

VOL. 13

NOVEMBER 1962

No. 11

ARE YOU PREPARED

1. Is each member of your family aware of the best methods of survival in case of a nuclear attack?
2. Do you know the safest area in your home to withstand blast effects and the safest shelter area from radiological fallout. Is this shelter area stocked with a 2 week supply of emergency supplies and equipment?
3. Does each member of your family know what the Civil Defense sirens mean? Wailing tone - 'Take Cover'; Steady blast - tune to CONELRAD frequency 640 on radio dial and await Civil Defense instructions.
4. Is the gas tank on your car always kept better than half full?
5. In case evacuation is ordered, do you know where to go and how to get there? Do you have at least a 2 week supply of food, water, medical supplies, warm clothing, and other essential items stored in your home in such a manner as to be easily accessible in case of evacuation?
6. Are the hazards that may cause fires in your home reduced to a minimum?
7. Have you taken the voluntary survival and radiological courses that are being offered throughout the Alaskan Region? (These courses are now open to dependents as well as FAA employees.)

You and your family's survival will be dependent on how well prepared you are.



THINK ABOUT IT

GOOD MONEY FOR GOOD IDEAS

incentive
awards
program

for
employee
suggestions

THINK ABOUT IT



**PROFESSOR
AMOS
SEZ'**

This column is devoted mainly to health problems or hazards to health and also to answer any employee's question in the realm of medicine, which I might add, we have not received as yet.

One of the sometimes unrecognized hazards in today's modern living is the undesirable effects of various medications. The side effects of certain classes of drugs such as the narcotics or barbiturates are well known, but there are other groups of drugs about which less general knowledge has been made available.

There are in general 5 classes of drugs of which employees should be cautious in their use during duty hours. This is particularly true of personnel who are involved with higher level decisions, and those directly or indirectly responsible for the welfare of others, such as pilots and air traffic controllers. These groups of drugs include the narcotics, such as codeine and morphine; the sedatives, phenobarbital or other barbiturates; the antihistamine drugs; the widely-used tranquilizers; and a miscellaneous group of drugs which have specific potential side effects such as certain antibiotics, griseofulvicin, certain cold preparations, etc. These drugs in general inhibit or reduce mental and physical coordination, produce drowsiness, and impair rational thinking. The tranquilizers are particularly noteworthy in producing a feeling of well-being even in the face of imminent disaster. One can picture the pilot of a large airliner sitting relaxed, smoking his pipe with a contented smile on his face, with a large mountain looming before him. This may seem absurd, but under the influence of certain medications, similar situations have occurred.

In the flight procedures manual, the rulings regarding medications reads that no flight crew member shall perform his duties: within 8 hours of alcohol intake or ingestion of antihistamine or anti-diarrheal type drugs; within 12 hours following barbiturate or sedatives; and within 48 hours after the last dose of tranquilizers, antihypertensive or belladonna type drugs. This ruling could and should be applied by each individual to activities requiring mental and physical coordination such as driving an automobile.

In most cases the physician prescribing the medication will caution about the side effects of certain drugs. This is not always done, so if there is a question of a drug's side effects being hazardous to the performance of your duties, ask before it's too late.

Many new faces have appeared on the scene in the past few months here at the Flower Spot of Alaska, otherwise known as that Bloomin Moses Point. So many in fact, that for a change the few remaining old timers feel out of place.

First arrivals of the new order was the new Station Manager Bruce Bidwell and family from Cold Bay. This was our gain and Cold Bay's loss. Bruce is quite a genius. Already he has solved our water problem. It is called instant Lemming Ade, just add salt and oil to the water. Sailing seems to be the family hobby, and come breakup I imagine a Snipe will decorate Norton Bay. Ahoy Snipe. This is not a Snipe, this is a Yawl. Ahoy Yawl.

Next to blow in was the new Chief Darell Bricker and family from big windy Big Delta. This one bares watching. Already he has plans to build a bowling alley and supermarket adjacent to the freeway from Elim to Koyuk. To finance the scheme he is selling segments of the freeway. It also has to be built yet. He keeps mumbling something about holding the State Bowling Tournament and State Fair at Moses Point next year.

ATCS Anthony Narcisso transferred up from Cordova. Claims he wanted to see how people live on your side of the Yukon. Another new ATCS, Bill Harms, transferred from south of the border, Minot, N. D. From the looks of that beard, I think he plans to spend the winter with us. And a sure fire indicator is his collection of mail order catalogs. Hush you Muskies.

