

Don't send  
only copy A-5

# MUKLUK TELEGRAPH

CIVIL AERONAUTICS ADMINISTRATION

ANCHORAGE, ALASKA

Vol. 8

August 1958

No. 4

## FLOWERS ON TIDE AT TIBBLES SERVICE

"As the high tide turned to flow out, wreaths and bouquets of wild flowers were cast on the water."

Impressive funeral services for Robert W. and Eveline Tibbles and Mrs. Jeanice Welsh, who lost their lives in the earthquake of July 9, were held on the dock at Yakutat, July 18.

A large gathering of friends of the CAA employee, his wife and their friend, cast the flowers on the water. Tape recorded music, including "The Lord's Prayer", a reading of the Twenty-Third Psalm, and a prayer by David Henry, of the village, comprised the ceremony.

The Tibbles are survived by two daughters, Carol, of Yakutat, and Mrs. Robbin Knauff of Huntington, N. Y.; and a son, Robert W., Jr., in the Air Force at Malmstrom, Mont. Two brothers survive Bob Tibbles, and five brothers and three sisters survive Eveline Tibbles. Tibbles had been a CAA employee for 11 years, having served at Port Heiden, Galena and Yakutat. The Tibbles are remembered by many friends for their generosity, helpfulness and good cheer.

Roy L. Wall, Station Manager at Yakutat, has written a good description of the very severe earthquake which cut away nearly nine acres of the south end of Khantaak Island just off Yakutat, tossing Tibbles' new cabin cruiser like a cork and swallowing the victims.

"The early evening of Wednesday, July 9, was one of those clear weather times which urge most folks to do something out of doors. Bob, Bob's wife Eveline and Mrs. Jeanice Welsh, a friend connected with Bellingham Cannery here made up the small party which started out shortly after the evening meal to pick berries on Khantaak Island and to fish.

The near beach of Khantaak Island, which was about a mile and a half from the Yakutat shore in the bay, had been found the previous Sunday to be loaded with berries. Mrs. Welsh was left at the beach for berry picking while Bob and Eveline continued their cruise around the bay fishing. Later, John Williams, Postmaster, and his wife Dora

See TIBBLES, Page 4

## FAA AND STATEHOOD MEAN ONLY SAME WORK, LARGER OPPORTUNITIES FOR CAA

What will FAA and Statehood mean to CAA personnel in Alaska?

With the new Federal Aviation Agency and Statehood virtually assured of accomplishment, there are still rumors and inaccurate information bouncing around about both. Two absurdities might be pointed out at once as illustrations. They say that Alaskan Indians will have to live on reservations if Statehood is approved in the coming referendum. And they say that FAA means only that everybody in the CAA merely gets a two-grade raise and keeps on doing what he has been doing.

Don't believe a word of that. The first is a political low blow, and the second is a wishful dream, or wise crack.

"CAA personnel would comprise the 'hard core' and the great majority of the initial staffing of the FAA", says James T. Pyle, Administrator. "The CAA's present activities would be contained in the FAA, plus additional responsibilities. Because of the concentration of major responsibilities proposed for the FAA, its establishment should open up expanded opportunities for employee development, service and advancement."

All of the work done now by the CAA is continuously on the increase. All predictions are for growth in volume of this work, and over and above the normal increase are the new "family" of jet aircraft bringing pressing new problems, and the taking over of still more services to the military.

And where else in the aviation picture are there people, other than in the CAA, who can do these technical jobs? With the expressions of commendation from officialdom and the public on the occasion of our recent birthday still in our ears, we can say for sure that we will continue and expand our work for civil aviation.

There has never been a doubt about the future of aviation in Alaska. More and better airways and airports are still needed. In Fiscal 1959, the CAA will spend \$6,000,000 on new airways facilities. Future years probably will see this amount quadrupled. If Statehood brings the expected influx of new residents and developers, air transportation will increase still further in volume and variety, and call for more skyways for the new State's commerce. All of this can mean new opportunity for every CAA employee in Alaska from the

See FAA, Page 4

## LOTS OF IDEAS

The Incentive Awards Contest officially closed June 30 with 141 suggestions being submitted during May and June. That was an excellent response. Now all we have to do is to get these suggestions evaluated, determine who are the winners in this region, suggestor and supervisor, and forward them to Washington to be entered in the National Contest. Supervisors who have suggestions to be evaluated should give these top priority to wind up the Suggestion Contest in this region.

## THE MEANEST THIEF

The worst kind of luck has dogged Arthur Copeland, Electronics Establishment Branch in Anchorage.

In preparation for his marriage, he had packed four suitcases of new clothes, which he had in his car, parked and locked on an Anchorage street. Thieves broke into the car and took the clothes and with seeming viciousness, also broke his windshield. Insurance covers the loss, but it doesn't help the wedding. The only consolation his sympathetic fellow workers could give him was out of their own experience: At a wedding, nobody much looks at the groom.

Mukluk's Canadian correspondent reports that Al D. Hulen drove up the Highway in a new Ford Station Wagon. Somewhere behind him on a big freighter was a new fiberglass boat with a big outboard motor.



## Zvalonek, CAA Man, Was Island Manager, Diplomat And Mortician on Canton Island

Tall tales grow anywhere that CAA people serve.

Ben Zvalonek, new STMR at Juneau, and recently high muckety muck of the USA at Canton Island in the South Pacific, can regale Alaskans by the hour on his experiences down there. It is an unusual place, and Ben is a raconteur who can do justice to its special conditions.

England and the U.S. divide sovereignty over the island, and this makes for some interesting collisions between our informality and the diplomatic approach of the British. Ben got out of his comfortable, sloppy tropic work clothes one day and went to a reception for "His Honor" a visiting British dignitary from a nearby island. All dressed up and uncomfortable, he knew just enough to keep standing until the guest of honor sat down. But the guest kept standing. Ben finally collapsed on a chair, formal attire and all, then everybody sat down. Later he learned that he ranked right along with the visiting Britisher, and the latter was going to stand till doomsday rather than fracture protocol.

## AS YOU WERE...

Yakataga will not change its name.

Faced with two pleasant prospects---panning a bottle of gold on the beach at Yakataga, and the recent gift of a colored, framed aerial of the pretty station, Allen D. Hulén, Regional Administrator, Judge of the contest for a new name for the coastal station, has decided to call the whole thing off.

Even though the residents at Yakataga conducted a poll and decided "Cape Watson" would be the preferred new name, honoring Ben Watson, a pioneer resident in the area since 1910, there was little real enthusiasm for any change. And none of the 50 names suggested "really sends me" to use the judge's own words.

"Yakataga is a pretty name. You'd have to search pretty far to find anything more Alaskan. It means Canoe Road and the Indians named the place. Why should we presume to change it? And we'll just make darn sure our own people learn how to address mail properly to Yakutat and not get it mixed up with Yakataga. And if the postoffice department can't tell the difference, then we'll screen about the service. And besides--I don't want to change the title of my new picture. And in addition---" thus the judge meditated on the problem, as he decided to let the name stay put.

