



RALPH SLONE, SON DROWN 3 DIE OF HEART ATTACKS

Four men, employees of the FAA, died during July, three of heart attacks and one in a drowning accident along with his son.

Ralph W. Slone, 45, Station Manager at Homer, and his 11-year old son Edgar, were lost in a storm near Kalgin Island on July 20. Edward W. Rener, mechanic at Yakutat died of a heart attack July 7; Donald Post, 28, architectural draftsman, Anchorage, of the same cause on July 18; and John Bolam, general mechanic, Anchorage, of the same cause on July 21.

Slone, colorful veteran of 20 years with the FAA and predecessor organizations, was engaged in commercial fishing in Cook Inlet. His boat, the "Slone" owned by him and his partner Clarence Nelson of Homer, was found capsized, and Slone's body caught in his fish net. A skiff, missing from the boat was later found overturned, but Edgar's body was not found. Slone was buried in Homer with many FAA friends attending the funeral, and members of the Elks Lodge serving as pallbearers.

He is survived by his widow, Dorothy K. and 12 children, the oldest of whom is Mrs. Mary Joann Hamilton, wife of an Air Force man now living in Illinois. Other children are Patricia, 17, Elizabeth, 15, Kathleen, 14, Shirley, 13, William, 12, John, 10, Dorothy, 9, David, 8, Mildred, 5, Didi, 4, and Fred, 3. His brother, Albert L., works for the FAA as an electrician and lives at 1509 29th Place.

Post

Post was working with Robert Lium and Robert Henny on some private surveying work on Saturday when his death occurred. He had dug and filled a hole to test soil percolation and was found a few minutes later by his companions. He was pronounced dead on arrival at the 5040th hospital in Anchorage, and all symptoms indicated heart trouble. He is survived by his mother, Mrs. Clara Freese, in Clearwater, Fla., and a sister, Mrs. Beverly J. Casson, Jr., Hazel Crest, Ill.

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EMERGENCIES ARE ROUTINE WITH F A A MAINTENANCE SPECIALISTS

VISITORS WELCOMED WITH FLIGHTS, FISH

Visitors crowded the Fifth Region during July, and Alaska hospitality--including the fish--made them all happy.

Happiest, possibly, was Joseph Eigenmann, Deputy Chief of the Commerce and Finance Division of the Budget Bureau, who was drafted into the job of off-loading FAA freight, and later introduced very personally to the biggest fish he ever saw. Other visitors came on routine FAA business, but as usual found time to see the wonders of the State and take home pictures to prove it.

Eigenmann's budget job in Washington is concerned with the Treasury Department and Commerce Department and that includes the Weather Bureau. The FAA is also in his hands, so his study in Alaska

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MEN OF 12 TRADES KEEP VITAL FACILITIES IN SAFE OPERATION

A thousand buildings to keep in repair, renovate and remodel, 200 engine generators to maintain, turning out electricity vital to safe airways operation, cables to splice, painting, plumbing, steamfitting --these are a few of the jobs the Maintenance Branch handles with 90 traveling maintenance mechanics.

In a rare moment, nearly a dozen carpenters and painters and electricians were in Anchorage recently, resulting in the accompanying picture. But mostly, these men who keep the wheels turning and the gears grinding, are scattered over the country's biggest state. The work they do fills a job description that runs on and on for pages.

It takes men of a dozen trades to keep
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Not often are many maintenance men gathered in Anchorage, but these 10 were in recently long enough for a picture. Front row, from left, Albert Slone, electrician; Tom Hatch, construction superintendent; Jack Denny, head of the carpenter shop; Stewart Clarke, carpenter; and Glen Haage, construction engineer. Standing from left, Russell McGee, carpenter; Marshall Webb, painter; Woody Griffin, carpenter; Ralph Matakonis, carpenter; Andrew Ball, carpenter; and Homer Browning, painter.

UNALAKLEET

ATCS George Foss and wife, Bridie, left on annual leave July 6th and are planning to return around August 10th. They will purchase a plane in California. They will fly from California to Boston and then back to Unalakleet. We all wish them good flying.

