

## NEW HEADQUARTERS BUILDING DEDICATED



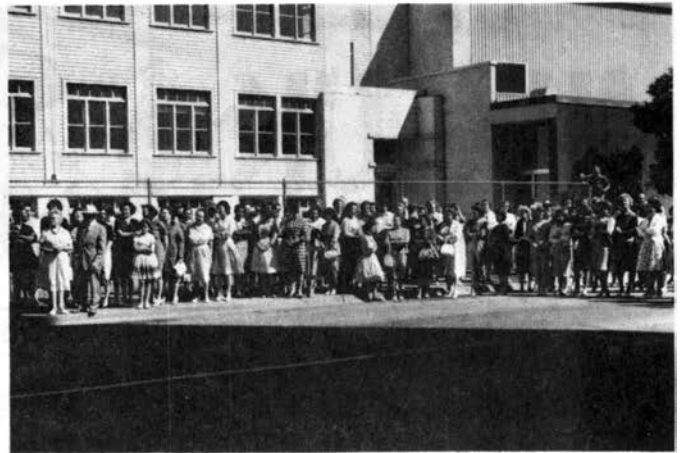
A crowd of more than 700 witnessed the dedication ceremonies of our new home on July 18, 1962, on a beautiful clear and warm day. All headquarters and Anchorage FAA personnel available congregated in front of the building to witness the short dedication ceremonies.

Civic, government and military dignitaries taking part were the Honorable William A. Egan, governor of Alaska; Mayor George Sharrock of Anchorage; Lt. General Wendell W. Bowman, Alaskan Air Command chief; Harry

Hill, president of the Lathrop Co., owner of the building; Rev. Robert Whelan, S. J. and Richard H. Hendricks, Assistant Director for Alaska, General Services Administration. FAA officials participating were: Lt. General Harold Grant, Deputy Administrator for FAA and Allen D. Hulen, Assistant Administrator.

Following the dedication and speeches, head-quarter employees assisted and directed the guests in tours of the building during open house.

(See other photos Pages 2 & 3)



TV camera and program records the ceremonies with portion of spectators standing in the background.

FAA personnel and their families with other spectators.

Lt. General Harold Grant, Deputy Administrator of FAA, speaking at dedication ceremonies.

On the speaker's stand left: Allen D. Hulen, Mayor George Sharrock of Anchorage, Richard H. Hendricks, GSA, Lt. General Harold Grant, Deputy Administrator, Honorable William A. Egan, Governor of Alaska and Harry Hill, president of Lathrop Co. and for whom the building was named.

Before the dedication ceremonies: left back: Richard H. Hendricks, GSA; Allen D. Hulen. Left front: Lt. General Harold Grant, Deputy Administrator, FAA, Major General Wendell Bowman, Alaskan Air Command Chief and Honorable William A. Egan, Governor of Alaska.

Allen D. Hulen receives the symbolic key to the building from Richard H. Hendricks, GSA Director.



Part of the crowd surging into the lobby waiting to use the elevators and take advantage of open house.

Phyllis E. Boothe, Mail Clerk, acting as lobby receptionist waiting for her first load of passengers to tour the building.

Lobby of new building with floran display and Mrs. Lillian C. Watson, telephone operator at the switchboard.

A touring family take the opportunity to view the scenery from the 6th floor of the building.

Frances Starns, Classification Specialist, Personnel and Training Division, acts as area receptionist on the second floor and explains the office pattern and major duties of the division to two spectators.

## REGION EMPLOYEES MOORE AND BROSOSKY DIE

Fines G. Moore, 43, station mechanic foreman at McGrath, was killed June 27 when his Stinson Gull Wing plane crashed on landing at McGrath.

Moore, who had been with FAA since 1950 stationed at Illiamna, Yakutat, Summit, Annette Island and Yakataga, had been at McGrath since February.

Born September 1, 1918, in Cassville, Mo., leaves his wife, Lorraine, and two children, Michael G. and Martha H. and a brother, Burl Moore of Anchorage.

Upon request of deceased, his widow had his ashes scattered over the Skwentna area with the Rev. Ralph Weeks officiating.

Solomon M. Brososky, 55, diesel engineer at Juneau, died July 10 following a heart attack.

Brososky, who had been employed by FAA since 1945, has been stationed at Farewell, Talkeetna and Petersburg previous to his position as diesel engineer on our FAA boat.

Born November 9, 1906, in Indiana, he is survived by his widow, Vera Ellen and one son.

## LYSE AND GRAY, RETIRED EMPLOYEES, DIE

Alvin T. Lyse, 69, a former civil engineer, Aviation Facilities Division, died at Providence hospital on June 19.

Lyse, who was born in Wilbur, Wash., on March 20, 1893, had been a resident of Spenard for the past three years and had retired from FAA this past May 22.

Surviving are a son, Peter M. of Spenard; two daughters, Mrs. Mary E. Harrell of Spenard and Mrs. Margaret A. Nelson of Richmond, Calif., and two sisters and a brother in Canada.

