

KING SALMON TOWER COMMISSIONED



The new King Salmon control tower was commissioned recently to provide approach control and VFR tower service to air traffic in the King Salmon area. The newest and most modern control tower in the Alaskan Region is approximately 60 feet high and in addition to the cab, houses offices for the tower chief, maintenance chief, equipment room, training room, storage, and shop space. It is of concrete block construction.

NEW REGULATION REQUIRES TWO-WAY RADIO

All aircraft operating to, from, or on an airport with a federally operated control tower must now have two-way radio, according to a recent amendment to the Civil Air Regulations. The new rule went into effect December 26.

In Alaska the new amendment, which establishes airport traffic areas, affects all aircraft operating to and from Anchorage and Fairbanks International airports, Lake Hood, Merrill Field, Galena, Juneau, King Salmon, and Annette Island airports. The rule also applies to operations at Eielson and Elmendorf Air Force Bases, Bryant and Ft. Wainwright Army air fields, Kodiak and Adak Naval airports.

The requirement for two-way radio is one of several significant new rules for operation of aircraft at airports with control towers. The airport traffic areas exist about all controlled airports, normally within a five mile radius of the airport and to 2000 feet above the surface. Within these areas, maximum aircraft speed limits of 156 knots (180 mph) for piston engine aircraft and 200 knots (230 mph) for jets are specified. Aircraft which do not intend to land within the airport traffic area are required to avoid the area to reduce congestion and increase air safety.

Realizing, however, that the new rule may impose a hardship on some operators due to unavailability of equipment or modification of power supply, or wiring scheme, FAA officials said that the chief controller at each tower may make arrangements with operators for limited use of individual aircraft without radio, pending installation of suitable equipment. Control towers may also permit ferry flights necessary for installation of two-way radio and may authorize other special flights on an individual basis.

The new rule was adopted after a nine-month study of public and industry comment and FAA stated that both the nature and volume of air traffic at controlled airports require rapid exchange of information and instructions between all pilots and the control tower. Two-way exchange of radio communications are essential to air safety in these areas, officials explained.

GALENA

Joe Kinney, facility chief, and family have transferred to Tanana. Joe Dale from the Anchorage station is acting chief.

Ray Wardell, SEMT, was elected secretary-treasurer of the Galerina club. Seems as if anyone who misses an election gets tagged.

Frank Fickus, Wien Alaska Airline bush pilot, had engine trouble about 12 miles from Galena and was forced to land on the Yukon river. He was uninjured but the aircraft was substantially damaged.

The Galerina club and the NCO club of the Galena Air Force station combined their money and efforts to provide the youngsters of the area with a bang-up Christmas party.

The mercury really dipped in December. Early in the month it registered 43 below.

Gordon Ashcraft

Men's League Bowling News

As of December 8 the race for the first round winner is up for grabs between the Faakers, who are leading the FAA Men's Bowling league by a slim half game over the Sad Sacks, followed by the Seniors, one and one-half out of first. Ten teams have an outside chance, but the first four teams would have to collapse completely for one of them to run off with the roses. Position night December 22 may have broken the race wide open by the time you read this.

Darrell Nelson still leads the league with a high individual average of 181 followed by Norm Lowenstein Doug Earl with 174. Rufe Jones is right on their heels with a 173 average. The fourth place EMTs hold the season's high team series of 2896 and the fifth place Pioneers have season's high game of 1063. Dave Jones of the Pinheads has high individual series with 618 and Bob Hampton of the Pioneers has a big 273 game which looks like a season winner. Highs that held up for the entire season last year were: 2946, 1071, 617 and 264.

Robert E. Leise, Secretary

You Can Help Protect Yourself From Nuclear Weapons

by Ralph Westover
Emergency Readiness Officer

Last month our article covered the fact that approximately 50 percent of the energy in the nuclear detonation goes into the blast effect and this effect travels from the edge of the fireball at approximately the speed of sound. As the majority of the people will be outside the fireball area, time will be available to take protective cover.

In the case of the thermal or heat effects, an entirely different situation exists. Approximately 35 percent of the nuclear energy will be transferred into heat which will be manifest in the form of a fireball that can be several miles in diameter, acting as a small sun superimposed in the vicinity. Depending on the size of the bomb, this sun can cause flesh burns or fires for distances beyond 30 miles.

The thermal energy radiated from the fireball travels at the speed of light but its action, like light, can be easily stopped by even a thin sheet of paper. The action of the heat rays is very similar to sunburn. If you stay out in the sun on the beach, you can receive a bad sunburn. In a nuclear explosion, the life of the fireball will probably be in excess of ten seconds. Consequently, by quickly diving behind anything that shades you from the fireball, you can greatly reduce the amount of heat that will reach you and if you dive quickly enough, even though you are very close to the fireball, you may not have absorbed enough heat to even give you a light sunburn.

Your clothing will give you protection. However, dark colored objects will absorb heat and there is a chance that dark colored clothing could catch fire. It can take up to 10 times as much heat to ignite light colored clothing as dark clothing.

The major damage from the heat will be the secondary effects primarily caused by the blast such as hot stoves falling over, flammable objects falling on stoves, etc. Direct fires can be caused by loose papers, trash,

or most any type of garbage. A loose newspaper, lying around the yard can be ignited by the heat, then blown by the blast winds and, in turn, ignite buildings.

Rules for survival from heat are simple:

1. In case you are outside, dive behind anything that will shade you from the fireball.
2. Clothing will give you protection. Protect your face and hands. Severe burns on either will not only cause you to be a casualty but other people will be required to take care of you.
3. Remember that light colored objects are less susceptible to heat than dark ones; light colored clothing will give you more protection than dark colors.
4. Be a good housekeeper and grounds keeper. Garbage, wrinkled papers and trash are especially susceptible to fire.

