



AGENCY-WIDE ECONOMY CAMPAIGN UNDERWAY IN ALASKAN REGION

With nearly another month to go the Agency-wide economy campaign, announced by Administrator Halaby for April and May is well underway in the Alaskan Region.

The economy drive, in which an accelerated incentive awards program is the key, was kicked off in the Alaskan Region April 2 when all Anchorage area employees gathered at the Fourth Avenue Theater to hear a taped recording by the Administrator. Approximately 600 persons gathered at the theater to hear Mr. Halaby's economy drive opening statement and also a taped recording of an address to Washington employees by the Administrator in which he reviewed the past year's activities by the Agency and the problems and goals before us. Both recordings were preceded by remarks by Assistant Administrator Hulen and the recordings were



sent to all the field stations for presentation to field personnel.

In announcing the economy drive, part of a program being emphasized by President Kennedy for economy in government, Halaby declared that the FAA campaign 'Will be the most concentrated campaign for economy ever mounted by a federal agency ... We must achieve maximum efficiency in operations and we will reward those who make outstanding contributions to economy ... We are going to make FAA the cleanest, leanest, keenest outfit in the government,' the Administrator asserted.

During the campaign period, April 1 to May 30, FAA employees are being urged to contribute one or employee suggestions with grand prizes going to the winners, in addition to the regular incentive awards. First prize winner will receive an additional cash award of \$1000. Second place will be presented \$500 and third \$250. Each of the three top winners will also be provided transportation to Washington for a special presentation program in August where they will receive plaques in addition to cash awards and other honors. Ten honorable mention winners will receive \$50 each in addition to regular incentive cash awards.

Suggestions are based upon improving methods, procedures, safety, and other factors; combing operations, materials, methods, and other operations; eliminating duplication, waste unnecessary work; devising new tools, equipment, methods, and processes; or saving manpower, money, material, time, or space.

Suggestions, forms for which are now in the hands of all employees, are to be sent directly to the incentive



Al Hulen, assistant administrator, makes introductory remarks to Anchorage FAAers prior to their hearing taped recording kicking off the Agency-wide economy drive in the Alaskan Region through the accelerated incentive awards

program. The crowd, only a portion of which is shown, also heard the Administrator's taped address reviewing the Agency's accomplishments and goals ahead.

New Building Move Dates Set

With finishing touches being put to the building, regional headquarters offices are busy this month preparing to move into the region's spic and span, brand new headquarters office building at 6th and G streets in Anchorage.

The move into the region's new eight-story home will begin the week end of May 18-20 with various components of more than 50 division, staff, branch and section offices moving on successive weekends. In order to disrupt work as little as possible, all moving will be done during weekends and the entire move will not be completed until June 22-24. The move involving an estimated 700 employees, will place all regional headquarters office activities, with a few minor exceptions, under one roof for the first time. At the present FAA's Alaskan headquarters offices are scattered throughout the city in 10 locations.

First organization to move will be the materiel branch, AFD, from the Odom building May 18, 19, 20. The following weekend, May 25, 26, 27, the establishment branch will move from the Odom building into its new quarters. June 1, 2, and 3 all FAA segments in the Federal building will move and on June 8, 9, and 10 the personnel relations branch, training branch, and the security staff will move from the Shepherd building.

Also moving that weekend will be the accounting division and the audit staff from the Webber building as well as the Personnel Division from the Crocker building, and air traffic training from the Air Traffic Control Center. On June 15-17 the Flight Standards, Airports, and the Medical divisions will move from the Loussac Sogn building. The systems maintenance branch, AFD, will also move that weekend from the Duke building. The final moves will be made June 22-24 by the electronics laboratory from Merrill field, and the establishment shop from the commissary.

The entire eight stories of the building, with exception of a portion of the first floor, will be occupied by FAA regional offices. 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 northwest corner of the eighth floor. 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.

The Accounting Division and the Air Traffic Division will be housed on the seventh floor. On the sixth floor will be the Airports Division and part of the Facilities Division. The Facilities Division will also occupy all of the fifth floor and part of the fourth and third floors. The security staff, emergency readiness, electronic shops, and class rooms will be located on the fourth floor. The audit staff, Personnel Division, electronics laboratory, and the Credit Union will be on the third floor while the second floor will be devoted to the Administrative Services Division and additional Personnel Division facilities.

The first floor will house the Medical Division, other personnel offices, training rooms, a privately oper-

ated cafeteria, boiler room, garages, and a 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 tentatively planned for early this fall.

awards program officer, AL-10. The incentive awards officer will forward the suggestion to the appropriate office for evaluation after which it will be returned to the incentive awards officer for final determination of merit. Cash awards will be made in accordance with existing Agency incentive award practices and the field incentive awards committee will forward suggestions which have received awards of from \$100 to \$300 to the Economy Campaign Board, PT-10, Washington, if the suggestions do not indicate a change in national policy or possible Agency-wide application.

Suggestions relating to a change in national policy or having possible Agency-wide application will be forwarded to the Agency Incentive Awards Officer, PT-10, Washington, where they will be evaluated by the appropriate Washington office and forwarded to the Economy Campaign Board if approved for \$100 or more. The Economy Campaign Board will determine final winners.



Portion of crowd of 100 pilots, plane owners, instructors and others interested in general aviation that gathered in

Anchorage for the Air Share meeting.

AIR SHARE MEETING HELD

The third Air Share meeting held within the past year in the Alaskan Region proved to be the most successful and best attended with a cross section and wide representation of the general aviation field taking on active part.