Frank Gray, a former radio technician and the first airport manager for the Fairbanks International Airport, died June 27 at Beaverton, Oregon.

Gray, who retired a few months ago because of ill health, resided and worked for the FAA in the Fairbanks area from 1951 until 1957 when he transferred to the Western Region.

He was active in Fairbanks civic affairs belonging to the Kiwanis club and was a Master Mason.

## WORDS OF WISDOM FROM PROFESSOR AMOS

This is a new feature column for your Mukluk Telegraph furnished by Aviation Medical and Occupational Safety - AMOS.

**Pilot Reaction** - In the past 10 years, the attitude has changed quite a bit in the requirement of an examination to fly an airplane. Most pilots are glad to have an examination, and feel that they wish to know they are physically able to fly.

'There are old pilots and bold pilots but no old, bold pilots.' So probably those bold pilots who felt that their physical condition did not effect their flying have been eliminated. Of the younger pilots, even the bold ones have been brought up in an era that accepts physical examinations as part of normal existence.

At the present time there are over 1-1/2 million licensed civilian pilots, however, the number of active civilian pilots is not known but it is in the neighborhood of 348,000 as of 1961 rather than 1.5 million.

Editor, Medical Newsletter

**OVERWEIGHT?** - For each 10 pounds of weight in the human body, 100 yards of blood vessels are required. An individual 10 pounds overweight, therefore, places an increment of 1,000 yards (3,000 feet) to the workload placed upon the heart. ---Medical Newsletter

**SAFETY WHEN BARBECUING** - Cadmium, a bluish-tinged, silvery, lustrous metal is used as protective coating for refrigerator shelves. This type shelving should never be used as a barbecue grate. The fumes when metal is heated or burns gives off a highly toxic vapour. Food barbecued in contact with this type of grate can cause poisoning following ingestion of cadmium which is much more frequent than from inhalation of the fumes.

## MARRIED

Mrs. Mary Westfall, Bindery Worker, Administrative Services Division and Walter W. Smith, construction worker, were married in Anchorage, June 17, 1962.

Mary has worked for FAA for the past four years and has resided in Alaska since 1952.



## YAKUTAT

The month of June brought Yakutat our new boss, as the Porters returned to their old stomping grounds from Moses Point.

The silent hope of our young ones, that the state would be unable to round up teachers for next school year, was shot as our new school teachers, the Eggert's arrived. Welcome aboard folks!

Traveling personnel invaded Yakutat and among other things gave us new cables for the range, new roofs for the weather bureau houses and a fancy new dual console for the FSS.

Things were mighty hectic for a few days for the operators with multi-colored wires and cables, little black boxes, bodies and outages everywhere. Our chief Jack Hummel took one long look at it, shook his head and thought it was best to go on vacation and departed with family for Haines and Fairbanks. Fred Miller and family are still away in the Southern 48 and if the Seattle World's Fair doesn't break them, they plan to buy a car and drive it to Anchorage. In electronics we saw Doug Smith return from annual leave and Bob Westwood come back from school in Oke and Corinne met him in Seattle to do the Fair. Two of our WBAS people left, with the Schoemaker's Kotzebue bound, where he will be OIC, and 'vaya con dios' to Shenot who went El Paso way. The teenage boys were glad to witness the homecoming of Laura Lockard and Patty Gorman and they quickly organized a twist party. It was a shame Patty had to come down with measles, but we hear she will be able to make the formal teen-party on July 6.

Lots of sunshine brought out the boats and fishermen. Rex Teig is still our undisputed steelhead kingpin, but for some reason slowed down on his fishing spree's since wife Beth and Rex, Jr. arrived. Marie Phelps put us all to shame with her 85 lb. halibut and Stan Erickson, while replacing the shearpin in his outboard, came eye to eye with a killer whale, as the beast surfaced 40 feet behind his cruiser.

A party to welcome our new Station Manager was held the last day in June and with the big turnout everyone really had a ball. Plans have been completed for the 4th of July picnic, complete with ball game, with our

Coast Guard and White Alice neighbors. Sometime in September we plan to have the biggest Moose Bar-B-G this part of the country has ever seen. With the help of Skip Braden (our Fish and Game man, who by the way smiles more now since wife Audrey joined him home-steading in the carpenter shop), committees have been set up for this affair. In order to raise the necessary dough it has been decreed that we have to have a party every Saturday night from now on.

Jan H.

