

AN FAA EMPLOYEE IS AN
EXAMPLE OF
CONSCIENTIOUS
GOOD AND SAFE BEHAVIOR



AT WORK

AT PLAY

DRIVING

FLYING

WITH OTHER PEOPLE

ALONE

AROUND THE HOME

IS AN EXAMPLE ALL THE TIME

ON THE JOB

OFF THE JOB

CIVIL SERVICE BRIEFS

Hearings on H.R. 10480, the Federal Salary Reform Act of 1962, have been completed by the House Post Office and Civil Service Committee, while pay hearings continue before the Senate Post Office and Civil Service Committee. Other Federal employee legislation on which some action has been taken includes:

BACK PAY. H.R. 11753, provides for the payment of compensation and restoration of employment benefits to certain Federal employees improperly deprived thereof. Passed House; pending before Senate Post Office and Civil Service Committee.

CLAIMS. H.R. 4131 authorizes the Comptroller General to waive indebtedness growing out of erroneous payments of money to any civilian officer or employee of the Government and any member of the uniformed services. Extends similar authority to heads of departments, agencies, or establishments for waiver of such indebtedness where amounts do not exceed \$150. Passed House; pending before Senate Judiciary Committee.

PROMOTION. H.R. 1010 amends the Classification Act of 1949, as amended, to provide that upon promotion or transfer to a position of a higher grade an employee would receive not less than a 2-step increase of the grade from which he is promoted. Passed House; pending before Senate Post Office and Civil Service Committee.

POLITICAL ACTIVITY. S. 919 amends the Hatch Act to repeal the provision which requires the Civil Service Commission, in case of violation, to assess a penalty of no less than 90 days' suspension without pay. Permits the Commission to impose a lesser penalty if it were deemed more in keeping with the nature of the offense. Reported to Senate; pending on Senate calendar.

LIFE INSURANCE. S. 1070 and H.R. 5162 amend the Federal Employees' Group Life Insurance Act to provide for an additional unit of life insurance. S. 1070, as passed by the Senate, provides \$1,000 more for employees whose salaries are less than \$10,000 and \$2,000 more for those whose salaries are \$10,000 and above. Passed Senate; pending before House Post Office and Civil Service Subcommittee. H.R. 8564 allows unclaimed life insurance benefits to revert to the Federal Employees' Group Life Insurance fund. Passed House; pending before Senate Post Office and Civil Service Committee.

FAA ATTORNEY TRANSFERS TO HONOLULU

Jennings N. Roberts, Regional Counsel for the Alaskan Region, has accepted a position on the legal staff in the Pacific Region.

Jennings, who has been Legal Counsel on the staff of the Assistant Administrator for the past four and a half years, will be responsible for setting up the first Legal Office in Honolulu and will serve as Regional Counsel.

A veteran of nineteen years with the government, he joined the legal department of the CAA (now FAA) upon graduation from law school in 1943, and served on the Legal Staff of FAA's Washington office prior to his arrival in Alaska in 1958.

Mr. and Mrs. Roberts and their daughter, Janeille, departed Anchorage for Hawaii recently.

Fred L. Woodlock, who has been Assistant Regional Counsel, has been named Regional Counsel for the Alaskan Region.

YOUR CAREER SERVICE

If You Leave the Service – If you leave Federal employment before you complete 5 years of service, you may have your retirement deduction returned to you. You get interest on this money if it covers service of over 1 year.

If you leave after completing at least 5 years of service, you have a choice of having your deduction returned or leaving the money in the retirement fund. If you have your deductions returned, you do not get interest for any time after December 31, 1956. If you leave your money in the fund, you will be entitled to a 'deferred' annuity at age 62.

A 'deferred' annuity is figured as described in a previous article on retirement, and at the time you apply for the annuity (at age 62) you may name a survivor annuitant. If you die before you are 62, no survivor annuity can be paid. Instead, your deductions would be paid to your survivor in a lump sum.

