing 72 acres, an access road, underground fuel tanks, electrical and mechanical systems, engine generator building, and associated work.

**ALSUS EMPLOYEES PREPARE
FOR FAIR OPENING**

April 21 Seattle will open the doors to the first world's fair held in the United States in many years. The Century 21 Exposition has as its theme 'Man in the Space Age'. All exhibits and structures at the fair, from the Science Pavillion to the Gayway, are using this theme in various ways.

The 600-foot high Space Needle, which is also the symbol for the fair, has an observation deck and restaurant. High speed elevators with viewports whisk visitors to the top where they may dine in the 'Eye of the Needle' restaurant or enjoy snacks and just looking on the observation deck. The restaurant deck makes a complete 360 degree revolution every hour so diners may enjoy a beautiful view of Puget Sound, fresh water lakes, the Cascade and Olympic mountain ranges, and metropolitan Seattle as they eat.

Transportation to the fair is being provided by the high speed, mass-transit Monorail. The Monorail leaves downtown Seattle and has visitors to the fair grounds in 95 seconds, a distance of a little over a mile. It is capable of moving 10,000 passengers an hour.

The largest exhibitor at the fair is the United States Government. In the five-area U. S. Science Pavillion will be assembled one of the largest and most authentic science shows ever seen. This will be an attempt to show man in his relationship to science. This will be done through films, animated exhibits and a section where visitors can try experiments on their own.

Since no fair is complete without amusements, there will be the two-acre Gayway. Some of the rides are traditional in Space Age garb, while others have been specially designed to fit the Space Age theme of the fair. There will be gravity rides, racing European sports cars, a carousel and the traditional funhouse.

During the six-month run of the fair there will be many top name entertainers and touring International



The photographer had to do a bit of superimposing, but he managed to get Vassie Stamos (left), Tove' Winkler, and Pat Roberts, all of ALSUS posed with the World's Fair Space Needle.

companies appearing in the two new theaters on the fairgrounds.

Seattle is expecting more than six million visitors during the fair and Alaska Supply Section employees are hosting their share. Twenty-four ALSUS employees have purchased 280 admission tickets for the use of their families and guests during the fair.

The Civair Club has announced tentative plans for a members only, sponsored tour to Seattle during the fair. Anyone interested in making individual arrangements to attend the fair may contact Expo-Lodging, 312 1st Avenue North, Seattle 9, Washington, for more information.

Tove' Winkler



He may not be an Alaskan sized snow man but for Seattle, he's not bad. At any rate, when snow comes to the area, it is a time for frolic and the recent storm which dumped several inches there was an excellent excuse for ALSUS folk to get out and enjoy it. Picture at left shows Mary Lou Seay



(left), Pat Roberts, Tove' Winkler, and Jody Wolf with their creation. At right George Mathew, warehouse foreman, demonstrates pigeon-toed snowshoe technique to Jody and Mary Lou.

A DAY IN THE LIFE OF A CONTROLLER TRAINEE

By Erland D. Stephens
Fairbanks Center

The shift changes and after the noise of the creaking chairs and the departing watch standers subsides, a radar controller rolls his padded caster chair into position in front of his scope. He pushes his two-pronged headset plug into the phone jack of the combination radio and interphone console, gives each knob and dial of his radar scope an exploratory twist and then backs away to make room for a new radar controller trainee bent on getting his feet wet.

After a six-day week of intense training on the written theory of radar and part 300 of the Air Traffic Control Manual which specializes in the control of air traffic by radar, a trainee is ready to belly up to a scope and try his hand under supervision. During this week of book work and lectures he has been thoroughly familiarized with the front controls of the radar scope and the switches, plug-ins and volume controls of the radio and interphone console.

There are sixteen radar controllers in Fairbanks not counting the three supervisors. This means that there are nineteen ways to do each task that comes up in a day of air traffic control. I always feel a little sorry for a trainee on that one point. Every time his den-mother changes he has to change his operating procedures or listen to a lecture about how his procedures are safe and legal according to the strict interpretation of the manual but not good control according to to his den-mother who has a better method.

On a typical day a fresh trainee squares up to the front of his big eye with its spinning yellow sweep turning its routine twelve revolutions per minute like a slow motion single blade prop. The stubby wings of the interphone keybox desk panels reach out on each side of him to the arms of his chair boxing him in in case he

should feel the urge to break and run. As he plugs in, pulls the radio-interphone switch back to the radio position, selects the frequencies for active use and puts the rest in monitor position he turns over in his mind the traits of his den-mother.

Primarily he is interested in getting the planes in and out in a safe and expeditious manner. This he is sure he can do based on his previous experience as a journeyman enroute controller. Perhaps the separation effected won't be as polished as the work of an experienced radar controller but it will be according to the manual. Some trainees have been reported to go so far as to keep a black book listing the traits of the journeyman controllers that they work under. Every day when they come to work they check to see who is going to shepherd them. A quick flip to that controller's page refreshes the trainee's memory as to which modus operandi will be required for a smooth day.

The biggest thing in the trainee's day is the civil turbo jet. A lot of excitement can accrue dealing with DC-3s, C-46s, F-27s, T-33s, F-102s and the many other conventional and military jet type targets that blip their way across the watching eye of Fairbanks Approach Control's radar. Still the stir of excitement that starts around the belt line and climbs upward toward the throat as the civil turbo jet gets closer belongs exclusively to the swept back giant of the skys.

The descent clearance for an eastern arrival turbo jet is issued through Fairbanks Jet Advisory when the silver bird is 80 to 100 miles out. This gradual gliding descent from the six mile high cruise is desired by the airlines for the comfort of the passengers and fuel economy.

On an average day just about the time the turbo jet



approaches the comedown point, a couple of B-47s and a conventional or two show up maintaining lower altitudes on the same route. The turbo jet must be filtered down through these aircraft as smooth as polished marble with no delays or hinderances to either him or the traffic at lower altitudes.

Here is where radar serves its purpose. The turbo jet airliner is radar identified along with all the other pertinent traffic along his route to the Fairbanks International Airport. Each aircraft is then given vectors as necessary to fit it into its approach pattern at its airport of destination, either Fairbanks International or Eielson AFB.

If the trainee has several aircraft approaching the airport at the same time he will direct and position a smooth stream of traffic flowing down the final approach course. Should a departing aircraft delay in getting off the runway or the speed of one of those approaching be greater than anticipated, there must be adequate spacing to prevent a possible go-around which might be required if the separation on final were smaller.

