



## LU RAINS HOMESTEADS AND COMMUTES BY AIR

Homesteading is simplified when your claim is 15 miles from Anchorage by air---when you have a regular job in Anchorage with the FAA---when there's a nice lake to land on winter or summer---and when your husband who is the pilot plans to teach you to fly.

Thus says Lu Rains, secretary for the District Office, Air Carrier Safety at Anchorage International Airport, who began working for the FAA in 1951. Since March of this year when she exercised her World War II veteran's rights in claiming a homestead, she has missed one day in commuting by plane, and the 30 minutes of flying each day have been pure pleasure for her.

The homestead lies along half a mile of the shore of Diamond Lake, which the Rains named and have had recorded by federal authorities. It is Diamond, because Richard and Lu both like diamonds, they both admired Judge Anthony J. Diamond of Alaska fame, and because her mother's birth month, April, has the diamond for a stone. They have a cabin on the homestead, plan to survey it this summer, and do continued improvement.

The lake is adequate for landing their  
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## WHERE ARE THE MAN-AND-WIFE TEAMS WHO HELPED US WIN WAR IN ALASKA?

### ABOUT THOSE PINS...

Explanation of the shortage of length of service pins in the recent distribution came recently from Washington

The Department of Commerce ordered just the number for those who qualified at a given date. There will be no more pins given out this year.

However, the FAA is considering design and use of its own pins and these would be awarded in accordance with our own rules.

### TEAMS See below

Man and wife GAA training classes in 1944 at Seattle loaned by Dick Inman, fourth from the left, kneeling. On the back are these signatures: Margaret E. Lutes, Jessie and Willard Bethel, Ruth and Lyle Baxter, Glyn and James A. Fanning, Throckmorton P. and Anne Trackwell, Carlton and Ruth Mariner, Angus Gann, Jr., C. R. Thrapp, K. C. Burley, Harry and Helen Haugen, G. W. Purves, Arthur and Leodica Kosky, Bill Lewis, Tom and Ruth Booth, Paul Reich, Leroy A. Bates, Valgene Ebeling, Bob Schmuck, Warren N. Bargabus, Dick Haggin and Arlene "Buddy" Clay.

### CLASS PICTURES ROUSE MEMORY AMONG FIFTH REGIONERS OF '43-'44 PROBLEMS

Where are they now, the man and wife teams who came to the rescue of the Civil Aeronautics Administration in 1942-1944 and trained as Aircraft Communicators and Controllers.

Appearance of a class picture from Richard I. Inman, Station Manager at Fairbanks awakened memories among vet-FAA employees. A small percentage of those pictured still work in Alaska, and all of them have colorful memories of those war days.

It was quite a time back there when all Alaska was momentarily expecting invasion, and the CAA was desperately preparing airways and airports for its defense. And it was an interesting display of patriotism that brought couples here to do what they could in the war effort. In the opinion of CAA federal officials, they saved the city.

### Greetings!

The military was monopolizing the skilled labor market and doing its "hiring"

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## AIR CARRIER

Hollie C. Trospen, Operations Inspector, with the Air Carrier Safety Division, recently arrived in Anchorage from Hutchinson, Kansas. He originally hails from Auburn, Washington, and has had wide experience in large aircraft operations as a pilot with the Air Force during the last 12 years. His experience includes 7,500 hours of flight time, much of which was as commander of a B-36, the Air Force's largest bomber and one of the largest aircraft in the world. He is looking forward to an enjoyable tour of duty in Alaska, and the FAA is fortunate in getting a man with such background and experience.

Administrative Clerk, Sally Kranz, has resigned and plans to enjoy some travel. We all wish her farewell but regret to lose her services.

Luella Smith has been recently promoted to GS-7 as Administrative Assistant to the Chief of the Air Carrier Safety Division.

Wien Alaska Airlines has purchased \$1,600,000 worth of F-27 aircraft for use in its scheduled operations north and west of Fairbanks. The aircraft will provide modern jet-powered air transportation to that part of Alaska. Northern Consolidated Airlines has been operating F-27s for the last six months and they have proven quite versatile for Alaskan operations due to their performance for short field operation.

Harry Dulin, ACSDO, Fairbanks, has purchased a surplus military carryall vehicle which he has been converting to a camper and is looking forward to trying it out.

Merritt Boyle, Chief of the Air Carrier Safety Division; Anse Tibbs, Chief of the Operations Branch; and Harry Dulin, Supervising Inspector of the ACSDO, Fairbanks, recently made a tour of the Arctic Coast by FAA aircraft, checking on navigational facilities, procedures and airports in that area. This is the beginning of a program to re-check all airways, facilities, and airports throughout the State during the next few months.

Alaska Coastal Airlines has recently converted one of its PBX amphibious type aircraft to a Super-PBX which meets scheduled air carrier aircraft requirements and has inaugurated service between Sitka and Annette. The ACSDO at Juneau supervised and approved the extensive modifications and flight checked the aircraft over the various routes in which it is operated.