If you leave your deductions in the retirement fund when you leave the service and later decide that you want them returned, that can usually be arranged. The only limitation is that at the time you file a claim for refund you must not be eligible for an annuity nor be within 31 days of being eligible for one.

Making Deposits for Previous Service – If no retirement deductions were taken from your pay during certain periods of service, or if you have had deductions returned, it may be to your advantage to pay the deductions into the retirement fund. Paying into the fund under these conditions is an individual matter that might well be looked into promptly because interest is charged on these undeposited sums.

For More Information – This information has been general in nature and will apply in most cases. If you need more specific information, see your personnel officer for assistance.



Allen D. Hulen, Assistant Administrator, FAA, Alaskan Region, was host to Major General D. P. Graul (center) deputy commander for the Air Force Communication Service and to Colonel Harold L. Hughes, (right), Commander of the Alaskan Communications Region, during the latter's visit this past month. General Graul discussed the transfer of AFCS' flight inspection function in the Alaska geographical area to FAA effective September 1, 1962. Colonel Hughes was responsible for military flight inspections in the Alaska area.

EMPLOYEE CONDUCT IMAGE OF AGENCY

The Federal Aviation Agency employees in Alaska have earned for themselves deep and significant respect. This has not been by accident. Hardly a week passes that a letter is not received expressing appreciation for assistance given by one or more of our employees to someone in need.

Not many know this, but at least one leading business establishment doesn't bother to obtain credit references when it is known the client is a Federal Aviation employee. A local business manager recently stated that he has never lost an FAA employee's account. This is our reputation generally, and it deserves guarding with great care.

Not only are FAA employees good credit risks, they are looked upon in many instances as leaders in their communities. Our activities are keenly observed and evaluated. Our employees are generally highly trained and skilled in technical and semi-professional fields. The simple fact that we are generally regarded as being representative of an above average caliber citizen causes us to be more severely appraised than would otherwise be the case. Therefore, it is necessary for each of us to be constantly aware of the public and official surveillance to which we are subjected. In both work and play we must continue to practice critical self-appraisal of our business and social ethics.

Remember, it takes only a minute to destroy the confidence it took years to build.

ARE YOU A 'DR. JEKYLL AND MR. HYDE'

When Robert Louis Stevenson wrote 'Dr. Jekyll and Mr. Hyde', he knew what he was talking about. Most of us, from time to time, show signs of a split personality.

We're nice to friends and neighbors and grouchy to our families.

We're smart as a whip at work and, sometimes, just plain screwball in our off-the-job ventures.

We're models of safety on the job and forget there's such an idea when we knock off for the day.

This last point is big - very big. It gets bigger year after year. As our Agency record proves, the senseless tragedy of off-the-job accidents becomes an ever increasing disgrace.

Today, more than twice as many of our people are killed or injured off the job than at work. Why?

There must be a reason why a man will work safely for 40 hours a week and then continually expose himself to injury during his leisure hours.

There must be a reason why we apparently don't care what happens to ourselves and our families at home and on the highway.

There must be a reason for this 'Jekyll and Hyde' behavior, but no one has yet discovered it.

The answer lies within all of us - someday we may discover it and get rid of 'Mr. Hyde' so 'Dr. Jekyll' will have a chance to help us live happy, prosperous and healthy lives.

What this country needs is dirtier fingernails and cleaner minds.

— Will Rogers

REGIONAL EMPLOYEES AND FLYING

We, the FAA employees of the Alaskan Region who are associated in the cause of assuring air safety have much to live up to. The public appreciation and judgement of the Federal Aviation Agency is created largely from the impression each FAA employee makes on the general public while on the job and during his outside activities.

FAA employees who are general aviation pilots will do well to keep in mind the image of the Agency in observing rules and regulations pertaining to flying and upkeep of their personal planes.

As the hunting season is with us again, the editor thought it timely to quote the following article from a bulletin published by the Flight Safety Foundation Inc.