ATCS Leo Golden and wife, Jeanne, and their two children, just returned from annual leave. Leo left on the 23rd of April to join his family. Jeanne said, "I was happy to leave hot Los Angeles for cool Unalakleet but didn't realize that Unalakleet was cooler than I remembered."

Our festivities on the 4th of July were hampered by bad weather but there was a ray of sunshine for the E. L. "Bill" Williams family. Bill is our SATCS. Christopher Jude, born in Nome, weighed 8 pounds and was 19 inches long. His addition makes four children, two girls and two boys for the Williams family.

ATCS Richard Peiffer's wife, Nicki, returned recently from Pennsylvania. Her visit was to show the proud grandparents of both families their new grandson.

Our weather is not what we would like it to be, but it has not hampered our fishing. EMT Douglas Smith's wife, Dolores, who was born and raised in Hawaii and who has never fished, caught a king salmon in the Unalakleet river. Since then she has become addicted to fishing and is overloading her family with fish.

One of our ATCS's, Lou Roberts, has coined a new phrase, for the other 49 (we must not forget our latest addition, Hawaii). He calls it the "Big Pe-Ex".

(Ed. note: I don't get it.)

Smitty and Dolores Smith

GUSTAVUS

Recently EMT Orla Nielssen observed Gustavus chef par excellence, Al Bacon, standing in front of the 7912 position--arms folded--and with a slightly mystified demeanor remarking more or less to himself, "It looks jus' like it's printing with invisible tape." Equally mystified at the remark, Nielssen stepped over to the position to witness this phenomenon--and there was the "28" banging merrily along but printing nary a character! Why? The printing hammer spring had broken and the hammer had fallen off (of course!). For how long that had been going on no one will tell.

NEWSPAPERS SUPPORT QUESADA STAND ON "PILOT IN COCKPIT"

Press comment throughout the country has supported the position of Administrator E. R. Quesada of the FAA in his announced determination to enforce the "stay-in-the-cockpit" rule.

In an exchange of letters, refreshing in their candor and hard-hitting phrases, Mr. Quesada and Clarence N. Sayen, president of the Air Line Pilots Association, put their respective positions before the public. Sayen described the situation as "ridiculous" and said that FAA inspectors are timing the visits of the pilot in command to the passenger cabin and filing violation charges against them. He said that the Administrator's letter had the effect of a new regulation, and complained that the Administrator had not indicated what trips out of the airliner cockpit are justified.

Mr. Quesada, answering, said that he was merely enforcing more rigidly a rule that had been for years on the books, and was doing it in light of alarming near misses and incidents that have occurred recently when pilots were not at their duty posts. He denied any "arbitrary and capricious" conduct by FAA inspectors and said he was "astonished at the note of intimidation which I read into your inference that vigorous enforcement of safety regulation on flight deck vigilance will be met by a program of non-cooperation among airline pilots in the air safety program."

Newspapers generally editorialized that if pilots are hired to fly airplanes they should do just that, and many pointed to changing airspace conditions that demand constant vigilance by alert crews.

People Pod. Purple?

Know what a people pod is? Flight Lines, the Third Region's house organ, has the answer in its June issue.

At Washington's Dulles International airport at Chantilly, Va., the FAA plans to use powered mobile lounges to take plane-loads of people from the terminal waiting room direct to their planes. Airports are getting so big that passengers can't walk all the way to a distant loading ramp, so they will be put on wheels in pods holding 60 to 150 people. They walk in one end from the terminal and out the other end when it reaches the plane door.

Fisherman: "I tell you it was that long. I never saw such a fish."

Friend: "I believe you."

WHY NOT MELT IT?



Girls at Albro: "What are these strange things we keep buying and shipping to the Alaska stations?"

Station Managers at Nome, Kotzebue, Yakutat and Fairbanks: "Send all snogos equipped like this one, and we'll melt next winter's snows."

Girls, from left: Ethel Tiura, Vassie Stamos, Aiko Yanagihara and Grace Wynne.