April 18 approximately 100 non-FAA general aviation aircraft operators gathered in Anchorage to discuss with FAA officials proposed rules and regulations affecting general aviation flying. Air Share meetings are being conducted throughout the United States to give pilots and operators an opportunity to help formulate regulations. The seven-man FAA board was moderated by Alfred Young, chief, general operations section, Flight Standards Division.

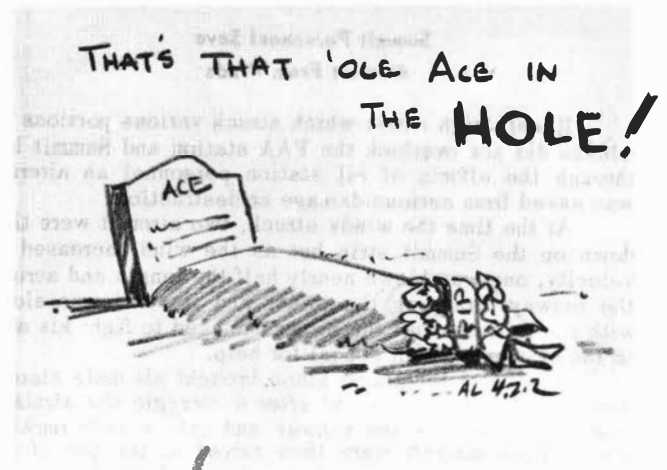
Of the 20 items on the published agenda concensus was favorable on at least 12. A substantial objection to transitional flight checks was expressed but a majority of those present voted for more stringent requirements for

instrument ratings.

The group was against further complicated regulations but was in favor of simplification and clarification of present rules. Concern was also expressed about each item on the agenda that would demand more equipment and a greater outlay of money for the small plane operator.

As a result of previous Air Share meetings held throughout the nation more than 4000 pages of legitimate comment were prepared by FAA. From the material some previous proposals were dropped and others were added.

Next step in the rule making process will be development of a formal notice of proposed rule making after study of the Air Share comments submitted by pilots, mechanics, and operators. Those persons will then have another opportunity to comment on proposals before final regulatory action is taken.





'Signs of the Times' might well have been the title of a recent fashion display of hats by the Northway Homemakers club. The women had Northway fashion circles agog with their creations modeled above. From left Mrs. Dagmar Runnerstrom, winner of most original, models a replica of the Seattle World's Fair Space Needle. Next is Mrs. Mary Nixon, winner of funniest award, in her hat of green grass with flowers, Easter eggs, and even a robin and a worm. Mrs. Garnet Berry went into orbit stimulated by John Glenn. Mrs. Florence Lehr, prettiest winner, shows her lamp shade and roses creation. Mrs. Helen Smith borrowed the youngsters' bunny and eggs. Mrs. Moya James wears a basket -- with a cake inside. Seated Mrs. Alice Thomas sports a crabshell chapeau.

GALENA VORTAC SCHEDULED

Plans to construct a VORTAC and single unit housing quarters building at Galena have been announced with construction to get underway soon.

Construction of the Galena VORTAC plus others recently announced for Unalakleet, Bettles, and Moses Point will bring the total of such installations in the Region to 18 with future plans calling for approximately 30 more.

The Galena project will include a 36 by 36 foot frame VORTAC facility building complete with electrical and mechanical systems, construction of an access road, and other related work as well as the quarters building including plumbing, heating, electrical equipment and sidewalks.

Summit Personnel Save Aircraft From Winds

Recent high winds which struck various portions of Alaska did not overlook the FAA station and Summit but through the efforts of all station personnel an aircraft was saved from serious damage or destruction.

At the time the winds struck, two aircraft were tied down on the Summit strip but as the wind increased in velocity, one was blown nearly half the length and across the runway, dragging the owner and its tiedowns along with it. During a lull the owner managed to fight his way to the station with an appeal for help.

A general telephone alarm brought all male station personnel to the scene and after a struggle the airplane was worked across the runway and into a safe parking area. Both aircraft were then moved to the lee of the quarters area buildings until the storm subsided.

FAA TO CONSTRUCT DILLINGHAM VORTAC

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

Work will include construction of a 36 by 36 foot frame building complete with concrete foundation, electrical and mechanical systems, building a road, installation of a 37.5 KVA generator, the single unit quarters building complete with electrical and mechanical systems, erection of a 40 by 32 foot shop building, landscaping, and other related work.

The project will get underway this summer.

FAA Beauty Winner In State Contest

Faith Williams, FAA employee at Fairbanks, was named Miss Golden Heart City at the recent Winter Carnival beauty contest there. As such she and Georgianna Harwood, selected Miss Fairbanks of 1962, will be candidates for the Miss Alaska title and the opportunity to represent the state in the Miss America contest at Atlantic City this year.

Faith, a clerk-typist in the electronics maintenance office at Fairbanks, is the daughter of Mr. and Mrs. Robert Speck of Nenana. She is one of five children and went to high school at Nenana for two years before going to Fairbanks to complete high school.

The two Fairbanks beauty queens, accompanied by Life magazine photographer, Arnold Newman, and an entourage of admirers, recently made a tour to Nenana sponsored by the Fairbanks Civil Air Patrol. While there they visited Faith's family, and were entertained by residents of the village and FAA personnel.



Two-time winner, Marjorie Levine, procurement assistant, receives a \$30 suggestion award and certificate presented by W. M. Wilkins, chief, Alaska supply section. This is the second suggestion award which Marjorie has received since the beginning of the year, and Wilkins states it is the first time in the section's history that an employee has received two consecutive awards within a 30-day period. Marjorie's suggestions, totaling \$55 to date, cover the addition of a type-correction item to the stock catalog and clarification of window and transparent shade requests.