'Since man first used his brain instead of brawn to move goods from place to place, overloading (whatever the conveyance) has posed a problem. How much does one pile on or in, and where is it placed in relation to the center of gravity? If the means of conveyance has four legs, the problem is relatively simple. One loads on the duffel, ties it down and says, 'Giddap!' If the critter sits down or sags in the middle, it generally can be assumed that an overload condition exists. Such immediate reactions seldom are observed when it comes to overloaded aircraft, however. In the case of the quadruped, one has two alternatives: No. 1 would be to take off weight until he gets up, and if No. 1 appears ineffective, No. 2 might be to carry on some form of heated discussion with the beast, punctuated by a few sharp raps with a persuader. Since a string of mule-skinner type oaths or a belt on the rear with a stout stick is considered of questionable value and little help in getting an overloaded aircraft safely aloft, let's do the loading in a professional manner.

The load-carrying capacity of each aircraft design is known and calculated to the pound. Useful load is empty weight subtracted from allowable gross weight. It's as simple as that. How this useful load shall be distributed in each aircraft without exceeding forward or aft center of gravity limits is also carefully calculated. Simple mathematics will tell the pilot when gross weight or c.g. limits have been exceeded. Operating above these limits may kill you—it has done so to many!'



Seattle graduates of recent courses in management training and effective writing are: (Seated, from left) Louise Borders, Barbara Riggs, Amy Pindall, Marjorie Levine; (center row) Grace Wynne and Vassie Stamos; (back row) Aaron J. Rothman (instructor), Russell Boyden, William Bell, Ed Woodbury, Dan Fallert, and George Mathew. Mr. Mathew did not attend the writing course.

We brought back GOLD from Dawson City!!!!

The Civilair Club charter flight to Dawson City took off at 6:00 a.m. but we were all wide awake and able to enjoy skimming over the mountains, identifying Matanuska and Tazlina Glaciers, Sheep Mountain, and looking for sheep and goats as we went.

It's a bumpy 14 mile ride into town, from the airport at Dawson, but we soon had parked our luggage at either the Occidental or the Robert Service Motel. Those of us at the Service Motel had a bit of a walk to town, but the weather was beautiful, and there were lots of old homes to wonder about as we sauntered along.

The town was full of tourists - a plane load of PHS employees had arrived soon after we did from Anchorage, and they added to the atmosphere, for all were in costumes of old Dawson Days.

There was no organized activity for the whole group, but about half of us set off on the Gold-Panning Tour right after lunch. We investigated a museum of gold mining equipment and then it was panning for us. If we had pooled those flecks that were left in the bottom of about 16 gold pans, they might have just covered the head of a pin. The majority decision was that there must be another, easier way to get rich.....

We kept encountering FAA'ers everywhere we walked. Some took the Yukon boat ride down to the Indian village of Moosehide, others wanted pictures from the top of the Dome - a hill overlooking the village and the gold fields, and we had to walk around to see what 'used to be'.

Everyone was anxious to see if 'Foxy' was as good as the papers had reported, and no bad reports came from anyone on the tour. We all enjoyed Lahr's shenanigans on the stage, and the supporting cast, all from New York, were good. The excellent staging added to the performance.

Bob Darch and his piano and songs were anticipated with pleasure, but some of us never did get to hear him, for Dawson closes up at midnight on Saturday, and we left on Sunday before he started to play. 'The Shooting of Dan McGrew' was presented at the Community Building by one of the local organizations right after 'Foxy' on Saturday night.

On Sunday we took advantage of the tours we had missed, such as visiting the Bank, Museum and souvenir shops, and before we knew it, it was five o'clock, and the bus was there to take us back to the airport.

It was a tired bunch as we waited at Anchorage International for the Immigration Officers to look us over - but well pleased that Dawson City had proved fun.

Irene Peyton,
Tour Manager

FSDO-1 OPEN SEVEN DAYS A WEEK

To better serve the flying public the Merrill Field Flight Standards District Office is open and in operation seven days per week on a trial basis.

