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YOUR NEW HEADQUARTERS HOME

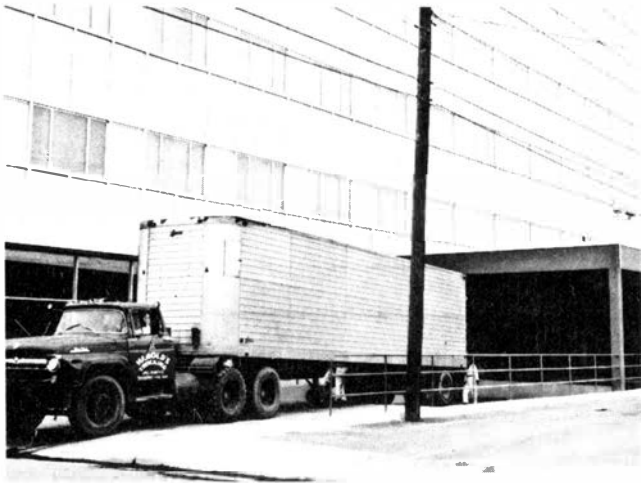


The big move is underway!

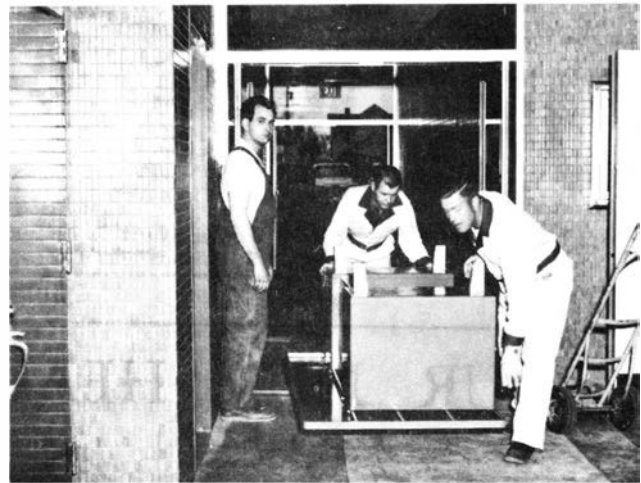
The vanguard of more than 50 division, staff, branch, and section offices of the Alaskan Region's headquarters has already moved into the region's shiny, new, eight-story headquarters building at Sixth avenue and G street in Anchorage. Moves, which started in May, will continue on successive weekends until all

units are in their new home late this month.

First to transfer to the new quarters was the materiel branch of the Aviation Facilities Division which moved into its quarters on the sixth and third floors the weekend of May 18-20. The establishment branch, also on the sixth floor, moved May 25-27 and, with the materiel folks, were on hand to welcome other units moving



The first truckload of office equipment backs up to the unloading dock at the rear of the new headquarters building to begin the move of regional offices to the new home at Sixth avenue and G street.



A desk from the materiel branch in the Odom building was the first piece of furniture to be moved into the new building the weekend of May 18-20. Other units have moved since but the headquarters move will not be completed until June 22-24.

at later dates.

As you read this all offices formerly housed in the Federal building will also have moved, if the transfer goes according to schedule. Those offices were slated to make the transfer June 1-3.

The move, on a private contract basis, is being accomplished on weekends in order to reduce interference with normal work activities.

The personnel relations and training branches, and the security staff were scheduled to move June 8-10 from the Shepherd building as were the audit staff and accounting division from the Webber building, the Personnel and Training Division from the Crocker building, and air traffic training from the ARTC.

June 15-17 the Flight Standards, Airports, and Aviation Medical Divisions are to move from the Loussac Sogn building, and the systems maintenance branch will move from the Duke building.

Last move will be June 22-24 by the electronics laboratory from Merrill Field and the establishment shop from the commissary.

Although still subject to some last minute changes, as is the move schedule, here's the location of organizations in the new building:

Eighth Floor

The executive suite including the offices of the Assistant Administrator, Deputy Assistant Administrator, Executive Officer, and Special Projects and Planning Coordinator will be located on the west side and north-west corner. Also on the eighth floor will be the Budget Division, Flight Standards Division, and the Public Affairs, Legal, and Management Analysis staffs, and a main conference room. (Additional conference and training rooms are strategically located on other floors.)

Seventh Floor

Accounting Division and Air Traffic Division.

Sixth Floor

Airports Division and part of the Aviation Facilities Division.

Fifth Floor

Aviation Facilities Division.

Fourth Floor

Security staff, Emergency Readiness Officer, electronic shops and class rooms, and part of the Facilities Division.

Third Floor

Audit staff, Personnel and Training Division, electronics laboratory, credit union, and part of the Aviation Facilities Division.