"All right, all right", snapped the wife to her husband. "So I like to spend money. But name one other extravagance!"

Success is the fine art of making mistakes when no one is looking.

## Awards at Annette



It was award day in Annette. Veterans were receiving length of service pins and suggestion winners checks.

Henry J. Messing, Annette, accepts from Station Manager Sanford Peterson, his 30-year pin. Peterson got a 25-year pin.

Inset, EMT Joseph Paquette receives a certificate of award for his suggestion on modification of a station location marker transmission line.

## YAKUTAT

A new operator, AOS James Lockard, and his wife and two children are now a part of the Yakutat clan. They all seem to like it here and we hope to see them stay for a long while.

All of the personnel in Yakutat enjoyed a "Family Night" held in our Recreation Hall on March 29th. A dinner and tables of baked goods, handmade items, gifts and pre-Easter items were sold with the proceeds going to the Yakutat PTA. Slides of Alaska and Hawaii were shown later.

The maintenance personnel put in a lot of work fixing our "Trail-Blazer" up like new - installed a new motor and painted it up real bright. Now all we have to wait for is the snow to disappear so we can go down to the river and do some fishing.

## SCIENCE WINNER

Louis Mover, son of Adeline Mover of the Payroll section, was a winner in the annual Science Fair with his "Atomic Cloud Chamber", in which he demonstrated the tiny vapor trails made by electrons, protons and neutrons as they bombard us constantly. He also got a Special award, second prize in the Physics division, second in the Chemistry division and was named second alternate for the Navy Science Cruise. He is in the 11th grade at Anchorage High.

## NOME

Trainees Tony Lirette, Roy Conklin, John Kline, and Russ Hoyt, have arrived at Nome from the Anchorage training school.

Jose McMullen has transferred to a relief AOS position at Anchorage IATCS/ATCS.

Don McClellan is a new EMT, arriving at Nome from Seattle, in missile guidance work.

EMT Ed Saito and family will be taking leave to sunny Hawaii, their former home. Aloha to Wahiawa, Oahu Hawaii!!

EMT "Ace" Edwards has transferred to Oklahoma City with wife and family. EMT Hunton is due from Galena to fill one of the vacancies.

Several AOS personnel have taken recent trips for both training and local area familiarization. Joe Unterwagner has been inspecting the polar bear hunting facilities at Wales, Shishmaref, and Little Diomed Island with a well known bush pilot.

SAOS Al Haferbecker and AOS Owen have returned from separate trips to Fairbanks for the Radiological Monitoring course, described as very good and well instructed. Phil has also taken several familiarization trips to such places as Lost River, Kotzebue, Koyuk, and around the Nome area.

Frank Austin and Owen have been keeping in shape by playing basketball in the City League. Another development for winter recreation is the establishment of an indoor ice-skating rink in the old Air Force gymnasium next to the bowling alley.

P. Owen

## JUNEAU

The closest witness to the accident at Juneau where a Pan American Airways Stratocruiser undershot the airport and burned was Mrs. William Johnson, wife of the station manager. She was out for a walk at the time, and had a front seat view of the five passengers and five crew escaping from the plane. All of the aircraft except the right wing was destroyed.

Two consoles in two buildings were operated simultaneously by AOS at Juneau when the ATCS was moved into new quarters in the Administration building. "Uncle Mac" McSparin of AN-625 and Rex Marchant of Juneau made the move and there was no interruption of essential services.

AOS Jim Jensen moved to Anchorage and a traveling job. EMT Homer Love is transferring to Portland, Oregon after a long tour of duty in Alaska. The local press reports that Air Carrier Safety agent Gil Joynt is moving to the Washington office, also after a good many years in this region.



# From the Frozen Yukon to Dusty Tanganyika



Top, Port Yukon FAA station. Below, the whole force, Virginia and Jack Shropshire, on duty in kitchen and communications room.

So there were the Shropshires, Virginia and Jack, dusty, hot, tired and hungry, unloading from the Land Rover in the late African afternoon.

First, a hot bath for Virginia. And it was ready, the tin tub, the towels all laid out, in her tent. Then a cold martini from the gas refrigerator. And finally, into the screened tent for dinner, with silverware, linen cloth and napkins, the waiters "dressed for dinner" in white jackets, and a delicacy---crepes suzette---for the entree, prepared by their famous 70-year old safari chef.

"This is no place like home," Jack said, remembering Alaskan hunts.

That's the sort of memory the Shropshires have of their trip around the world in 1955, and the hunting trip they took in Tanganyika enroute, with the famous British guide, Harry Selby, finding the four of five big game specimens which Jack shot. And these are quite

comfortable memories for a place like Fort Yukon, where Jack and Virginia are FAA Airways Operations Specialists, and where the weather produces a low temperature of 70 below zero occasionally.

## Gold and Trophies

The Shropshires have served the CAA and FAA mostly "around the edges". Before they joined the 1943 class of man and wife teams, they were gold mining in the Poorman area---they still have interests there---and they took assignments first to Nome, then Shungnak, Bettles and then Fort Yukon, which is the oldest white settlement in interior Alaska. They went to Yukon in 1946 and have been there since except for their major vacation trips, one throughout South America in 1953 and the one around the world.

