

MUKLUK

FEDERAL AVIATION AGENCY

ALASKAN
REGION

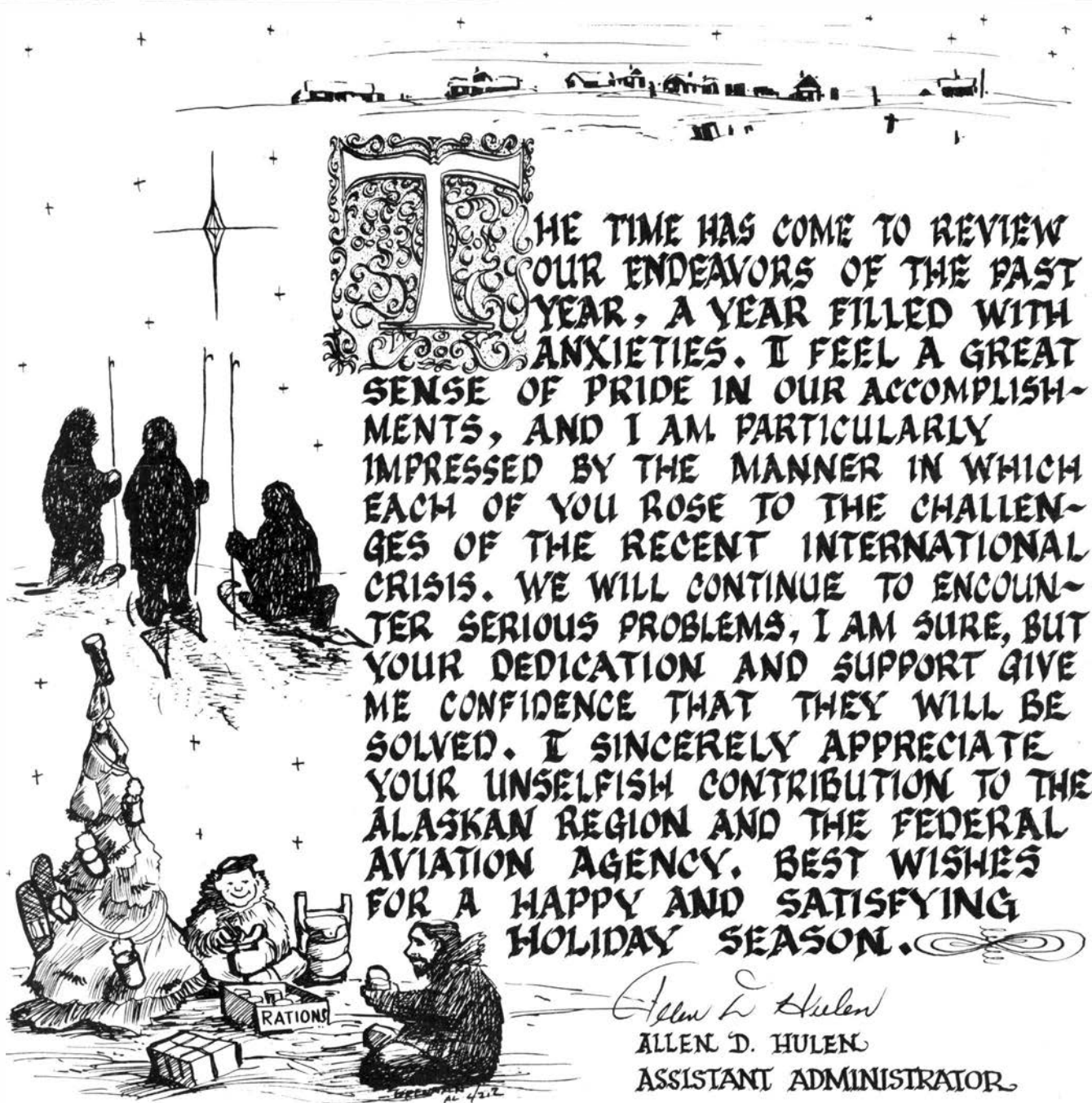
TELEGRAPH

ANCHORAGE, ALASKA

VOL. 13

DECEMBER 1962

No. 12



THE TIME HAS COME TO REVIEW OUR ENDEAVORS OF THE PAST YEAR, A YEAR FILLED WITH ANXIETIES. I FEEL A GREAT SENSE OF PRIDE IN OUR ACCOMPLISHMENTS, AND I AM PARTICULARLY IMPRESSED BY THE MANNER IN WHICH EACH OF YOU ROSE TO THE CHALLENGES OF THE RECENT INTERNATIONAL CRISIS. WE WILL CONTINUE TO ENCOUNTER SERIOUS PROBLEMS, I AM SURE, BUT YOUR DEDICATION AND SUPPORT GIVE ME CONFIDENCE THAT THEY WILL BE SOLVED. I SINCERELY APPRECIATE YOUR UNSELFISH CONTRIBUTION TO THE ALASKAN REGION AND THE FEDERAL AVIATION AGENCY. BEST WISHES FOR A HAPPY AND SATISFYING HOLIDAY SEASON.