BOUND MUKLUK SOON

Printing of the bound copy of the Mukluk Telegraph from 1943 through 1950 is beginning. This work must be done at off hours in the print shop, and may take some time, since the bound book will contain about 375 pages. When completed it will be sent to Tanana where Mrs. Peter LaPlante will bind them. They will then be mailed to the 100 or so who have ordered them. The cost will be \$6.00 per copy if 100 are sold, and this seems quite likely in view of the number ordered. Some checks already have been received. The Public Information Officer, FAA, Region Five, Anchorage.

A hamburger by any other name, costs more.

Wife to her husband: "Are you a man or a mouse? Come, come now, squeak up."

HONORABLE MENTION

The Mukluk Telegraph, now 17 months old, was given honorable mention by the Alaska Press Club at its annual awards dinner in Anchorage July 18. This year, the submissions for awards were sent to the San Francisco Press Club, a committee of which judged the entries.

MOSES POINT

NAKCHUK REMEMBERS HIS BIG MOMENT WITH MGM. DID YOU SEE HIM SPEAR THAT BEAR IN THE FILM?

A few weeks ago, I served as the projectionist during the showing of our weekly Moses Point movie. At the conclusion of the picture, an Eskimo, who is temporarily employed at Moses Point and who had attended the picture, asked me if it had been produced by Metro-Goldwyn-Mayer. I looked at the label on the can and said, "No, this came from Universal International Studios." My Eskimo friend looked puzzled for a moment and then remarked it had been a very good movie to come from a studio other than MGM.

Now this intrigued me no end. Here was a northman who apparently had a good deal of loyalty for the celluloid products of MGM. Here was a connoisseur of the motion picture art. Here was an Eskimo with George Jean Nathan's discriminating taste for cinema fare! How did he get that way?

"When I Was in Pictures"

I asked him. You could have knocked me over with a Walrus Tusk when he started out with, "Well, when I was in pictures---!"

The late Peter Freuchen, arctic explorer and long-time resident of Thule, Greenland, lived a life as varied and exciting as the most adventurous of us could stand. Just before his death, Freuchen won the grand prize on the "\$64,000 Question" with his encyclopedic knowledge of the sea. Freuchen had three wives; one of them an Eskimo. He'd been in most of the remote corners of the globe and wrote several books dealing with his experiences in the arctic and on the seven seas. Not the least of Freuchen's adventures was his stint as an advisor to Metro-Goldwyn-Mayer when back in the early thirties they turned his book "Eskimo" into a movie of the same name.

Mr. Freuchen's book "Vagrant Viking", touches on the frustrations of a northman in dealing with the synthetic corn flake 'snow' of Hollywood. Actually, much of "Eskimo" was filmed right here in Alaska with real live Eskimos, polar bears and very cold ice and snow. Freuchen's part in the project was colorful and in some instances herioc.

This man was a broad, you might say squat, five feet one or two, of wrinkly copper skin, a flat nosed, jagged toothed Eskimo. He was dressed in an old pull-over sweater, hob nailed boots and very smelly, seal oil soaked, pants. His hair oily and coal black with streaks of grey, fell about his shoulders with Robinson Crusoe-like abandon. Needless to say, this man did not quite meet my standards of the Hollywoodite, ex- or current.

His name was Nakchuk, which, translated from the Eskimo, means just that: "Nakchuk". He also had an 'American name' (and any resemblance between Nakchuk and others of this same name is purely coincidental) which was, simply enough, Robert Brown.

Well, Nakchuk, or Robert Brown, have it as you will, was one of the Eskimos in the picture "Eskimo". Nakchuk insisted that he "threw the spear at the polar bear!" I could sense that he wondered vaguely, perhaps wistfully, just how many 'fans' he still had in the states.

Having just finished Freuchen's book, "Vagrant Viking", I asked Nakchuk if he remembered Peter Freuchen. Remember? Indeed he did. Freuchen was the man with the wooden leg and such a terrible temper that he kept the "picture men" in mortal fear of what he would do next. Freuchen was the man who spoke the Eskimo language and kept the natives in stitches with his funny stories. Yes, Nakchuk remembered Freuchen all right, but he hastened to add that he had an even better memory of his own part in the Hollywood epic. He was colossal--why the way he threw that spear hasn't been duplicated since! Those characters in that African picture, "Trader Horn", couldn't hold a seal oil candle to his (Nakchuk's) performance.