Trophies of the Shropshire hunt are now in Denver. except for a leopard skin

By SHROPSHIRE page 5

## KOTZEBUE

We have been enjoying a few warmer days in Kotzebue lately, and it looks like summer may be approaching!!!! We can dream, can't we?

Our traffic pattern is well filled with FAA'ers these days, and promises to become more so. AOS Dick Rogers, better known as "P-40", has purchased a Cessna 120 and has logged over 40 hours and his cross country towards his private, and hopes to pass the exam upon the next visit of the inspectors. AOS Warren Thompson and Foreman Mechanic Leo Schaeffer, in their Super Cubs, have been busy all winter chasing wolves, with much success. Almost everyday we saw more hides brought in. The state will take a beating in bounty from these two. AOS Eugene Luckey is in the market for a plane, but nothing official yet. Stmgr Bruce Williams has worked on his Super Cruiser all winter, with parts and pieces all over the station, and we now expect to see him airborne soon, providing he has all the right pieces back in the right places!! SAOS Harmon Williams is beginning to feel left out since he hasn't been an active flyer recently, but we sorta look for him to sprout wings again soon. Where they will put all these planes this summer when the ice of Kotzebue Sound is not available for a parking ramp?

Kotzebue is the Polar Bear Capital of all Alaska, if not a larger area. Any number of hunters making this their headquarters, including Air Force Generals and VIP's from all over the state, and they are bringing back many trophies.

Stmgr Bruce Williams was planning on extended leave in the smaller 48, but the Mrs. contracted Chicken Pox. Leave postponed.

We had Relief AOS Ed Medford with us for two weeks. Ed seemed to enjoy his stay here, especially working the Russian Intercept. However, seems he does not want a steady diet of Russian as we were unsuccessful in convincing him to bid in. He said he was only preparing for his next relief stint.

We boast a newly organized OAP Squadron in Ouz, which is rapidly growing and becoming very active. The present membership numbers 22 with 4 FAA'ers included, namely Thompson, Schaeffer, Luckey and Rogers. All the FAA members have flown search missions recently under C.A.P. colors, with Thompson and Schaeffer participating in the BIT operation.

Other Ouz activities include first steps taken to organize a flying club within the non-flying station personnel. Indications are that we may have a combination hobby/work shop and a club room this summer. Things are really looking up around here.

Kotzebue, anyone?



## COLD BAY

The FAA facility at Cold Bay played an important role in the rescue of the Russian seaman from the Rischavaya Industria, fishing vessel, operating northwest of Cold Bay, as the Cold Bay airport was the only one capable of being used during the intense Spring storm which raged during this seaman's ordeal.

The Coast Guard cutter Storis met the Russian vessel in waters somewhere north of Dutch Harbor and picked up the Russian and brought him to Cold Bay. He was then transferred to a Coast Guard UFGC which took him to Elmendorf for treatment.

There are still a few Russian signs at Cold Bay, the remains of the Great War when Russian troops were stationed here. One of these signs is located at the dock and it reads Kamotah Aopta (harbor master). Another remainder from the war is the lone body in the Cold Bay cemetery---that of a Russian officer. It is rumored he was a general officer and that his death was caused by a self-inflicted gun shot. His grave is marked by a tombstone which was imported from Russia.

The Station Manager's wife, Dortha Hanson, recently returned to Cold Bay from an extended vacation in the San Francisco area.

Mrs. Kathleen Moore recently arrived at Cold Bay to join her husband, Richard, after a 4-week visit with relatives at Paint Lick, Kentucky. The Moores recently transferred to Cold Bay from Fairbanks where Mr. Moore was a Controller at the Fairbanks RAPCON/Center. Mr. Moore is now working in the Cold Bay Approach Control Facility.

Ray Melligan, Harold Bauer, Andy Dunbar and Wilford Shotts are installing an ILS system here. Jime Sidebottom is installing a "hot line" interphone to connect the Cold Bay Approach Control Facility with the Anchorage Air Route Traffic Control Facility.

Resident Engineer Barney Martin has established residence at Cold Bay for the construction season. One of the major projects is the construction of a new power house and installation of generators.

The social center at Cold Bay is the Volcano Club. Under the guidance of the Station Manager, Mr. Hanson, volunteer help added one abandoned building on to another and then renovated the interiors to make a comfortable and spacious hall for community activities. Motion pictures are shown three times a week. "Hank" Leucke handles the motion picture project. Gil Haukelberg is the projectionist.

J. Lardy

The most difficult musical instrument to learn to play is second fiddle.

## WHAT WOULD YOU SEND?

Carl J. Lomen, in his book, "Fifty Years in Alaska" tells of a note he received from an Eskimo chief herder of his reindeer herd at Golovin. It read:

"I want some little packages, but be sure the picture is on the package. If it have no picture, I can't send it."

