

THEY BUILT AIR AIDS IN ALASKA 20 YEARS

The names of these three men, Hoppin, Plett and Hulen mark the 20-year history of the CAA in Alaska, and their deeds during the "early days" form the foundation for the State's transportation future under the Federal Aviation Agency.

The new State begins with an air transportation system second to none in the whole country. Flight aids and landing areas are available to serve virtually all of its population, and where there are no aids, its energetic pilots serve successfully anyhow. Bright prospects of development of The Great Land as a State, all rest on transportation by air, and most observers agree that we have seen little yet of what the airplane will do in Alaska. Whatever it does in hauling the commerce of the area, in opening its riches to development, in bringing the rest of the world on wings to its doorstep, will result largely from the leadership given by Hoppin, Plett and Hulen.

A detailed history of the establishment of one leg of an airway would epitomize the CAA's history in Alaska. The hard, physical labor of setting up flying aids, of locating and building airports, of maintaining facilities and equipment under far north weather conditions---all this done in the field by rugged men, had to be matched at the drawing table and at the office desk by equally hard work and daring executive action. Out of it all came the 8,000 miles of Alaska airways, without which there could be little transportation by air.

Each of these three came up out of the ranks and brought to their leadership posts the invaluable virtue of experience. Each of them left his mark on the air map of Alaska. Hoppin is now an active, hardworking businessman of Anchorage. Plett directs the Fourth Region of the FAA in Los Angeles. Hulen continues as Administrator of the FAA's Fifth Region, faced with tremendous new jobs, never dreamed of in the days when he and Hoppin and Plett were "Pioneering".

FAA employees throughout Alaska can make contributions to the archeology and history of the State.

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QUESADA ANNOUNCES FAA ORGANIZATION



E. R. Quesada



James T. Pyle

As a mark of their admiration, respect and affection for James T. Pyle, Deputy Administrator of the FAA, employees of the CAA prepared a "memory book" and presented it to him on Christmas Eve in Washington.

The book contained scores of pictures of the highlights of Pyle's service in
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PYLE, DEPUTY; THOMAS AND DAVIS FIRST CHIEFS APPOINTED

All major elements of the newly created Federal Aviation Agency were brought together for the first time as of 12:01 a. m., December 31.

E. R. Quesada heads the new Agency as Administrator, a post in which he has been serving since November 1. James T. Pyle, Administrator of Civil Aeronautics, will be Deputy Administrator.

The Federal Aviation Agency absorbs the personnel, functions and funds of the Civil Aeronautics Administration, U. S. Department of Commerce, and the rule making functions of the Bureau of Safety of the Civil Aeronautics Board. The personnel, functions and funds of the Airways Modernization Board were officially transferred to the FAA on November 1, 1958, by Presidential Order and were designated the FAA Bureau of Research and Development. Together, these elements, along with some military personnel and functions, form the basis of the new agency.

The transition of the various segments into the FAA was planned well in advance so that there was no interruption of essential services or functions performed by the new agency. Air traffic control, the extensive safety program, the installation of air navigation facilities, procurement of equipment, rule making and the hundreds of other functions made the orderly transition without interruption.

FAA's Job

In addition to the normal duties carried out by the CAA, the rule making of the CAB, and the functions of the Bureau of Research and Development, the FAA will have expanded enforcement duties and complete control of the nation's airspace, which includes, in addition, the authority over designation of airspace reservations for both military and civilian aviation interests. The FAA also will have the authority to investigate accidents involving aircraft of 12,500 pounds or less, under a delegation from the Civil Aeronautics Board. The determination of probable cause remains with the CAB.

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UNALAKLEET

Due to the lack of correspondence from this station, there has been a rumor that Unalakleet was removed to Big Diomed Island. This belief was strengthened by all the big winds we have had lately. However, Donn Baker and his henchmen are here to stay regardless of wind, snow, or high tides.

We have had quite a few changes in the past few months. SAOS Elmer Jones has returned to his native Seattle and Arvon Jennings, the Arkansas Philosopher, has abandoned the CAA for his former occupation. AOS Ralph Roberts decided a tropical climate was more to his liking so he and his wife have moved to Kenai. Their able replacements have been Bill Williams, who takes over as chief, with George Foss and Dick Peiffer on the console. For all three, Anchorage's loss is our gain.

We also have two really new arrivals as Linda Kay Hammond, four weeks old, and Ricky Peiffer, three weeks old, have forsaken Anchorage for all the advantages Unalakleet can offer; namely, Mom. Linda's father, Monte, reports she has excellent audio output but her volume control needs adjusting. Ricky shows promise as a controller as he has repeatedly cleared his bottle for a straight in approach with minimum time separation.

Well, as the newly married man wrote in the income tax area allotted for dependents, "Watch this space for future developments".

UNCLE OR YOU COULD LOSE MONEY ON RENT

Uncle Sam or one of his employees can easily get cheated in the matter of quarters rent on an FAA station.

Unless the Station Manager promptly reports to AN-10, with information copy to AN-7, and to the Division for which the employee works, the date when an employee occupies, changes or vacates quarters, somebody's finances suffer. If he moves to lower priced quarters and no report is made, the employee loses. And vice versa if he moves up into more expensive quarters.

One Station Manager slipped recently. He failed to report that an employee had vacated quarters last August. So Payroll deducted \$7.57 bi-weekly from the employee's check for three months.

Administrative Circular 4-9 tells how to do it. For his own good, and for Uncle's, the employee who moves should remind the Station Manager of the required messages.

MCGRATH LEADS IN SUGGESTION DRIVE

Larry Smith, Station Manager at McGrath, won the Region's \$100 award for the supervisor most active and most successful in inspiring employees suggestions during the contest month of June, 1958, and then came in third for another \$100 in the national contest.

Other winning supervisors in the Region were Thomas Neville, McGrath, who won \$75 and Milo Rousculp, Kodiak, who won \$50. First prize for winning suggesters in the Region went to Fred Poorman, McGrath, \$75; second to Leonard Zaber, Kodiak, \$50; and Harvey Seabrook, Unalakleet, \$25.

Winners in each Region were considered at Washington for national awards. Smith and Poorman were selected as Fifth Region winners for Washington judging.

At Unalakleet recently, Station Manager Donn F. Baker presented Elmer I. Williams with a \$250 award for his simplified weather manual for training FAA weather observers, one of the top awards in the Region's Incentive Award Program.