We were all very disappointed at the departure of long time resident EMT Harold Gillmer and family. Things are just not the same without them. You could always depend on Harold to help start your day off with a cheerful 'Granch'. But we all admitted his leaving was overdue the day he showed up with, what is believed to be the only one in captivity, a crackle finished shotgun. His wife Frieda was always everyone's favorite card playing partner because absolutely she knew her cards.

If any of you hams (radio) listen in on the Sourdough Net, you no doubt noticed that loud and clear garble from Moses Point. That would have to be our frustrated mechanic Ham McGahan with his new 'Loudenboomer', water cooled tubes and all.

One happy (?) note was the recent departure from the bachelor quarters of ATCS Chuck Shenkel. He sneaked into Nome, another suburb of Moses Point, and proceeded to get all matrimonied up. We don't trust those people over there, so we made the happy couple do it again. This time the ceremony was performed by our own Reverend Loudenboomer McGahan, a sure cure for marriage. We are sure Chuck is sincere about the whole thing, but just in case he tries to renege, we have the whole affair recorded, sound and pictures. The ceremony was followed by a beautiful reception held in the ballroom of the Country Club, known locally as the Rec hall.

McKeon Transfers to Center

Charles H. McKeon, former Chief, Auditing Division, Alaskan Region, has accepted a position as Chief, Audit Service Staff at the Aeronautical Center, Oklahoma City.

YAKUTAT

As we failed to make last month's issue this article will contain the highlites of September and October.

The big Moose Bar-B-Q truly was a great affair. Our hats are off to the organizers and helpers, and in order not to slight anyone let us refrain from mentioning names. We say that all who had a hand in it, did a tremendous job, as was evidenced by the big turn out, delicious food and refreshments. The hangar dance and Tinglit dances were some of the highlites and in the score of distinguished guests we noted Governor Egan and also several people from the Regional Office. We were also surprised to learn that we have a champion moose caller in the Regional Office.

While on the subject of moose, the biggest excitement in the range area took place the day our FACP Jack Hummel shot a bull in his front yard (rumors say it crawled out from under his house). For a week after this event Jack developed a swaggering gait, reminiscent of the gunslinger days in Dodge City.

Other moose baggers were Don Treichel, Dick Bedlington, Artie Porter, Sam DiMaggio, Al Gorman, Skip Braden and Jim Lockhard, who also added a brownie for good measure.

The month also brought the opening of school and the departure from our Electronics Branch of Douglas Smith to Anchorage. Sam DiMaggio came in as relief and brought his better half with him, but he is now anxiously awaiting the day he can join the Flight Inspection crew in Anchorage.

During October we saw the departure of our Foreman Mechanic Stan Erickson and family to Anchorage. The Flight Service Station got their new ASR equipment and the operators are still surprised to see their tapes. The Flight Service Station got their new ASR equipment and the operators are still surprised to see their tapes take off when they push buttons.

All the kids had a great time at the Halloween Party complete with apple bobbing, games, food, prizes and even a ghost booth. Also, the rain did not stop the trick or treat-ers afterward. We thank the ladies who did such a beautiful job decorating the club and helped to make this party such a success.

The \$369,000 freeway to town is now complete, and thus we have a choice to get stuck in either one or both roads.



Some of the small fry at the Halloween party given for the Yakutat children.

Fond Mother: 'Willie, you've been a naughty boy. Go to the vibrator and give yourself a good shaking.'



DOUGLASS NAMED CHIEF,
PERSONNEL AND TRAINING DIVISION

Hobart L. Douglass has been promoted to chief of the Personnel and Training Division. Douglass has been serving as acting Division Chief since the transfer of Benjamin Zvolanek to the Southern Region.

The new Division Chief joined FAA in 1956 following four years in similar type work with the Department of the Army at Umatilla, Oregon.

A native of Fairfax, Oklahoma, Douglass attended Oklahoma State University at Stillwater and received his degree in Personnel Management and Industrial Psychology.

His wife, Wanda, and two daughters, Liane and Martha, reside with him in Anchorage.

UNALAKLEET

Visitors during the month included Frank Smith and Ken Woods, both from the Regional Office. Mr. Woods conducted a formal evaluation during his brief visit.

Mr. Roy Wall made a routine trip to the station to inspect plant facilities and REMT Joe Gerth is at Unalakleet to assist with the Electronics Maintenance Program.