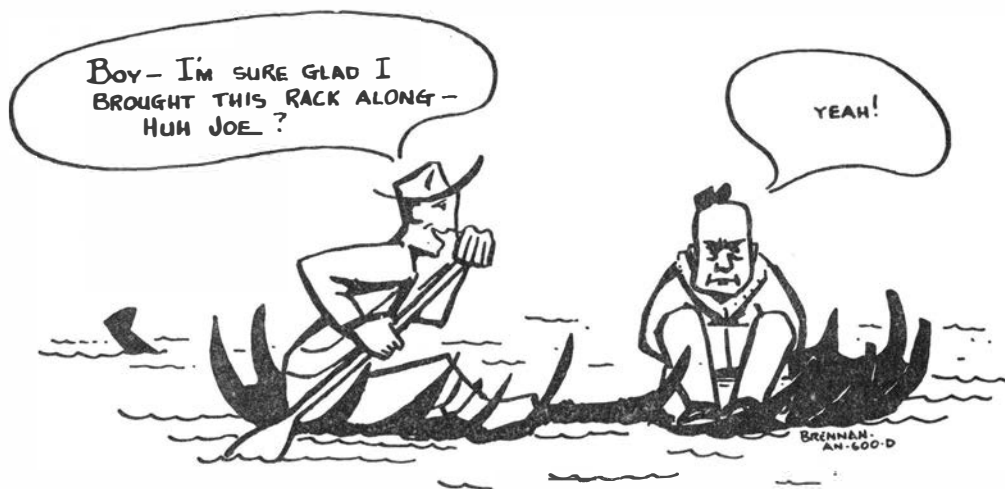
## SUMMIT

It is summer in Summit again and along with the seasonal changes we have had personnel changes. Fred C. Rose arrived from New York, with his family, and has filled the General Mechanic position left open by John Marlin, who is now at Shuyak. Fred is another former resident of Alaska who has once again succumbed to the Alaskan call.

Normal summer activities are being enjoyed by the station personnel now, including fishing and picnics. Ed Kohl and family have been keeping their trampoline in active use. A heavy rain and melting snow caused streams in the Summit area to overflow and several bridges were damaged. Summit became isolated from Cantwell, McKinley Park and the Denali Highway when part of the bridge over Jack River went out. Now, an almost daily activity is to meet the Cantwell store owner at the bridge and to 'walk the plank' to get required groceries.

On June 9, 10 and 11, the Summit station experienced unusually high activity when the Civil Air Patrol conducted search mission operations from Summit for a missing aircraft with Royce Yeager and Glen Shuff aboard. We at Summit are grateful for the splendid cooperation of the CAP members while they were basing their operations at Summit and for a large and difficult operation carried out without mishap.

Federal employees called to court as witnesses for the United States or District of Columbia Government, or to serve on a jury, may take leave with pay. No charge against annual leave is made, but they may receive no fees.



## OVERDUE



## COLD BAY

### Ronaldson/Evans Nuptials, Cold Bay Style

Following a strong southeasterly courtship (these are generally referred to as whirlwind courtships but the wind in Cold Bay is always above 40 knots from the southeast), Miss Martha Evans, daughter of Bernice and Arley Evans and Mr. David Ronaldson, son of Mr. and Mrs. L. A. Dytri of Denver, Colorado, were united in marriage in the Cold Bay Community Chapel on June 24. The wedding, the first one held in the community chapel was attended by everyone in Cold Bay who was anyone at all (and a few who weren't), including the foreign Society Editor of the Mukluk Telegraph.

The bride wore a chartreuse ruffled blouse and lavender treader pants with a veil of Japanese fish net. She carried a simple bouquet of native pussy willow. The bride's veil matched the decor of the chapel which consisted of fish net floats and old saki bottles. The groom was attired in a light orange tuxedo with a cummerbund hastily improvised from an old radiosonde balloon, and carried a box of tranquilizers. Mr. Charles W. Muhs, the best man, wore an off the shoulder scuba suit, and off the lip handlebar mustache and carried a clearance for Flying Tiger 455 as he was on a 56 hour week and had just got off watch. The matron of honor was supposed to have been attired the same as the bride, however she became confused, thought the wedding was on the 25th and so spent the evening at home practicing new ways to cheat the 'girls' at 31. Mr. John Foss of the local ACS, acting for her father who was unable to attend due to ill health, gave the bride away.

The ushers were selected half and half from Weather Bureau and Air Traffic Division personnel. As they were all on a 56 hour week, half of those attending were seated in the WBAS and the other half in the IFSS.

Officiating at the ceremony was Wallace G. MacNiece, the local postmaster and Justice of the Peace. Having known 'Mac' mainly in his capacity as guardian of the mails, he surprised one and all with a beautiful reading of the marriage ceremony. Unfortunately he read it from the postal manual. The serenity of the community was rudely shattered, when upon reaching the proper place in the ceremony 'Mac' intoned 'If any man can show just cause why these two should not be joined, let him now speak or forever hold his peace.' During the expectant hush that followed, two men rose to their feet and Joe Armstrong said 'I would like to take this opportunity to say a few words about Texas'. Station Manager Joel R. Caudle started to object to the marriage on the grounds that it was unlawful to be married on an FAA reservation wearing a rubber cummerbund, but as he habitually objects to everything he was forthwith ejected bodily from the chapel, and the ceremony continued. As Dave placed the ring on Martha's trembling finger 'Mac' quietly reached forth and stamped a neat 'Insufficient Postage' on each of their left hands.

Perhaps we should mention that the above account of the wedding was written after the very successful reception which was held in the local club. After sampling various brands of 'punch', the reporter dashed home to write the story while the details were still fresh in his mind. We ARE certain of one thing only: Dave and Martha DID get married.