WOODLOCK IS NAMED TO REGIONAL LEGAL POSITION



Fred L. Woodlock, formerly of the Southwest Region's legal office, has assumed the duties of assistant to Jennings Roberts, regional attorney. In addition to assisting in the regional attorney's office, Woodlock will serve as acting regional attorney during Roberts absence.

Before joining FAA a year and a half ago as a legal officer in the Southwest Region's headquarters at Ft. Worth, Woodlock spent three and a half years as an attorney on the staff of the U.S. Attorney in Ft. Worth. Prior to that he was an oil company attorney in Texas for six years.

Woodlock received a bachelor's degree from Harvard in 1937 and a law degree from Southern Methodist University in 1950. Born in Bellows Falls, Vt., he attended grade and high school at Brookline, Mass. From 1938 to 1946 he served in the U.S. Marine Corps and was a transport pilot in the South Pacific during World War II where he held the rank of major. He also is a former TWA pilot with headquarters in Kansas City.

His family includes his wife, Beth, and daughters, Betty, 20, a student at Southwestern University at Georgetown, Texas, and Jean, 16, a sophomore in high school at Ft. Worth. Mrs. Woodlock and daughters will join him here later.

YOUR TELEPHONE MANNERS ARE SHOWING

Using the telephone is like opening the door to your office. The impression you make influences the caller and his opinion of the organization you represent—either for good or bad. His telephone conversation with you may be his first or only contact with FAA. Be sure it is favorable. This applies not only to the secretary who answers the phone, but to the boss who is making or taking the call.

Here are a couple of tips for bosses:

You are not going to win friends and influence people favorably if you make a practice of having your secretary place a call, get the other party on the line, then have that party wait while your secretary gets you on the line. Remember the called person's time may be as valuable as yours. Don't put him in the inferior and irritating position of waiting while you, the big executive, make up your mind to speak with him. You placed the call; be ready to talk when he is.

Also, don't instruct your secretary to demand. 'Who's calling'. He may have violated telephone etiquette by not identifying himself, but don't compound the breach by that abrupt query. It is like asking a person to show his credentials before admitting him to your office.

To bosses, secretaries, and other office workers:

Be careful of background conversation. While waiting on an open telephone line recently, we heard unrelated conversation that included profanity from a female voice in the background.

Identify yourself and your organization.

Answer the telephone promptly.

Your voice reflects your personality and that of the Agency.

Make it courteous and friendly.

Ask questions in a pleasant manner. If it is necessary to find out the identity of the caller, say, 'May I ask who is calling, please?'

Arrange to have someone else answer your telephone while you are away from your desk.

Don't keep people waiting long while you search for information. Offer to call back.

Keep office noise to a minimum when a call—particularly a long distance call—is being made.

Be sure when referring a call to another office. Callers do not like to be transferred from office to office until by a process of elimination, they reach the right one.

Replace the receiver gently or you may bang the ear of the other party.

Your telephone technique goes far toward forming the picture the public has of the Federal Aviation Agency; be sure that picture is favorable.

NEW BUILDING PICTURE TO ADORN PHONE DIRECTORY

A picture of the new eight-story home of headquarters for the Alaskan Region of the Federal Aviation Agency will illustrate the outside front cover of the next issue of the Anchorage city telephone directory. The new directory is to be published in April, shortly before the building at 6th and G streets is ready for occupancy.

BUILDERS OF THE LAST FRONTIER

Warren Runnerstrom of Northway has written of the Tom Glazier family as his choice for a 'Typical Alaskan Family.' How about your candidates? The Mukluk Telegraph and its readers would be interested in hearing about them.

Alaskans select beauty queens, fishing derby kings, champion mushers and the top trophy killing hunters. Isn't it about time we selected a 'Typical Alaskan Family'—a family that symbolizes all that is unique, good and, at the same time, typical of our Alaskan way of life?

After two years on the sand spit at Moses Point, I thought an Alaskan was a spear-armed Eskimo. The very word 'Alaskan' brought to mind a picture of a mukluk shod, parka clad figure breathlessly crying 'mush' as it pursued a dog team across the frozen wastes. A year in Juneau convinced me that all Alaskans had webbed feet, claimed that sunshine was bad for the health and owned boats that periodically sunk. Now, after a year at Northway, I believe I have found some real Alaskans. How do I know? Well, let me tell you about my selection for the title of 'Typical Alaskan Family'. Then see if you don't agree.

Tom and Rose Glazier came to Northway about four months ago. Since they live in the house next door to me, I've had a pretty good chance to observe them—to get to know them. There are lots of things about Tom and Rose Glazier that make them real Alaskans. They have the friendly Northland manner, the easy going tolerance and understanding of the other man's position, the—but, let's go back in history a bit. Let me tell you where they came from. Then I'll explain why they get my vote for the typical Alaskan Family crown.

Tom Glazier, bearded, blueyed, smiling giant of a man, came here from Michigan more than 32 years ago. Loren Sasseen (Sisters Island) will tell you that he and Tom worked together at the Ophir mine from 1929 to 1939 during the rough years of the depression. Then in 1940 Tom helped build the runways at McGrath as an assistant to the engineer. It was shortly thereafter that Glazier joined the CAA as a mechanic, a job he has been at since. The next 22 years saw him serve at exactly three stations: McGrath, Sitka and Northway.

Rose Glazier was born in Alaska near McGrath. Her father was English and her mother is Athabascan Indian. Rose and Tom met at a village dance. After being married by the commissioner, the young couple spent their honeymoon tramping over Tom's 60 mile trapline. In fact, Rose became a constant partner in the field when Tom worked the traps. In those days, Rose and Tom carried equal weight in their pack boards. Today, 25 years later, each partner is still carrying an equal share of the load.