He puzzled over this for sometime and then understood. What would you have sent the Eskimo? See Page

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easily, just by sending "greetings". War industries were hiring everybody they could lay their hands on at good wages, and the CAA faced poor pickings. Older men, and even the younger men who were not acceptable for military service, shied away from assignment to lonely Alaska stations. Then the proposal to train both man and wife for the same kind of work was made and a new era began.

First classes were held in Anchorage in 1942. Then the training was done at Seattle, and a total of some 400 were trained and assigned to stations along the airways.

## From All Over

Trainees came from many callings. Marshall Moy had been in the Fish and Wildlife Service in Montana, his wife, Vivian, a teacher of medical nursing; Anne Noey was surgical nurse in Anchorage when she and Tex started training; Romayne Potosky was a personnel instructor in a Boston store, Norman a merchandise researcher; Elwin and Betty Bell had been in Alaska 20 years as teachers in Indian villages; Clyde Strickland had worked in the U. S. Employment Service in Louisiana; Harriet and Walter Mazaika were both commercial artists; and Earl Clay conducted the New Hampshire symphony orchestra and studied at the New England Conservatory in Boston. Several were "ham" operators, including Bargabus and Booth.

## Still With Us

Employees still in the Fifth Region who attended these classes---as far as the Mukluk has been able to learn---include Velton Goodrich, AOS, Anchorage; Herbert Brazil, EIT, Anchorage; Carl Fundeen, Station Mechanic Foreman, Anchorage; Willis B. Avery, Air Terminals Division; Adolph Rosenau, Training Center, Anchorage; Don Thomas and Felton Jackson, Analysis Branch, Air Traffic Management; Anchorage; Norman Potosky, Budget Officer, Anchorage; Jane Eshom, ARTC, Anchorage; Frank Smith, Station Manager, Cordova; Kenneth Gordon, Kenai; Ormand Robbins, Station Manager, Bettles; Jack Shropshire, Chief, Fort Yukon; Clarence A. Nelson, Homer; Kenneth Wood, Anchorage Station.

There are others throughout the FAA today who were in these classes. Ed Shivers is now with the FAA in the Fourth Region; so is Gordon Pascoe, an instructor in the early classes; Carlton Mariner is with the FAA in La Junta, Colorado; Willard Bethel is with the FAA in Oklahoma City; the Moys, with win

## FAIRBANKS



The General Safety District Office No. 2, Fairbanks, has moved into offices in the Arctic Airways Sales and Service hangar, leaving the Wien hangar. Inspectors report they are getting settled and are happy in their new home and proudly include a picture of the office in their announcement to the Mukluk.

Now for a lesson in journalism to Mukluk correspondents.

Wouldn't you rather see a picture of Derry and his girl than this nice, clear picture of book shelves, scotch tape dispenser, paper punch and fountain pen---oh yes, and leather chair? Who works here? Where are they? What are those books? Who cares?

For Mukluk pictures, let's have "people doing something", the simplest definition of a news picture.

Don't be offended Fairbanks. It's a nice looking office. But remember the millions of tiresome pictures that fascinate electronics people. Little black boxes with knobs on 'em. People, especially people we know, are far more interesting.

boys and a daughter, are back in Missoula, 114 Poplar Street, where he is working at the FAA station; George Purves, one of the instructors, is believed to be with the FAA in the Northwest somewhere; Harry Haugan is believed to be with the FAA in Oklahoma City; Bob and Dorothy Halbasch have since divorced and remarried, and Bob is in the ARTC at Seattle, while she is Mrs. William Boucher, 1122 South D Street, Port Angeles, Washington.

Missoula, Montana, is well represented in the list of trainees because Ole Oleson, now Chief of the FAA Communications Station at Missoula, a Communicator at the time, in Seattle, was assigned to instruct the classes. He went to his hometown and rounded up many couples in the area, including the Avers, the Moys and Halbaschs.

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## When It's Boating Time At Naknek



So many references to boating and getting ready for same appear in Mukluk copy that this drawing by Sy Powell of the Weather Bureau at King Salmon seems to tell an Alaska-wide story. However, the use of government housing in this way is probably unwise. (Possibly untrue)

### SHROPSHIRE Cont. from page 3

draped frighteningly over an arm of the sofa in the comfortable FAA cottage. Jack got a lion, an elephant, the leopard and a rhino, missing only the cape buffalo in the big game category. The lion gave him a good scare. Ordinarily, Selby assured the Alaskans, the lion isn't mad at anybody. He'd rather just leave you alone. But this one started straight at Jack and kept coming, although he shot him five times with a 375 magnum---or thought he did. It turned out that something had jolted the rifle scope and he was peppering the ground five feet to the left of the advancing lion.

One shot finally took, however, and the lion laid down. He was an old specimen, and apparently he had had a lot of dental trouble. Selby figured it was his bad teeth that made him more irritable than other lions. But he weighed in at 470 pounds and made a good trophy. The Shropshires also got smaller game, eland, dik-dik, the greater and lesser Kudi---24 handsome trophies in all.

