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## MISSING MUKLUKS SOUGHT FOR BOOK

We have just had a delightful experience, in advance of the same kind of experience soon to happen to many in the Fifth Region: We've been reading the Mukluk Telegraph from 1943 through January 1950.

This is the era of the Mukluk which is to be put into bound copies at \$6 each for sale to any in the Fifth Region or elsewhere who want a 375 page book of memories in their libraries. These 1,486 pages of the Mukluk, which will appear, four to the sheet in the bound volume, are loaded with memories, dripping with nostalgia, larded with humor and drama and adventurous experiences of CAA workers in Alaska.

There is poetry, some excellent, some awful. Much of it will seem sacrilegious to those who admire Edgar Allen Poe and Robert W. Service, who seem to be the ones most parodied. There is humor, broad and narrow; there is advice to the lovelorn; wordy battles between distant writers; cartoons, original and stolen; beefing, moaning and mumbling of discouraged workers who longed to be somewhere else, and who are still here in Alaska working for the FAA.

### Will Swap

And names, names, names, names. Every name has its string of memories for someone who remembers.

Jack Jefford and Dorothy Revell have preserved the Muklucks from the beginning, but even they may have missed some copies.

Sometimes volume and number figures did not correspond with months and years. It is possible that some issues are missing, and anyone having the following would be helping if they loaned their old issues to make a complete book:

Vol. 1, No. 11, November, 1943  
Vol. 3, No. 9, November, 1945  
Vol. 4, No. 5, 6, August, September, 1946  
Vol. 5, No. 1, January, 1947  
Vol. 5, No. 10, October, 1947  
Vol. 7, No. 1, 2, January, February, 1949  
Page 30 of February, 1948, is blank

We are also trying to borrow these issues from the Library of Congress.

## MIDDLETON ALUMNI SOUND CHEERS, SHED TEARS AS FAA REMOTES THE OLD "ROCK"

### "On With the Job", Theme of Washington Meeting

Business as usual, on with the job, was the theme of the Regional Administrators meeting at Washington late in January, according to Regional Administrator Eulen, who attended.

"While the organization of the top echelon of the Federal Aviation Agency has been determined," Eulen told a staff meeting in Anchorage, "the exact structure of the regional setup is yet to be announced. Administrator Quesada pointed out to us the great amount of work required in planning and management work before the entire organizational structure is established. Experts are busily engaged in this work in Washington now.

"Some new concepts of organization appear in the chart published in last month's Mukluk. Others are almost certain to be announced. However, as the Administrator pointed out to us, the same amount of work---and more---is to be done. Growth of aviation will continue to place demands on the FAA. It is now an agency which will report directly to the President and Congress and not through a government department. This, in turn, means that almost every part of the old organization---of bureau form is facing larger responsibilities and duties.

"Any such reorganization will give rise to rumors. They bounce around the halls in Washington headquarters, but rumors

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Dorothy also saved 42 duplicates of old Muklucks, and if there is a collector in the Region, we'll trade him.

Printing of the old Muklucks, which will be sponsored by the Civil Air Club at cost, will start soon, and the binding will be done by Mrs. P. J. LaPlante, in Tanana. By printing 100, the price per copy can be kept at \$6. Nearly 90 orders are now on file, and additional orders are solicited.

Middleton Isle is remoted, and there are many bachelors and ex-bachelors throughout the FAA who are saying, "The remoter, the better".

A surprising number of alumni of MDO are at work about the Region, and many are scattered about the FAA in the South 48. They remember their "six months" assignment to Middleton with pleasure, anger, amusement or disgust according to what happened to them there, and what could happen to you on Middleton was varied and interesting.

Hereafter the island, 80 miles off the mainland, four miles long, a half to one mile wide, whipped by 100-mph winds, once the loneliest of FAA stations, the home of foxes, then rabbits, then owls and now sea-birds and soldiers, will speak and listen to airmen through Cordova radio. Felton Jackson, who commissioned the station in November, 1942, recently returned to Anchorage after closing it down. It is now converted to a remoted airways station.

Nice things have been happening there recently. The Air Force moved in and changed Middleton from a St. Helena to a Shangri-La. Recent FAA operators there have made other FAA mouths water when they describe the officers' club, the recreation room, the movies, poker games, pool parlor, PX and the young, interesting and entertaining military personnel who now populate the Isle. The wind still blows, but it blows over a vastly different scene. In fact, there have been some hidden tears by the recent transferees, and the two families who will be FAA's representatives there are being envied.

### A Rocking Moon?

Middleton's history is not recorded. There is a novel in a special book collection of the Anchorage Library by Florence Willoughby called "Rocking Moon" which seems to be written about the island, the fox farm that once existed there, and descendants of the Russian early settlers in the Southeast. There's a question, however, whether she referred to Middleton. She located Rocking Moon 15 miles from the shore. One of her characters protests against

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## ANCHORAGE

Ray Caudle and Marcie Conley were married on New Year's Eve in Fairbanks. Miss Conley is formerly of Stockton, California. They became acquainted when Ray was in the Fairbanks Center/Rapcon. Marcie was employed in Fairbanks as a nurse. A reception that included champagne was held in the home of Mr. and Mrs. William DeWalt with many of the Fairbanks Center/Rapcon personnel in attendance. The couple made a honeymoon trip down the highway from Fairbanks with a short stay at the Paxson Lodge before arriving in Anchorage, January 4th.

Carroll Matthews started the New Year off by being the first controller in 1959 to transfer to the U. S. mainland January 2nd to his new assignment in the Spokane Rapcon. He had planned his departure for December 27th, but his daughter got a case of measles.

New trainees are: Willard Baker and Jesse Wooten of the Anchorage station, Kay Falke from Nome, Gerald Handy of Farewell, Freeman Latham from McGrath and Bob Leise of Cordova. The training rooms which once seemed large are already busting at the seams.

Rogene Thompson left December 27th for Missouri where she will be visiting her relatives until her return to the Center February 11th.

Congratulations are being extended to Jim Cusack for his promotion to GS-10 Controller on January 21st.