Even when the turbo jet has reduced to terminal area speed he is still traveling half again as fast as the average target on the radar scope. The radar controller trainee must fit this big bird with its rapid speed and wide sweeping flight characteristics into a terminal traffic pattern adjusted to speeds half to two thirds as fast.

Of all the aircraft that come and go each shift that a controller works, there isn't a single strip that reaches into his nervous system quite like the civil turbo jet. When seasoned controllers feel the press of responsibility handling a big jet, a fledgling trainee feels it even more. He has the feeling until the turbo jet has been transferred to the control of Fairbanks International Tower.

Trainees being eager to learn the ways and manners of the seasoned radar controllers, spend most of their spare moments at the scope in conference with their den-mothers. They discuss situations that have happened in the past and hypothetical ones that may come up in the future. All this discussion and planning is invaluable but regardless of how thorough, broad, or penetrating the question and answer period is, it never seems to completely answer the coming problem.

The first thing a trainee must learn when he initially starts to utilize radar as a tool is to adjust to a changing situation as it is happening. The things he did yesterday to the same aircraft under similar circumstances more than likely won't be done to the same bird today because somewhere a facet of the problem shows a different angle. As another example, most aircraft turn onto final from a base leg. Whether to make the base leg four miles or six miles outside the approach gate is a matter of controller judgment that must take into consideration all the facts that are available and current to the moment. Yesterday's facts or tomorrow's forecasts have little value at the moment. What is important is his ability to assemble the elements at his disposal and blend them into a composite picture of air traffic control.

With all this on the controller's mind he cocks his chair to a forty-five degree angle with the face of the scope and growls a gruff, 'All right let's see if you can line up the scope.'



Seattle's World's Fair isn't the only place to boast of a space needle. Some wag donated the time and effort to neatly letter and erect a sign on a UHF air-ground antenna at Merrill Field in Anchorage. The antenna is being constructed to serve the new control tower at the field.

YOUTH DROWNS ATTEMPTING TO SAVE A FRIEND

James L. Burley, 21, son of Mrs. George N. Andriakos and step-son of George N. Andriakos, senior auditor on the Audit Services Staff, was drowned February 25 while attempting to save the life of a friend.

The accident happened on the Little Sandy river near Little Sandy, Ore., while the youths were on a fishing trip. Burley's friend had fallen from a one-man raft and Burley was swept into a diversion tunnel while attempting to help him.

Born in San Diego May 29, 1940, Burley was a graduate of Fairbanks high school and enlisted in the U. S. Air Force at Elmendorf Air Force Base in 1958. He was stationed with the 337th Fighter Group as a member of an ammunition demolition unit at Portland at the time of his death. Survivors include his father, Lawrence Burley, Chula Vista, Calif.; and a brother, Richard Burley, Fairbanks.

Funeral services were held March 5 at Elmendorf with burial at Ft. Richardson.

Brubaker Recovering

W. H. Brubaker, chief of the Flight Standards division, is recuperating from a heart attack suffered early in March while enroute to Oklahoma City and the east coast. Brubaker became ill and was hospitalized at Dallas.

Air Crash Emergency Program Organized

Headed by community leaders, groundwork is underway for setting up airport crash-rescue emergency procedures to cope with possible major air crashes in the Anchorage area. A similar program is also being initiated at Fairbanks and at Nome, James Hart, station manager, has indicated an interest in development of a plan there. In addition other Alaskan communities having substantial air traffic may form crash-rescue organizations.

At Anchorage a committee has been formed which includes airport, city, military, medical, state, fire-fighting, air carriers and FAA representatives to develop plans for community-wide coordinated procedures to swing into action if a major air disaster should occur.

Temporary chairman of the committee is Tony Schwamm, manager of Anchorage International Airport but during Schwamm's recent illness V. E. Knight, special projects and planning coordinator for FAA has been acting chairman. Knight, however, explained that FAA is serving primarily in an advisory capacity as the project is basically an airport, air carrier, and community responsibility.

Under the program key individuals and organizations will be alerted immediately if a major air crash occurs and the community's entire fire-fighting, rescue, medical, and police facilities will be coordinated into a single emergency service to meet disaster needs.

The Anchorage area is in the forefront among communities of the nation in organizing community-wide facilities for a coordinated plan of action in case of a major aviation accident. The projects in Alaska follow the visit of Administrator Halaby to Anchorage and Fairbanks last fall. At that time the Administrator urged community leaders to organize community crash-rescue programs. The programs are also forerunners of a nation-wide related project initiated by Halaby recently whereby he delegated to a special three-man committee the job of writing crash-rescue, medical, and general airport facility criteria.

Primary leadership in the Anchorage program is being furnished by representatives from Anchorage International Airport with active participation by the Army, Air Force, city, Spenard Public Utilities District, National Guard, Air National Guard, FAA, medical profession, Alaska Native Service hospital, Providence hospital, military hospitals, and the airlines.

Married

Jacqueline Shaw, secretary, office of assistant administrator, and Donald Murphy, operating engineer and resident of Alaska for the past 20 years, were married March 4, 1962 at the First Presbyterian Church in Anchorage.

The new Mrs. Murphy has worked for FAA since 1958 and resided in Alaska for the past 10 years.

Mary Pettis, secretary, technical staff office of the Aviation Facilities division, and Ronald J. Rice, an Alaskan resident for the past 15 years, were married March 4, 1962 in a ceremony at Palmer.

Mary has worked for the FAA for the past 3 years and resided in Anchorage since 1956.

SONS OF FAAers COMPETE FOR AIR ACADEMY SELECTION

The Federal Aviation Agency is well represented among young men recently named by U. S. Representative Ralph J. Rivers to compete for nomination to enter the United States Air Force Academy at Colorado Springs next fall. Three of the youths among the five selected by Representative Rivers for his one nomination are sons of FAA employees.

The three are James N. Roberts, son of Mr. and Mrs. Jennings Roberts, Anchorage; William W. Garvin, son of Mr. and Mrs. Robert V. Garvin, Fairbanks; and Ronald Manning, son of Mr. and Mrs. Tom C. Manning, Anchorage. The trio will take competitive examinations this spring to determine final selection.

Roberts, whose father is regional attorney, attends West Anchorage High School and is active in YMCA programs and outdoor sports. Garvin, a student at Lathrop High School in Fairbanks, has already had a preview of life at the Air Force Academy, having been one of 20 young Alaskans chosen to represent the Alaska Civil Air Patrol in the annual drill competition held at the academy last August. His father is a general operations safety inspector at Fairbanks. Manning, whose father is a general operations safety inspector at Anchorage, is a senior at East Anchorage High School.