### Life at Yukon

There are about 100 white people in Fort Yukon, and 1,000 natives, mostly Athabascan Indians. There is an AC & W site nearby where movies are free to all. The Yukon spreads itself widely over the land here, and fish wheels splash throughout the summer. Winter is dog team time, and Fairbanks is just an hour or so away---and there are hair dressers at Fairbanks! Air Freight from Seattle runs to about 15 cents a pound. Good hunting for Caribou, moose and geese is not far away, and there's good fishing.

The station radio room is all of 10 feet from the living room. The air traffic is never thick. Vegetables grow to amazing size in the 22-hour summer days, and the freezer gets filled every year. Occasionally there is excitement when a search for a lost airman centers at Yukon. But there's a fly in this ointment. The teletype demands weather reports daily at 8 p.m. and at 2 a.m. The Shropshires can't go to a movie together, and they might as well have a month-old baby that never grows older---and demands feeding forever at 2 in the morning. And they work seven days a week. Jack is the chief. On the day off, the free one just keeps out of the radio room. When they go on leave, a relief is sent from Anchorage.

### What a Jeep!

"Ah, those British", say both Jack and Virginia. She marvels at the comforts of the African trail. He likes to talk about the Land Rover, the English version of our Jeep.

"I stayed out of the camp kitchen", says Virginia. "The food looked and tasted wonderful on the table. I never wanted to see the camp kitchen operations."

"You just point this Rover at a tree and knock it over," says Jack. "Darndest vehicle you ever saw!"

If all the cars in the country were lined up end to end---some stupid person would pull out and try to pass them.

## EVERN FUNERAL

Curt "Charlie" Evern was laid to rest in Homer April 18 with George Karabelnikoff, Herry Howard, Barney Ilertsen and Jim Hurst representing his many friends in the FAA.

Evern came to Campbell, Alaska, in 1906, engaged in mining and transportation there for 35 years, before joining the CAA in 1940. As a construction superintendent, he gained fame for doing the unusual and the hard jobs fast and well. When he arrived at the retirement age, he chose to keep on working, and he was 76 when disability forced his retirement in late 1958. He went home to his family in Puyallup, Washington, where he died April 14.

At his request, he was brought back to Homer which had been his family's home until 1952.

### PUZZLE -- NO ANSWER

Of 12 billiard balls on the table, one is lighter or heavier than each of the other eleven. By weighing on a balance scale only three times, find out:

1. Which is the odd-ball?
2. Is it heavier or lighter?

Many in the RO have tackled this one and most agree it can't be done. But Don Campbell, c/o Internal Revenue Serv., Wenatchee, Washington, a friend of A. Verle Collar, Air Terminals Division, insists it can.

"If you can't solve it," Collar advises, "just write Campbell. He's a fine fellow and he'll answer every letter. Or maybe he'll hurry and send me the answer which he has refused thus far to do."

The easiest way to get into trouble is to be right at the wrong time.

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Mr. and Mrs. Warren Bargabus are now in White Salmon, Washington, where he is a builder and she a clerk in the Post Office.

Personnel and Payroll have forwarding addresses for a few who have since left the FAA. Arlene Clay, widow of Earl Clay, Box 52, Aniak; Phyllis Grimstead, Payroll Section, Fourth Region, Los Angeles; Warren Bargabus, Box 1544, White Salmon, Washington; James A. Fanning, 187 Fourth Street, Idaho Falls, Idaho; and Arthur Koskey lives in Spenard Park.

Other information, gathered from here and there---and not guaranteed---indicates that Throckmorton and Anne Trackwell now live in Seattle; Richard W. Eddy was with the FAA in the Canal Zone; Harry Hegdahl lives in Idaho, is now working for a contractor somewhere on the Chain.



## KING SALMON

It had to happen, sooner or later. After a frigid March that averaged 15 degrees below normal, there may have been some who doubted, but the Naknek River ice finally did break. And what was once a solid span is now a million chunks that drift down to the bay, and then marches right back on the incoming tide. Spring must be near, some days it doesn't even snow, the belugas will soon be making their annual foray upriver, that far-away look has been observed in many an eye, and the local populace is making like a ship-yard again, repairing, painting, overhauling, adding gadgets of chrome and brass, building from the keel up.

### Greetings to

ATCS Trainee Jack Gottschalk, wife Mary, two daughters and one son.

ATCS Trainee Carrol Shirk, bachelor, studying like mad for his area rating.

Tower controller Jim Wardwell and wife Mary Jane. Jim is a former communications man.

And gentlemen such as Ed Rice, Paul Sutherland, Art Leppi, Paul Golden, who are in King Salmon on temporary assignments.

### Adieux to

EMT Tom and Charlene Clark who will be spending the next few months in Oklahoma City where Tom will be attending RADAR school.

EMT Les and Darlene Prestegard and family, who have transferred to Salt Lake City.

AOS Joe Greenwell and AOS Vaughan Howard, both of whom were selected for vacancies in Fairbanks RAPCON.