From approximately noon January 6th to noon January 7th, Anchorage was visited by a storm consisting of winds in excess of 60 knots causing much damage in the local area. All outside roads leading into the city were blocked by snow drifts plus a majority of the downtown streets. Several inbound flights to Anchorage in the early morning hours of January 7th had to forget their landing intentions and go to alternates. The wind ripped one of the outside doors to the Administration building off its hinges. The oncoming watch consisted of only about six persons who were able to get through the snow blocked streets. These were enough to adequately handle the reduced air traffic. The snow plows made a quick job of clearing the streets and by the next morning everything was back to normal.

Martin Greiner

The AP carries this delightful story out of Detroit:

"For the last 18 months, Ray Pearson has been playing a game of chess by mail with Wallis A. Cady of Clearwater, Fla.

"Cady wrote Tuesday to remind Pearson he hadn't made a move in seven months. 'I thought it was his move', Pearson explained."

## FAA Furniture Comes in Shaggy, Leaves Krise Shop New and Shiny



Upholstery of Federal Aviation Agency furniture is something like March---in like a moth-eaten lion, out like a neat little lamb.

The transformation is the work of Gervis A. and Anastasia Krise, a team with 12 years of experience in furniture restoration for the agency's living quarters all over Alaska.

Today they are settled in their own "plant" in a building at Merrill Field in Anchorage, and their jobs are brought to them. They were happier in a previous day, however, when they moved from station to station to do their work.

"That traveling was fun", Mrs. Krise says. "We'd move in with sewing machines, scissors and cloth and set ourselves up among the friendly people of the station and enjoy their kind of living. We saw Alaska that way, and we enjoyed it. Moreover, we saw the light of appreciation in the eyes of the housewife when we handed her back a clean, new sofa or chair that had left her house as a disheartening wreck. These days, we do the same thing, but we stay put, and we never see a customer---only the delivery man."

Any visit to a station by the Krises had several effects. New furniture

meant a new, clean house, and most housewives started mixing paint, usually for the whole house. Of course, the men usually ended up doing the painting, so maybe everybody was not happy. But it did something for the morale of a station, and the Krises felt they had accomplished more than mere upholstery when they left. They left their mark on households, on the station offices, and even on vehicles, and they felt people were happier because of their visit.

But the Krises are still happy. Their kids, two of them, are in college, and while they sew and tack and tie, they talk of many things. One of these subjects---as with many a couple these days---is that constantly interesting one, "What'll we do when we retire?" The children and the grandchildren, of course, figure in these plans.

Seemingly hopeless wrecks of sofas, sofa beds and upholstered chairs are brought to the Krise shop. Some of the chairs that come from communications stations and centers would discourage the factory that made them, but they go back into service all refurbished and serviceable.

Gervis and Anastasia have been specialists in their work for 22 years. They came to the FAA in 1951.

### Just Sit and Watch

Rescues of downed pilots through efficient operation of FAA communications are commonplace in Alaska. Alan Haferbaker, Facility Chief at Nome, suggests special commendation for AOS Leland Adams who flew early in December to pick up his friend, a Munz pilot named Olson, who had landed and turned over

after engine trouble returning from a flight to White Mountain. The pilot still had radio, and that made it easy for AOS Daniel Steele and AOS Kay Falke to work out the Adams' flight. But Haferbaker adds in his report, "It was a pleasure to be able to merely sit back and monitor the efficient work of these specialists".



## CODE OF ETHICS FOR GOVERNMENT SERVICE

### Any Person In Government Service Should:

*Put loyalty to the highest moral principles and to country above loyalty to persons, party, or Government department.*

*Uphold* the Constitution, laws, and legal regulations of the United States and all governments therein and never be a party to their evasion.

*Give* a full day's labor for a full day's pay; giving to the performance of his duties his earnest effort and best thought.

*Seek* to find and employ more efficient and economical ways of getting tasks accomplished.

*Never* discriminate unfairly by the dispensing of special favors or privileges to anyone, whether for remuneration or not; and never accept, for himself or his family, favors or benefits under circumstances which might be construed by reasonable persons as influencing the performance of his governmental duties.

*Make* no private promises of any kind binding upon the duties of office, since a Government employee has no private word which can be binding on public duty.

*Engage* in no business with the Government, either directly or indirectly, which is inconsistent with the conscientious performance of his governmental duties.

*Never* use any information coming to him confidentially in the performance of governmental duties as a means for making private profit.

*Expose* corruption wherever discovered.

*Uphold* these principles, ever conscious that public office is a public trust.

*(This Code of Ethics was agreed to by the House of Representatives and the Senate as House Concurrent Resolution 175 in the Second Session of the 85th Congress. The Code applies to all Government Employees and Office Holders.)*



## "CLEAN, FAST SAVE" HULEN TELLS WARD

"A clean, fast, effective bit of rescue work, the kind of an operation that brings credit to the FAA", said Regional Administrator Hulen in discussing Edward L. Ward's location and rescue of a downed aircraft north of Kotzebue October 6.

Ward, 13 years with the FAA at Kotzebue, played a Twenty Question game with Bert Beltz, down on a riverbank 120 miles north of Kotzebue while on a caribou hunting trip. Beltz and Fulton Robinson, his passenger could transmit clicks only over their salvaged radio, but Ward quickly worked out a code by which he got yes and no answers, and mileage estimates. In 10 minutes, he had learned that the plane was on the banks of the Kouguruk River, "20 miles from where Bill Peterson crashed" and had arranged for a Wien Airlines plane to pick up the stranded men.