Sid Rood Plans Retirement

After 31 years of government service in Alaska, Joseph Sidney Rood, known affectionately by his Alaskan friends as 'Sid', plans on retiring May 26.

Rood joined the CAA in 1951 as a realty assistant after a career with the government reaching back to 1929, during which he learned much about reindeer culture.

Prior to 1929 Sid spent several summers in Alaska working at the various canneries and helping with fish traps in the Ketchikan area.

As a reindeer supervisor for the Department of the Interior from 1929 until 1936 he managed three different large districts, centered around Bethel, Unalakleet, and Nome. He then became acting chief of the Reindeer Service, and in 1940 started a five-year term as head of the Service. In 1946 he was asked by the Canadian government to check its reindeer management. All this service has made him an expert on the complicated question of the 'domesticated caribou'.

Sid relates that the origin of the reindeer in Alaska dates back to 1891 when the U. S. Government imported 16 reindeer from Siberia. Three Siberian herders and seven Lapps were brought over in the next few years to help the natives, particularly the Eskimo, to make reindeer herding and processing a profitable enterprise.

His work involved living with the natives and considerable travel by dog sled and planes, and walking over the tundra. 'Many a day I paid ten to fifteen dollars for the privilege of chasing an Eskimo dog team', Sid declared.

Jack Jefford, now regional supervisory airplane pilot, was hired many times by Sid when he was flying for Hans Miro Air Service at the time. Also in 1932 Virgil E. Knight, now regional special projects and planning coordinator, was teaching at the White Mountain Native school near Nome and became well acquainted with Sid while acting as liaison between the local reindeer association and Sid who was the regional reindeer supervisor.

Sid devised the plan and installation of the cold storage and processing plant for reindeer at Nunivak Island which is still being used.

Following service with the Department of Interior,

he worked in private industry for a short period and then returned to government employment with the U. S. Corps of Engineers in Anchorage as a realty assistant, remaining there until 1951 when he transferred as a realty officer to the CAA in the Material Branch.

His civic activities during his Anchorage residence include six years on the Spenard PUD board and several years on the Greater Anchorage Health District board. He is a member of the Pioneer Lodge and secretary of the Spenard Lions club.

Sid and his wife, with their two St. Bernard dogs, plan after his retirement to live in the Yukon Territory of Canada about 85 miles from Whitehorse. They expect to build a cabin on one of the lakes which feeds the Yukon river in this vast area. 'The gravel beaches, clear water, and large pine trees make this a desirable location,' Sid remarked. 'Having lived in the Eskimo and Indian country so long without comforts we don't think we will need many now. We realize the work and effort required just to exist, but we feel it is rewarding to do just what pleases you.'

A retirement party is planned for Sid. by his many friends and fellow workers in the regional headquarters office.

Married

Tove' Winkler, clerk-typist, Alaska Supply Section, became the bride of Rudolf Riske at the Pilgrim Congregational Church in Seattle, April 14. Warehousemen and office personnel, carrying their own paper-sack lunches, joined Tove' unexpectedly at lunch, showering her with a canned goods collection for her new home. The new Mrs. Riske is a resident of Seattle and joined the FAA in June 1961.



Wins State Toastmaster Championship -- Frank Smith, station manager at Cordova, won the Alaska championship of the Toastmasters' Club at the annual state-wide speak off in Anchorage in April. Contestants at the meeting had previously won area competitions for the right to enter the state meet. Smith, who received a trophy and certificate, also won an expense-paid trip to Seattle in June where he will enter the Northwest Zone contest and compete for the national speak off to be held later.



**Reminder Issued On
Fair Employment Policy**

To assure the integrity of Agency operations, promote compliance with laws, policies, and regulations, avoid even the appearance of impropriety, and safeguard public confidence in the Federal Aviation Agency, the highest possible standards of integrity and ethics in official conduct are to be promoted and maintained by all employees and representatives of the Agency as prescribed in Agency Order 51 and the related Agency Practices. This includes the assurance of equality of treatment and employment opportunity for all, without discrimination because of race, color, religion, or national origin as outlined in Agency Order 66. It is the responsibility of every official, supervisor, and employee of the Agency to make this policy effective.

New posters have been placed on each official bulletin board in the Region. The posters are entitled, 'Employment Policy Practices and Procedures Against Violations of Law, Policy, and Regulation'. A significant change will be noted on the poster in the paragraph entitled, 'Time Limit', in initial complaint time for filing not later than 90 days rather than 45 days as stated on the old posters. Because it is each employee's responsibility to make this policy effective, it is suggested that as each of you check the bulletin board for new announcements you review the new poster to familiarize yourself with these policies and changes.

V. E. Knight,
Compliance and Assistant
Employment Policy Officer

James H. Seitz, Aniak station manager, wasn't born in Alaska but he settled in the Matanuska valley with his parents several years before the colonists arrived.

Born at Dickinson, N. D., Jim came to Alaska as a boy in 1929. He left the valley in 1934 just prior to the arrival of the colonists there and spent the next seven years at Talkeetna mining, freighting with cat trains, and working for the territorial road commission.

