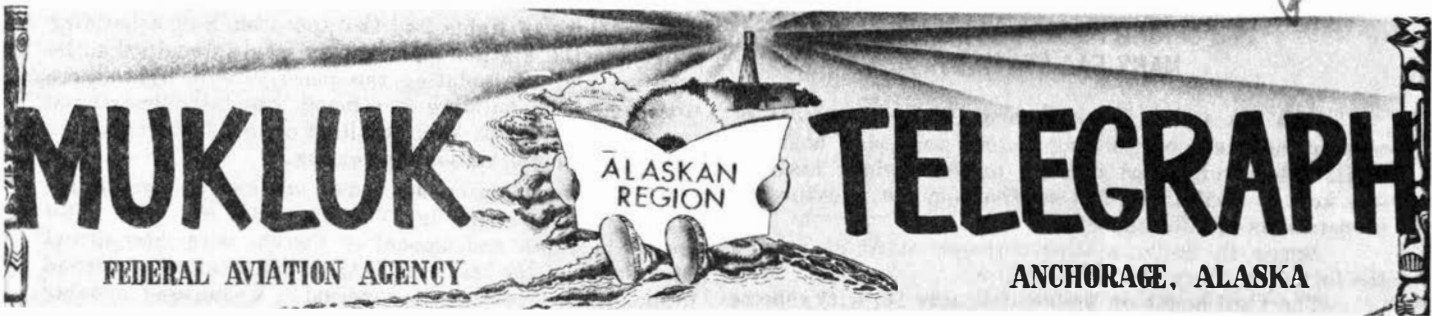


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No. 7

DEPUTY ASSISTANT ADMINISTRATOR ALASKAN REGION

FORMER ANCHORAGE RESIDENT RETURNS TO ASSUME POST



Colonel William E. Geysler has been named deputy assistant administrator for the Alaskan Region. Colonel Geysler will report to his FAA assignment on July 25, 1962, after he leaves his assignment as commander, Headquarters, North Atlantic Communications Region, Westover Air Force Base, Massachusetts.

As a former resident of Anchorage, Col. Geysler was stationed with the Air Force during World War II. After his discharge from the service he was a proprietor of an electrical and radio business and was active in the city council. He returned to active duty during the Korean conflict.

A command pilot with over 5,500 hours, Col. Geysler has had extensive operational and command experience with the Air Force Communications Service. A member of the Air Force reserve, he has been on continuous active duty since September 1951. Prior to 1951, he had three separate tours and active duty with the Air Force and National Guard. His overseas assignments have included three tours of duty in Alaska and one tour in Newfoundland. He is a native of Chicago, Illinois and attended Northwestern University.

The FAA currently has about 100 military personnel assigned to it under agreements with the Secretary of Defense and the Secretary of the Armed Services. Participation of military personnel is provided for in the FAA Act to insure that the interests of national defense are properly safeguarded and the administrator is properly advised on special problems of the Armed services. This provision also permits the FAA to make use of the special training and experience of selected military officers. About half the military personnel assigned to the agency have been employed in the FAA's Research and Development program or its Air Traffic Service activities. The other half have been employed through the whole range of other FAA activities, providing the agency with technical, professional and operational talents not available from any other sources.

1962 SPRING FLOODS BATTLED AT MANY FAA STATIONS

With the spring breakup came the usual results of tons of moving ice, flooding waters and many hours of vigil. However, flood damage to the various stations was kept at a minimum this season because of extensive preparations and forethought.

James H. Seitz, station manager at Aniak relates the following story about his station:

The vigil began on Wednesday, May 16, with reports of flooding at upriver points, Red Devil, Stony River, Sleetmute. By noon on Thursday reports came from Napamute, 28 miles upstream, that the river had risen to bank level with the ice running heavily.

The C-123 arrived Thursday for possible evacuation of dependents. All possible precautions were complete and there was nothing to do but wait. The ice remained firm locally through a sleepless Friday and by Saturday it looked as if it were just going to sit and rot. The flight crew decided to remain one more day, just in case.

At about seven Saturday evening the ice began to move. Within a half-hour the ice was piled eight to ten feet above the bank on the village side and the slough in the housing area was running full of ice. It was decided to load the C-123 with dependents and park at the west end of the strip ready for immediate take-off while we rounded up any of the villagers who wanted to go to Bethel.