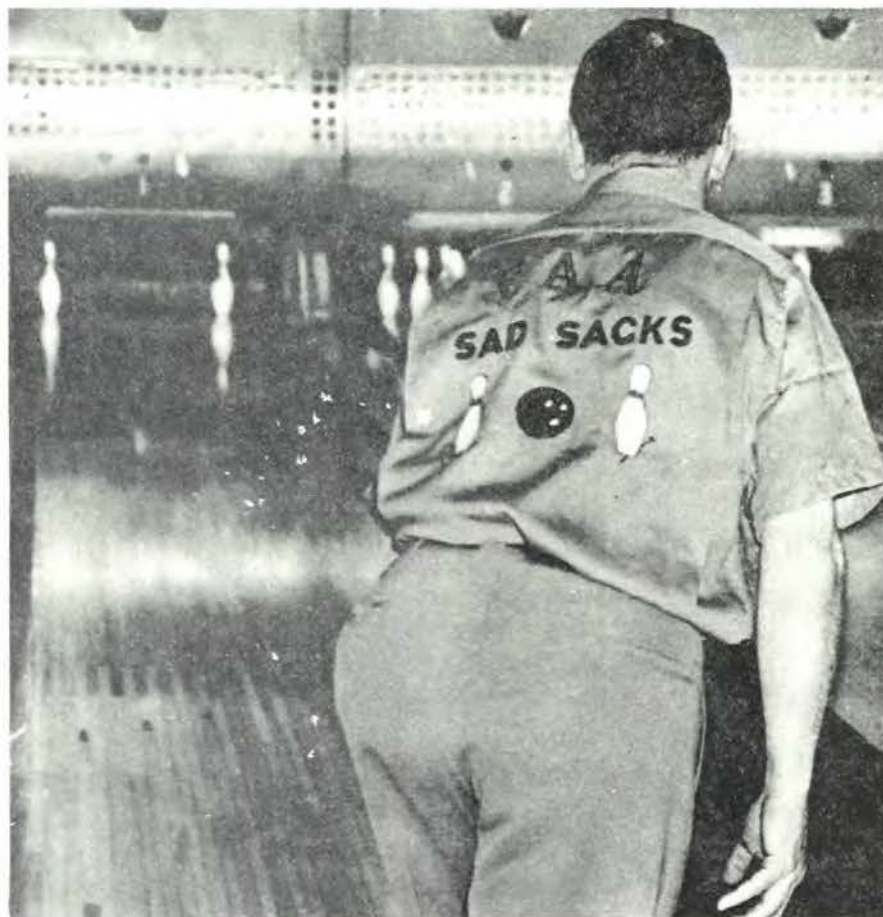
Ward, a veteran at the "bug", has been commended before for such initiative, but the speed and accuracy of this act roused Hulen's admiration.

## Middleton Pictures



In the years B.R. (Before Rabbits) Middleton men made pets of hair seals. Bill McBrayer holds Susie, a pup. Colver and good hay covers Middleton---too bad Susie couldn't eat it. Below, Middleton's chief "tourist attraction", the SS Colbrook, still on the reef near the island.

## SAD SACKS DRESS UP--AND SPLIT!



Was it the power of suggestion or the Imp of the Perverse that made Bob Williams throw a split the first time he wore his new Sad Sack shirt?

The Sacks, after bowling under that name for eleven years finally decided they should have shirts, so they cooked up a beauty, with red and green words, and a seven-ten split showing. Moreover, the shirts showed the pins nailed down. So, all stiff and crinkly---the shirts, that

is---Williams stepped up for the first ball in the second half of the FAA league. He left a split, the seven-ten!

Williams, George McKean, Ralph Westover, Gerry Kempton, Don Wolfe and Jennings Roberts make up this year's Sad Sacks. They pushed hard and came in second, behind the Weatherbirds in the first half and started the second half with six wins and three losses in three sessions.

## HOW TO AVOID A CANCER CHECKUP AND RISK YOUR LIFE



If you're one of these, you're asking for trouble  
So...GUARD YOUR FAMILY! FIGHT CANCER WITH A CHECKUP AND A CHECK

From the American Cancer Society

Girl at perfume counter: Do you have any that says some other time?"

Many doctors pay their grocery bills with the money of patients who have eaten too much.

Regarding the future of the yes-man in government service, one of our office humorists remarks that thus far he has scored very few promotions even though he has given some of the best years of his life to the organization.



## ANC. INTERNATIONAL

The airport is becoming more and more "international" in flavor as the weeks roll by. Daily, one hears Dutch, French, and Japanese conversations throughout the Terminal Building.

With SAS, Air France and KLM now operating round-trip from Europe to Asia via the Pole, and NMA operating between the U. S. and Japan, thousands of Europeans and Asians are "looking over" our operations.

It is interesting to watch the world travelers gathered around the Gift Shop counter changing their foreign currency so they can buy stamps for postcards home. Gift Shop employees are becoming skilled in sign language!

Bill Holdren has taken over the duties of Maintenance Shop Foreman. Bill is a likeable chap who transferred from Plant Maintenance Branch. He brought a great deal of "know how" with him and this, together with his pleasing disposition, has won the hearts of his crew.

The Big Wind of 60 mph with gusts up to 80 mph left its mark at the airport. Bill Holdren and his snowmen worked around the clock removing large drifts and keeping the runways cleared. Some corrugated siding disappeared. An oil company storage tank laid down to rest. Several light planes had the appearance of birds, shot in flight, wings crumpled or missing, floats or wheels pointing to the heavens and some with parts of their empennage curled about them. This could be used as a bad example of tailing and aircraft into the wind, using binder twine and overage lines for tie-downs, plus the reluctance of some to remove heavy frozen snow from the wings.

The airport has two one-thousand hour men. Airport Manager Warren Wilkins and Security Officer Dan Parmenter, each have 1,000 hours of sick leave. Fred Roylance, airport maintenance shop, is running a close third.

Something new in visibility has been added to make the Tetrahedron at Lake Hood stand out like a sore thumb. The "Tet" was recovered and painted with the new "Day Glo" fluorescent type paint; blaze orange on the port side and brilliant green on the starboard. Homing pilots have reported it visible for ten miles on gloomy days.

Something new for the Terminal Building incoming passengers is now in operation with the completion of the baggage belt conveyor system. The baggage now comes in before the passenger gets there.

Anne Majeska

The trouble with being the best man at a wedding is that you never get a chance to prove it.

## SUGGESTIONS STILL PAY, SAYS FAA

What kind of suggestion is worth a cash award? And who are the tightwads today?

These questions constantly agitate the Employee Incentive Awards committee, consisting of Merritt D. Boyle, Norman Lowenstein, Charles E. Planck, Don Wolfe and Lee Hammarley. As secretary of the committee, Gil Reese, training officer, can only keep records, suggest and, as referee, keep the infighting clean, but he has a hard time remaining neutral.