Mechanic Edwin Anderson and family. Ed was selected for promotion to Anchorage.

Weather Bureau's George and Jane Foster, who have left us for transfer to Nome.  
James E. Parnley

## BLOOD - \$3 A DROP

Jorine Abernathy and Bea Bolsinger of Audits tripped gaily to the Loussac Sohn building to have their blood typed recently, and got their fingers stuck at a doctors' clinic in the building. Asked if they wanted to pay, they said, just as gaily, "Charge it to the FAA". Later they learned the interesting news that FAA's doctor is typing FAA employees' blood for civil defense purposes, and the sad news that they owed three bucks each.

Says the weatherman: "My wife speaks 150 words a minute with gusts up to 180.

## New Way of Drilling Well Successful at ANC. INT.

A new method of well drilling has produced a well at Anchorage International Airport that may produce as much as 1,000 gallons of water a minute.

Timing of the necessity for drilling a separate well for each major tenant at the airport, Virgil E. Knight, Chief of the Air Terminals Division, contracted with the Western Drilling and Equipment Company to sink a 500-foot shaft, 30 inches in diameter just back of the maintenance shop at the airport.

The driller uses a six-inch pipe as the shaft for the drill, which has a bit that chews the clay, gravel and rocks into portions small enough for passage upward through the shaft. Water was fed from nearby Lake Hood into the large hole and sucked up at high speed through the shaft, bringing with it all the material loosened by the drill. Examination of this material revealed that the plain on which Anchorage sits was made by two glaciers which came down the Knik and Turnagain Arms millions of years ago and converged. Even traces of coal were encountered, which had been "floated" down from the coal fields beyond Knik Arm.

At 480 feet, the shaft broke at the 80-foot level, and the driller was unable to extract the bit. It was left in the hole and the well completed. The well was filled from the 480 to the 380-foot level and a concrete base placed there. A 16-inch casing pipe is placed in the shaft and the hole outside filled with clean gravel. At the water bearing levels---two major levels were encountered---this casing is replaced by a screen which allows the water to flow in. A six-inch pipe is then placed inside the 16-inch casing, to deliver the water to the surface.

By this method, every water-bearing strata encountered can be used. The driller conservatively estimated 500 gallons a minute, but he and Knight believe more accurate measurements later might show as much as 1,000 gallons.

Eventually all water sources at the airport will be combined into a single system. This will be adequate for years, Knight believes, and for the anticipated growth of the airport.

### UPS

Personnel attached to the Anchorage IATCS are quite elated over the recent upgrading of journeyman grade GS-8 to that of journeyman grade GS-9 and upgrading of watch supervisors from GS-9 to GS-10.

It is anticipated and hoped that this new reclassification of the Anchorage IATCS will bring forth well qualified bidders in the future.

William J. Barber

## SEATTLE

Turkish strains filled the air as Rifat Turkent and Necat Hızal, of Ankara, Turkey, descended an Albro stairway, en route to their last coffee break with Seattle employees. They were leaving Seattle for further study with FAA in Oklahoma City, under the management of the Office of International Coordination. Bill Bisson dropped one of Becky Varon's imported records on his portable record player, and the smiling gentlemen from Turkey were misty eyed as they heard musical renditions from their native land. Then Ardis Miller and Shirlee Sunderhauf unveiled a big cake covered with Turkish letters meaning, "Till We Meet Again", which nobody except Messrs Turkent and Hızal could read, but which everyone understood. Thus Albro said goodbye to these men who will take FAA warehousing methods home to their native Turkey.

Bob Moore and wife Pearl are vacationing in Las Vegas and the Grand Canyon in an early vacation trip.

Jo D'Amico Hillsberry (Mrs. Max), who has been with FAA and CAA since 1943, has resigned to keep house for new husband, Max.

Marge Levine

## TALKEETNA

The crew of electricians, headed by L. C. McCurdy, are proceeding at a good pace in rewiring the quarters and utility building. The old type lighting is being replaced with fluorescent lighting.

Alaska Airline representatives Goodman and Foster, visited the station April 1. Alaska Airlines plans this coming summer and fall to advertise the Talkeetna area and have made arrangements with local people to transport fishing and hunting parties to the area across the river from Talkeetna.

AOS William R. Price departed Talkeetna for White Plains, New York, April 15 on annual leave.

AOS Leo Roy Clifford is being transferred to Juneau. He plans annual leave and a visit home at Clatskanie, Oregon, before reporting.

Thirty five year length of government service pin has been received by Alexander Dufresne. He completed thirty six years of government service on March 17.  
A. Dufresne

The Bishop's new girl had formerly worked at a military establishment. She revised his filing system and labelled one drawer SACRED, and another one TOP SACRED.