Allen D. Hulenc

ALLEN D. HULEN
ASSISTANT ADMINISTRATOR

FAA MECHANIC SAVES OWN LIFE

by Yule M. Chaffin

What would you do if you found yourself all alone with a broken leg at the bottom of a twenty foot cliff and seventy miles from the nearest help? This is the predicament in which Relief Mechanic, Howard Anderson, found himself not long ago.

On the morning of October 14, Mr. Anderson, alone on temporary duty at the Shuyak Radio Beacon 70 miles from Kodiak, had driven his jeep to the landing. Here he took off on foot along a high cliff to see if he could spot a barge which had been swept from its moorings in a storm. From force of habit Howard had grabbed his gun from his jeep before he took off on his hike. This gun was probably instrumental in helping to save his life.

Suddenly, when about 300 yards from his jeep, the bank gave way beneath his feet, and Howard saw the black, jagged rocks below come rushing up at him. Seconds later, bruised and shaken, but still clutching his gun, he found himself at the bottom of the cliff. When he tried to regain his feet he found that his right leg hung flopping and useless, apparently crushed and badly broken.

The plucky mechanic swiftly realized that this was no time for panic. The tide would be in far over his head in an hour or so. He had to get out of there fast while shock still numbed the pain of his broken leg. Using the gun as a crutch, Howard, with one good leg, made his way slowly over rocks and boulders the three hundred yards to the jeep.

Here another problem confronted him. No matter how hard he tried he could not drag the broken leg into the jeep in a sitting-up position. Finally, in desperation, he threw his body across the seat of the jeep, and manipulating the controls with only the use of his hands, he drove the mile back to the station. Managing the clutch, gas, and steering with just one eye barely peeping over the windshield was no easy job, Howard admitted later.

It must have taken a great deal of grit and determination to drag that injured leg from the jeep to the station where Howard made radio contact with Woody Island FSS. Once contact was made, the courage and spunk which had driven Howard thus far, must certainly have ebbed a bit. Every effort would be made for his early evacuation, he knew, but the weather was marginal. How long would it be before a plane would be able to get in to pick him up?

Over on Woody Island telephones were jingling and quick consultations were being made. Arrangements were immediately made with the Navy Medical Department for a Navy corpsman to accompany the rescue party so that this attendant could keep to a minimum the pain and suffering of the patient. The rescue party consisted of the station manager, Darrell Chaffin; mechanic, Don Hall; the Navy corpsman; pilot, Gil Jarvella; and a co-pilot.

The rescue party quickly took off, but foul weather in the path of flight soon forced them to abandon a direct route to Shuyak. However, Gil Jarvella, a skillful and dedicated pilot, was not going to be turned back now. He sought another route of flight where better weather prevailed, finally circling until he found a way through Raspberry and Shelikof Straits to approach Shuyak Island from the far side.

By skillful maneuvering Jarvella landed the plane in heavy seas and taxied to shore where the rescue party disembarked and made their way to the station. Here they readied the patient for the stretcher with which they took him to the plane on the beach. Anderson took this necessarily painful procedure with the same grit that had helped him earlier.

The evacuation was successfully completed and within three hours from the time of his fall from the cliff, Mr. Anderson was resting in the Griffin Memorial Hospital in Kodiak. Later, due to multiple fractures which demanded the services of a bone specialist, the patient was moved to the Providence Hospital in Anchorage, where he now is.

If someone were to ask Mr. Anderson now how he feels about the whole episode he would probably mention first how grateful he was for the speedy rescue. Then he might add that he considers himself just plain lucky in some respects. He realizes that had he been injured so badly that he was unable to move, the incoming tide would have drowned him and possibly no one would ever have known where he so mysteriously disappeared.

ANIAK

The FAA is well represented in the civic organizations of the community of Aniak. James H. Seitz, station manager, is president of the Aniak Health and Civic Council and a member of the Aniak Advisory School Board. Richard Strassel and Marta Moore (FAA dependent) also contribute their time and energies to these community activities.



Have You Designated A Beneficiary?

Should something happen to you tomorrow—a heart attack, an automobile accident, or one of countless catastrophes—who would receive your various employee benefits? In the event of an employee's death, beneficiaries usually have three immediate sources of benefits:

1. Pay due and accrued. This can be anywhere from a few hours to several months of pay.
2. Life insurance. The group plan will pay up to double the face value of the policy in the event of accidental death.
3. Retirement benefits. These are either in the form of an annuity or a lump sum payment of your contributions, depending upon your eligibility for an annuity.

Who gets all of this? The person you designate as your beneficiary. If you have never made such a designation, the order of persons to whom these benefits are payable is as follows:

1. Your widow or widower.
2. If neither of the above, benefits are payable to your child or children in equal shares, with the share of any deceased child distributed among his descendants.
3. If none of the above, then to your parents in equal shares, or the entire amount to the surviving parent.
4. If none of the above, then to the executor or administrator of your estate.
5. If none of the above, then to the next of kin under the laws of the state where you live.