Second Floor

Administrative Services Division and additional Personnel and Training Division Offices.

First Floor

Aviation Medical Division, other personnel and training offices, training rooms, a privately operated cafeteria, boiler room, garages, and reception area from the main entrance on Sixth Avenue.

The handsome new structure, Alaska's largest privately-owned office building, will provide more than 100,000 square feet of space for headquarters activities of the Alaskan Region. Owned by the Lathrop company, the building was constructed by the Lease company for the General Services Administration with FAA having a 10-year lease as tenant. B. C. Hamilton, Anchorage, was the architect.

Known as the Hill Building after Harry Hill, president of the Lathrop company, the structure is composed of a concrete center core which houses elevators, stairwells, and plumbing fixtures. Surrounding the center core is a web of steel girders and concrete floors. The outer walls are metal panels of yellow porcelain enamel with aluminum vertical strips.

The interior embodies an open air concept with semi-movable partitions, many of which extend only part way to the ceiling. Others use a translucent corrugated glass effect for the upper portion while still others have transparent glass. The interior is done in a variety of pastel wall shades in citron, light illuminous blue, coral, nickel steel grey, platinum grey, and yucca. Window

shades are vertical louvered in the same shade of yellow as the exterior.

Main entrance to the building is on Sixth avenue with a lobby of attractive terra cotta walls and carpeted floors. Three elevators will whisk employees and visitors to the other floors, the lobbies of which are similarly decorated. The executive suite is paneled in mahogany plywood.

Recessed fluorescent lighting is used throughout the building which boasts of a unique pressurized heating and air conditioning system. Numerous areas within the building are controlled by individual thermostats and outside air is continuously circulated throughout the building, making it unnecessary to open windows at any time. As needed the outside air is heated as it is circulated.

Following completion of the move of all offices to the new headquarters and arrival of new furniture, a dedicatory ceremony and open house is planned for early this fall.

30-MINUTE LUNCH; 4:30 CLOSING TO BE TESTED

As a result of a recent survey among regional office employees, a 30-minute lunch period and a 4:30 p.m., quitting schedule will be tested in headquarters July 1 through July 15.

The survey revealed that headquarters employees favor the half-hour lunch and earlier closing time by three to one, according to Allen D. Hulen, assistant administrator. The new schedule will not take effect until all units have moved into the new headquarters building. However, as organizations transfer to their new quarters lunch hours will be staggered from 11:30 to 12:30 and from 12:30 until 1:30 to provide continuous service through the lunch hours.

Beginning July 1 and continuing through July 15, the trial period, the new schedule will be in effect and lunch hours will be staggered from 11:30 to 1:30 on a half hour basis.

The assistant administrator pointed out that a conscientious effort on the part of every employee is necessary to make the plan work and its desirability will depend upon results of the trial.



Graduates of a recent class in effective writing. Seated (from left): Perry McLain, George Andriakos, Robert Boyd, Lindon Loudermilk, Harry Huskey, Garland Connell. Standing (from left): Aaron J. Rothman (instructor), Tom Manning, Bill Mace, Delbert Carlson, Evan Rentfrow, Hugh Thario, Dick Joern and Bill Dolan.



CIVILAIR CLUB HOSTS DANCE

The above contestants were awarded prizes for their costumes representing TV characters at the Civilair club dance April 28. From left: best couple, Pete Sund and wife, Dolores, as Dracula and Mighty Mouse; most authentic costume, Mrs. Julian Gryder, as dance hall girl; funniest costume, Mrs. Robert Attebury, potato sack advertising; most original, Warren Lindsay, as cave man. TV stands and trays were given each winner.

A TV costume theme, prizes, planned entertainment, a twist contest and a hard working dance committee all helped to make the club's annual Spring dance a success.

With James Carney acting as master of ceremonies, entertainment was furnished by our FAA and WBRO barbershop harmony group made up of Robert Williams, Peter Verdin, Ralph Westover, Robert Maloney, John Moore and James Crocker. Also a hat dance exhibition took the audience by surprise and produced uproarious laughter with Gordon Baber, Dick Inman, and Joe Koll coming back for an encore. A mysterious spaceman landed on the dance floor in full regalia and was finally recognized as Aaron J. Rothman.

Winners and their prizes were Gordon Baber, grand door prize of a 17 inch portable TV set; Mrs. Harold Earles, pillows; Mrs. Dick Inman, pillows and Sharron Ammann and her friend, A/2C Dan Harbough, who won the twist contest and both received a rag doll.

A great big thanks to chairman, Peter Sund and committee members, Irene Peyton, Julian Gryder and Betty Attebury.