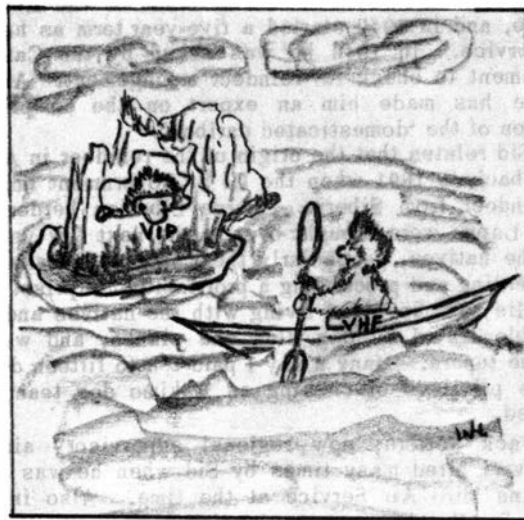
Jim first joined CAA in construction work in 1939 and became station mechanic at Talkeetna in 1941. He switched to aircraft communications in 1942 and attended the old CAA school in the basement of the Federal building in Anchorage, and has been associated with communications in one capacity or another since.

In 1953 Seitz resigned to homestead on the Kenai peninsula but he returned to duty with CAA in 1957. He has served at Summit, Talkeetna, Gulkana, Sheep Mountain, Anchorage, Skwentna, Yakataga, Nome and Aniak.

Jim's family includes his wife and two daughters, one eight, the other 10. His hobbies include hunting, fishing, and numismatics but he says whether you call him a numismatist or a numismatologist, doesn't make any difference for under either identity he likes to collect coins and bills -- both old and new.

**LARRY SMITH BECOMES
GALENA STATION MANAGER**

Lawrence D. (Larry) Smith, station manager at McGrath since 1957, has been named station manager at Galena, replacing Gordon Ashcraft. Marion J. Figley station manager at Summit has been selected as station manager at McGrath. Ashcraft has transferred to regional headquarters where he has assumed the duties of AL-436.6, chief of the plant design unit of the plant engineering section of the establishment branch of the Aviation Facilities Division. Frank Berry, formerly chief of the unit, has transferred to an airways engineer position in the plant engineering section.



VIP: Are you going to buy U. S. Savings bonds?

VHF: No, I can get more interest elsewhere.

VIP: Yeah, another friend of mine lost his savings in a place like that last year.

(VIP -- Very Intelligent Person
VHF -- Very High Finance)

GET THE PROPER PERSPECTIVE ON RADIATION

By Ralph Westover
Emergency Readiness Officer

The publication, 'Thermonuclear War', which is based on the Rand Report of a possible nuclear attack on the United States, has a chapter entitled, 'Will the Survivors Envy the Dead'. Besieged as we have been by lurid articles by experts and self-styled experts, the question, 'Will the Survivors Envy the Dead' has taken pretty deep roots in our thought process. We think of mutant monsters, human by the fact of birth only, survivors dying off in droves by cancer and other unknown diseases, and living in a world void of the luxury items that we have become accustomed to, and we strongly wonder if survival would be worth the effort.

Exactly what our future would be after living in a radioactive environment can not be precisely determined. However, over the past 50 years we have observed what happened during the life spans of individuals who have worked with radiation as well as studies of the Japanese survivors.

Let's take some of the statistics and see what they actually mean:

Genetic injury: There is no doubt that radiation increases genetic mutations over the normal mutation rate. This increase can express itself in the four following ways:

- a. A change in sex ratio i.e., number of male versus number of female babies born.
- b. An increase incidence of abortion and still births.
- c. An increased incidence of malformed babies.
- d. An increased ratio of infant mortality during the first year of life.

There further appears to be little doubt that the incidence of the above disorders may increase during the second and third generations. A very pessimistic assumption based on an experimental calculation indicates that the genetic effects on descendants of survivors of nuclear war who have received an extremely high dose of radiation (250 roentgens) may cause as much as 25 percent increase in malformed new born children -- however don't let the 25 percent mislead you.

The present incidence of malformed children is approximately four in one hundred in the United States. This means that this amount could increase to five in one hundred or one additional incident per hundred births. While such a situation could be extremely painful to the parents of the one additional child per hundred, this could in no manner effect our future civilization.

Another statistic widely used was that the Japanese during the first year of life would correspondingly increase. Statistically speaking, in 1961 death occurred during the first year of life to 26 infants per one thousand live births. Increasing this by twenty five percent would bring the infant fatality to 33 per thousand. However, 33 per thousand was actually the mortality rate recorded in 1946.

Another statistic widely used was the Japanese survivors who received large doses of radiation suffered a 50 fold increase in leukemia during the ten years following the attack. This is a true statistic, yet the incidence of leukemia in the Japanese normally runs 0.03 percent. The fifty fold increase raised this increase to 1.5 percent or in effect meant that one out of every hundred exposed to excessive radiation developed leukemia. This again is a percentage much too small for excessive worry.

The formation of cataracts: The percent of eye cataracts developed in the Japanese was about the same as leukemia. Approximately 100 to 150 cases were ob-



Graduates of a recent radiological monitoring class 40-hour training course. Front row from left: Father Francis Murphy, Holy Family Catholic church; Robert Schick; James Dodson, vice-president Northern Consolidated Airlines; Leslie Prestegrad; Winford Hurst; Wiley Knighten. Second

row: Richard Bedlington; Gordon Meyer; Henry Doss; Charles McGowan; Jack Denny; Golden Lipscomb. Standing: Don Farley, instructor; Dan Cruz, instructor; Edwin Hess; Myles Yerkes; James Schubin, Department of Agriculture; Elmer Knight; Carl Johnson; Andrew Brown, Weather Bureau; Elmer Hedstrom; Jerry Christensen.

served; however, in all but two of these cases the cataract consisted of a minor opacia of the lense that did not interfere with the vision.

Shortening of the life span: While there is no direct observation to confirm that radiation does shorten life span, experiments on animals show that this does happen and it appears that each roentgen of complete body exposure may shorten a life span from one to 10 days. A person surviving a heavy radiation dose would then expect the life span to be shortened somewhere in the neighborhood of from 7 months to 7 years. This statistic does leave a person with something to worry about as practically all of us desire to live to a ripe old age, yet in actual fact, how many people die of old age nowadays?