It is not necessary for any employee to designate a beneficiary unless he wishes to name some person or persons not included above, or unless he wishes to designate his beneficiaries in a different order from that above. However, once a designation is made, it remains in effect until it is cancelled. If you designated someone as your beneficiary before marriage, for example, and you now wish to make your husband or wife your beneficiary, it is necessary that you complete and sign a new form. This may be done by contacting the Personnel and Training Division.

California leads all states in the number of Federal workers. Other leaders, in order, are New York, Pennsylvania, Texas, and Illinois. Vermont has the fewest Federal employees—3,148.

CAPT. LAING NAMED DEPUTY ASSISTANT ADMINISTRATOR FOR FAA PACIFIC REGION

Captain Hugh K. Laing, U. S. Navy, has been named as Deputy Assistant Administrator for the Federal Aviation Agency's Pacific Region. He will assume his new duties on January 28, 1963.

Captain Laing has been a career Naval officer on active duty since 1936. As a Navy pilot he has logged over 5,000 flying hours. He will report to the FAA from his present Navy assignment as head of the Aircraft Programs Branch, Aviation Plans Division, in the Office of the Chief of Naval Operations, Washington, D. C.

Since receiving his wings in 1937, Captain Laing has served with the Atlantic and Pacific Fleets and the Middle East Force in the Persian Gulf. In 1953 he was assigned to the Naval Air Station, Agana, Guam, as Executive Officer, going in mid-1954 to the U. S. Naval Postgraduate School, Monterey, Calif., as Head of the Operations Department of the General Line School. He commanded the U. S. Naval Station, Sangley Point, Republic of the Philippines, from August 1957 to August 1959, where he was awarded the Philippine Legion of Honor (Officer) for his work with Philippine civil and military organizations.

KING SALMON

Philip Chatlain returned from extended annual leave and Leonard L. Schornak departed on annual leave.

ATCS Henry R. Arnold transferred to Big Delta, and ATCS William G. Holtzauer arrived on transfer from the Anchorage CERAP. Another new arrival is Ray A. Wardell, SEMT, who assumed duties here the end of November.

As SEMT Lyndol L. Pruett departed for Oklahoma City to attend Transistor school, REMT Jack Kilgo arrived as a relief during his absence.

An unusual amount of activity prevails around the living quarters in this area with the holiday season approaching.

The only exercise some people get is jumping to conclusions, running down friends, sidestepping responsibility and pushing their luck.



HOLIDAY DRIVING IS



FINE....

YAKUTAT



**MEESE NAMED CHIEF,
AUDIT DIVISION**

Stanley F. Meese has been promoted to chief of the Audit Division. Meese has been serving as acting Division Chief since the transfer of Charles H. McKeon to the Aeronautical Center.

The new Division Chief joined FAA in April 1961 following 15 years of auditing experience with the federal government, namely, General Accounting Office, Maritime Administration, Army Audit Agency and Army Security Agency in the Washington, D.C. area.

A native of Akron, Ohio, Meese attended the University of Akron and graduated from Ohio State University in 1940, prior to joining the army in April 1941.

His wife, Anne, and two sons, William and Scott, reside with him in Anchorage.

'If the cost of college education continues to snowball for many more years, a person can make a profit by remaining ignorant.'

The snows came to Yakutat in November and weary, goggled-eyed plant maintenance men were seen mounting their Sno-go's around the clock.

New arrivals this month were Lee and Lucille Ashworth and children from Anchorage and John and Nancy Soignier and their little ones from Juneau. Lee and John will strengthen our electronics department. But Lee barely got his feet wet when the call came for approximately 3 months of Oke City training.

Our social activities included a most successful Halloween costume party with as prize winners: Don Treichel as a B-girl (B as in Big and Buxom), Janette Lockard as a Gay Nineties bathing beauty and Bob and Corinne Westwood as a Tyrolean couple.

The annual Thanksgiving dinner at the Coast Guard Station was attended by many and both hospitality and cuisine were greatly appreciated.

The newest fad to hit our Rec Club is square-dancing. Every Thursday night one can see the 'old folks' square up under the able tuition of Janette Lockard.

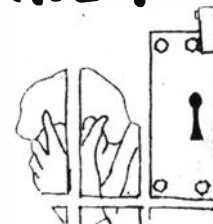
Moose season came to a close in the Yakutat area with some anxious moments for two of the operators. With the sun going down fast they found themselves with an overturned Super Cub, wet feet and an approaching storm. The station, however, got in high gear when the flight plan expired and combined efforts by all, especially from our local Air Taxi operators and ADFG agent, resulted in spotting the stranded hunters, and a successful airdrop of rations, sleeping bags and blankets was made that same night. The rescue was accomplished the next day, but it took a combination of an airplane flight, a boat ride and a long stretch by foot. Luckily the damage consisted only of a bent prop-blade on the aircraft and a light case of frostbite of the feet of one of the rescued. As the unfortunate hunters are known here, there is no need to mention any names, but I know they are most grateful to all who helped and the Luckies and sleeping bag coming down from the skies made my night in the woods rather comfortable.