By the time the aircraft was in position at the end of the runway the water had come over the bank at the Northern Commercial slip and started running down the street past the roadhouse and filling the ditch along the runway. Station personnel were rushing through the village picking up people from houses that were already flooding and delivering them to the aircraft. At the time of the last pickup the water was well over the axles of the trucks with at least twenty knots of current. Before the props were turning two thousand feet of the runway was flooded and covered with literally hundreds of oil drums and assorted debris. There were only feet to spare when the C-123 cleared the runway. One more trip down the flooded runway to deliver a boat to the watchstander in the FSS was the end of truck transportation for a week.

After the initial breakthrough the rise was more gradual as the water spread out to fill in the low spots. The ice continued to pile up above the river bank and the dike. Bulldozing action by the huge ice cakes on the dike was cause for concern. Shortly after midnight the south end of the dike burst with several feet of raging current and ice cakes sweeping around apartment 104 and the associated utility building. The power was cut to this building and the personnel evacuated to other buildings. By about 3:30 a.m. the water was running over the dike for a space of about 150 feet along its top. This area was in direct line with the main slough current and it was feared that the dike would break at that point. This would have loosed about eight feet of rushing water and several million tons of ice right through the area and would no doubt have resulted in complete loss of the quarters area and created a hardship on members of the EMBP. Due to frozen ground the dike held but the water continued to rise until the boats were afloat at the back steps. At this time the specialist on duty at the FSS

reported loss of lights and the appearance of a building alongside the station. The power was determined to be still on and by isolating the pump circuit lights were restored. The building mentioned was later determined to be the 24 by 63 foot Health Council building which had floated clear across the runway.

The high water and ever present danger of ice running continued through Thursday, May 25. The water varied in depth and amount of current with intermittent movements of the ice pack. All transportation continued to be by boat during this period. Wednesday evening several families had to move into our area from the back side of the island. The White Alice, which had been housing and feeding 112 persons from the village was unable to handle any additional persons. We quartered and fed 20 to 23 persons until Friday afternoon.

By Friday morning the runway was bare the entire length and at 4:00 a.m. we started getting it in shape for landings. Friday evening the FAA plane returned the dependents from Bethel and operations resumed a certain degree of normalcy.

Due to extensive preparations very light losses were suffered by the FAA installation. From Saturday night, May 19, until Thursday night, May 24, none of the station personnel went to bed. A few naps, with all clothing on, were taken while others watched. Looting was prevalent in the village but due to vigilance none occurred on the FAA side.

All station personnel were cooperative and helpful to the highest degree. Despite the constant tension, lack of sleep, and around the clock work schedule all hands came through the ordeal cheerful and with no loss of morale. It is felt that all personnel should be commended for their efforts and initiative in prevention of loss to agency property.

A word of praise is due the commissary who received an emergency order for food to be shipped to Bethel to help feed the group of people flown in from Aniak. A call was received in the morning and the food was packed and ready to be flown the same day to Bethel.

It is felt that both Aniak and Bethel personnel gained many friends because of this emergency.

The breakup at McGrath caused very little hardship in the overall immediate operating facility. The biggest problem was the outage of peripheral communications long line teletype services caused by wetted communication cable and the washouts in the access road to the SRA range.

At Fort Yukon and Galena the access roads were damaged by high water causing washouts in many spots. There was some erosion to the dike that encompasses the Galena airport, but the emergency evaluation and operations planning that was pre-coordinated for such contingencies proved worthwhile.

A jet airliner has a potential earning power of \$30,000 a day.

Instrument flight rules for a jet aircraft require an airspace of 1,200 square miles, 2,000 feet deep, or an area almost as large as Rhode Island.



FLOOD DAMAGE AT ANIAK

Pilot Expresses Appreciation To Big Delta Personnel

The following letter lets station personnel know that their efforts are appreciated. To the Campbell family's remarks, we would like to add that Darrell G. Bricker was the operator on duty at time of mishap.

'Big Delta Radio
Big Delta, Alaska

Gentlemen:

My family and I would like to thank you for the assistance that you gave us prior to and after our forced landing on May 21, 1962.

We were the occupants of the Cessna 4437B that got involved with bad weather. We feel fortunate to be alive and to have only lost an aircraft.

It is our hope to be able to fly once again and it will be a must to stop in at your station and give you our personal thanks.

Once again, thank you very much.