Located on the second floor of the Safeway Airways hangar in Anchorage, the Aviation Safety District Office is open daily and weekends from 8:00 am to 4:30 pm.

Sign on a newly painted high school wall: 'This is a partition not a petition. No signatures are required.'



Gold Panners Doris Decker, Karen Barenchik, Esther Roberts, and the George Allens (No, no new millionaires!) seek their fortune while on a Civilair Club trip to Dawson the weekend of July 28.

Pilot Expresses Appreciation

FAAers in the field know their efforts are appreciated as indicated in the following letter.

Federal Aviation Agency
Regional Office
Los Angeles, California

Gentlemen:

On June 29, 1962, while on a flight from Dawson City, Yukon Territory, Canada, to Fairbanks, Alaska, we encountered some difficulty while flying on top of a storm area, on a visual flight plan. We contacted the Northway radio and advised them of our difficulty, which mainly was the inability to remain VFR on top, because of the rapid rate of ascent of the storm. We requested a change to IFR flight plan, an ATC clearance and frequency, which we received immediately and tuned in to the Fairbanks ARTCC controller and were given the finest assistance that man could possibly ask for, in that condition. We wish to take this opportunity to express not only to you people, but to the individual or individuals, who were responsible for our safe flight thru those very dangerous conditions in which we found ourselves on top above 15,000 feet, oxygen exhausted, an adequate gas supply, but no VFR weather, and severe icing conditions existing in the clouds. Upon penetrating IFR, the controller took over our navigation, and proceeded to direct us to Big Delta, and on west some 60 miles to VFR conditions, at our destination, Fairbanks. While IFR we experienced moderate icing and turbulence.

Had it not been for this individual or these individuals, giving us the assistance we needed, our flight undoubtedly would have ended in statics, and we do wish to not only very highly compliment your departments, but also to recommend that this individual or these individuals be nominated for the very highest honor that your department can bestow upon them. Our airplane identification was N5909P, a 250 Comanche, and we will be happy to furnish any additional information that is needed. May we again express our deep and sincere appreciation for the work that you people are doing for us and general aviation.

Sincerely,
Jordan E. Dunaway
Hawthorne, Calif.'

FAIRBANKS

Harold Anderson has finished his current enroute controller class and is concentrating on a rapid radar check out on Lewis Byrd and Joe Belli. While Bill Goode is still farming the southwest one-twenty he is considering town life come snow.

Ron Logan is scratching gravel on his wife, Helen's, eighty acre mineral claim on the Steese highway near Circle and Charlie Stack has returned to work after a month's leave working on the new addition to his house. That's the house he lives in, not his family.

Bill Grotts has returned from outside on PL-737 and has decided to shelve his house in the country which has been tied up in a legal dispute for more than a year. Dick Moore missed a chance to be one of the first to go to Barter Island when a foul-up in paper in New Jersey set the schedule back a week. Erland Stephens is hauling gravel after working hours in an effort to keep the Goldstream road open.

Gabe Wessley and Joe Grube headed south on PL-737 in August and John Scullion returned to Fairbanks via the Alaska Highway with a new school bus for the Catholic School.

Don Slater has been working all summer enlarging his bathroom and lowering his heating plant and water heater into the crawl space under his house.

Joe Greenwell has been offered and has accepted a job in the Cincinnati RAPCON. Joe has sold all the cold weather gear on his VW to Keith Thompson and Harry Hardy has sold his house on Badger Road and is buying a home in Island Homes.

Lloyd Blackmon passed his medical check and is now certified for all phases of the Fairbanks CERAP. Larry Goldsby and Clay McGuire have now completed their first tours of Fort Yukon.

Joe Hollinger returned from outside with his departure Cadillac returned to show room condition and Ernie Sykes transferred to Anchorage, Merrill Tower.

George Hill was promoted to GS-10 and Tom Konklin took a week's sick leave for the summer flu and then gave the flu to Jim Thorne just when Jim's dad flew up from the lower forty-eight for a fishing trip.