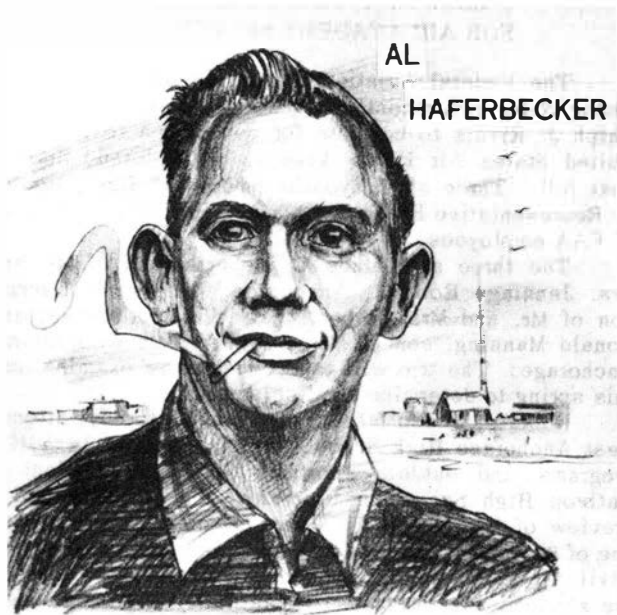
The other two Alaskans named by Rivers to take the examination are Michael A. Monsey, son of Mrs. Mayme G. Daw, Fairbanks; and Jack A. Windeler, son of Mr. and Mrs. Leon A. Windeler, Anchorage.

HOW'S THAT?

'RADIAL: A radial is a magnetic bearing ex-security which is not at all justified.' (AIRMEN'S GUIDE, Vol. 16, No. 25 dated 13 February 1962, Page 30, Special Notices section)



Mr. and Mrs. B. W. Hardesty, Hardesty Flying Service, Merrill Field, Anchorage, admire the Certificate of Approval for their flying school, which they received recently from the Federal Aviation Agency. At right is D. J. Robinett, FAA operations inspector, who made the presentation certifying Hardesty Flying Service as an FAA approved primary, commercial, instrument, and flight instructor school. It is one of five schools in Alaska to receive FAA approval.



The lake region of Northern Wisconsin spawned a lot of fish and me and we enjoyed a close relationship until I joined the Navy immediately after graduating from high school. They taught me CW radio operation and kept me cruising around in small circles on an aircraft carrier in the Pacific during the second World War (the Navy, not the fish). I put in a year at the University of Wisconsin after that, and then joined three classmates for a 1947 summer jaunt up the Alaska Highway. Somehow, I never have been able to find my way out of Alaska since.

A year on the Alaska Railroad as brakeman provided me with hordes of mosquito bites and money. It took about four months in the Old 48 for both to disappear. As I enjoyed CW radio work, I then hired out with the CAA in November, 1948 at the training center at Oklahoma City. On graduation day they used our class for victims in a test at the predecessor to our present Aeromedical lab. The test was to determine the effects of a crash landing on airline passengers. They strapped us in an airline seat, firmly attached our hands to a bar with heavy suspended weights, and pushed a button. This caused us to be thrown with considerable force against our seat belts. It gave me a tummy ache. On the trip to Seattle the next day I occupied the seat in the extreme rear of the cabin in the DC-3 all the way. During the Easter Sunday layover in Seattle I viewed the parade from the hotel window when I was able to stray that far from the bathroom. I also had a reserved seat in the men's room on the Clipper trip to Nome, my first duty assignment. Upon arrival there, they assigned me to bachelor quarters and the mid watch. Before nightfall, the cold air coming in the air vent to the honey bucket had me registered as the first patient in the new Nome hospital. I remember the bitter disappointment of the doctor and hospital authorities at having a case of the trots for their first patient instead of a spectacular stabbing or difficult operation.

After almost a year as a member of the notorious 'Dowd house gang', (the Dowd house was a leased

rambling structure in the center of town to which bachelors were sentenced), I decided my life span was becoming considerably shortened and invited an old flame of mine in Milwaukee to come up and join me in matrimony.

Pat gave in to the call of the North and married me in Nome. No CAA housing was available so we rented a mansion on King's Way. A couple days after moving in, a storm blew the chimney off the house. That night I piled six blankets and all available coats over my young bride and took off for the mid watch. After reviving her the next morning, I put a bid in on Naknek. The landlord of that King's Way mansion later joined the CAA and is now foreman mechanic at one of our stations. I often wondered if he has mastered the art of bracing chimneys.

Pat stayed with me and we now have three children. I enjoy stereo hi-fi played wide open, she doesn't, the kids do, we compromise. We all enjoy sport fishing.

My career has included being chief at Kotzebue, Farewell, Gustavus, and Nome, Station manager/chief at Moses Point and Bethel. A short time ago I was concerned with the question whether to remain as chief or station manager at Bethel when I found they were to be separated. The office automatically made me station manager although I could get back to chiefing if I bid and got the chief's job. As going one way I didn't have to do anything, while if I went the other way I had to type up a bid, I took the path of least resistance and remain as station manager.

How does one become involved in station manager work? I'm not certain how it happened to me, but I recall that as chief at Nome I was scheduled to move into one of the new court type apartments they built with full basements. About the time they were ready for occupancy, I looked them over and told the station manager that I figured to flood that fine basement and use it as a swimming pool. Shortly thereafter I was station manager at Moses Point.

Civilair Club Plans Tours; Needs Managers

Are you dreaming of traveling but find yourself short of funds? Here is your chance to make your dream a reality.

The Civilair club is planning a number of travel events during this coming year and is in need of two managers; one for intra-Alaska trips and the other for the South 48 tours.

Any Civilair club member desiring to serve as a tour manager should submit a request by letter to Gordon Baber, Civilair club chairman, AL-520. Selections of tour managers will be made by the club's executive committee.

The tour manager for the South 48 will receive two percent of the cost of transportation as provided by common carrier, and the intra-Alaska manager will receive free transportation on the tour conducted.

Plans for intra-Alaska trips include Nome, Kotzebue, Cold Bay, and Pribilofs or other areas where enough interest is demonstrated.

At least two trips to the Seattle Worlds Fair are contemplated and will be planned for the convenience of the club members.

