

AIRWAYS PIONEERS BEING ORGANIZED

The Society of Airway Pioneers is being organized, and William A. (Bill) Breniman, National President, Region Four, has invited all who worked "in airways" between 1920 and 1940 to join up.

Dedicated to the preservation of the early history of the Federal Airways of the United States--and the recognition of the many veterans who helped "establish the standards", the society plans to present annual awards for the most outstanding service recognized during each year in promoting efficiency of operation and/or safety of flying. There are to be 12 "Wings" covering U. S. geographical areas, Alaska being Wing 12. Charter members who apply before October 1 will be accepted at a \$1 discount on the established membership charges.

Membership is for life, and there are no annual dues. Life Membership for regular members is \$5; for Associate members, \$3. Associate members just show assignment records ante-dating January 1, 1945, and this group will include individuals who have pioneered in airways work overseas, in Alaska, the Pacific Islands, etc.

Industry Pioneers may join if they built equipment or furnished services for the Airways prior to 1940. The fee is \$25. Industry sponsors may provide services such as publishing a house organ or society newspaper for the members. A Historian and Editor will be elected in addition to the usual officers, all elected for terms of three years. There will be a Director for each region.

Address of the Society is P. O. Box 3188, Santa Barbara, California. The Society plans periodic meetings both on a national and regional basis; a periodic publication; an annual roster, and will seek to record historically information of interest about the early years of our Federal Airways and its people. The Society will appreciate receiving the names and addresses of retirees. Officers are: Breniman, President, who will also serve as Treasurer for the first period; Reese A. Clark, Vice President; William H. Leavy, Secretary; and Donald G. Morehead and William Gottlieb, Directors. The Historian and Editor have not been elected.

40 CAAers ENJOY FAMILY VISIT TO THREE INTERESTING FIELD STATIONS

They came back--all 40 of them--from McGrath, Unalakleet and Nome, loaded with blueberries, pretty rocks, interesting bits of driftwood, and bubbling accounts of the hospitality which CAA station people accorded the first "CAA" Family Charter".

All who participated in the trip August 23-24, arranged by the Civilair Club as a means of getting Anchorage CAA'ers out into the field to see and admire the places they work with and write to, were enthusiastic about the reception they received at the three stations, and eager to repeat the trip or take another to different CAA stations. The weather cooperated. Chamber of Commerce representatives and citizens of Nome went all out to give the guests a perfect picture of the Northland, and the King Islanders, camped along Nome's black beach, danced especially vigorously before this group of very special tourists.

CAA'S MONEY AND OUR RESPONSIBILITY

In a letter to Regional Offices, James T. Pyle, Administrator, told of the appropriation of \$453,000,000 for the CAA's work this year, and added this significant paragraph:

"The Congress realizes that our requirements are growing rapidly and has manifested its confidence in our program and Agency by appropriating the total funds requested, thus providing more dollar resources than ever before in our history. With this level of resources some might conclude that all our needs have been provided for, yet from experience it is clear that as we grow many unanticipated items develop. A point I want to make unmistakably clear is that the level of appropriations we have received in no way relieves us of the responsibility to make our operations more economical. In fact, to keep faith with those who believe in us and support these substantial appropriations, all of us must constantly be aware of our responsibilities to the taxpayers to see that they get full value for every dollar spent. We need all keep in mind that there is no such thing as a small savings, and our efforts should be constantly directed to reducing costs and eliminating niceties and fringe items in order that our resources can be effectively used to increase safety in aviation."

Hans Carlson, father of Mrs. David Dishaw, 75 years old, and as sprightly as any young tourist, went along, and in Nome met a buddy with whom he had planned for gold there 50 years ago. Mrs. Virgil E. Knight, who went with her husband to the Northwest Alaska country in 1934 as a school teacher, and who has had long and intimate ties with Nome, visited places she had known 23 years ago. The other tourists were CAA Regional Office workers and their friends and relatives who have lived in Anchorage and wondered what the rest of Alaska looks like. Now, thanks to the C-46, chartered from Alaska Airlines, and our hospitable station friends, they know. And the whole trip for two days cost approximately \$60 per person, including lunch and snacks aboard the plane en route.

They stopped an hour at McGrath. Fred M. Poorman, L. L. Pruett, and J. E. J. E. Hollinger gave the tourists a quick view of the station and its distinctive main street which lies along the runway which lies along the river.

Then they spent a busy and refreshing 2 hours at Unalakleet, where cheechakos saw their first long racks of fish drying in the sun in the village, met the native people, rubber-necked without shame, and enjoyed homemade cookies and coffee in the "Rec-hall" at the station, prepared by CAA wives there. This Unalakleet host committee pinned their names on, and Anchorage visitors took notes, preparing to apprehend any Unalakleet visitor to Anchorage in the future and return the hospitality. This, Club officers feel, is the best, ultimate.

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How To Retire PROFITABLY!

by CHARLES E. PLANCK
(First of a series on Retirement)

Beginning after about 10 years of government service, most people start thinking of their retirement. That gives them about 10 years to plan, and these years should be used to advantage in working up the most profitable retirement possible.

If that sounds like the Personnel Department talking, it isn't. They have their own complicated, technical pattern and advice, but this discussion is more practical and more intimate. How can you get back some of the investment you have been making all these years in other peoples' retirements? How can you arrange matters so that the farewell party, the farewell gift, the expressions of admiration, good wishes,--all that sentimental and financial excitement--results in the biggest "inheritance" for you?

There are ways.

Plan ahead. Starting any time. Make friends, influence people. Drop hints. Make suggestions. Be an active, if under cover, participant in the arrangements for the farewell party and gift presentation to "good old George". Be as tactful as you can, retain some modesty and all that, but reflect! Whose party is this, anyhow?

First, let's consider the party itself. There will be people on the committee who want a big dinner for "good old George". Something at, say \$4.50 to \$6.00 per person, tips included, in the Gold, Jade, Palm, Marine or Purple Cow room at the city's leading hostelry. Get the word to them immediately. Infiltrate if you can into the committee. Whisper to another committee member, if you must. As a last resort, tell 'em.

What you want is a modicum of eating and drinking at your party. Just a little bitty modicum. In a big city, mention the White Tower hamburger stands as suitable places for the party. They're small, so indicate your willingness to go from Tower to Tower if you have more than one tower full and make grateful, emotional speeches to your friends. That way, you see, there can be very little spent on food. Makes the gift pot bigger. Urging modest, inexpensive party facilities gives you the reputation of a good democratic personality.

If you're hesitant in face of this stern, financial fact, again, remember! How many dollars have you contributed in farewell parties to old friends over the years? How many dinners have you tried to enjoy at too-much-a-plate while telling twenty other "good old Georges" goodbye? Be practical, man. You're retiring, not the hotel!