In the future when you read articles dealing with statistics, be sure to analyze them carefully. Actually, the effects of a protein deficiency in a diet could be far more severe.

Life as we know it can survive a nuclear attack. Life will continue and there need be no reason for consideration of the question of survivors envying the dead.

Joseph Wood Dies

Joseph C. Wood, 48, general mechanic at Galena, died April 19 following a heart attack. Burial was at Ft. Benton, Mich.

Wood, who had been a mechanic in the maintenance shop at Anchorage prior to transferring to Galena three months ago, was air evacuated from Galena to the Tanana Native hospital following the attack, but was pronounced dead upon arrival at Tanana.

Born June 1, 1913 at Stockton, Mo., he had lived in Alaska since 1956 and was employed by FAA since 1959. Surviving are his mother, Mrs. Annie R. Wood, and a son, Mark, who lived with him at Galena; three other sons, Terry of Spenard, Gerald, with the U. S. Navy, and Robert, with the U. S. Air Force at Great Falls, Mont. Also surviving are two daughters, Mrs. Lila Jo Roberts, Havre, Mont., and Mrs. Mary Ann Slingstead, San Jose, Calif., as well as a sister, Mrs. Vivian Richel, Carter, Mont.

Cold Bay Has New Citizen

Connie Marie Weimar, seven pounds five ounces, arrived at Cold Bay March 23 to earn the distinction of being the first child born at Cold Bay to permanently stationed personnel.

This newest evidence of Cold Bay's growth as a permanent community is the daughter of Mr. and Mrs. Leonard C. Weimar. Leonard is a general mechanic assigned here last February. Connie was born at home in FAA housing at 2:45 a.m. March 23, and received her name due to the arrival of a Flying Tiger Line Constellation at the same time.

Connie's arrival was dispatched by her mother's aunt, Mrs. Irene Kenezuroff, of Belkofski, an experienced midwife with 50 deliveries to her credit. She was assisted by Mrs. Weimar's mother, Mrs. Marfa Nevzuroff of King Cove.

The Weimars also have another daughter, Patsy, two years old.

JEFFORD, RETIRED EMPLOYEE, DIES

Ira E. Jefford, a former cabinet maker in the regional plant maintenance shop, died April 2 at the age of 84 at Providence Hospital.

Jefford was born in Osceola, Iowa, October 19, 1877, the son of Arthur A. Jefford and Mrs. Mary Elizabeth McElroy Jefford.

He came to Anchorage in 1940 and was the first cabinet maker with the CAA. He retired 12 years later in 1952 and moved from Anchorage to his homestead at Knik, where he made his home until his death.

Surviving are his two sons, Jack Jefford, supervising airplane pilot in the regional operations section of Flight Standards Division, and Bill R. of Knik; a daughter, Mrs. Betty Alexander of Nome; a brother, Glen A. Jefford of Anchorage; and a sister, Mrs. Abigail Vandiver of Santa Monica, Calif.

Pallbearers, all of the regional office, included Allen D. Hulen, W. A. Hanson, Clyde Johnson, David Dishaw, Richard Pastro, George Karabelnikoff and honorary pallbearers Fred Pollard, Fred Allnutt, Jerry Howard, Arloe Kessinger, Bill Butler, Ed Ballard and Ned Griffin.

Funeral services were held at Evergreen memorial chapel with Capt. Donald Pack of the Salvation Army officiating. Burial was in the Anchorage cemetery.

BETHEL FAAer GUIDES LOST PILOT TO SAFETY

It was late one March afternoon about dusk. The flight service specialist on duty at Bethel was busy with normal duties. Some 600 miles to the northwest, out over the Chukchi sea, N9487D was cruising around, its pilot lost and the aircraft picking up ice.

The pilot made an urgent call to any and all stations hearing him on 5544 kilocycles, requesting radar assistance. He estimated his position as about 60 miles west of Cape Lisburne and reported he was climbing to 6000 feet, because of the ice.

At Bethel the FSS operator intercepted the distress message and things began to crackle. He made contact with the flight and within seven minutes had arranged



for a direct patch through an appropriate radar site by telephone from the Bethel station. He then cleared 5544 kilocycles for emergency communications, contacted other stations to standby to monitor and relay reports from or to the pilot, and delivered a steer and distance from landfall to the pilot.

During the next 20 minutes he maintained continuous communications with the pilot until less than half an hour from the original signal for help, the pilot reported that he was over the Alaskan shoreline and again knew his location. From there N9487D proceeded safely to Point Hope and landed.

The pilot's name and address were not obtained. The Bethel flight service specialist who had swung so quickly and efficiently into action in the emergency? Harry Burnette. Well done, Harry.

LOST PILOT EXPRESSES APPRECIATION TO FAA STATION PERSONNEL

Letters like the following let FAAers in the field know that their efforts are appreciated. To Pilot Brown's remarks, we would like to add 'Thanks, and well done, men.'

'Dear Mr. Hulen:

I am a student pilot flying planes belonging to Fairbanks Air Service. On March 11, while flying Cessna N7116X on a solo cross country flight I became highly confused and lost between Tanana and Nenana due to high winds and poor navigation. I ended up at Lake Minchumina, over one hundred miles off course. Your station manager and day attendant at Minchumina Radio went out of their way to help me get off again in the right direction to Nenana. At Nenana I had to refuel and stay overnight due to darkness. There also the FAA personnel were very helpful, especially the mechanic, in getting me off the next morning.