Other recent awards to employees suggesting better ways of doing the job, are:

James Myers and Adrian E. Harris, Annette Island and Fred O. Miller, Yakutat, \$10 each; Neal E. Sagerser, Anchorage, \$25; Raymond B. Lasniewski, Anchorage, \$50; Ruth Vickers, Anchorage, \$25, to which Washington added \$25; Krader R. Gould, Fairbanks, and Philip N. Argall, Nenana, each \$50 to which Washington added \$50; Robert O. Weeks, Anchorage, was awarded \$100 for Sustained Superior Performance rating.

Two models were "doing" an art exhibit. One suddenly grabbed her friend by the arm and pointing to a particularly daring canvas said, "Mabel, that's a portrait of you. I didn't know you posed in the nude." "I don't", came the grim reply, "the rat must have painted it from memory."

PLYLE From Page 1

the two years he headed the agency, and the signatures of several thousand CAA employees throughout the country and the world.

"Jimmy" was touched by the expression.

"I feel I owe you all a debt of gratitude---for your thoughtfulness as expressed in your gift, for the support you have given me unfailingly, and for the privilege of being associated with you in one of the grandest agencies of our government---a privilege I count myself fortunate in being able to continue in the bright future I see for all of us in the FAA."

YAKATAGA

Our friends come and go to all CAA field stations, and sometimes they seem to go all at once.

At Yakataga this happened during November and December. AOS Dave Gray departed to Summit with his family of three boys, GMECH Bob McMahon to Gulikana with two each boys and girls, and STMR Jim Reay for Summit with his three girls and one boy. The Reays expect another child, due to become a New Year's Baby, perhaps. All these good people leave sunny Yakataga in search of schooling for the children.

AOS Bob Wisner arrived from Detroit via the ANC Training Center last mail plane, December 4th. He brings two boys and a girl who will be introduced to correspondence schooling. Other children here are AOS Cleve Glover's two girls and SENT Tom Wilcox with two girls and a boy. We are all sweating out the bid for Station Manager as well as the General Mechanic.

AOS Oscar Keranen's trap line take has fallen off badly from a flying start. The score to date: 7 marten, 2 mink, 1 otter and miscellaneous ermine and mice. The ducks and geese sneaked by us via some other route this fall.

SENT Tom Wilcox, KL-7W, has taken over the amateur radio activity from Hans Reay and McMahon....a wonderful way to keep track of friends and get the word on how the other three-quarters live.

AOS Jim McDonald contemplates a Cessna 170B and more activity than Yakataga can furnish.

SAOS Dan Larson spent the summer with Administrative Circular in hand as Acting Station Manager. There is a lot more to this Station Managing than meets the eye.

MOORE, MANAGER

Fines G. Moore, Station Manager at Skwentna, has been named Station Manager at Yakataga. Moore will miss the frequent trips he made down the Yentna in his plane to Anchorage, but Yakataga should be an interesting base for personal air operations. Moore came with the CAA in 1950, served as mechanic at Summit, Illianna, Yakutat and Annette Island and was promoted to Station Manager at Skwentna in 1957.

Poetry Corner

Our ice-crusted Manager Robbins,
Gets his Koyokuk meter from goblins.
With spooners and puns
And five-barrelled guns
He produces hysterics and sobbins.

Riedel.

KOTZEBUE

It wasn't our intentions to keep our name out of the Mukluk so long, but we spent so much time looking for the sun, the time slipped by. So did the sun.

STIMER Bruce Williams, and AOS William Brown have taken to the blue in a Super Cub. SAOS Harmon Williams has again been bitten by the bug, but so far has contained himself enough to maintain the use of surface transportation.

The children (and a few adults) have been enjoying the high snow drifts that are ideal for big-thrill sledding.

Kotzebue welcomes Richard (Dick) Rogers who joined our group December 17 from the Anchorage Training Center. Dick hails from Massachusetts and lived for a while in Iceland, so the weather conditions at Kotzebue weren't a great shock to him.

We regret the coming departure of AOS Carl Bundy who will be transferring to Northway where he will join his wife who is teaching in the grammar school there.

We would like some ideas on how to make trees grow at Kotzebue. It's a long haul for a Christmas tree here.

FAA from Page 1

From a budgetary standpoint, approximately \$365,000,000 appropriated for CAA operations and \$102,000 from CAB funds have been transferred to the FAA. In addition to the personnel and functions of the agencies named, the new FAA will have substantial military functions in keeping with the provisions of the Federal Aviation Act of 1958.

The FAA is expected to total about 28,000 employees at the outset of its operations. Of this total, 135 will be military personnel assigned to the agency from the different branches of the Department of Defense.

The FAA will have its headquarters in a completely renovated building at 1711 New York Avenue, N. W., Washington 25, D. C. The refurbished building will house 550 people and has 80,000 square feet of usable space. The building will be occupied during January.

The organization chart of the FAA is printed in this issue. No chart has yet been issued for regional organization.

Appointments

In addition to Pyle's appointment, William B. Davis, Deputy Administrator, CAA, has been named Director, Bureau of Flight Standards. Davis, a veteran of 20 years with the CAA, returned to Washington from Kansas City in 1956 and served as Director, Office of Aviation Safety prior to his appointment as Deputy.

"I WAS A BACHELOR AND YE FED ME; LONELY, AND I VISITED YOU"



Is there any more fun than eating?

Every CAA station seems to say "No". Mukluk news is full of stories of station dinners, feasts, special crab, game, fish and whatnot feeds. This scene at the King Salmon Katmai Club probably was duplicated at a score of stations.

Fine for bachelors. But there is something to be said for spreading the good stuff about the year. A bachelor can't be kept happy with a special feed only when a holiday comes by.

HERE'S HOW IT IS-CHRISTMAS IN ALASKA

Now and then a typical report comes to the Mukluk from one of the stations in the Region---a little gem.

Such a gem must have the Alaska Atmosphere; must picture accurately the life at a station; must include names, events and plans; and it must be interesting not only to readers of the Mukluk within the Fifth Region, but also to our many readers "Outside".

To you outside, here is the way we live at one remote Alaska station, Lake Minchumina on the Fairbanks-McGrath airway, over which towers Mt. McKinley, before which spreads the beautiful lake, and around which curve the Tanana, the Kantishna and the Mud Rivers. Lake Minchumina, where only the oil comes in on barges, everything else by air; where you can shoot a moose from the windows of the Airways Communications Building; where the sun sets in winter at around 2:00 p.m.; where the temperatures drop far below zero; but, as you can see,

David D. Thomas, formerly Director, Office of Air Traffic Control, becomes Director, Bureau of Air Traffic Management. Dave started with the CAA in 1938 as an assistant traffic controller and became head of the division in 1956.