"They Loved Me in Peoria"

I really expected him to continue with "in Albany I was magnificent and you should have heard 'em when I played Peoria!" But, it seems that Nakchuk's 'career' was, sadly enough, limited to a few glorious days before the cameras on a lonely stretch of ice-covered beach near Point Hope, some two hundred miles north of Nome. After the spears had been thrown, the polar bears killed, and the hero and heroine separated or united for all times, whichever way it was, Nakchuk went back to his home village of Oorkik. There he continued to kill seal, walrus and polar bear for just one reason: He was hungry.

Twenty-five years later, Nakchuk, Eskimo movie actor, is just another 'star' that twinkled for a moment and then went out. The whirl of the cameras, the hoarse shouts of the directors and the sweet tinkle of easy money are gone. Nakchuk today--is--an Eskimo. His 'fans' may have forgotten him, but, happily enough for Nakchuk, the sweet memory of stardom lingers on.

Warren Runnerstrom

MAINTENANCE Cont. (from Page 1)

FAA's facilities operating satisfactorily, some of them specialists in one job, others capable in several. They are cable splicers, electricians, linemen, diesel engine mechanics, automotive mechanics, heavy equipment mechanics, carpenters, painters, plumbers, steamfitters, oil burner specialists, refrigeration specialists and equipment operators. And filling in the chinks between these specialists, and quite often doing many kinds of jobs, are the 130 resident field station mechanics and 50 to 60 part time traveling mechanics.

Considering Alaskan conditions, it is hardly possible to rate one group more important than another, but the cable splicer is a sort of special breed. He is needed at once and on the double very often, and most of the emergency calls seem to come during weekends. Many things, including bears, can interrupt signals on cables, and sometimes these cables carry life and death messages.

Another group working frequently on an emergency basis deals with generating equipment. The FAA provides its own prime power at about half of our stations, and have standby equipment where power is purchased. No failure is allowed to disrupt service, and the diesel and gasoline engines that turn the generators must be skillfully maintained.

Sometimes an experienced maintenance man arrives at a remote station with a toolbox weighing 500 pounds, prepared to do everything the local crew cannot do. The general feeling is that it's better to lug it along than to wait for it. He may start by tiling the floor of a station residence, but before he leaves he will have repaired the waterpump, installed a hinged staircase to the attic, painted a bathroom, adjusted the faucets, replaced the front steps, built a swing for the kids, a special kitchen shelf for Mrs. J. or helped move a transmitter building from one site to another.

* GOVERNMENT TOO

Indecision is debilitating; it feeds upon itself; it is, one might almost say, habit-forming. Not only that, but it is contagious; it transmits itself to others Business* is dependent upon action. It cannot go forward by hesitation. Those in executive positions must fortify themselves with facts and accept responsibility for decisions based upon them. Often greater risk is involved in postponement than in making a wrong decision.

H. A. Hopf

Gossip always travels faster over grapevines that are slightly sour.

ETHICS OF FAA

"The highest possible standards of integrity and ethics in official conduct are to be promoted and maintained by all employees and representatives of the Federal Aviation Agency."

This is the official policy of the FAA as outlined in Agency Bulletin 59-32. The policy has been established "to avoid even the appearance of impropriety and to safeguard public confidence in the FAA." Compliance is the responsibility for execution of the policy is assigned to the Compliance and Inspection Division of the Office of Management Services.

MORE WHERE-ARE-THEY-NOW?

Kenneth Wood recently found another picture of an early "man and wife team" class of communicators of war days, and sends this information on where-are-they-now:

Mr. and Mrs. Vern Counter. Vern is U. S. Commissioner at Petersburg.
Mr. and Mrs. Cliff Anderson. Cliff heads Union Oil and Norma heads the postoffice at Craig, Alaska.
Gene Pastró teaches Queen Anne High School, Seattle.
Mr. and Mrs. Walt Jenkins. Both are now in California where, I understand, Walt has recovered from an attack of TB.
Mr. and Mrs. George Cook. George is Chief Personnel Manager for Wein Airlines, and Sylvia is a nurse at Fairbanks.
Ben Twitchell lives at Aniak, not now with the FAA.
Mr. and Mrs. John Windler. John is with Fish and Wildlife in Juneau.