Charged with encouraging employee suggestions which have meant millions of dollars saved to the government, the committee handles good, bad, indifferent and ridiculous ideas. Committee members vary individually in their attitudes, and those voting small awards at one week's meeting become extra-generous next week. The "Santa Clauses" and the "Tightwads" often change places.

Where safety methods are suggested, the committee decides quickly. But a suggestion like that of Lucille S. Klemetsen at Homer, that cooking utensils and dishpans of proper size be supplied to fit the scaled-down accessories in FAA apartments, and thus "give a boost to morale"—that one took time! Finally, the committee, all married men, decided she had something there, and gave her a cash award.

Seemingly unimportant suggestions often earn awards. The committee must decide what application each idea has, whether to one place or station of the FAA, to the whole Region, to the whole FAA or even to the whole government. The usual approach is to give the suggester all the benefits of any doubt, and as a result, national figures on the program are very impressive.

### Ours Who Won

The Incentive Awards Committee of the Fifth Region has approved cash awards for the following suggestions:

Frederick Parker, AN-675, \$100 for safety guards for winch equipped tractors.

Bob F. Noel, EMT, Juneau, \$25 for safe replacement of panel lamps in RHA receivers.

Elvan G. John, EMT, Annette, \$50 for change of tube type and dial pointer in a URD-4, UHF direction finder.

Charles L. Pitts, EMT, Anchorage Station, \$50 for welfare of the flying public.

Lucille S. Klemetsen, Clerk-Typist, Homer, \$25 for household equipment issued to FAA quarters apartments.

Mack D. Hilton, EMT, AN-670, \$25 for a

## CASSADAY NAMED

George S. Cassaday, formerly Air Carrier Inspector in the Fourth Region at Santa Monica, California, and recently a Brigadier General in MATS, has been appointed by Administrator Quesada as Deputy Director of the Bureau of Air Traffic Management. Cassaday also served the CAA at Washington until 1942 when he returned to active duty with the Air Force. He was Chief, Air Carrier Operations Branch in Washington.

J. Gordon Bennett, who began his government career in 1948 as a flight operations inspector for the CAA in Washington, Miami and Paris, France, has been named Special Assistant to Administrator Quesada. Bennett recently has served with the Harding group, with Edward P. Curtis, and as special assistant to Quesada when he was aviation advisor to the President.

jig for use in servicing WE-255 relay.

The following cash awards were recommended for Sustained Superior Performance:

Carlyle R. Hendries, Electronics Maintenance Technician, Duncan Canal, Alaska, \$50.

Mrs. Peggy Lyle, Administrative Clerk, Fairbanks ACSDO, \$150.

### Look! Millions!

Did you say, "Oh what can one guy do by making an employee suggestion?"

Look, Taxpayer, what happened in your government because of the Employee Incentive Program

In 1958:

Total suggestions received.....	332,663
Number per 1,000 employees.....	149
(Where were you?)	
Total adopted.....	86,325
Adopted per 1,000 employees.....	39
Dollar value benefits.....	\$73,144,253
Cash awards.....	\$22,472,470

For Sustained Superior Performance:

Total awards granted.....	52,600
Number per 1,000 employees.....	24
Dollar value benefits.....	\$47,364,455
Cash awards.....	\$8,357,334

And for previous years, here is the record. November 30, 1954 to July 1, 1958:

More than \$430 million in measurable benefits.
More than \$27 million in cash awards.
More than one million suggestions received.
More than 280,000 suggestions adopted.
More than 120,000 superior performance awards.



## Rock and Roll

During Alaska's high winds in early January, some winds blew at Unalakleet too. Two sections of a damaged, corrugated culvert, 12 feet in diameter and 10 feet long, took off and rolled across the land, missing the control station by 25 feet and clipping wires, signs and antennas enroute. They came to a stop half a mile out on the ice of the Bering Sea.

### MOON From Page 1

"the loneliness--the cursed peace of it all" and another refers to its "timbered hills". Still, there was a fox farmer there, and there are many tales of his activity and the remains of his dwelling and tools.

Airways history began when the contractor had finished building the station and Mr. and Mrs. Ted Ernst, Mr. and Mrs. Herbert Brazil, Felton Jackson and Maurice Yoes of the CAA, and O. C. Bobbitt of the Weather Bureau began operations in 1942.

They were almost literally washed ashore in the 8 to 10 foot swells and breakers that almost always pound the island, and Jackson and Yoes remained for seven long months after the Ernsts and Brazils went back to the mainland. They had neither comb nor scissors. Their canned food was dunked, and all the labels came off. They ate seal liver. They found a pinocchio deck and played all the spots off of it. Once during the seven months, Jim Hurst dropped their mail and a bomber squadron out of Yakutat once dropped some onions, spuds and mazagines.

### Food and Wind

Supply has always been a problem at Middleton. Tugs have anchored off shore and let a barge ease in toward the breakers on the end of a steel cable. Two bulldozers on the shore had other cables attached, and with this three-way tie, the barge was allowed to ride the high ones on to the sandy beach. Air Force supplies have been brought in on LSTs, and when the Air Force station was being built, airplanes did most of the transport.

Winds that got up to 107 mph and were estimated at 120 mph tore away anemometers, and men who came to the city after a stint on Middleton walked with a decided list to starboard, after leaning against the steady winds there. Others, leaving the loneliness there were timid about speaking to people on Anchorage streets until they eavesdropped and were sure their language was still recognizably human. Tides ripped in fast against the sheer southern cliffs of the island, once catching two young soldiers there and drowning them before they could escape. Today, heavy rope cables with knots at intervals hang down these cliffs to prevent such accidents.

## TOO COLD, SIR

The auditor visiting Fairbanks International Airport left Manager Ben Zvolanek with two suggestions: Get a certain tenant to send in his statements more promptly and have him clean up a bit around his premises. Ben, recently from Canton Island, in the South Pacific, sent back a warmblooded reply:

"Procedures will be instituted to have statements submitted. Unsatisfactory conditions of premises cannot be investigated until the temperature is at least 20 below, or warmer."

