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## ALL ALASKA CONGRATULATES CAA ON ITS TWENTIETH ANNIVERSARY

Warm appreciation of the contribution of the CAA to the development of Alaska marked the 20/20 tour of the Regional Administrator June 23-26.

Beginning at Juneau where Acting Governor Waino Hendrickson spoke June 23 at the kickoff dinner meeting celebrating the CAA's 20th birthday, the speeches and congratulations were uniformly sincere and generous. Tribute came to the CAA for building and operating the airways and airports and for its contribution to safe flying in its two decades in Alaska.

Audiences at Juneau, Fairbanks, and Anchorage where the Acting Governor spoke applauded these sentiments and gave Regional Administrator Hulen the traditional "Well done". Some even sang "Happy birthday, CAA." CAA speakers at other places were generously received. George S. McKean spoke to the Chamber of Commerce at Cordova; John C. Hooper to the Kiwanis Club at Fairbanks and Anchorage; Ralph Westover to Chamber of Commerce groups at Petersburg and Ketchikan and the Lions Club in Anchorage; Virgil Knight to the Jr. Chamber of Commerce in Anchorage; Chet Sobczyk to the Chamber of Commerce, Kodiak; Benjamin Zvalonek to the Chamber of Commerce at Sitka; Charles E. Planck to the Jr. Chamber of Commerce, Fairbanks, and the Matanuska Valley Chamber of Commerce, Palmer; Jennings Roberts to the Chamber of Commerce at Seward; and Joel Caudle spoke to the Golden Heart Toastmasters Club at Fairbanks.

On the major celebration flight, Regional Administrator Hulen, the Acting Governor and Halford P. Noggle, representing Administrator James T. Pyle, spoke at Juneau and Fairbanks. At Nome the Regional Administrator addressed an enthusiastic audience and then returned to Fairbanks to bring Acting Governor Hendrickson on Anchorage.

Sensation of the trip was the newly-painted DC-3, the first CAA plane so painted to be displayed to the public. With its blaze orange design, the plane attracted wide attention in the air and on the ground as Hulen flew it low above every CAA station on the route.

Radio and TV covered the birthday ceremonies. Armed Forces Radio Services carried four dramatic skits written by Planck, directed and recorded by Don Gretzer, and with CAA personnel as actors. These skits told of the beginnings of the CAA in Alaska in 1938-39; the building of the airport at Cold Bay by Chris Lample; the contributions of men and wife teams on CAA airways during the war; and the death of a CAA communicator at Port Heiden in 1948. Regional Administrator Hulen and General Kenneth Gibson concluded the series with a program in which the General thanked the CAA for its contribution to the war and defense efforts.

This series of radio programs was carried on Station KENI at Anchorage; on KNJO at Juneau; KFAR at Fairbanks, and KIAM at Cordova during the week of June 30.

KITVA at Anchorage and KTVF at Fairbanks both prepared and presented TV films on the CAA at Anchorage and Fairbanks. Hulen, Noggle, and Planck took part in a TV interview at Juneau.

Nome decorated its streets and shop windows with brilliant signs reading, "Nome hails your Vision, CAA".

In Fairbanks, 11 airlines and operators joined in a half-page newspaper ad congratulating the CAA. "We congratulate you", the ad read, "on your 20 years of service to aviation and look forward to working and flying with you in the 20 years of greater achievement ahead."

The News Miner at Fairbanks gave a full page of pictures and copy to the CAA's RAPCON there. Other papers throughout the Territory, and radio and TV stations gave full coverage to the events.

The Anchorage Times came out with a two-page spread of ads by local businesses congratulating the CAA and material recounting the CAA's 20 years of service in Alaska.

The week-long celebration ended with Open House celebrations at many CAA stations where the work of the CAA locally and nationally was demonstrated.

## THE RAISE! What It Means To You

The President signed the Classified Workers pay increase into law on June 20, 1958. The increased rates are retroactive back to the beginning of the first full pay period which began after January 1, 1958. For Region Five employees, the increased rates are effective as of January 12, and retroactive salary payments will be made for the period January 12 through June 28. The new pay rates will be reflected on

### Do It Yourself

The Payroll Section has advised that a good way of estimating the amount of retroactive pay to be received is to compute 10% of your present salary check and then multiply this figure by 12. For example, if your present net salary check equals \$189.90 each two weeks, a fair estimate of the retroactive salary payment would be as follows:

$\$189.90 \times 10\% = \$18.99$   
 $\$18.99 \times 12 = \$227.88$  Estimated amount of retroactive salary to be received.

Employees who are having bonds deducted and deductions other than normal taxes, retirement, etc., will receive slightly more than the above 10% figure since no bonds will be deducted from the retroactive salary.

The Payroll Section has tentatively set a target date of July 11 for distribution of the retroactive salary checks. Every effort is being made to get these checks out at the earliest possible date.

the payroll checks for the pay period beginning June 29. These checks will be received July 25.

Reproduced below is a table showing the old and new rates of pay for each grade and step. The 25% Territorial Cost of Living Allowance is not included as part of these rates. In order to determine the gross yearly salary, add 25% to the new annual salary rate. (For example, the new GS-9 salary rate is \$5,985.00 plus \$1,496.25 TCLA which equals a gross annual salary of \$7,481.25).



## NORTHWAY

The impression is that, "When I get a highway station, man am I going to sit there till something freezes over!" Get a load of this station's TR list for the last year and a half. Departures--STMG Jackson, SEMT Perricone, AOS Mr. and Mrs. Bargabus, Wirges, Little, Spikes, CAOS Shute, a ham with 97 countries confirmed. In the Plant Maintenance department, Tom Glazier and Fred Glover. Replacements - AOS Nixon, Clark, Sanders, Estes and SAOS Mainord; Foreman Mech. Pete James and Gen. Mech. Harold Schmitz, also SEMT Dhabolt.

Pete James & crew have done a fine job on a portion of the station lawn. It is a regular show place and tourists have been stopping to gawk at the bodies of small children hung from tree limbs---"Well, I told those kids to stay off the lawn but they wouldn't listen."

AOS Clark, found in a reclining position when relieved by the day watch, said, "I'm not sleeping on watch. I'm practicing so I won't look awkward when I go out on PL 737 and start lying around on those sunny beaches."

SEMT Dhabolt says that he has heard so many dits and dahs on his ham rig that his boy's first words were, "Dah dah did it."

AOS Estes needs some repairs to his Volkswagon - One of the new kids stepped on it, said he thought it was a bug and was trying to squash it before it bit someone.

STMG Knight: Those tomatoes - referring to his garden--aren't so much but look at those cabbage heads.

Tom Clark and Ed Dhabolt

## KING SALMON

The King Salmon Fishing Derby, sponsored by the Katmai Club, began June 17 and ends July 3, followed by a separate contest on Derby Days, July 5 and 6. Generous prizes will be awarded for the largest fish and a consolation prize for the smallest. Some good catches have already been reported, with Gene Rugg hauling in the biggest one, a 45 pound king salmon.

P & S, communications specialists, tower controllers, electronics maintenance and Weather Bureau men have all become amateur carpenters and the new club building is progressing nicely. Hope to have our grand opening some time in October.

The Mukluk's Canadian correspondent reports that Frank Richter and Norman Potosky recently drove up the highway in new cars, Frank in a Plymouth Fury and Norm in a Chrysler.