Station Managers Named

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

James O. Porter, formerly station manager at Moses Point, has been named station manager at Yakutat. He replaces Thomas Neville who has transferred to Anchorage as station mechanic foreman at the Anchorage Station.

Jesse H. Jones, formerly SEMT at Nome, has been named Summit station manager. He replaces Marion Figley who recently became McGrath station manager.

Daylight Time Adopted By
Some FAA Offices

Washington offices daylight savings time schedule became effective April 29 and will continue to October 28. The following regional offices adopting daylight savings time schedules and the effective dates are:

- Eastern Region - April 29 to October 28
- Central Region - April 29 to October 28
- Western Region - April 29 to September 30
- Seattle Alaska Supply Section - April 29 to September 24

**Freedom Bond Drive
Currently Underway**

The 1962 interdepartmental Savings Bond Program initiating the 'Freedom Bond Drive' has opened throughout the Alaskan Region. The objective of the drive is to afford the employees the opportunity to become partners with their employer in underwriting the country's might. Those employees who are not participating in payroll savings bond deductions will be given the opportunity to do so. Employees already subscribing are encouraged to increase their participation.

The campaign is being conducted by Division Coordinators in the Regional Headquarters and by station representatives in the field. Each employee will be contacted by one of these individuals to consider the amount in which they can participate. The Regional goal will be at least a 25 percent increase of the non-participants. Each present subscriber is encouraged to increase his allotment. An increase in an allotment will count the same as a new one toward the goal.



Part of the group of senior FAA secretaries who attended a one-day seminar for secretaries held at the Westward hotel in Anchorage April 28, relax with a cup of coffee between speakers. From left: Annette Yager, Helen Stratton, Vinita Neff, Patricia Barth, Jacqueline Murphy (standing behind Raynata Lundquist), Barbara Nurse, Eileen Kramer, Marilyn Porter and Dianne Andriese. The seminar was sponsored by the Billikin Chapter of the National Secretaries Association.



CIVILAIR CLUB AWARDS SCHOLARSHIP. Karl D. Stettler, chairman of the scholarship awards committee of the Civilair club and classification specialist in the U. S. Weather Bureau regional office, presents Lynella Faith Green, Anchorage high school senior, left, with a scholarship award of \$200 in recognition of her academic achievement, scholarship, and civic contributions. Lynella, daughter of Mrs. Florence Green Martin, plans to attend the Alaska Methodist University in Anchorage to study for a business administration career. Mrs. Martin is a secretary in the regional personnel office.

Did you know that Iliamna, McGrath, Moses Point, and Talkeetna have 100% participation in U. S. Savings Bond deductions?



- VIP : Where did you get the cash to buy your house?
VHF: Had it all the time with payroll savings plan.
VIP : You're pretty smart.
Those bonds were a better investment than the igloo.
VHF: How so?
VIP : Come summer and you'll find out!



joel
caudle

Joel R. Caudle was born in Atlanta, Ga., next door to a turnip patch September 25, 1931 and in 1934 the family moved in a covered Model T to Miami where his two brothers, a sister, and he attended school and grew up.

Joel reports he was first exposed to aviation in early 1948 as a paratrooper in the Army and recalls that he went up in an airplane five times before landing in one. He says he was so impressed with the more conventional method of returning to earth that he switched to the Air Force.

Discharged in 1953, he joined CAA as a communicator at Fairbanks where he worked until 1956 when he entered control work at the New Orleans center. However, the Alaskan call was too strong and in 1957 he returned to Fairbanks.

Since that time he has served as a controller at Fairbanks and Anchorage and in 1960 transferred to Cold Bay as chief controller of an interim ATC facility. The facility was decommissioned in April of 1961 and he became station manager there.

Joel is married to the former Marcie Jane Conley of Stockton, Calif., and the couple has a daughter born the day he first arrived in Cold Bay.

Joel doesn't mind being out along the bleak Aleutian island chain. In fact, he says he finds it a very challenging, interesting, and rewarding assignment. This is undoubtedly assisted by his interest in hunting and fishing. Joel also likes to fly, bowl, and read.

But perhaps fishing comes first and one of his proudest moments is depicted above just after he caught a nine pound 7½ ounce silver salmon to win the 1960 Cold Bay Volcano Club Silver Salmon Derby.

Spring Delayed at Northway

Spring cleanup began at mid-month of April in Northway but came to an abrupt halt on April 28 with a two-day blizzard that smothered the area in three to eight feet of powdery snow. This was a little hard to take as spring fever enthusiasts were all set for the summer season.

FAA TO CONSTRUCT BIG DELTA VORTAC

Plans to construct a VORTAC, single unit quarters building, and related facilities at Big Delta have been announced by the Aviation Facilities Division.