I hope possibly this letter will express my thanks and give a pat on the back to the very efficient people who work for the FAA. Fairbanks Air Service also send their thanks for your help and concern.

Sincerely,
Robert L. Brown
Fairbanks, Alaska'

FAAers LAUDED FOR HELP IN PROVIDING CONTROL TOWER COVERAGE

In a letter of appreciation to Assistant Administrator Hulen, Russell Anderson, chairman of the Alaska Airmen's association, has praised regional FAA Air Traffic Division personnel for their contribution in making the Big Lake Air Meet and Show a safe and successful endeavor.

The letter:
'Dear Mr. Hulen:

We would like to take this opportunity to thank you for your wonderful help and cooperation in putting on this year's Big Lake Air Meet and Show. Also I believe a portable tower up here lent a lot of help to the pilots and made for a better organized air meet. The staff put

in a long weekend up here and we can't thank them enough.

So in behalf of the Alaska Airmen's Association and myself, many thanks again.

ALASKA AIRMEN'S ASSOCIATION
Russell Anderson,
Chairman'

GALENA FAAers IN TWO SEARCH MISSIONS

FAAers at Galena played a part in two search missions simultaneously recently. While a mission was underway to locate a pilot missing while flying from Kotzebue to Ruby, another emergency developed.

Mrs. Leo Kriska, wife of the famous Alaskan dog team driver, was reported missing by her husband. Richard Forsgren, of the Galena FSS, volunteered his aircraft and Kriska and he started searching for Mrs. Kriska who had started walking to Koyukuk in sub-freezing weather. The woman's body was discovered on a trail along the Yukon river about six miles from the village. Forsgren and Kriska landed and returned Mrs. Kriska to Galena where Air Force doctors attempted vainly to revive her.

The missing pilot, subject of the other search, was located the next day at Phillips field in Fairbanks. He had failed to close his flight plan.

UNALAKLEET

Unalakleet is back to normal now that Donn Baker, station manager, and FSS Bliss have returned from the states. The Bakers report having had a fabulous vacation up and down California. Mr. B., who formerly barely cast a shadow, is applying a little strain to the buttons on his coat. Seems they found all kinds of goodies down in Southern Calif. before going up to Sacramento to horse around a little more giving daughter Donna some riding lessons. We're a little shy on pets around here so could use a pony.

FSS Bliss must have had a grand old time, judging from how his pretty wife 'George' changed the subject just at the time when Dick got to the part about tantalizing gals and tequila mixture at Tiajuana. We thought they went out to buy a Pacer! Well, they did show up with one, so Tiajuana must have been thrown in for good measure. Their flight from Southern Calif. to Unalakleet took them to Drummond, Mont., where they had the pleasure of visiting old friends while waiting for weather to break, and then began their battle of the Alaska highway. They found services and accommodations to be very good at the highway airports, and people were friendly and considerate. Gas is reasonably priced and the airports are well maintained. Their non-ski-equipped Pacer gave them no trouble, but they were aware of the lack of forced landing spots other than the highway itself. Dick reports the Canadian DOT uses the same equipment as our own FAA and that flying up the highway is as simple as driving a car.

Nupukyak



Mrs. Mildred M. Maloy, occupational health nurse in the Aviation Medical Division, receives a certificate and \$25 cash award for an employee suggestion which resulted in adoption of an immunization record card. Dr. Wendell C. Matthews, chief of the division, makes the presentation.



ALSUS employees receive first aid cards. W. M. Wilkins (left), chief of the Alaska Supply Section at Seattle, presents first aid cards to Tove Winkler and Russell Boyden. The two recently completed a three weeks' course in first aid, sponsored by the American Red Cross through the General Services Administration.

FAREWELL

The station had a siege of emergency sickness during March. Dr. Wendell C. Matthews, chief of the Aviation Medical Division, was called from Anchorage to attend Mrs. Raymond Harry who became ill suddenly. During the month Mrs. Ronald Davidson was evacuated to Anchorage by FAA's C-123 and while in Anchorage Ronald also underwent surgery. In addition Mrs. Leslie Prestegard went to Anchorage for surgery.

Farewell had its share of high winds on the 26th when gusts reached 93 miles per hour and caused considerable trouble from blowing snow. A wire was pulled out of the transformer in the housing area, a stove pipe was blown off quarters building No. 101. Snow blew in around windows and joints of all houses and the furnace rooms of the houses had as much as two feet of snow in them. The snow also came in around doors and between floors and sills. The garages and warehouse had two to three feet of snow inside by the doors. The snow also blew into the attic of the electronics equipment room and office, then melted, requiring placement of pans throughout the buildings.

YAKUTAT

ATCS Duane F. Cook has returned to duty at Yakutat from relief duty at Northway. Duane enjoyed his stay at Northway and gave us an interesting picture of the military maneuver in the interior. Airport Advisory Service examinations were given to all specialists during the month and successful completion accomplished by all personnel. ATCS Jan Helfrich has completed his final PWB examination and has received his briefer's certificate. This completes the certification for all FSS personnel at Yakutat in the Pilot Weather Briefer program.

James Bernstein arrived from Cold Bay to replace Benjamin Benson. Dick Bedlington has returned to Yakutat after attending Utility School in Anchorage.

Stan Erickson, foreman mechanic, has been in Anchorage attending Radiological School. Lester Anderson was acting foreman mechanic.

Our chapel is approximately 95 percent completed, so on April 2 the first meeting of the new St. Elias Chapel was reconvened.

Last month the Recreation Club supported the Alaska Crippled Childrens Association drive and we contributed a total of \$412 to the drive.