Ron Wood and Ray Heald played on the Fairbanks All Stars softball team which competed for the state championship in Anchorage during the second week in August.

John McDowell has moved in and settled down in the trailer and wanigan he bought from Bob Royer. Bill Schuster is planning to marry in September. This will push his room mate, John Mahan, out in the cold. John is planning to bunk-up with John Reese, a transferee from the Ft. Worth Center.

Walter Claxton transferred in from the Washington Center. Mary Ann Long reported to work in August to do the office paperwork and to provide a little feminine atmosphere to the operations section.

Bill Murphy visited both Fort Yukon and Murphy Dome in July. The trip to Fort Yukon was routine but the return from Murphy Dome over the grease-slick cloud-burst softened mountain top road was an adventure to hold him until freeze-up. The only reason he got back at all was because the car had been over the route so many times that it knew the road better than the driver did.

Erland Stephens

COLD BAY RECEIVES TRAINING

Just returned from a trip to Cold Bay are Aaron J. Rothman, chief of the training branch, and George B. Woodbury, Jr., employee development assistant. It was a busy three days - after the plane finally got off the ground at International. Station personnel attended Management Sessions and an Effective Writing Course.

Certificates were presented to the following, upon completion of the Effective Writing Course: Joel Caudle, Carl Shute, Bruce Bidwell, Fred Barnett, Doug Davis, Richard Roderick, George Overly, Dwight Meeks, Robert Livingston, Charles Muhs, Joe Armstrong, Charles McGuire, Henry Luecke, George Rose, Carl Anderson, Theresa Mayers, Mary Ann Barnett, Peter Gay and Lois Shute.



Session I in Management were: Standing left; Dwight Meeks, Charles McGuire, Frederick Peter. Seated: Harold Nordstrom, David Hanna, and Fred Barnett. (Cold Bay)



Session II in the Management Course were: Standing left; George P. Overly, Richard Roderick, Henry Luecke. Seated: Robert Livingston, Bruce Bidwell and Joel Caudle. (Cold Bay)

Bacon and Peters, Former Region Employees Promoted

Robert F. Bacon and Royal E. Peters, former Alaskan Region employees, have been promoted in Washington headquarters.

Bacon has been named Acting Deputy Director of the Agency's National Capital Airports and Peters has been named to succeed Bacon as Acting Chief of the Program Management Division, Bureau of National Capital Airports.

Beginning his government career in 1945 with the former Civil Aeronautics Administration, Bacon was stationed in Alaska where he remained over nine years. He transferred to Washington headquarters in 1956 as Deputy Chief of the CAA's Procurement Branch and later served the Agency as a Contract Specialist, Executive Assistant to the General Services Officer, and Assistant General Services Officer.

He is married to the former Betty Hickok who is the daughter of the late Earl F. Hickok of ATC.

Peters transferred to ALSUS in 1949 after five years in the Alaskan Region Headquarters, and in 1956 he transferred to Washington headquarters.

ANCHORAGE STATION

Awards were presented at the Administration building, Merrill Field, July 25, for outstanding and sustained superior performance and special awards by F. S. Rhode, station manager.

Invitations to attend the ceremony were sent to the recipients' wives. After the presentation, coffee and cookies were served in the training room in the basement of the Administration building.



The following CERAP/SMSE Anchorage Station personnel received an award of \$30 each for their dedication to air traffic safety. Left: James Lamper, Robert Bennett, Wayland Lipscomb, Lloyd Mathews and F. S. Rhode, Anchorage station manager. Other personnel not shown and receiving awards are: James Higgins, John E. Johnson, James E. Kimberl, Donald F. Buss, Charles L. Pitts and Charles E. Willis.

HEALTH BENEFITS ENROLLMENT POSSIBLE IN OCTOBER

Employees eligible for Health Benefits enrollment, who previously did not enroll, will have another opportunity in October, 1962. Also, any employee now enrolled for self-only will be able to change to a self-and-family enrollment in the same plan and option at that time.