## HOMER RALPH SLONE REMEMBERS....

I thought I might reminisce about Anchorage and McGrath. Gene Berato could carry Anchorage back a little further. I don't believe there is anyone else still in the Region who worked at the Anchorage Station before Gene. Glen Davis at Juneau can go back further at McGrath, and Mr. McKean was in on its establishment.

I transferred to Anchorage from Minneapolis in July 1941, got off the Toonerville Trolley from Seward one dusty morning with my wife and 3-month old baby, and parked them at the Merchant's Cafe while I reported in. The office was in the Federal Bldg., and Al Hulen and Bill Hickock were there, both very pleased to see me--Bill especially, as he had been standing watches alone. When I told them I hadn't found a place to stay yet they were big about it, and gave me till four that afternoon off, and told me to show up on the evening watch.

At 4 I still hadn't found a room, so parked my wife in the lobby of the Parsons, waiting for a vacancy, and went out to the station. It was in a 16 x 20' shack we had inherited from the AACC. Bill Hickock was chief; the operators were Virge Hanson, Gene Lowman, Gene Berato, and myself; the maintenance man was Joe Tippetts. We had two frequencies, on an old Collins I believe, 3365 night and 5855 day. Most of the stations only worked 16 hours, after midnight we had only Nome, Fairbanks, and Juneau.

Sherrod Kendall came in a month or so later and was put on the mid-watch with me to break in. We borrowed a Wheatstone perforator that was kicking around and a Boehme head and hooked them into the teletype power supply. We started breaking the log-jam on the mid-watch traffic then, but it caused some confusion at other stations. Somebody up north, I think it was Grant McMurray, sent a note down and wanted to know who the hotshot on the mid-watch with the perfect fist was. Bill told him he didn't know, all the Anchorage ops had perfect fists.

We got a few more in towards the close of the year -- Wally Norwalk, Von Thun, Ed Grimstad.

Housing was tight. I lived in the Hawver apartments over the N.C. at \$100 per month for a bedroom and gas-ring and bath down the hall, while getting a roof on a house of my own. This was pretty grim, as we were getting \$180.00 per month pay then, and grocery prices weren't much better than now. Al Hulen was CAF-7, I believe, Bill Hickock was 6, Virge and Joe T. were 5, and the rest of us were 4. Most of us worked part time in the N. C. Co. to make ends meet.

Sherrod Kendall hit town weighing about 130 and with 15 cents in his pocket. We got him tided over till payday and he

found somebody's garage to live in for \$45.00 per month. They let him use water from a hydrant in the yard and the outside sanitary facilities at no extra charge. Gene Lowman and Berato were lucky, they had real honest-to-God houses, even if not very fancy ones, on 3rd and East B, now called Barrow.

Around Christmas we moved into the new building --- not the new new one, but the old new one that was later made into the Air Freight Dock -- and things got better in some ways, worse in others, what with the war. All in all, the Anchorage station in 1941 was kind of like the man who caught the bear by the tail, interesting, but not an experience you'd want to repeat.

In May 1943, I transferred to McGrath. Vance Hawley had opened the station in 1941, Johnny Conrad, Jim Toy, and Roy Post were his first complement. After Vance left Roy got the station, and when he transferred to the States I got it. Al Withrow, Glen Davis, and Jimmy Elder were my operators. Ray Bird was RMS and Frank Pickett was mecahnic.

Jim Hurst took us out in the old Belanca, NC-5. He taxied as close as he could get to the quarters and then we carried my wife and gear through knee deep mud about a hundred yards.

The local N. C. Co. had groceries, but pretty stiff, so we got our supplies up the river from Schwabacher's in Seattle. If a man moved out before he ate up his grub, he turned it over to his relief. We could grow fresh stuff in the summer, and keep cabbage most of the winter, but if we ran out, we just did without. Air freight was 35 cents a pound from Anchorage and 28 cents a pound from Fairbanks. At GS-6 and 4 pay we didn't use it much. Eggs were laid in July in the State of Washington, came up the river in September, and we ate them till the next July. If we weren't able to kill meat, we ate Spam and canned wieners. However, game was plentiful. Glen Goudi and Jerry Whittaker and Fuzz Rogers were snowed in at McGrath one time and my wife fed them ptarmigan, willow grouse, moose and caribou all at one meal. She was trying to make an impression, I think, and I guess she did. Summer apples and oranges came up by boat, but winter apples were practically non-existent. The N. C. Co. had a crate flown in for Christmas and charged two bits each for them. I bought two dozen, as a Christmas treat, and the kids gobbled them up before we got a chance to put them in the stockings.

Ralph W. Slone

### HOEKZEMA CHOSEN FOR OVERSEAS JOB

Jack Hoekzema, Property Inspector, has been selected for a supply position with the International Region in Ankara, Turkey.



## MOSES POINT

Al Cooke, AN-675, and his doughty crew of conversion experts, Keith Nelson, Whitey Call and Jack Maley, have just completed a two-month stay at Moses Point during which they converted Houses 1, 2, 3, 4, and 5 into ultra-modern 4-bedroom homes. In addition to the conversion job on the houses, Cooke and his crew converted the denizens of Moses Point to the fascinating new game called 'Yatzee'. (Pronounced Yaht see)

Reputedly invented by some Anchorage mathematics teachers, Yatzee has become a source of endless fascination for STMgr Doug McDonald, Foreman Mechanic Don Fuller, Travelers Springberg, Huffer and others. The game, played with dice, consists of an endless series of agreements among the participants.

STmgr McDonald commented that it will be some time after the departure of Cooke and his crew before the collective Moses Point 'Yatzee's' return to normal.

## A Fable

by Stan Erickson

Once upon a time there was a CAA station called Burning Bog near which was the once-famous Soggy Tundra Gold Mine. Station Manager C. A. Aspenwash was the paragon of station managers. In a pinch he could fix an H-marker, nurse back to life a drooping diesel, or handle the air-ground position. He had all the certificates from Ok City except Flopair and radar rassling.

Amongst the employees of the station and the natives of the Burning Bog area he was looked upon as mayor, father confessor, witch doctor and investment counsellor. He had acted to mediate four incipient manslaughter-murder incidents, talked three poachers and one moonshiner into giving up their wanton ways, and had served as midwife on two occasions. He also acted as school agent and field representative of the Credit Union.

Everyone loved this guy--a typical CAA station manager--except niggardly old Newt Nugget, last vestige of the rip-roaring days of '92 when the Soggy Tundra poured forth upwards of 60 grand of the yellow dust each day. Rumor had it that old Newt had stashed away a couple of barrels of loot around the mine. He just sat around and frowned every time a plane took off or landed on the Burning Bog intermediate.

Finally, when he saw C. A. Aspenwash looking through a transit to spot the new VORTAC site, he gave up the ghost of '92. He loaded his sled with eight bags of a heavy concentrate and munched his huskies over to the station. Smiling evilly and bowing low to Aspenwash, he stated his case.

## DISCIPLINE

### A Discussion by Personnel

Personnel problems that call for some sort of corrective action are not necessarily rooted in undesirable traits of character. More often than not, circumstances unrecognized by the individual as influencing his behavior are responsible for his conduct.