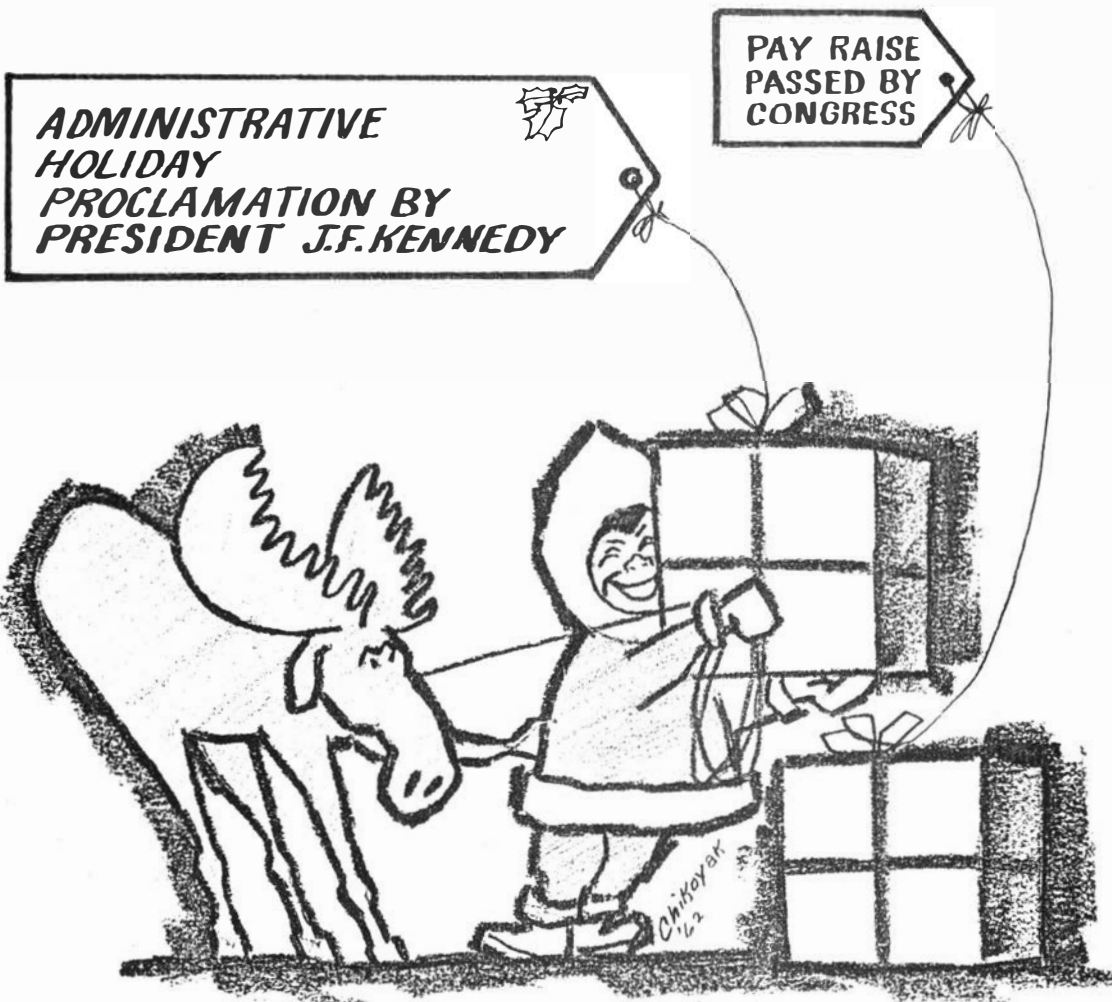
Stacks of catalogs, order blanks and reviews of checkbook and bank statement balances are unmistakable signs that Santa is just around the corner, and thus we will close by wishing all the other stations in Alaska a very Merry Christmas.

For safe driving: see that all nuts are tight, except the one at the wheel.



HOLIDAY DRINKING AND DRIVING IS FINE !





PERSONNEL NOTES

This is the first of a series of articles being written by Paul Grisso of the classification & wage branch of the Personnel and Training Division. Letters to the Editor regarding personnel questions, if considered general interest, are invited and will be answered in this column.

Federal employees are receiving two Christmas presents this season. One of them came early on October 14 although to most of us it was actually rather late, while the other present will be under our Christmas tree on Christmas Eve. The first present, of course, was the Salary Reform Act of 1962 which will increase Classification Act salaries an average of 10% by January 1964 in an attempt to more closely approximate salaries of comparable positions in private industry. The second present is rather unexpected but certainly welcome, since it enables us to have a long Christmas vacation by giving us Monday, December 24 off as an administrative holiday.

As most of the important features of the new salary bill were spelled out in the October 1962 'Fly By', we shall only deal with highlights and unusual aspects of what happened.

As all of us here in Alaska know, the salaries of

similar jobs in private industry have been higher than those in the Federal Government, particularly at the higher levels and in the technical jobs where we have been losing help to private industry as soon as they were trained. Recently, the Bureau of Labor Statistics of the Department of Labor sent out teams of wage survey specialists and for the first time began compiling industry wage rates for white-collar workers in over eighty labor market areas. This has been done for blue-collar workers since 1862 in areas near Naval installations and more recently in areas near Army and Air Force bases. (FAA Alaskan Region uses adjusted Army-Air Force Wage Board rates.) Doing this sort of industry data collecting for 'white-collar workers' is an innovation and a welcome one.