"And oh, yes," Hulén added, "I like to say 'Yakataga radio' over the air. Sounds good. We'll keep it. Never could pan gold anyhow."

Ben was practically everything on the island. But he didn't relish one job as mortician. A passenger on a south-bound FAA plane died en route to Canton. The next station down refused to accept the body and the pilots were not eager. Ben read the book and insisted on sending the remains out "on the next succeeding schedule: which was the plane that brought in the problem. After firm statements by "wishless", the southern station relented, and the corpse, in a sealed casket, continued on the trip.

The Zvaloneks have bought a house "so near the airport that everybody has to get approach clearance from me", as Ben puts it.

Alaska fishermen will be interested in the lagoon fishing on Canton as described by M. Shoma, correspondent for the Sixth Region's "Trade Winds". At Canton you catch "ulua, tuna, mahimahi, barracuda and ono". And you catch tuna by casting from shore! And flying fish, seeking to escape bigger fish, fly up on the land! And "to you who are doubtful, Canton cordially invites you to the world's best fishing grounds."

## KING SALMON

King Salmon, July 19. About that king salmon derby. Ye olde scribbler hooked a 32 pounder the first day and sat back with a contented smile while the other entrants beat the Naknek to a froth in their frantic efforts to haul in a bigger one. Then, 4 hours before the deadline, Controller Jim Blair accidentally snagged a 33 pound king. And then, two hours later, Bobby Galeoto brought in the first place winner, 33 pounds, two ounces. In the Derby Days contest Gene Rugg was high with a 33 pound king and Bob Werners took the booby prize.

At the cost of a few skinned knuckles, aching muscles, and hard-earned shekels, the Katmai Club building is taking shape. Walls are up, roof is on, floors are down, wiring and insulation partially completed. Still think the biggest and best club in Alaska will open in October.

Vacationing in the States (hmm, oh well, Alaska's still officially a territory) Chief Controller Jack Dempsey and family.

And AOS Trainee Vaughan E. Howard, who used to mow wheat with a B17 reported for duty to the King Salmon ATCS June 14.

James E. Barnley

Never make the same mistake twice. Make a new one.

## ILIAMNA

Thanks for reviving the Mukluk Telegraph. We all enjoy it and hope to manage a column each month.

One of the most important and exciting trips into Anchorage recently made by Martha Mullins, on June 24, in a colorful ceremony, was when she received her United States Citizenship after a long process of 8 years. Martha was born and spent her childhood days in Cuba.

Just as the gardens are producing giant radishes, green onions and turnip greens, Gen. Mech. Lloyd Huff and wife, Berdina are departing for Gulkana after spending a year and 8 months here. We all wish them the best of luck at their new station.

Hails and farewells to the following: AOS/Stn Michael K. Fesser arrived here in March in Trainee Status and has assumed watch duties as has AOS/Stn William Hotzhauser, who arrived in Iliamna, May 4, a transfer from Region One. AOS Stn James P. Halloran transferred to Fairbanks RAPCON, March 12 and AOS/Stn Raymond R. Catalano transferred to Anchorage, March 22. Frederick Parker in Relief of our departed Foreman/Mech Max Robinson who transferred to Cordova March 18. Max, Clara and daughter, Colleen are greatly missed, as are Ray and Jim.

With summer here, every person on the Iliamna station is enjoying watching the gardens grow. To have such pretty gardens with so many hazards such as high winds, hungry birds and Parka squirrels is a worthwhile accomplishment--oh what we couldn't do with a big greenhouse.

Our entertainment now consists of Kite flying, fishing, picnics and mosquito swatting.

Mrs. C. C. Mize

J. Allen McPecke, Anchorage, has just completed a 3,000-mile routine checking flight accompanied by Melvin F. Derry and Albert L. Mueller, General Safety, Fairbanks, and James J. King, Airports, Anchorage. They covered the Seward Peninsula and the Fairbanks and Anchorage neighborhood, covering airport and general safety matters.

"Wars are made in the minds of men. Mankind in general fears, and consequently hates, the unknown and the strange. We tend to dislike people whose manners and customs and philosophies are unknown or strange to us. When we get to know each other better, we learn that all mankind acts and reacts very much the same."

UNESCO Charter

No Wasted Effort

Father: "Be sure you wash your arms before you put on a clean shirt."

Junior: "For long or short sleeves?"



## WHAT HAPPENED TO YESTERDAY'S PLANES?

Now and then sentiment gets control of a fellow, and even a regulation-bound federal worker goes human.

It happened to Al K. Young, Chief, General Operations Branch, when he sat down to answer an inquiry from a Pratt & Whitney editor about a Sikorsky plane having a P & W engine. Al's letter is quite improper coming from a staid civil servant, but you'll have to admit it is informative, nostalgic and interesting. Here it is:

"Dear Mr. Cox:

"The old, pre-WW II airplanes, which have in the past played a major part in Alaskan air transportation are fast disappearing. New, faster and more economic aircraft have largely replaced them.

"Reeve Aleutian Airways disposed of one Sikorsky S-43 and parts of another one to Catalina Airways some months ago. Reeve still has a 'decommissioned' Boeing model 80A Trimotor and also several out-of-service Fairchild model 71s. Their last Lockheed Vega died a natural death from wood deterioration while parked on Merrill Field here.

"The last Alaska-owned Lockheed Vega in service was that of Alaska Coastal Airlines in Juneau. It was damaged beyond economical repair early this year.

"Remaining in service are several Bellanca of the 300 and 400 series, probably in the neighborhood of 25 Norsemen, a Beaver or two, half a dozen Wasp Stinsons, 30 or 40 Grumman G-21s (Goose), and there are also several Wasp power Travel Air 6000s and 3 or 4 Curtiss Robins, the latter powered with radial engines of from 175 to 245 H.P. The last Hamilton and last Pilgrim have been returned to the states, the Hamilton possibly to be restored and preserved for posterity by Northwest Airlines. The last one of 4 Sikorsky S-39s, N 890W, expired peacefully just 30 days ago and now rests intact in 300 feet of water in Twin Lakes 200 miles southwest of Anchorage. This aircraft had recently been rebuilt and was considered to be in very good condition. Parts of a second S-39 were recently noted at Merrill Field. This one apparently simply got old and tired. A third and fourth S-39 which simply didn't quite make it, repose on the banks of Shirley Lake some 150 miles west of Anchorage and near an unnamed lake 300 miles southwest of Anchorage, respectively.

Thus I am unable to answer your question relative to the Sikorsky mentioned in the first paragraph of your letter of June 23. Possibly S-39, N 890W, which was owned and operated by Victor Lenhardt until it met with a misadventure about 30 days ago is the one referred to. To the best of my knowledge, that was the last one in service in Alaska."

## NEED A HELIPORT? GIMME MY SAW



The biggest state, No. 49, does things differently.