## COOKSEY-TALE TELLER

John Cooksey, Foreman Mechanic at King Salmon has an enormous collection of fascinating Alaskan Stories ranging from the ridiculous to the sublime, from the tragic to the hilarious. On the slightest provocation he will share them with you, and when he does you may hear about Two-Step Louie, who was no piker when it came to dancing. Louie, for the privilege of dancing with a certain gal, once made the lady a gift of her weight in gold. You might hear about one of Jack London's characters called Burning Daylight. Or a peg-legged gent whose unsobber cohort threw the wooden member in to the stove, thinking it was a chunk of firewood. Or of the fabulous Charlie Brower, or Doc LaRue, the flying dentist. He might drop a name like Ben Eielson, or Ralph Wien, or any of a great number of pioneers who helped develop aviation in Alaska.



John Cooksey, on box, with 14-foot mastodon tusk found near Cripple.

With a little patience and ingenuity you can even glean fragments of Cooksey's own exploits. He arrived in Fairbanks in April of 1926, barefoot and broke. Those were his words; maybe his shoe soles were just pretty thin, and on cross examination he did admit to having eighty-five cents in his pockets. He immediately reached an important conclusion--that a good way to keep from going hungry was to go to work. His first job was unloading flour, his second was shoveling coal, then repairing a furnace. Other occupations followed, including work in sawmills and gold dredges.

About 1928 John worked on one of the Territory's first airstrips built by the Alaska Road Commission. That was at Nulato, where he drove a tractor for six bucks a day, plus room and board. But a job for the men of those days was only a means to an end, because there was gold in the hills, and creeks, the tundra and beaver skins.

## HULEN, HANSON ARE AMAZED AT AIR SHOW

"Fantastic, amazing, unbelievable", are the words Al Hulen and William Hanson used to describe the World Congress of Flight at Las Vegas, which they attended as Fifth Region representatives.

"It was an air show to end all air shows", Hulen said. "Of course that was to be expected, but it was more than we expected in the way of planes, ideas, and things designed to get out of this world."

FAA showed up well, both with its exhibition of new air traffic control features, and its speakers, Administrator E. R. Quesada and Deputy Administrator James T. Pyle. Other FAA speakers included David D. Thomas, Charles Carmody and James G. Bennett.

"But it was Prince Baudoin of the Netherlands who stole the show as a speaker", Hulen reported. "He was the principal speaker at the NATO banquet, where every NATO nation was represented. His grasp of his subject, and his complete command of our English language made him outstanding in a program the like of which aviation never has seen before. Six thousand registered for the Congress."

### FLYING BUG

The flying bug has hit Tanana. There are four private and two student pilots on the station. Two FAA women are taking flying instructions, Ann Andrews and Marlene La Plante. Pete La Plante has soloed the 7EC along with four others. The instructor is Marc Stola.

Floyd Wheeler, our foreman mechanic, has been fairly successful at wolf hunting. To date Floyd has 22 wolves and one coyote to his credit.

A trapping expedition up the Koyukuk produced one of his funniest stories. The season was over, the dog sled loaded with pelts and the long and arduous trek was under way. Man and beast were famished, fatigue gnawing at every muscle, when a cabin in the wilderness came into view and the magic smell of fresh roast pork beckoned the starving ones. After stuffing himself on the first fresh meat he had eaten in months John inquired of his genial host as to how in the world he had come by fresh pork so far from civilization. "Pork? Why, man, didn't you know that was lynx?"

At one time or another John hunted game for the market, managed a restaurant, operated freight boats on the Yukon and Kuskokwim, and hunted wolves in a reindeer conservation program.

In 1944, after several jobs with the CAA he became a regular. His first station was Iliamna, followed by Kodiak, McGrath, Yakutat, Juneau, Summit, Gulkana, King Salmon. So if you ever come to King Salmon in the mood to listen to some stories about Alaska, be sure to inquire for Cooksey.

## ANCHORAGE

IATOS Watch Supervisor Jimmy Ray at Anchorage was growing more and more disturbed. He had monitored the Skwentna Range from 4 different receivers now and was getting bogus signals, indications of steady tones, etc. SENT Ray Bird was also perplexed and was thoroughly checking electrons around the building. Talkeetna, the other Skwentna Range monitor, as well as local monitoring at Skwentna, indicated the range was perfectly normal. Maintenance at our receiver site piped in the signal they were getting and it appeared OK. Still, inside the building, the signal remained jinxed.

Many hours later, the problem was solved. It seems that the radio range school downstairs cannot operate without some realism, and had tuned up the Skwentna frequency into a dummy output. Range school instructor Harry Townsend says this is the first bootleg report he's received and that he'll figure out some other use for the crystal he has on 269KC.

Confirming for all concerned. The only thing we labelled "dummy" was the transmitter output.

John R. Bassler

### RAINS

Taylorcraft in two directions, and Richard's business of selling foreign cars is in Spenard, not too far from Lake Hood where they land.



"Roads are not always dependable for homesteaders," Mrs. Rains says. "They go out at times. Then there are also times when neither skis nor floats can be used. I may have to take some leave at such times."

I'm a self-made man. But I think if I had it to do all over again, I'd call in somebody else.