During the morning of October 19 the Unalakleet Trading Post, for years a village landmark, was completely destroyed by fire. Recently purchased by Mr. Jim O'Sullivan, the trading post was the principal commercial establishment in the village. Mr. O'Sullivan has set up temporary facilities in the adjacent Unalakleet Lodge and plans to erect a new store building next spring.

Donn F. Baker

YAKATAGA

Oscar Keranen returned to duty from annual leave. He visited relatives and friends in Oregon. Ralph D. McDonald was here on relief duty and departed October 24. This was his first assignment in the southeastern part of Alaska. Dalbert Hoen arrived here for duty. Hoen had formerly worked at Annette Island and Iliamna.

Foreman Mechanic Bill Harris departed Yakataga October 4 to attend the advanced electromechanic school in Oklahoma City, and Thomas Flynn arrived at Yakataga to provide relief during his absence. Mr. Flynn came to Yakataga approximately one year ago for another assignment.

Harmon A. Williams

WORKER AWARDS TOP MILLION, SAVINGS NEAR \$1 BILLION

During the year ended June 30, 180,000 employees contributed constructive suggestions and performance beyond job requirements valued at \$136 million.

'I am proud of this evidence of cost awareness among Federal employees,' said Civil Service Commission Chairman John W. Macy, Jr. 'It is in keeping with the President's objective of maximum efficiency and economy in Government operations and his call for Federal workers to help get the most from every program dollar.'

He reported that during the last fiscal year Federal agencies adopted more than 104,000 employee suggestions with a value to the Government of nearly \$65 million in savings of man hours, supplies, equipment, and paperwork.

Excellence of work performance above job requirements or special achievements brought recognition and cash awards of over \$10 million to 76,000 employees, with most individual awards ranging between \$100 to \$250.

The Alaskan Region's share in these awards and savings for 1961 was summed up by the Incentive Awards Program Officer. He said there were 87 suggestions adopted resulting in \$15,000 savings plus intangible benefits. Awards for suggestions amounted to \$3,805, Superior Performance awards totaled \$22,660 for 121 awards.

'Benefits to the Government resulting from efforts of employees who 'went the extra mile' were valued at \$71 million,' Mr. Macy said.



W. H. Brubaker, Chief, Flight Standards Division, center, is shown with employees of the division holding Certificates of Awards. Left, LeRoy McDonald, John Jutsum and Therese Aurich.

Homer A. Love Dies

Homer A. Love, 48, electronics maintenance technician, died October 7 at Juneau. Death was attributed to a heart attack.

Love, an FAA employee for the past ten years, has been stationed at Juneau since 1952.

He is survived by his wife, Kinta.



Alaska Supply Section employees who received awards for their suggestions made during the FAA Economy Campaign are shown with W. M. Wilkins, Chief of the Section, left, as he presented certificates and award checks to Becky Varon, whose suggestion about processing incoming telegrams netted an award of \$25; Marjorie Levine who received \$10 for suggesting the use of a table of prefixes and symbols to clarify designations of electrical units; and William Bell, who received \$50 for suggesting the use of a subject line on correspondence.



U. M. Culver, left, former assistant chief, Aviation Facilities Division and now acting chief, Installation and Materiel Division, presents Outstanding Performance Awards to employees of the division: Kai Nielson, Elizabeth Boardman and Ronald Aksamit. Their immediate supervisors are in the back row from left, Cyril Brewer and Arthur Copeland.



Richard C. Young, Chief, Systems Maintenance Division presents Electronics maintenance technician Joseph L. Gerth, left, a letter signed by the director, systems maintenance service branch. This letter expresses the appreciation of the Director for his part in preparation of a MANOP an maintenance of UHF and VHF receiving equipment.



Doctor John Hepler, M. D. of the Aviation Medical Division presents Mildred Maloy, Occupational Health Nurse, with a certificate of award and \$25 for the design of a health record form.



R. C. Young, Acting Chief of Systems Maintenance Division, presents division employees with Outstanding Performance Certificates. Left, Alfred Bruck and Juanita Braun.

MURPHY DOME

Every man walks his road of life with faith in the future, a dedication to his cause burning in his heart and unanswered curiosities in his mind — all to the end, that he might fully live this great adventure of life and reap the rewards of personal satisfaction, which come from contributing to the betterment of society and the happiness of others.

Along our road of life, however, are 'muddy ruts' called 'personal maladjustments'. The most frequently encountered, of these 'muddy ruts', are: tardiness, disloyalty, dishonesty, non-cooperativeness, careless dress and health habits and bad manners.