By cutting down one tree at Anchorage International Airport, the Civil Aeronautics Administration had a ready-made heliport, with hardwood floor. The area of the stump was 4.5 acres, and the cutting was done on contract by the Bunyan Lumber Company. Rings on the stump showed the tree was 7,602 years old. The bark was 42 feet thick.

\*\*\*

Simmer down, Texas. We're spoofing. This is a field of topsoil pushed off the airport and leveled out. A farmer saw it and rented it for raising grain. His plough and harrow produced the rings.

## BEWARE--MOOSE

"Cessna 190 Able, hold in Lake Spenard. There's a moose in the canal.

William Taylor, CAA traffic tower controller at Lake Hood Seaplane Base, at Anchorage International Airport, gave these unusual air traffic instructions recently to a plane ready to taxi from Lake Spenard to Lake Hood, through the canal that connects the lakes, to reach his berth on the lakeshore. A moose was swimming across the narrow canal, and he was a sizeable traffic hazard.

Taylor, Bob Muchow, tower chief, Jack Ray and Ron Jackson are operators at Hood, the biggest base for water plane operations in the 49 states. They see some unusual sights from that tower.

The wise old cat ate a lot of cheese and then breathed down the rat hole with baited breath.

Some minds are like concrete: All mixed up and permanently set.

## Young to Jets

Ora W. Young, formerly Regional Administrator in New York, and a 40-year veteran of aviation work, is about to complete the cycle. He is going to plan for the future in the whizzing, screaming age of jets. Ora, known to most people in the CAA, has been called to Washington to take over jet-age planning, a job far removed from his World War I and World War II flying, and bearing no relation whatever to the job he had flying an Air King back in 1928 advertising and selling paints.

Another old-timer, also with 40 years of government service behind him, Bob Donaldson, Deputy Chief, ATC in New York, is retiring.

An Alaskan pilot, unaccustomed to the big City of Anchorage, wandered into too many bars, and finally came to an office building where he saw his first revolving door. He observed it shakily for some time and then told bystanders, "He'll never get it off the ground."



## ANCHORAGE STATION

Les Griffey is joining the radar staff at the Aeronautical Center and we bade him farewell on July 11. Les and Evie will leave a big hole in Anchorage social circles and will be sorely missed by their many friends and acquaintances. Also transferring is Alfred "Ace" Edwards, who is moving to the north country and will be stationed at the Nome CT Site.

New arrivals at the station are Ralph Melander, ex-AOS, and John Moore, who came to us from Nome via Oklahoma City. Ralph's arrival brings our number of ex-AOS's who have transferred to electronics to four, the others being Dave Stanton, Don Maxvold and Fred Epler. We've also had a rapid turnover in secretaries in this department. Betty Shirley resigned in May and was replaced by Shirley Smith, who has just moved downstairs to ARTC. Any girl who can adequately fill Brigitte Bardot's bath-towel will certainly be considered for the job.

Our routine maintenance was set back almost a full day at International Airport last month when an unknown film company moved in and started shooting a series of scenes for some as yet undetermined purpose. A couple of curvaceous females attired in "short shorts" kept interfering with our train of thought. It was a highly entertaining afternoon! Even SENGR Barber had some trouble concentrating on 20/20. Anchorage Tower Controllers looked like owls watching a tennis match.

Ray Bird is reducing, or trying hard, but there is no perceptible decrease despite his starvation diet. The only noticeable effect this self-induced malnutrition has had so far has been his disposition....he growled like a mad bear when someone suggested plastic surgery as a last resort.

FAA, from Page 1  
Regional Administrator down.

"The concept of a strong, unified, independent Federal Aviation Agency has received almost unanimous support in the testimony thus far presented to the Congressional committees considering the bill," Administrator Pyle says, and the general feeling is that the bill could be passed and signed during this session of Congress.

As for Statehood, CAA employees in Alaska are concerned about two principal matters: continuance of the present 25% Territorial Cost of Living Allowance, and vacation travel advantages.

Two telegrams received recently by Delegate Bob Bartlett are significant:

"Statehood for Alaska will not affect existing authority for cost-of-living allowances."

Harris Ellsworth, Chairman, Civil Service Commission  
July 15, 1958

## DO YOU LIKE CAA. NEW WORKERS ASKED

Since the Personnel Division has neither the facilities nor the manpower to conduct personal interviews with employees after they have been on the job a short time, it is using the next best alternative. Three months after an employee enters on duty, a Placement Follow-up Questionnaire is forwarded to him. This questionnaire was devised to cover those points which experience shows are most troublesome to a new employee.

The questionnaire is forwarded direct to the employee and he returns it direct to the Personnel Division. Employees are urged to be frank in their comments and if they have problems over and above those covered by items in the questionnaire to include them under "Remarks".

The questionnaire has been in use approximately nine months and has been of value in detecting areas requiring remedial action. We recognize that an employee who has been on the job only three months is not in a position to comment with any degree of authority on some of the items covered. However, the CAA has benefited by some of the comments and suggestions received.

Each questionnaire is carefully reviewed. Any comments or problems which appear to warrant attention are forwarded to the appropriate Division Chief for consideration. The employee is assured that he may complete the questionnaire without fear of reprisal or any other type of adverse action. Employee participation has been excellent and their cooperation is fully appreciated.

What distinguishes man from the animals is his striking ability to overlook things that are obvious.

"We have consistently held that statehood does not abrogate cost-of-living allowances. Any contrary reports are erroneous."

Harry G. Nolda, Secretary Treasurer  
National Federation of Federal Employees, July 15, 1958

Delegate Bartlett has said: "The Federal government could not carry on its activities in Alaska without paying the allowance."

As for vacation travel, this has proved a boon to the CAA in recruiting personnel for service here. Without this inducement, officials are convinced that adequate staffing would not be possible. Its continuance seems assured, since the same arguments for continuance of the allowance also apply to it.

CAA personnel should do their part to squelch rumors and misconceptions on such subjects as voting rights, cost-of-living allowance and vacation travel allowances in the communities where they work.

## NEW JOBS

Ralph Klokkevold, Supervisory Airways Engineer, has been named Deputy Chief of the Airports Division, succeeding K. Kellner, who transferred to the Airports District Office at Los Angeles.

Klokkevold, born in Norway, graduated from the U. of Washington as an engineer, joined the CAA in 1942, and came to Alaska in 1943, serving at Nome and Anchorage in airways construction work. In 1949, he transferred to maintenance in regional headquarters. He is married and has two daughters.

John Goodwin has been detailed from the Washington office to help out in the summer rush of airport work in Alaska. He will be here until October.

TIBBLES, from Page 1

visited the island to pick up their skiff and, on leaving, invited Mrs. Welsh to return with them. She preferred, however, to continue berry picking and return with the Tibbles. Shortly after this, the Williams noticed that Bob's boat had returned to the island. Bob was remaining on the shore with the boat while Eveline had gone up to the beach to assist Mrs. Welsh.