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Ill. He was an active participant in the social and dramatic life of Anchorage; a former president of the Little Theater Group; active in Fur Rendezvous affairs; winner of two beard contests in the Rendezvous; and a member of the Community Chorus and of the choir in the Episcopal church he attended. He came to the FAA in 1956.

Bolem

Bolam suffered an attack July 21. He is survived by his widow, Mary, a daughter in Amarillo, Texas, and two sons, Warren and Howard. He had worked for the FAA since 1953.

Rener

Rener is survived by his widow Edith, two daughters, 22 and 10 years old, and a son, 11 years old. He came with the CAA in 1949 as a general mechanic and spent his entire time with the agency at Yakutat.

Slone, Rener and Bolam were members of the Employees' Mutual Benefit Association.

MY FATHER

by PATRICIA SLONE

Going through several of our late father's paper work, I have come often upon that familiar signature, Ralph W. Slone, written so legibly in his neat hand. With it come recollections of years ago, when my older sister and I would wistfully gaze at that signature, and wonder if there were such a possible thing as a smarter Daddy in this world THAN OURS.

Now, although we realize that our Dad was not the greatest man in this world, we are fully aware that we have lost one of the most devoted and talented fathers a family of thirteen children could have. And, with his accidental drowning in the Cook Inlet, the FAA of Alaska has lost a very colorful man.



Dad was much more than a dependable and competent federal worker. He was an intellectual of real depth, a writer of no mean ability, and a man whose responsibility to our large family was always recognized and met with awe. Friends have wondered where the quiet times came for him to write, and they knew his secret when they saw his management of our household. Two calmer, more confident parents would be hard to find than Mom and Dad. And a more orderly and disciplined group of 13 children, due to our parents' careful management, would be difficult to find.

Easy-Going

At McGrath, where eleven of us children were born, Dad was the easy-going commander of our fleet. There was a regimen about the household which assured

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HULEN ANNOUNCES NEW PROMOTION PLAN

Promotions under the National, Washington and Regional Promotion Plans hereafter will be affected by a new Merit Promotion Plan, effective July 1, 1959.

The new plan is a regulation of the Civil Service Commission. Candidates for promotion are urged to study Agency Practice Bulletin 0-16 which contains all the details, but there are four changes in previous practice to note:

1. Positions are now advertised under the National Promotion Plan starting at GS-14 instead of at GS-13.
2. Candidates now are screened and ranked as Well Qualified, Qualified and Ingrade. When five or more candidates for promotion are ranked Well Qualified, those rated Qualified will not be certified to the selecting officials, but all ranked Ingrade will be certified.
3. Consideration is now given in the selection of candidates to any incentive awards or Outstanding Performance ratings they have received within the previous two years.
4. Employees in Alaska serving under employment agreements may apply at any time for overseas vacancies. They may apply for positions in continental U. S. 60 days prior to the completion of their initial or first renewal employment agreement, and at any time following such completion.

Any questions regarding the Merit Promotion Plan should be directed to the Personnel Division, AN-90.

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Later the early flowers are replaced by huge fluffy dahlias sometimes over four inches in diameter, trailing arbutus, or columbine. Still later the entire area is ablaze with the varying colors of gladiolus, mums, calendulas, schizanthus, pansies, nastertiums, bachelor buttons, marigold, asters, shasta daisies, painted daisies, various types of poppies, baby blue eyes, sweet peas, sweet william and other varieties of late summer and fall flowers. Successful experiments have been made in recent years with different types of roses, various types of shrubs and bushes such as spirea, snowball, snowflake, pink flowering almonds, azalea, rosezalea, mugho pine, juniper, and pyramidal arborvitae. Some of the more enterprising gardeners are even utilizing the wild plants of the island and with plenty of TLC (tender loving care) some of the ferns, iris, hyacinth and other native shrubs and flowers are thriving alongside their domesticated cousins.

Hm-m-m. Changed!