Very truly yours,
Mack W. Campbell
The Campbell family'

EMPLOYEE'S SON KILLED IN PLANE CRASH

Army Specialist Fred L. Breshears, 26, son of Mr. Virgil Breshears and Erma Breshears, chief of the general processing branch of Personnel and Training Division, was killed May 23, in a Navy plane that crashed at Ebersburg, Germany.

The accident happened when the four-engine plane crashed while on a mission from Frankfurt, Germany. The craft was based in Rota, Spain.

Born in Boise, Idaho July 27, 1935, Fred came to Alaska with his parents in 1944. The family returned to Idaho then returned permanently to Anchorage in 1949.

He attended Anchorage schools and the Brigham Young University in Utah. He has been stationed overseas the past two years specializing in interpretation of Russian.

Survivors are his widow, the former Dorothy J. Adams of Palmer and his three children.

Funeral services were held in Boise, Idaho.

ON CALM AND REASONED DEBATE

**When Bonaparte was doubtful, we are told that he attacked.
And thus it is with argument: aggression clobbers fact.**

**Our logic grows so shaky that we feel it needs a bolster?
Then let us quote opinions from the cousin of a pollster.**

**Reiterate the thesis now in still more strident prose,
Entrenched behind Macaulay's line, 'As every schoolboy knows.'**

**'All but the moron class,' we say, 'agree that this is true.
Now any further argument and where does that leave you?'**

**Since personalities intrude when dialectics fail,
Our adversary will refer to kin of ours in jail.**

**We've got him now. He's lost his head. We curl a lip and say
That ours at least were eating ham while his were eating hay.**

**Well, that's the Bonaparte attack. It's odd how people go for it.
(And here I am at Elba with a scar or two to show for it.)**

---O. R.

FAA TO SPONSOR SYMPOSIUM

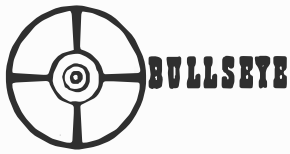
A government-industry symposium on airborne equipment to help prevent midair aircraft collisions will be sponsored by the Federal Aviation Agency's Collision Prevention Advisory Group will be held July 12 and 13 in Washington.

Invited to take part in the sessions is a broad cross-section of the aviation and electronic industries--potential users and producers of anti-collision equipment.

Aim of the symposium is to review research and development work in the anti-collision area, outline accomplishments to date, and discuss future development plans and programs.

The Collision Prevention Advisory Group (COPAG) is made up of 17 members representing the FAA, the National Aeronautics and Space Administration, the Departments of the Army, Navy, and Air Force, the Aircraft Owners and Pilots Association, the Air Transport Association, the National Business Aircraft Association, the National Pilots Association, and the Air Line Pilots Association.

FAA began an anti-collision research and development program for both heavy and light aircraft at the end of 1958. Work has been conducted by Agency personnel and by seven contracting concerns.



Most fishermen are at one time or another faced with the problem of a stuck rod or more explicitly, of having sections of the rod stick together at the joint.

A good rod can be easily ruined by strain, uneven pressure or rapid jerking.

Old timers use a system both easy and safe. Place your hands on each side of the stuck joint. Have your companion stand facing you and place his hands on top of yours. At a signal both of you pull apart with both hands, and the joint will come apart without damage. The hands working from both sides will equalize the strain, whereas a side pull might damage the rod.

Here's a tip that takes a bit of time but will often save a rather expensive lure when lodged in rocks or snagged at the bottom of a pool. Take a snap ring, much the same as keys are carried on, a heavy sinker, a spare line, (heavy line is best), attach the sinker to the slip ring. This unit will act as your hammer so make the sinker a large one and attach it so it will swing on the ring. Next tie the heavy line securely to the ring in such fashion so that it will not impede the hammer action of the sinker.

When your lure sticks simply snap the snap ring around the fishing line - hold light pressure on the pole in left hand - play out the hammer line allowing it to slide to the stuck hook. Ease the pressure of the pole a little and begin sliding the hammer up and allowing it to pound back against the lure.

This will usually free it and save a rather expensive piece of equipment.

This is the section of the paper, if you recall, where you old timers who know the wilderness ways are asked to kick loose some of those secrets, tricks and tips which may help the less initiated sportsman enjoy his hunting and fishing more comfortably and safely.

Please send any notes of worth for the woodsman to me % Mukluk Editor. Good hunting and fishing.