The Carnegie Foundation for the Advancement of Teaching made an analysis of factors entering into the success of an 'engineer', which can very easily be applied to any career field. This analysis indicated that about 15% of the success factors were attributed to engineering training and ability and 85% to personal factors, business-knowledge and salesmanship.

It is an emphasized fact that training and ability are essential to a technician's task of providing reliable information, via electronics, for the safeguarding of America's flying public. However, we should not lose sight of the other factors necessary for the success of the Federal Aviation Agency and each of our own personal goals in life, especially, when these personal factors make up 85% of the broad meaning of 'success'.

Here on the Hill, these personal factors play a great part in the success of the joint-usage policy established between the Air Force and the Alaskan Region FAA. Administered by our SEMT, Ernie Ryness and applied by Watch Supervisors, W. I. Waldron, Marv Hassebroek, Frank Slavik and Tom Clark, their contribution to the success of Murphy Dome FAA is visible in the friendly relation that exist between all the citizens on 'The Hill'.

Completion of the new apartments marked another milestone in the success of Murphy Dome, in that it enables us to increase our technician population. Arriving on 'The Hill' is Larry Harrison, his wife Paula and their two children. Another technician, yet to be selected, will complete the population in the near future.

The success of winter recreation has been dele-

gated by election, to Mary Waldron, Vivian Steward and Ronald Steward. Everyone on the Hill is contributing his time, effort and financial support to the completion of our approved recreation room, which under the guiding direction of Ernie and Dee Ryness will alleviate much of the 'cabin fever' that besets the children and adults during Alaskan winters.

The success of the Hilltoppers in their bowling efforts, has raised our very competitive team to 3rd place in the Fairbanks FAA League. The real story of success is pictured in FAA personnel riding the rugged road 84 miles round-trip every Friday evening to contribute, share, and enjoy the happiness created by a successful recreation event — FAA Bowling!

Leaving for Oklahoma City in the future months, Bob Marion and Marv Hassebroek will add to their success by attending optional courses at the Aeronautical Academy. Frankie Johnson will also be leaving for Kodiak in the near future and the job he was selected for recently. We all wish him much success and happiness in sharing life there, with his daughter Lois and son, Frankie, Jr. — Kodiak's gain is our loss, but they will always be in our hearts, and I know we shall meet again along the exciting road of life here in Alaska.

Ronald H. Steward

WE'RE WAY OUT, MAN!

Are you sure you're up-to-date now?
Have you really read the latest?

Well, in case you haven't heard yet
Moses Point is still the greatest!

We have fish and fowl and Eskimoes
Along our sandy coast—

And about these parts it's often said
That Moses is the most!

And all around in Norton Sound
Are whales which swim and spout.

And we who play on Norton Bay
Are truly way,— way out!

G. H.

FAIRBANKS

Joe Belli went outside to New Jersey via the Alaska Highway. He passed PL 737 by in order to maintain his sense of independence.

Lloyd Blackmon returned to work in the CERAP November 2nd after a month of sick leave involving major abdominal surgery.

Lewis Byrd is now checked out in all phases of the Fairbanks CERAP operation. He swells the remote site list by one number.

Jim Callahan has returned from his PL 737 to Hagerstown, Penna. Jim is a man who owns a \$4,000 sports car and flies instead of using his own wheels.

Walter Claxton, late of Washington Center, has settled down to serious work after his winterization. He comments on thirty degree temperatures of late October and early November and foresees no difficulties with the Alaskan winter.

Nolan Evans from the Albuquerque Center, Richard Edwards from the Chicago Center, William Hass from the Kansas City Center, Charles Alter from the Detroit Center and John Cullivan from the Great Falls Center arrived in Fairbanks the first week in November to fill the assistant positions vacated by George Hill, Tom Konklin, Bert Matthews, Jim Thorne and Ron Wood upon their promotions to GS-10.

Dave Finch dropped three caribou at 83 miles on Steese with three shots from his rifle. He feels that the meat from these plus the stocks of two freezers should carry him through any possible food shortage emergency.

Larry Goldsby between tours at remote sites is fighting the complexities of his Thunderbird. He has about decided along with the rest of us Fairbankans that the fewer moving parts a piece of outside equipment has the greater the dependability during our extreme winter weather.

Bill Goode will remain in Georgia until the middle of November on PL 737 enjoying 72 degree days and 52 degree nights. In the meantime he is under the rockets of Castro.