Other appointments in Washington are John R. MacKenzie as Chief, Office of Legislative Liaison; Alan L. Dean as Assistant Administrator, Office of Management Services; and Daggett H. Howard, General Counsel.

where there are still neighbors in the wilderness, and man's urge to be gregarious.

In spite of the cold, short mid-winter days now upon us, we have not slowed our social pace, and activity goes on as usual.

Aside from the events to come, we still hold our weekly Saturday night square dances, which are always big occasions here. Our good friends and neighbors from all around the lake head our way via dog sled to be on hand for the fun, frolic and fellowship. The finale to these gatherings is usually a grand march to someone's house for coffee and sandwiches and small talk till the wee hours of the a.m.

These weekly get-togethers are responsible for uncovering much talent among us---so much, in fact, that we have a band in the making. Our talented musicians are Florence Collins, Freda Harry, and Margaret Stevens on the accordion and piano; Carl Stevens with a Jews harp; Gabby Walker, a real "Elvis" on the guitar and Buddy Harry and Norma Herb play mean harmonicas. Although our band is just in its infancy, we have hopes that it will reach maturity quickly so that we may satisfy the musical appetites of Minchumina's lovers of the art.

See Christmas Page 6

FAIRBANKS

Gabe Wesley and Dave Finch enjoyed a three day holiday at Clear Creek Buttes. The holiday menu included two cans of "C" rations, an apple and one skinny Gyruce hen. Finch, who lost 7 lbs., recommends this type of excursion for those interested in dieting. After the weather cleared, an Army helicopter returned the vacationists to civilization.

An open letter to our departing chief, Tom Geary:

Dear Tom:

First, let us congratulate you on your promotion. It doesn't seem too long ago that you were standing the mid watches with us. We'll miss that hi-falootin foreign language you continually wrote on those memos to the pit. We'll miss the shouting and desk banging to clarify a point to a group of seniors, trying to organize their confusion. Your gripes about the coffee mess will not be forgotten. No one else in the organization, but you, could misplace the mail for a week. We'll miss your tutoring and that padded shoulder to cry on. No one else could pick 13 out of 15 (losers) in the football pool. We'll miss you and your money at all the night poker games. The Homesteaders will miss you, comes fire fighting time next summer. And last, but not least, the number 2531 "Call Tom at 0630" will be almost impossible to forget.

At least you should feel comforted in the fact you are leaving to your successor a well oiled organization with some very successful businessmen running the joint. To mention a few: Jerry Lardy and Bob Martin, very successful in stocks and bonds; John Plisko, highly respected in the theatrical business; Charlie Stack, a name that ranks second to none in the furniture business; Bill Grotts, Ron Logan, Billy Robbins and Bill Goode in the construction and fire fighting business, have no peers; Lloyd Blackmon, a man who has done more for auto repair business than any other person in Alaska. You might ask, "What has this to do with traffic control?" Frankly, nothing, but you can see that your successor will be in safe hands.

Seriously, Tom, it's been our pleasure to work with you and for you. You took over the reins of an expanding organization and deserve a "well done". You have our best wishes for a continued successful career in Air Traffic Control. As our old friend and Chinese philosopher Wing Wong once stated, "He who brings ladder to party, may have drinks on house". Any time you are in Fairbanks, we'll consider you brought your ladder---have one on us.

A fire in the backstage ladies' dressing room was put out in one hour. Then it took five hours to put out the firemen.

PETE CUTS--DONATES

The most popular man at Yakutat is Albert "Pete" James.

Men and women love him, and so does the Polio Foundation, into which his barbering at Yakutat puts an average of \$45 a month.

All of James' pay for barbering at the station is donated to the Foundation out of gratitude for what that organization did in the treatment of his son, Larry, who overcame an attack of polio that came in 1952. Today, Larry is a strapping A-student in school and this year got his first moose. Yakutat CAA women love Pete because he relieved them from a job where they were rarely able to please their husbands. And the men love him because nobody runs around Yakutat these days missing one sideburn, or with a premature, accidental bald spot.



Pete is foreman mechanic at Yakutat. He is a 15-year man with the FAA, having joined the CAA in 1944 at Aniak where he sheared his first head of hair. That was experimental, since before becoming a federal servant, Pete had fished and trapped in the lower Cook Inlet, Alexander Lake and Rainy Pass areas, where hirsute styles were varied and ignored.

Moving in the cultured circles of CAA stations at Aniak, Farewell, Northway, and Gustavus, however, changed Pete's social attitudes, and he set up a chair wherever he served. His welcome assignment to Yakutat almost caused a public celebration. Few stations over Alaska can boast a male contingent so nicely trimmed.

Young Larry had polio at Aniak when he was about 7 years old. The Jameses spent virtually all of their insurance, \$5,000, and all the extra money he could make barbering from 6 to 11 p.m. in the treatment, and finally were persuaded to seek the aid of the Southeastern Chapter of the Foundation. Officials there chided him for not calling them in earlier since "that is their job", and financed further expensive treatment which was successful. Pete now feels that anything he makes from barbering should go into the fund---and that makes everybody concerned happy.

ANCHORAGE

Overlooked in the last issue was the announcement of the birth of a baby boy, Christopher, to Myrna and Bud Tarleton.

We learned the good news from Frank Jackson that his wife, Dorothy, has been released from the Merritt Hospital in Oakland, California, and she will be home for the Christmas holiday. Dorothy had been in the Anchorage Providence Hospital three weeks prior to her four week stay in the Oakland Hospital. We all wish her a quick recovery.

Shortly after returning from a two week instructors' course in Oklahoma City, PDI Instructor Lionel Maddeford moved his desk and training program from the Center building at Merrill Field. On December 8th, three rooms of a building on 612 East 14th Street, were leased for training center personnel. The space the center previously occupied for that purpose in the center basement proved to be inadequate for the stepped-up training program.

Two more controllers joined us recently from other centers. Ray Caudle comes to us from Fairbanks. Prior to Fairbanks he was in the New Orleans Center where he first entered into ARTC work. Dan Austin entered on duty November 30. Dan was from the Seattle Center and this is the first time he and his wife have been to Alaska.

Joe Yugovich and family left Anchorage December 21st on extended leave. They will be spending the holidays in Joe's hometown, Johnstown, Pa., to attend a family reunion.