"It was at 9:16 as the ladies were returning to the boat the earthquake began - and continued for four minutes. The beach where the three were gathering was observed to rise with the roll and suddenly plunge beneath the surface tearing the cabin from the cruiser. The small party vanished. The Williams boat barely reached the shore ahead of the large wave that could have crushed them.

"The magnitude of this quake can be visualized somewhat by picturing the end of Khantaak Island 800 feet across and 400 feet in depth being cut off in a straight line as though chopped with an axe. The ground back of the break averages about 10 feet in height, about the same as it had been. Ten feet off this point, the water is 40 feet deep now while that portion of the beach where the boat was is now 125 below the surface at mean low tide. Water spouts in the fresh water streams and sand blows on the beaches for miles around suggest the vast pressures involved. Settlement of displacements continue daily even 13 days later at this writing. Yesterday (July 21) recorded five shocks, one of which was of considerable strength.

"A Coast Guard boat was fortunately in the bay at the time and began the search at once. The shock of the main quake had thrown the Tibbles boat either around or over the end of the island and the tides were reversed from normal. The boat was recovered floating upside down back around the island in the direction from which it had come. Search parties looking for possible survivors hunted throughout the night and for several days following without success and--at the last--without hope."



## JUNEAU

● would like to suggest that if Clarence Estes of Northway is having trouble with small children mistreating his Volkswagon that he transfer to Juneau, the foreign car headquarters of the North. Due to the popularity of the motorized kiddy cars in the State Capitol, they have passed an ordinance requiring all children under 7 to be kept on a leash.

The ATC Division contingent of the fishing fleet, represented by assorted cruisers belonging to AOS Kleweno, Ekstedt, McIlhardy and Carpenter have been prepared for the summer Salmon Derby. Considering the cost of cabin cruisers, things can't be too rough in Juneau.

The son of AOS Thomas Carpenter was the recipient of a thousand dollar scholarship which he will use at the U. of Oregon this fall.

AOS/RLF John C. Williams surprised the whole crew by getting married. The bride was Miss Therisia Rhyner of British Columbia. They met in Juneau at the PNA ticket office where Miss Rhyner was employed. John may not be a typical newlywed, but he is the only one around the station whose every other word is "My Wife".

### Best Keep Trap Shut

When you talk about trap shooting in the presence of Rex Marchant, SEMT Juneau,--better play it cool unless you're an expert. Rex gets all shook up if he breaks only 24 out of 25.

Peggy Lindegaard, clerk typist here, is now using typewriter keys she had long forgotten about years ago. Peggy says there ought to be a law against names like ZVOLANEK.

Carl Melton has a brand new creamy white Impala, with positraction already.

Juneau station now has two estate owners. Carl Shute purchased acres and acres in Auke Bay and Ben Zvolanek financed a Duck Creek farm. Shute is short of water--Zvolanek has plenty. So Carl plans to solve the problem by pumping water into his well from Ben's basement.

Even though Southeastern Alaska is considered the bastion of the feudalistic Tories who would maintain the territorial status quo, a small but stalwart band of celebrating statehood devotees descended upon the city on June 30 with horns, street dancing, fireworks and a 49 pound bonfire. The CAA was a victim of this celebration in that the

20/40 programs on tape that were scheduled for broadcast starting June 30 were pushed off the front page. If anyone knows whether Chris Lample ever finished that airport, please let us know.

## "This land was made for you and me"



A hastily-gathered "choir" of CAA singers took part in the program of presentation of the painting of Yakataga to Regional Administrator Hulen. This candid shot is revealing. That lone soprano, Carol Schoonmaker, apparently is overcome in the midst of a melody, and wondering "What in blazes am I doing here?"

The others are, L to R, John Morgan, visitor (there just had to be one real musician in the crowd), Stan Erickson, William Welch, Don Keil, Verne Collar, Charley Planck, Carol and Mel Peterson. They were singing an Erickson parody,

"Alaska's my land, Alaska's your land,  
From Yakataga to Barrow's shoreline,  
From Juneau's runways to Nome's gold beaches,  
This land was made for you and me."

## Woman Trouble

The Mukluk Telegraph receives regularly The Annette Scoop, which includes much news of CAA residents there.

The men on Annette are having trouble with their women. Collection of glass fish balls and interesting driftwood has driven one family completely out of its dining room. One beach-combing woman recently started collecting rocks, and her "quonset hut home has sunk 18 inches into the muskeg." The Mayor has appointed a male committee to propose some control of these activities.

Sanford Peterson, CAA STMG, explains, in two columns, how the brush fire of recent disturbing memory got started. Inspired by Washington's request for a spring cleanup, Pete decided to burn an old sentry shack at Yellow Lake. Despite the precautionary presence of men and fire-fighting equipment for controlling the fire, sparks ascended above the surface calm into a wind that carried them to distant dry bushes. A providential drizzle finally helped several hundred volunteers to extinguish the fire.

Two bookies leaving church service: "The word is Hallelujah, stupid, not Hialeah."

So live---that you would be safe, even talking in your sleep over the mukluk telegraph.

## Celebrations

Alaskans celebrated statehood in many ways.

It was a wonderful opportunity to blow automobile horns until people nearby went crazy, or shoot off fire crackers before the Fourth arrived.

But Anchorage burned a pile of wood weighing 49 tons. Fairbanks made the Chena River run golden--with dye, that is. And Barrow dug a hole in the Arctic ice about 50 yards from shore and put a barrel of fuel oil in it. On each side they put 24 sticks of dynamite near the barrel. Then, when the National Guard was all lined up and had delivered a 48-gun salute, WHAM! went the dynamite. The oil caught fire, and "Oh my friends, it made a lovely light!"

## No Questions

Johnny Hooper and his wife were talking of the windfall of the lump sum retro-active pay check. Johnny had an idea for a peaceable division of same.

"Tell you what we'll do. I'll give you half of it and no questions asked, and you ask me no questions about my half", he proposed.

She looked him right in the eye and said: "What kind of a gun are you going to buy?"



# DISCIPLINE—

## A Discussion by Personnel

There was a solution to the difficult problem of discipline of the "can but won't" and "can't but would" girls, described in last month's discussion. And the intelligent supervisor did not use the common type of discipline. Instead, he and Personnel worked out something better.

With the help of the personnel office representative, the less experienced girl--would but can't--was transferred to a position where the work would have some meaning to her. The difficulty in her previous position was explained to her new supervisor, who was cautioned particularly to give any help the girl might need in becoming accustomed to and in understanding the significance of the material she dealt with.

The other case--can but won't--was more difficult to handle. There was no immediate opportunity for promotion into a job requiring the kind of responsibility and initiative the girl was able to assume, and moreover, in fairness to other employees, her work in the agency had not merited consideration for promotion. Here was a problem of attitudes and behavior which required entirely different treatment. Solution of the problem meant working with the employee to help her change her attitude toward the job to be done in order that her true ability could be established as a matter of record at the agency. There also was the problem of improving relationships with her co-workers who were aggravated by her condescending attitude and the fact that they had to do her work when she was on leave. How to get her back on the job and at the same time "save face" with the other girls also was a matter for consideration.