If Congress had passed the bill submitted to them by JFK's Civil Service Committee, white-collar wages would go up annually like Wage Board wages and for the same reason - increases in industrial wages. All is not lost however, for the new bill requires that the yearly survey results, in the form of presidential recommendations, be submitted to Congress for pay adjustments, if they are shown by these surveys to be necessary. Sooner or later, white-collar wages are likely to be tied directly to private industry wages and then all of our wages will

(Contd Page 6)

DID YOU KNOW ----

expand along with the rest of the economy. The new Salary Reform Law is a step in the right direction.

The new salary law improved the Federal employee's situation in several important ways:

Salaries will soon be very close to those for private industry especially in the middle levels (grades 1 through 5 are still somewhat higher than private industry, on the average);

The salary intervals from grade to grade will be more regular, especially from GS-5 through GS-15;

There will be more uniform and more useful salary ranges at most grades; percentage ranges will not vary so markedly from grade to grade; the range from minimum to maximum rates will be increased for most grades, and the absorption of the longevity rates (that's right, no more longevity rates - they're now steps 8, 9, & 10) into the regular rate ranges will make the top three steps of most grades more useful than they were before.

There will be larger within-grade increases in most grades and the pattern of within-grade increases will be more uniform from grade to grade.

The waiting periods for within-grade increases is more practical and equitable and there is more control over granting them, since agencies may deny within-grade increases to purely marginal workers or grant an extra increase to exceptional workers with 'high quality performance'.

From now on, a promotion will get you a pay increase at least as large as two within-grade increases in the grade from which you were promoted.

Regulations will be issued soon enabling agencies to pay a Classification Act supervisor at a rate within his grade which is above the highest rate of any wage board employee regularly under his supervision (including technical supervision).

Unfortunately, the new salary law did not allow the two requested new grades of GS-19 and GS-20 or high enough maximum rates for the top grades. As a result, we will probably continue to lose many of our top executives to higher paying private industry jobs, and the squeeze will continue to be on in competing with private industry in the grades down to even GS-11. Another squeeze in this grade range is the result of fewer super grades than were requested by the president (GS-16, 17 & 18). Oh, well! Maybe next Christmas we'll get that super-grade we've been dreaming about. Many Happy Returns! (ouch, pun.)

CSC Changes Minimum Age For Applicants

Civil Service Commission has informed Federal agencies of a change in minimum age requirements for civil service applicants.

Although, the general minimum age for jobs in the competitive civil service remains at 18, the minimum age for high school graduates has been changed to 16 provided there is conformance with Federal, State, and Labor Standards Act. CSC may establish a minimum age other than the foregoing if it and the agency concerned agree the age change meets the needs of sound administration.

There continues to be no maximum age for civil service examinations.

That you can increase your management 'know-how' by borrowing a book on the subject from the Training Branch Library? (An FAA library is to be available soon, but until then, these books are in the Training Branch.)

There is a 'Guide To Personal Success In Management', and you should be aware of 'What Every Supervisor Should Know'. Start with 'Managing Yourself', and use 'Applied Imagination.'

Perhaps 'Middle Management' is more your dish, or you want a 'Guide To Personnel Management'. 'Motion Economy And Work Measurement' may lead to 'Work Simplification'.

'Let's Be Human' may hold the key to 'Influencing Employee Behavior'. Are you 'In Search Of Self?' Do you want to acquire 'The Art Of Readable Writing?'

'Do They Understand You?' Know 'How To Talk More Effectively', and your message will get across.

Are you 'Looking Backward', or toward 'The Green Years?'

Any method of 'Communication' may be used to request one of these - or one from the published library list - (check with your supervisor or Branch Secretary) from AL-13.

Merry Christmas...

Happy New Year



...and **SAFE** from **FIRE!**

SPARKY'S CHRISTMAS TREE FIRE SAFETY PLEDGE

- I will stand my tree in water and keep the container well filled every day.
- I will see that the tree lights have no broken or bare wires or loose sockets. When we go to bed or leave the house, the lights will be turned off.
- I will keep anyone with a lighted cigarette or matches away from the tree, and not play too close to it myself.
- I will see that the tree is taken out of the house by the week after Christmas.

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KOTZEBUE

Our intrepid 'S' EMT Wayne Morrison bought himself a Snow Traveler in the midst of October. Joshingly, mention was made to him that it probably wouldn't snow anymore this year. Anyhoo, since Wayne's acquisition over seven weeks ago, we have had a total fall of 2 inches. Iffen eye hexed u ole buddy, I hereby unhex u. Snow, snow, snow.

A recent visitor to Kotzebue was Bob Willey of the Washington Headquarters Personnel Office. He arrived with Mr. Hulen and party and spent an hour or so visiting.

A sure sign of winter approaching is the scarcity of pedestrian traffic to and from the village. The nightly trek to Kotzebue's Midnight Sun theatre at Fergusons' has somewhat dwindled.