The center held a Christmas party on December 16th at the newly re-opened Idle Hour Country Club attended by about twenty couples.

The center for the second year located a needy family in the Anchorage area and provided food, miscellaneous clothing and money. The idea was conceived by several in the center who felt it a duplication to send out center Christmas cards when the Station Manager had cards sent out which included the names of the center personnel. It was felt that the money could be better used in the true Christmas spirit.

On December 17th, Ray Caudle, working sector four had Alaska Flight 990, a C-46 on his control board enroute from Unalakleet to Anchorage. The original McGrath estimate which he had received from the Fairbanks Center was 180000Z. The Fairbanks controller called and said, "revise the MCG estimate Alaska 990 to 0003Z, a newborn baby is aboard." The aircraft reported over MCG at 0002Z. It appears the airborn baby caused a two-minute delay. However, as far as we know, no complaints were filed.

Constant use will wear out anything---especially, friends.

THERE WAS A TIME WHEN CAA RAN A SHORTLINE RAILROAD IN ALASKA

For a few years, beginning in 1944, the Civil Aeronautics Administration was in the railroad business, operating a line from Cordova to the Station, 13 miles east.

It was copper ore in the rich Kennicott region that produced the railroad in the first place. It was war and the Air Force that made the railroad useful in the defense effort and assisted the CAA in building the field. And it was peace and the automobile that got the CAA off the rails and onto rubber tires. But while it lasted the CIVAIR RR was quite an operation---both for passengers and operators.

J. P. Morgan and the Guggenheim boys built the railroad. It had been started by others from Cordova, went up past the flats where the Station is now, and along the Copper River to Chitina and then to the fabulous Kennicott mines. It cost the developers something like 20 million dollars, but during the first year of its operation the copper they hauled over it more than paid for it. It was in 1907 that they bought the railroad venture. By 1911, they had it finished, and they were thoughtful enough to buy a controlling interest in the Alaska Steamship Company, so that their copper always moved on their wheels and in their bottoms. They also owned canneries in Prince William Sound, so as to have loads both ways on their ships.

War road

By 1938, the richest veins of copper were mined and the entire operation was shut down. Downtown in Cordova were extensive railroad yards, large supply warehouses, round houses and the usual rolling stock, including large steam locomotives.

Then came the war and several things happened at once. The CAA decided to build an airway station with an emergency landing field on the glacial flats below Scott and Sheridan glaciers. Then the military moved in to build an air base for fighter aircraft.

The Army used the railroad and the locomotives, and the CAA shared space on the trains. It was the experienced railroad men in the Army who operated the line, however, until the fall of 1944 when the defense picture looked much different. Then the Army closed the field, and the CAA yelled for help, finding itself 13 miles up the track without a train.

The Army very kindly left a few men being to operate the road, but withdrew them after one winter. This did give the CAA novices a breathing space, and some of them learned enough to begin operation of smaller and more appropriate rolling stock.



Tom Gilmore, now with White Alice and Philip Argall, now BMT at Menana were at Cordova then and they put two or three of the small gasoline-powered speeders lying around Cordova into operating condition. These noisy bugs, hooked to two little flat cars, each about 8 feet long, comprised the CAA "trains". For passengers, there were back-to-back benches fastened to the middle of the flat cars, and the Administration was in the railroad business.

But they needed tank cars of fuel oil at the Station and the speeders were inadequate. The Army loaned the CAA a 25-ton diesel locomotive, which looked like a big, overgrown farm tractor. It came down from Seward on a boat.

Virgil Knight, a young CAA engineer at the time, remembers some ticklish moments getting this "huge" locomotive ashore.

"At Seward they had dock cranes and they just swung her up, over the rails and fastened her down on deck", he said. "But Cordova had only light, 10-ton cranes. We built a railway from the dock to the deck of the boat, cut out a section of the ship's rail, and then, when the tide had raised the boat to the dock level, rolled the beast ashore. It swayed and groaned, but we made it."

So slow

Hooked to a flat car and driven gently out to the Station, the train began its service. But there was many a shiver and gasp because the track was not level, grass and weeds obscured it, and the lack of maintenance showed clearly. Everybody worried about this train jumping the track. They never made a trip without having to put one of the speeders back on the track with the aid of all passengers, but this 25-ton behemoth was something different.

Bill Barber, STMR, Anchorage, who followed Argall to Cordova, Herb Hanson, now STMR at Cold Bay and Tom Neville could

NORTHWAY

The air crackled December 20 with word of the serious illness of Mrs. Irwin W. Knight at Northway and the necessity for her transportation to a hospital.

Unable to charter a plane, and having no pilot ready in Anchorage, the Regional Office finally took the suggestion of Jack Jefford, then at Middleton Island in the C-123. He landed at Anchorage after four o'clock.

The hangar crew had N-14 ready when Jefford landed, and he and his crew, consisting of Lee Burns and Richard Pastro, joined by Dr. Wendell Matthews, went to Northway where Mrs. Knight was put aboard on a stretcher. Minimum enroute altitude between Northway and Anchorage is 10,500 feet and Mrs. Knight was given oxygen enroute.

She is recuperating from pleurisy and a possible broken rib caused by coughing, at Providence Hospital.

The son of AOS Thomas Clark at Northway recently cut his hand severely with a butcher knife and had to be taken to Faith Hospital at Glenallen for surgery.

Five films carrying a greeting by Administrator Quesada to FAA employees in the field are being circulated in the Fifth Region. The film gives the feeling of a personal meeting with Quesada, who expressed the hope that he will be able to meet the FAA family in his future travels about the U.S. and abroad.

tell tall tales about the operation of these speeders.

At last-autos

Eventually, however, maintenance caught up with operations and the railroad tooted merrily along, hauling kids to school, oil and heavy supplies to the Station and shoppers to town despite ice and snow and slick rails. It meant detailing a mechanic from the Station for every trip. However, it was intended from the first to build a highway to the Station. Finally, Morrison-Knudson got the contract for the road, and dismantling of the railroad began. In this, Sam Kelly, Tubby Granger, Warren Kerr, Red Wilkins and several others, took part. Some 20 small bridges were planked and additional gravel topping was spread on the right of way which was widened somewhat, and eventually there was a single-lane highway from the Station to town, with several turnouts for passing.

Cordova now has few souvenirs of its railroading left. Today, the big cry is for extension of the automobile highway on beyond the FAA Station along the old railroad course to Chitina to give Cordova a highway connection with the rest of Alaska. When this is done, the highway will pass right through the FAA Station.