In this issue of Bullseye we thank Dick Walsh for telling us of the 'Doodle Bug'. This is his name for an emergency light popular in some remote areas of the state and Canada.

It consists of a two pound coffee can or similiar, a small piece of wire and a candle. It should be recognized at this point that a candle is usually considered a must for any trapper, packer or even casual camper, as the days get shorter. Even in summer they are most helpful for fire starting if the wood is wet.

To make the 'Doodle Bug' the lid is removed from the can. Midway between the mouth and the bottom a small cross is cut with a knife. The four points are then bent slightly into the can interior.

Next punch two small holes for the wire handle - one at the mouth and the other at the back. Be sure the handle holes are on the top - this means that the cross cut hole is on the bottom.

Next insert the candle up into the can about half-way thru the cross cut hole. If the candle is too far into the can, it will smoke up the interior and greatly reduce the reflectency of light.

When the candle has burned down near the opening simply push it further into the can.

You will be surprised how handy this can be - how much light it will give, particularly on snow - and how windproof it is. Don't forget that in extreme cold - flash-light batteries will freeze up - but a candle flame won't.

While fishing season is still with us a suggestion for those of you who may have trouble getting your pole apart when you dismantle it. Before pushing the ferrules together wipe your finger along the side of your nose to get the oil - apply this to the ferrule - it will make dismantling a lot easier.

Also in line with the fishing season is this idea for a smoke house.

Get an old G. I. wall locker, available from surplus, with a hole cut in the bottom plate about the size of a 5 gallon blazo can.

Cut the top out of the 5 gallon can - cut a hole in the side to put a cord thru. Place a single burner hot plate in the can, a bucket of chips on the hot plate and place the whole unit set thru the bottom of the wall locker from inside.

Wire mesh racks are easily mounted at intervals up the locker or tracks to hold the racks on can be screwed in place.

If you wish to use the entire smoker, you can, or if a small quantity is to be smoked simply lay a board or piece of tin on one of the lower racks and you have a small smoke house.

These locker doors have a louvered vent at the top which is kind of a boon also. Probably needed it with the G. I. socks stashed there originally and certainly works well as a smoke vent.

Lots of good fishing, Dean

## NEW MERRILL FIELD TOWER DEDICATED



Old Merrill tower, landmark for the past 20 years, retired from service.

Sponsored by the City of Anchorage and the Federal Aviation Agency, a dedication program and open house of the newly constructed control tower at Merrill Field was held July 14.

Ceremonies included a flag raising ceremony, invocation by 'flying minister' Robert Palmer, speeches by Mayor of Anchorage, George Sharrock, and Federal Aviation Agency Spokesman, Virgil E. Knight.

The new tower commissioned on June 20, 1962, replaces the old wooden structure built in 1942 which was the first air traffic control facility to be established in Alaska.

With a background of more than twenty years service the tower has enjoyed a varied history. The original crew consisted of a chief controller and six controllers. James Sloan was the first tower chief with Leon Kaplan, Bob Jackson, Frederick Sterans, James Humphries, Robert Riedel and Arthur Denton as assistants. Three of the original six controllers are still working for FAA. Robert Jackson is last reported at the Aeronautical Center, Arthur Denton is now at Youngstown tower, and Robert Riedel is in the Alaskan region Air Traffic Control Division. He initiated the planning action to replace the old structure and planned the modern equipment layout in the new control cab.

The old tower is credited with spotting and reporting many city fires before others had reported them. One of the most spectacular was the 1943 Morrison-Knudson fire which resulted in the destruction of a hangar, machine shop and twelve planes.

Following the ceremonies more than one hundred visitors were escorted through the tower and cab by Anchorage station personnel.



Part of the crowd gathered in front of the new Merrill tower before the dedication ceremonies and open house on July 14.



Three air traffic controllers, left: William E. Cook, acting chief; Joseph S. Skurka and Kenneth Bridges take over duties in the new Merrill tower on June 20



Waiting for the ceremonies to begin front left: Robert K. Mason, chief Merrill tower and Florn (Dusty) Rhode, Anchorage station manager. Back left: Robert Reeve, president of Reeve Airmotive and Reeve Airlines, talks with Chester J. Sobczyk, assistant chief, Air Traffic Division and Virgil E. Knight, special projects and planning coordinator.

## FAIRBANKS ELECTRONICS

Sorry we haven't written before this, but we just haven't had time. Things around here have been changing quite rapidly.

We have been swamped with the addition of new equipment. You wouldn't recognize the old place anymore. Even got the walls and ceiling painted and drapes hung in the SEMT's office. How about that? Yes sir, you just wouldn't recognize us anymore. Our technicians are being kept busy studying and getting acquainted with the RML and Long Range Radar equipment.

I saw a couple of our EMT's the other day, old Navy boys, standing together and viewing a piece of equipment just recently installed. Small droplets of tears were in their eyes, and they were slowly rolling their heads from side to side. I asked them what was wrong and they informed me that every time they saw those old VGs sitting there on the floor it brought back fond memories of days gone by while in the service.