Bemis, Fire Eater—Horses to Airplanes

When Fay Bemis went to work for the St. Paul Fire Department in 1913, he was the most unpopular man on the force.

Today, as Fire Marshal of the CAA in Alaska, he is popular with everybody except those who start fires through carelessness.

Bemis came to duty at St. Paul in an automobile, the first to be introduced into the Department. Firemen who had tended and loved the 250 horses in the Department, didn't like the smell of gasoline, but St. Paul firemen had to stand on the rear platform of the streetcar because of the "Stable No. 5" aroma that clung to their uniforms. Bemis too had troubles with this lingering fragrance, but he stuck to the job, and soon was writing special magazine articles for Municipal Engineering on "The Care of Motor Driven Equipment."

Bemis went down the years with motorized equipment, becoming installation engineer for companies like LaFrance, Ahrens Fox and Seagrave. He trained horse-loving firemen in the use of motorized equipment, and finally moved into the military in a similar capacity. He was a civilian fire-fighting expert at Elmendorf AFB here when he joined the CAA in 1947.

Behaviour is important too. Especially during the last few years of your work. Don't make any more enemies. Stop doing what you know annoys people. Lean over backwards to be congenial. Be a sure enough good old George.

But not necessarily with the boss. You can relax with him. After all, he just has to attend the party and say the nice things his public relations man has prepared for him. He wouldn't dare fail to show up. No doubt you've already strained him to the limit during your career. He's going to feel sort of happy at your farewell party. And besides, he is getting along too. Pretty soon he's going to retire, and don't think he isn't hoping for a suitable sendoff. He's been clipped scores of times for farewell gifts--he usually headed the office list, remember? If he can do a bit toward establishing a trend at your party, he'll do it.

That's your top boss, head of the outfit. Your immediate boss is something different. He could be pretty sour on you, and he has influence in your division or section. He can affect the turnout at the party, can almost set the size of the contributions for the gift. Give him the best side of your nature and 8 good hours of work a day, and respectful attention at least during the last two years of your associa-

Nobody was in special charge of fire-fighting equipment or fire prevention in the CAA at that time. Fire extinguishers of all kinds were hanging about CAA stations, some of them workable, others dead as doornails. Fires were happening with discouraging frequency, and one year \$300,000 worth of CAA property went up in smoke. With his arrival, a specialist handled fire problems at stations, instead of the visiting mechanic.

Bemis has been preaching prevention ever since, and also preaching and praying for standardization of equipment. But government's obsession with the "lowest bidder" has prevented standardization and CAA fire equipment is still heterogeneous.

Bemis has 350 helpers. They are the children of CAA personnel at the field stations, and he has them organized into Junior Firemen, with their badges and hats, all fire-conscious. Boys and girls from 6½ years old make up this group, many of them are eager and eagle-eyed in locating and reporting fire hazards in their homes and elsewhere about a CAA station. These helpers, when they are energetic, have the proper effect on their parents, according to Bemis. One result is that there have been only three or four fires in CAA facilities in the last two years.

tion. It will pay you.

Now, the gift is most important. Attach brief cases are quite nice. So are fancy home bars. And over-sized and over-stuffed, leather-finished chairs. They might even think of getting your office chair for you as a memento. (Gad!) Or loud shirts for that southern clime to which you're headed. Or a fishing outfit so fancy you'll need to be checked out on it. Or a TV, or radio, or model train outfit, or binoculars, or baggage, or a dozen other things which your friends have whispered to the committee that you'd like.

Well now, would you? Deep down inside, what do you really want? Deep down inside you know that dollars are a man's best friend. What could be wrong with that kind of a gift? It isn't personal? Well, let them put the bucks in a nice wallet, with your name engraved in gold. Can't waste much on that. But be careful right here. Don't appear to be mercenary. Just say, with a "good old George" shrug, "Oh, you people shouldn't go to so much trouble selecting gift. Let's keep this matter simple and uncomplicated." Then take it to the bank and buy what YOU want with it.

In brief: Turn sweet, use tact, be practical. These are the elements of good Retirement.

AIR CARRIER

The Fairbanks ACSDO has moved to new quarters in the Airport Terminal Building at the Fairbanks International Airport from space previously shared with the General Safety DO in the Wien Hangar. The new office is more adequate and more convenient to the public. Peggy Lyle, secretary in the Fairbanks office, was on her annual vacation during the move(:)

Vacation periods and summer outings are hazardous to the pilots in the Air Carrier Safety Division. They are not properly certificated and checked out for ground operations. Rudasill recently returned from an outing and has been limping around the office the last few days with a sprained knee. He said he stumbled over a toadstool.

Turbo-prop aircraft are becoming a reality in this Region. Recently Canadian Pacific Airlines landed their turbo-prop powered Britannia aircraft at International Airport on their proving flight for their route from Vancouver to Tokyo. The personnel of the Air Carrier Safety Division visited with many old friends on the flight who used to fly in the northern part of Canada and Alaska and are now top officials with Canadian Pacific Airlines and Canadian Department of Transport.

Dick Howard, Air Carrier Maintenance Inspector, from the Anchorage ACSDO, is presently attending training courses at the Fairchild factory at Hagerstown, Maryland, in operation and maintenance of Fairchild Fokker F-27 turbo-prop powered aircraft and Rolls Royce Dart turbo jet engines. These airplanes soon will be used in air carrier operation by Alaskan air carriers.

Bud Seltenreich, Chief of the Air Carrier Maintenance Branch, has been obtaining valuable construction experience which he will no doubt use to advantage in building his new house. The construction of the new addition to the Federal Building is going on right outside his office window and he has been very busy sidewalk superintending the job ala deluxe style arm chair supervising.

Mrs. Ceille Rosworth has replaced Diane Wigda at the Anchorage ACSDO. She was previously employed by Electronics Establishment and we are very glad to have her in our organization.

APPRECIATION

"When you stop to consider" writes the Mukluk correspondent in the Fairbanks RAPCON, "that the average controller wouldn't know a 'drip pan for a grid leak' if he saw one, you can appreciate the cooperation and patience which the RAPCON maintenance personnel have shown in the past year. So, our bouquet goes to the maintenance boys."

"...FROM WHOM OUR BLESSINGS FLOW"



Seated: Frances M. King and Melvenia Parker. Standing, from left: Ruth Scott, Dorothy Metzgar, Juanita Fillson, June Thompson, Polly Harris, Florence Liffick, Erma Breshears and Barbara Russell.

There are some people in the CAA who worry more about your money than you do.