Ron Logan, John Lacy, and Jim Callahan did the liaison work and set up the standby center at the Northway FSS Facility during the first week of the Castro crisis. Joe Grube took the second crew to the Northway evacuation center. He utilized his week at the Northway FSS to school Jim Thorne and Ron Wood in the technical aspects of Radar Air Traffic Control. Joe compressed three weeks of book work into a seven day week of early in the morning until late at night study.

Al Hall is using his remote site money to good advantage to fill his house with Ethan Allen furniture.

Harry Hardy has completed his twisted series of real estate and used car deals and has nested in a house in Island Homes. He is now driving a 1955 customized Oldsmobile.

Joe Hollinger is considering the NOTIP project in his contiguous United States area.

Don Johnson took the third crew, consisting of Tom Konklin and Bert Matthews, to the Northway Center locale. Don is also teaching them the compressed radar course.

John McDowell and Jim Hodges have completed their control problems and have advanced to on-the-job training.

Clayton McGuire and Frank Scott are filling their freezers with snowshoe rabbits shot through the head with 357 and 44 magnum pistols.

Dick Moore unloaded the second car he ended up with after buying his bi-annual new car on his PL 737 last year.

The Milt Morrison's are expecting a baby, their third, in December.

John Reese and John Cullivan are setting up house keeping together. Fairbanks hasn't had any wild bachelors since John Lacy got house broken. This should be interesting.

William Schuster has acimated himself to married life. I heard him ask where he could get pictures developed economically the other day.

John Scullion goes to Northway with Milt Morrison and George Hill following Don Johnson's crew.

With regard to the current national defense situation some CERAP personnel are taking extensive fallout shelter steps and some aren't. Ernie Roque has all his camping gear stowed in the crawl space under his house. Frank Scott has food, a Yukon stove and a pitcher pump for his well in his basement. Out in Goldstream Valley I have a hole dug in the ground which I will shore up and cover between now and December the first. My kids will have a mine shaft complete with log trusses and dripping water mustiness come next summer.

Don Slater is having car trouble. He feels that he has the only Oldsmobile 98 in the world with standard transmission. Anyway, he has the only one with three chipped gears!

Charlie Stack is baby sitting for thirteen while Nadine is outside for her first escape in seven years.

Keith Thompson is back in the CERAP after a short tour TDY at Fairbanks International. The nation wide agency freeze cut short his tower training.

Gabe Wessley is weighing remote sites against NOTIP. So far he has not leaned either way.

Jim Wojnas has relaxed somewhat after his initial hysteria over Mr. Castro's saber rattling. At first Jim wanted to pack out into the hills and go native. He has since completed his control problems and is on OJT.

Mary Ann Long is now indoctrinated to our traits. She turns out our requests without a bat of a startled eyelash.

Bill Murphy's current comment: 'If everybody agreed it would be a H--- of a poor world.'

Glenn Rogers who left us for Chicago Miggs Tower almost a year ago is now back in Alaska. Like most departing Alaskans after more than two years under the borealis, the hustle and bustle of the big crowded cities didn't set well with his system. Glenn is back now, a feat that most don't manage, in a different facility at a reduced grade. He hasn't gone into detail about his lower forty-eight experiences, but they were involved with the Midway/O'Hare Tower shuffle. When asked if he wanted his old job back in the CERAP he seemed satisfied with his berth at the Fairbanks International Tower. His comment was, 'I want no part of remote sites, centers, or big cities.'

Erland D. Stephens

Money may talk, but today's dollar doesn't have cents enough to say very much.

FAA MEN AND BOAT SAVE 103 PERSONS

The swift, coordinated and skillful action on the part of the Fedair I crew in conjunction with shoreside controllers made possible the safe rescue at sea of 103 persons aboard a military-chartered passenger airliner that ditched in the ocean off the Sitka, Alaska coast.

At approximately 10:50 a.m. on October 22, a Northwest Airlines DC-7 en route from Seattle to Anchorage reported an emergency with plans to ditch the plane in the Sitka Sound area.

Immediately all planes and boats in the area were alerted to standby for rescue.

Albert Burnham, acting station manager at Sitka and also captain of the agency's 50-foot vessel, received the news by radio as he was making a routine service trip to take supplies to Biorka Island. He immediately altered his course and was about a mile away when the plane landed on the water. Within 10 minutes he arrived at the crash scene and within 10 to 15 minutes had taken all passengers from the life rafts with the aid of his crew, Bernard Littlefield, boat operator, and Stewart Haven (SEMT) at Biorka. The plane stayed afloat for about 23 minutes.