Summer is finally on us. The homesteaders have a much happier look about them now, since all the roads are dried up and no more worries of getting stuck while trying to reach the homestead site.

I don't know whether you heard or not, but Mike Forrester and his wife have left us. Yes, they transferred to Anchorage. Mike will be working at Fire Island. You know how the old saying goes, our loss is their gain. We wish the best of everything to them.

Some of the new personnel here are Jan Butterick, Jim Cartwright and Bob Wilson, all MLOs. Added to the EMT staff is James Vogel, David Arthur and Jerry Walker. Jan comes to us from the Southern Region, you all. Jim Cartwright, who I'm sure some of you know, hails from Fire Island. Before that he was a relief EMT. Bob has returned from the FAA Academy - just couldn't get used to the way they live in the smaller South 48. Jim Vogel and David Arthur are two of our newest employees, and we wish them the best of luck and that their stay with us is fruitful and rewarding. Last, but not least, is Jerry. He came from Albuquerque, N. M. and brought with him a sound knowledge of radar. Of course, Fairbanks is not new to Jerry. At one time he was stationed at Murphy Dome with the Air Force.

By the way, did I tell you Don Schultz is our new SEMT of the Air/Ground section. Naturally, cigars were in order. In fact, quite a few cigars were given out over the last few weeks. You see, Jim Vogel's home was blessed with a new addition, little girl, I believe. And, added to Jim Cartwright's home was a bouncing baby boy.

Also, Norm Hoogerwerf has a new addition to his home, understand that's an oil stove. Didn't even pass out cigars.

Well, friends, enough for now. Must get back to work. Lots of things to do. The coffee pot is almost dry and the 406-C log needs to be looked after.

Aardvark

## SITKA

This week we welcomed back the Al Burnham family from a four month stay in Oklahoma City. They stopped off in Seattle on the return trip to attend the wedding of their daughter Peggy. The World's Fair was an added attraction. During their absence the carpenters,

plumbers and painters were busy re-doing the interior of their house, and the painters painted the exterior of all FAA buildings here and at Biorka.

Don and Wilma Wilcox and their two children left for a vacation in a warmer climate, then will proceed to Nome. John Theno is taking Don's place at Biorka Island until his replacement arrives.

We hear that the Irving Ungudruk family are having a wonderful time on their first trip Outside. After driving from Seattle to Portland, California, Arizona, Mexico and back, they will likely be happy to come back to cool off.

Clifford Steele has returned from college in Calif. to work here on the island this summer.

Diane Burnham will not be coming home from college this summer. She is working at Swedish Hospital in Seattle.

Linda Delaney was married in March, and is now attending summer session at UCLA.

This time Station Manager Roy Delaney made it to Anchorage for ATC familiarization. Several months ago he got as far as Juneau and was weathered in.

## Station Managers Named

Two new station manager selections have been announced by Allen D. Hulen, assistant administrator.

Thomas C. Cianfrani, station manager at Homer, has been named station manager at Cordova. He replaces Frank Smith who transferred to flight service branch in headquarters Air Traffic Division.

Bruce Bidwell, station mechanic foreman at Cold Bay, has been named station manager at Moses Point replacing James Porter who was reassigned to station manager at Yakutat.



VIP : See you're building a boat.

VHF: Yeh.

VIP : Are you building your future with Payroll Savings Bonds too?

VHF: No, I don't believe in that patriotic bunk.

VIP : What are you going to name your kayak?

VHF: Friendship 7.





W. M. Wilkins, center, Chief, Alaska Supply Section, Seattle, presented Sustained Superior Performance Awards and checks for \$200 each to Amy E. Pindall, far left, and Grace A. Wynne, far right, procurement agents. Mr. Wilkins also presented outstanding performance awards to George A. Mathew, center left, Warehouse Foreman, and Mathew C. Tomasovich, center right, Assistant Chief.

### CIVIL SERVICE RETIREMENT SYSTEM

The Federal Government's retirement system for its employees is one of the best features of its modern employment system.

A modest deduction from each paycheck gives you protection in case of disability, will provide for your family in case of death, and will pay you an annuity in later years. You should acquaint yourself with what you are entitled to as a member of the retirement system.

Your retirement deductions are 6.5 percent of your salary, and each agency pays into the retirement fund an amount equal to each employee's deductions. This money, together with the interest it earns, is used to help finance the retirement system.

**When You May Retire** — You must retire at age 70 after 15 or more years of service.

You may retire at the ages shown in this article with at least the amount of Federal service shown.

Earliest age	Years of service	Remarks
62	5	
60	30	
55	30	Annuity reduced for age
50	20	Must be involuntarily separated; annuity reduced if under age 60
any	25	Must be involuntarily separated; annuity reduced if under age 60
any	5	Must be totally disabled

Most military service counts towards retirement, but in all cases an employee must have had at least 5 years of civilian service in order to be eligible for retirement.

**How Annuities Are Computed** — Your basic annuity is computed on the basis of length of service and 'high-five' average salary. Your 'high-five' average salary is the average of the basic salary you earned during the highest 5 consecutive years of civilian service.