A human skull, washed ashore, was a shade for a doorway lamp at an FAA dwelling. Tailings of long-forgotten gold diggers dot parts of the island. The wreckage of the SS Colbrook still rests where she went aground during the war, and with her hold still full of valuable wartime cargo, empty coke bottles. Today the seagulls and terns and seaparrots inhabit the ship, and it's a wonderful source of fresh eggs for the bachelors.

It was Vity Grebaskus who conceived the idea of rabbits for Middleton. He imported three, but after a few rabbit generations, somebody imported a dog and the rabbits declined. Then Bill McBrayer brought two reds and a black rabbit and soon the place was swarming, the rabbits became pets, a staple of food supply, and visiting pilots were taking frozen rabbit home along with the fish net balls that wash up along the shore. The owls on the mainland several years ago got hungry when an epidemic depleted the rabbit population there, and large numbers of them moved out to Middleton and lived high. They ate too many rabbits and CAA people got permission from Fish and Wildlife to deplete them somewhat. Later, the owls left the island to the present residents---rabbits, the seabirds and the humans.

### Lotsa Good Cooks

"I'll tell you this: There are more good bachelor cooks in Alaska than anywhere else, and just because of Middleton," William E. Schofield says in remembering his six months' assignment. "We pickled seagulls' eggs in beet juice; we did a lot of things with seal liver; we ate rabbits in every conceivable form; we ate Arctic owls, and they're super; and we became mighty good cooks."

But there were no charms on Middleton for some. One communicator sent in a report: "I feel I owe it to my God, to my country and to myself to get off this island." Another appeared unannounced and unofficially in Anchorage with hair down to his shoulders and perplexed with a strange itch. He planned a long regimen of medical treatment, but a haircut, shave, a bath and a night in Anchorage night spots cured him completely, and he went back to "The Rock".

## Queen Patsy?



Patricia Anne Slone, daughter of STMGH Slone of Homer, has been selected as a candidate for Queen of the Homer Winter Carnival, February 13 - 15.

Pat is 16 and has lived in Alaska since she was six months old, except for a year outside at school. She is second oldest of the thirteen Slone children. She is a senior at Homer High School.

Her candidacy is being sponsored by three business firms in the Homer area--Terminal Oil Sales, Sunny Service, and Tom's Propane. Final selection, to be made at the Coronation Ball February 14, is on the basis of number of tickets bearing the candidate's name, and personality and appearance as determined by a panel of judges.

Pat is given a good chance for success by local observers.

### List of Grads

Everybody who served there could write one chapter of a book, but Mukluk space will permit only of mention of the Alumni Roster of the Isle in addition to those already mentioned:

Palmer Bahls, Ray Slack, Fred Johnson, Lawrence Smith, Mike Bobich, Herman Williams, Bob Levine, John F. O'Bryan, Atalino S. Griego, John Bassler, Leroy T. Dykes, Bob Ave, Charlie Creamer, Doug Bell, John Hurst, Charlie Goshorn, William Wane, William Hudson, Carl Fundeen, Walter Johnson and wife, Clyde Brown, Waldemar Johnson, Marvin Olmstead, Fred Works, William Nesbitt, Carl Malinsk, Duffy Dufresne, Wilfred Holdren, Willard McDuffy, Nelson LaFrances, Don Scroggs, Jack Pimlot, and there are probably more.

Start any of them talking about Middleton, and you'll hear a yarn.

Those on the island when it was remoted are Archie Frye who goes to Nenana, Harry Swanson to Fairbanks, James Callahan to Fairbanks, and Vincent Bourk, who has resigned to get an assignment in the FAA First Region. Leo Haggenson will stay at Middleton.



## FAIRBANKS

SAOS Bill Murphy assumed duties of Acting Chief Fairbanks RAPCON upon the departure of Tom Geary.

AOS Bob Liddell was appointed Commandant of the local CAP cadets. Congratulations, Bob, for this achievement in civic duty.

New arrivals in the past month include controllers Glen Rogers from the Memphis Center and Axel Brooks from the Miami Center.

Stateside Christmas vacationists were Ron Logan and Ed Crump.

The Fairbanks chapter of ATCA was organized on December 19th. Those elected to office were Hal Kriebs, president; Jim Cabaniss, vice president; Jerry Lardy, secretary; Al Hall, treasurer, and Garland Wall, program chairman. Bill Grotts, Dave Finch and Bob Liddell were elected board of directors of the new chapter.

## BUDGET HIGHLIGHTS

Because of the newness of FAA and the new approach which is indicated toward aviation's problems, the budget submitted by the President has special interest. Here are some highlights of his budget:

Employees, now on FAA rolls, 28,000; by next July, there will be 32,000; and 37,000 is the expected number by the end of 18 months from now.

The total budget request for FAA is \$602 million. For establishment, \$145 million, some \$14 million less than CAA had in FY-1959. Administrator Quesada has said this reflects the extensive use to be made of military radar. For research and development, \$63.6 million, including the cost of three new aircraft. For grants in aids for airports, \$50 million for contract liquidation.

Congress is asked to approve a 4.5 cent tax per gallon on aviation gasoline and jet fuel to help defray airways installation and operating cost. Gasoline now pays 3 cents a gallon. Quesada has said he considers this a fair tax, believing that it will be added to fare costs. Income from this tax would be an estimated \$84 million the first year.

Genius: A crackpot who makes a screwball idea work.

1st Patriot: "In America any man can become anything."

2nd Patriot: "I agree, here a street sweeper can even become a professor--if he's willing to make the financial sacrifice."

## BOXER-FOR REAL



Robert D. Moore, Albrow warehouseman, is another "boxer" there, but he has boxed people too in his time.

These days he packages the items that come to FAA stations in Alaska, but he was an amateur boxer for 12 years, fought professionally for a while and has a record of 38 fights with no losses. His son, "Irish Jackie" Moore, is following in his father's footsteps, with a record today of 130 fights, with 32 wins out of 38 professional bouts. His most recent victory was over Lenny Walters of Vancouver, by a knockout in the seventh round.

The Moores have an ancestry of Irish and Scottish, and Bob, who likes to hunt, has an enviable collection of trophies.