E. P. "Bugs" Simonds was in town recently, up on a visit to the Region where he worked from 1939 to 1946. It was a round of welcomes and reminiscences. Here Harry Watson, retired FAAer, Glen Dean Burgess, Bugs and Agnes Umbs, gaze at neon-crowded Fourth Avenue and say, "It was different in our day." Bugs now works with the Fourth Region in Los Angeles.

WEITZ TO FIFTH

George Weitz, now in the First Region, has been named Chief of the Fifth Region's Flight Standard Division. Posi-

tions have been advertised for Chiefs of the General Aviation and Air Carrier Branches. Weitz will enter on duty on September 6.

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calmness. (An amount of rough-housing is, by all means, normal in any household where there are boys.) Bedtime was a true revelation to those whose kids managed to get the upper hand late in the day. The younger children slept downstairs within easy hearing of Mom and Dad, and as they grew older, they moved into the two rooms upstairs where their beds were marked with their names.

Garden, Moose, Fish

At McGrath, as at Homer, Dad had his big garden. In the fall, he usually got his moose. He fished in real earnest and Mom and us kids cleaned, smoked and canned the fish for the winter. At Homer, his energy was enough for an active partnership in a fishing boat, which he named the Slonel. The Slonel was just a little old gill-netter, hardly comparable to the rest of the boats in the Inlet, but it meant more to Dad and to Edgar, who was also lost, than just about anything. Many hours Dad spent crocheting miniature tieslaps out of green twine to resemble a fishing net, or some article off the Slonel--and he even went so far as to compose a poem and set it to music for his fishing partner, Coke Nelson, as a Christmas present. Parts of it come drifting back to me now---

"Old Slonel, the drifter,
fished her 31st year,

As she traveled along at
three knots in the clear;
She was short, fat, and round--
like a beer keg, you know,
Said old Slone, her skipper,
'Just look at 'er go!'

Homer was his paradise, and mostly because of the fishing. Also he enjoyed and admired the FAA personnel there a great deal. We had moved to Homer when the eldest of us reached High School age.

A Proud Man

People who know Mom often marvel at her composure as mother of such a flock. At Anchorage once on a visit she had one of us girls with her, and women marveled at how she could leave the others, but she was confident that the older ones were capable of caring for the young ones she had left behind. Her youthful appearance and motherly temperament and nature were, and still are, greatly admired. On the 4th of July, the last day we saw Dad, Mother was crowned Mrs. Homemaker of Homer, and never will we forget Dad's proud, mustached, ear-to-ear grin when her name was announced.

Of their own accord, the kids have written the following and asked it to be included:

"Our Dad was always pretty busy, so he didn't have too much time to play with us

WOULD YOU BUY MORE?

If enough people find enough use for the emergency food packages recently distributed by the commissary, the packages will be stocked as a regular item, Thomas W. Gregory, Chief of the Commissary Branch said recently. Gregory would like to receive comments on the value of the packages and criticism pro and con to help him decide.

Tom Gregory, in charge of the FAA commissary, is a good provider, but a poor mind reader. He observes that some stations are getting later and later in sending in their orders, which, according to some administrative circular or something, are due 10 days before the plane gets its wheels up. "I'd hate to see anybody go hungry", Tom says, "but I also hate to have to phone long distance to find out what they want."

The FAA has received a Certificate of Appreciation for "outstanding assistance to the Crusade for Freedom, in support of Radio Free Europe", and a Certificate of Merit for its support of CARE. CARE feeds 11,000,000 hungry people around the world every day, using the dollars of generous Americans

kids, but he always made Christmas presents and things for us over at his boat shop, and whistles for us out of willow sticks; and when we all had mumps and measles, and Mom was gone, he played doctor to all of us.

But we remember our Dad as we last saw him. He was very happy and proud of Mother, because she had just won the Mrs. Homemaker of Homer contest on the 4th of July, and Patty, as the Winter Carnival Queen, got to crown her.

"... another Boat."

We're glad that our Dad and Edgar were so happy when they left, and that they went down with the boat, because they loved that old tug, the Slonel, almost as much as us.