It was at McGrath that seven of the Glazier's eight children were born. Tom chuckles when he recalls that, of his eight children, only one was born in the hospital at Fairbanks. Tom officiated at the birth of the other seven as doctor, nurse, and anxious father. When I asked him how in the world he knew what to do—at a time like that—, Tom answered that as a boy on the farm in Michigan, he had brought many calves into the world. According to Tom, calves and babies arrive in

fundamentally the same way. Hence, he implied, there was nothing to it.

Feeding eight children is quite a problem for any parents. The Glaziers have the problem solved. Tom unfailingly brings home a moose and several caribou. Rose cuts the meat, freezes or cans it and prepares gigantic meals that would tickle the taste buds of the most jaded epicure. Rose, aided by the children, cures the hides and produces dozens of mukluks, mitts and parkas for family use. The three boys run traplines. Every morning sees young Tony up at 6 and on his way to the rabbit snares. When the Glaziers go berry picking, their efforts in the berry patch are much like those of a combine in a North Dakota wheat field! They literally pick berries by the barrel! Rose canned 50 quarts of lowbush cranberries this fall!

There is much more that could be said about the Glazier's ability to harvest nature's gifts. But, the fact that they are so successful reflects a wonderful family discipline and spirit of cooperation. Each of the ten carries his family packboard today, just as Rose and Tom carried their packboards 25 years ago on the trapline at McGrath.

Somehow, I feel that it is families like the Glaziers that have made Alaska great in the past and will help make it a greater state in the years to come. That's why I'd like to cast my vote for Mr. and Mrs. Tom Glazier and their eight children as 'The Typical Alaskan Family'—builders on the last Frontier.

YAKATAGA

Yakataga is called a remote station in 'bush country', but to the personnel who live here it is magnificent country. The weather has been ideal for skating the past ten days. Adults and children enjoy the exercise and the fresh salty air. Who said it rained here a little?

The splendid weather has been great for the hunters here out for the sought after mountain goat. Oscar Keranen, has among his trophies this year a mountain goat. Oscar is still hunting and goes by Crosley. David McAlduff, our ATCS man from Boston, is still convinced white ermine are white rats.

Some of our personnel have departed to the southern states, but we welcomed the Condrys and their four children from King Salmon. Bill Harris and his wife have taken leave and also Bill will attend school in Oklahoma until April. Tommy Flynn will replace him until they return in the spring.

The abundance of children in the area brought about a change in our cultural standing and we now have a fine school. Our CYT Glacier Club building was taken over by a brave new teacher, Mr. Adrian Peyrat.

Since there are no stores here, some of us sent gifts of smoked salmon, canned duck, and bear meat to our friends and relatives in the southern states for Christmas. We like the folks back home to enjoy a little of our pioneer spirit. The addition of the school made possible a festive Children's Christmas Party.

By the New Year we hope to have another new family with us and we'll be off to a great new start with the enthusiasm and help of E. I. Williams, our station manager, who we know will keep us lean, clean, and keen.

Joan R. Hoyt

MOSES POINT

We were without the services of our affable and congenial Artie Porter for a spell last month. He allowed a bit of foreign matter to invade his kidney area. After a speedy trip to Anchorage, everything turned out okay. They removed three stones and at last reports, still hadn't determined their composition. Could be that Artie just ain't talking, t'weren't gold was it? He is looking much better these days.

Chuck Shenkel went lower brand stateside for six weeks or so on PL 737. His departure cut the batchies population by one third. Understand he won't be returning alone. Looks like he finally is going to take the step... Yep, he is bringing back an airplane.

The Warrens had a four week fling in Alohaland. Jack presented a slide collection and narrative of their visit. Some like it hot... Every once in awhile a sparsely clad maiden kept showing up on various slides.

Our canine population increased by one. Newcomer 'Spot' arrived a little tyke several weeks ago. The pup has grown to nearly three times his former size and weight. His owner, Judy Spillers, might get in some dog back riding. By the way, Judy at the age of 12 and a very pretty 12, is in the market for pen pals and will welcome and answer all letters. Julian and Helen Spillers were busy getting the house in shape for the Christmas visit of their oldest son David (Butch) who is a student at the University of Alaska. His brother, Ronny, sure looked forward to having another 'boy' to play with. Ronny, five, is the station's youngest and the only boy amidst a world of girls.

We Pointers sure had ourselves a mighty fine Thanksgiving Community dinner. The women folk sure went all out. The turkey prepared by Mrs. Marie Smith was super perfect. Marie in years is our oldest but in merriment and cheer is our youngest. Sure is nice seeing the women folk dressed in finery each week or so. We may be kind of remote and our numbers small but that doesn't dampen our spirits. There's Artie and Wanda Porter with daughter, Debbie. Harold and Freda Gillmer with daughter, Dianne. Julian and Helen Spillers with sons, David and Ronald, and daughter Judy. Jack and Louise Warren with daughter, Ann. Ira Smith and his mother, Marie. Tommy Sagoonick and wife with four children (Elim residents, a nearby community). Bill McGahan, Chuck Shenkel and Bob Levine making up the station's entire complement.

Wishing you a Happy New Year.

Bob Levine

The Oldest Story

I, Og the Ugly, furry as a wombat,
Thought Egga, wife of Ig, exceeding fair
He proved himself the second best in combat,
And hence I bore his widow to my lair.

The suns and seasons swung in slow rotation,
And greatly have I mourned that ancient crime;
But Karma claims a fearful expiation,
And debts, it seems to me, survive their time.

For Egga brawleth yet in my chateau;
But reincarnate Ig has failed to show.

--O. R.



Florn S. (Dusty) Rhode, station manager at Merrill Field began working for CAA as an electronics technician at Northway in 1947. He was not a stranger to CAA even then, for while employed by the Army Engineers during construction of Ladd and Elmendorf Air Force bases he worked with CAA on a consulting basis. After a year's leave of absence to complete his communications engineering degree he entered the CAA management program and was assigned to Aniak, Bethel, Galena, Nome, and Anchorage.