Those thumbs still on the box on the scale reveal that Bob once was a butcher--or maybe that he just got the fist habit of laying hands on things.

## JUNEAU

Les Holmes and wife returned to Juneau January 17 from an extended vacation in the States. They said they had a very enjoyable trip, but were glad to be back in Alaska.

EMT Johnny Soignier has been called to Aniak for relief duty for about two weeks.

Crews were down from the R. O. helping install the electronic equipment in the terminal for the forthcoming move of the administrative offices.

District Inspector M.C. Elliott visited our station during the week of January 19 enroute to Anchorage. He is returning from schooling at Oklahoma City.

An old timer is one who can remember when the guided missile program was confined to the woodshed.

## "Worn Out Plow Horse" Can't Afford to Retire

I have just got to take a crack at this "Philosophical Retirement".

Like Gene Berato, I've nearly got the first thirty knocked but the future is indeed bleak. Funny thing, too, I think this is the first time I've ever agreed with Gene.

I haven't quite reconciled myself to being hungry philosophically. My frame supports 230 lbs. of blubber and while it may not be chic it is demanding. My kid eats more than I do now and the wife, while a small inhaler, eats regular.

Coupled with the luxury of Statehood and the present "take away" plan I am hard put to keep the bean-pot full. I'm a very frugal man but I'm casting about for a good spot for a floating crap game to keep even. After the small orgy of pre-Christmas spending I was snooping about for a bit of poker to recoup. I made the colossal discovery that everybody's broke including the Army officers. This is a grave state of affairs; I can remember, not too long past, when you could not only pick what kind of game you wanted but how big.

I earned more purchasing power when I entered the CAA than I do now. I came in under the old grade structure as a CAF-3 at \$1620 per annum. We ate high off the hog at \$15 per payday. I bought a quart of good bourbon for \$3.00 and a case of beer for \$1.50. I've had seven grade raises since my original BOD and my lady rations out booze as if they distilled it at Fort Knox. The gang here took up a collection to buy me a mickey for Christmas.

Tell me more about this Philosophical Retirement. I suggest we all draw up our retirement and establish a fund for retired and broken down ex-radio operators, who desire the comforts of a super bread line.

With this kind thought I pass the buck to Duffy Dufresne who can't afford to retire but someday may have to. Let's face it men, there's no place for a worn-out plow horse in this jet and missile age and I'd like to be put out to pasture.

Ed Musgrove

Region Four News wants us to get right with Webster in pronouncing aviation, now that we have that word in our name. The first A, says the Region Four writer, is long...as in "payday". We'll try to remember that.

America is a land where, in the middle of winter, women buy spring clothes for summer romances with fall guys.



## AIR CARRIER

Gordon Anderson, newly appointed Air Carrier Inspector at the ACSDO Anchorage, has completed his six months' indoctrination training and will be based at Anchorage.

Dick Howard, Air Carrier Safety Maintenance Inspector at the Anchorage District Office has recently returned from a vacation in California.

The secretary of the ACSDO at Fairbanks has been taking care of the janitorial work due to the lack of such service. We understand that this service was finally obtained and hope that she will not be too disappointed by being cheated out of her daily calisthenics.

Air Carrier Operations Branch Chief's secretary, Milly Swanson, has resigned and has been replaced by Mrs. Doris Baxter.

The move of ACSDO-33 from the McKinley Building in downtown Juneau to new offices in the Terminal Building at the Juneau Airport was completed on Friday, January 2. The move coincided with a Juneau weather report of "winds to 65 MPH; temperatures near zero".

## KING SALMON

Long live P. L. 737! May its days be without number, and its advantages undiminished. Leave was great while it lasted---the balmy, shirt-sleeve weather, the palm trees, the freeways, smog, Las Vegas (pronounced Lost Wages). But all good things must end, so we board a champagne (natchery) flight out of Los Angeles at 6 p.m. and find ourselves back in King Salmon the next morning at 10. Jet flight wouldn't have been nearly so time-consuming, of course, but the DC-6s and Connies still have certain advantages over travel by wagon train.

There were some changes made while we were gone: Mechanic Dutch Sturdevant was transferred to Anchorage.

STWGR Bill Johnson's transfer to Juneau was effected. We were all very fond of Bill and family and wish the best of everything for them at Juneau. Our new STWGR is Carl Melton from Juneau.

Tower Chief Bob Dolan and family have checked in at King Salmon. Bob is also a returnee, having left King Salmon early in 1956.

Mike Boslet cancelled his bid and decided to stay a while. Whereupon he was elected president of the Katmai Club, succeeding Weather Bureau's Tom McDonald.

J. E. Parnley

## CARE OF CHILDREN BOOKS LISTED FOR SALE AT GPO

A wealth of practical help is available in inexpensive government publications for couples planning or raising children. Following is a partial list of "Child Care" booklets for sale by the Superintendent of Documents, Government Printing Office, Washington 25, D. C. (Give title and catalogue number, enclose correct amount by check or money order.)

So You're Expecting a Baby, 29 pages  
Catalogue No. FS 3.210:1 10 cents

Prenatal Care, 76 pages  
Catalogue No. FS 3.209:4/2 15 cents

Your Well Baby, 12 pages  
Catalogue No. FS 3.210:9 5 cents

Your Children's Feet and Footwear, 13 pages  
Catalogue No. FS 3.210:41/2 10 cents

Infant Care, 106 pages  
Catalogue No. FS 3.209:8/3 15 cents

Foods Your Children Need, 15 pages  
Catalogue No. FS 3.210:14/2 10 cents

A Healthy Personality for Your Child, 23 pages  
Catalogue No. FS 3.209:337 20 cents

Your Child From One to Six, 110 pages  
Catalogue No. FS 3.209:30/2 20 cents

Into Childhood, 16 pages  
Catalogue No. FS 3.210:10 10 cents

The Child Who is Hard of Hearing, 14 pages  
Catalogue No. FS 3.210:36 10 cents

Emotional Problems Associated with Handicapping Conditions in Children, 20 cents  
Catalogue No. FS 3.209:336 20 cents

Nutrition and Healthy Growth, 35 pages  
Catalogue No. FS 3.209:352 20 cents

Home Play and Play Equipment for the Preschool Child, 20 pages  
Catalogue No. FS 3.209:238 15 cents

Handbook for Recreation Leaders, 121 pages  
Catalogue No. FS 3.209:231 35 cents

Your Child from Six to Twelve, 141 pages  
Catalogue No. FS 3.209:324 20 cents

The Adolescent in Your Family, 110 pages  
Catalogue No. FS 3.209:347/2 25 cents

Children and Youth, Their Health and Welfare, 99 pages  
Catalogue No. FS 3.209:363 50 cents

Don F. Legge, recruiting officer headquartered in Seattle, is transferring to a personnel position with the Corps of Engineers in Walla Walla, Washington.