Take the case of two typists, both of whom repeatedly turn in work that has to be done over. Both girls had scored high on the entrance typing tests. Both had been given detailed instructions about their work; both had been given reasonable help by their supervisor on a day-to-day basis; yet neither had responded in a manner expected. One had only limited experience and the other had had considerable experience and each should have been able to do the work satisfactorily. Naturally, the more experienced girl caught on quickly and required less initial training than the other. The less experienced girl worked earnestly and conscientiously for a 6 months period, but without any observable improvement. The more experienced girl started off "with a bang" but gradually lost her grip and at the end of the same period was no more satisfactory than the other girl. About that time, both girls started abusing the leave privileges. When questioned by the supervisor, one was evasive and the other outwardly resentful.

One girl, experienced, with proven ability in previous jobs, lost interest. Her work became monotonous, and she finally built up a feeling of resentment. She is a "can, but won't."

The other, not quite adequate for the job required, with no opportunity to learn the significance of the job she was doing, became confused, and finally discouraged. She is a "would, but can't."

What should the supervisor do? Should each girl be disciplined? Should they be terminated for unsatisfactory service?

Or should he shift his attention from the work being done--or not being done--to the individuals, work with a personnel officer to gather all the pertinent facts, and then take the sensible corrective action with each girl?

"If you're so dern smart as they say you are, maybe you'd like to do this, Mister GS-11: One of these 8 sacks is lighter than the others. All the rest weigh the same, 25 pounds a piece. If'n you can find the light sack in just two weighings, I'll give it to you."

So what did paragon Aspenwash do? He tore down a tower, rigged up a balance and weighed out those eight bags, found the light one in only two weighings, and kept it. He now lives in Acapulco, plays jai-alai for exercise, and loaf, a rich man.

You too can be a station manager! How did he do it?

## NENANA

Resident Engineer Robert Boyd has arrived at North Nenana for preliminary work in conjunction with the VORTAC installation. He is assisted by Civil Engineers George Heath and Francis Graham.

Tower construction on North Nenana for the Peripheral installation has been completed except for the antennas. This work went along in good shape until Resident Engineer Alden Richardson fell off one of the towers breaking an arm.

Our hunting season for the year has opened and the first casualty was Mr. black Bear. One day he was stalked by Jim Cummins with heavy artillery and ended up as a rug on someone's floor.

On June 13 at noon a fire was reported on the tundra 7 miles southeast of Nenana airport. Soon the BLM landed six firefighters here and we transported them to the CT site where they took off under their own power through arm-pit deep swamps for the fire scene. 24 hours later it was under control and the fighters were picked up by a helicopter.

Considerable activity in and around Nenana these days what with CAA activity at North Nenana, road survey crew and river transportation. It is rumored there will be immediate road construction from Nenana to Clear and this road will pass south almost on our own doorsteps. Lots of speculation around here.

Plant Maintenance sent in "Buck" Rowe and Roy Henage the latter part of May to work over the heating system at North Nenana and to do various jobs around Nenana station.

Baseball season has opened in Nenana and the ball field has been the center of interest twice weekly. Our local CAA team has managed to hold together pretty well, what with sore muscles, bruised fingers and aching bones. We have had some stiff competition from the BPR team. Local Little Leaguers are getting into condition under the coaching of our Jim Jensen.

Robert Baker, EMT from North Nenana, departed with his family on May 30 for extended leave. He was to pick up a VW Microbus at Seattle and then limber it up across country to New York State.

"Do you think I could lead a good Christian life here in the city on \$20 a week?" The young man asked a minister on arriving in New York. "My boy, that's all you could do," replied the minister.

If you have to look up the answer on Page 4 don't despair. There are lots of other opportunities in Region 5.



## CORDOVA

CAA JEEP OUTFRONS MAD BEAR WITH CUBS  
IN REVERSE YET!

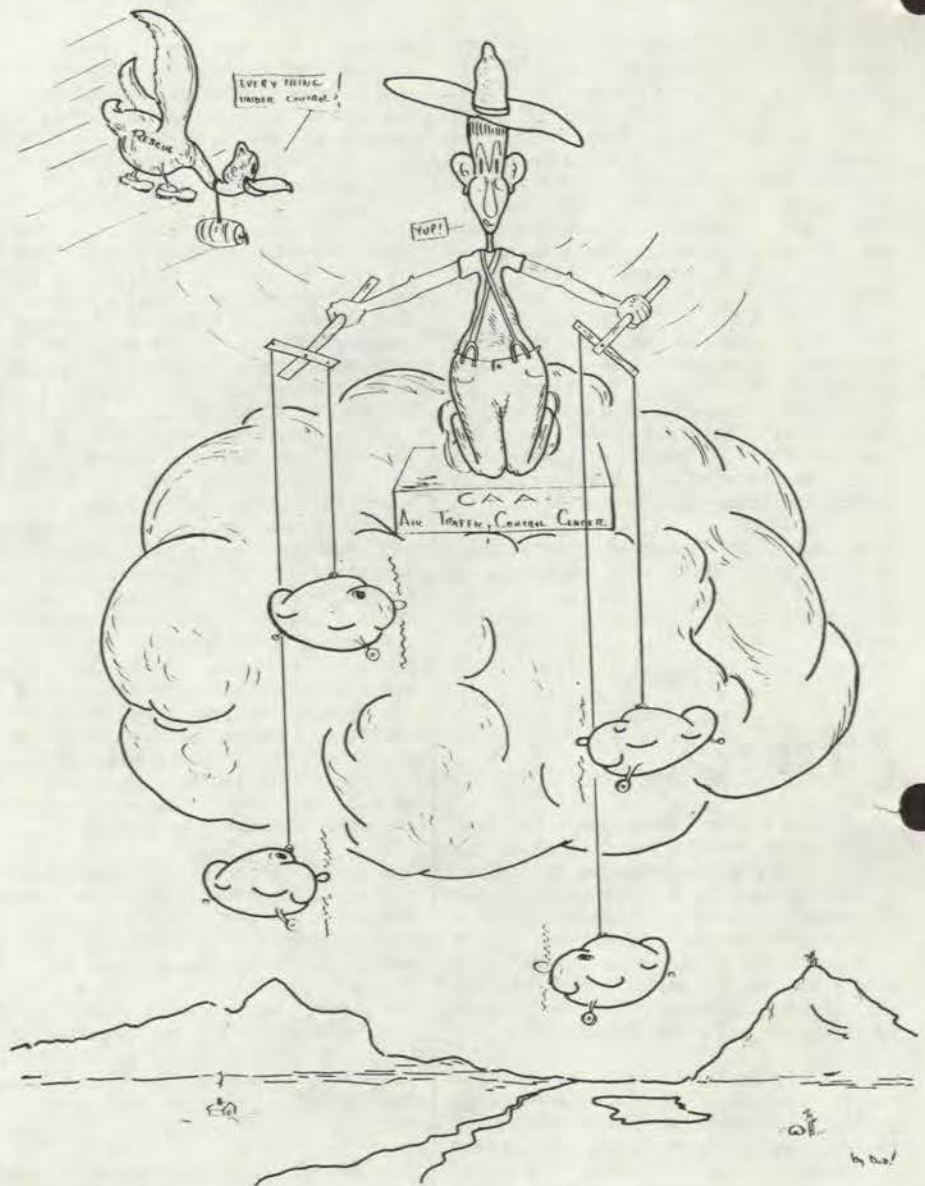
And this is how it came about. EMT Pete LaPlante was on his way to town in a CAA jeep when he came upon Mama Brown Bear with two cubs in the road. About 100 feet away from said brownies Mama Bear apparently resented this intrusion on her domain and with vengeance in her eyes (Pete's words) raced forward to meet the intruding yellow-four-wheel monster. Well, Pete hit the panic-button and abruptly went into reverse with the bear in hot pursuit. After a short distance, Mrs. Bear gave up the chase and, at her leisure, sauntered back to shoo her young 'uns off the road. Pete, assuming the coast was clear, resumed travel via flight planned route only to have Mama Bear again take chase as he went by, baring her bicuspid and emitting very unfriendly noises. Anyway, Pete, the jeep and the bear family all emerged unscathed and went their separate ways.