SURVIVAL

By Ralph Westover
Emergency Readiness Officer

For the past three months our articles have covered short discussions relating to methods of survival in a nuclear attack. Probably much more important is that each of us must instill in our minds a will to survive. As emergency readiness officer, I find the greatest problem is getting through to people. For the past fifteen years, the literature we have read and conversations we have had among ourselves have built up a mental block towards nuclear warfare. We read of possibilities of 70 percent of the country being covered with lethal radiation, we read of casualties approaching 100 million, and we build up a mental attitude that if a nuclear war occurs, we have had it, so why worry about it and why even think about it.

To a certain extent, our thinking is understandable. Devastation and deaths caused by nuclear war are beyond our comprehension, but no matter how widespread the devastation and how severe the damage, there will be survivors and our nation can continue. A well executed nuclear attack on the United States which is within the capabilities of the countries we must consider as aggressors, could easily reduce the economic output of this country, by 60, 70 or 80 percent. Such a situation could completely change the pattern of our lives. At the present time our standard of living is based on the fact that through our productive efficiency and the wealth of our resources, only a small amount of our working time is required to purchase or produce the necessities of life. Following a nuclear attack, this time could be quadrupled and we would have little time available to produce the so-called luxuries of life as we now know it. Nor would we have the time and resources that are now available for the fantastic research work that has us on the threshold of a new civilization and a type of life.

The time it will take our country to recover, produce foods for hundreds of people instead of 10 or 20, so

that we can get back to having manpower available to renew our research projects, to build new television sets, automatic washing machines, and automobiles will be directly dependent on the number of survivors.

The individual who now closes his mind to the information that is available to him on survival will, in all probability, die or be a casualty because he did not take advantage of the tools available to him or make the advance preparations that are required. Such an individual could be a detriment to his country and is an inviting target to a potential aggressor nation.

If, however, each of us recognizes our responsibility to ourselves, our family, our agency and our country and open our minds to take advantage of the information available to us, our country as a whole can suffer the worst that any nation can throw at us but arise following the attack, fighting mad, and speed our return to normalcy. Such an attitude by the American people would have a double purpose -- the savings of millions of lives and instilling as much fear in an aggressor nation as thousands of missiles aimed at the heart of his country.

From a practical viewpoint, we must look at this problem on a strictly regional basis. The responsibility of the FAA during and following a war will be tremendous. No matter how many thermonuclear bombs are dropped, no damage can be done to the medium of air in which the planes fly and there will be tremendous requirements for transportation. The continuation of our services are necessary for the effective use of aircraft. Each minute that an aircraft is delayed means help that will not be forthcoming to people in dire need.

We are continuing to formulate plans within this region on how we can best continue our operations but each FAA employee who would allow himself to become a casualty lessens the chance of our plans' effectiveness, should a war occur. The FAA is extremely fortunate that so many of the tools so necessary for survival have been made available. Let each of us accept our responsibilities and be prepared to meet any emergency.



Irene Peyton, clerk-typist in the training branch is presented a certificate and check for Sustained Superior Performance by Ben Zvolanek, chief, Personnel and training division. At right, Hobart L. Douglass, assistant chief, personnel and training division offers congratulations.

It Is Not Too Late To Give

The health and crusade campaign for soliciting funds from FAA employees in the Anchorage area and the field stations, with the exception of Fairbanks, Seattle office, and Juneau, is being conducted between March 1 through April 15. The three exceptions will join their local city campaigns for direction.

George S. Edmonstone, AL-232, and William L. Marcks, AL-543, co-managers for the drive, report that kits have been distributed to all keymen and in turn have reached headquarters and field station personnel.

Heart, cancer, mental health and the Alaska Crippled Children's Association causes feature the health fund drive. The Crusade for Freedom, CARE, and the American Korean Foundation are the 'Crusade' causes.

All contributions must be turned in to your keyman by the close of April 15. It is not too late to give. Contributions are to be placed in a sealed envelope which in turn is sent directly to the local bank for deposit. A 100% participation is our goal.



Edward Brendemuhl, instructor, demonstrates soldering techniques to four members of Utilities Maintenance class No. 12. From left: William Davenport, Farewell; Carl Glick, Kenai; Alec Gregorioff, Annette; and Monty Condry, Yakataga.



Other members of Utilities Maintenance class No. 12 also get practical application of their instructor. From left: Robert Drew, Iliamna; Russell Simpson, AL-227; Nolan Higdon, King Salmon; Edward Littlefield, Sitka; and Arthur Lappi, instructor.

EL PASO CENTER TO BE PHASED OUT

The Federal Aviation Agency will phase out its El Paso Air Route Traffic Control Center and assign the El Paso control area to adjacent centers in a consolidation designed for safer and more efficient use of the nation's airspace.

The change is the latest in a series of nation-wide consolidations scheduled in line with long range realignment study of ARTC center control area boundaries. There are 29 centers in the 48 contiguous states.

As a result of this study, the FAA recently announced that the St. Louis, Phoenix and Detroit centers will be phased out and their control areas combined with other center areas. The four consolidations will result in annual operating savings of more than \$3.5 million. Action has been under way since 1959 to phase out the Pittsburgh, Spokane and Norfolk centers.

The El Paso consolidation will be completed by July 1, 1964. The center's control area will be gradually divided and transferred to the Albuquerque, Fort Worth and San Antonio centers.

Controllers at the El Paso center, which currently has one of the lightest traffic loads in the system, will have an opportunity to move to the adjacent centers and to other facilities where experienced personnel are needed to handle increasing workloads.

Control functions, equipment and personnel will be relocated gradually so that traffic control service to the areas involved will not be interrupted.

Kurriger Recovering

Hermann Kurriger, chief of the photographic section, is recovering from a series of heart attacks suffered in February. Before returning to work he plans to go to his home in San Francisco on PL 737 leave, accompanied by Mrs. Kurriger. While in California the Kurrigers will visit their children and Hermann will undergo a cardiological examination.

FOG

A wreathing wavering creature
Oft vague, oft distorted
Slyly, silently, stealthily
Shredding terminals forecasted

Cursed by IFR pilots
Snowed with paper work in flight
Blessed by amorous couples
Shielded by its blight

This Cook Inlet shadow
Weaves slowly thru the night
While Merrill Field sea pigeons
Hungry await the light

And the lazy winter morning riser
Ice scraper in chilly hand
Vents his wrath amidst its wistrails
And against its frozen brand

Yea, from Knik to Turnagain
Its vail cloaks land and sea
But for some unique reason
It never bothers me

Gil Daney
Anchorage IFSS/FSS

CAUTION! MOOSE ON RUNWAY

'Caution advised, moose in vicinity of runway, intentions unknown,' or similar information is part of the airport advisory service at Talkeetna these days.