Work will include construction of a 36 by 36 foot concrete block building complete with electrical and mechanical systems, building a road, installation of a 37.5 KVA generator and installation of a terminal pole.

It is further expected that invitations for bids will be issued the latter part of May on the following projects:

Tanana - VORTAC, quarters, and related facilities.

Nome - VORTAC, Flight Service Station, Sewage Plant, and quarters.

King Salmon - Standby generator, second channel (RCAG), communications facility building.

Big Lake - VORTAC, living quarters, related facilities.

Ft. Yukon - VORTAC, living quarters, related facilities.

Annette Island - Approach lighting system for runway, one 60-foot steel tower.

Unalakleet - runway rehabilitation.

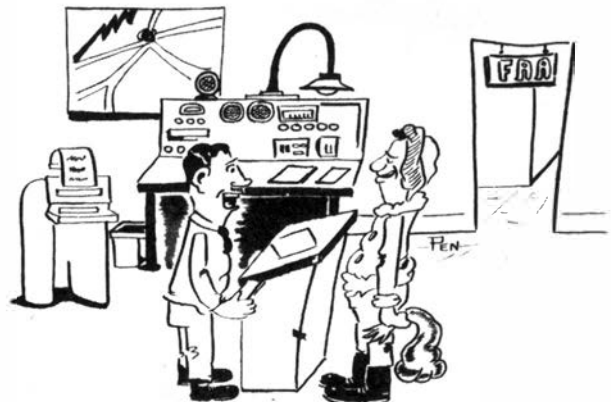
Awards will be made for the above projects prior to June 30.

NEW CONTROL TOWER DESIGN IS UNDERWAY

Future air traffic control towers will be designed specifically and distinctively to meet Federal Aviation Agency requirements under a commission to the architectural firm of I. M. Pei and Associates.

The New York firm will develop a standard free-standing tower design which will provide the most efficient and economical layout for air traffic control activities. The design will be distinctive, clearly identifying the tower as an FAA structure.

This prototype design will serve as the model for the proposed construction of 70 FAA towers over the next three fiscal years. They are to cost from \$200,000 to \$550,000 each, depending on the size and type of airport and the height of the tower cab, which varies from 50 to 150 feet.



SORRY SIR WE CAN'T ACCEPT A SACK OF COOKIES
AS EMERGENCY GEAR



The FAAkers, FAA Bowling league champions. From left Richard Inman, Clarence Starr, Robert Riedel, Lionel Maddeford, Adolph Roseneau, William Mullaly, inset Joe Woodward.

FAA BOWLING SEASON CONCLUDED WITH TOURNEY

The fifteenth annual FAA bowling league tournament wound up the season in May with the FAAkers walking off with first place. The FAAkers defeated the 500s, winning two games of three in the tourney roll-off. It was a year of the high handicappers with the handicappers walking away with a sizable number of prizes.

In the men's single J. Schmidt placed first while T. Langel headed the list among the women. First place in men's doubles went to D. Newland and R. Snoderly with T. Langel and M. Reich placing first for the women.

First place in mixed doubles went to F. Dingley and J. Kochendarfer. V. Spangle was top man in the men's all events and J. Kochendarfer won first in women's all events.

Other winners included: High handicap series, J. Kochendarfer (women), and B. Sutton (men); high handicap game, T. Langel (women), V. Spangle (men); high scratch series, D. Nelson (men), S. Ammann (women); high scratch game, C. Jensen (men), W. Kirkpatrick (women); most splits any series, R. Leise, B. Minnery, G. Caldwell, J. Smith, A. Thompson (five-way tie); most spares any series, V. Starr, M. Reich; most strikes any series, J. Knight (women), E. Dyer (men); most turkeys any series, T. Pickens (women), W. Barber and J. Schmidt (tie).

Seattle FAA Bowlers Hold Annual Meeting

W. M. Wilkins, chief of the Alaska Supply Section, was elected president of the FAA Mixed Bowling league at its annual banquet meeting in Seattle in April. Other officers elected for the coming year were Amy Pindall, banquet chairman; Jody Wolf, treasurer; and Tove Riske, secretary.

The annual meeting was held at the Sand Point Naval Air Station with the dinner being planned and tables decorated by Donna Parezanin, chairman. Bill Bisson acted as toastmaster and presented awards.

First team award was won by Grace Wynne's team including Morgan Pindall and Rudy Riske; second place

by Dan Fallert's team composed of Jody Wolf and Donita Swan. High average for men was taken by Mat Tomasovich with high series won by Morgan Pindall and high game by Dan Fallert. High average for women was won by Hattie Fallert, high series by Jody Wolf and high game by Judy Secrest. The men's achievement award was won by Ed Simonds and the women's achievement was a tie between Jody Wolf and Pat Roberts, both bringing their averages up by 27 pins.