Dean

Civilair Club Sponsors Golf Tournament

The Civilair Club is sponsoring a handicap golf tournament July 1 through July 15 at the Forest Park Golf Club. All golfers or duffers interested in this golf-for-fun tournament should contact Ken Wood, AL-505, and submit an established handicap with an entry blank.

Three rounds of golf with your partner's certification of score is all that is needed to establish a handicap. It will be an elimination type tournament, match play, with a pairing according to handicap. Trophies will be awarded.

FAA PUBLICATIONS AVAILABLE LOCALLY TO GUIDE AIRPORT SPONSORS AND CONTRACTORS

Two new publications for the guidance of sponsors and contractors participating in the Federal-Aid Airport program have been issued by the Federal Aviation Agency.

The pamphlet, 'Policies and Programming Standards,' covers basic policies and programs pertaining to administration of the Federal Airport Act.

The second publication, 'Labor Standards and Enforcement Procedures,' brings together the basic requirements and procedures for administering the labor and wage provisions of the act. The publication points out that contracts must assure that rates of pay for laborers and mechanics are not less than the minimum straight-time hourly rates set by the Secretary of Labor, that laborers and mechanics are properly classified, that only allowable deductions are made from wages, and that only bona fide apprentices are employed on airport projects.

Copies of both publications may be obtained from the Airports Division, FAA Headquarters Building, Floor 6, Area J, Anchorage, Alaska.

ALSUS

Horace Harby, Alaska Supply Section warehouseman, has recently been elected Treasurer of Region 2 of Toastmasters, Inc. The area covered by the region he will serve extends from south of Seattle northward to the Canadian border.



VHF: How's the fishing?

VIP: Doing pretty good.

VHF: Fish prices being what they are, you'll have enough money to play the stock market.

VIP: No, this money is going for U.S. Savings Bonds.

NENANA

The official breakup of Nenana ice came at 11:23 p.m. May 12th. The breakup this year was less than spectacular. Most of the watchers tired of waiting and watching on the river bank and went home. But it happened suddenly. The ice had gradually opened up from the south bank and the tripod stood on the brink for several hours. All of a sudden it fell over, disintegrated and floated downstream. All you guessers, better luck next year.

The breakup came late this year and it is well the temperatures did not skyrocket upward with the amount of snow cover. The road between Nenana and Clear was washed out in two places when the culverts were too small to accommodate the amount of water. Our radio range road also went out in one spot where the culverts were inadequate under the road. The washout was only 20 feet wide and will be repaired soon as runoff tapers off.

At breakup it was necessary to close our east-west runway as it was slow in drying up. The ducks, geese and crane were off timing like most of the ice ticket buyers and arrived a week ahead of time, congregating in the various pools around the place. They virtually took over the closed runway. The other day we observed five beautiful swans on the water south of here on our range road.

Otis Rayburn took a quick trip to Oakland Naval Hospital for a physical checkup. He is back on the job. After breakup the boatmen aroused themselves and one air boat went into the water almost soon as the ice moved out. Relief EMTs Don Farley, Leo Haagenson and Richard McGinley have spent some time aiding at North Nenana site to catch up with routine matters. Our TACAN finally was returned to service after several months of technical and supply problems. Richard Landis and a crew arrived to replace range control cable with a more modern type. John Nasworthy, Phil Argall and Archie Frye made the trip to Anchorage to attend Radiological and other classes.

We have cleared our garden area of snow and now

are awaiting drying so as to plow and prepare for our community gardens. The green thumbs are loaded with seeds and ideas. Let's hope we have a good growing season this year. Thought I was doing pretty good one year growing some cucumbers until the frost nipped and killed them all. Too short a season around here I found out.

The state of Alaska is planning on having an auction land sale of 120 acres of land three miles south of Nenana in the near future. It is reported an eastern syndicate is placing a bid with a view of building housing, shopping center and all that goes with it. This would have a good play from the BMEWS site at Clear, allowing workers there to bring in families.

Ralph L. Hazleton

Power Mowers Can Be Safety Hazards

Summer is here and so is lawn mowing time. Being modern America, this means our power lawn mowers are in action. Here are a couple of typical power mower stories for you to remember when you crank up your machine again.

A two year old girl was admitted to the hospital with all the symptoms of poliomyelitis - fever, stiff neck, one eye and one side partly paralyzed. The only oddity was a bruise and swelling on the top of her head. Her parents remembered that she had been hit on the head by something while she was watching an operating power mower. X-Ray revealed an inch long piece of metal penetrating her skull. After extensive treatment she completely recovered.