Your basic annuity will be reduced because of retiring before 60, choosing to name a survivor annuitant, or failing to deposit for service during which no deductions were taken from your salary. It will not be

reduced for age, however, in cases of disability retirement. Basic annuity is limited to 80 percent of your 'high-five' average salary.

You can increase your retirement income by buying additional annuity through voluntary contributions; should you serve more than the time required to provide the 80 percent rate, deductions withheld thereafter will purchase additional annuity for you.

Your yearly basic annuity will be (a) 1.5 percent of your 'high-five' average salary times 5 years of service, plus (b) 1.75 percent of your 'high-five' salary times years of service over 5 and up to 10, plus (c) 2 percent of your 'high-five' salary times years of service over 10.

For example, an employee retiring at 62 after 25 years of service with a 'high-five' average salary of \$5,000, would have his basic annuity figured this way:

1.5 %X\$5,000X 5=	\$ 375.00
1.75%X\$5,000X 5=	437.50
2 %X\$5,000X15=	1,500.00
Yearly basic annuity	\$2,312.50
	(\$193 monthly).

A substitute formula for figuring any part or all parts of the first formula may be used. It is 1 percent of the 'high-five' average salary plus \$25 times years of service. This formula is used whenever it will produce a higher rate of annuity than any part ((a), (b), or (c)) of the first formula. Its use produces a higher rate of annuity only in the lower salary ranges.

A person retiring at 60 after 30 years of service with a 'high-five' average salary of \$4,000, would have his basic annuity figured as follows: Notice that the substitute formula is used for the first 5-year period. That is because it is to the employee's advantage to do so.

((1%X\$4,000)+\$25) X 5=	\$ 325
1.75%X\$4,000X 5=	350
2 %X\$4,000X20=	1,600
Yearly basic annuity	\$2,275
	(\$190 monthly).

The basic annuities shown will be reduced if, for example, you chose to name a survivor annuitant.

**Minimum Annuity for Disability Retirement** — If you retire for disability, you are guaranteed a minimum basic annuity which amounts to the lesser of: (a) 40 percent of your 'high-five' average salary or (b) the amount of an annuity figured as shown above after increasing your service by the period from the date of separation to age 60. This guaranteed minimum does not apply if you are already 60 when you retire or if it is less than your 'earned' annuity obtained under the regular formula mentioned above.

### BILL HEAY RETURNING TO HOMER

Station Manager Bill Heay will return from foreign service this fall and assume his duties as Station Manager at Homer. This is in keeping with our Agency's policy on restoration to your former geographic location and like position after a tour of foreign service.

## MURPHY DOME

Of all the hills I've ever stood on top of, to view the magnificent splendor of America from -- this is 'The Hill' of hills! From no other hill I know, can a man gaze at the continuously changing panoramic loveliness of nature, as he can from Murphy Dome as he sees Mother Nature paint the soft pastel colors into Alaska's breathless beauty with the brushing motion of the never-ending Arctic summer sunlight. Or, to stroll homeward after the mid-watch and know the heartwarming experience of 'floating on a cloud', as the billowing white formations fill the surrounding valleys and appear to float 'The Hill' toward the warm blissful mountain sun. To say the least, it brings one to the true realization of the song -- 'America, the Beautiful'.

Inspired by the dawning of springtime in Alaska, travel fever has put the bite on most every heart here on our Hill. Frank Slavik, who is due home around the end of July, took his family with him stateside on a trip to the Aeronautical Academy. Ernie and Dee Ryness, together with their four children, traveled down to Denver for a month of visiting with their folks and friends and a few hectic days at the World's Fair on the way. Wally Waldron, his wife, Mary, and their two children left the Hill for a visit to their parents and then on to Oklahoma City for a class at the Academy. Tom Clark traveled with his family over to Dawson City in Canada, for some fishing, fun and friendly visiting with our Canadian neighbors. Bob Marion flew out to OKC for a month of brain exercise with old friends.

Meanwhile, back on 'The Hill' -- Marv Hassebroek and family have traveled down to their garden by the railroad siding almost every day. On June 27, Marion and Marv were blessed with a beautiful baby girl at the hospital in Fairbanks.

Home again, Ernie Ryness is perfecting his welding skill by building a large children's play set from scrap metal pipe. It'll soon be completed and is delighting all the kids ---- young and old!

One of the guys has plans for a few family picnics and is sweating off a few pounds constructing a big picnic table, lugging flat rocks for a patio and hauling a couple of hearty pine trees up from the valley to plant outside his window. He's now trying to figure a way to chase off the eagle-size mosquitoes that want to use him for a picnic.

Social highlights have been the occasion of welcome for Colonel Kidd, the new Air Force Commanding Officer here on the 'Hill', and the Officer's Midnight Sun Party. Mr. & Mrs. Hassebroek, Mr. & Mrs. Steward, W. I. Waldron, Bob Mariøn, and Frankie Johnson were present to extend FAA welcome to Colonel Kidd for Ernie Ryness SEMT, who was on 'leave' at the time. The Midnight Sun Party was well attended by invited guests from Fairbanks and Murphy Dome, among which were a number of FAA personnel.