Softball season is again well underway at the Mile 13 stadium, in company with the mosquitoes and inclement weather. The league consists mainly of the Government Beavers and the Club Athletics, with the Coast Guard cutter Sedge and the Air Force of Middleton Island fielding teams when they are in town. Civil Servant athletes of various age (but mainly CAA) make up the Beaver's roster while the Club Athletics are a town team sponsored by Don and Ken VanBrocklin of the Club Bar. At this writing the Beavers are on the low end of a 4-2 series with the Athletics.

Visiting for a short time with the Andrew F. McMorrows is Janet Smith, Jean McMorrows' sister, who, to resort to a cliché, is home wherever she hangs her hat. Janet has just returned from a 2-year teaching stint for the Air Force in Japan. She previously taught one year at St. John's, Newfoundland, and is now French Morocco bound. Janet flew from Japan to Anchorage with Northwest Airlines and Anchorage to Cordova courtesy of McMorrows Air Service of Mile 13 (pun) with owner/operator/chief pilot "Mac" driving his Stinson Station Wagon. After arriving at Cordova, Janet discovered she was "Mac's" first passenger after receiving his private license. Wonder why he didn't tell her before they left Anchorage?

Geographically speaking, the Frank Smith family is scattered hither and yon. The Missus (Hazel) is attending summer school at the U. of Montana in Missoula. Daughter Aleen is at her grandparents in Salem, Oregon. Philip is spending the summer on his uncle's farm near Chicago. Frank has left to join Hazel and when she has completed her "book larnin" they will prospect for some good trout fishing. Meanwhile Butch is holding down the fort at home until school begins at Notre Dame this fall.

## AIR TRAFFIC CONTROL MADE CLEAR



Part of the excellent display by Airways Operations Specialists at Anchorage celebrating the 20/20 project was the drawing of Henry F. Dodd, who has a knack with a pen. Here he confesses to all the manner in which CAA has made its wonderful record of safe control of air traffic.

Just returned from vacation well-spent (the bucks) and well tanned (Texas sun) is Foreman Mech. Max Robinson and clan. Max states they had a very enjoyable trip, spending their time between Childress, Texas, and Eastport, Maine, visiting parents and squeezing in a side trip to Carlsbad Caverns and Canada, climaxing their jaunt driving from Anchorage to Valdez.

Joining the Mile 13 crew recently was Mech. Andy Geoit accompanied by wife Edith and children Alberta, Robert, Andrew and Judith, transferring from Gulkana. Andy replaces Al Walenczyk, who resigned to go into the automotive repair business in Cordova.

### EXCELLENT

The response to the Incentive Awards Suggestion Contest was excellent. The contest brought out one very important fact---people do have ideas! All they need is a little urging to take the time and effort to put them down on paper.

This is how Aspenwash got rich. He put two bags aside. Then he balanced three against three. If one group of three was lighter--which it happened to be--he knew where the light one was. Then he put one of these three aside and balanced the other two. If one of them was lighter, he had the answer. If they weighed the same, he still had it. Newt took off in a tizzy. (Sourdough name for sled)



## ANCHORAGE

On June 16 Sherrod Kendall returned from a stateside vacation looking chipper. Still on the semi-retired list are Ed Shields in Minnesota, Sam Stinchcomb remaining in the Territory, Bruno Zamorski with a stopover in San Francisco enroute to the home of the Milwaukee Braves, and Lionel Maddeford to New York. Poor Maddy, no one had the heart to tell him his Giants have moved from the Polo Grounds.

Mrs. Virginia Markle underwent an operation in the Providence Hospital the last week in May. About a week after her release from the hospital we were happy to learn that she was on her way to a full recovery.

On May 27, Bernice and Martin Greiner announced the birth of daughter Mary Kay, weighing 6 pounds and 9 ounces.

The Planning Branch let our chief return to us on June 14 after one month's detail in the R. O. During that time, Senior Henry Dodd and FDI Instructor Charlie Thomas divided the chores of acting chief between them.

Our golfers extraordinarily most wholeheartedly accept the challenge proffered by the Fairbanks Center/RAPCON for a golf match some time during the summer even though one of our golfers, Frank Jackson, was taken by a couple of RO sharpies, Dave Jones and Dave Simpson. However, this will never happen against Fairbanks. Just to keep the ball a rolling, our two great bowling teams would like to get in their challenge also. Now that all parties are agreeable to the match, all we need to do is find transportation, FREE that is.

Between 9 a.m. and 11:25 a.m. on Monday, June 2, Skwentna, Anchorage Center, Joint Search and Rescue, FCC and several other stations and agencies were kept busy tracing out an emergency call on 3023.5 from an N14280. The aircraft requested Skwentna weather outlook and declared an emergency, then advised engine out one mile north of Skwentna requesting to land. Intermixed with the calls singing was heard and the voice sounded like a child's. Skwentna was the only station receiving the calls and they piped them on the interphone to the center. Checks failed to reveal any aircraft with the numbers N14280, and FCC had no luck getting a bearing on any calls. Later the aircraft advised was landing  $\frac{1}{4}$  mile east of Skwentna and would walk in. Next he advised he was Cessna-180 and requested helicopter and food since he was now unable to walk out. The transmission ended with a pleading "please Skwentna". A Coast and Geodetic Survey helicopter with the chief communicator at Skwentna aboard took off in search of the downed aircraft. They later located the source of the transmission coming from an Aeronca on Hewett Lake 7 miles west of Skwentna. A 13-year old Spenard boy was playing jet airplane. At first the boy denied it but after a discussion with his father he admitted playing jet and all things associated with an emergency. All is well that ends well.