During a general 'open season' eligible employees have an unrestricted opportunity to change from one plan or option to another or, if not enrolled, to enroll in a plan. The decision to hold no 'open season' in 1962 was made after consultation with the Federal Employees Health Benefits Advisory Committee. The Committee, established under the Federal Employees Health Benefits Act of 1959, advises the Civil Service Commission on matters of concern to employees under the health benefits program.

There are several major factors which entered into the decision to set the next 'open season' for October of 1963, the Commission said. Among them was the fact that for most employees the benefits and premium rates will not be materially changed in the next contract period. Also, as recently as last October, after more than a year's experience with their plans, employees had an opportunity to correct any dissatisfaction with their initial choice of plans. During that first 'open season' only about 5 percent of the enrolled employees changed plans.

Any questions should be directed to the Personnel Relations Branch, AL-14.



Sustained Superior awards of \$165 each were presented by F. S. Rhode, station manager, for right, to the following station personnel: Left: Hugh L. Huff, Mrs. Freeman Lathan, Roy Burkhart and Jack Leonard (not available for picture).



Another group from Anchorage station receive Sustained Superior and Outstanding Performance awards. Left: Roy Conklin, Edmund Shields, Alma Werre, Frank Jackson, Roscoe Robey and F. S. Rhode, station manager, presenting awards. Donald Maxvold, Wilson E. Mace and Richard Brannan, not present for picture, also received awards.

YAKATAGA

All of us berry pickers are just as happy as ever over here in Yakataga. It has been a great summer with all kinds of outdoor activities. We enjoy the wild strawberries and fresh fish. ATCS Oscar Keranen has killed the first goat this season. He is a winner every time he goes hunting and fishing.

Several local people in the area have built rafts and boats in preparation for a tremendous season of salmon fishing on the Kaliakh and Tsiu rivers.

Bill Williams, our former station manager, is now at Kotzebue. Harmon Williams arrived here with his wife, Terry, and son Douglas. We all enjoyed meeting them at the Glacier Club July 9.

General mechanic Montie Condry has been elected president of the Glacier Club and vice-president is ATCS Doyle Shaw with Terry Williams as the secretary-treasurer. With this trio of officers, we'll all enjoy the Glacier Club this fall and winter.

All of us appreciate the good work accomplished here by Bill Williams.

Joan Hoyt

KOTZEBUE

First impressions. Swarms of local residents greeted my arrival. Without a doubt the entire colony turned out; colony of mosquitoes, that is. Mosquitoes like me, they call me buddy, Bob. Flies, fleas and bees also are palsy walsy which is flattering to me. I find that to them I am not repulsive. They all shower me with their endearing affection. Why can't I be repulsive? I hate mosquitoes. Go away you little zzzombie.

There is an old adage that people love you because you are so sweet; well it doesn't apply in the least to mosquitoes. At Kotzebue I have discovered that a mosquito doesn't care about your goodness or meanness. To a mosquito you represent food and they like to eat. They have no preference for sweet smellers or foul smellers. A bit of research shows that they do prefer certain people to dine on rather than others, and the carbon dioxide and moisture content seeping out of your system makes the difference.

They also like people who are mobile better than ones who sit still. A mosquito is a courageous critter who is bored by inactive prey but who will relentlessly zero in and attack all those who swat at him. If you can sit quietly and look him in the eye, he is likely to fly off and look for more sprightlier prospects. In addition, they say if you want to discourage a mosquito from dining on you, wear light colored clothing. Dark clothes provoke the critters. Leather materials, nylon and khaki also irritate the miniature draculas. In summation, I would surmise that you just can't beat that carbon dioxide in your system. Mine exudes!