As many as eight and nine moose have been sighted from the station at one time, according to Highlight Reports of Clarence C. Holmberg, station manager. They have been frightened away, but due to deep snow in the timber, they wander back to firmer ground -- in the vicinity of the runway.



A recent Management Phase II training class poses with R. T. Williams, acting executive officer, second from right standing. From left seated: Ben Oates, Immigration Service; Glen Dean Burgess; Ed Kiely; Elden Boothe; John Cooley; M. D. Hutchens. Standing: Aaron Rothman, instructor; Harold Wright; Charles Wayer; Williams; and Melvin Derry.

BERRY, RETIRED EMPLOYEE DIES

Frank O. Berry, a former airways engineer in the regional electronic maintenance branch, died March 5 at the age of 74 at Providence Hospital following a stroke.

Berry was born in Stillwater, Minn., Jan. 30, 1888, and attended Washington State college, Pullman, Wash., and met and married the future Mrs. Berry in Spokane in 1908.

The Berrys moved to Anchorage in 1916, where he was the first electrician in Anchorage and worked for the Alaska Railroad for five years. When Anchorage took over city utilities, Berry was employed as city electrician for the next 20 years.

In 1943 he joined the CAA, serving as an engineer, and retired 11 years later in April 1954.

He was an elder of the First Presbyterian church and a member of the Anchorage Masonic Lodge, the Independent Pioneer Telephone association and the National Association of Retired Civilian employees. He was a registered engineer in the state of Alaska.

Surviving are his widow and a son, Frank E. Berry, who is an airways engineer in the establishment branch of the regional FAA office.

Funeral services were held at the First Presbyterian church with burial in the Anchorage cemetery.

Van Enkevort Family Injured In Collision On Highway

John A. Van Enkevort, EMT Fairbanks station, and his wife and five children were injured in a head-on collision in March on the Alaska highway three miles from the Alaska-Canadian border.

Van Enkevort was returning to Fairbanks after attending school in Oklahoma City.

Mrs. Rosemarie Van Enkevort and her 3½-year old daughter, Victoria, were hospitalized in Fairbanks.

Injured but not hospitalized were John and the other four children.

AIR SHARE MEETING TO BE HELD APRIL 18

Proposed changes in regulations covering general aviation airmen and aircraft will be discussed at a Regional Air Share meeting in Anchorage April 18. The meeting, under supervision of the Flight Standards Division, will begin at 6 p.m., in the Loussac Library and airmen from throughout the Region are invited to attend.

The conference, one of eight being held throughout the nation during April, will be the third such gathering in Alaska during the past year held to give persons interested in general aviation an opportunity to express their views on proposed Civil Air Regulations. Later when proposed rules are written, formal comments from interested parties will be sought by the Agency.

The term Air Share was derived from the purpose of the sessions -- to give airmen a chance to air their views and share the benefits by helping determine what regulatory changes they will be operating under. In more than 100 similar previous meetings, FAA has received suggestions, criticisms, and comments volunteered by individuals and groups. These have been analyzed in preparing the agenda for the April meetings.

Plan For Cold Bay Concession Is Announced

A concession including a restaurant, lodge, cocktail lounge, novelty shop, grocery store, and package liquor store may be established at the Cold Bay airport, according to FAA plans.

FAA has invited private business ventures to submit proposals for the concession which would be adjacent to the new aircraft parking ramp, scheduled for completion in July.

The restaurant and lodging facilities would be designed to serve up to 35 persons on a day-to-day basis and furnish such accommodations to passengers of large intercontinental aircraft that may be required to lay over at the airport. This could be an additional 150 people. The grocery store would serve about 90 resident personnel.

ON AN OLD ALLEGIANCE

When flint first warmed the cave of Og,
Man shared his habitat with Dog;
While Dog, by some instinctual plan,
Bestowed his fealty on Man.

Thus, through this strangely touching pact,
Each gave the other what he lacked:
Og greatly prized the wit of Dog,
Who saw such sterling things in Og.

And since today the same arrangement
Persists sans dispute or estrangement,
Why, damn all will I go along
With those who feel that both were wrong.

---O. R.



This class of 21 Aviation Facilities Division members recently completed the radiological monitoring course. Front row from left: Everett A. Sterns, Theodore A. Hamby, Barbara Bowden, Herbert O'Brien, Fines Moore, Duane Svetc. Second row: Fred Pollard, Allen Smith, Verle Collar, Lewis Tittle,

Donald Farley, John Cooksey, Dick Brofft. Standing: Dan Cruz (instructor), Marvin Kelly, Jack Baldwin, Carl Burgess, Kenneth Jordon, James Martin, Wayne Morgan, Kenneth Schedler, Robert Faller, Merlin Jaques (instructor).

JUNEAU

After reading February's Mukluk, it occurs to many of us that a couple of inches of precipitation and forty above weather isn't so bad after all. Juneau for January, when many others seem to have been a little chilly, recorded an average temperature of twenty-seven above, a high of forty-five above and a low of two below. Lots of good skiing snow with a total of thirty inches for the winter. Skating on the three ponds in front of the control tower appears real good.

In the tower we have two returning from PL 737 leave — Bill Hester and Charles Osgood. Both report lots of fun, but real glad to be home. Bill visited friends and relatives in Washington state and Southern California. Charlie reports 'Old Virginia' just as he left it, —pretty scenery, warm climate, and crowded. No hunting or fishing comparable to good old Southeastern.

The CS/T greeted three newcomers in January, Bob Bloom from Galena, Byron Smith from Farewell, and Jim Engle from the Anchorage Center. Byron worked, previous to Farewell, in Milwaukee and Chicago Midway towers and holds a Senior ticket from Milwaukee and a Junior from Midway. Jim's previous experience includes three years as a senior controller in the San Francisco tower along with some military tower time. Bob Bloom worked eight years in Anchorage before Galena.

Four pleasantly surprised men were Roy Kleweno, Wayne Hall, Dale Jones, and Bob Pope when receiving their Senior tickets for the Juneau tower along with a GS-9 shortly afterward.

From electronics we find the SEMT Bob Mell back from Radiological Monitoring classes in Anchorage. Reports are that roentgens, geigers, clicks, or something like that, are still falling out.

John Soignier is home after many grueling but worthwhile weeks in OEX attending TACAN, VOR, ILS school. John reports living costs not nearly as low as he had hoped.

George 'Bugzy' Morin, the Baron of the Baranof, is

still with us (on relief). He likes Juneau, and it likes him.