Films of former banquets and other FAA employee activities were shown by Bill Bisson and dancing followed presentation of awards.

YAKUTAT

EMT Robert Westwood departed for Oklahoma City to attend tone channeling and ASR classes.

Dr. Matthews arrived here the first part of April to take X-Rays of all FAA and Weather Bureau personnel on the station. All x-rays found to be negative as to T.B.

The new Pacific Northern Airlines summer schedule went into effect April 29, 1962.

The Recreation Club sponsored an Easter Egg Hunt for all the children on April 21st. Refreshments were served and prizes were awarded to those finding the largest number of eggs.

The use of boat trailers for transporting boats to and from the bay is getting to be quite popular here at Yakutat. There are now five of these outfits buzzing back and forth between the base and the bay. Others are thinking of doing the same.

A farewell party for Tom and Dora Neville was held at the Recreation Hall on Saturday, April 30, 1962. Many people from different organizations were in attendance. 'Twisting the Night Away' was the main theme and judging by the number of aching backs and legs the next day, the party was a great success. Tom and Dora have been main stays in our recreation program for a long time and will surely be missed.

Stanley T. Erickson

YAKATAGA

Paint is the thing in the spring at Yakataga. WAE workers Dolph Hensley and 'Bud' Ligon are the capable artists engaged in these fine arts. The weather in this area has been favorable for outdoor projects. The six quarters have been painted, also all buildings in the area. This accomplishment improves the appearance of our station. Now there is a determination and zeal to complete the addition of the Glacier Club. Jack Hudson, acting foreman mechanic, has had a hand in promoting this addition to our club. Also found among boards, nails, roofing, etc., are mechanic Montie Condry, SEMT Harwin Feemster, and our station manager Bill Williams.

The plans for a wonderful Easter was sanctioned by a high of 47 degrees here April 22. The FAA complement was invited to the Cape. Mrs. Ben Watson, our postmistress, had the egg hunt for the children in her front yard. It was like a fairy land with the eggs lying in moss four and five inches thick. The children had a delightful time. We all returned to the station for a ham dinner at the Glacier Club.

It was a pleasure to have Mr. Hulen and Mr. Emerson here this month, though they were 'stuck' here over night due to Mr. Emerson's weather.

RUNWAYS NOT PLAYGROUNDS FAA OFFICIALS WARN

Bicycle riding, baseball games, foot races, horseback riding, and kite flying can be very wholesome and healthy outdoor pastimes--except when they take place on a busy airport runway. And that's what's been happening recently at Merrill Field as well as other airports throughout Alaska much to the concern of airport and Federal Aviation Agency officials.

In a request to the public, particularly children and their parents, to be careful where they conduct their outdoor activities, Robert K. Mason, FAA tower chief at Merrill, reported the following incidents during a single day recently:

Five youngsters on bicycles shooed from the runways and taxiways.

Three more on foot on the runways.

One baseball game on the east end of the east runway broken up.

One girl on horseback asked by police to refrain from using the north-south runway as a bridle path.

Several other persons walking or playing on the runways.

And it was only a few days ago that Mason encountered a kite while flying along at 600 feet near the airport.

However, the incident that tops them all, according to the tower chief, happened a year or two ago on the Fourth of July. A station wagon loaded with 11 youngsters and one adult pulled onto a Merrill Field runway, stopped and the group from a church organization piled out and spread blankets, lunch and even fire crackers and rockets for a picnic lunch.

Mason explains that visitors are welcome at the tower and other FAA facilities around an airport, particularly when personnel have time to show them around, but he urges that children be accompanied by adults and that all persons exercise caution in avoiding runways and other hazardous areas.

SAXTON AND WIFE DROWN

William L. Saxton, air traffic control specialist at Annette Island and his wife, Laura, drowned April 28 when their 16-foot outboard swamped on a return trip from Ketchikan to Annette Island.

Saxton, 38, born in Victoria, B. C., joined the FAA in 1961 and worked as a control specialist at Nome, Skwentna, King Salmon, and Anchorage prior to transferring to Annette Island on October 1960.

Surviving are their four children, Robert, 9, Dianne Lynn, 4, and twin sons, Pat and Mike, nine months old.

McDonald Retires

Frank F. McDonald, diesel engineering mechanic in the Aviation Facilities division, retired May 16, 1962. He had been with FAA since November 17, 1958.

Prior to transferring to FAA, McDonald entered government work August 1952 with the U. S. Engineers at Ft. Richardson, where he worked as a diesel mechanic.