Our CAP membership drive produced a terrific response and we now have a sizeable group of 25 members. Among FAAers as senior members are Mr. and Mrs. Pete Davidson, Mr. and Mrs. 'Duke' Livermore, Bob Levine, Merle Crump and Warren Thompson. Representing the WBAS are Dwayne Shoemaker, Lee Martell, Gary Longley, Chuck Klunder and Del Robinson.

The new FSS building addition is practically complete and only awaits early spring for the moving in process. 'Sig' Fredriksen our Resident Engineer really produced a wonderful job. With the advent of the polar bear season in March, it is regrettable that occupancy couldn't be effected earlier. At this writing chances appear bright for the commissioning of frequency 5544KC at the Kotzebue FSS. This should prove a boon to the polar bear hunters as it will enable wider communication coverage of their flights. Things really hum during the brief season and last year in collaboration with the Air Force Radar Facility over 30 routine Radar Assists were handled. High calibre personnel such as (in my opinion) the WBAS and FAA complement always do the best with the tools provided. A tool in the hand of a wise man can sometimes perform miracles.

Our drinking water supply (cakes of solid ice) is really stacked up in multiple layers. Nothing like the sound of chipping ice to whet the drinkers thirst, strictly for water that is!

Station personnel under the able leadership of station manager 'Bill' Williams are in fine fettle. For a field station, it is readily apparent that an exceptionally high morale factor exists at Kotzebue.

Learn a fact. Kotzebue FAA and WBAS personnel have a combined total of 62 children. The Robinson's are expecting, and the newcomer is scheduled to make an appearance prior to '63.

May we wish from all of us to all of you, especially you, a very Happy New Year. Health and Happiness your yearly blessing throughout. God be with you all.

Robert Levine

BETHEL

The FAA station personnel at Bethel are entering wholeheartedly in the town's civic activities. Many of the wives of station personnel belong to the Bethel Women's Club and serve or are employed at the Public Health Service hospital. The Lions Club, Chamber of Commerce and School Board plus the City Council all have FAA membership and receive the civic support needed for these organizations. As a result a very good relationship with the towns people has developed.



Mrs. Marie Gallagher, Deputy Chief, Budget Division, Alaskan Region, is shown at her desk prior to her transfer on November 25 to Washington, D.C. as a Budget Analyst in the Flight Standards Service Management Division. Marie transferred to FAA in 1957 prior to working several years at Elmendorf Air Force Base.



Mrs. Charlotte Haywood is shown at her desk prior to her retirement on November 10, after more than 35 years of service. Charlotte, secretary to the Chief of Airports Division, transferred to FAA Alaskan Region in 1948 following several years service with the government in Washington, D.C.



Mrs. Raynata Lundquist is wearing the corsage and gold pin given to her at a party prior to her transfer to the Western Region on November 10. Raynata joined the FAA in 1959 and served as secretary to the Chief of Systems Maintenance Division.

**Kotzebue FAA Personnel
Provide Assistance at Fire**
by E. I. Williams

I was advised of the fire at the old Kotzebue hospital at approximately 7:35 on the morning of the 14th. In company with the Operations Facility Chief and other employees, I proceeded to the scene of the fire after having gathered up several CO₂-15 pound extinguishers.

On arrival, we discovered that, although the city jeep fire truck was on the scene, its pumper was not in operation.

The FAA portable pumper was conveyed to the scene by our foreman mechanic, set up, and placed in operation spraying surrounding cabins to the lee of the fire. Other employees stood by such flammable dwellings with portable extinguishers to dampen blowing sparks.

It is my belief, that the use of our pumper, was in measure responsible for preventing firing of the dwellings to the lee of the fire.

**A letter of commendation to
Station Manager, Kotzebue, is quoted as follows:**

'Realizing the extreme hardships and hazards that are invariably related to winter fires in our small communities, I was very sorry to hear on the news broadcast recently of the fire that destroyed the old hospital at Kotzebue. In light of this your report of November 16 was most gratifying. I am very happy that our people were able to lend such assistance in preventing the spread of the fire and want to commend you and our other station personnel for another job well done. I hope you will extend my personal thanks and appreciation to the members of your staff who helped our neighbors in distress.

Allen D. Hulen, AL-1'

**USE OF GOVERNMENT FRANKED ENVELOPES
FOR PERSONAL USE**

It has been noted that several FAA employees have used franked Government envelopes to transmit their SF-57's to the Anchorage Joint Board of Civil Service Examiners in seeking employment, status, etc.

The Personnel division points out that this is personal use of Government facilities and is strictly prohibited by law. Individuals convicted of such use of Government facilities as franked envelopes, stationery, etc., are liable to fine and imprisonment.

Employees should also be aware that this type of use permits ready identification of the individual. Supervisors are directed to caution their employees on this matter.

BUY-SELL-SWAP

FOR SALE: 1955 Ford, F-100, 1/2 ton, V-8, overloads, winterized, snow tires, good body. Contact Charlie Cohen, Ext. 563 or home phone FA 2-1687.