## WHAT YOU GOT--WHAT YOU GET

Grade		FEB. APR. 62 144.00							
GS-1	Old	\$2,690	\$2,775	\$2,860	\$2,945	\$3,030	\$3,115	\$3,200	
	New	2,960	3,055	3,150	3,245	3,340	3,435	3,530	
GS-2	Old	2,960	3,045	3,130	3,215	3,300	3,385	3,470	
	New	3,255	3,350	3,445	3,540	3,635	3,730	3,825	
GS-3	Old	3,175	3,260	3,345	3,430	3,515	3,600	3,685	
	New	3,495	3,590	3,685	3,780	3,875	3,970	4,065	
GS-4	Old	3,415	3,500	3,585	3,670	3,755	3,840	3,925	
	New	3,755	3,850	3,945	4,040	4,135	4,230	4,325	
GS-5	Old	3,670	3,805	3,940	4,075	4,210	4,345	4,480	
	New	4,040	4,190	4,340	4,490	4,640	4,790	4,940	
GS-6	Old	4,080	4,215	4,350	4,485	4,620	4,755	4,890	
	New	4,490	4,640	4,790	4,940	5,090	5,240	5,390	
GS-7	Old	4,525	4,660	4,795	4,930	5,065	5,200	5,335	
	New	4,980	5,130	5,280	5,430	5,580	5,730	5,880	
GS-8	Old	4,970	5,105	5,240	5,375	5,510	5,645	5,780	
	New	5,470	5,620	5,770	5,920	6,070	6,220	6,370	
GS-9	Old	5,440	5,575	5,710	5,845	5,980	6,115	6,250	
	New	5,985	6,135	6,285	6,435	6,585	6,735	6,885	
GS-10	Old	5,915	6,050	6,185	6,320	6,455	6,590	6,725	
	New	6,505	6,655	6,805	6,955	7,105	7,255	7,405	
GS-11	Old	6,390	6,605	6,820	7,035	7,250	7,465	-----	
	New	7,030	7,270	7,510	7,750	7,990	8,230	-----	
GS-12	Old	7,570	7,785	8,000	8,215	8,430	8,645	-----	
	New	8,330	8,570	8,810	9,050	9,290	9,530	-----	
GS-13	Old	8,990	9,205	9,420	9,635	9,850	10,065	-----	
	New	9,890	10,130	10,370	10,610	10,850	11,090	-----	
GS-14	Old	10,320	10,535	10,750	10,965	11,180	11,395	-----	
	New	11,355	11,595	11,835	12,075	12,315	12,555	-----	
GS-15	Old	11,610	11,880	12,150	12,420	12,690	-----	-----	
	New	12,770	13,070	13,370	13,670	13,970	-----	-----	
GS-16	Old	12,900	13,115	13,330	13,545	13,760	-----	-----	
	New	14,190	14,430	14,670	14,910	15,150	-----	-----	
GS-17	Old	13,975	14,190	14,405	14,620	14,835	-----	-----	
	New	15,375	15,615	15,855	16,095	16,335	-----	-----	
GS-18	Old	16,000	-----	-----	-----	-----	-----	-----	
	New	17,500	-----	-----	-----	-----	-----	-----	

## BETTLES

Last month when we reported negligible damages from our earthquake of April 7, we were not exactly plumbing the future with the eye of prophecy. Whether or not it is the result of delayed shock, recent successive ground heaves at the SRA site have jarred the towers out of alignment so that we are now getting---as the old AIRGI used to put it---multiples, bends and doglegs characteristic of transmissions over mountainous terrain. And from the looks of things at this particular writing, it is going to take a crew of specialists from AN-670 and AN-675 to straighten the tangle things out again.

Construction is proceeding apace on the new Housing and Home Finance Agency schoolhouse at Bettles Field, roughly a hundred thousand dollars' worth of building which will provide adequate classroom facilities for the moppets

and a completely modern quarters unit for the pedagogue.

We are pleased to report that Electronics Installation Technicians Verle Fowler and Bill Watson are completing the White Alice tie-in with all the precision and finesse of two top surgeons suturing a tycoon. The threads are cross-stitching nicely, and we foresee no post-surgical shock.

One nice thing about these MAPU quarters units; you never have any trouble keeping up with the neighbors.

All Bettles personnel wish to congratulate Station Manager Roy Wall of Tanana on his new assignment to Yakutat and to give him their best regards. During his several years at Tanana, Mr. Wall has exemplified the good neighbor policy in every respect, and we feel that some word of appreciation is well deserved.

O. O. Robbins



## MIDDLETON IS.

Our little "Island Paradise" is just brimming with activity.

Already we are expecting our third crop of bunnies. If anyone thinks that's not being busy, try it some time. Let it be said that we have no Integration problems whatsoever. Our little white bunnies fraternize with the little black bunnies and the white and black bunnies fraternize with the little grey bunnies. All in all, it is a scene of peace and contentment. To make the picture complete, the seals are sealing and the Sea Lions are lying, the gulls and terns are trying to out-do each other in laying eggs and even our congenial "tube checker" has sea-parrot eggs a-hatching in his room.



First, we wish to welcome AOS Trainee Jim Callahan to our midst and hope he likes it here. Being Junior man, it is his duty to keep the cannon polished. Important job out here. Jim hails from Pennsylvania.

Archie Frye comes next and he hails from Colorado. At present he is awaiting the arrival of his family to Anchorage where they will be at home until other arrangements are made.

Our Tube Checker, Leo Haagenson, comes from Montana. He is an ardent HI-FI fan. We are all awaiting the hatching of his sea-parrot eggs and for them to look up at him and say "Mamma". If Leo were ordered from MDO now it would take the C-123 to move him.

Vince Bourk, alias the "Phantom Poke", hails from New Hampshire, and is hoping to be a tower controller in the near future. At present, his sole ambition is to save enough money to buy an airplane.

Our last AOS, but not the least, is Harry Swanson, congenial Swede from Wisconsin.

Transient personnel include Resident Engineer Ralph Moore and crew. They are getting ready for the contractor to come and install the MDO VORTAC facility.

## SAFETY CHARM GIVEN HULEN AT PARTY

Concern for the safety of Regional Administrator Hulen produced a unique birthday gift from CAA personnel at Nome.

Noting that CAA planes now are protected from mid-air collisions by bright paint, Floryn Rhode, STMG at Nome, prepared a blaze orange necktie which he proposed that Hulen wear. Pilots receive injuries in automobile accidents, at crowded parties where elbows are stuck in their eyes, and at home while doing the chores, Rhode pointed out.

"We hope that when the Regional Administrator wears this tie, he will be safer--in fact, we believe it will cause many people to avoid him."

Wanda Stanfield completed the tie for Mr. and Mrs. Rhode by painting the Regional Administrator's initials on it in day-glo kelly green. Acting Governor Hendrickson presented the tie to Hulen at Juneau and later at Anchorage. Mrs. Floryn Rhode (Scotty) made the presentation at Nome.

The Regional Administrator finally got a chance to wear it at the surprise party given him at Anchorage June 30.

Our now famous cannon stands proudly in front of the operations building. From here it silently guards the beautiful "Mona Lisa" beach and overlooks the blue waters of the Gulf of Alaska. This cannon is the object of widespread photography by everybody, from Generals on down. It attracts the flutterbugs in large numbers. Our cannon was the object of extreme jealousy at the Air Base when the Commander who is now at Bethel was stationed here. Several attempts were made to remove it to the base and they finally succeeded but we got her back and now have it well anchored.

Personnel have re-set a row of trees on each side of "Main Street" and gayly colored rock-work adds to the attraction of the grounds layout. Plans are to sow grass seed in the circle fronting the operations building and renew the base of the flag pole. A Bar-B-Q pit is planned in the rear of the living quarters for outdoor entertainment during the summer months.

Excellent relations are maintained with the local Air Force. Base personnel are invited from time to time to parties given at the CAA and in like sense CAA personnel are welcome at the Base. We don't go next door to borrow a cup of sugar but we do go (literally) next door to borrow a bull dozer or truck.

When looking for a vacation spot, pick Middleton Island, "The Catalina of the North" (minus the palms). Enjoy the balmy winters and summers in a carefree atmosphere that only this Island Paradise can give you.

## COLD BAY

Construction work at the White Alice and DEW Line Extension hums merrily along. Lot of activity in construction lines. Standard Oil Co. has completed the 350,000 gallon fuel tank and lines to the ramp for Canadian Pacific Airlines for fuelling their new jets, which will begin flying thru here in August.