Permits were received for shooting on the approaches of our runways, an unlimited amount of seagulls, and up to a total of six eagles. These permits run up to January 1, 1963.

Thomas Neville, Jr.

Civilair Club Announces Tour Plans

Plans for travel events sponsored by the Civilair club are getting underway with the selection of Irene Peyton, Personnel and Training Division, as Intra-Alaska tour manager and Robert Riedel, Air Traffic Division, as tour director for the trips to the South 48 and the Seattle World's Fair.

Irene announces the following tentative program for the 1962 summer season depending upon the interest shown:

- Lake Chelatna-need party of 10 or more (after May 15)
- Dawson City-gold rush festival-July through August 17
- Katmai National Monument-for fishermen & camera bugs
- Valdez and Columbia Glacier
- Kodiak and Woody Island
- Circle Hot Springs-for frustrated swimmers
- Possibilities for McKinley Park, Juneau, King Salmon and Cordova

If you have any suggestions, contact Irene on extension 276.

Plans for the South 48 tours will be announced in the near future.

NENANA

A standard Red Cross First Aid course has been held for employees and dependents at Nenana. SATCS Archie Frye was the certified instructor. Most of the employees were enrolled with some dependents for the 16 hour course.

Ben and Velma Goins stopped in from Galena via air enroute to Anchorage to utilities school. Otis and Draga Raborn reported in from Cold Bay. This completes our FSS complement with the help of RATCS Harold Nordstrom who departed for Farewell recently to assist there.

Our personnel held a get together to welcome the newcomers here. A good time was had with snacks, refreshments and dancing. There were a couple of good twisters in attendance.

Elton Goodwin, general mechanic resigned effective March 31 to pursue other types of work.

Nenana and FAAers are due to have better TV pictures from the two Fairbanks stations. A movement is on to build a translator station on the hill at North Nenana which will retransmit signals to us here. Good response has been had to finance the project and it is underway with the preliminary work of permits, licenses, etc. This will be a boon to us in this locality.

MURPHY DOME

Electrified by the whispering waves of northern lights at night and illuminated in the warm caressing rays of the Arctic sun by day, Murphy Dome literally bounces with the musical vitality of 'Springtime in Alaska'. We might add however, that it's a far cry from 40 degrees below, as so many misinformed 'State-siders' imagine the temperature of an Alaskan springtime to be. The truth of the matter is, that our unofficial thermometers have touched the 60 degree above zero mark on occasions.

The 'Hill' was visited in March by G. A. West and R. A. McEwing from the regional office, maintenance operations section. Local officials, also making the inspectional visit, consisted of Mr. Peterson, Mr. Perricone, Mr. Denver and Ted Baker. Aside from the formality of the visit, it was as always, a real pleasure to have company visit with us on the 'Hill'.

A sure sign of spring can be seen in the spirited walks around the Hill, that everyone usually takes on their day off work. Especially noticeable is the glimmer of excitement that invades the eyes of Ernie Ryness, as he yearningly gazes toward the beautiful cluster of lakes around Minto lake and dreams about the first 'big strike'. If you are an enthusiastic fisherman, you'll know I mean 'fish'----not gold!

In winter's last big blast, the early part of March, Tom and Charlene Clark, Wally Waldron, Bob Marion, and Ron and Vivian Steward had the unpleasant experience of being stranded in their automobiles. They misjudged the weather and went shopping in Fairbanks on what appeared to be a beautiful spring day. By evening, however, the 'Hill' was lost in a real blast of wind and drifting snow. Thanks to the 'weasel', and the Air Force 'cat', the women, children, technicians and the grocery carrying cars were all eventually safely moved to the top of the Hill.

Ronald H. Steward

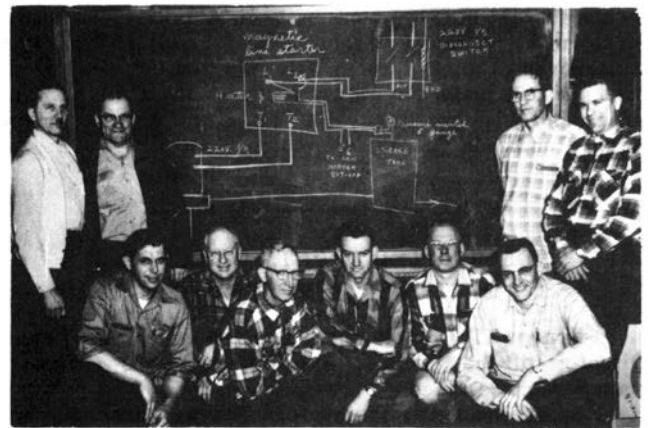
MOSES POINT

Snowbirds have been observed heralding the approach of Spring. We all look forward to outdoor activity as it has been a long winter.

We were honored by a visit from Mr. Hulen, who with Mr. Emerson, of the WBRAO, arrived on March 22. It was very pleasant having them here and it was quite a lift for our morale.

An incident occurred at Moses Point that portrayed the closeness of field station living. We in the remote stations are a very closely knit bunch; very much akin to a large family. Our newly married McGahans were returning home aboard N41E with Wien pilot Tony Schultz. The aircraft had been heard overhead in low ceiling conditions and then a minute or so later a loud noise was heard. Smoke and flame was observed near the approach end of runway six. Within a few minutes, our Snow-trac was enroute to the scene. From a distance, flames were shooting up 20 feet with heavy black smoke and as we approached, the flames grew higher. Inside the vehicle, you could feel our apprehension and our thoughts were almost audible. As we approached closer, movement was observed to the right of the flaming wreckage. Two people were apparently out of the aircraft and we held our breaths straining to see the third occupant. Suddenly all three were observed and chatter streamed forth from all of us at once. The trip back was made at a much more leisurely pace but in hopes of relieving the strain on the people remaining behind at the station as quickly as possible. The relief that showed on the faces of the men and women upon discovering that a holocaust had been averted stressed beyond a doubt our closeness. True, we are a big family as such but henceforth, consider us qualified as 'a typical Alaskan family', pioneers of the last frontier.