Rhode was born in Sultan, Wash. but moved with his family to Colville where his formal education began. It was interrupted when he was 15 by a hitch in the Navy. Dusty served with the U.S. Marine China Expeditionary Forces and Asiatic Submarine Squadron before returning to U.S. and finishing high school.

After a second enlistment in the Navy, he studied accounting and auditing at Seattle; served as office manager for Brown and Hawkins at Seward then enrolled in University of Washington, later transferring to University of Alaska with a 'tour of duty' at Kennicott Copper sandwiched between. After two years at the U. of A. Rhode was employed by the Construction Quartermaster Corps of the U.S. Army. He was procurement agent for the Ladd AFB construction, and then transferred to Anchorage with orders to 'build Elmendorf on a crash basis! Later he was transferred back to Ladd to organize the Alaska Department of the Army Quartermaster Corps.

When the Alaska Highway (known at that time as the Alcan) was still a 'dozer' road, Rhode was one of the pioneer motor freighters but sold his business to serve in World War II.

Being so busy living in the present and future he seldom reminisces, except on rare occasions as recalling how the tar for the runway at Northway was motor freighted to Nebesna from Valdez then flown in, 12 barrels at a time in an old DeHaviland, as the Alcan was just being pushed through and had not yet reached Northway.

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First Briefing and Presentation course. From left back row: George E. Rugg, instructor; R. T. Williams, assistant regional manager, who opened the course; Aaron Rothman, instructor. Seated from left: William Barber, Al Woodward, Ted Young, M. W. Peterson, Ned Griffin, William Blacka, Charles McKeon, and Ralph Westover.



Members of the second Briefing and Presentation course. From left seated: Usto Schulz, Joseph Fiala, Department of Labor; Bud S. Selteneich, William Marcks, Margaret Walker, N. W. Noble, Virgil Knight, Hobart Douglass. Standing: George E. Rugg (instructor), Ray Rivers, Stanley F. Meese, Dick Denver, Norman Potosky, Aaron Rothman (instructor).



This class of 13 recently completed a course in effective writing. From left seated: George E. Allen, Dan Saunders, Paul Kaatz, Betty Hill, Myrtle Huard, ANHS; Ken Walser, L. D. Cameron, and George Edmondstone. Standing: Aaron Rothman (instructor), Dick Denver, Fred Glover, John Schwaiko, and Don Hood.

ALASKA, GREENLAND HAVE NEW TELETYPE SERVICE

Alaska and Thule, Greenland, have been connected by teletype service to facilitate transfer of air traffic control information on aircraft flying the over-the-pole route to and from Europe.

The service is a full time, full duplex, 60 word per minute teletype circuit, providing rapid transfer of control information from FAA's air route traffic control center at Fairbanks to the area control center operated by the military at Thule. Financed by the U. S. Air Force, it gives simultaneous two-way communications between the two control areas.

The Alaskan terminal is at the Anchorage IFSS at Merrill Field which is connected by interphone with the control center at Fairbanks.

Previously, lengthy communications delays were encountered in relaying information concerning aircraft flying between Alaska and Europe via the polar route. The previous system was by radio teletype to Resolute Bay in northern Canada, thence by radio telegraph to Thule.

GUSTAVUS

Winter has arrived, left, and returned again. Cliches are corny but if you don't like our weather, wait a minute. Actually it's much easier to like all the weather, of whatever type, as it leaves the time used for complaining free for more fruitful pursuits.

Our SEMT, O. F. Nielsen finally returned from Texas, no comment.

Our Little Red Schoolhouse has expanded. Have you ever tried teaching about two dozen kids, in eight different grades, all the subjects necessary for a well rounded primary education? Anyway, the first four grades at Gustavus are now being taught in our Recreation hall by Mrs. R. W. Melander, the second four grades being taught by Mrs. Ray Jacobsen. The split results in a much smoother operation, also, the interior of the rec hall received a new coat of paint.

Much activity has resulted from the presence of painters, carpenters, plumbers, inspectors of all kinds, property personnel and ILS/VCR technicians. The usual quiet associated with a quiet winter in an isolated station has yet to be realized. Oh well, no progress without change. We must be progressing here at Gustavus, there's been plenty of changes.

Apropos of nothing, your reporter has compiled the following incomplete list of 'songs destined never to reach the top 500.' The titles:

'When Hoonah Hattie Does the Hoonah Hop'

'Moon Over Kootznahoo'

'I Found a Home At Murphy Dome'

'The Talkeetna Tango'

'Chichagof Cha-Cha-Cha'

'I'll Never Forget What's-Her-Name'

They could be listed as 'The Bottom Six.'

Did you know that Mount Sumdum, located about halfway between Cape Fanshaw and Taku Harbor is six thousand six hundred and sixty-six feet high?

'Gus Davis'

On Modern Comedy

I do not know what stipend, meed or wealth
The queasy quip, the sickly sally fetches;
But judging by our current state of health,
We suffer an embarrassment of retches.

--O. R.

Rhode (Contd)

Aviation has been Dusty's life-long interest and 'hobby'. He is an active member of the Civil Air Patrol, serving as search and rescue pilot and is on the Alaska Wing staff. However, at present most of his off duty hours are spent with his wife, Scottie, installing radio station and sound equipment and otherwise improving their recently acquired home at Eagle River.

YAKUTAT

J. N. Lockard and Orvis H. Clark, air traffic control specialists, have passed their oral and written pilot weather briefing examinations. Jan Helfrich, ATCS, has been certified to stand unassisted watch, has been area rated, and received a promotion. SATCS John H. Hummel has been in Anchorage for air route traffic control center familiarization and ATCS William J. Brown has been serving as acting FACF.

Our moose was taken late in November and was about a three and a half year old bull.