SANTA'S STABLE YARD UP NORTH



The fame of Muriel Hannah as a painter of Eskimo portraits advanced this year with additions to the fascinating Christmas display before the Northern Consolidated Airlines hangar at International Airport, Anchorage.

This display of life-sized figures of Santa Claus, his reindeer, Eskimo children and dogs, depicting Santa preparing for his annual dash, has been presented by the airline for three years. This year, Miss Hannah added a most lifelike group of Eskimo children on a wooden fence, looking at Santa and his crew. The characterization of these cheerful kids is almost photographic, so much so that nobody with a camera has ever been seen to drive past the display without stopping.

Miss Hannah works for the airline, but her principal interest is in Eskimo and native portraiture, a field in which she excels. She produced the famous illustrated map of Alaska which is now in mural form on the walls of the Anchorage Times office, and which has been reproduced for framing.

Christmas From Page 3

We had a community Thanksgiving dinner with turkey and all the trimmings in the recreation room. Five tables taken from various homes served as a banquet table to accommodate the station's personnel and their guests. After the dinner, we adjourned to our homes to relax our turkey laden bodies for a brief while, for the day was not over. We congregated in the evening and set off across the lake to serenade our neighbor, Val Blackburn, and his bride, Ann, complete with accordians, noise makers, and good voices.

All and all it was a grand day for us climaxed by an evening in a comfortable, rustic, log cabin singing songs and making music together.

Another event making rapid progress is the class in Ham radio held three nights a week under the tutelage of STMG Dick Collins. Dick organized the classes several weeks ago and expects the course to be completed in approximately three months.

Comings and goings: Ed Murray, wife Pat and four kiddies recently joined us replacing James Mullholland who left for Cordova. Ed and his family are from San Rafael, California. Phil Herb and wife Norma from Harrisburg, Pa., replace Joe Grube with Rapcon in Fairbanks.

Norma Herb

Moosemeat mincemeat at Unalakleet

The Unalakleet ATCS was right in there pitching with the festivities at Yule time. A party for all station personnel was held in the recreation room on Christmas Eve where the ladies aptly demonstrated their prowess in the culinary arts. The food was plentiful and

delicious. The Turkey, roasted by Ione Hammond, was a work of art. It was one of those times when you're sorry you can hold only so much.

On Christmas day, everybody got together and exchanged gifts. The moosemeat mincemeat pies baked by Mrs. Baker and the pumpkin pies baked by Mrs. Leo Golden were just right for refreshments. It was a big Christmas and a merry one for all.

Ralph McDonald

FAI RAPCON Serves

On Christmas Eve, the RAPCON played Santa Claus to a needy family. Through AOS David Finch's efforts, and donations from the RAPCON personnel, a mother and three small children received \$60.00 worth of food and \$175.00 in clothing and toys. Much of us used our Christmas card money for this worthy cause; so if you failed to receive a card from the RAPCON personnel, the reason is self-explanatory. The mother was grateful and the children are firm believers in old St. Nick.

An after Christmas CAA party was held at the Ladd WCO Club on the 26th. Sixty representatives from the Station/Tower, Plant Maintenance and RAPCON enjoyed a buffet dinner and dancing to the Esquires.

Al Hall and Hal Kriebs have passed the word that Open House will be held on the 28th and 29th respectively. More than one has been heard to say, "I'll be glad when the Holidays are over". At this writing, the end doesn't seem to be in sight.

Jack Williams

Cost-of-living Tax Ruling is Reversed

After a first ruling that the 25% cost of living allowance for federal employees in Alaska would be taxable, the Internal Revenue Department reversed itself and said no change would be made.

The first ruling indicated that Statehood automatically makes this allowance subject to federal income tax. It has always been taxable on Territorial income forms.

The Washington office of the FAA was asked by the Fifth Region to seek a change in the ruling and Senator Bob Bartlett, Governor William Egan and the Anchorage Chamber of Commerce moved to have it changed. The reversal ruling was announced late in January.

BIG Santa Claus

The big story from this facility is our personal pride in OPERATION DOT LAKE. Dot Lake is a small village between Big Delta and Tok, Alaska. A religious group maintains a small orphanage housing twelve boys and girls and on investigating we found they were hard hit for an appropriate Christmas. All CAA personnel together with members of the local Boy Scout Troop carried out a military base and community canvass which resulted in two station wagons full of food, clothing and toys. No individual or group was outstanding in this endeavor but rather every individual on the station was wholeheartedly involved.

Christmas afternoon, personnel of the BIG sponsored a "Get Acquainted" cocktail hour for pilots of the two military air sections and their ladies. Everyone got well acquainted.

And at Middleton....

Well, another Christmas has come and gone. The weather fair and mild with no snow. All FAA personnel were guests of the Air Force for Christmas dinner, and a treat it was, with all the trimmings. For enlightenment, one of the Lieutenants had his tape recorder on all during the festivities and replaying caused a few red faces. The ol' rock is being remoted and almost all personnel have a new station awaiting them. Acting STMG Leo Haagenon is going to Anchorage; our roly-poly chief, Arch Frye, to Nenana; AOS's Swan Swanson and little Jimmy Calahan, to Fairbanks; the last, V. Bourk, unassigned. Also Bourk claims the longest 6 months assignment ever served here, (16 months so far). Mrs. Waldeamer Johnson got her husband, Wally, back for Christmas. We have Mrs. Hooker's good husband, Don, to take his place. Presently an installation crew is working like mad to put finishing touches on remoting. They are Ray Nelligan and Jim Sidebottom.

MOSES POINT

Moses Point SEMT Harold Gillmer, in the process of being checked out in his new assignment by relief EMT William Rogers, was astounded the other day to hear strange noises coming over the VHF receivers. Hurried examination of the station equipment resulted in nothing more than theories as to where the cacophony could be coming from. Best idea seemed to be that it was another nefarious Russian stunt---perhaps a new jamming device.

After nearly an hour of frantic hair pulling and dial twisting, the cause of the disturbance was discovered. Due to the phenomenon known as "skip", MOS receivers were found to be picking up a local transmission; they had tuned in on some Moses Point wives in the middle of a morning kaffe klatch.