The Regional Office honored Kotzebue with a brief visit July 16. Mr. Hulen and party consisting of Messrs. Grant, Wolfe, Emerson and others were on hand. Mr. Emerson was conducting an official visit at the WBAS when he overheard a flight plan filed over the radio. He hurriedly entered the FSS room inquiring, 'Say, was the pilot that just filed Hulen?' When told affirmative, he stated, 'I'm supposed to be aboard that plane.' We advised N19 of the passenger left behind and the forthcoming reply in the presence of Mr. Emerson was, 'Tell him we'll pick him up next Christmas.' No relay was necessary as out of the corner of one eye a streak was observed departing the building.

We wish to inform Mr. Emerson that he is now the unofficial Kotzebue record holder for the 440 yard dash. Luckily N19 was awaiting him adjacent to the FSS building, having taxied up from the parking area, else he might have broken all existing distance records.

During the past month FAA travel personnel have been in and out with great rapidity. Among the coming and goings were Messrs. Trebjal, Terhune, McCune, Witts, Matakonis, Clark, Parrett and no doubt others whom I did not meet during their stay.

New arrivals as permanent ATCS personnel during the past month were 'Duke' Livermore, and wife, Gladys, and family of three and Bob Levine. In addition, I might mention that our permanent travelling man ATCS Joe Dale is still present and will shortly be leaving for Anchorage and further travel.

I would assume that Kotzebue as a field station probably rates extremely high on 'old timers'. The present complement of 6 journeymen and counting the

POST-APPOINTMENT SECURITY REVIEW

'Why does FAA ask for reporting of Security information on agency personnel?'

This question has puzzled many of the officials and employees of the Region since the requirement was issued December 20, 1962, in the form of Agency Practice 6-2.

The answer lies in the fact that special exception to requirements of Executive Order 10450 for full field investigations prior to the appointment to any sensitive position has been granted to FAA. This permits occupancy of any of the sensitive noncritical positions by persons whose background appears satisfactory as the result of a check known as NACI (National Agency Check and Written Inquiries). However, this authority is contingent upon the Agency having an active and effective post-appointment monitoring of employee activities to assure that significant factors which escaped detection in the NACI check or which develop during the course of employment are promptly brought to the attention of security officials responsible for clearance determinations.

One of the reasons the Agency elected to utilize the special procedures is to keep the cost of security clearances down. A full field investigation currently costs \$370 and it would cost about ten million dollars to have such an investigation for all current occupants of sensitive positions in the Agency. Updating the clearances on a 5-year cycle would require two million dollars annually, while such clearances on turnover replacement would cost another one million dollars a year. For a small fraction of such funds the agency can maintain an effective security clearance program, provided that the post-appointment obligations are met.

Another specific reason for favoring the NACI clearances is that the recruitment for critical categories of positions is greatly expedited. If pre-appointment full field investigations were mandatory, the period of waiting for the clearance to be completed would be three months or longer. It is obvious that this would make it virtually impossible to hire personnel in highly competitive professional and technical fields, as well as in clerical and administrative categories. Delays are encountered in processing applicants under NACI procedures, but the factor is much more favorable to the Agency. Continued use of the procedure has been authorized, on condition that the Agency fully implement their 'followup' of such appointees.

Information reported will be analyzed and evaluated with the same degree of care that pre-appointment data is weighed.

Rogers Walker

Chief, hit a total that exceeds 90 years. That is faithful Government Service Sir! For 'on station' seniority, it will be mighty hard to beat Ed Ward with almost 17 years and Warren Thompson with over 10 years. While on the subject let's not forget our Foreman Mechanic with 12 years Kotzebue time.

There are two banks at Kotzebue; the Merchants and Miners and the 'Blood Bank'. Luckily for all, the latter is only seasonal. Bob Levine.



On August 3, 1962, Mr. Alfred L. Polkinghorn received the first wrist watch he has ever owned. The occasion was his retirement after 17 years of government service, the past 3 of which were spent as a Warehouseman at the Alaska Supply Section in Seattle. 'Polk's' fellow employees presented the wrist watch at a party given in his honor the day he retired. From left: M. C. Tomasovich, Assistant Chief, Alaska Supply Section and A. L. Polkinghorn.