They are the girls who man the important positions in the payroll and disbursing divisions, and whose record of "get it to the worker on time" is still unblemished, despite some close calls and hard, overtime work. A recent incident threatened but did not lower their high batting average. When the pay raise came through and the retro-

active pay was decreed, the Payroll Section, headed by Florence Liffick, and the Disbursing Section, headed by Frances King, had only 14 work days to get the checks out in addition to the regular payroll. But they did it by working 170 hours overtime, and with some voluntary typing help.

Think now: Has your pay check ever been late? These are the nice people who get it to you always on time.

R. I. P. ?

The President signed the Federal Aviation Act of 1958 on August 23. As soon as an Administrator for the new Federal Aviation Agency is appointed, all functions of the CAA will be transferred to the new FAA. Other provisions of the law will take effect 60 days after the appointment of an Administrator.

The latest--maybe it's the last---reference sheet of the CAA in Washington came out the other day. Somebody used very heavy black lines to separate the columns. It looks like a letter edged in black, announcing a death.

Recently, while Larry Smith, STMG, was making a telephone call to Anchorage, a little difficulty was encountered. The call had to be made using some temporary connections through patch boards at McGrath and the nearby White Alice station. With all the trouble the connection was broken several times. As the connection was finally being made an operator was heard exclaiming in an irritated voice, "Confused, I'm not confused, if anyone is confused, it's you." Another operator answered, "I didn't say confused, I said who blew a fuse."

CAA NURSE HAS REST HOME HERE

Edna C. Thompson, for years the CAA's flying nurse and mechanic, has opened a "Recovery Home" in Anchorage.

Miss Thompson's fame in the CAA rests upon the scores of emergency trips she took on CAA planes to remote stations where a birth was imminent, or a serious illness needed attention. She was a registered nurse before she started working for the CAA as a mechanic, and through most of her 13 years with the agency, it was difficult to tell just which of her talents were most used.

She has worked at times for the Territorial Department of Health, a year at Unalakleet, and a year at Glenallen where she conducted health clinics. Today, she works for the U. S. Immigration Service meeting the foreign planes that touch at Anchorage.

Her mother, Mrs. Ida P. Thompson, assists in the conduct of the home, 3603 Susitna View.

"We will specialize in convalescing mothers, and ambulatory patients recovering from surgery, and provide a home atmosphere for these people who come in from the bush country," Miss Thompson says. "And it ought to be fun. I know so many people out there."

FAIRBANKS STATION

Bill Murphy departed July 2 under P.L. 737 for Seattle and parts south. Gabriel Wessley also is outside for a month of fishing and loafing in Wisconsin. Gabe departed July 14. Those returned from annual leave include Lloyd Blackman, Harold Anderson, Al Iverson, and Jack Williams. Leonard Hancock returned to work July 28 after 3 weeks on the sick list. Handy's wife is convalescing at home after a visit to the hospital in Nebraska.

We lost Duane Widdis on July 25 to the insurance business; and Kenneth Raff resigned July 30 to find greener pastures in the States. Cyril Kiehl transferred to the Fairbanks Station/Tower July 27. A new arrival was Frank Cushman from the Olathe, Kansas RAPCON. He entered on duty July 28.

Center Chief, Thomas Geary, assumed the duties of Acting STMGCR on July 3. Richard Inman took a rest before tackling his new job. Cecil Griffin was Acting Chief Controller during Mr. Geary's absence.

Our congratulations go to Frank Scott and Al Hall, both promoted to controller. Welcome mat is out to Don Waites our new ADIO. Merle Dameron has accepted a position in the Burlington, Vermont Approach Control Tower. Don't know how Merle and Pauli will be able to stand those New England winters!

It wasn't much of a surprise to hear that Bill Goode was roped, hog-tied and branded by Miss Joan Ash of Washington, D. C. The records show August 1, 1958 the day the fatal step was taken.

The RAPCON wives met at the home of Mrs. Al Hall for tea and crumpets one day. Since I was unable to get the details of the meeting, I assume they took up the subject of a steak dinner for all the controller's at the Travelers Inn. We accept.

Ray Van Buskirk, SEMT/RADAR, returned to his job June 27 after a six month tour in Oklahoma City. He attended a RADAR school. Ray says Harry Burton, ex-Region 5 Maintenance Supervisor, is getting fat on those Oklahoma steers. Harry sends his regards to all his friends in the Territory. Russell Cronander, RAPCON EMT, resigned as of July 19. His replacement is David Lee. Welcome to Fairbanks, Dave. A welcome also goes to Mrs. Iris Johanson, new clerk-typist. Dick Bierch, RADIO/SEMT has accepted Relief Technician position with the Third Region, working out of Minneapolis. Chuck Ferricone, Electronics Training Supervisor, crammed a 19-hour course in Precision Radar fundamentals and alignment down the throats of Controllers Anderson, Bosch, Goode, Linscott, Newcomb, Stack, and Williams. Our thanks to Chuck for taking time from his other duties to further the training of Operations Personnel.

WE ENVY YOU YOUR BUILDINGS, OK CITY

Jealousy pops out all over when The Beacon, employee paper from the Aeronautical Center reaches Alaska. Those new buildings in OK City contrast painfully with the office situation in Anchorage.

For years the CAA has been housed principally in the Federal Building on Fourth Avenue in downtown Anchorage. Also in this building are a dozen other federal agency offices, and the court rooms, and the post office, and Territorial offices, and next door--10 feet away, is the federal jail. Lately, however, as the Region has grown, CAA offices have spread all over town. One floor of a downtown office building houses some Airways offices. A whole building some distance from downtown houses more Airways workers and the Airports Division. A store building downtown is full of other CAA workers, and the commissary, important in the Alaskan setup, is in the warehouse in the railroad yards. The usual offices for airport management are at Anchorage International and the transportation and flight checking people work in the hangar.

But those new OK City buildings! Only CAA employees who spent time in training classes down there before the new buildings were completed fail to show envy. When they remember the shacks in which Lanter's Legion worked for years they smile and say "You had it coming to you, folks."

This month's introduction is Senior Controller, Major (Bill) Grotts - Sign "BG." Bill left Wetumka, Oklahoma in January 1944 to start his career with the CAA at Kansas City, as a CAF-4, Controller Trainee, at \$1,800.00 per annum. After two months he transferred to the St. Louis Center. In October 1944, with an increase to CAF-5, "BG" transferred to the Omaha Tower. Six months later the Denver Center gave him a job as Assistant Controller with an increase to CAF-6. July 1945 found him back in Iowa at the Sioux City Tower as a CAF-7.