The confusion caused by this reception is understandable. Moses Point wives hail from all parts of the world. Elsa Gillmer is from Frankfurt, Germany; Mary Darling comes from Hawaii by way of Canton Island; and Dagmar Runnerstrom is a transplant from Oslo, Norway. Adding to this babble of accents and dialects are three year old Billy Darling and his one year old sister, Baby "O", the adopted children of Foreman Mechanic Don Darling and his wife, Mary. Billy is an Alaskan Indian. Baby "O" is Eskimo. When this crowd gets together, the sound and the fury of their voices is something, the like of which, is seldom heard over "White Alice".

SEMTS Gillmer and Rogers have appealed to the Regional Office for technical assistance in an effort to develop modifications that will preclude future recurrence of this "phenomenon".

SEMT Harold Gillmer, his wife Elfreda, daughter Diana, one dog, Suzy, and a cat are the latest additions to the Moses Point ATCS team. Gillmer, lately of Anchorage station and formerly of Seattle, replaces Al Fieldler who has transferred to Oakland, California.

YES, EVEN OUR READERS!

They find fault with the editor
And say he should be shot;
That columns are as peppy
as a cemetery lot.

They say he shows poor judgment,
The jokes, they say are stale.
On upper floors they holler,
On lower floors they wail.

But when the Mukluk's issued
(We say it with a smile),
If someone doesn't get one
You can hear him yell a mile.

Customer: "Are these eggs fresh?"
Grocer: "Fresh! Why, the hens haven't missed them yet."

MAKE POEMS TOO?



When trees are plentiful, but far away, and time is scarce for cutting them, make your own Christmas tree.

FAA shop employees did that and came up with the city's most distinctive tree. The base was a heavy gear, painted a cheery red. The trunk, the work of Tiny Moddison, was a cable of a dozen or more electric cords of bright holiday colors, which became branches of various lengths in the traditional form of the Christmas tree. Decorations, supervised by Dick Haines, were everything in sight, apparently, a few of which were spark plugs, shipping tags, springs, metal shavings, nuts, bolts, can opener, pencil, bearings, hose clamp and the model of an oil well rig.

The electric shop provided the fundamentals and the maintenance shops did the decorating, and Lori Corson, left, above, and Lois Rancier, helped.

HISTORY HOBBY PROPOSED FOR FAA EMPLOYEES

Don Rozell, president of the Cook Inlet Historical Society, invites all Alaskans to gather and preserve items that tell of ancient Alaska, or items significant in its more recent history. He points out that Alaska is rich with undeveloped and unrecorded sites of ancient homes of various peoples who have lived here. Daily, tiny portions of the State's history unfold, and responsible archeologists have lists of many places where they hope some day to unearth revealing ruins and artifacts.

"The fact that Aztecs, Incas, American Indians, Eskimos and others probably entered this continent over a land bridge in the Bering Sea", he says, "makes Alaska rich territory for the archeologist. The scattered locations of FAA stations throughout the State presents an opportunity to many FAA employees to pursue interesting and rewarding hobbies. For example, there are

NENANA

Comings and Goings: Mechanic Arthur Schmuck returned from Electro-Mechanical school at Oklahoma City. He reports really they did not teach readin and ritin. Relief AOS Bob Thomas arrived for several weeks of relief duty. Mechanic relief John Kitzinger departed for other parts on December 14 in his trusty Buick.

Phil Argall, EMT, blossomed out in a new VW Microbus. His Mrs. Mary fell and broke an ankle and was confined in Fairbanks Hospital. She returned with her foot in a cast autographed by Jim and Gloria Hooser. How did they get in there?

Following from CAA have driven into Fairbanks recently for shopping, dental, doctor appointments and various business: Velma and Ben Goins, Helen and Gerry Schmuck, Phil Argall family, Bogue family, Culps, and Danae and Ralph Hazleton. The road is fine.

The Richard N. Coans, now living at 1400 N. Veitch Street, Arlington, Va., John C. Owicki, 1610 So. 15th Street, Niles, Michigan, and N. H. Keith, 1643 Preston Road, Alexandria, Va., have added their names to the list of ex-Alaskans who want the Mukluk regularly, and have sent stamped envelopes for mailing each issue to them. Mrs. Coan especially wanted some back copies for use in stuffing the little Coans' stockings at Christmas.

A toast:

The old year goes out,
The new year comes in,
CAA dies to let FAA begin.
To the FAA's future,
Here is a toast!
It it equals---or betters---
It'll be the MOST!

M. L. Greiner

caves on southwestern islands with prehistoric paintings on the walls. In the garden of a homesteader along the beach 25 miles from Kenai, evidences of ancient dwellings continually appear. There are 'middens' in many places in the State where the trash piles of ancient cities will tell historic facts of great value.

"The artifacts and ethnological material gathered by Norman and Romaine Potosky when they were serving at various CAA stations are now in a museum at Denver. (See Mukluk Telegraph, June, 1958.) We want such Alaskan material in our own museums. We invite contributions, or loans. We urge this fascinating business of collecting these items as a fine, educational, rewarding hobby. Old newspapers, letters, records, too often destroyed, ought to be preserved so that we can add them to the records we are gathering for posterity."

AIR CARRIER

Members of the Anchorage ACSDO aren't gypsies any more. They have finally moved to their new quarters. The personnel of the Regional Office, including the secretaries, visited the new office for a housewarming party.

Nick Rudasill, the 511 Specialist, is on a vacation trip with his family to his home state. It is some small state in the southwestern part of the U. S.--- where the Alamo is located.

The Juneau ACSDO personnel are looking forward to the time soon when they will be able to drive to work instead of walk. Their office is being moved from downtown Juneau to the Juneau Municipal Airport.

Peggy Lyle, secretary of the Fairbanks ACSDO is on jury duty.

ANIAK

In the past couple months Aniak has had change in personnel. James Carroll transferred to Anchorage; while Jack Moore and family arrived just in time to enjoy the comforts of our newly completed apartments. Thanks to the laborious efforts of our Station Manager, Stan Erickson, and the men under Win Reynolds' supervision.

We are in the new building. Aside from the fact our living room furniture is yet to come, life inside these apartments becomes a far cry to the yak huts or caves.

Recent snowfall has put Stan and Joe Chaney to work all hours of the day and night. Either with the Sno-go or a packer, they are setting almost a patterned routine. Drag out snow gear, run up and down the airstrip, pack snow firm enough to accommodate traffic. Just when the job is all done, the field in good shape, along comes ole south wind and the planes resort to a neat little strip on the slew.

Vacation time is here for Richard Strassel; soon after Dick returns, Willard McDuffie, chief operator, will take his long planned-for trip back to Texas.