Although the girl recognized that she had used up considerable leave, she suggested that she be permitted to go on a 2-week vacation to "pull herself together," after which she felt sure she could come back and face the others with a different attitude and gain back their good will. Her request was granted and she was assured also, that upon demonstrated improvement in her present position, she would be considered on the same basis as other qualified employees for more responsible work whenever it opened up.

The little boy who just started to school was out behind the house one day shaking his pet rabbit by the ears. He was chanting: "How much is two and two, how much is two and two?"  
 Father: "Son, what are you doing?"  
 Little boy: "My teacher said that rabbits multiply rapidly, and this dumb bunny can't even add."

The trouble with this country is that there are too many wide open spaces entirely surrounded by teeth.

# BOYLE RAILROAD FLIER IN OLD DAYS

Merritt D. Boyle can sing "I've been flying on the railroad."

And he can roll his eyes to heaven, hold up his right hand and swear "Never again."

Never a prospector with pack on his back, gold in his eye and wealth in his heart had more bad moments in White Pass or Chilkoot Pass than Boyle, now Chief, Air Carrier Safety Division. "That's where I got my gray hair", he says today, telling of the flying he did for the White Pass Railroad when he first came to Alaska in 1930. No young prospector, clinging tremulously to the icy steps, cut in the steep walls of the pass, had more agonizing moments than Boyle in climbing his tri-motor Ford or two-motor Boeing 247, or Curt-



iss Condor up from Skagway, over the 4500-foot White Pass with a veritable taku wind blowing down from the summit, producing a steady, gusty, powerful downdraft.

It was 8 minutes from Skagway to the summit of the pass. You climbed the hill against the downdraft in that time, or you smacked into a mountain. There was no turning around. Some pilots lost their lives on this railroad airline. In fact, Boyle and Verne Bookwalter, now CAA mechanic at Moses Point, are the two sole survivors of the crews that flew for the railroad beginning in 1930. The railroad transferred to Canada its air operations in 1940, then sold its franchise to the C.P.A. in Canada.

"Hairiest flying I ever did," Boyle says about it now. "The railroad sent everything but the heaviest freight by air. Sent passengers too, and we took off from a 1900-foot runway at Skagway and flew sometimes all the way into Fairbanks. We had no weather service and precious little communications. We served Carcross, Whitehorse, Selkirk, Mayo and Dawson, landed on river bars and fields the company prepared, some of them 900 feet in length. They were adequate for the planes of those days, but they don't make any planes like that today.

"Biggest trouble was that turbulent

# DEAR LORD...

A SUPERVISOR'S PRAYER

(Found on the bulletin board at Yakut)

"Dear Lord, help me to become the kind of a supervisor my management would like me to be. Give me that mysterious something which will enable me at all times satisfactorily to explain policies, rules, regulations, and procedures to my workers even when they have never been explained to me.

"Help me to teach and train the uninterested and dimwitted without ever losing my patience or my temper. Give me that love for my fellow men which passeth all understanding so that I may lead the recalcitrant, obstinate, no-good worker into the paths of righteousness by my own example, and my soft persuading remonstrance, instead of busting her in the nose....

"Teach me to smile if it kills me.

"Make me a better leader of men by helping develop larger and greater qualities of understanding, tolerance, sympathy, wisdom, perspective, equanimity, mind-reading and second sight.

"And when, Dear Lord... Thou has helped me to achieve the high pinnacle my management has prescribed for me and when I shall have become the paragon of all supervisory virtues in this mortal world... Dear Lord... Move over. Amen

wind out of the passes. It was known to blow box cars off the tracks. In the winter we had to take off toward the pass in a narrow canyon and keep going until we were over it, or else! In the summer, we could take off toward the south and get a little altitude before entering the canyon--we called it an oversized pitot tube--that lead up to the pass.

"I've never flown through there but once since then." And then, in a sudden burst of typical generosity, "I'll fly you through there some day. You'll see!"

Boyle learned to fly in Spokane in 1928. After he had finished his stint with the railroad, he joined up with Bob Reeve as Reeve's first airline captain, and made a 44-day flying record with Bill Borland as co-pilot that was virtually the foundation of Reeve airline operations. Boyle and Borland made 22 round trips between Seattle, Fairbanks and Anchorage in 44 consecutive days, in addition to one round trip to Dutch Harbor, initiating the first airline service to that community, and one round trip to Fairbanks. They racked up 454 hours of flying in those 44 days and later began flying to Attu in the Aleutian Chain for Reeve. In 1947, Boyle joined the CAA in the Airman Branch, later transferred to Air Carrier, and served in Kansas City for 8 years, Minneapolis for 3 years working with various airlines, before returning to Alaska in 1957.

See BOYLE, Page 5



# SUPERIOR CAA WORKERS RECOGNIZED

## Training Classes



L to R, first row - George S. McKean, Jane Eshom, Genevieve B. Crow, Letha E. Caldwell and Floyd B. Christianson; second row - Wilford A. Holdren, George S. Bacon and William O. Nesbit.

Twelve Fifth Region employees received cash awards for sustained superior performance, and three received cash awards for employee suggestions in the latest announcement of the Region's Incentive Awards Committee.

In a ceremony in Anchorage recently, George S. McKean, Deputy Regional Administrator, handed seven employees their checks, ranging from \$25 to \$215 for suggestions and outstanding performance of their duties. Four other Anchorage residents were out of town at the time, and four of the checks and awards will be presented in the field by Station Managers.

"It is gratifying to see superior performance rewarded," Mac McKean said. "There was little of this in the old days, and I have seen many a CAA employee whose outstanding work should have been officially recognized. As an old timer, it gives me real pleasure to hand out these awards."

Following are those receiving Sustained Superior Performance awards:

Letha E. Caldwell, Supervising Purchasing Agent, General Services, Anchorage, \$135.

Jane Eshom, AOS, Anchorage, \$135.

Floyd B. Christianson, AOS, Anchorage, \$135.

Wilford A. Holdren, Chief, Electrical Generation Unit, Anchorage, \$215.

William O. Nesbit, AOS, Anchorage, \$135.

George S. Bacon, Chief, Mobile Equipment Unit, Anchorage, \$215.

Duane C. Durand, EMT, Anchorage, \$135.

James H. Kelly, Electrician Lead Foreman, Anchorage, \$215.

Jack T. Jefford, Chief, Flight Inspection Division, Anchorage, \$215.

In the field, three received Sustained Superior Performance recognition:

Milo M. Rousculp, SOAS, Woody Island, \$135.

Morris L. Lee, SEMT, Woody Island, \$135.

Leonard E. Zaber, AOS, Woody Island, \$135.

Awards for employee suggestions were made to three:

Genevieve B. Crow, Vouchers Examiner Supervisor, Anchorage, for a suggestion regarding expense claims which has been adopted by the Region, \$50.