Charlie Durand and family arrived at Sisters Island. He was chosen for the job last May, but after many OEX classes such as VOR, Radar, TACAN and whatever else they offer, we now have a permanent EMT on Sisters Island, the first time in almost a year.

Juneau now has a fully commissioned and dedicated very high frequency Visual Monocourse Aid, VMA. Mr. Hulen, along with several regional office and local dignitaries dedicated the new approach and navigation facility on February 6. All the airlines serving Juneau have expressed their appreciation many times for our new VMA.

Gordon Meyers, foreman mechanic, is back at work after a week's sick leave. Gordy's 'bug' was the first in many a year since he still has over 1500 hours sick leave on the books.

Rex Marchant's wife is recovering nicely from an

BUY--SELL--SWAP

FOR SALE: Cabin at Nancy Lake with 5.6 acres of high and dry land on road side of lake, waterfront 330 feet, small cabin. Make offer. Contact Mrs. Harper, Odom Building, Ext. 51.

FOR SALE: Kenmore washer-dryer combination, new never used, big savings, will take rifle in trade. FA 2-2605

WANTED: 35mm slide projector, good condition. N. W. Noble, ext. 418.

WANTED: Ride in the mornings from Glacier Terrace Trailer Court, space 28B, 4110 DeBarr Road. Contact Elaine McKay, BR 27631.

FOR SALE: Plane, Stinson 108-3, 190 hp Lycoming, Hartzell fully controllable prop., 57 usable gallons, LF, MF, \$2500. Contact Bob Mensing, Odom Bldg., Ext. 31 or 32.

operation. Glad to report this pretty well brings us all off the sick list.

Jack Woods and Rex Marchant, SMDOE5, report their building is lonesome without Les Josten, SMDOP5, who is doing 6 months --not in jail, but in OEX gaining much knowledge.

Mr. Johnson's Fleet, Fedair II and III plying the channels to Angoon, Duncan Canal, Haines, Sisters Island, Sunset Cove, and Rogers Point with 56,018 pounds of freight and with a dozen or more traveling technicians from Anchorage keep busy on assigned work.

Back to weather, Fedair II and III spent a few hectic days hiding from ten to thirty foot seas while sailing our warm, but windy, waters.

All hands enjoyed a party March 17 for a general get together, to celebrate some recent promotions and St. Patrick's. Lots of fun was had by all the 35 Juneau FAAers.

February being the driest and sunniest month on record the local trap shooters took advantage of it by doing much shooting on the new range close to the airport. We understand Bill Johnson, Rex Marchant, and Homer Love held up FAA's side nicely.

The City of Juneau voted a bond issue to finish the airport runway. With this project completed sometime this spring Juneau will have more than 8400 feet of new runway.

Bill Johnson made his quarterly inspection to the outlying sites of Angoon, Rogers Point, and Sisters Island. The weather was excellent for his four day trip on Fedair II. Bill informs us the sites are in nice shape with all personnel enjoying their good clam digging, fishing and hunting.

Four of the tower men have been doing a lot of sea lion hunting. They report good hunting except for one incident in which they tore the bottom off of one of their boats during some adverse weather in the Lynn Canal area.

MOSES POINT

'How to succeed in business without even trying', may be a current Broadway smash hit; but right now my main thought is how to describe an event without even attending. Your reporter was the unlucky watch-stander and the only one at Moses Point not in attendance. Well, I made like the inquiring reporter and if you can bear with me on some 'authentic' second hand information.... away we go....

History was made at Moses Point February 3, when at precisely 2050 local time, the marriage of William R. McGahan to Jessie M. Lowe was solemnized. The knot was tied by Reverend Howard Slwooko and it marked the first occasion of a marriage ceremony ever performed at Moses Point.

The Community Center was converted into a temporary chapel. Our very ingenious women with the aid of crepe paper created a very lovely setting. The alter was decorated with two beautiful bouquets of mixed artificial flowers. Complete wedding music was provided through the graciousness of T. W. Gregory of the Anchorage Commissary.

The bride was given in marriage by 'Artie' Porter. Louise Warren was matron of honor and Jack Warren was

NOTICE

**TV CHANNEL FAA PRESENTS
CIVILAIR CLUB TV EXTRAVAGANZA
CASTING TO TAKE PLACE AT
EDGEWATER STUDIO
9:00 P.M., SATURDAY, APRIL 28.
(P.S. IT'S THE SPRING PARTY)**

the best man. Debra Porter and Ann Warren were the cutest flower girls that ever graced any wedding. As the ring bearer, pretty eight year old Diane Gillmer was a picture of solemn beauty.

All brides are lovely and 'Jackie' was attired in a pink taffeta gown with lace jacket of bolero length and pink veil. She wore elbow length white gloves, silver sandals and an orchid corsage.

The matron of honor wore a white wool jersey with black accessories and an orchid corsage. The flower girls were dressed in pink and the ring bearer wore blue.

For a time, it appeared that the wedding might be delayed due to bad weather but Reverend Slwooko arrived by dog sled just in time. The Wedding Service was read from Mrs. Marie Smith's beautiful brown leather covered Bible.

Food and refreshments were served at the reception after the ceremony. The wedding cake baked by Wanda Porter was composed of three tiers with a bride and groom on top. Understand a piece has been saved and is in the 'deep freeze' to be consumed by Jackie and Mac, one year hence at breakfast.

In addition to the wedding party, in attendance were Wanda Porter, Harold and Elfriede Gillmer, Tommy and Pauline Sagoonick, Marie Smith, Ira Smith, Chuck Shenkel, Nathan Naguruk and Oswald Moses.

A tape recording was made of the ceremony and of the events leading thereto. Overheard on a playback.... evidently the groom-to-be was concerned with picture taking....Jack Warren remarking... 'Oh stop worrying about taking pictures and let's just get you married.'

The future seemed foretold soon after the cake cutting; the new groom was observed eating cake out of the bride's hand. Mr. and Mrs. McGahan are now making their home in Quarters 105-2. All visitors to Moses Point are welcome to call upon the newlyweds.

MINCHUMINA

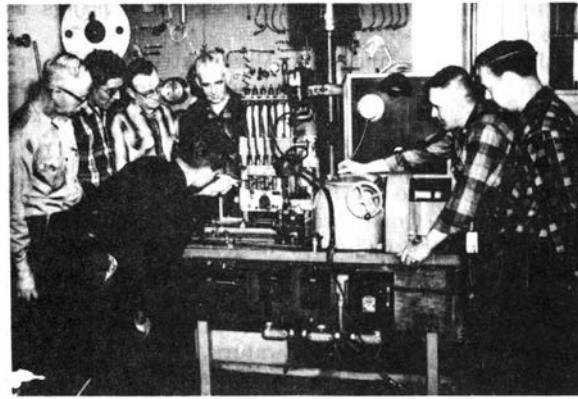
New officers elected recently to our Minchumina Employees' club are chairman, Lloyd Huff; secretary, Mary Schuelke; and treasurer, Irene Bishop. A party followed the election.