By next commissary, we, Missus Treichel, Erickson, Fuchs, Chaney, Moore, and Davis will be enjoying the privilege of selecting our groceries on sight from the station commissary, rather than the familiar pages of a catalogue. Besides the beauty of this change, each will take turn filling the station orders while the men distribute them. Sounds like fun---something different.

Aniak was the scene of a bake sale in behalf of a building fund for the Aniak Health Council. With a turnout of cream pies, double crust pies, cakes, cookies, breads, sweet rolls, maple bars, pop corn balls, coffee to drink, and the 4-H potholders, the sale was an encouraging success.

Coline P. Davis

BUILDERS



ALLEN D. HULEN

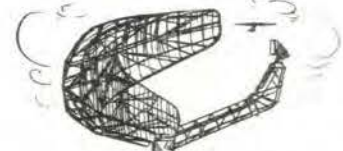


WALTER P. PLETT



MARSHALL C. HOPPIN

TIPS ON TOTEMS



Want some help on your entry in the Mukluk's CAA Totem Pole contest?

Wanda Stanfield, our clever drafts-woman-artist in ANF, has let her pen vander here for a full column, producing a totem like none ever seen before, but full of suggestions for less talented contestants. Just to be helpful, she put in every idea she could think of, but the winning design will have to be more economical of composition.

The aim, of course, is to have a totem that will tell as much of the story of the CAA's 20 years in Alaska as possible, and still have a totem that can be reproduced without too much expense. (See Mukluk Telegraph, December, 1958).

YAKUTAT

The Yakutat Airport Recreation Club is now the proud owner of a genuine nickelodeon that plays for ten cents or three for a quarter. Our Station Manager and chief horse trader, Roy Wall, made arrangements for it to be purchased while he was in Juneau. It is practically a new instrument, plays 100 selections and is enjoyed by all. It arrived in time to give it the supreme test on the nite of the 29th.

Pete "The Barber" James has relieved the women of the chore of haircutting. He's doing a booming business for which the women are thankful. Pete donates all the proceeds derived from cutting hair to the Alaska Crippled Childrens Association and the Polio Fund. Hats off to Pete.

We are looking forward to seeing a plane load of R. O. personnel arrive in Yakutat next summer. We believe we have the crew to show them a good time, lots of boats, good dance floor and the old standby, the Trail Blazer, and lots of clams and crabs.

"POWER OF A WOMAN.."

Eighty-five mile an hour gusts and a regular dilly of a ground blizzard stopped Anchorage cold January 6 and 7, but it wasn't enough to stop certain determined women of the Regional Office.

Lillian Watson, 66, a pioneer telephone manipulator of Alaska (see Mukluk Telegraph, December, 1958) was on duty at the usual hour despite winds that blew some women off their feet in Anchorage streets, and biting snow crystals that almost cut the skin. Frances King and Mel Parker were at their desks, too, in the disbursing department. So was Polly Harris in Payroll. If these four had not been there, the FAA would have ground to a complete stop, and the workers in the R. O. and the stations would not have received their pay checks January 9.

Most of the other Regional Office employees stayed at home listening to the radio tell now awful it was outdoors. Merrill and Hood towers were closed. The regular staff in the tower at International twiddled their thumbs. Nobody was flying. One man who knows when he is licked was Al Rulen who has been delighting his neighbors by clearing their sidewalks with his one-man snogo. Monday, he sent the thing "outside" for some technical repairs. Then he flew to the southeast and got himself weathered in while the drifts piled up shoulder-deep all over his neighborhood.

Hear about the three sons whose father left them a cattle ranch? They called it "Focus", because that's where the sons raise meat.

Melton to K. Salmon



Carl L. Melton, Yakataga, has been named Station Manager at King Salmon. Melton thus returns to one of his FAA "homes", having served as Foreman Mechanic at King Salmon before going to Juneau in 1956 as Foreman Mechanic. Previously, he had been Diesel Electric Mechanic at Aniak from 1952 when he joined the CAA to March 1953 when he transferred to Aniak as Foreman Mechanic.

JUNEAU

Les Holmes and wife departed Juneau December 5 for Wisconsin where they will be spending the holidays. They plan to return to Juneau after the new year.

The Juneau staff said farewell to Ben Zvolanek and family upon their departure from here Saturday, December 20. Ben has been transferred to Fairbanks as Airport Manager of the International Airport at Fairbanks. We welcome to Juneau the new Station Manager, Mr. William Johnson, formerly Station Manager at King Salmon, who arrived December 19.

Carl Melton, Juneau's Foreman Mechanic, has been transferred to King Salmon as Station Manager. He left in December for his new post.

EMT James Smith left December 18 for temporary detail of two months at the Tanana Station.

Honer Love's wife was the lucky winner of a 1958 two-door Simca car, awarded by a local market.

Mrs. John Owicki submitted her story on "A Squirrel's Life", and it was published in the December issue of the Alaska Sportsman Magazine.

"SANTA: JUST SEND MANUALS"-HOEKZEMA

Jack Hoekzema, now a member of the technical assistance group in Ankara, Turkey, was singing a strange tune just before Christmas.

"All I want for Christmas is a set of Fifth Region Administrative Circulars, Class 4", are the words, and the music must have been Turkish because the meter is badly off. Anyhow, that's what he wrote Norman Lowenstein in an interesting letter detailing his early experiences there. His major complaint is that nobody there has catalogues, and that is treason tintured with subversion in the eyes of a general supply man like Hoekzema. And, that's the first thing he started correcting, he reported. (Makes you wonder what kind of salesmen our manufacturers are. No catalogues in the hands of prospective customers!)

The Hoekzemas are finding life in Ankara exciting. He wrote of one dinner

that lasted from 8 to 10:30; of his acrobatics and gestures in helping Turkish workers uncrate and sort a shipment of American tools; ("The Turks had quite a few good laughs, and so did I") of his problem in convincing them he is not an omniscient electronic technician, but a supply man; and of his nostalgia for the wonderful catalogues and pictures he used to work with here.

Christmas preparations got close to Hoekzema. "We do miss the gaily decorated streets and homes, the brightly lighted stores, the Salvation Army lassie on the postoffice steps, the hustle and bustle of preparing for festivities, and most of all, the happy comradeship of close friends. If we Americans can convince the rest of the world that we are considerate of their welfare all through the year, in other words retain the Christmas spirit 365 days, perhaps there is some hope for all of us."