FOR SALE: 10 inch table saw, heavy duty floor model, steel table extensions, 1 hp motor, used twice; Homelite Wiz chainsaw, like new; 338 Win. mag., Lyman 4X scope; DeWalt 9 inch radial arm saw; Skill belt sander, new. Contact Charlie Cohen, Ext. 563 or home phone FA 2-1687.



From left: W. M. Wilkins, chief of the Alaska Material Section presents George A. Mathew and M. C. Tamasovich with Sustained Superior Performance Awards. The awards carried a cash bonus equal to one pay step in each employee's present grade. Both men received Outstanding Performance Ratings for the past year.

CIVIL SERVICE REGULATION

Overtime: The Comptroller General, in decision B-149986, has ruled that the Government's 700,000 Wage Board employees must be paid overtime either after 40 hours a week or eight hours in a single day.

He also declared that the basic workweek for these employees for annual and sick leave, retirement, insurance and other fringe benefits shall be 40 hours, five days of eight hours each, regardless of the actual hours worked. His ruling was in response to a new law.

ANNETTE

The recreation committee at Annette station are planning on having two bowling alleys installed in the old carpenter shop. These alleys were acquired free from the Coast Guard Base in Ketchikan. They should provide a wonderful and needed source of recreation for all ages.

FAA personnel are active and participate in many of the various clubs, and civic organizations of the community. Some of these are the Annette Parents Group, church Organizations, scouts (girl and boy), Little Theatre Group, art classes and toastmasters.

**THE MUKLUK TELEGRAPH
ANCHORAGE, ALASKA**

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

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Type Composition Arlie Ransier
Printing Jack Lamb
Photography Hermann Kurriger



PROFESSOR AMOS SEZ'

INFLUENZA IMMUNIZATION PROGRAM - The annual influenza immunization program will get under way this month, and all employees are urged to take advantage of this protection against an illness which strikes so frequently during the winter months. Full details of times scheduled will be released in the near future.

The question often asked is: 'How effective are these shots?' Information released by the U. S. Public Health Service show one dose of vaccine to be approximately 75% effective in preventing the disease, and also of benefit in attenuating symptoms in those who develop the disease.

HOW DOES CARBON MONOXIDE POISONING OCCUR? IN THE AVERAGE HOME, IS THERE ANY REASON FOR SUSPECTING IT? WHAT SYMPTOMS MIGHT MAKE YOU SUSPICIOUS? - Carbon monoxide poisoning occurs whenever one is exposed to excessive amounts of this gas. Because the gas is odorless and colorless, such exposure may not be suspected in many instances. The poisoning consists of replacement of oxygen in the red blood cells by the carbon monoxide. Carbon monoxide gas can displace the oxygen because it is 250 times more easily absorbed by the hemoglobin of the red cells than is oxygen.

This type of poisoning can occur if one has contact with the fumes from any form of combustion. In the average home, if fires are properly vented, this should not be a serious problem, but the wise home-owner will make sure flues and chimneys are not blocked in any way. There have been reports of chronic carbon monoxide poisoning from improper venting of gas-operated refrigerators.

It is believed there may be more cases of low-grade poisoning than is suspected. A common cause of low-grade poisoning is fumes from motor vehicles. Most people know about the dangers of working in a closed garage when an automobile motor is running. Another less obvious danger is from leadage of exhaust fumes of an idling engine into the house where the garage is attached.

Symptoms in the early stages of poisoning include headache, weakness, nausea, and vomiting. Often these may be mistaken for severe colds or gastrointestinal upsets. Poisoning should be suspected in the home if all members of a household display the same type of symptoms. Carbon monoxide poisoning does not require any specific treatment other than removal to an area where the gas is not present. The gas does not actually poison the tissues, but causes illness and possible death simply by depriving the body of the necessary oxygen.

BUG KILLERS ARE HELPFUL BUT THEY CAN KILL OTHER THINGS TOO. - Half a dozen simple precautions will make them quite safe and let you or your family stay around to enjoy the effects.

1. **READ - READ - READ** everything on the label **BEFORE** you open the can or bottle.
2. Don't smoke when you spray or dust.
3. Get rid of empty containers in a safe place. Do it as soon as you empty them.
4. **KEEP BUG KILLERS AWAY FROM CHILDREN.**
5. Cover dog dishes, fish bowls and ponds, bird baths and food before you spray.
6. Wash yourself, your clothes and your equipment when you are finished.

Do you have a question about health, home nursing or safety? Professor Amos will be glad to answer them for you. Send your questions to AL-300.

YAKUTAT

July in Yakutat was another big month. The new terminal building is going up fast and John Morris, our PNA agent, as chairman of the Moose Bar-B-Q committee, is working overtime to have everything ready for the big day in September. That Yakutat is growing, is also evidenced by construction crews and equipment working on the new road through town and the many fancy stop signs at busy intersections.

Jack Hummel and Fred Miller returned from annual leave and joining us in the Weather Bureau were Dave and Martha Ronaldson, who transferred from Cold Bay. Martha is the daughter of Arlie and Bernice Evans of Cold Bay. The office of the Station Manager has a new addition with Audrey Braden the new secretary, and 'official' calls to the wheelhouse have since tripled. Yakutat must be a good training ground for WB folks as now Pat Durrett is scheduled for promotion and departure to Nome.