Several stories from case files tell of people that find the grass chute clogged on their rotary mowers and reach into the chute - mower running - to clean it out. They find that the effect on fingers is not worth the time saved by not shutting the machine off.

To keep yourself out of the 'stories' use your power lawn mower with the caution that any dangerous machine deserves. Check the area to be mowed and remove foreign objects, they become missiles! Keep your hands away from the moving parts.

Larry Beede, Occupational Safety Officer



when you drink

don't fly

keep both hands on the bottle



Members of Radiological Monitoring Class No. 8 who completed the 40-hour course. Front row left: Roy F. Downing, Stanley T. Erickson, Benjamin R. Holeman, Sr., Boyd H. Lefevre, Patricia M. Barth, Antonio Sanchez (Anchorage city employee), Arnie A. Hedla, Raymond E. Bideau. Second row left: Eugene A. Marljar, Donald L. Maxvold, Eldon S. Gubler, Robert E. Mason, Albert V. James, Steven H. Clough, Sonia V.

Williams. Third row left: Dan Cruz (instructor), Harold M. Ivanoff, Philip G. Weber (WBRO), Preston E. Law, Phillip LeMoyné, James R. Large, John R. Ritter, George E. Tilbury, Balford K. Summers, Alvin J. Dalke (State Civil Defense), John I. Disney (State Civil Defense), Kenneth W. Hunt, Ernest F. Shorb (instructor).



Class No. 9 in Radiological Monitoring graduates the following. Front row left: John Kubek, Archie A. Frye (Nenana), George K. Peacock, James C. Ray (Nome), Leon D. Tallman, Wayne C. Thompson (Cordova), Jack A. Forrester. Second row left: Harold W. Tarbert, Thomas P. Wilcox

(Skwentna), Donald E. Wilcox (Sitka), Clifton L. Caudill (Summit), Jessie Gates, Dennis W. Markel. Third row left: Dan Cruz (instructor), Bruce E. Arndt, Roger DuBose, Oscar R. Wall (Nome), Philip M. Argall (Nenana), Karl J. Slaack (WBRO), David F. Bartholomew.



Graduates of Class No. 10 in Radiological Monitoring conducted by the Systems Maintenance Branch. Front row left: Douglas McCotter (Tanana), Cyril Schneider, Jack Jensen (State employee), Alvida Nordling (WBRO), Edward Brendemuhl, Kenneth Brydges, Maurice Boslet (Northway). Second row left: Roy Phelps (Yakutat), Roscoe Robey (Anch),

Leonard Brentwick (Gulkana), David Strobel, John Nasworthy (Nenana), Robert Thomas. Standing left: Jack Forrester (instructor), Dan Cruz (instructor), Edgar McKamey (Bettles), Robert Sowerwine, Karl Aho, Richard Reakoff (Bettles), Joseph Chaney (McGrath).



OUTSTANDING STUDENT

Dan Thompson, son of foreman mechanic Wayne Thompson of Cordova, is the latest in a line of outstanding FAA graduates of Cordova High School. A student in Cordova schools since he entered in the fifth grade, Dan was an honor student and active in leadership of student affairs throughout his high school career.

He was the organizing force behind the Cordova High Dramatics Club and served as its president for two years. He was a member of the National Honor Society for three years and was selected last summer to attend the Summer Science Training Program in Anchorage. Leading all mathematics students at Cordova he also ranked high in the state ratings and was awarded a lapel pin for achievement in this field.

Dan plans to attend Lewis and Clark College in Portland this fall and to continue his studies toward a degree in electrical engineering. At Commencement exercises held in Cordova May 18 he was honored with a scholarship grant from Lewis and Clark, was awarded a bond by the Elks Youth Scholarship committee, received the local Women of the Moose scholarship and was named co-winner of the H. G. Date Engineering Scholarship award.

WOODBURY JOINS ALSUS STAFF

Edward L. Woodbury, formerly with the Seattle District Corps of Engineers, succeeds Edwin Z. Simonds as chief of the procurement unit in the Alaska Supply Section at Seattle.

A graduate of the University of Maryland, Woodbury served in the U. S. Army and retired after 20 years of service.

Edward and his wife, Helen, reside in Seattle, Wash.

FAREWELL PERFORMS FAST SAVE

A fast 'save' was registered by Farewell in late May.