Now Daddy and Edgar are gone to Heaven, and maybe they'll get another boat up there."

Mom and the rest of the family are planning on leaving for Chicago, stopping enroute in North Dakota and Minneapolis to visit relatives. Dad's insurance was the usual Federal Employees' Life Insurance, with double indemnity because his death was accidental, and payments from the Employees Mutual Benefit Association, plus a few small policies. Survivor payments will continue for each child until the age of 18, and Mom feels the financial situation will be adequate for raising the family.

TRAVELERS HAIL COMPLETE SUCCESS OF FIRST OVERSEAS CHARTER FLIGHT



Warren Wilkins welcomes home Virgil and Leora Knight from their European trip with an Alaskan lei--snowballs.

Eighty-eight wide-eyed travelers landed in Anchorage July 21 from Paris, completing the first international charter trip sponsored by the Civil Air Club of the Fifth Region.

Many FAA offices rang next day with accounts of bus tours, the Follies, the fancy thatch on Ann Hathaway's cottage, the balcony outside the French doors overlooking the blue Mediterranean in Monte Carlo, the new airport at Gander, the Irish coffee at Shannon, the heavy barge traffic on the Rhine, French plumbing, religious art, cathedrals, monuments, parks, double-deck busses, shrill taxis--and the world walking by the tables in the sidewalk cafes.

"All this--and Alaska too", said one sentimental tourist on his return.

Chet Sobczyk, who managed the tour for the Club, reported: "Perhaps the greatest sense of satisfaction came... when we had 88 tired, but extremely happy people on board returning home with the treasured memories of a never-to-be-forgotten vacation. It is my belief that this club activity should be perpetuated and this will be my recommendation at our next Board meeting."

Charter flying is chummy and charming, the travelers reported. There is no urgency to get anywhere on the minute, and a camaraderie develops on the plane which makes the long enroute hours more pleasant. Two or three women among the travelers always helped the two Alaska Airlines hostesses in serving meals aboard the plane, and one traveler complained she gained 10 pounds due to the good food the airline served.

The route was from Anchorage to Winnipeg to Gander to Paris, and the flying time was 34 hours over, 36 hours back. Returning, the plane touched down at the free port of Shannon where a filet mignon meal was downed, along with Irish coffee, and a brief time for hurried shopping at that famous free port. Another meal at Gander and another at Winnipeg, and the travelers were home at 2 o'clock Anchorage time, July 21. On such a flight meals are served "stomach time", and the travelers gets back into watch time at the end of the flight, adding or subtracting the hours according to the world's time zones he has crossed.

No complete story of this 88-passenger tour is possible. There follows excerpts from many of the travelers, hitting only the high lights:

The engineering mind of Virgil Knight observed: "Those people in Europe could put more traffic through one of our alleys in Anchorage than we could on Fourth Avenue." The Knights and the Ansel Tibbs hit five countries on a guided tour and had a wonderful, if breathless, time. Tibbs had time to buy two English suits in Bond street, London, and Virge will give the Federal Building a European air with an English tweed sport coat.

Anse, however, worries about the water shortage in Europe, and particularly the way waiters change water--if you can get a glass of it--into wine without asking the diner's permission.

Al Young had a perfect introduction to the management of the French hotel when he unlocked the wrong door in Paris at 3:30
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KING SALMON

Mechanic Alvin Asplund and family have left for Yakutat on transfer and promotion. Al was replaced by Joe Chaney of Aniak.

Joe Galeoto's birthday is May 26. Joe and Shirley have a new baby girl. Guess when she was born. Yep, May 26. Named her Tamara.

Charles Popp has reported for duty with P & S. Popp was formerly with Bureau of Public Roads at Fairbanks.

Jim Wardwell threw in a bid for Annette tower, just for kicks. How are things in Annette, Jim?

Looks like we will lose Bob and Joyce Wermers and Greg. They are trying to get back to the south 48, and the Battle Creek, Michigan, combined facility will be in luck if Bob accepts the offer.

Tower Chief Bob Dolan and family have just returned from a long vacation south of the Canadian border.

So have the George Woosters. George bought a new DKW while out and has already put more than 5,000 miles on it.