Since they kept transferring him around, Bill figured he'd never get the hang of the job, so transferred to the Fairbanks Center in August 1946. Bill says the old Weeks Field Center only had 3 other controllers and 2 Seniors.

After two years in Fairbanks, a transfer as Chief of the Nak Nak Tower was his next move. From what Bill says there was never a dull moment at Nak Nak but in 1950 he transferred back to Fairbanks. In 1951 Bill was promoted to Senior Controller.

Bill is married and the father of two boys, and is at home at 919 Sixth Ave.

Richard L. Inman

ANNETTE IS.

With most of the station personnel sporting either a car or boat or both, we manage to keep on the move. Weather-wise it has been a little on the damp side. However, not enough to deter fishing enthusiasts nor to prevent a pleasant picnic now and then on the beach before a roaring fire.

During the summer a new room was added to the school which about doubles the available space and will permit separating the students into two groups. It will provide two separate classrooms, whenever we have enough pupils for two teachers. Mr. Fred Sproul, our teacher of last year, has been spending the summer in Maine and is expected back soon.

New lawns are in evidence around the family type houses. This, together with removal of old stumps and a little painting here and there, gives the station a very pleasant look - one that we are all proud of. A project of necessity, soon to be accomplished, is the fencing of the station and quarters area to keep out the forty head of cattle roaming the island. These animals discourage our efforts at landscaping and cause some concern to the mothers of small children.

STMGCR Darrell Chaffin and family returned from annual leave July 5th, having visited California, Oregon, Montana, Idaho and Washington. AOS Dominic Panasiti and family returned from annual leave in Pennsylvania on July 8th. SM Harry McNaughten recently returned from emergency leave in Oregon where his brother was seriously ill. EMT Terry O'Donnell is on leave at the Kodiak Naval Base with his Boy Scout Troop during their summer encampment. Terry is doing a fine job as Scout Master for the Woody Island Troop. AOS Leonard Zaber departed with his family on August 15th for a visit to Medford, Oregon and San Francisco, California.

SEMT Morris "Pappy" Lee and Skipper Howard Sloniger spent some annual leave on commercial fishing boats during the fishing season. Both report that they made out fairly well, although catches were generally below par in the local area. Both also report plenty of hard work and Howard lost 27 pounds. During Howard's absence Frank Johnson took over the helm of the Civair 15 to keep the Woody Islanders happy.

SAY AH

The CAA wants to know what makes traffic controllers tick--or sick.

A contract has been let by the CAA to Flight Safety Foundation to investigate the effects of job activity and environmental factors on air traffic controllers, with special emphasis on stress, tension and fatigue.

JUNEAU

AOS James I. Jensen and family arrived from Nenana and are busy filing home site applications. Francis Saviers, new employee, is now a member of the best plant maintenance crew in Juneau. Alver Johnson, EMT, is relieving at Angoon while Jim Whitney and Mrs. are vacationing. Good hunting, Alver.

EMT and Mrs. Long have said so long to Narrow Point for duty in Anchorage, and EMT John Owicki and family will soon depart Rodgers Point for South Bend, Indiana. We're going to miss 'em all.

Max Mielke has returned from his annual leave. He has been busy building Mielke's Lodge on Admiralty Island.

Ach, ve shmell!

Der vas vun time peoble mid der lant lines und peoble mid der under vudder close line under perble mid der vee haich heff lings. Un der cam earth-quakens un vorest vires und dry veddar. Der under vudder close line come loose in der mittle un der lant lines kedje mit vlew under dese peoble got der vulluf at der door but der peoble mit der vee haich heff lings is doing yet vine and everbotty is looking un our lings mit envy. Und ve is shmelling like rosis vor vunce vich is unusual.

CAA WON FISH DERBY. WELL, WE WERE FIRST

Gil Joynt, Air Carrier Safety at Juneau, came in first in the Juneau Salmon Derby. After a hard summer's work, he finally got his 26' Chriscraft cruiser in operation and entered the derby. His was not the biggest fish, but it was the first one and it won him and his family a free steak dinner. He could have caught the largest, he explained, but had to hurry in to the dock with the first fish.

Ben Zvalonek, Juneau STMG, eager to born in on any local event, wrote the Mukluk that "CAA cops top honors in Juneau Salmon Derby." According to him, Frank Frankforter's father won second prize. AOS Eugene Ekstedt personally tied for 38th prize and Les Holmes is a very close acquaintance of the man who came in 83rd. Yessir, right up there at the top.

But we did even more. Rogene Stryker, wife of Dick of the ANF Division, RO, came in 80th with her fish and won a handsome pair of slacks as a prize.

From Summit's Safety Meeting Minutes for July: One father reports three "goose eggs" on his children's heads. Not bumps of knowledge, but apparently from rocks. A new commandment has been proposed--Thou Shalt NOT Throw Rocks!

ALASKA WILDLIFE ATTRACTS CAA'S ANDRIAKOS, HOBBY PHOTOGRAPHER



Alaska is the photographer's paradise of George N. Andriakos, who has some 4,000 colored slides and thousands of feet of movies to prove his exceptional technical ability.

Since 1936, the picturing of wild life, landscapes and glaciers has been the hobby of "Andy", Chief of the Commercial Audit Section in the Regional Office. So honest a hobbyist is Andy, and so much a perfectionist that he never sells a picture.

"Soon as cash enters the picture, I lose interest", he says. Mostly his pictures are shown to his friends in private showings, although he has been doing special research work for the Fish and Wildlife Service. He has discovered and pictured several varieties of birds which the F&WL officials did not know were in Alaska.

After dropping his hobby for the war period, Andriakos picked it up again in 1947 and began to assemble equipment which now amounts to nearly \$6,000 in value. He had special requirements for much of this equipment, requirements which were not always met by suppliers in the States. At Ketchikan, he worked with Jack Tibbles and together they worked out an electronic eye remote control mechanism for photographing the shy birds and beasts of Alaska. Seated in his car 200 to 300 feet away, Andy can snap his camera, and this accounts for many of the sensational "closeups" in his collection.

He disdains photography of cultivated flowers, but the wildlife flora of Alaska entrances him. He is critical of the printed descriptions of birds

and flowers of Alaska, pointing out that color photography provides the only accurate evidence. He has gone beyond mere photography of his subjects, and speaks the expert's language about birds, animals and flowers here.

An example is the peregrine, the "Prince of Falcons", subject of some of his most impressive pictures, one of which he spent 9½ hours in getting. This bird is one of the four true falcons found in Alaska, and Andy lapses into aviation patter in describing it.