Construction of the new FAA quarters is in full swing and the families here are looking forward to their completion and the meeting of the new neighbors that will be selected to move onto the Hill as part of our little maintenance community.

The Hill is visited daily by any number of different birds and animals, but the most interesting of them all is

still the friendly black bears -- as witnessed by yours truly, while typing this article, when one walked through the open door of the building and stood looking bewildered. I ran, the bear ran, Marv Hassebroek looked and laughed -- but boy! the story I'll tell my four year old son will put Daniel Boone to shame!

Ronald H. Steward

## FORMER AGENCY EMPLOYEE DIES

Frances Betts (Francie Brown), who worked for the service at Merrill Field and Anchorage International Towers for several years, died of second and third degree burns at Wasilla on June 29th. Francie was one of the original controllers who began approach control service at Merrill Tower in 1951. She transferred to Anchorage International Tower when approach control service transferred to that facility in 1953. Prior to assignment to Anchorage, she worked at Boston and Washington Towers. She resigned in 1955 after 11 years of service.

She was well known throughout the Agency, particularly in the state of Alaska, and had resided in Wasilla for the past six years. A proud and capable horticulturist for several years, the floral display at her funeral on July 3, would have made Francie very happy. Her body was interred at Wasilla.

## FAIRBANKS

Beast vs Man

Where else but in the city of Fairbanks can a person be run over by a moose in his own back yard. That is just what happened to Frank Green, EMT at Fairbanks International Airport.

Frank saw a moose in his back yard and several neighbors taking pictures. He took his trusty 35 and joined in on the shooting. All went well until a dog made his appearance and the moose took offense. Just as Frank was focusing for a spectacular 'close-up' the moose charged, the dog made a hasty exit, Frank shot, and then noticed through the viewer of his camera that the moose was a little too close for comfort. It was at this point that he, too, decided a hasty retreat was in order. He was just a few steps from this goal when the moose went over him, leaving him bruised and shaken on the ground.

The next morning his main concern was, whether he got his shot, but - later that day he had a very good picture of the business end of a charging moose.

Rumor has it, that someone nearby had a movie camera and caught not only the fancy footwork of the moose but, also that of Mr. Green.

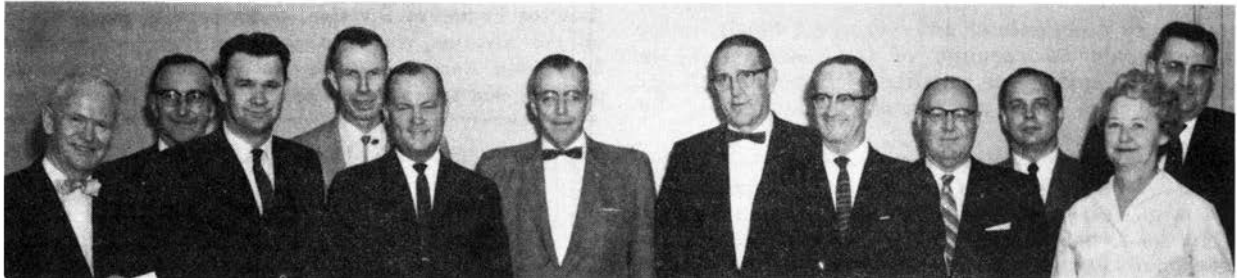




This class of 21 students recently completed the radiological monitoring course. Front row from left: Christian Ehrendreich (U.S. Public Health), Jacob Holzenberg (Big Delta), Fred Woodlock, Donald Darling (Iliamna), Jerome Fujimori (Annette), Raymond Slack (Gustavus), Melvin Holroyd (Woody Island). Second row left:

Security Police), Floyd Sherwood, William Jennings (Anch. Station), Warren Kerr, Edmond Ashworth, Ernest McCullough, Wayland Lipscomb (Anch. Center). Standing left: Dan Cruz (instructor), Jack Forrester (instructor), Herbert Hanson (Gulkana), Fred Poorman (McGrath), Edgar Kiehn, Evan Rentfrow, Clarence Moddison, James Eskridge.

*R 1527 AS of July 23*



Allen D. Hulen, center, presented a certificate and congratulations to the following personnel on having attained a gross accumulation of 1500 hours of sick leave. Front row from right: Florence Liffick, Alexander L. Brown, Julian

Gryder, Wesley H. Brubaker, Frank Borys, Richard C. Young, Gerald W. Howard. Second row left: William J. Barber, George Scott, Jack E. Reich, Robert T. Williams.

*I do feel left out*

**Pilot Expresses Appreciation**

Letters like the following let FAAers in the field know that their efforts are appreciated.

'The Regional Director  
Federal Aviation Agency  
Anchorage, Alaska

Dear Sir:

On the weekend of the 23rd I flew in my PA-22 between Anchorage and Nome, from Nome back to Unalakleet, and from there up the Yukon as far as Nenana, and then down the railroad to home. In the course of this long and difficult flight, I was accompanied by a turbulent front and also was plagued by intermittent radio receiving failure and toward the last a broken off exhaust stack.