We welcome aboard Norman Cavanaugh. Norm arrived as relief for 'Mac' McGahan. Moses is his first



Students of the Preventive Maintenance Class No. 13 (kneeling from left): Robert C. Schick, Nome; Richard T. Bedlington, Yakutat; John J. Cooksey, King Salmon; Donald L. Hall, Woody Island; Harry Christian, AL-413.42; Joseph L. Chase, Bureau of Indian Affairs, Bethel. Standing from left; Edward E. Brendemuhl and Arthur J. Lappi, instructors; Herbert A. Hanson, Gulkana; Howard P. Hamilton, Bureau of Indian Affairs, Anchorage. Illustration on blackboard is an electrical wiring diagram for a typical water system.

duty station as a FAA employee, being a recent hire; however is no stranger to Alaska. Born and raised in Anchorage, he has only been outside a comparatively few years. A call to service took him to the Navy and the Pacific theatre of operations during WW2. Previous to being employed by FAA, Norm worked 12 years for the Alaska Railroad. A family man of evident close ties; he constantly speaks of his wife 'Sis' and children. Good luck to you Norm and may your association with FAA be always mutually pleasant. Ralph McDonald, relief operator, has also been enjoying the climate of Moses Point. 'Mac' arrived direct from Fort Yukon and will be with us for approximately three weeks. His presence is very much welcomed.

The Gillmer family recently spent a week in Anchorage. Harold attended radiological school and in addition had necessary medical attention. Frieda and Diane had dental work performed during their stay. During Harold's absence Terry O'Donnel provided our necessary repairs as our relief EMT.

Moses has acquired a based aircraft. Chuck Shenkel is the owner of N7608B, a C-170.

A letter of appreciation was received from Fritz Wien for the hospitality and cooperation received during his stay here in conjunction with the N41E accident.

Jack Warren was forced to make a hurried trip to Nome for necessary medical attention to a badly lacerated left knee, incurred while using a Snow Traveler assisting CAB personnel. Excellent local treatment was provided by 'Artie' Porter and 'Jackie' McGahan prior to his departure.

The Rev. Wally Zwenke spent four days with us conducting nightly services. He wrote a letter of appreciation to the Porters expressing his thanks for the hospitality extended. We look forward to Reverend Wally's early return. His sermons in conjunction with magical feats enthralled young and old.

With the expected arrival of Mr. and Mrs. Guy Hatcher and family shortly, we Pointers should qualify as the fastest growing community in Alaska. The family of seven is presently enroute from Pocatello, Ida., with a stopover at their farm in Olympia, Wash. Guy is no stranger to Alaska having served with the CAA at Fairbanks and with the Rocky Bay Logging Company on the Kenai Peninsula years back.

Bob Levine

**DESIGNATED DEPUTY DIRECTOR
OF MANAGEMENT SERVICES**

Ernest T. Spiekerman has been named Deputy Director of the Federal Aviation Agency's Office of Management Services.

Spiekerman will assist John Provan, director. The responsibilities of the Office of Management Services include directing and supervising the Agency's programs on management analysis, accounting, auditing, statistics, program evaluation, materiel policy, and administrative services.

Since joining the FAA in 1960, Spiekerman has served as a Supervisory Management Analyst in the Management Analysis Division, where he headed various agency studies of broad management problems.

**FAA TAKES OVER MILITARY
FLIGHT FOLLOWING SERVICE**

Flight following service to military aircraft in the Alaskan area has been taken over by the Federal Aviation Agency from the Flight Following Center at Elmendorf Air Force Base.

The flight following service, which includes information of aircraft movements, communications searches for overdue aircraft, and advisory information to aircraft in flight, will be provided by FAA's two air route traffic control centers at Anchorage and Fairbanks, and by the Agency's 34 flight service stations throughout Alaska. Military aircraft flying under instrument flight rules will be flight followed by FAA's two control centers, and planes under visual flight rules will receive flight following from the flight service stations.

HOW'S THAT, AGAIN?

Monthly activity reports from FAA's stations in Alaska sometimes contain some intriguing items. For example, a recent report from Kotzebue, above the Arctic Circle, concerned itself mainly with Polar Bear hunting activities, snow removal problems due to huge drifts and high winds, and other such 'arctic' type activities.

However, down near the end of the station manager's report was the following sentence, guaranteed to whet the curiosity of the uninitiated. It read:

'Thirteen tons of ice have been purchased from the Rotman store.'

The ice was to be used as drinking water and for cooking.

Except to a cheechako, perhaps, it might be unnecessary to explain that although well water is available for laundry and other similar uses, it is not very potable for human consumption. In the summer lake water is available for drinking. But in winter ice must be harvested and melted for drinking and cooking use.

BUY--SELL--SWAP

FOR SALE: 1960 nine passenger Pontiac station wagon, less than two years old, less than 20,000 miles. Fully equipped, six wheels, seven good tires (including two snow tires). Make reasonable offer for June or earlier transaction. FE 3-2884 (evenings or weekends). C. H. Starr.

FOR SALE: Three bedroom house, double garage, bath and one-half, fireplace, in Turnagain. N. W. Noble, ext. 418.

**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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