Although Christmas will be past by the time this reaches print, we are still recalling with pleasure the annual Thanksgiving dinner at the Coast Guard attended by FAA and Weather Bureau personnel. A party and dance followed the dinner. We also had an enjoyable party at the Recreation Club in November with about 50 persons attending.

KENAI

Ralph and Fumiko Roberts just got back from a vacation outside. They visited with relatives in North Carolina and were gone six weeks.

Harold Griffith and family are moving to Bethel.

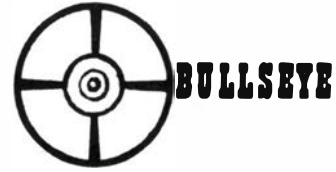
The children here have been enjoying Christmas activities and Santa's recent visit. The Kenai station wishes everyone a Happy and Prosperous New Year.

Mae and John Nosworth had as their guest Mae's sister from Dallas, who stayed a month with them.

Loren Horn went to Anchorage for two weeks to school and is back at the old grind again.

Otherwise its the same routine for us getting the children off to school. The snow and ice we are having enables them to slide to school with no trouble at all. So Adios for now.

Margaret Caton



Hydrogen peroxide applied to your auto tires helps a great deal to develop traction and reduce skids on ice and snow packed roads.

One of the best all-around cold weather lubricants for light duty equipment --guns, fishing reels, padlocks, screw and bolt adjustments on outdoor equipment, car hinges, etc., is high altitude aviation instrument oil. Lubrication is not as long lasting as the heavier oils but it does not change its viscous quality with temperature.

Time to give some thought to blankets or sleeping bags in the trunk of your car, some sort of independent heating source in the vehicle, extra lighting equipment including flares and anything else to keep you safe and comfortable while stalled along the road. It is truly an unfortunate thing to leave the wife and kids sitting cold in the dark in a stalled auto while you trudge to a phone or garage. With a little foresight on your part they could be safe, warm, and forgiving. So often people drive in frigid winter conditions with only light dress clothing and inadequate foot gear. They presumably feel that the heat in the car will last forever and that if they must walk any distance, the cold will not bother them. It is advisable to wear or have available heavy clothing in excess of what you may need while driving.

If your car has electric windshield wipers you can easily strip the gears if the wiper blades are frozen to the windshield when you turn them on. Just takes a second to reach up and break them loose before you get into the car. Wiper motors are quite expensive.

Windows will frost heavily on the inside of your car if no fresh air is entering. Many heaters do not use fresh air but rather re-circulate pre-heated inside air. If this is the case in your auto, open a window partially, or crack a vent when you start out. Later, when the glass is warm inside, you can close the window -- if you are not afraid of carbon monoxide gas, a potential danger in a completely closed car.

Lots of Luck

Dean

DO YOU FEEL UP IN THE AIR LATELY..?



SEAT BELTS GIVE YOU
THAT TIED DOWN FEELING

USE YOUR SEAT....

....SAVE YOUR HEAD

(Editor's note: The following is another in a series of stories by Aviation Facilities Division personnel)

THE CRUISE OF THE P-6

by

Robert (Just call me 'Shipwreck') Matsen

In reading my assignment directive, my upcoming field trip sounded very ordinary and routine. 'You will proceed to Juneau on or about January 7, 1949 where you will make arrangements with the station manager for use of the Motor Vessel P-6 to survey a lighted airway between Gustavus and Juneau.'

On arrival in Juneau we, Jim Trelford, Dick Ketchum and I, got in touch with Pete James, skipper of the P-6 and arranged with him to buy groceries and supplies and load the boat. Pete, a long-time friend of mine, is a top-notch mechanic and experienced boat skipper. Prior to joining the CAA several years before our cruise he had been a commercial fisherman in Cook Inlet and had also spent considerable time on boats in South-eastern Alaska waters.

The P-6 had been a halibut boat before the CAA bought it for hauling supplies out of Juneau to Sisters Island, Gustavus, Sunset Cove, Haines and other outlying CAA stations. It was a sturdy craft, about a fifty-footer, with bunks for five or six, a galley and a large hold for freight. What's more, it had been in dry dock for a complete refurbishing just the fall before. So all in all, the chances for a good trip looked promising.

We had all of our groceries and gear on board the next afternoon but delayed our departure until the following morning.

Nine o'clock the next day saw us under way. The somewhat zig-zag course by boat from Juneau to Gustavus takes ten to twelve hours in good weather. First you head south down Gastineau Channel, around the southern tip of Douglas Island and into Stephens Passage. Another four hours north up Stephens Passage brings you abeam Point Retreat Lighthouse at the northern tip of Admiralty Island. Rounding Point Retreat you go south down Lynn Canal for a couple of hours. Then you round Point Couverden and you're going northwest up Icy Strait. After another three hours you come around the end of Pleasant Island and there is Gustavus, a small fishing and farming community, FAA station, and airport -- and our destination.

By the time we had reached the north end of Douglas Island a strong southeast wind was kicking up whitecaps so Pete decided to go into Auke Bay and wait for the storm to blow itself out.

Two days later we were on our way again. When we had turned into Lynn Canal we were heading into another southeaster. But it wasn't bad, although the P-6 was doing quite a lot of pitching. It would be only a couple more hours and we would be in Icy Strait, have a following sea and some protected water. But nothing to worry about, especially if you've got a sturdy boat under you.

Just off Point Couverden is a navigation light that sits atop a hunk of rock known as Rocky Island. Pete started to turn the P-6 to go behind Rocky Island and got into a deep trough that made the boat heel over on

the port beam. Then a big wave hit us broadside and slopped over the after deck, taking our skiff, which was tied there upside down, with it.