Frank plans to keep busy during his retirement as he will spend part of the year in Anchorage buying and selling trailers and as winter arrives will travel down the highway to Billings, Mont., his home.



This group of Effective Writers was graduated on April 27. Rear, left to right; E. Wilson Mace, Instructor, Scotty Riggan, Don Robinett, Preston Law. Front, left to right; Henry Lally, Ed Blair, Ken Wood, George Woodbury, Training Officer, Warren Kerr and Clayton Esslinger.

Do You Want To Join The Coronary Club?

The National Heart Foundation says membership in the not-so-select Coronary Club is guaranteed for persons who will follow eleven simple rules. Here they are:

1. Your job comes first. Personal considerations are secondary.
2. Go to the office evenings, Sundays and holidays.
3. Take a briefcase home on evenings you do not go to the office. This provides an opportunity to review all the troubles and worries of the day.
4. Never say 'No' to a request.
5. Accept all invitations to meetings, banquets and committees.
6. Do not eat a relaxing meal - plan a conference for the meal hour.
7. Fishing and hunting are a waste of time. You never bring back enough fish or game to justify the expense.
8. It is poor policy to take all the vacation time which is provided to you.
9. Golf, bowling, billiards, cards and gardening are a waste of time.
10. Never delegate responsibility to others. Carry the load at all times.
11. If your work calls for traveling, work all day and drive all night for your appointment next morning.

Follow these rules faithfully and you'll soon be a member of the Coronary Club, the Foundation says. However, they hope that some people will take the hint.

---From the News Bulletin of the Workman's Compensation Board of Canada.

Woodbury Joins Training Staff

George B. Woodbury, Jr., formerly an air traffic controller at the Anchorage station, recently transferred to the Personnel and Training division as an employee development assistant in the training branch.

A graduate of Boston university, George received his introduction to Alaska when he served in the Coast Guard. Prior to settling down at the Anchorage station, he toured a number of the stations as a relief communicator.

George and his wife, Jo Anne, with their new addition, George B. Woodbury, III, reside in Anchorage.



Members of Utilities Maintenance class No. 14 pose before a blackboard drawing illustrating a typical hot air furnace wiring diagram: Sitting (from left): Joseph Chaney (McGrath), Leonard Brenwick (Gulkana), John Nasworthy (Nenana), Steve Oliphant (Juneau), Donald Anderson (Bureau of Indian Affairs, Juneau), Roy Phelps (Yakutat), Harold Ivanoff (Unalakleet), Fred Olson (Bureau of Indian Affairs, Juneau). Standing (from left): Richard Reakoff (Bettles), Harry Wilson (Cold Bay), Edward Brendemuhl (instructor).

MEMO TO PERSONNEL

A GS-7 labored faithfully for years. At long last he expired without having obtained his lifelong ambition, a promotion to the position of a GS-9. He did not feel that all was lost for surely he could qualify as a GS-9 in that Great Service above.

When he reached the Pearly Gates he immediately asked Saint Peter for the higher grade only to be informed there were no openings at the time for a GS-9. Saint Peter did suggest, however, that the aspirant go over to a nearby satellite and relax for a hundred years and then return and see if there were a GS-9 position open.

On returning after the specified time, the GS-7 approached Saint Peter, 'Remember me, I'm the GS-7 whom you asked to return.'

'Yes, I remember you,' replied Saint Peter. 'I'm sorry, but we still do not have a GS-9 position. You know, we haven't had a Classification Officer come up here in five hundred years.'

Lester L. Holmes

FAA STAFF MEMBER TO WASHINGTON POST

Norman W. (Pat) Noble, regional Public Affairs Officer, has accepted a position in FAA's Public Affairs Office in Washington, D. C.

Noble, who has been Alaskan Region Public Affairs Officer for the past year and a half, will be responsible for all public information activities in one of FAA's major services in Washington.

Prior to joining FAA, Noble was associate editor to a flying safety magazine at Strategic Air Command Headquarters in Omaha. Before entering federal service he was a newspaper editor in the South 48.

Mr. and Mrs. Noble and their three children expect to leave Anchorage for Washington early in June.

SPRING SONG

(Well, it's like Christmas---it comes only once a year.)

... And now the dormant saps awake
As Winter's snows disperse.
Some into buds will duly break
And others into verse
And overcome by lilac bloom,
That trumpet of the Spring,
The lovers marching to their doom
Will lilac everything
And even I, grown old and mute,
(I'm not? Well, cousin, thanks)
Have handed in my Union suit
And joined the Rebel ranks.
---O. R.