The weather continues lousy as usual, with May being the wettest month ever recorded at Cold Bay. Cold Bay is the cloudiest station in Alaska, with about 5% clear weather.

Melvin J. Olson, Cold Bay mechanic, transferred to Annette Island this week.

The contracts will soon be let on the Approach Light System, the ILS, Fire and Crash Truck Station, grading and paving of 260,000 square feet of parking area and the new ACS operations room in the K-Building. Work on these projects will get going about the middle of July, so the place should be humming with activity.

A new deal has been commissioned at Cold Bay. An automatic Rebroadcast System on the Range. This is the only one in the United States. It was first tried out in Marfa, Texas, where it was proved to be successful. It is sort of like hollering in a rain barrel. As you talk on one of four frequencies, your voice is rebroadcast on the range. No one answers you, but everyone listening to the range knows what you're doing.

Beginning in August, Cold Bay will see its first Turbo-prop aircraft. Canadian Pacific will begin flying their Britannias. Pan American has also tentative plans to use Cold Bay as a fuel stop.

Cold Bay had 240 landings last month. Quite a number for an uncontrolled airport, and no casualties.

The Volcano Club has 70 members. They have movies five nights a week. Parties every two weeks.

Cold Bay saw its first CAA aircraft in 4½ months on June 17. It stayed 3½ hours. Aboard were Stan Erickson, Jerry Howard and Alba Whitehead, and Bill Hanson, the pilot.

Hanson's greenhouse is getting greener all the time. Now turning out lettuce and radishes. Tomatoes are all in bloom. Looks like a good year for salads.

Kenneth E. Richards

Hereafter, Mukluk reporters should use actual dates of events that have happened, or will happen, instead of "last Tuesday", or "next Sunday."



## FAIRBANKS

### Unmanned Station/Tower

The biggest news around the Fairbanks CS/T is the completion of the air-conditioning of the Tower Cab. No more 115 degrees (above), no more big electric fans to trip over, and no more dust. Things just ain't what they used to be, thank goodness.

Paul Leschig returned from Stateside emergency annual, Chuck Bryan left on emergency annual, Bob Arce arrived from Yakataga, Jim Crompton from the Riverside RAPCON, old John Burchett from the Akron Tower, Mel South from the Boeing Field Tower and Tony Spina and family left on extended annual. Maybe we ought to put in a revolving door.

Manley Hot Springs had a shaking experience when the flying contingent of the Fairbanks CS/T converged on the village for a breakfast flight. Bud Mansholt and Paul Leschig in Bud's Piper Clipper, Fred McGuire in his Cessna-170, and Bernie and Audree Knutzen in their float equipped Taylorcraft enjoyed a leisurely breakfast, followed by a short tour of the gardens.

Everyone at the Fairbanks Station extends a most sincere welcome to new STMG Richard L. Inman, and his family. The Inmans have purchased a home and appear to be settling down for what we hope will be a long stay.

Aviation Safety will be moving into their new offices soon. They will then be located next to the Weather Bureau at the south end of the Terminal Lobby.

### Air Route Traffic Control Center/RAPCON

New arrival during May was Ernest Crump from Nome ATCS. Also new arrival to the home of Mr. and Mrs. Curt Tyree, Miss Carol Ann Tyree. Leonard Hancock and Bill Grotts departed on annual leave on the 17th and 24th respectively. Jack Griffin returned from extended annual leave on the 17th with a California tan and a new Mercury. Jack is replacing Walt Connors in the Training Department.

### General

On May 15, personnel from the CS/T, P & S, Maintenance and RAPCON, including wives and girl friends, attended a farewell party in honor of retiring STMG Glenn Thornburg. The crowd, estimated by Dick Moore to be between 80 and 100 bodies, enjoyed refreshments both in the liquid and solid state, and moonlight dancing through the courtesy of the City Light Plant and a borrowed juke box. The buffet supper was the art of Dave Finch's mother, and was delicious. Dave says there wasn't enough left over for breakfast so everyone must have enjoyed it. Before the party ended, twin Mitchel spinning rods and reels, creels, harnesses, nets, spinners and line were presented to Glenn and his wife, Dorothy. Bill Grotts

## Native Son Proposes Private Flier Groups Save Town of McCarthy



Bud S. Seltenreich, Air Carrier Safety Inspector, Anchorage, has proposed that private fliers of Alaska undertake restoration of the interesting town of McCarthy as their contribution to preservation of Alaska's pioneer history.

"His interest is understandable since he was born in McCarthy, February 15, 1915, and, like most Alaskans, is saddened to see the works of man during Alaska's early days go 'back to their earth again'. A secondary, and equally strong feeling, arises from his experience as a pilot in flying into the beautiful, scenic areas of Alaska, and his belief that no other areas exceed McCarthy and Kennicott in this respect.

Broaching the subject in a letter to the Governor, Bud noted that the Matanuska Valley Fliers Association has made overnight recreation flights to McCarthy and has enjoyed greatly the ghost town atmosphere of the place. He plans to propose directly to such organizations that they gather at McCarthy some weekend this summer and discuss the possibilities of restoration and maintenance of the locality as an attraction, first for pleasure fliers, and later, if a road is built, as another of the shrines of pioneer days in Alaska which always appeal to tourists.

"There's always the question of money", Bud says, in discussing his plan. "It will take some labor and materials to do even a modest job of restoration. But a good beginning could be made over one weekend with volunteer labor. The important need right now is protection of what remains and firm plans for continued restoration. Every civic organization we have consulted approves such a restoration. As a native son and as a pilot, I'd just like to see the flying fraternity make this their project.

made the gift presentation, along with a fine farewell speech. Glenn and Dorothy accepted the fishing outfits with a promise to put them to good use. Glenn's swan song was heartwarming to those who knew him very long, and inspiring to those who knew him but a short time.

## FAIRBANKS

The ACSDO in Fairbanks is looking forward to moving into their new quarters in the International Terminal Bldg. Mrs. Peggy Lyle, Secretary, has been measuring window boxes.

Ted Hoffman has been accepted for the GS-13 position in the Fairbanks ACSDO.

Air Carrier Safety Division Operations Branch Chief Tibbs, Instrument Procedures Specialist Nichols H. Rudasill, and Supervising Inspector of the Anchorage District Office have been attending the F-27 school at Hagerstown, Maryland. They, and the other inspectors who have attended the course, will assist and evaluate the proposed F-27 turbo-prop aircraft operation which Northern Consolidated Airlines expects to put in operation during September.

Maintenance Branch Chief Seltenreich has been selected by the District Court to serve on the Petit Jury. However, due to previous commitments Bud may not be able to carry out his civic duty.

Mrs. Neva Dales, Secretary of the ACSDO in Juneau, advises us that her husband is a member of the crew operating the Chilkat Ferry between Juneau and Haines. CAA employees traveling that route, shake his hand. However, no free rides.

The activities of the Air Carrier Safety Division are definitely on the upgrade as the result of experienced inspectors being assigned to the Division. Our Washington office counterpart recently re-wrote numerous job descriptions which will enable us to upgrade some inspectors.

Supervising Inspector Gil Joynt of the Juneau ACSDO reports that fishing is excellent in the Juneau area. He reports that he has two excellent fishing boats - both unserviceable - so don't be in any hurry to go to Juneau to fish on weekends.

Maintenance Inspector Dennison of the Juneau ACSDO recently drove 3,200 miles over Alaskan highways observing the beauties of the Territory.