I yelled at Pete to tell him to turn around so we could retrieve the skiff. But when he spun the wheel nothing happened! And we were headed straight for Rocky Island and not over a hundred feet from it! Pete reversed the propellor and stopped the boat only a few yards short of Rocky Island. 'Get out and see what's happened to our rudder.' Pete said to me after he had stopped the boat. I bellied my way along the pitching, heaving deck and peered over the stern. Not a sign of a rudder! It was gone. I crawled back to the wheel house to report to Pete.

'Guess I'd better call Gustavus and let'em know about the fix we're in.' Pete said as he took the mike and started calling Gustavus. 'Better call the Coast Guard in Juneau and tell them we need help. We've just lost our skiff and rudder, have no way of steering and we're being blown toward the rocky beach.' Pete told Gustavus. The operator acknowledged our call and said he'd tell the Coast Guard to rescue us. But when Pete tried to talk to him again he couldn't get through. Our transmitter had gone dead. Now we were in a mess!

We could hear Gustavus telling Juneau about our plight and learned that the Coast Guard had been notified.

We weren't far from the entrance to Swanson Harbor and if we could just get inside we would be out of the wind and rough water.

'Let's try lashing a drum of oil to a line and see if we can make a drag and steer this old tub.' Pete said. After much difficulty in trying to stand up on a wildly pitching deck, we got a line around the drum and dumped it overboard. But it didn't work so we were right back where we started. Nothing to do now but wait for the Coast Guard and hope we didn't get blown onto some rocks and smashed to smithereens. We could keep headed into wind fairly well by alternately going ahead and backing up. In that way we could keep from drifting so fast.

Fortunately the wind shifted a little to the east and blew us up Icy Strait and parallel to the beach. But it kept blowing hard and bobbing us around like a helpless cork. Darkness came and with it snow squalls. The lights of the FAA VHF station on Sisters Island five miles away looked cheerful and inviting but they might as well have been five hundred miles away for all the good they were doing us.

Pete kept the engine running, we kept going back and forth to keep headed into the wind and swept the beach line with our search light occasionally to see how close we were drifting toward the rocks.

About 9 o'clock we saw what looked like a brilliantly lighted ocean liner steaming down Lynn Canal past Point Couverden, stabbing the inky blackness with her powerful searchlights. On the chance that it might be a Coast Guard cutter, we signalled her to let her know our position. Then we saw her turn and come our way. What a welcome sight! Soon the cutter Storis came alongside and heaved us a tow line. We made it fast and were Juneau-bound.

Pete and I sat up in the wheelhouse all night, as we plowed steadily toward Juneau. We wanted to be

sure that the tow line held fast and that we got there without further mishap.

About 10 o'clock the next morning we arrived in Juneau and a short time later had the P-6 back in dry dock. Then to the hotel for some much needed sleep. I had been without any for over thirty-six hours.

That should have been the end of the cruise of the P-6 but it wasn't. I turned in my travel voucher when I got back to Anchorage, omitting any deduction for quarters for the last night, and then more or less forgot about it. But the accounts branch didn't let me forget. They had the last word, which went like this: 'Less deduction not made for quarters on CAA boat P-6 in accordance with 8th Region Administrative Circular No. 2-2 issued 5/20/48 Section VIII Par. A,B,C. Par. B states '_____ deductions for lodging or quarters will be made in all instances when a traveller is located at a place where Government quarters or lodging are furnished or on board a Government vessel, irrespective of the type of quarters furnished or whether the traveller uses his own sleeping bag'.'

That was the official thanks I got for staying up all night helping keep the old P-6 afloat. Oh, well, you can't win 'em all.

**FAA Personnel Inspection
Conducted In Region**

An inspection team from the Alaska Branch Office, 11th United States Civil Service Region is in the process of inspecting the personnel management program at field stations and regional offices. The inspection is part of an Agency-wide program being carried out during fiscal year 1962 to determine the accuracy of position descriptions and correctness of job classifications.

The team has already visited Gulkana, Big Delta, Northway, and Kotzebue and is expected to visit other stations and headquarters units early in 1962.

The inspection procedure includes interviews with supervisory and non-supervisory employees on a selective basis. Questionnaires are issued on various aspects relating to employee knowledge of rights and privileges, views on the promotion program, satisfaction with work environment, and other related questions.

**SAVINGS BOND
BOX SCORE**

Seven additional stations have climbed to or above the 50 percent mark in number of personnel buying savings bonds. Newcomers to the select list:

Iliamna - - - - -	88%
Galena - - - - -	75
Cold Bay - - - - -	51
Aniak - - - - -	50
Bethel - - - - -	50
Gustavus - - - - -	50
Nome - - - - -	50

Other organizations and stations previously reported in the 50 percent or above list include Personnel and Training Division, Yakutat, Homer, McGrath, Air Traffic Division, Accounting Division, Summit.

THURSDAY

Ah, Payroll Check,
Thy beauty like a fading flower,
So swiftly gone.
When after weeks of toil and strain,
You fall into my hands,
I gaze with rapture on your face,
And dream,
Of distant lands.

Ah Payroll Check,
Thy rich potential shining forth,
For all to see.
And, for a fleeting moment I am free,
Of bonds of earth.

I am a king who has at his command,
The wings of flight.
In your great size and strength I know,
The power of Caesar's might.

But oh the time,
The fleeting time such visions last.
The din of bill collectors round me falls.
My conscience like a guardian angel calls.

And through the scratch of pen,
And lick of stamp,
I write the checks and pay the bills,
'Till fingers cramp.

And here the anti-climax of this play.
The vision's gone with coming of the pain.
I was a king, a giant for a day.
Two weeks before I such can be again.

Deane Nichols
Anchorage Station

Rugg To Hawaii

George E. (Gene) Rugg, employee development officer in the Personnel and Training Division, has been promoted to Training Officer of the Pacific Region at Honolulu. Mrs. Rugg and their son and daughter will accompany Rugg to Honolulu early in January.