COLONEL FORD NAMED FLIGHT INSPECTION CHIEF

Colonel John T. Ford has been named Chief of the new Flight Inspection and Procedures Division in the Federal Aviation Agency's Flight Standards Service.

Colonel Ford will direct a fleet of some 63 specially-equipped aircraft in checking the navigation aids along the Federal airways to assure their accuracy and reliability. He is an Air Force Officer assigned to the FAA.

Prior to joining FAA, Colonel Ford was Commander, Central European Communications Region, Wiesbaden Air Force Base, Germany. His duties there included supervising the flight inspection of Air Force navigation aid facilities in Europe.

SONS OF FAAers SELECTED FOR AIR ACADEMY AND ANNAPOLIS

Two sons of Federal Aviation Agency employees in Alaska have received appointments to the Air Force and Naval Academy.

The two are James N. Roberts, whose father is regional attorney and William W. Garvin, son of Robert V. Garvin, operations safety inspector at Fairbanks.

Both youths, named by U. S. Representative Ralph J. Rivers, will report the latter part of June to their respective academies.

BUY--SELL--SWAP

FOR SALE: 1959 Volkswagen deluxe sedan, 28,000 miles, top mechanical shape, \$1200, vinyl interior, manifold heater, ski rack, 62 plates. Contact J. Horning, Ext. 385 or BR 4-5292.

FOR SALE: Modernized Hallicrafter mod. HT-9 radiotelegraph and radiotelephone transmitter. Modified to use 4x150 P. A. and larger modulation transformer. Coax output. Over 200 watts CW, 150W phone. Includes 250W Johnson Match Box. Good for bush or field station but causes TVI here. \$95 FOB 4303 Lois Drive, Spenard. Oleg Kolen, FA 2-4242 after 5 pm or BR 6-7151, 8-4:30 pm.



Graduates of class No. 7 in Radiological Monitoring. Front row left: Harry D. Earl, James F. McKone, Floyd W. Bithell, Harold M. Gilmer, Jack V. Huffman, William I. Murphy, Kenneth Walser. Second row left: Joe H. Hone (FCC), Morris L. Lee, Willard F. Hunton, Worden W. Mann, Gordon D. Kilday

(WBRO), Herbert V. Enberg. Standing left: Russell T. McConnell, Lloyd E. Huff, Robert A. Todd, Jack Van Zanten (Bureau of Public Roads), Robert D. Thomas, Don R. Hooker, John W. Marlin, Edward D. Ballard, Roy C. Taylor, Robert V. Terhune, Dan Cruz (instructor) and Don Scroggs (instructor).

THIRD ANNUAL REPORT ISSUED BY AGENCY

The Federal Aviation Agency has published its Third Annual Report, based on operations during the first six months of 1961.

The report covers a period during which the FAA reviewed its first two years of operation and laid the groundwork for its future pattern of operation.

Highlights of the period include initiation of two major studies by independent task forces at the request of President Kennedy. Project Horizon developed national aviation goals through 1970, and Project Beacon produced recommendations for modernizing the airspace utilization system. A third study, Project Tightrope, was initiated by the Administrator to review Agency rule making and enforcement procedures.

While these studies were being carried out, a major reorganization of FAA was launched, keyed by decentralization. This was designed to bring the Agency closer to the flying public it serves and to permit better management of FAA resources.

Since the Agency is changing from a system of reporting on a calendar year to a fiscal year basis, the third annual report covers only a six month transition period.

Regional Employee Transfers To Tokyo

Dennis Wilham, electronics inspector with the Flight Standards Division, has transferred to a similar position in Tokyo. Mr. and Mrs. Wilham and their three children left Anchorage late in May for Japan. Wilham was in the Alaskan Region for two years, having come from Seattle to join the Agency here.

FAA TO EVALUATE COCKPIT VOICE RECORDERS

Extensive evaluation of a newly developed cockpit voice recorder will begin soon at the Agency's National Aviation Facilities Experimental Center.

Four identical prototype voice recorders have been delivered to the Agency by United Data Control Inc., of El Monte, Calif., under a \$31,353 development contract.

Records of cockpit conversation could prove valuable in determining the causes of accidents by preserving crew conversations prior to and during an emergency. The recorder would be readily identifiable and designed to withstand the impact of a crash and damage from fire and water.

The prototype recorders developed by United Data Control enclose the magnetic tape cartridge in a heat resistant chamber which is encased in a ruggedly constructed steel outer shell. The heat resistant chamber is constructed of materials initially developed by the missile industry for spacecraft re-entry into the earth's atmosphere.

The recorders will be evaluated in various types of FAA aircraft, including a Boeing 720 jet. Following operational testing, one unit will be ground tested to complete destruction to determine how much punishment it can take.