An aircraft pilot on a VFR flight plan from McGrath to Farewell radioed the Farewell station and asked for the lighting aids to be turned on. He further advised he was about to start up a pass. Farewell lighting aids were already on and the weather below VFR minimum with rain and fog. Pilot also advised he was 25 miles NW of Farewell. Ascertaining what signals the pilot was receiving from the Farewell and McGrath L/MF ranges, Richard S. Smecko, air traffic control specialist on duty, came to the conclusion the aircraft was heading into a blind canyon of the Alaska Range via Windy creek. The pilot was advised as to proper heading he should take, and shortly thereafter the pilot called and had the airport in sight and a safe landing was made in near darkness.

It is believed the pilot failed to correct for wind drift, and therefore he drifted south of course which resulted in following the wrong stream to reach Farewell.

Through the calm and professional manner and his preparedness on the job, Richard Smecko demonstrated his interest in the Agency and our services to the flying public.

Promotions Announced

Ralph Klokkevold has been selected for a promotion to deputy chief of the Airports Division and Robert V. Maloney, formerly of the personnel relations branch, is now serving in the position of chief, property and services branch.

And Richard S. Thwaites, a former supervisory flight operations inspector, will take up his duties as technical assistant in the Flight Standards Division.



This group of 10 recently completed the power generation class No. 9. Front row left: John Marlin (Shuyak), Robert Todd (Iliamna), Russell McConnell (Bettles), Sidney Nally (King Salmon). Standing left: Ben Cowart (instructor), Oscar Wall (Nome), Thomas Flynn, Leo Smith (Northway), Ronald Storey, Dennis Markel (instructor).

FAIRBANKS CENTER

Harold Anderson has Bert Matthews, Tom Konklin and James Wojnas in the later stages of their enroute training. He has checked out Clayton McGuire as a radar controller and Ernie Sykes, Ron Wood and Jim Thorne are certified as enroute controllers.

Out on the homesteads Al Hall is spending his weekends in the country after a winter in town. Bill Goode has all his vehicles running again and is waiting for the ground to dry so that he can plant. Erland Stephens has his planting done even though most of his ground is wet enough to grow rice. He planted oats.

Don Johnson went over the Chena ridge into Goldstream Valley to get some high bush cranberry settings. There he met Erland Stephens blocking the road with a sheared gear in his tractor. While they were trying to pull the tractor, they discovered two flats on Don's pickup, the spare and one of the ground wheels. When the wheel tire was pumped up they pulled the tractor at a slow rate of speed breaking the tow rope four times until Don rolled slowly into a frost foil twenty yards across. They left the train bogged up to the axles in the middle of the road and walked a mile for more equipment. It was Don's first trip to the Valley in three years and doesn't forecast another for three more.

Ron Logan had two of his women, his number one daughter and his wife, Helen, in the hospital the last week in May. For a while he thought it was a real novelty to be able to pass the hospital without having to drop someone off or go in and visit.

Charlie Stack is building more house for his brood of thirteen while Dave Finch after promoting two very successful parties at the Wainwright Officers Club to celebrate the winter promotions, is now devoting all his spare time to the airplane he bought last January.

The team concept of work scheduling has come to the Fairbanks CERAP. Dick Moore, Erland Stephens, Gabe Wessley and Dave Finch are the team leaders. Harry Hardy has the problem of making the schedule fit the needs of the facility.

Joe Grube's eldest son, Gareth, graduated from high school with a scroll full of honors and two scholarships to the University of Alaska.

Don Slater is outside on PL-737 planning to return with a new Oldsmobile Super 88, while Joe Hollinger is on PL-737 exchanging Cadillacs and Bill Grotts is taking in San Francisco and the Seattle World's Fair. Lloyd Blackmon is touring to Waco, Texas, Phoenix, Arizona, and Seattle on his trip outside.

Jim Callahan has traded in his black MG for a white Triumph.

Bob Royer resigned effective the end of June to return to Jeppesen & Company in Denver, Colorado.

Bert Matthews and Erland Stephens picked out a daughter apiece in May. Their wives helped with the selections.

Ray Heald has organized all the sky divers in Fairbanks into a tight organization that perform for practically every civic function that comes along.

Golden Days is drawing a number of beards including Ron Wood, Ray Heald, John Mahan, John Lacy, Jim Callahan and John McDowell.