Mrs. Lillian Lewellan has been assisting Mrs. Lou Rains at the Anchorage ACSDO because of a shortage of secretarial help in this area.

Merritt D. Boyle, Chief, Air Carrier Safety Division, recently returned from Oklahoma City, flying the Beechcraft, which was overhauled at the Center, alone.

## YAKATAGA?

Now that Anchorage CAA'ers have given the Regional Administrator a beautiful picture of Yakataga, the question of changing the name of that beautiful station has become more important. "I want to think it all over again", Al Eulen said, as he gazed at the picture, which is now on display at Anchorage International Airport. (See Page 9)



## People Who Live In Glass Towers....

They relate that in times of yore, an ACCOM who had for many years worked in INSACKS, by chance growing weary and desiring wealth and advancement, cast a bid in the direction of a Glass Tower. When this became known to his Chief, he said "Where is thy wit, O Auspicious ACCOM?" And he replied "O Chief of the Age, I yearn for the city, schools, TV, movies, night clubs and RAPCON."

Then the Chief rose and farewelled the ACCOM and his wife and children, and all wept together, saying "Anon we will be with thee again, nor will we forsake thee."

On the morrow the ACCOM sought out a landlord in the city and placed before him a bag of silver, and said, "O Landlord of the Age, I seek shelter for my wife and children." But the Landlord said "If thou hadst placed three bags of silver before me I might possibly find thee shelter." So the ACCOM, proclaiming "There is no Might save Al, the Glorious," gave him two more bags and thus they obtained shelter in the city.

The following day the ACCOM sought audience at the Glass Tower with the Chief, and the Chief said, "Before thou canst serve, repeat the first four verses of the Manops by memory," and this the ACCOM did. Then the Chief said, "To prove thyself worthy, thou must scrub the Glass Tower for one year."

One day the ACCOM noticed that his silver was all gone, and he said to his wife, "I am troubled by my ill-success and lack of silver and by Al, I will seek a transfer."

So he arose, went before the Chief, kissed the ground before him, and said, "I come seeking a transfer that I may buy proper food and shelter. I prefer to go back to the INSACKS."

Now when the Chief heard this, his reason well nigh fled and his soul was like to depart his body for rage, and he cried, "Oh dog of an ACCOM, shall the like of thee durst say thou dost prefer INSACKS? Thou wilt scrub for two years and advance not one whit!"

So the ACCOM fled, and wandered about the city, lamenting, pulling his beard and throwing snow in his face. And he cried in his vexation, "There is no might, save in Al!"

Thus for 10 years the ACCOM continued to scrub the Glass Tower until there came to him the Destroyer of Delights, that is, the cup of death. And thus it is always with the Glass Tower.

The editor, still a Cheechako, entranced with stories of moose in Alaska, asked any station to send in their favorite moose yarns. Jim Heay, Stmgr of Yakataga, came back with this:



THEM LITTLE-BITTIE CAHS WARNT SO BAD,  
BUT ONE DAY AT THE AIRPORT I SAW  
WHAT THEY SED WUZ A MOONEY MITE..

## BRICKS & BUMPS

The Manchester Guardian today quoted as an example of "stoicism" the following unsigned letter, ostensibly from a bricklayer in the Barbados, to his contracting firm:

"Respected Sir, when I got to the building I found that the hurricane had knocked some bricks off the top. So I rigged up a beam with a pulley at the top of the building and hoisted up a couple of barrels full of bricks. When I had fixed the building, there was a lot of bricks left over.

"I hoisted the barrel back up again and secured the line at the bottom, and then went up and filled the barrel with extra bricks. Then I went to the bottom and cast off the line.

"Unfortunately, the barrel of bricks was heavier than I was and before I knew what was happening the barrel started down, jerking me off the ground.

I decided to hang on and halfway up I met the barrel coming down and received a severe blow on the shoulder.

"I then continued to the top, banging my head against the beam and getting my finger jammed in the pulley. When the barrel hit the ground it bursted its bottom, allowing all the bricks to spill out.

"I was now heavier than the barrel and so started down again at high speed. Halfway down, I met the barrel coming up and received severe injuries to my shins. When I hit the ground I landed on the bricks, getting painful cuts from the sharp edges.

"At this point I must have lost my presence of mind, because I let go the line. The barrel came down, giving me another heavy blow on the head putting me in the hospital. I respectfully request sick leave."

"To the best of our knowledge, there are no moose at Yakataga. We have one eagle, two elk, a boy scout and a dashund. Let us know when you want some bear stories." An age of specialization, this is. So send in the bear stories.

## ANCHORAGE

The Plant Establishment Branch not only meets the needs of the CAA's 5th Region adequately but some of the personnel have served or are now serving as civic leaders in their communities.

Among those who have served so in the past are: Frank E. Berry, Past Post Adjutant of Jack Henry Post, American Legion; J. Scott Donaldson, Past Vice President of the Alaska Range Assoc., Inc.; Perry S. McLain, Past Post Commander of Jack Henry Post, Past Department Commander and Past National Executive Committeeman for the American Legion.

Personnel of the Plant Establishment Branch now active in civic work are: Arthur Brandel, President and first cellist of the Anchorage Symphony; Phil DePalmer, 3rd Vice President of the Mt. McKinley Lions; J. Scott Donaldson, Vice President, Chugach Rod and Gun Club; Vance James, Secretary of the Alaska Range Association, Inc.; and the following personnel of the Engineering Drafting Section are: Ron Hendricks, Advisor to the Alaska Drifters Automobile Club; and Don Post, President of the Anchorage Little Theatre Group, Inc.

## WASH. VISITORS, 10. HOME TEAM, 40 TSK

The recent visitors from the Office of Airports in Washington, George Borsari, Director, and Phil Hahn and Chet Bowers, division chiefs, got the full Alaskan treatment.

Inspection of Fifth Region Airport situations took them to King Salmon, Nome, Kotzebue, Fairbanks and Juneau. And at Juneau, on a quick trip out over the salty, George caught a 10-pound salmon. Biggest fish he ever saw! Bill Hanson, pilot, however, had not been warned to respect the prerogatives of visitors, and he was careless enough to catch a 40-pound salmon. And that really floored the tenderfeet from Washington!

Then, for a clincher, George proudly took his catch to the chef at the Baranof to have it baked and served to his friends. The chef rarely bakes sardines of this size in Alaska, but Gerry Kempton said, "Oh go on, humor the guy! and they all enjoyed George's fish.

Would you like to buy 22 pounds of food for \$1? Who wouldn't in Alaska? It is impossible here, but through CARE anyone in Alaska can send 22 pounds of food to destitute refugees in Korea or Hong Kong, or to people striving to make their own way in the world in many another place where democracy and the United States, need friends. You can send your dollars to CARE, Seattle. Last year, CARE passed on nearly \$7,000,000 given by Americans to their less fortunate world neighbors.



## GULKANA

STIMGR Mac celebrated opening day by catching a mess of grayling at Tangle lakes (mostly small ones, he sez). Jess Malone and crew have been catching "eating size" grayling every night in their own private pool. To date their score is 115 grayling. Other fishermen here have had indifferent success due to various reasons. "Cec" Hinshaw has been concentrating on size and quality rather than amount.

Gardening has been quite a bit slower than fishing, due mainly to cool weather, high winds which have decreased growth (and enthusiasm) to less than the crawling point. One bright spot in the agricultural picture is provided by our EMF with the green thumb; Vern Bigelow reports that his peas are four inches high.