The first amateur radio teletypewriter message from Fairbanks to Anchorage via two meter radio was relayed via a tape recording at Minchumina. There was too much loss in the recording for good copy, but this stirred up a lot of enthusiasm. We expect solid copy before the year is out.

Richard Collins



Members of Power Generation Class No. 8 receiving a practical demonstration. From left Benjamin Cowart (instructor), Andrew Bachman, Benjamin Goins, Montie Condry, Dudley Clark, Robert McMahon.



Other members of the Power Generation Class. From left John Cooksey, Alec Gregoriouff, Henry Harrison, Arloe Kessinger, Ronald Hoffman, Norman Cavanaugh.

ANNETTE

Clem Simmonds, one of our bush pilots cracked up a J-5 February 11. The engine stopped on takeoff and the aircraft came in nose first about 100 feet outside the runway. His passenger, Dick Brown, had bruises but indications are that Clem will be in the hospital for about six months with a cracked vertebra.

A first aid course was given on the station by Sgt. Jim Goodfellow of the Division of Public Safety, State of Alaska, February 8, 9, and 10. The following personnel received First Aid Certificates: Mr. and Mrs. William Brown, John Hummel, Robert Westwood, Mr. and Mrs. Fred Miller, Lester Anderson, Estelle Clark, and Jeanette Lockard of FAA and Al Gorman of the Weather Bureau.

Duane Cook, ATCS, has returned from his special assignment to Northway. Stanley Erickson, plant maintenance, and Donald Treichel, electronics maintenance, have returned from taking a course at Oklahoma City.

We thought this would be interesting to point out the breakdown in communications with the South 48. The following article is quoted as printed in a Seattle paper. 'Judy Alexander lives with her family on a homestead in Southeastern Alaska and has completed 13 high school courses. She walked five miles over a trail of ankle-deep mud and water to take her tests at a grade school at Yakutat. Personal contacts are maintained between student, supervisor, and correspondent teacher in order to provide truly individual instruction for students in remote areas of Alaska.'

Judy Alexander is my stepdaughter, and where the above information was obtained I do not know. It brought to mind that this was the first time that FAA was called a homestead to my knowledge. I have been here two and one-half years, so I do not think they can accuse me of homesteading here. I also want to assure them that we do not let ankle deep mud accumulate on our roads, maybe two to three inches in spots but not the whole length.

Thomas Neville, Jr.

Mixing gasoline with alcohol helps increase the horsepower.

UNALAKLEET

It looks like a promising or at least hopeful year for this facility's sportsmen. Spring seems to be rapidly approaching and we seem to have a lingering memory of last fall's moose hunts. At least four new rifles have been purchased by the gang and the Honorable James I Jensen is lost in his new Luger boat catalog. Last fall we suffered at least two dunkings, one of which cost our man Friday a good many bucks in lost gear among which were two guns and a camera. Talk is in the wind of building a boat house in which to dock our boats and lock it. And there is some pretty determined talk of constructing a small rifle range. Reloading ammo is getting to be quite a topic of conversation too now that the complement is practically 100% sportsmen.

We have been living under the regime of Joe Gerth for a good many moons now -- ever since about Christmas time when station manager Baker took off on PL 737 for sunny California. Things have been very rosey the same as usual. FSS Bliss also went to California and at last report was fighting his way up the Alaska highway in a PA20 which he plans to fly to such interesting places as Anaktuvuk Pass and Barrow this summer if he can get FSS Sutherland to accompany him.

The station is as the carpenters left it many months ago except that it has been painted here and there and a new weather desk has been made by local color. The promise of a new console is still just that -- a promise. Oh well, always something new to look forward to.

Paul Sutherland

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 Kurriger

ROLE OF THE CAREER OFFICIAL IN SUPPORT OF FEDERAL PROGRAMS

Guidance to career officials in support of federal programs has been given by John W. Macy, Jr., chairman of the U. S. Civil Service Commission.

In part the chairman states:

'The extent to which Federal career officials should publicly support current and discuss proposed programs of their departments and agencies requires thoughtful judgment by all concerned.... Discretion and judgment must be applied by ... officials within the context of each problem as it arises. With this in mind it may be helpful ... to consider the following guidelines:

'1. Programs already authorized by law or Executive Order:

'When a Federal program is based on law or Executive Order, every career official has a positive obligation to make it function as efficiently and economically as possible and to support it as long as it is a part of recognized public policy. This means that a career official may properly make speeches explaining and interpreting a current program, identifying its public purposes, citing its achievements, defending it against uninformed or unjust criticisms, pointing out need for possible corrective action or soliciting views for improving it. The fact that the program was the subject of partisan controversy during the stages of enactment or development would in no sense lessen this obligation although the career official should exercise care in divorcing his remarks from a strictly political context.

'2. Pending legislation:

'A more difficult decision is faced when new or changed programs are pending before Congress in the form of proposed legislation. Definitive statutory language prohibits the use of appropriated funds for 'publicity or propaganda designed to support or defeat legislation pending before Congress.' Such language clearly limits the career official's position of possible support of or opposition to new or amendatory legislations. Aware of these implications, however, the career official may explain the position of the Administration in the proposed legislation before interested public groups....'

SIMPLIFIED COCKPIT PROJECT IS ESTABLISHED

The Federal Aviation Agency has established Project Little Guy as an active program under the direction of Colin G. Simpson to develop a simpler, more efficient cockpit layout for light aircraft.

The problems of designing aircraft cockpits specifically to meet pilots' needs have been under study by the FAA for several months. Now Administrator N. E. Halaby has initiated a formal program aimed at developing an experimental prototype of a reliable, low-cost cockpit that will enable general aviation pilots to fly more safely in poor weather. It also should reduce training time and make flying easier and more efficient.

Colin G. Simpson joined the FAA recently from industry, where he was associated with North American Aviation, Weber Aircraft and Douglas Aircraft and Guidance Technology. His experience includes work in aircraft escape systems and instrumentation programs.