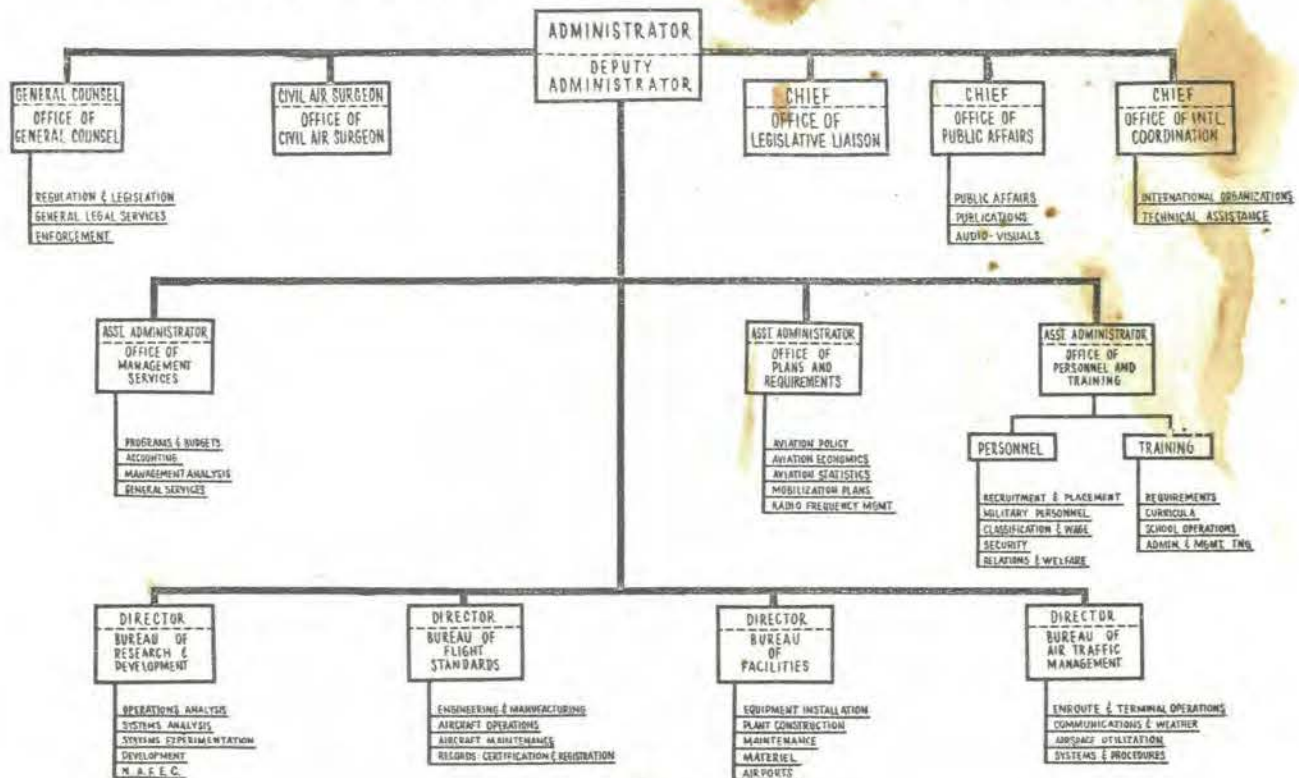
Knockemoff Karabelnikoff

George Karabelnikoff went wild Sunday night, December 21, and rolled a 276 in the CAA bowling league. The strain got him in the seventh frame after straight strikes, and he rolled a spare. Then he settled down to strike out the rest of the way. The Center Bowl alleys gave him half a gallon of spirits in congratulation, and fellow bowlers added a standing ovation.

SEATTLE

Mrs. Ardis L. Miller, formerly of Grangeville, Idaho, has transferred to AN-35's procurement section from the Farmers Home Administration, Department of Agriculture. Ardis and husband, Don Miller, are waiting for the carpenters to put the finishing touches on the new home they are buying in Seattle.

ORGANIZATION CHART OF THE FEDERAL AVIATION AGENCY



December 31, 1958

FIELD ORGANIZATION

No organization chart for Regional Operations has been issued, but the following official order was issued by the Administrator December 24:

To: Heads of All Offices, Washington and Field

Subject: Continuity of Operations

In order to assure continuity of operations after the transfer of the Civil Aeronautics Administration to the Federal Aviation Agency, I have issued the attached Order, which continues in effect existing delegations of authority, allocations of functions, Manuals of Procedure, Standard Practice, internal instructions, and related matters. The purpose of this Order is to provide all former offices of the CAA, except the office of the Administrator, with the requisite authority to continue operations on and after the date of their transfer to the Federal Aviation Agency, December 31, 1958, in accordance with the authority and responsibility vested in such offices prior to such transfer. Until such time as the new organization of the FAA is developed, and revised allocations of responsibility and authority are issued, all former offices of the CAA will continue operations as they have done in the past pursuant to existing authorizations and instructions, except that such activity will now be conducted in the name of the Federal Aviation Agency and pursuant to the authority of the Federal Aviation Act of 1958.

E. R. QUESADA
Administrator

RO IN 13 BUILDINGS

Regional Offices in Anchorage have been moved into two more locations, making a total of 13 buildings which the FAA now occupies.

The Electronics Branch of the Air Navigation Division has moved into offices on Fourth Avenue above the Alaska Fur Factory. A training center for traffic controllers has been established in a building at 612 E. 14th Street.

New offices have been built on the mezzanine of the FAA hangar at International Airport for the Aircraft Service Branch, the Transportation Section and the Flight Inspection Division. Air Carrier Inspectors have moved into new quarters in the Pacific Northern Airlines building at the airport, and offices will be provided there also for ANP's Program Engineering Branch.

BIG LOAD

This winter's snows were getting ahead of the small snowgo at Yakataga, and early in January, a larger one was flown to the southwest coastal station. Divided into two parts, the snowgo was one of the heaviest loads ever flown by the CAA in the C-123, the only plane available that could handle such a load. An open field at Yakataga is an important safety feature on the Anchorage-Seattle airway.

BUY-SELL-SWAP

American Flyer Train, with talking station, water tower, aircraft beacon, 100 feet track. Sell, or swap---what have you? Jefford, AN-680.

Assorted "ham" gear. Will sell. Write for details. Boyle, AN-220.

Royal portable. Needs clever owner who can make new carrying case. Swap for 16mm splicer-viewer or sell, \$20. Planck, AN-40.

THE MUKLUK TELEGRAPH

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Fifth Region

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