It was reported that after their arrival in Sitka, all occupants were given medical examinations and injuries found were minor.

Controlling the flight was Garland Weyand, controller on duty at the Anchorage Air Route Traffic Control Center who was assigned to control traffic in this area. Messages to and from the flight and the Anchorage ARTCC were relayed through the Flight Service Stations at Annette Island and Sitka. The Flight Service Specialists on duty at Annette were Robert Stinson, Leonard Davis and Kenneth Ruhle, while at Sitka FSS's Irving Ungudruk, Daniel Steele, Wallace Volz and John Pfeffer were on duty.

Documentation on the Station log indicates that the specialists on duty exploited every means available to them to give assistance to the distressed aircraft. Their alertness to the immediate needs and prompt action resulted in the USCG amphibious aircraft, two Alaska Coastal-Ellis amphibious aircraft and the Fedair I vessel to be on the scene of the ditched plane less than ten minutes after the aircraft was brought down off Biorka Island.



The Fedair I Rescued 103 From Ditched Airliner

GALENA

Fire Prevention Week at Galena started off with a visit to the school by the Station Manager and Sergeant John Foltz of the Fire Department where the 62 students were invited to participate in a poster contest. This contest was sponsored by the Galarina Club. A demonstration on use of equipment and how to extinguish all classes of fires was held at the school.



Pictured are Alice Paul, 1st prize; Ricky Lynch, 2nd prize and Wayne Strassburg, 3rd prize.
Lawrence D. Smith



David Derry, son of Melvin Derry, Supervising Inspector of the Flight Standards District Office No. 1 (General Aviation) in the cockpit of his trainer, received his student certificate on his 16th birthday and soloed four days later at an FAA approved Flight School at Merrill Field. Sixteen years of age is the minimum age to receive this rating.



Stanley F. Meese (right), vice-chairman of the Federal Aviation Agency Community Chest Drive, looks on as Allen D. Hulen gives the FAA employees' contributions and pledges collected during the current drive, to Gordon Finigan (center), chairman of the Greater Anchorage Community Chest Campaign.

BERTRAM F. BORDERS RETIRES



Airspace and Rules Branch of Air Traffic Division group together for a picture before Bert Borders retires and leaves Alaska. From left back row: William Marcks and

Allen Woodward. Front left: Joan Johnson, Bert Borders, Martha Ryoppy and David Jones.

Bert Borders, Project Coordinator of Airspace & Rules Branch, Air Traffic Division, retired on his 55th birthday, November 6, 1962, after 38 years of government service.

Following fifteen years in the Air Force, 1924 to 1939, Bert joined the FAA in Atlanta, Ga., and served as Assistant Chief of the Atlanta ARTC Center prior to his transfer to a new RAPCON in Tampa, Florida in 1952. Five years later he transferred to Fairbanks as Chief Controller of the Fairbanks RAPCON and the following year transferred to Anchorage as Air Traffic Specialist and Project Coordinator.

Bert was feted at a division party and was presented with an engraved watch. This watch, he says, is already set for Florida time. He plans a visit with his parents in Mesa, Arizona, and his brother and family in Macon, Ga., before heading for Tampa, Fla., where home will be while he travels - next year in Mexico and the East Coast area, and the following year in Europe.

A man of many hobbies, his main one is photography. In Florida he plans on also doing a lot of fishing, scuba diving and boating.

TAKE CARE

Keep Hair Spray Away From Flame

The following event, reported by the National Fire Protection Association, is meaningful for every household where hair spray is used.

A woman was applying hair spray from an aerosol type dispenser in her bathroom. An open-flame natural gas heating stove and a gas-fired water heater were in the room. Vapors from the flammable hair spray ignited and the room became quickly aflame. The woman was severely burned and died two days later.

The Lesson is Clear.

1. Read and heed labels on all spray cans.
2. Never use hair spray or any other spray near any possible source of ignition.
3. Avoid smoking, when applying spray of a flammable nature or immediately after using it.
4. See that discarded aerosol containers are not incinerated as they are likely to explode violently.

It's easy to find your station in life -- sooner or later someone will tell you where to get off.

FAA INCLUDES MILITARY ON IN-FLIGHT EVALUATION PROGRAM

The Federal Aviation Agency air traffic control specialists in cooperation with the Air Force are now periodically flying as extra crew members aboard military aircraft for in-flight evaluation. Donald S. Wolfe points out that the extension of in-flight evaluation to military aircraft should result in a well-rounded evaluation program.