## "LUCKY TO HAVE YOU"

Ingratitude may be "more strong than traitors' arms" but so is gratitude.

This is especially true when thoughtful pilots speak out for the efforts made by FAA Safety Inspectors to prevent flying accidents. Don Gretzer and Bob Garvin get a warm glow from a letter received recently from Don Douglas, private flier of Haines, who says voluntarily, "We are certainly lucky to have such men in Alaska".

"This is just a note to express our appreciation for the excellent Safety Discussions sent from your office", Douglas wrote Gretzer recently. "The manner in which you write them is, I think, the most noteworthy step toward future safety practices."

"All of us here, at one time or another, have had one, and have thought, 'there, but for the grace of Gretzer and Fairchild, et al, go I'. Most of the guys here are 'low timers' but we hold our hangar flying sessions using your bulletins as topics, and consequently have been able to continue and improve our methods of flying and common sense safety practices. We also owe a debt of gratitude to the inspector for this area, Bob Garvin, for his hard, straightforward and excellent advice and direction."

Douglas means that they lost all of the Safety Discussions up to No. 196 in a fire recently, and wants to know where they can be had.

## PIONEERS PUBLISH FIRST MAGAZINE

The first issue of the Airway Pioneer is out, the work of the first president, William A. Breniman.

This is a 20-page publication crammed with names and dripping with nostalgia which ought to interest any who worked with the CAA or Weather Bureau prior to January 1, 1940 in airways work. (Qualification for membership.) A supplement is the roster to be published annually. On this roster are such Alaska names as Hulen, Goodrich, Borders, Ruble, Peterson, Warden, Davis, Emerson, Fowler, Frye, Fundeen, Hackenberger, Hazleton, and McLein. Frank Unruh is Director of Wing 12 which includes the Fifth Region.

A natural emphasis in the book is on the question of where to retire, and Breniman writes on his exploration of Mexico with that kind of life in mind. He concludes one can retire "among your own kind" in the U. S. at approximately the same cost as in Mexico and without some of the customs which were annoying to him, even as a "simpatico amigo".



## BETTLES

As charter members of the Bettles Chamber of Commerce, we are forced to protest a recent allegation in the Mukluk Telegraph that our personnel are crust-ed with ice. (A little more of that kind of thing and we'll have to cancel our subscription.) It has been a very clement winter to date, though of course we have had to estimate temperatures ever since the mercury fell through the bottom of our thermometer.

New faces: Mr. and Mrs. Ed McKamey and their diminutive daughter Donna, formerly of Yakutat. They arrived here along with a nice letter from STMG Roy Wall, who feels that Ed is going to turn out to be one of the top technicians of the Region. So do we.

Former San Antonians Mr. and Mrs. Cecil B. Sanders and their dog Rocky have so thoroughly integrated themselves into the Bettles community that they talk of building a boat and a cabin come break-up time. Their only major complaint to date has been the exorbitant tariff on tortillas and frijoles shipped across the Arctic Circle.

With thrilling lantern slides and an all too brief travelogue Mr. and Mrs. Robbins have returned from extensive explorations in the other 48 States, some of it through territory where probably no other Alaskan has set foot. Most dramatic incident of their safari occurred when claustrophobic, crowd-shy Robbins was trapped between two charging Amazons in the Frederick and Nelson shoe department---a dilemma from which he was rescued only through the intervention of bluff, burley STMG Wes McIntosh of Gulkana, who providentially happened to be exploring the same department store at the same time. It was a rum go all the way around; but fortified by two French 75's, the shaken men were ready to face the asphalt jungle again.

Ormand Robbins

The very kids who don't believe in Santa Claus are the ones who grow up and buy Ice Pool tickets.

Ghost Town Gazette  
Chitina

## ARE YOU BOSS OR LEADER?

Are you a Boss or a Leader: There's a big difference.

A Boss creates fear---a Leader creates confidence.

Bossism breeds resentment---Leadership breeds enthusiasm.

A Boss says "I"---a Leader says "we".

A Boss fixes blame---a Leader fixes mistakes.

A Boss knows how---a Leader shows how.

Bossism makes work drudgery---Leadership makes work interesting.

A Boss relies on authority---a Leader relies on cooperation.

A Boss drives---a Leader leads.

## Allnutt Announces Second Charity Drive

The second and last campaign for funds this year in the FAA will begin soon for the benefit of two national health agencies and a joint crusade for three overseas activities.

Fred Allnutt, asked by the Administrator to direct the drive, explains that Station personnel will be asked to contribute to the Federal Service Crusade for CARE (food for unfortunates abroad), the Crusade for Freedom through Radio Free Europe and the American-Korean Foundation, which helps to strengthen free Korea.

In Anchorage and other Alaska cities, FAA employees will contribute to these three causes and, in addition, to the two health agencies, American Cancer Society and the American Heart Association. FAA will join in Alaska city drives for the health causes. Allnutt said that envelopes for use in these drives will be distributed soon.

Wall mottoes while you wait: Footprints in the Sands of Time Were Not Made by Sitting Down.

## C A Club Fleets Maloney, Studies Charter Trips

New officers of the Civil Air Club are: Robert V. Maloney, chairman; Larry D. Snell, vice-chairman; William Barber, Treasurer; and Patty Barth, secretary.

At the election meeting January 20, the board agreed to proceed with plans for charter airplane vacation trips, and C. J. Sobczyk was assigned to gather information for submission to members. Charles E. Planck was instructed to proceed with printing a bound copy of Mukluk Telegraph issues from 1943 through January 1950 under sponsorship of the club.