The latter accident happened near Healy and rather than stay in that God forsaken place overnight I elected to continue on home even though I had survival gear.

I made known my predicament to the communicators along the way as best as my failing radio equipment would allow, and with their good help and encouragement, I made it. I wish to take this opportunity of thanking your organization in being kind and considerate all the way from Nenana back to Lake Hood. I also realize that you all are paid for this work, but nevertheless I feel that there was a spirit in the voices of all the men on that afternoon and evening for which no amount of money can ever properly pay. For this I wish to thank you in the name of all who helped me during what might have been a difficult situation.

Yours sincerely,  
Milo H. Fritz, M.D.



Dr. Robert O. Brown, left, president of the Flying Physicians Association, Dr. R. C. Tanner of Fort Thomas, Ky., center back and Dr. Dayle N. Crabb of Dennison, Iowa, right, confer with Alfred K. Young, chief, General Aviation Operations Section of Flight Standards Division when he flew to Northway to help out the 36 doctor-pilots, flying their own planes destined for Anchorage to attend a three-day medical meeting.

**Civilair Club Plans More Tours**

'WE HAD A BALL' -- so say the members of the Civilair Tour to Dawson City . . . . .

So - we will set up another tour for all who want to make the trip.

In addition, there will be a possibility of a one-day fishing trip to Iliamna or Chelatna. Remember, any suggestions that you have for trips are welcome. Just contact Irene Peyton, at AL-13, Ext. 556.

Now that it is almost time for that termination dust on the mountains, and you all have your yard work under control, and the house painted, be on the lookout for the next 'Travelgram' - maybe we can make it to Cordova, Nome or Juneau, yet.

**FAA CONSIDERS FLEXIBILITY IN  
MAINTENANCE OF GENERAL AVIATION AIRCRAFT**

Two steps to increase the flexibility of general aviation maintenance requirements is being considered by the Federal Aviation Agency.

The first step toward increased maintenance flexibility, is a proposal that FAA grant manufacturers 'the privilege of servicing their own aircraft in their own plants.'

The FAA will soon begin using its new computer for tabulation of all general aviation incidents to help the Agency gain a better idea of how the general aviation safety picture might be improved. This data can not be maintained in statistical form without computers due to its volume.

The maintenance proposal would be an important convenience to manufacturer and owner. A repair station certificate would be required of the manufacturer in addition to his production certificate if the aircraft included equipment and components manufactured by another company.

FAA also is exploring the feasibility of a new inspection system which would supplant the presently-required annual inspection for general aviation aircraft in the not-for-hire category. FAA feels that delegating this responsibility to manufacturers and their dealer organizations would be 'flexible, convenient, and a more business-like arrangement all around,' consistent with safety requirements.

So long as an aircraft owner maintained his aircraft in accordance with the manufacturer's approved system, the present annual inspection would not be required. A special sticker might be supplied by either manufacturer or FAA identifying the aircraft's inspection status. This would be valid wherever the aircraft went.

Some individuals might not want to have their aircraft serviced by a particular dealer, so the FAA plan would provide an alternative which might require the manufacturer to make standards and shop manuals on his equipment available at cost to general repair station operators. For aircraft whose manufacturers are no longer in business, FAA would write the standards and manuals.



**Presentation of an Award by Richard C. Young, Chief, Aviation Facilities Division, to Raynata Lundquist, secretary of the division, for a suggestion regarding an Employee Suggestion Record Form devised to record and control suggestions that are forwarded for evaluation to other offices.**

**WHO HAS A FUTURE?**

The introvert eschews his fellows,  
And tends to mould before he mellows.

The extrovert is loud and raucous,  
And grabs the spotlight at the caucus.

And one's so lonesome that he rattles,  
And one gets slugged in barroom battles.

--O. R.

**BUY--SELL--SWAP**

**FOR SALE:** Polar Bear rug, head mount, size 8 ft. X 8 ft. Contact Parik, Ext. 3317.

**FOR SALE:** 1953 Ford, \$300. Call Irma Johnson, Ext. 453.

**WANTED:** Ride from Sperstad subdivision, Arctic Blvd. at International Airport Road to FAA Building and return during work week. Contact Claudia Hoversten, Ext. 592.

**FOR SALE:** New Rollieflex f2.8E camera w/light meter, Rollie accessories - \$400 value sell for \$250 or swap for crank-up tower and one kilowatt Triband Beam. Call 114-SK42298 or BR 62113 eves.

**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 (Acting) . . . . . Virginia E. Schairer  
Type Composition . . . . . Arlie Ransier  
Printing . . . . . Jack Lamb  
Photography . . . . . Hermann Kurriger



**Dan Cruz, instructor of Radiological Monitoring class No. 13, presents one of his students, Yvon B. Kinsella, diesel mechanic, Cold Bay, a Certificate of Award for a suggestion submitted by his pupil on combating fires under the Incentive Awards Program.**