Kenneth B. Ruhle, AOS, Annette Island, for a suggestion on improving the effectiveness of direction bearing methods, \$25. His suggestion has been referred to Washington for CAA-wide consideration, and further awards might be made.

Benjamin R. Holeman, Plant District Supervisor, Anchorage, for a suggestion regarding a truck repair manual throughout the Region, \$50.

## BE BRIEF

Mukluk Telegraph reporters have been notified by the Editor that they must be brief in their copy. Warren Runnerstrom of Moses Point comes back with the query "What do you regard as brief?"

It's a hard question. But hard facts are before us. With 36 stations and the Regional Office, the Mukluk is just not big enough to print all the news.

"Brief" means never use many words when a few will do. Never stretch your copy. Leave room for others, we want everybody in. It's no fun cutting a reporter's copy. Sort of like carving up his child.

The training program for the 1958 summer and early fall will include a general orientation course to be given monthly to all new employees. This is in addition to the employee interview given by the Placement Branch and on-the-job induction given by the immediate supervisor but it in no way replaces them.

Writing skills courses consisting of five two-hour sessions will also be conducted during the summer.

In August or possibly September when Room 59 will be available, a Reading Skills course consisting of 30 one-hour sessions will be held.

It is also hoped to include some sessions in Administrative Practices for clerks and stenographers.

The worst kind of a reducing pill is the one who tells you how she did it.

BOYLE, from Page 4

Boyle's war service consisted mainly of instructing and personal disappointment in not getting overseas where the shooting was going on. With the Royal Canadian Air Force as a Squadron and A Group Commander, USAC, he trained pilots in navigation at Winnipeg, and then transferred to the USAF which assigned him to further training of pilots on B-25's in California. He graduated from the Command and General Staff School of the U. S. Army's General Staff at Ft. Leavenworth, Kansas.

"Always wanted to fly a B-29", he remembers. "But they'd say No, no, Pappy, you're too old!" A second chance to get into a shooting war escaped him when Korea started, but all CAA men in his unit were ordered back to their civil duties.

He met Virginia Selmer, a school teacher in Skagway, and they were married there in 1937. They have one daughter, Jean, who will enter the U. of Alaska this year. Boyle's hobby is ham radio operation. He is KL7EB, but temporarily off the air because he lives in an apartment.

Boyle has some positive ideas about aviation in Alaska. What this country still needs today, he says, is a new kind of plane, with half of its cabin available for cargo with a row of seats down the other side. Jets, he says, are not indicated for Alaska, where the very high speeds are unnecessary. A good workhorse airplane built to Alaskan needs would find a good sale here, he believes.

As a CAA Air Carrier Safety Inspector, he speaks from a position of experience. He still flies actively, recently brought a CAA Beechcraft from OK City to Anchorage alone. He knows his Alaska, knows the problems of Alaska flying, and he has an abiding respect for those two passes of gold rush fame, Chilkoot and White.



## GULKANA

Events marched normally at Gulkana during July, forest fires and an earth trembler broke the monotony of daily routine. The fires were rather extensive, but quite some distance from the station. The largest, near Copper Center, required about 100 firefighters and some rain to control. The earth trembler at first raised apprehension that Ol' Wrangell had blown a fuse.

Mr. Lloyd Huff and Mrs. Huff arrived from Iliamna. Mr. Huff is our new mechanic. Mr. Ed Medford and family arrived, Mr. Medford to act as relief AOS during the vacation season.

Mac McIntosh, Grace McIntosh, Suzie the dog, and trailer all departed on annual leave, Vern Bigelow to act as Station Manager. Mac intends to visit the Kenai Peninsula during the first part of his vacation. Ed and Amber Klopp also departed on annual leave, with Cec Hinshaw acting. Ed is reconnoitering likely areas for moose, come hunting season. Ed and Frank Brown have both dunked their new Folboats, no reports so far. Vern Bigelow's garden seems to be the most advanced.

Ed Harrington has been snagging some big fish at Lake Louise and other far away places. The construction crew is working on the new lighting system and catching all the grayling at Mile 19.

Since the new split circuit on Service F has been installed, Glenallen Grocery has been receiving position reports from Northwest Airlines and SAC aircraft, and issuing clearances to Alaska Freight Lines.

## No Box Tops Needed

Former Fifth Region employees now "outside" can receive the Mukluk if they will send stamped and addressed envelopes to the Editor.

John Owicki, EMT, Rodgers Point, wrote: "Many employees leave Alaska for personal reasons, some beyond their control, and plan eventually to return; others retain an interest in the Fifth Region because of pleasant relationships and the feeling that they have helped in some way to develop the Territory. The Mukluk would be a welcome source of information to such ex-Alaskans if it could be arranged."

We cannot put such persons on our mailing list, but if they will send a number of envelopes, a dozen or so, stamped and addressed, we will gladly enclose a Mukluk and mail each month.

The mukluk strives for accuracy. We rarely make mistakes.

## EARTHQUAKE SHOOK CAA-ERS OFF FEET

The earth moved about two feet from side to side in the earthquake at Yakutat, according to two CAA visitors there, and the runway seemed to wave like a rug being shaken.

Gerald W. Howard and Maurice Wright of Airways, in Yakutat at the time, came back with vivid descriptions of the quake that cost the lives of a CAA employee, his wife and a friend.

Wright had gone on the station's "railroad" down to the Seatuck River with 12 others on a fishing trip. At the time of the quake he, George Price, resident engineer, Wally Reed, relief foreman mechanic, and Dick Cook, working with a contractor at the station, were standing in the center of the 150-foot long railroad bridge over the Seatuck watching those who were fishing. When the first shake came, they started to walk off the bridge, but soon were forced to get on hands and knees and crawl to the land. A small boy who had just caught a fish had started across the bridge when he was called back. Watching the railroad tracks, Wright estimated extent of the movement.

The weapons carrier truck, which is fitted with flanged wheels, moved eight feet down the track with its rear wheels locked. Trees on the bank whipped back and forth like a fan. When they reached the bank they noted the water in the river had been sloshed 8 feet up the bank.

Howard reported the principal physical damage at the Yakutat station quarters concerned floor lamps. All of these fell over and broke. Only one building was thrown out of alignment, however, to the extent that a door would not close.

The runway waved, according to one observer, and later examination showed, according to Howard, that some 12-foot square paving blocks had shifted to the extent that the north-south runway was closed pending repairs.

## LETTERS

Dear Aristotle P. Malaspina:

In spite of the ridiculousness of your letter to the editor I can't help but admire your spunk. It seems to me that after 40 years you would be sick sick sick of hearing the name Yakataga.

/s/ Sourdough J. Kuskokwim

"Afternoon monsoons" plagued Anchorage during July, and caused a one-week postponement of the annual CAA picnic. It really poured on Sunday, July 23, when the affair was first scheduled, with 1/2" falling during the day.