The 4th of July picnic was a big success and our Coast Guard friends not only proved excellent hosts but also better ball players. Let us suffice by saying that the FAA lost by a 'couple' runs! Watching the bears at the dump, one of our favorite pastimes, has fallen off considerably since we now have a ladies' team practicing on the softball diamond.

One of the highlights in July was the visit of General Grant and party. They liked Yakutat and decided to spend the night here, and all of us were able to meet our new Deputy Administrator at a party that evening. On July 21, we had the pleasure of hearing James B. Thomas, baritone, of Yakutat in recital at the Recreation Club. With such a beautiful voice it is no wonder he has appeared at Radio City Music Hall and on T.V. In addition, James is rated among the top ten National college orators. We are planning to have him back soon for an encore.

Beautiful summer days in July brought out many to enjoy fishing, boating and picnicing. At times it also brought out the mosquitoes and these grow big here, as Duane Cook was caught the other day giving one of them an airport advisory.

Jan Helfrich

No one so thoroughly appreciates the value of constructive criticism as the one giving it.



Lt. General Harold W. Grant and host, Allen D. Hulen took time during the General's recent inspection trip to Juneau to award two Juneau station employees for Sustained Superior Performance. Left, Robert L. Mell, supervisory electronics technician and third from left, Gordon W. Meyer, foreman mechanic. Jack S. Woods, district electronics supervisor, who also received an award, is not shown.



FAA and WB personnel gather around for chow at the Civilair Club's annual picnic at Otter Lake at Fort Richardson, August 4. These are the late comers or those back for 'seconds' of hot dogs, hamburgers, cakes, coffee, ice cream and soft drinks.

ZVOLANEK TO ATLANTA

Benjamin F. Zvolanek, chief of the Personnel and Training Division, has been named Deputy Chief, Personnel and Training Division, Southern Region.

Ben, who has been in civilian and military positions in Alaska since 1946, joined the CAA (now FAA) as a Personnel Officer in 1952, after eleven years with the Army of which five years were in uniform and six as Civilian Personnel Officer at Fort Richardson. After a year with the CAA, he went into private business in Anchorage, returning to the CAA in 1955. In 1956 he accepted the job of Island Manager of Canton Island in the Pacific, and served there until he took over at Juneau in 1958 as Station Manager. A year later he was appointed Airport Manager at Fairbanks International Airport and in 1959 became Fairbanks Station Manager. He has served in his present position since 1960.

Mrs. Zvolanek and sons, Alan and Kenneth, accompanied Ben by air to Seattle and are driving to Atlanta, Ga., to make their home.

BUY-SELL-SWAP

FOR SALE: Chevrolet, 8 cylinder, 4 door, 1955. Power brakes & steering, radio, heater, excellent rubber. Zelma Willson, Ext. 211, or 1211 I Street.

HAVE: Dogs looking for good homes after September. Five Beagle-Water Spaniel combinations. Approximately 15 inches high by 20 inches long when full grown. Call FA 2-3526 after 5:00 p.m.

FOR SALE: Football shoes, size 11, good condition, worn one season, reasonable. Contact Mrs. Bennett, BR 8-2784 after 5:00 p.m.

WANTED: Home for a lovely, homely, part-Husky sled dog (potential). Seven months old, licensed, good with children. FREE. BR 8-2784 after 5:00 p.m.

WANTED: Ride to work from 13th and B. Margery Bennett, AL-416.3, Ext. 494.

WANTED: Ride to Monday/Wednesday evening classes at AMU. Margery Bennett, AL-416.3, Ext. 494. BR 8-2784 after 5:00 p.m.

KENAI

The FAA was asked to participate in the observance of Kenai Days, August 18 and 19. I. M. Coleman, Chief of the Kenai FAA was elected chairman of the event. Numerous meetings were needed to whip things into shape.

ATCS Thomas H. O'Malia, Jr., Ralph Roberts, Kenneth W. Jordan, Walter Hart, Julian Spillers and Jack T. Leonard, were responsible for setting up and manning the FAA booth during the celebration.

FAA had a static display and a large number of various handouts were passed around to the viewers. Pictures and radiological meters came in for close inspection.

The event proved to be a huge success with record attendance.

Fred Poorman Dies

Fred M. Poorman, 41, engineer equipment mechanic at McGrath, died August 14 at Providence Hospital in Anchorage. Death was attributed to injuries sustained in the crash of a light plane, of which he was a passenger, on takeoff at Moore Creek located fifty-five miles southwest of McGrath on August 9, 1962.

Poorman, an FAA equipment mechanic at the McGrath station for the past seven and a half years, was air evacuated from McGrath following the accident.

Born September 16, 1920 at Ontario, Oregon, he had lived in Alaska since 1942. After four years in the Army he worked for the Alaska Road Commission prior to his entrance on duty with FAA in 1955.

Surviving are his wife, Irja, two daughters, Michle Jo and Dale Ann of McGrath and a brother at Ft. Yukon.

THE MUKLUK TELEGRAPH ANCHORAGE, ALASKA

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