## SUMMIT

A new outfit, "Alaska Safari" arrived during the month with quite a few supplies which they are hauling 40 miles from here. They are building a hunting lodge, and will operate between Summit and the lodge via small aircraft.

Spring came very slowly to Summit. However, short as it was, we enjoyed both days.

AOS Gray returned from the RADEF school in Fairbanks and agrees that the course is quite convincing to the unbelievers.

There are now two "Hams" at Summit. They are KL7TI and KL7CBD. Give us a blast you guys, we'll be there. Better make that three, as we also have KL7BOF, the XYL of Jim.

## CORDOVA

More scholastic honors for the Mile 13 kids. Philip Smith and Maureen Thompson, both seniors in Cordova High School, were first and second place winners respectively in the annual Americanism Essay contest, it was announced by the Cordova American Legion Post. Philip will receive a gold filled medal and Maureen a sterling medal for their commendable performance.

This month we welcome new arrivals AOS Lyle Tandeske and family, who have forsaken the northland of Bettles in favor of the more tropical clime of Cordova.

Those sunny smiles and dispositions displayed by the womenfolk are the result of getting the type 41 houses converted. Carpenter foreman Arne Israelson and crew are busy putting in stairways and upstairs bedrooms and Ed Aznoe is on hand to take care of the wiring.

## Say It Right

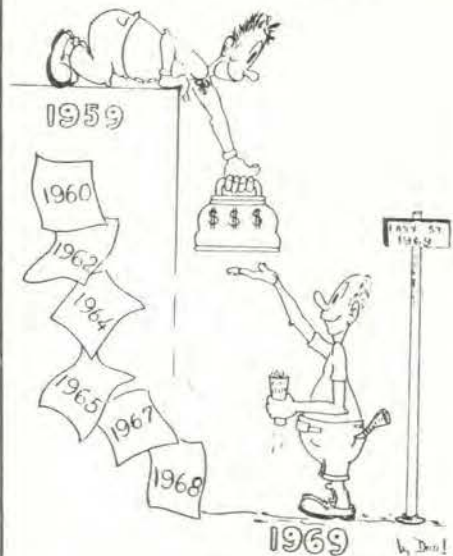
Bob Carvin, GSDO, Juneau, points out that Webster allows two pronunciations for per diem.

"Per dye-yem", Bob says, "is the patrician pronunciation---"per dee-yem" the plebeian.

"Therefore, in view of the new FAA travel allowance rate of \$21 and \$15 a day, we will speak patrician in Fairbanks, Anchorage and Juneau, and plebeian elsewhere."

Royal E. Peters writes from Kabul, Afghanistan, that Ray Okerlund, Wayne Brown, C. Morgan Holmes and Robert C. Green are the "old Alaskans" there. Green is soon to be on his way to Washington, D. C. for "re-shuffling".

## A Present From Me to Me...in Ten Years



This is such a good idea that we're running it again.

Here's this smart guy hanging on in 1959 thinking of himself in 1968, a little fatter, balder, certainly older and not as productive in the economic jungle. So he makes him a present -- a bag of cash.

What could be nicer! Real affection, that's what it is. Consideration for a fellowman. Maybe even a tinge of selfishness.

You can do this too by buying U.S. Savings Bonds now and presenting them to you down the years. During May consider joining the Payroll Deduction Savings plan. As Administrator Hulen says in his note to you, there are an even dozen good reasons for saving this way.

A wedding ring is like a tourniquet; it stops circulation.

TALLY HO? WELL, IT MEANS-UH.. HEY LOOK! THERE HE IS! THERE!

After one lesson, Jack Jefford and Lee Burns can "Tally Ho!" with the best of them.

They got involved in a save of an FAA pilot at Kotzebue recently and were told by a nearby A C & W radar site to "Let us know when you tally ho". That instruction made Burns and Jefford look at each other and raise their eyebrows.

Clyde Rud, a firefighter for the FAA at Fairbanks, flying to Kotzebue, overshot the place about 50 miles and yelled for help to Kotzebue radio. Edgar C. Medford and Robert W. Stinson were the Specialists on duty and they had the radar operators spot Rud. Knowing Jack was nearby, they alerted him, and he flew on west of Kotzebue until he saw Rud, at that time 11 miles west of the field, with one tank empty and the other reading "E".

"Tally Ho!" said Burns. "Quite!" said Jack, showing themselves to be quick learners.

Then they throttled back the C-123 and told Rud to follow them to the field. He landed without circling and his prop stopped in mid-field. They had to push the plane to a parking spot.

Specialists Warner Ambruster and Lawrence Delf worked two of three planes into McGrath recently after a third had been forced down on a lake 20 miles north of Twin Peaks. The three pilots were en route Kotzebue to McGrath, and the two still flying were able to find the station only after ingenious radio work by McGrath radio.

Nothing is so likely to turn a middle-aged woman's hair gray as running out of rinse.

What would you have sent?

Lomen sent stamped envelopes.

## THE MUKLUK TELEGRAPH

FEDERAL AVIATION AGENCY  
Fifth Region  
Anchorage, Alaska

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