To An Outsider Returning Outside

You can have the enervating heat of the south,
The electric fans going day and night,
The sweat dripping down in your eyes and mouth,
The panting inertia you have to fight.
Remember the sweat-soaked dresses and shirts,
The sweat-fogged glasses and sweat-blurred vision?
Don't forget the smog and the gritty dust
When you speak of the snow-fog you view with derision.
It's all yours! Have fun!

We've had some of your 'Outside' weather this winter:
Rain and winds and slush and sleet.
But take a look around and you'll see Alaskans
Hatless, if blue-nosed, and I'll bet with warm feet.
It's only Outsiders who cling to the fireside,
Who shiver, and long for the heat, and complain.
Alaskans have learned to adapt to the weather
And not to depend on such things as Butane.
It's all part of living!

Myself, I like AIR to breathe in my lungs
And I like to smell trees - not sand or smog.
We still have blood-red, flamboyant sunsets --
And where else does winter make jewels from fog?
I like the Chugaches out there in my dooryard;
I like the feeling of limitless space;
I like the air of 'This is for me, boy!' --
You couldn't persuade me to leave the place.
Me - I'll take Alaska!

Margit

Margery J. Bennett
AL-416.3

LOTT NAMED FAA DIRECTOR OF TRAINING

Oscar C. Lott has been named Director of Training in the Agency's Office of Personnel and Training.

Lott will be responsible for directing the FAA's training program, which provides highly specialized aviation courses for the Agency's technical personnel. This training program is mainly carried out at the FAA Academy at Oklahoma City, where approximately 12,000 students a year receive training in such areas as air traffic control, maintenance, flight inspection or other specialized fields.

Lott comes to the Agency from the management consultant firm of Terence Flanagan Associates of New York City, where he was vice president.

The Payoff

Wolfe: (Relating a recent taxicab experience in Tokyo)
Right! The rear doors of the cab had no handles. The driver pushed a button up front to let us in. He had to push another button to let us out.

Fielding: The driver made sure then that he got paid.

Mullaly: Sounds to me like you have to have a 'yen' to get out!

Carrier In Area So Navy Son Visits Home

It took the combined efforts of the Navy, the Air Force, and the Coast Guard plus a bit of red tape slashing, but when Russell Ruhle's ship, the USS Ranger was maneuvering in Alaskan waters after an Asiatic cruise recently, Russ wangled a leave to visit his parents at Annette.

Russell, the son of FSS Chief Kenneth B. Ruhle and Mrs. Ruhle at Annette is stationed aboard the carrier which had paused in this area to maneuver with units of the Alaska Air Command before returning to its home base at Alameda, Calif. Original plans had been for young Ruhle to accompany the ship to Alameda, then come to Alaska on leave. However, with the Ranger so close to his home, the military cooperated. He got a ride in a plane flying from the carrier to Elmendorf Air Force Base in Anchorage. There he got aboard an Air Force plane to Kodiak. At Kodiak the Coast Guard stepped in and he boarded a logistics flight to various lighthouse stations and Yakutat. At Yakutat another Coast Guard plane piloted by Commander Walter Curwen, commander of the Coast Guard Air Detachment at Annette Island, took him the rest of the way.

Russ spent three weeks visiting his parents and brothers and sister including an older brother, Edward, home on leave from the San Diego Naval Training Center. Besides helping his father celebrate a birthday, Russ was initiated into the Elks Lodge at Ketchikan.

When queried as to why two of his sons turned out to be tight pants fly boys, Ken, a former Army Air Corps man, snorted, 'Guess I just didn't set them the right example.'

AIRLINE AND FAA TO STUDY ENGINE OVERHAUL PERIOD

Better methods of establishing overhaul and inspection times for an airline using aircraft on which it has had no previous experience is being studied by the Federal Aviation Agency in cooperation with Mackey Airlines, Fort Lauderdale, Fla.

As a part of its new program of studying aircraft and component reliability in cooperation with six major carriers, the FAA will apply industry experience to Mackey maintenance operations of the DC-6 and DC-4 planes which the airline has purchased from other carriers.

The study, to be conducted during the first four months of 1962, will apply only to the propulsion system.

FAA TO TRY SATELLITE REPAIR STATIONS

The effectiveness of satellite aviation repair stations, operating under a certificated parent organization, will be studied by the Federal Aviation Agency in another move to improve services for industry.

For a trial period of six months, the Barfield Instrument Corporation of Miami, certificated by the FAA for aircraft instrument repair, will operate branches at Indianapolis and Atlanta under a common managerial system.

TRAFFIC METHODS TO BE TESTED

The Federal Aviation Agency has awarded a \$2,700,000 contract to the Mitre Corporation of Bedford, Mass. to test and evaluate new methods of controlling air traffic which were recommended in the Project Beacon Task Force report.

The Mitre Corporation, a non-profit scientific organization, will conduct the tests over a 12-month period at its experimental facility in Lexington, Mass.

To expedite development and implementation of practical features endorsed by the Task Force, Mitre Corp. will maintain and staff an experimental environment to test and evaluate air traffic control techniques specified by FAA's Aviation Research and Development Service.

MASDEN AND RUDOLPH ASSIGNED NEW POSTS

The FAA has appointed Ward B. Masden to the newly created position of Deputy Director for Helicopter Matters, Flight Standards Service, and promoted James F. Rudolph to succeed Masden as chief of the Service's Operations Division.

Masden who has been serving as head of an FAA Helicopter Advisory Committee, will be responsible for the testing program of the Decca system of helicopter navigation which is being conducted in the New York area. He also will be responsible for FAA actions concerning the new performance rules for helicopter carriers and the services and regulations required for the introduction of new twin-turbine helicopters.

Rudolph has been assistant chief of the Air Carrier Branch, Operations Division.

CONTRACTS AWARDED FOR DEVELOPING RADAR BEACONS

The Federal Aviation Agency has awarded two contracts for the development of lightweight altitude radar beacon equipment for general aviation aircraft in one of its first steps to implement the long range recommendations of the Project Beacon Task Force.

The contracts, totaling approximately \$174,000, were awarded to Hazeltine Corporation's Technical Development Center at Indianapolis, Indiana and Transco Products, Inc. of Los Angeles, California.

Both of the contracts call for the design, development, and production of low-cost altitude tracking equipment for installation in planes weighing less than 12,500 pounds with a capability of automatically reporting aircraft altitude in 500-foot increments from 15,000 feet to 1,000 feet below sea level and covering a maximum range of from 50 to 100 miles.

The San Francisco International Airport takes in more money from cars than from airplanes. Income from auto parking fees at the airport amounted to \$1,235,000 last year, while aircraft take off and landing fees added up to \$950,000.