Frank Brown finished his greenhouse after long and arduous effort. It is a true work of art and is a credit to the beautiful Copper River landscape.

Agricultural endeavors have provided recreation and amusement for most of our people the past few weeks. Frank Brown and family tried to turn the antenna plot into a vast cabbage patch but fortunately for the CAA, their ambition faltered just short of the first pole. Cecil Hinshaw, Vern Bigelow, E. Harrington, and Mac MacIntosh put in very nice looking garden patches. Ed Klopp also dug up the ground but after 2 weeks nothing has sprouted as yet.

Mechanic Andy Geoit deserted Gulkana for the cooler area of Cordova. His replacement is being eagerly awaited by everyone here.

## LONGDEN BECOMING REAL ALASKAN

Up at Tanana, they're making a fast fisherman out of Johnny Longden, for years one of the world's fastest jockeys.

In a party to Lake Minchumina, Longden and six others caught 65 fish in an hour and 10 minutes, with only three poles in the group. As is usually the case, Longden was on the pole, and a winner.

Longden is the former employer and close friend of Charles Williams, CAA communicator who recently completed his training and was assigned to Tanana. Williams has suggested that Longden be given an honorary ID card since "he is spending about as much time in Alaska as I am."

In the fishing party were: John Andrews, STIMGR, Ann, his wife, Frank Jones, pilot of the chartered plane, Charles Williams, Johnny Longden, Tissy Williams and Dave Nelson, AOS at Tanana.

## R O CAA'ERS GIVE HULEN PAINTING



The family gave the boss a birthday party in Anchorage June 30 as a part of the 20/20 celebration.

At the suggestion of Hermann Kurriger, photographer, Anchorage employees presented Regional Administrator Hulen with a colored aerial photograph of Yakataga, taken and colored by Kurriger, and framed by the CAA carpenter shop.

The party, held in the Elks Club late in the afternoon, was a surprise for Hulen, and was attended by over 100 persons.

Entertainment consisted of a poem written by Al Hulen and read by Al Young, singing led by the CAA "Choir", organ music by Chuck Anderson, presentation of an incentive award, and the presenta-

tion of the picture to the Regional Administrator.

In making the presentation, Richter said, "We like the CAA, and we like our boss, Al Hulen. Some day soon there is a chance the CAA will be no more, swallowed up in one big federal aviation agency. But we want to wish Al Hulen a long life in his chosen work in civil aviation and happy memories for the days when he looks back on his CAA service. This picture of Yakataga may help in recalling his pleasant days as our boss."

Richter also noted that the party resulted from a suggestion by Kurriger that Anchorage personnel present the Regional Administrator with a picture of a CAA station.

## SPRINGER HELPS

Traveling Mechanic Clifford Springberg recently performed his second emergency evacuation flight in less than a month when he took an injured girl from Cantwell to the hospital in the early hours of June 23.

"Springy" and his Super Cub, known as "Buzzer" were called for when he was on assignment at Summit. Mrs. Agnes James, a registered nurse, wife of Johnnie, Communicator, had decided that the injured girl, Violet Nicklie, required hospital care for lacerations, contusions and removal of a piece of glass from her shoulder. Springy flew to Cantwell and took off from there at 5 A.M. and landed the patient in Anchorage at 6:45 where an ambulance was waiting. During the first week of June, Springy flew another Cantwell villager to the hospital. Mrs. James is on frequent call both in the station and the village.

## DILLENKOFFER HONORS

Trainee Joe Dillenkoffer in the Merrill Field Tower, shows promise of having a future. He knows how to make pilots, who are his customers, feel important.

Al Young, General Aviation Safety Inspector, was just about to touch down at Merrill at 2:56 P. M., June 30. Alaska had been a state at that point about 26 seconds. With Al Was Gerry TerHorst, correspondent of the Detroit News, on assignment to cover the momentous occasion, and Dillenkoffer told them, "You have the honor of being the first Commanche to land on the new State of Alaska." He was referring, of course, to the rented Piper Commanche Young had used to make a routine inspection of a number of facilities north of Anchorage.

Dillenkoffer might have told the fliers they were the first to land on the new state, but he must have figured he could make more people happy by particularizing.



## Nome's Birthday Greetings Shine!

## NOME HAILS YOUR VISION

20/  
20

On Your 20th Birthday--Looking 20 Years Ahead

CIVIL AERONAUTICS ADMINISTRATION &amp; CIVIL AVIATION WEEK

N.W.A. Chamber Of Commerce  
City Of Nome

Nome made itself top banana in the celebration of the CAA's 20th birthday. When the Regional Administrator landed and drove into town his eyes were jerked from pillar to post where brilliant, fluorescent signs were displayed, hail-

ing and congratulating the CAA. This was the work of Floryn Rhode, CAA STMG, and the lively Chamber of Commerce of Nome, now buzzing to the tune of a slogan, "Make Nome Golden Again". No other community in Alaska has more for

which to thank aviation than Nome, and no community recognizes this fact more actively than Nome. The CAA thanks you for your compliments and congratulations, Nome.

## Charter Trips to CAA Stations Proposed

CAA "family" excursions from Anchorage to Nome, Yakutat and King Salmon are being investigated by a special committee of the Civilair Club.

With the idea that there are many in the Anchorage office who would like to visit these stations, and also that CAA people at the stations would be glad to welcome the visitors and show them a good time, the possibility of chartering planes has been discussed.

Tentative charter quotations by an Alaskan airline indicate that the cost of a trip to Nome in a DC-3 carrying 30 would be about \$45 per person; to Yakutat, \$30; and to King Salmon, \$28. Meals and overnight accommodations would be added to this price, but CAA station personnel would assist as far as they are able in keeping this cost low. The general idea is to make the trips as inexpensive as possible, and still give the travelers time to see the places about which they read and write almost daily. Such trips would depart Anchorage early in one day and return late the next day.

At most stations, CAA quarters are usually filled, either by permanent staff or by visiting work parties, and public accommodations would have to be used. At Nome, there are hotels, and there is the possibility, for example, of using a nearby Scout camp. However, social aspects of the visit interest station personnel, who are always able, willing and eager for parties.

Stopovers of one or two hours might be arranged at intermediate CAA stations such as McGrath and Unalakleet, Yakataga, or Iliamna.

Under these tentative conditions, all who would be interested in such excursions are asked to drop a note to AN-40, indicating their preference as to the place to be visited first in this list of three.

People are funny: They spend money they don't have, to buy things they don't need, to impress people they don't like.

## TANANA

The entire station turned out for a dinner and dance as a farewell to Roy and Marie Wall. The gay party was also celebrating the appointment of "Long John" Andrews as the new station manager. Fifteen adults and 17 children enjoyed a wonderful dinner. After tucking the little ones in bed, many good friends of Roy and John arrived from the village to attend the dance.

1:00 A.M. rolled around and for all the laughter and happiness it bore an amount of sadness for losing Roy and Marie from our happy family. It is true, our loss is Yakutat's gain.

We are all pleased that our new boss is "Long John."

From all of us, continued success to them both.

Yeeay! Statehood! And anyhow, airways are contiguous

## The Mukluk Telegraph

## STAFF

Editor.....Charles E. Planck  
Typesetter.....Carol Schoonmaker  
Printer.....Marilyn Ripley  
Photographs.....Hermann Kurrieger