Lucille Featherall, our secretary, turned twenty-one, got engaged, installed some pinkish tan drapes,

which she insists are beige, in Bill Murphy's freshly painted office and then resigned.

Bill Murphy says that he has three new ulcers now that the annual formal evaluation is over. He doesn't, of course, because one ulcer is more than enough for any good man.

Erland D. Stephens



Faith Williams, secretary and Miss Golden Heart City for Alaska 1962, and Ted Baker, mechanic foreman raise the first 'Old Glory' to the top of the new steel flag pole in front of the Administration building at the Fairbanks station. Both FAA employees work at the Fairbanks station.

A SHORT HISTORY OF PROGRESS

According to the ancient screeds,
It was a time of doughty deeds.

The need for it becoming dire,
The savant Snell discovered fire;
Whereat his mate acquired the knack
Of barbecuing owl and yak.

Elsewhere with fortitude and zeal
Did Snaith the Elder turn his wheel,
While Snaith the Younger pierced the narrow
Horizon with his bow and arrow.

The tribe was not so sure of Og,
Who brewed the first primeval grog---
A hellish mess that stank and bubbled
And left the brain pan sorely troubled.

Ergo, they built a bust of Snell
Whose magic served the world so well,
And from his helpmeet learned the knack
Of barbecuing owl and yak,
Applauded Snaith the Old whose wheel
Appeared to turn around for real,
And lauded Snaith the Young whose arrow
Had stocked the caves with fur and marrow.

But being not so sure of Og,
They went again to try his grog.

---O. R.



Wesley H. Brubaker, center, Chief, Flight Standards Division, presented Paul Rohwer, electronics inspector, aircraft management branch with a check for \$75 in recognition of a suggestion submitted on personnel safety adopted in the region and Washington level. Alfred K. Young, right, chief, general operations section, Flight Standards Division receives a check for \$260 and an Award for Sustained Superior Performance.

Main Health Plan Rates Stay Same

Premium rates of the Government-wide Service Benefit Plan and the Government-wide Indemnity Benefit Plan—which together cover about 80 percent of the nearly 2,000,000 employees enrolled in the Federal Employees Health Benefits program—will not be increased for the next contract year which begins November 1, 1962, the Civil Service Commission has announced. The CSC also said that the next 'open season' of the program is planned for late 1963, probably in October.

A few of the other 35 plans participating in the program may require premium rate increases. While some plans may make minor perfecting changes in benefits, rate increases will be negotiated only on the basis that they are needed to maintain the proper balance between the cost of present benefits and premium rates. However, any increases in rates by other plans for the next contract year will probably be small, the Commission said.

Although there will be no general 'open season' in October of 1962, eligible employees who have previously elected not to enroll will have another opportunity to enroll in a participating plan in October of this year. Also, any employee now enrolled for self-only will be able to change to a self-and-family enrollment in the same plan and option at that time. During a general 'open season' eligible employees have an unrestricted opportunity to change from one plan or option to another or, if not enrolled, to enroll in a plan.

The decision to hold no 'open season' in 1962 was made after consultation with the Federal Employees Health Benefits Advisory Committee.

There is no future in any job. The future is in the worker.

CONTRACTS AWARDED

Contracts were awarded for construction projects at the following stations:

Bettles - VORTAC, including housing to Ghemm Co., Inc. on March 30, 1962. Notice to Proceed was issued May 29, 1962, and work was started on the same day. Resident Engineer is Barney Martin.

Big Delta - VORTAC on May 31, 1962. Low bidder was W. R. L. Construction Co., Inc. Work is scheduled to start the later half of June. Charlie Thomas will be Resident Engineer.

Galena - VORTAC to Fairbanks Builders on May 5, 1962. Notice to Proceed was issued on June 12, 1962. Paul Radasch is presently on the site and will act as Resident Engineer.

McGrath - Notice to Proceed on VORTAC was issued to Fairbanks Builders on June 4, 1962, and work started the same day. Notice to Proceed on Housing was issued to McGrath Plumbing and Heating on June 11, 1962, and work was started the same day. Chester S. Fredrikson will act as inspector on the housing contract while Harold Borrego will act as Resident Engineer on both projects.

Talkeetna - VORTAC to F & W Construction Co. with Notice to Proceed effective May 9, 1962. Work was started on May 14, 1962. Frederick Harding is the Resident Engineer.