"He cruises at 130 mph and can do power dives as high as 230 to 250 mph. With a wing spread of three feet, the peregrine is a powerful bird, and after he has killed a teal or duck, he will take his load into the air and indulge in amazing aerial acrobatics. I have seen the male perform an inside loop, at the top of which the female takes the kill from him and continues the acrobatics. The peregrine lays two eggs, and the chicks become mates for life, beginning when they hatch in the nest. Never kill one of these birds--they are rare and wonderful."

Andy has worked in Alaska since 1949, and with the CAA here since 1957. He has photographed along all the four boundaries of the Territory. One of his specialties is "solarizing", which is the photographing of weird effects resulting from sun action on glaciers.

Next on his program--after the usual photographer's unfinished business of cataloguing his work--is skin diving as a means of taking undersea pictures in the waters near Juneau and Ketchikan.

ANCHORAGE

The weather in Anchorage this summer has been miserable, but somewhere it must be beautiful judging from the number of Center personnel that will be on annual leave during August and September. Just returned from Outside are Bruno Zamorski and Ed Shields. Bill Ice and Jim Schmidt will be taking their places. Bill has already departed while Jim holds off until Sept. 29. Hal Lindsay and Gordon Halsten just came back from a week's absence. The moose hunters are Juan Abeita, Jeanne Collins, Jim Cusack, Lee Devlin, John Fickler, Frank Jackson, Mert Swim and Bud Tarleton.

Cigars for the smokers and candy for the sweet-toothed was the password when Charlie Thomas took the reins of Chief Controller in the Anchorage Center.

George Scott is the proud owner of a new foreign made car, A Simca Aronde. Shortly after getting the gem, a lady from Pasadena (those mainland, big city women drivers!) backed into his car and bent the grille. George still claims it is the best looking car at Merrill Field.

The Centerpede and Klondiker captains, Bruno Zamorski and Jim Schmidt are signing recruits for the winter bowling season. Should there be enough bowling enthusiasts, it is possible the Center may have a third team. However, the red hot rivalry between these two Center teams will remain unchanged.

The recently organized Anchorage Chapter of ATCA is gaining momentum. The organization has many purposes but broadly stated its aim is to promote all phases of Air Traffic Control in the Anchorage area with hopes of being an influential agency for aviation in Anchorage. A majority of eligible controllers from the Center are members with Center Chief Charlie Thomas serving as Program Chairman and Rogene Thompson as Secretary-Treasurer. At the last meeting Vic Fondy of NCL Airlines showed an interesting film providing information on the performance characteristics of the F-27 which will soon make an appearance in Anchorage.

Anchorage Golfers are still waiting for suggestions for free transportation between Anchorage and Fairbanks so that a Golf Match could be held between Anchorage and Fair Centers. If someone comes up with an idea before the snow falls we might also be able to stick a few top notch bowlers on the trip and have the bowling match at the same time. We will generously contribute the score sheets and scorekeepers.

Sherrod Kendall advises, "I would like to set the record straight with regard to Ralph Stone's reminiscences. I arrived in Anchorage flat broke and weighed 165 pounds. He said I weighed 130 and had 15 cents in my pocket.

MEMORIES FOR SALE

Who will buy bound copy of '43-'49 Mukluk?

How many in the Fifth Region would buy a bound copy of all the Mukluk Telegraphs from 1943 through 1949?

If 50 copies can be sold, the cost per copy would be \$8.25. If 100 copies can be sold, the cost would be \$6.00 per copy.

The Civilair Club has investigated the cost of reproducing the approximately 1,000 pages of the Mukluk and binding them in a book of 250 pages, with two of the original pages on each side of a page. The cover would be inexpensive, probably of heavy paper and properly illustrated.

All materials would be purchased by the Club, and press work would be managed by the Club. Permission to use the press in the CAA's print shop in Anchorage has been obtained, since the Regional Office is interested in having this history of its Alaskan operations preserved.

Professional Binding

Binding of the volume would be done by Mrs. Peter J. LaPlante, wife of Peter J. LaPlante at Tanana, who has done book-binding as a hobby.

Jack Jefford, original editor of the Mukluk, and his partner through many years of CAA work, Dorothy Revell, have carefully preserved copies of every Mukluk ever printed. These are on mimeograph paper, and most of the pages are in good condition. Reduced to go two pages on one side of an 8½ x 11 white sheet, the copy would be legible, although the vagaries of the mimeo machine will show up in the finished product. In brief, the 250 pages of copy will not be perfect, but they will be

Other than that the story is essentially correct. I also remember that when Stone and I stood our first mid watch together, Ralph had only one child but before Ralph and I had received a day off, Stone had 7 children. Not that Ralph was a fast worker--days off were just hard to come by."

Vacation Pay

Little check, in one more day
You and I will go away
To some gay and festive spot,
And I'll return, and you will not.

From Mukluk T, January 1948

"I caught my boy friend flirting."
"I caught mine that way too."

complete, readable, and full of memories.

This, of course, is the feature of the plan, and the only reason for the Club's interest in producing the volume. Names, events, stories, poems, all the humor, tragedy and the crises of CAA employee history over these seven years are in this collection. For any who have served the CAA in Alaska for many years, there is a wealth of interesting reading, all tinged with nostalgia. Old friends and acquaintances walk across every page, and events long forgotten are recalled.

Mrs. LaPlante, right now over her head in settling down at Tanana where Peter is the new SEMT, describes the finished product as she plans it:

"Pages will be divided into groups and sewn together with nylon or linen thread. Sections will be sewn or glued together, and stiffening applied to the binding edge. A back tape binder will be applied to the covers, making a sturdy book. Books will be dried under weights."

Any Customers?

Who will buy?

The Club must know the demand before undertaking the project. If fewer than 100 will buy, the cost will be \$8.25 or slightly less. If 100 or more will buy the cost will be \$6.00. Printing fewer than 50 would be too costly. Tell your station manager whether--and how many--you will buy at \$6.00 or \$8.25. In Anchorage, phone 3418. When these expressions are in, we will notify those interested. In any event, the bound copies will be sold at actual cost to the Club.

THEY FIGHT TO GET IN

What some people won't do to get into one of the CAA's wonderful glass towers!

Billy C. Hightower (no kidding!) 13, of Anchorage, took the outside route the night of August 12, and was up some 45 feet on the thin iron ladder when the altitude overcame him. He "froze" there until the Anchorage Fire Department came with its tall ladder and maneuvered a fireman into position to rescue the shivering boy.

"Smart lad....very smart lad", said several tower controllers.

"Changed his mind, of course," said a communicator. "Halfway up he got to thinking of a better job at a station or repeater site".

SEATTLE

Wedding bells rang in ALBRO's Audit Section when Miss Jo D'Amico became the bride of Mr. Max Hillsbery on Saturday, August 23, at the Chapel of Flowers in Bellevue, Washington.