Sobczyk will gather preliminary information on trips within Alaska, to "south 48" points, to Asia and to Europe and then canvass FAA employees to find what their principal interests are.

The club's dances have outgrown every hall in Anchorage, and Maloney is exploring the use of hangars at the airport for such events. Ralph Olson will adjust the by-laws to reflect our new name, Federal Aviation Agency, and Snell will head the annual membership drive.

Optimism: A cheerful frame of mind that enables a tea kettle to sing though in hot water up to its nose.

## JOB From Page 1

and rumor-mongers get scant attention. Everybody is too busy doing the necessary work and taking his part in the changeover.

"I will get word immediately to Regional employees of any developments that affect them. Meanwhile, I think I can assure the whole Region that our work will not lessen but increase and require more, not fewer personnel.

"I was able---and perhaps too willing---to tell Washington which of the six regions is the best. That's the Fifth, of course, and we are ready, willing and able to do our special job for the FAA."

## BUY-SELL-SWAP

This space is free. Describe what you want to buy, swap or sell---in about four lines---and we'll print it.

For sale: 1956 Westinghouse TV, console, 21". Bob Robinson, AN-680, Phone 44301, Apt. 1310.

For sale: Electronic organ, modified commercial model, two full 61-note keyboards, 25-watt hi-fi 3-input amplifier; suitable for additions or expansions by electronics expert; reason, organ builder busy on bigger project. Charles F. Weyer, Jr., AN-680.

## SIC TRANSIT GLORIA MUNDI

## POETRY CORNER

The moa was a flightless ratite bird---  
A definition straight from Webster (Noah)---  
Who lived and loved and dreamed and, in a word,  
Was satisfied to be a simple moa.

But now across the stark New Zealand plain  
His cheerful cry is heard no more. Although a  
Few fossil fragments of the bird remain,  
That's all there is. There isn't any moa.

---O. R.



# ELECTRONIC MAINTENANCE MEN GATHER FOR CONFERENCE

Forty new faces appeared at the 1959 Facility Chief conference of the Electronics Maintenance Branch for the first time because the "annual" conference had not been held for three years.

Shortage of personnel and volume of

work had prevented two conferences, but the meeting concluded late in January brought the whole region up to date, according to Leon E. Hammarley, Chief of the Branch.

Fifty chiefs from the field attended

the conference, and heard representatives of General Services, Air Traffic Control, Facilities, Personnel, Establishment and Planning tell of FAA accomplishments and plans for the future. Hammarley described results as very valuable, both to regional office and field station individuals.



## Seated Left to Right:

Constant H. Morse, SEMT, Homer  
Judson R. Lanier, SEMT, Sitka  
David L. Stroebel, EMT, Anchorage  
Morris L. Lee, SEMT, Woody Island  
Clifton L. Caudill, EMT, Summit  
Roy F. Downing, Navigational Aids Section, AN-670  
James L. Ronald, EMT/R, AN-670  
Gene A. West, Manpower & Training Coordinator, AN-670

Rylen V. Lovelace, SEMT, Yakataga

## Standing:

Kenneth E. Richards, EMT, Cold Bay  
Thomas A. Coughlin, DES, District 1  
Donald R. Hooker, EMT, Middleton Island  
Martin C. Elliott, DES, District 5  
William I. Conyers, SEMT (CLMO), Anchorage  
Raymon H. Walthers, SEMT, Anchorage  
Gordon L. Schroeder, SEMT, Fairbanks  
James V. Ellis, DES, District 2

Kenneth L. Lewis, EMT/R, AN-670  
Leon E. Hammarley, Chief, Electronics Maintenance Branch, AN-670  
Herbert D. Brazil, DES, District 3  
Ted R. Young, Deputy Chief, Electronics Maintenance Branch, AN-670  
Ray F. Downing, Landlines & Teletypewriter Section, AN-670  
Bertrom L. Hackenburger, SEMT, Anchorage  
Henry J. Messing, EMT, Annette  
Frank E. White, EMT, Minchumina  
Carl E. Burgess, DES, District 4



## Seated Left to Right:

Thomas P. Wilcox, SEMT, Yakataga  
Emmitt R. Boone, SEMT, Gustavus  
Harvey E. Seabrook, SEMT, Farewell  
Harold M. Gillmer, EMT, Moses Point  
Edgar O. McKamey, EMT, Bettles  
Ray A. Wardell, SEMT, Galena  
Harold E. Ervin, EMT, Big Delta  
John R. Ritter, SEMT, Bethel

Raymond B. Lasniewski, SEMT, Anchorage  
Francis E. Hall, SEMT, Kenai  
Joseph F. Rusa, Jr., SEMT, Anchorage  
George V. Cline, SEMT, King Salmon  
Jack S. Baldwin, EMT, Talkeetna  
LeMoyné A. Phillips, SEMT, Cordova  
Lyndol L. Pruett, SEMT, McGrath  
Philip M. Argall, EMT, Nenana  
Donald C. Treichel, EMT, Aniak  
John Dezell, SEMT, Annette

## Standing:

Edward D. Dhabolt, EMT, Northway  
Robert J. Blackburn, SEMT, Anchorage  
Vernon G. Bigelow, EMT, Gulkana  
Jack S. Woods, SEMT, Juneau  
Raymond A. Bird, SEMT, Anchorage  
Charles R. Marchant, SEMT, Juneau  
George A. Morin, SEMT, Nome  
Carl A. Johnson, SEMT, Anchorage  
Peter J. LaPlante, EMT, Tanana  
Raymond E. Van Buskirk, SEMT, Fairbanks  
Roscoe M. Robey, SEMT, Anchorage

The Mukluk was ahead on a new type of humor when it printed the gag about Fatso and his reindeer on the roof. Right away, we hear of others:

"I don't care if your name is Brutus, get that knife out of my back."

"I don't care if your name is Napoleon, you gotta buy both gloves."

"I don't care if your name is George Washington. Sit down, your're rocking the boat."

Now go ahead---from there.

## THE MUKLUK TELEGRAPH

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