Traffic control evaluation team members receive a first-hand opportunity to observe related pilot-controller problems. This program has long been used aboard civil aircraft and its value is well established.

In preparation for these military flights, FAA personnel are given Air Force physiological training in pressure chambers to simulate conditions at altitudes up to 42,000 feet. This enables the control specialists to recognize symptoms of Anoxia (the lack of oxygen) which can be fatal at high altitudes.

In addition to flights aboard air carrier and military aircraft, general aviation problems are probed through use of rental aircraft piloted by air traffic personnel. In this way the agency can evaluate the air traffic control system from the viewpoint of the three major segments of the aviation community, air carrier, military and general aviation.

FAA PILOTS ASKED TO REGISTER

Registration of all aircraft and airmen in the State of Alaska is being conducted as a joint project of the Federal Aviation Agency and the Division of Aviation of the Alaska Department of Public Works.

The registration is being carried on in response to the need for preparedness in the civil defense of the nation and the state.

All FAA employees are urged to fill out the registration forms which are available at all flight service stations, flight standards district offices and flight standards division, attention Al Young, AL-251.

Data needed on aircraft include name of registered owner, his address, telephone number, the aircraft make, model and N number. Also to be included is the name of the airport where aircraft is based and its flying status.

For that rundown feeling - try jaywalking.

NOT WITH A BANG, BUT A WHIMPER

('The road to Hell is paved with good inventions.'
---Edgar Wilson Nye.)

Not the roaring sonic boom,
Not the Martian hugh and hairy,
Not the swift effulgent doom,
Cholera or beri-beri,
Neither suicidal whim
Nor the multi-fractured limb
Tolls the bell for genus Man
Ere he hath his rightful span.
Here is what will fix his wagon:
Things that zig instead of zagon.

Little things that do not work,
These are what defeat and damn us;
Be we chancellor or clerk,
We are victims of the frammis:
Taps that drip and tubes that squirt,
Deadly pins inside the shirt,
Jar lids that defy the grip,
Zippers that refuse to zip,
Lighters frugal with the light,
Magic pens that will not write---
Thus the merciless attrition
That will terminate our mission.

Little kits wherewith to build,
Things to fold from A to Izzard;
These have seen more giants killed
Than have holocaust or blizzard---
Gadgets that resist, resist,
Things to squeeze and things to twist,
Little rituals to follow,
Chants to chant and charms to swallow,
Till the hopeful eye grows skeptic,
Till the ulcer burgeons peptic,
And the final small frustration
Makes us one with Carrie Nation.

Till the gadget throws a gidget,
Till the duzzit drops a digit,
Till the nylon shoestring tatters,
Till the krylon eyeball shatters,
Or the stapler out of staples
Brings us down like riven maples.

Carve it underneath the date:
'Here we lie who wrote Invictus.
We were Masters of our Fate
Till the Fatal Frammis licked us.'
---O. R.

FRINGE BENEFIT

If I can hold out one more year
Immured and insulated here,
By then I'm sure I will have missed
The Twist.

---O. R.



NEW ATTORNEY

Richard H. Shaykin has begun work as general attorney in the regional counsel's office.

Formerly from Glencoe, Ill., he will assist Fred L. Woodlock, regional counsel in carrying out our legal program in the Alaskan Region.

Prior to coming here he served as assistant counsel to the Department of the Navy, Bureau of Ships, in Washington, D.C. and earlier as assistant states attorney in Cook County, Ill.

He is a graduate of the University of Illinois and De Paul University Law School.

EMPLOYEE PAY RAISE

How do you save? How can I save? Generally when this question is answered you find that those people who really save are saving 'off of the top'. They are not waiting and saving that which is left from their pay check. Government employees now have the opportunity to save 'off of the top' and still receive pay checks about the same, and in some cases even greater than before. The smart ones will put the pay increase into United States Savings Bonds through the Payroll Savings Plan.

You're smart, you should do it too. See your Division secretary or Station Manager for a Savings Bond Allotment Form.

Peter Marshall said, 'Small deeds done are better than great deeds planned'. This applies to savings too.