Rugg has been with FAA since 1955 when he went to King Salmon as a communicator. After approximately two years he transferred to the Personnel and Training Division at regional headquarters in Anchorage.

More Bright Displays Ordered

The Federal Aviation Agency has ordered 11 additional radar bright display systems for better presentation of radar information to air traffic controllers.

The Raytheon Company of Lexington, Mass., will furnish the bright display systems under a \$1,583,000 increase in a previous contract, bringing to 51 the number of bright display systems the FAA has on order from the Massachusetts firm.

REAL PEOPLE HELPERS

By Mrs. Tony Alvarez
Secretary, Anchorage Community Chest

I was alone in the office and heard footsteps coming up the second flight of stairs -- it could mean just one thing, someone to see us. I heard someone panting from the extra exertion and got up to see if 'he or she' was all right. In staggered the nicest man who, between huffs and puffs, said, 'Well, how are you coming?' I replied, 'Right now, I need just about \$30 to put us over \$180,000.' Said he, taking out his check book, 'By the time I write this, you will be over it. I am Walt Radke. I called you the other day and told you I was going outside 'on leave' and would be in to pay off my pledge.'

'Mr. Radke, after you called the other day I went through our file and couldn't find your pledge card -- unless I can't read. Where do you work? Are you by any chance a federal employee?'

Said Mr. Radke, 'I am a federal employee and I work for FAA.'

'Will you help me look, I have the federal employees all broken down to the first letter of their names. Let's go through it together to see that I didn't overlook it.'

We did but didn't find a 'pledge card'. I asked who had contacted him and he told me a 'Margaret at Installation' so I assured him that I would watch for the pledge card so that he would not be billed for it after paying it.

We then had a little 'ceremony' and I wrote on his check, 'Thank you - paid in full 1961 pledge', shook his hand as being the one who had put us over the \$180,000, gave him a tape with the exact figure we had arrived at and offered to put on fresh lip-stick and emplant a 'kiss' on his brow.

He smiled and blushed but didn't remove his cap -- so I was certain that I had arrived at the age where a 'lip-stick kiss' is no longer any sort of a thank you -- such are the ravages of time.

This was the second time a man had climbed our stairs to give us sizeable checks in this amount. The first was from a gentleman who had been up here only a few months, had seen the USO show on TV, wanted to help out and climbed the stairs to give us a check.

Such are the wonderful citizens of Anchorage who 'huff and puff' their way to help others -- real 'People Helpers'.

McIntosh Recuperating

Wesley McIntosh, former station manager at Gulikana, is recuperating at Gold Beach, Ore., from a lung operation which he underwent last fall. Mr. and Mrs. McIntosh have spent some time in Arizona and Oregon since the operation in which part of one of McIntosh's lungs was removed.

Experience of one major airline shows that a jet engine fails in flight only once on an average of 29,316 hours of operation as compared with piston engine shut-downs averaging one every 2,430 hours.

DO YOU WANT TO BE AN AERONAUT? HERE'S HOW!

(Instructions issued with the 1911 Glen Curtis 'Pusher')

Rules Governing the Use of Aeronautical Apparatus

1. The Aeronaut should seat himself in the apparatus, and secure himself firmly to the chair by means of the strap provided. On the attendant crying, 'Contact', the Aeronaut should close the switch which supplies electrical current to the motor, thus enabling the attendant to set the same in motion.
2. Opening the control valve of the motor, the Aeronaut should at the same time firmly grasp the vertical stick or control pole which is to be found directly before the chair. The power from the motor will cause the device to roll gently forward, and the Aeronaut should govern its direction of motion by use of the rudder bars.
3. When the mechanism is facing into the wind, the Aeronaut should open the control valve of the motor to its fullest extent, at the same time pulling the control pole toward his (the Aeronaut's) middle anatomy.
4. When sufficient speed has been attained, the device will leave the ground and assume the position of aeronautical ascent.
5. Should the Aeronaut decide to return to terra firma, he should close the control valve of the motor. This will cause the apparatus to assume what is known as the 'gliding position', except in the case of those flying machines which are inherently unstable. These latter will assume the position known as 'Involuntary spin' and will return to earth without further action on the part of the Aeronaut.
6. On approaching closely to the chosen field or terrain, the Aeronaut should move the control pole gently toward himself, thus causing the mechanism to alight more or less gently on terra firma.

Fairbanks FAAers Thanked For Aid In Fire Control

In a letter to Sanford Peterson, Fairbanks station manager, Department of Interior officials have expressed appreciation for FAA assistance in reporting forest and tundra fires.

The letter states in part: 'during the periods of dry weather 77 fires occurred in the Fairbanks district from lightning and other causes. We are happy to report that more than 25 percent of the fires reported were discovered by air taxi service, commercial airlines, or private pilots. The reports either came directly to our fire dispatcher in Fairbanks or were routed through the many Federal Aviation Agency stations in the interior.'

'You can take pride in the fact that you and your fellow workers, in the field of aviation, through your alertness and prompt action in detecting and reporting wildfires prevented untold damage to Alaska's vast natural resources.'



Secretaries who recently attended the Senior Secretarial Development course. From left seated: Darlene Douglas, Department of Labor; Maxine Organ, ANHS; Shirley Rodger, Delores Deisler, Charlotte Haywood, Peggy Lyle, Darcia Brown, Marlette Miller, Joan Johnson. Standing: Danny Gallman, Irene Peyton, Aaron Rothman and Jackie Shaw, instructors; and Florence Martin.



Participants in the 80 hour instructor course. From left seated: James Thurston, BLM; Carl Burgess, Gordon Halsten, Ed Brendemuhl, Roy Wall, Clyde Winters. Standing: Aaron Rothman and George E. Rugg, instructors; Fred Biesemeyer, James DiFalco, WBO, and Ben Cowart.