Fire Island - Housing to F & W Construction Co. on April 28, 1962. Work was started on the same date. The Resident Engineer is Herbert V. Enberg.

Murphy Dome - Housing to Conoro-Birkliid, J.V. Notice to Proceed was issued June 7, 1962. Clyde Bolyan who will act as Resident Engineer arrived at the site on June 12, 1962.

Unalakleet - VORTAC to Alta Construction Co. on March 29, 1962. Work is scheduled to start on June 18. Harold Wright is on the site and will act as Resident Engineer.

Moses Point - VORTAC to Yutan Construction Co. Notice to Proceed was issued on June 13, 1962, and work was started on the same day. Elvin Jensen will act as Resident Engineer and is currently at the site.

Gulkana - Housing, shop building and peripheral facility to J. B. Warrack Construction Co. Notice to Proceed was issued on June 1, 1961, and work is scheduled for completion June 30, 1962. Charlie Thomas is the Resident Engineer.

Cold Bay - Runway extension, parking area, housing and remote transmitter and receiver sites awarded to Walsh and Co., Inc., and Rivers Construction Co., Inc., on March 31, 1961. Phase I of this operation was completed in December, 1961. Notice to Proceed on Phase II was issued April 23, 1962. Galen Stewart is serving as Resident Engineer.

Station Managers Named

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

E. I. Williams, formerly station manager at Yakataga, has been named station manager at Kotzebue. He replaces Harmon A. Williams who has transferred and changed places with him at Yakataga.

CIVILAIR CLUB

OTTER LAKE

HAMBURGERS

ICE CREAM

HOT DOGS

AUG. 4

ANNUAL PICNIC

MEMBERS FREE

GUESTS -

\$1.00 EACH OR WHOLE FAMILY \$1.00

chairman...

fred woodlock AL-50



SOFTBALL GAME

BUY--SELL--SWAP

FOR SALE: Airplane, cessna 140, 1946 model, new annual. Contact Edward Klopp, Gulkana.

FOR SALE: House, 4 rooms, modern, Birchwood area, well, electricity, road, two and one-half acres. Contact Beede, Ext. 467.

FOR SALE: Three bedroom home, fenced back yard. Contact Bill Dolan. FE 3-1098 from 5:30 p.m. to 9:00 p.m.

ILIAMNA

Along about May 1 every spring out-of-town fishermen can't wait to line the banks of the Newhalen River to wet a line. What if the ice along the banks of the river is eight feet thick, the temperature 18 degrees fahrenheit and the wind north at 15 gusting to 25? Maybe somebody will catch a fish. Some of them actually do; they average about one fish per person. Rather than not getting skunked, others retreat from the icy waters of the river to lakes adjoining the west end of the east-west runway and glom onto a few pike. (Nobody at Iliamna seems to go for pike - I've yet to see one grace a local skillet).

Even station personnel are not immune to the urge to go where the catching is better. As far as I know, GMECH Robert Drew only got stuck once. Of course, his Volkswagen is still awaiting a seal, but rushing the season in the Portage road mud may not have had anything to do with it. Four others tested the mud on Portage road a couple of weeks or so too early. Four miles and six blisters later they were all ready to admit there is something to be said in favor of filing a flight plan. So far, a certain ATCS holds the season's record for picking them up and laying them down. In fairness, it must be said he wasn't caught in the mud. He picked up a nail in a tire on his velocipede. Anyhow he walked the ten miles or so from Portage back to the station - in waders yet. Being the type who has socks for special purposes he only had one blister no bigger than a nickel. Prime cold weather test instructor material, seems to me. He also concedes some merit to filing a flight plan. SEMT Dick Brofft was unable to wait for the first fine day in June before trying Copper River.

And how's the catching? Well, a mere 30 inch rainbow weighing seven pounds or so was good enough to win FACF Edgar Medford a prize in local competition. Billy Darline, 7 year old son of STMGR Darling, caught two on his first trip of the season.

A smaller rainbow won your correspondent two bits for first fish and as much again for biggest fish caught in the most recent competition at Lovers creek. Loser ATCS Walter Allen measured him at 25 inches even and 5 lbs 2 ounces. Personally, I believe he was easily one sixteenth of an inch longer. Also Walt forgot to allow one maybe two ounces for 'dryage'.

SPECIAL NOTICE TO PERSONAL USE FISHERMEN: Salmonoides Oncorhynchus are entering Lake Iliamna (June 15).

Lloyd Patrick

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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