MURPHY DOME

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He is called by many names: the boss, head man, chief, high honcho, his initials, or just plain Ernie, Tom or Bill. Each day he lives with professional and personnel problems and every day he's on the lookout for solutions to them, that will meet a fair degree of approval from all concerned. A good SEMT is understanding fair, a cajoler, coordinator, arbitrator, listener, and decider. In addition he is efficient, hard-working, patient, impatient, aggressive, ambitious for himself and his segment of the FAA.

His constant companions are work, too little time, budgets, reports, ideas, new methods, evaluations, employee relations, standard forms, and management of electronic economy. No one knows better than he the meaning of pressure. He is second-guessed, loved, appreciated, tolerated, respected, blamed, praised, understood, misunderstood, needling and needled, but never ignored.

The SEMT knows the loneliness of management. For there comes a time for decision. Despite all the counsel from associates above and below, it is he who says 'yes' or 'no'. He can't afford to err in judgment, whether it be in his relations with personnel or the smallest matter relative to electronic maintenance. He is always responsible.

A good SEMT is the voice of and for the Federal Aviation Agency—both written and spoken. Thus, he is a reader, student, speaker, moderator, writer as well as the subject of a speech or article. He is the product of government business and means business. What he does or says can produce a ripple or a tidal wave of activity.

Although his collar may be blue or white and his shoes may be polished or scuffed, he knows the meaning of long hours, hard work and headache producing decisions. For this he has learned: To get a better job done and get a better job, keep doing a better job. That's how all SEMT's are made and serve America so well.

Ronald H. Steward

SUMMIT

I have adjusted my pince-nez in order to see more clearly in retrospect the recent noteworthy events which have taken place in this outpost of the organization serving the flying public. They are hereby recorded, not necessarily chronologically, and give some of the highlights we at Summit have experienced in our mundane quotidian living.

An accolade was tendered to one of our fellow workers by one and all present at a command performance, where a scroll was presented to Hank Olson. Hank has attained the enviable distinction of becoming the third member of the fifteen hundred hour club.

Jesse Jones' family was increased by six new members. This is the number of pure white pups his Samoyed (Princess) presented them with one midnight out in the brush. A good time was had by all. That brings the canine population to twelve, the feline members stand at one, that is, at the time of this report. The small fry are busily engaged in attempting to empty the new log enclosed sand box. A large dog was observed being pressed into service as an excavator, to the delight of the small contractors.

Jesse Jones and family are presently enroute to the old stamping grounds of Juneau, where they will renew old friendships and return refreshed ready to resume the workaday problems at Summit.

Carl Anderson returned from leave in Seattle where he visited the fair and ogled the fair ones and Ed Hess and his plane have been orbiting over to Mt. McKinley park every once in a while. Must be the cooking at the hotel has a strong magnetic pull.

Art Imhof, the new chief, arrived from Anchorage and met every one at a soiree at the Jones'. Coffee and cake, topped with whipped cream and fresh blueberries, were served and that was topped off with an organ solo by Ellen Jones.

While the swaybacked quonset hut was being inspected by the mechanical staff, an idea expressed by Carl Anderson was put into effect. The crane operated by Fred Rose, was fastened to a chain and eye bolt and let down through a ventilator in the roof and fastened to a long timber inside the hut. The walls were pulled together by a pair of come-a-longs fastened through the walls to timbers. Upon signals from the ground crew the crane grunted, the walls came upright, the roof resumed standard levelness. Three supporting timbers were installed, Voila; she is like new again.

Jim Mulholland and family tried out their camping trailer at Brushcanna creek the other night. They and the mosquitoes enjoyed it very much and they left some grayling in the creek, too.

Cliff Caudill is standing by for Jesse Jones and manages at the same time to keep an eye out for any stray Alces Americanus approaching the equipment. Cliff and family are keeping the Jones homestead warm and attending to the assorted livestock.

Your Scrivener

Fred C. Rose

'He's a psycho-ceramic.'
'What's that?'
'A crackpot.'