Over the years Hawaiian tourist statistics show that with each drop in air travel time to the islands, there is a corresponding increase in the volume of tourists arriving by air.

NEW GENERAL COUNSEL IS NAMED FOR FAA

Nathaniel H. Goodrich has been named general counsel, and James D. Hill, deputy general counsel of the Federal Aviation Agency.

Goodrich, who has been deputy general counsel since joining the Agency in July, 1959, succeeds Daggett H. Howard. Howard resigned his post May 1 to join a Washington, D. C. law firm.

Goodrich was in private practice in Washington, D. C. for 6 years before joining the FAA. From 1948 to 1953 he was deputy general counsel of the Department of Defense.

In 1946, he served as counsel to the President's Scientific Research Board, and the following year he was named counsel and executive Secretary of the President's Special Board of Inquiry on Air Safety.

During World War II, Goodrich served in the Office of the Under Secretary of War and the Office of the Assistant Chief of Air Staff, Intelligence. He held the rank of lieutenant colonel. He is a native of New York, and practiced law there from 1936 to 1941. A graduate of Cornell University and the Cornell Law School, he is a member of the American Bar Association.

Hill is a native of Burlington, Iowa. He received a B. A. degree in 1935 from the University of Iowa and a J. D. degree in 1938 from the University of Iowa Law School. He practiced law in Cedar Rapids, Iowa until 1942 when he entered military service as a navy officer on a destroyer escort.

From 1946 to 1948 Hill was a special assistant to the United States Attorney General, from 1948 to 1954 he was chief of the Justice Department's Alien Property Litigation Branch, and from 1954 through 1959 he was General Counsel of the Office of Alien Property. He joined the FAA early in 1959 as Associate General Counsel for Enforcement, Litigation and Claims.

NEW AIRMEN RECORDS SYSTEM PLANNED

A new records system to more effectively keep track of the nation's airmen and their current skills is planned by the Federal Aviation Agency.

Designed to make use of modern automatic data processing concepts, the proposed new system involves periodic renewal of airmen licenses to keep records up to date. Current information on all civil aircraft will also be kept in the system. Records will be maintained at the Aeronautical Center, Oklahoma City, Oklahoma.

To bring its records up to date, the FAA plans to require the holder of a certificate--such as pilot, mechanic, dispatcher, controller--to renew it during the two years after the program is launched, probably next year. This would be done with a simple application. No examination is involved.

This new certificate would be valid for two years. It could be renewed through the mail without examination anytime up to two years after it expired. After that, a suitable examination would be required to get another certificate. Recent experience and total experience would be considered in this examination.

LA IN FIRST PLACE

Air traffic shifts among the nation's major airports during 1961, reported by the Federal Aviation Agency, put Los Angeles International Airport in first place with 324,993 total aircraft landings and takeoffs. Chicago Midway Airport, formerly the perennial leader in total operations, was twelfth among the 254 airports served by FAA-operated traffic control towers. These traffic patterns are listed in the publication FAA Air Traffic Activity.

Following the Los Angeles Airport in total operations are: Chicago O'Hare, 318,526; Miami International, 310,731; Washington National, 297,082; New York International (Idlewild), 290,134; Tamiami, 289,605; Phoenix, 288,587; Van Nuys, 281,336; Long Beach, 276,479; Denver, 267,386; Honolulu International, 257,685; and Chicago Midway, 249,869.

In other categories Chicago O'Hare was first in itinerant aircraft operations. New York International (Idlewild) had the most airline operations, and Van Nuys led in general aviation itinerant operations.

Landings and takeoffs at the airports having FAA-operated traffic control towers totaled 26,300,767, a two percent increase over 1960.

General aviation activity showed marked increases--15.5 million operations in 1961, compared with 8 million in 1952. These increases paralleled gains in the general aviation fleet which, at the end of 1960, was 35 times larger than the airline fleet. Hours flown by general aviation aircraft were more than three times those flown by the airlines.

Air carrier activity showed a slight decline due largely to transitions to higher capacity turbine-powered aircraft, which resulted in fewer takeoffs and landings.

Instrument approaches totaled 975,000 in 1961, a two percent increase over 1960. Airline instrument approaches predominated with 567,000; followed by military, 253,000 and general aviation, 155,000.

FAA Plans Construction At King Salmon and Tanana

A project to construct a single unit quarters building at Tanana and a RCAG facility at King Salmon has been announced by the Aviation Facilities Division.

Construction at Tanana will include a mountain top VORTAC facility, FSS building addition and related work.

At King Salmon construction will include an ILS standby engine generator buildings and all related work.

THE MUKLUK TELEGRAPH ANCHORAGE, ALASKA

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