Recent Management Phase II training course members. Front row from left: Harry Huskey, Richard Inman, Lawrence Rogers, Norman Nethkin, Jack Reich, Dan Cruz, George Ross, Art Copeland. Rear: Aaron Rothman, instructor; R. T. Williams, assistant regional manager who presented certificates; George E. Rugg, instructor.

For A Birthday

Be young, young man, and let who will berate you;
 Let night consume the morning now and then.
 Not many singing dawns, my son, await you
 Till you shall join our League of Solemn Men.

Then you shall sit with us and cry, How jolly
 That we are done with bourbon, love, and lies.
 Oh, maybe you'd swap the ulcers for the folly;
 But devil a bit you'll say so, being wise.

---O. R.

VORTAC And Housing Projects Slated For Talkeetna, Fire Island

Plans for construction of a VORTAC at Talkeetna and a four-unit living quarters building on Fire Island have been announced by the Aviation Facilities Division.

The Talkeetna project will include erection of a 36 by 36 foot concrete block VORTAC building, installation of a 37.5 KVA generator, clearing of 22 acres of land, and related work. The job also includes construction of a 24 by 48 foot wood frame housing quarters building with utilities, sidewalks, and other facilities.

At Fire Island electronic maintenance technicians will have a new 28 by 85 foot two story frame housing building together with utilities, sidewalks, retaining walls, and landscaping.

Actual construction will get underway next spring on both projects.

Help Combat Fire

Tom Neville, station manager, and Melvin Rener, mechanic at Yakutat, have been praised by the mayor of Yakutat for their assistance during a fire at the village. Although a residence was destroyed by the fire, Neville and Rener manned the FAA fire truck to wet down adjacent buildings and prevent the fire from spreading. John Ellis, mayor, officially expressed his appreciation for the FAA help and declared in a letter to Neville, 'Due to your apparent organization and efficient management of your emergency equipment, and the immediate dispatch and quick action taken by Mr. Rener, a major disaster to the surrounding numerous houses in the area of the fire was avoided.'

One of the largest users of business aircraft is the automobile industry. Auto manufacturers and suppliers fly about 20 large planes and many two-to-five passenger aircraft.

**CIVIL SERVICE OBSERVES
ITS 79TH ANNIVERSARY**

U. S. Civil Service employees throughout the world will observe a birthday this month -- their 79th. It was on January 16, 1883 that President Arthur signed the Civil Service Act, placing thousands of jobs under the merit system rather than the old political spoils system that had been in effect.

In these 79 years we have grown from a nation of 54 million people to 180,000,000. From the relatively simple tasks performed by government serving a small economy, government has moved to large and complex operations that call for the productive work of specials in hundreds of occupations. Government programs, and thus government employment have grown too, to meet the demands for service from the people as expressed through their elected representatives in congress.

Government work being done today could not have been done under the spoils system. Only a highly competent, fully trained, skilled technician can accomplish the thousands of tasks demanded of federal employees today.

The federal employee can take satisfaction in knowing that he is one of a corps who have been picked for their competence and ability. And he can take pride in being part of an organization in which his rights and the rights of all individuals are measured through just means by a government that is a leader in the free world.

On January 16 let us pause to reflect on an anniversary that shines as a guiding beacon to others less fortunate.

**FAA PLANE MAKES
EMERGENCY FLIGHT**

N-27 crewed by Tom Wardleigh, Tom Rose, and Wes Mickey came to the rescue of a Yakutat woman and flew her and her husband to the hospital at Juneau after she had been injured in a fall at Yakutat a few days before Christmas.

Emergency help came for Mrs. Elsie Cramer, wife of the clerk at the Dillingham Cannery at Yakutat from Tom Neville, Yakutat station manager, and FAA personnel there. With no other transportation available they contacted the Anchorage Center which diverted N-27 from a flight to Gustavus. Wardleigh, Rose, and Mickey, who were enroute to Gustavus to flight check navigational aids, hurried to Yakutat and picked up Mrs. Cramer and her husband. Although grounded at Yakutat for several hours due to an oil leak, the crew made repairs and flew Mr. and Mrs. Cramer to medical aid at Juneau.

Mrs. Cramer had received a head injury and a broken wrist in the fall.

BUY--SELL--SWAP

FOR SALE: Two bedroom house with heated garage, Spenard location. Contact Viola Sandell, BR 4-1535.

WANTED: Chest type freezer, good condition, 18-20 feet. N. W. Noble, ext 417.

PHILOSOPHER

Whenas the crowned head falls, the ikon tumbles,
The cherished Brutus proves his secret guile,
I shrug and say, 'That's how the cookie crumbles,'
And smile my stoic smile.

When stocks collapse, the revenuer pounces,
The long awaited ship is lost at sea,
Observe my poise. I say, 'That's how she bounces,'
Or maybe: 'C'est la vie.'

I know that life's a pathway strewn with rubble,
That Vice grows fat, that Virtue fades forlorn:
And I can steel my heart to any trouble,
Provided it is yorn.

---O. R.

**A Christmas Greeting
-- According to the Book**

(Editor's Note): Al Hulen received the following original poem on a Christmas card from a station manager in Alaska.

In ivied halls of learning serene.
There was advanced the theme.
By neophytes most in the know;
For assistant administrators the gift
most apropos:
In Yuletide Season of the year --
A bottle of the Season's Cheer.

Then rang in mind a clarion call:
Lean. Keen. Clean! A rule of
conduct for us all.
Which called to mind the fable;
And the dread Conflicts of Interest Label.

Hence our greeting; limited to timid
Christmas Card.
Thus end the tale -- Of the would-be
politickin' Bard.

**Annual Meeting Scheduled
January 15 For Credit Union**

The annual meeting of the CAA 8 Federal Credit Union will be held January 15 at the Elk's club in Anchorage. The dinner meeting will be in the form of a 'chuck wagon' meal.

**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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