## YAKUTAT

Summer activities were highlighted with the arrival of our new STAGB and his family, Mr. and Mrs. Roy Wall, daughter Marita, and son, Gary; Twenty/Twenty Day, and a big Fourth of July celebration.

Our Yakutat Recreation Club welcomed the Walls with a card party and a welcoming tea was given for Mrs. Wall with Mrs. Al Gorman and Mrs. Robert Grisham as hostesses. After introductions were made the ladies sat down to eating and talking and eating and talking and eating.

We had Open House at the hangar in observance of 20/20 Day with refreshments served at the recreation hall. Things were slow for a while and then everyone showed at once making for a pleasantly hectic time.

Fourth of July was really Grand and Glorious with the program planned and carried out by the Recreation Club's entertainment committee consisting of Mr. and Mrs. Fred Miller and Mrs. Lyle Vilott. Day's activities started with the children's decorated bike, trike, etc., contest and parade. The children worked hard on their entries and the judges, Mrs. Dan Heeter, Mrs. Earl Scott and Mr. Gerald Clark, had a rough time selecting the winners; Rhondi Vilott, 1st, Marita Wall, 2nd, and Susan Grisham, 3rd.

After the judging the bikes paraded around the area, balloons, crepe paper and flags fluttering in the breeze and what with EVERYONE being there and everyone taking pictures, plus the sun shining (it doesn't always rain in Yakutat), it was quite a festive occasion. After the bike parade the children's Pet Show was held with everyone enjoying it with the exception of the dogs who had to be pulled back into the ring to accept their blue ribbons (we do everything highly professional). Then came ice cream cones and then in the evening we had our Potluck dinner and Hard Times Dance. After our dinner the children who have been learning folk and square dancing under the direction of Mrs. Lyle Vilott, danced for the adults, doing a really fine job of it. So fine in fact that the grown ups who have been going to square dances have finally gotten around to a class of their own under the direction of Bonnie Cianfrani, station manager's secretary.

My Lovelace and his wife Elizabeth and family have returned from a six weeks vacation. Accompanying them on their return is Miss Gundi Wass, Mrs. Lovelace's sister, who is visiting. Also returned from vacation are Carol Gilbertson and family who visited in Oregon. And Mrs. Don Farley plus the new Farley addition, six weeks old Michael. Due to return soon are Tom Cianfrani, Facility Chief, and his family, who have been touring the states.



## ANCHORAGE CENTER

The Center's annual picnic was held at Green Lake on Elmendorf AFB June 26, with perfect weather. Gene Markle was Chef throughout the day except for spot relief by Frank Jackson. There were approximately 70 adults and one thousand kiddies (it seemed like that many) present. In addition to eating and drinking, the recreation included boating, horseshoes and volley ball.

Jack Leonard departed for his old fishing grounds in Homer on June 28, where he intended to fish until July 28. Jack was stationed in Homer before coming to the Center a year ago.

A going-away party was given at the home of Sherrod Kendall on July 16 for departing Chief Don Waits and Controller Mavor Taylor. Don will be taking over the ADLO duties in Fairbanks on July 28 while Mavor has already departed via the highway for assignment in the Denver Center. Don was presented with a leather attache' case and a name plaque for his desk while his wife, Lou, was given a golden demi-tasse. Mavor was given an engraved silver platter.

Gordon Halsten joined the Center troops on July 13, coming to us from the Anchorage ATCS. Gordon previously served at Sitka and Northway as well as Kotzebue where he was Station Manager.

Carroll Matthews has been very active this summer in planning little league baseball for youngsters in the Airport Heights area at the request of the local women PTA members. Vic Mahlor has been assisting Carroll and they normally spend two evenings and one day a week holding practice sessions in addition to regularly scheduled games. Carroll has also been requested to appear on a local TV program with the little leaguers to further interest in little league activities in Anchorage.

Booth Joslin has wandered off into the hills on another prospecting trip. He has a unique scientific approach to this business of gold-seeking, and has already eliminated a great many places where he knows gold isn't. If he carries this elimination process far enough he figures he'll eventually have his bonanza pin-pointed and can walk right to the spot.

Don Maxwell, John Austin and Roland Frame are combining stateside vacations and ILS/VOR School. Dave Stroebe has also departed on a brief vacation to be followed by 14 weeks of Radar training at the Aeronautical Center. Ernie Phillips is looking forward eagerly to his trip down the highway and to New Jersey in his new camp trailer. Also on leave are Ivan Turner, Charley Durand, Frank Kubes, and Ray Lasniewski, most of them on tour in the other part of the United States.

Don't be troubled if the temptation to give advice is irresistible; the ability to ignore it is universal.

## CAA FAMILY TOUR READY FOR NOME AUGUST 23-24

Pleasant "family visits", combined with thrilling tours of Alaska's interesting places, are in prospect for CAA employees of Anchorage.

One of the trips, nearly filled, will be to Nome, leaving Anchorage on an Alaska Airlines chartered DC-3 early on August 23, stopping briefly at McGrath and Unalakleet, returning late afternoon of August 24. Other trips now being offered through Civilair Club sponsorship, are to King Salmon, via Kenai and Iliamna, and Yakutat via Cordova and Yakutat. Virginia Schairer, AN-300, is serving as contact in arranging the trips.

"Certainly our staff here would welcome the opportunity to have them visit, and they would be considered one of the family" writes Floryn "Dusty" Rhode, STMGCR at Nome, after listing a number of sight-seeing possibilities in that interesting far west town.

"We can rent a bus for \$15 a day and take trips out the road to Salmon Lake, Pilgrim River, Council and other locations," he notes. "Accommodations at Nome would have to be in the hotels, at either \$5 or \$7 per person, and prices for meals approximates that in Anchorage."

At Yakutat, Roy Wall, the STMGCR, says "Let us know a few days in advance. We could get up a party within 20 minutes, but it takes a little longer to get the beds ready. If each person will bring a small amount of food, we can cook and serve it in the recreation hall. We will find enough beds to take care of every one."

He mentions a fishing trip to the Situk River "on our famous train" and the fishing will be good through August and September. "Next, we will give them a big party in our recreation hall late in the evening, and this will be an evening to remember on some of the winter days." A trip to Yakutat is scheduled for August 16-17.

At King Salmon, Bill Johnson, STMGCR, has a welcoming hand out. There is fishing, of course, and they too have a recreation hall and a fondness for parties. Visitors can be "put up" and fed by CAA personnel at a nominal fee, "as friends". There is a bunkhouse belonging to King Salmon personnel which will sleep 12-14 and which has cooking facilities. There is also a commercial hotel at the field for those with more luxurious tastes. The King Salmon trip is scheduled for August 9-10.

Approximate round trip fares are: Nome, \$45; King Salmon, \$25; and Yakutat, \$30.

"Dad, mom just backed the car out of the garage and ran over my bicycle."  
"Serves you right for leaving it on the front lawn."