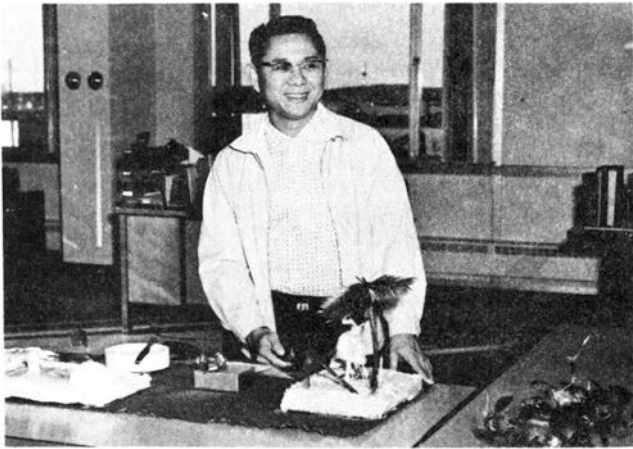
A MOTHER'S PRAYER

Help our world to know peace,
Help all rivalries to cease,
Help our children then to grow
In a world where they will know
Love, love for one another,
Each man for his brother.

Help our children then to keep
Abiding peace where one may sleep
Without awakening to terror
Of a man's fatal error.
Help us, Lord, to help ourselves
Make a world in which peace dwells.

PMS

W



Robert Hok Bo Chong, Stock and Parts Keeper for the Warehouse under Materiel Division for the past nine years is shown at his going away party. Bob plans on returning to Hawaii, his former home.



Part of the crowd that attended the Civilair Club annual crab feed held on October 13. Live music, door prizes and dancing contributed to the gaily of the evening party.

CIVIL SERVICE REGULATION

Federal employees in an official travel status may be authorized a maximum subsistence travel allowance of \$16 a day within continental U. S. But agencies can allow less than the maximum if conditions warrant.

‘He made an unusually good after-dinner speech.’
‘What did he say?’
‘Waiter, give me the check.’

BUY-SELL-SWAP

FOR SALE: Pontiac Catalina, 1960, 2dr hardtop, radio & heater, winterized, best offer over \$1950. Contact Eileen Lawson, Ext. 491.

WANTED, STILL: Ride to Hill Building from 13th & B. This year Old Man Winter is getting my arthritis down and I'd appreciate transportation. Contact Margery Bennett, Ext. 494.

FOR SALE: Christmas poodles, miniature, AKC puppies, black, championship stock. Contact Joe Martyn, Ext. 540 or home phone FE 3-3837.

FOR SALE: Buick hardtop, 2dr, 1952, heater, radio, snow tires, \$250. Contact Wilma Kirkpatrick, Ext. 251.

FOR SALE: Cookbook. Eugene N. Berato is back in the region after spending three years in Spain. While there he published his long delayed cookbook containing 128 pages of his favorite recipes. Copies are available at \$1.50 each. Write or contact him at 621 5th Avenue, Apt. 'F' before his retirement date on January 1.

FOR RENT: Large furnished room, Spenard area, cooking privileges, female preferred. Contact Ext. 266 for details.

FOR SALE: Voiglander Bessamatic 35MM SLR with 50MM F2.8 & ZOOMAR 36 to 82MM F2.8. Value \$530, will take \$300. It is in new condition. Gene Berato, BR 5-9985.

DID YOU KNOW

That you can file for discontinued-service retirement if you are involuntarily separated, and if: (1) you have been employed under the Retirement Act for at least 1 year within the 2-year period immediately preceding the separation on which the annuity is based, and (2) you meet either of the following requirements: (a) attainment of age 50 and completion of 20 years of creditable service, including 5 years of civilian service, or (b) regardless of age, if you have completed 25 years of creditable service, including 5 years of civilian service.

That you have the right to appeal the classification title and/or grade of your job, either within the Agency or direct to the Civil Service Commission.

That you have the right to examine the Classification Standards utilized in the evaluation of your job.

That your job is subject to review on a periodic basis to determine that your work performance matches the requirements outlined in your official position description.

The recurring or permanent changes in your assigned duties and responsibilities are required to be reported to the Personnel and Training division by your supervisor for adjustment of your official position description.

That if you withdrew retirement deductions and did not repay, your annuity will be reduced by 10% of the amount due the Civil Service Commission retirement division. (Example: You owe \$1200.00. Your annual annuity will be reduced \$120.00 or \$10.00 per month).

That your Federal Employees' Group Life Insurance includes double indemnity and dismemberment benefit provisions.

That 31 of the 34 Stations in the Alaskan Region have school facilities covering grades 1 through 8. Of these 31, 15 have high schools available, also.

**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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