Mr. and Mrs. Hillsbery will be at home in the Stadium Vista apartments following their wedding trip.

Honoring the bride-elect, Gladys W. Strezlec and Hazel (Jerre) Whetstone of Albros audit section, entertained with a buffet dinner shower on August 8 at Mrs. Strezlec's home in West Seattle. Guests were CAA girls from all sections of the Alaskan Branch Office, former employee Rene Naumann, and a recent retiree, Opal K. Claxton. Theresa B. Clayton assisted the hostesses in serving.

Suffering, You Say?

Suffering from Sports Car Fever, traffic chief Grace A. Wynne left Seattle for Europe August 29, flying the SAS polar route to Copenhagen. Purpose of the trip is to take custody of a new Mercedes Benz 220 sports coupe in Stuttgart. From that point her itinerary is a vacation motor trip through Switzerland, Italy, France and Belgium. Stops are scheduled in Zurich, Lucerne, Milan, the Rapallo area -- including Porto Fino, the Italian Riviera, Chambery, Nevers, Fontainebleau and Paris.

By mid-September Grace will reach Brussels and the Fair where she will spend several days before proceeding to Rotterdam where she has reservations on the Holland-America Line for a September 20th sailing on the S. S. Maasdam for New York.

Arriving in New York on September 29, Grace will drive toward Seattle, stopping at various interest points along the way, including Boston, and Washington, D. C.

Marjorie Levine

THANKS

"I hope some day we may all have the gratification of knowing that we were among those whose combined efforts brought about the conquest of this cruel disease."

So wrote Edmond H. Leavey, national chairman of the crusade of the American Cancer Society to Regional Administrator Hulen, who thus passes on to all who contributed his thanks and respect.

Fifth Region friends of Robert I. "Bob" Hazen, 30-year veteran of federal service, have been invited to join in a farewell gift. Hazen retired August 1 and Merle W. Hunter, W-71, is handling the farewell token.

A "SMART BIRD"



Down South in the Tennessee Valley Authority, 91.3% of employees save money through payroll purchase of Savings Bonds. In Alaska, 22% of CAA employees do likewise.

Commerce Department employees are at about the middle of the list of government agencies, with 35% participating. The over-all government percentage is just under 50%.

National goal of the campaign is to get 25% of those not now participating signed up as payroll plan savers. Administrator Pyle would like to see 100% of CAA employees, but he says "While we recognize that Bonds cannot be included in everyone's savings plan, we do believe that for a great many of us the plan presents an automatic and effortless way to save."

That, after all, is the chief appeal. The little bit of discipline imposed on all of us in having payroll deductions made--at our request. Otherwise, as each of us knows, regular saving is difficult. And regularity really shows results.

HEREAFTER, SLAP 'EM!

He doesn't want his name known because he believes the Alaska Railroad doesn't like him, but a CAA employee at Summit feels he has maybe invented something pretty good. He was just moseying along the tracks near the station one summer evening when the mosquitoes bothered him. He whipped out his hanky and slapped at them. One of the longest freight trains in months was approaching at the time, and the engineer stopped. (You know how it is. You can flag 'em down most anywhere) But the engineer was annoyed, and who could blame him?

"You know," said the hanky waver, "it would really be wonderful if we could control airplanes that easy."

About noon any day, in CAA Anchorage offices, you hear:

"Jeetjet?"

"No. Squeet."

None Injured at Big CAA Bargain Food Sale

The CAA family in Anchorage learned Aug. 8 how the other half lives, when they attended a big sale at the commissary.

To clear out stock which the people in the field have not bought in expected quantity, Willis Avery, Chief of the Commissary Branch, cut prices and invited one and all to come and hunt bargains. Those who have young babies hit the jackpot with bottles of that horrible tasting stuff going at 3 cents each.

Everybody enjoyed the sale except a few men who got manhandled by experienced women shoppers. Several disheveled husbands made plans after the sale to go into training before next year's sale so as to get their share of the bargains.

One vigorous young man, member of a CAA surveying team, unmarried and inexperienced, was caught in the damson plum rush, and flung violently against a corner of the shelves. His injuries, however, were not serious.

Avery cleared his shelves and took in \$982.00.

CORDOVA

That profusion of beards (some of which defy description) to be seen around Cordova, belong to hopefuls who will enter the beard growing contest during Cordova's 50th year celebration August 23 and 24.

The vacation bug has bitten Mile 13. Returning from stateside leave have been the Frank Smith, Wayne Thompson, Don Slater and Lou Brown families. Minnesota bound for a month are Elmer and Lucile Hedstrom. SEMT John Deering of Hinchinbrook and MECH Bob Taylor have completed vacations spent locally, and MECH Andy Geoit is taking a month off locally to hunt and relax.

A large group of Mile 13'ers converged on the Bob Taylors in their new house in town for a surprise housewarming Sunday the 17th. Many and varied refreshments were enjoyed and the Taylors were presented with a toaster.

Doug and Dot Davis are recent arrivals from Asheville, N. Carolina. Doug joins the Cordova WEAS staff, replacing Al Owens who has returned to Long Beach, Calif.

EMT Pete LaPlante has been selected as SEMT at Tanana and AOS Don Slater is transferring to Fairbanks RAPCON. Both families are busy packing and weighing.

INSIDE ALASKA

49th State Is Land Both Old and New

By J. F. TER HORST

Of Our Washington Bureau

ANCHORAGE, — Watching a white-capped chef broil a juicy steak in the plus dining room of the Westward Hotel, it seems incredible that a cow moose and her calf should wander across a busy road at the outskirts of town.

It seems equally incongruous when your "bush" pilot for a flight into the wilds of Alaska says your business suit and shoes are just fine for the trip—and then slips a bulky .45 caliber revolver into his brief case.

But five minutes airborne in a small private plane and everything makes sense.

WILD COUNTRY

Anchorage is still plainly visible over your left shoulder, but you are skimming over a jungle of pines and muskeg swamp—looking for bear fishing for salmon on the sandbars of a lonely river.

This is Alaska's bush country, wild, untamed, the land of moose, bear, coyotes, fox and fabulous fishing.

This is the land that critics of statehood say will never be inhabited. Most Alaskans hope they're right. Your pilot is Al K. Young, safety inspector for the Civil Aeronautics Administration (CAA).

Young has a six-acre cabin site that he is homesteading out in these wilds. He flies back and fourth week ends in his own plane. Plane passenger travel in Alaska last year outnumbered its 210,000 residents, servicemen, Indians and Eskimos.