## AIR CARRIER

We had a couple of visitors from Region 4, Mr. Ashwell, Chief of the Air Carrier Safety Division, and Mr. Walker, Supervising Inspector of the Seattle District Office. They were met in Juneau by Merritt Boyle and Bud Seltenreich for an inter-regional Conference. Mr. Ashwell has been in southeastern Alaska many years ago in the military service and enjoyed very much reminiscing and noting the progress. He very enthusiastically emphasized that we had a great state in Alaska.

A. M. Tibbs, Jr., and family just returned from an extensive vacation where they visited numerous smaller states of the United States, including their home state of Texas. A former Pan American employee, Gordon Anderson, has been selected as a maintenance inspector in the Air Carrier Safety Division. He has had many years of experience maintaining aircraft in Alaska and northern Canada during the past 25 years. The Division Secretary, Bea Justus, served on the jury in conducting her civic duty.

Supervising Inspectors from the District offices, Mr. Joynt from Juneau, Mr. Dulin from Fairbanks, and Mr. Schrader from Anchorage attended a conference in the Regional Office June 30.

Since Alaska may be a state, air carriers may operate under the domestic civil air regulations. Previously they operated under civil air regulations applicable outside the continental limits of the United States. The change-over will present quite a project for the Air Carrier Safety Division during the next year.

James V. Cardullo, Electronics Specialist, assigned to the Regional Office, has just returned from his vacation. He spent his vacation in Alaska and planned to tour Dawson and the Klondike but by the time he got up every day it was too late to start any place so he ended up by relaxing in the Anchorage area. Haney F. Rodgers, Maintenance Inspector in the Anchorage District Office, is our photographic expert and took all the pictures for the pictorial display of the 20/20 program. James Cardullo and Bud Seltenreich did the editing.

Operations Inspector Nichols Rudasill, assigned as the 511 specialist in the Regional Office, has been busy during his vacation building a cabin at Lake Louise. The new Air Carrier Safety District Office at Fairbanks in the Terminal Building is about completed. Inspectors Dulin and Hoffman and Secretary Mrs. Lyle are looking forward to the move to more adequate quarters.

Supervising Inspector Joynt's routine trip from Juneau to Anchorage on June 29 turned into a mercy flight. He stopped in Yakutat, picked up Mrs. Wilcox and flew her into Kenai where her brother and uncle had both drowned in a boating accident. At Kenai he picked up Mrs. O'Melia and brought her into Anchorage for an emergency appendectomy.



## BETHEL

At the Annual Benefit Fund Party for Cancer, the Bethair Club received donations from residents of the Town of Bethel and Club members totaling \$168. A good time was reported by all. Several games under the supervision of M. C. Dick Stein were a huge success. (7/19)

Saturday, July 19, with much chatter, flutter and swooping, hundreds of swallows gathered along the pole line near the quarters area. Sunday, July 20, all was quiet and serene, not a swallow to be seen. One imaginative soul, reported the swallows climbed out rapidly on the Bethel SE course to an altitude of 16,000 feet.

Clarence C. Holmberg

## ANCHORAGE TOWERS

We were pleased to welcome Walter Todd into Anchorage Tower this past month. Walt and family drove up from Pittsburgh, and he says he will be with us for some time to come.

Ben Stolz must travel about a thousand miles a month in quest of fish that don't seem to bite. The other day Ben ventured right out here to Jewel Lake and caught the most beautiful rainbow we've seen. Just goes to show you.

The Joe Skurkas are the smiling parents of a fine new baby boy. Joe had been under the impression that new babies slept the night through.

The people of California were in for a rare experience last month. Lew Pilcher and John Costello were on leave in that part of the country, and those two boys don't believe in visiting public libraries and museums.

Two new assistants have been assigned to Anchorage Tower, Fred Dingledy and Bud Mansholt.

Whitey Machin is a very happy fellow these days. His family joined him last month. Whitey spent the winter up here batching.

The golf course gets a lot of action from up here these days. Chet Cook, Costello, Pilcher and Meyer Myers are frequently seen looking for lost balls and muttering unpleasant things about the game.

## "..AND WE TOLD HIM" FAREWELL

Warm thanks from the Regional Administrator went to every employee who helped in our recent celebration of the CAA's twentieth birthday.

Al Hulen had started to write memos to individuals who worked hard on the affair, but soon realized he would be unable to include everybody. Then he fell back on that great God of Service, the duplicating machine and sent everybody a bread and butter note.

"Washington was pleased with our performance," he told Regional employees. "They said it looked to them as if there was just one Eskimo left in all Alaska who had not heard of the CAA. So we wrote them back that we found him and told him. As for me, I'm delighted to learn of the warm regard in which the CAA is held throughout Alaska as shown by the reactions to our birthday party. Thanks to all of you."

## CULVER ILL

U. M. "Buck" Culver, Chief, Air Navigation Facilities, is in an Anchorage hospital with a slight heart ailment.

Early in July, he had a coronary attack which he thought was indigestion. Two weeks later, he consulted a physician and was placed in the hospital July 21. He may not receive visitors but notes are welcome. He will go home and rest there, according to the doctor, for some time before returning to work.

## BUY BONDS

Sure, you can get more interest on your money in gold stocks!

Sure, you can win more at Las Vegas. Well, sometimes it's sure.....

But U. S. Savings Bonds are backed up by the greatest country in the world. Solid, substantial, certain, safe. And convenient? Think how long it would take to get to Las Vegas. Just tell Payroll to make you save money every payday. They'll do it.

Farewell bristled with activity July 17 when two of STMGR "Hank" Olson's dogs interrupted an enjoyable evening by intruding with an enormous growth of porcupine quills protruding from their snouts. The third pet, "Tiger of the Murmac", a Toy Pomeranian, hid under the bed after seeing the sight and hearing the painful yelps coming from his companions. Doctors Paul Sutherland and SEMT Harvey Seabrook, were not any too painless, and each of the dogs struggled so much, three hands were needed to hold down each patient. Sutherland is a traveling carpenter, and better known to many of the travelers by his Eskimo name, "Nupayak". He was with Tony Schultz and Fred Smith in Aniak and was attempting to return to Anchorage upon completion of his assignment, via his Piper Pacer, when he became weathered in at Farewell where he enjoyed the Olson's hospitality. Although the patients are expected to recover, a coup-de-grace will be administered, should the event re-occur, promises "Hank" Olson.

## ANY QUESTIONS?

Visitors from the Personnel office to field installations recently have been asked many questions by employees. They got the impression that employees are "bottling up" their questions rather than discussing them with Station Managers or Facility Chiefs.

So these visitors have wondered whether a question box might not be a good idea. Questions dropped into such a box would be considered by Station Managers. Those which could not be answered at the Station level would be referred to the proper official in the Regional office. The idea should encourage employees to express their questions rather than wait for a convenient time for personal discussions.

Personnel will be happy to receive employee comments on this suggestion.

Conscience doesn't keep you from doing anything; it just keeps you from enjoying it.

## The Mukluk Telegraph

### STAFF

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

Fifth Region, CAA, Anchorage, Alaska