LACK ROADS

Looking down, it's easy to see why Alaskans prefer a small plane to a second car. There are no roads in the bush country that lead any place.

This is just a short jaunt into the wilds, 90 miles northwest to Skwentna, an isolated spot where the CAA operates a small airfield and a weather station.

Suddenly, Young banks the plane hard to the left and points downward. "There's a moose in that little pond," he remarks, just as he is to say repeatedly during the trip.

EDITOR'S NOTE—In this, the last of his on-the-scene reports of our newest state, J. F. Horst, of The Detroit News Washington Bureau, finds out just what it is that makes Alaska so different from the "other 48." The article was written before his return to Washington.

The horse-shaped, hump-necked creature stands unconcerned as the plane swoops over. "They don't scare easily," Young says. "They're the boss out here."

WARNING RECALLED

You remember a comment by Lynn Thomas, a reporter for the Anchorage Daily News. "Don't shoot a moose out of season," Thomas had said. "You could get more for that than murder."

At Skwentna, you talk briefly with the CAA men over the clatter of teletypes while Young checks his flight plan. The CAA shack is one of two buildings beside the long landing strips carved out of the wilderness. The other is the station manager's home. He has a plane instead of a car. ("Where would you drive?").

You feel out of place in your business suit, but nobody seems to notice.

A few minutes later you're airborne again, this time heading for Talkeetna, an old Indian village now used as a site for bush-flying operators. It lies about 90 miles east of Skwentna.

FLY OVER GLACIER

You pass over old gold mines, a dead glacier and several homesteader's places where families are clearing away the forest tangle to plant crops.

A neat garden strikes your eye, surrounded by white-washed stones. And usually a private landing strip.

Young points to a bit of bright blue on the green forest floor. It was the wreckage of somebody's small plane, almost overgrown with brush.

"Never land on mud," he said.

At Talkeetna, hard on the shore of the Susitna River, Young puts the plane down gently and taxis over to the CAA office.

WINS FAME

This is a big village as bush towns go. There's a sawmill where they are trimming Alaskan birch to make furniture—a new industry for this baby state. The Alaskan railroad runs through here from Anchorage to Fairbanks.

This is the home town of Don Sheldon, 34-year-old bush pilot who has won fame and fortune

handling sportsmen's expeditions and mountain-climbing parties to Mt. McKinley, highest peak on North America.

You talk to Lena Morrison, Hawaiian wife of Sheldon's partner who just recently was killed by the prop of his own plane.

Lena stands beside her big husky dog and says Sheldon has flown a fishing party onto a sandbar at the junction of Clear Creek and the gray Susitna. A television network crew was in two days ago to take pictures of Sheldon at work.

"Any more of this and I'll ask for his autograph," says Lena.

How does a Hawaiian end up in the cold north? Lena shrugs, shows you the beds of flowers ringing her modest white frame house. "I like it here," she says sincerely.

GUNS ON PLANE

Young leads you over to the Fairview Inn for lunch. There's a bar and a pool table and a kitchen corner in the back.

"What's for eating?" Young asks.

"Same old thing," the innkeeper says. "Come back in 15 minutes."

Young takes you to Sheldon's hangar to see, he says, "the Air Force." It turns out to be an old monoplane with four automatic shotguns fastened under the wing.

"You can fire one or all of them from the cockpit," he explains. "Great for wolf-hunting. The government pays \$50 bounty and the hides are worth money too." Lena called it "Sheldon's toy."

WANTS TO RETURN

Lunch turns out to be all the noodle soup, cheese and ham sandwiches you can eat, plus canned strawberries and hot coffee.

You push away from the table, stuffed. Price: \$1.25.

On the half-mile walk back to the airstrip, Young introduces "Fritz," a professional hunting-fishing guide and an old friend who tries vainly to lure you into a fishing trip for the afternoon.

Flying back, you can't get that fishing invitation off your mind.

Someday, you resolve, you'll take Fritz up on that.

Typical reaction of the visitor to Alaska was registered by Jerry TerHorst of the Washington, D. C. bureau of the Detroit News. Jerry was here covering the statehood excitement and wanted an aviation story, so Al Young took him on a routine General Safety inspection trip up the Skwentna. Jerry enjoyed it and wrote an excellent story.

As they landed at Merrill Field, Controller Joe Dillenkoffer gave TerHorst an added thrill by telling him and Young they were the first Piper Apache to land on the new State of Alaska.

DISCIPLINE—

A Discussion by Personnel

If discipline as punishment is not effective, what are you going to do with an employee who arrives on the job drunk?

Although this may not be a good example, it does serve very well to show that punishment seldom if ever gets to the real heart of an individual's misbehaviour. Both employee and supervisor can profit by proper handling of such a case.

The employee has a reason for his actions. It might be indifference and inattention to his job that come from a lack of motivation—he finds no challenge in the job. It might be that he is dissatisfied; and it might be that he is completely irresponsible. In any of these cases, punishment would have very little effect. If the employee is irresponsible, he should be dropped from federal service.

Does this offending employee fall into the "can—but won't" or the "would—but can't" category previously discussed. He might easily be in either class. However, if punishment does not solve these problems, still they can be solved.

What is to prevent the Supervisor from discussing matters with the employee to find out whether his conduct is a symptom of some kind of maladjustment or dissatisfaction, and then give such assistance as he may need to resolve the difficulty? Or, he might establish that he is a chronic offender with no particular regard to the consequences.

Although suspension or dismissal as a last resort may be called for, a supervisor will have gained strength in many ways by making a constructive effort to remove the cause instead of taking action based on the symptoms alone.

4 out of 5 dentists recommend our refreshing label

The Federal Trade Commission and the nation's dentists are criticizing toothpaste makers for their deceptive, hurtful, and—they could add—silly advertising. Refreshing copy appears on the label of Co-op Toothpaste, which reads: "The best insurance for sound teeth is: 1) proper diet with plenty of milk, fresh fruit and vegetables; 2) regular visits to your dentist; 3) thorough brushing after every meal. Thorough brushing cleans the teeth—often no dentifrice at all is required. Or an effective and inexpensive dentifrice such as precipitated chalk or a mixture of table salt and baking soda can be used. Many users prefer a pleasant-tasting dentifrice, such as Co-op Toothpaste, which encourages regular brushing by both children and adults."

Management News Notes

Promotion Plan vacancy announcements have been flying thick and fast lately, and Personnel says there are many more to come.

In fact, handling these promotion plans has become "big business" in Anchorage. Getting information on new opportunities to employees in fast time keeps certain employees hopping. And Personnel has some strong advice to all who are interested.

"Due to this currently moving situation, we must have bids in before the closing dates announced. Sometimes this is mighty close, too close for letter mail from the stations to reach us. In such cases, use the teletype.

"Be sure that your Form 57 is on file in your official personnel folder and that it adequately portrays your background. If you have any doubt about this, prepare a new one. Personnel cannot hold up the rating of applicants to seek further information.

"You should also have a Form 57 on file in Washington, and if you will send one to AN-90, we will forward it for you.

FAMILY, from Page 1

mate result of these people-to-people trips—a better acquaintance among CAA people throughout the State.

Donn F. Baker, STMG, and Mrs. Baker, and everybody off watch at the time were perfect hosts.

Nome, of course, says it is the biggest tourist attraction in Alaska, and they use top throttle at every chance to prove it. Floryn "Dusty" Rhode, CAA Station Manager, arranged for a bus for the two days, and the tourists had the most expert of tour directors. Don Perkins of Wien Airlines was the conductor on the Saturday tour which included the sights of Nome, and ended with an Eskimo dance of the King Islanders in their nearby village. John McNeese, Manager of the Northwest Alaska Chamber of Commerce, took the tourists down 45 miles to Nome's 90-mile road to the old mining village of Solomon, where once lived 20,000 of the "men who moiled for gold". No more expert conductors exist, no more enthusiastic Nome promoters can be found, than these two.

Joe Gerth, relief SEMT, drove one of the vehicles down the coast; Kay Falke acted as special tour conductor for several girls on this trip, Ernie Gustavson of the North Star Hotel, made all the housing arrangements, and "put up" a beautiful picnic lunch for Sunday; Dan Cruz, EM instructor, Bill Erikson, resident engineer, one of his crew, Sherwood Coburn, and Mrs. Floryn

"All of us have to act fast in these cases. Be sure you do not penalize your chances by being slow."

Administrator Pyle was quite happy over the results of the celebration of the CAA's twentieth birthday. Response over the whole country was really most gratifying, proving that this government agency, not a large one, in fact, but having an intimate relation to the average man's daily living, was highly regarded by press, public and officialdom.

Pyle wrote to Regional Administrator Hulen: "The total effort, I know, involved a considerable amount of extra workload in organizing and conducting Project 20/20 programs. I would appreciate it very much if you will convey to all personnel in Region 5 my personal thanks and compliments for a job extremely well done."

Our boss wrote on the letter his commendation for the whole Fifth Region: "Gold star. Four points!"

(Scottie) Rhode, added their help to the fascinating Sunday trip.

This tour was one for the long winter evenings. The road leads down Main street, through the village along the beach where the King Islanders live in the summer, out past the CAA's range station and east along a history-laden route to Solomon. It isn't a boulevard, but on every mile there was a thrill for the visitors. Natives were picking the luscious blueberries; the tundra was vivid with brilliant colors; the old engine and a few cars of the railroad that once connected Nome with Solomon, stood sturdy on a short stretch of track; where a bridge had been washed out, the bus plunged into the river and swished across; at

there is the quaint ferry, operated by the usual smiling Eskimo; and all along the beach the strange-colored rocks and the fantastic driftwood with its silvery, velvety patina, irresistible souvenirs to add to the ivory purchased in Nome. Then there was Solomon, where a grizzled veteran of the gold rush days showed that there are still flakes of gold that can be washed from the beaches along Norton Sound.

And it was warm and pleasant, sitting around on the tundra hummocks, eating the box lunch.

They say in Nome, "Make Nome Golden Once More". They say in Anchorage, "Take Me to Nome Again."

CAA HOUSES WAIT FOR HOME AT BETHEL



There's a pathetic sight at Bethel. Nine little CAA houses are huddled close together beside the flight strip, empty, unsteady, and lonesome looking. They've come from over the river, where remnants of the CAA station are still sitting, waiting for the new airport to be completed. The new site is on the village side of the river between the village and the White Alice station. When these homes get settled on the new pile foundations and people get back into them, they'll feel better. CAA houses are just not used to being empty.

WELCOME TO NOME!

Dusty Rhode welcomes Viola Sandell while Dianne Miller and Keith, her husband, look on at Nome where the 40 CAA tourists had a high old time on the Civilair Club's first "Family Charter Tour".

Later, Dusty Rhode passed on a word of appreciation from the King Islanders, who danced for the tourists. The dancers praised the size of the CAA tourists' contributions. Larger, they said, than they usually received from parties of outside tourists. "Speaks well," said Rhode "for resident Alaskans--and for CAA folks".

And Nome and Unalakleet and McGrath sent word to prospective Anchorage tourists, "Come back soon, any time".

What! No used cars?
What kind of a drug store is this?

The Mukluk Telegraph

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23 GET AWARDS FOR WORK AND IDEAS



Bob Williams, Assistant to the Regional Administrator, presents awards to R. O. winners: Front row, from left, Katherine Love, Ruth Bickers, Glen Dean Burgess, and Lucille Rains. Back row, from left, James Vrooman, Harry Townsend, Charles Swim, Edwin Griffin, Walter Parker, Charles Thomas and Herbert O'Brien.

Cash awards have been given to 17 for sustained superior performance, and to seven for suggestions.

Those receiving performance awards are: Albert Burnham, Sitka; Joe V. Fowler, Summit; Alver Johnson, Juneau; Harry S. Tengesdal, Haines; Floyd H. Wheeler, Tanana; and the following from the Regional Office in Anchorage: Ruth R. Bickers, Glen Dean Burgess; Edwin S. Griffin, Herbert J. O'Brien, Walter B. Parker, Lucille E. Rains, Charles M. Swim, Charles C. Thomas, Harry A. Townsend, James R. Vrooman, Joseph L. Garth, and Mack D. Hilton.

Bob Williams, Asst. to the Reg. Admin., presented the awards in Anchorage.



Eugene A. Marlar, General Services Division, received a cash award for a suggestion concerning protection of CAA mattresses; Richard Denver and Victor Shearer, Fairbanks, for a suggestion on snow removal; Alfred W. Abrams, McGrath, for suggesting a permanent ladder installation for "Z" marker counterpoises; William J. Johnson, King Salmon, for suggesting nylon tow ropes; Robert L. Bloom, Air Terminals Div., for a suggestion concerning water storage tanks; and Katherine R. Love, Air Navigation Facilities Div., for a suggestion on drafting procedures.

In the field, Station Managers will present the awards.

ALLNUTT — JIMINY



Jiminy Cricket, who is inspiring the campaign this year for the United Good Neighbors, has tapped Fred Allnutt for his assistant to handle the Anchorage CAA contributions.

Says Jiminy:

I suggest that one hour's pay each month is a "fair share" contribution for everybody.