George and Anne Cline toured Europe with the FAA group charter out of Anchorage. George has a brother in Germany where they had an interesting visit.

Weather Bureau's Tom Jackson and family reported to King Salmon from Bethel a short while before the annual Katmai Club fishing derby. Tom demonstrated the correct technique for catching king salmon, with the winning entry for Derby Day and shared honors with Cal Shirk for the largest in the derby. Each caught a thirty-six pounder.

What with Phil Chatlain and his Super Cub, Jack Gottschalk and his Super Cruiser, me and my Super Cessna 140, Joe Galeoto, Earl Gay, Bob Wermers and Cal Shirk in the Katmai Flying Club with it's J3 (also Super), we wonder if the King Salmon communications station doesn't hold some kind of Regional record for aircraft ownership and flying activity. Anyone know of any other station that can top it?

Talk about the fish that got away! Charlie Johnson, P & S, spends his annual leave in Bristol Bay commercial fishing. Few days ago he had an extra big haul aboard, about 5,000 fish. The rudder on his boat broke and he was almost swamped and sunk. As it was, he lost about half or more of his catch.

BOARD TO PICK STMGRS

A new board for selection of station managers has been established, the Regional Administrator has announced.

It will consist of the Regional Administrator, the Deputy Regional Administrator, the Assistant to the Regional Administrator, Chief, Air Traffic Control Division, Chief, Air Navigation Facilities Division and the Regional Personnel Officer. The Board will recommend selection, and all selections are subject to the final approval of the Regional Administrator.

VISITORS Cont. from Page 1

covered several important divisions of government. He was met at Juneau by Regional Administrator Hulen in the "Doug" and had his first FAA indoctrination in helping unload freight at Gustavus. Up the coast they visited Yakutat and Yakutage enroute to Anchorage. Like the considerate host he is, Hulen arranged the trip to King Salmon and Cold Bay so that Saturday, a day off, would occur where the fish are the thickest. Eigenmann not only caught the first fish, but it was the largest, weighing 34 pounds.



It took him 42 minutes to land him, but even at that, he said, "I got the job done much faster than I can get things done in Washington." Later he visited FAA, Weather Bureau and Commerce Department offices at Fairbanks, Nome, Kotzebue and McGrath.

A highlight of his trip was a view of Lituya Bay where his Chief, Sam Broadbent, and Hulen had an exciting forced landing in a Goose in May, 1956. Eigenmann took home pictures for Broadbent's records.

Colonel H. C. Davall of the FAA Planning and Evaluation staff of the Training Division in Washington is in Alaska on a field survey.

SCHOONMAKER-UNRUH

Frank T. Unruh, Chief of the Operations Branch, ATM, and Carol P. Schoonmaker, Security Assistant, were married July 17 in Anchorage. They toured Alaska by automobile on their honeymoon and will live at 2603 Northrup, Anchorage.

CHARTER Cont. from Page 6

a. m. and wandered into a room occupied by an irate Frenchman in a big four-poster bed. Al also had the usual green tourist's trouble with that famous French plumbing, but he and his wife and son visited five countries in the little Simca he bought.

Virginia Schairer revisited many places she had known when she worked in Europe for several years, and spent considerable time measuring the mountain slopes for possible ski adventures in the future. She reports French men are very direct in their flirting.

James F. Jernigan and Jeane Collins of Anchorage ARTC, did a busman's holiday trip to the Paris ARTC at Orly airport and came home to write a detailed description for their fellow workers of what they saw. The quietness of the center was impressive to them, and they had never seen "a more beautiful picture" on radar. They came back with several ideas on lighting the work area and on quiet teletypes, but were a bit put out by "tip-grabbing taxi drivers, waiters and hotel employees of Paris."

After insisting that she cannot write, Ann Petrishak, in the maintenance staff at Anchorage International, sent in this gem:

"Men were forever chasing me down the streets in Rome, calling 'Madame! Mad-

Following his survey of Nome, Kotzebue and Farewell, he had the thrilling experience of a flight through Rainy Pass, one of Alaska's grandest aerial journeys.

Three visitors from the Bureau of Air Traffic Management are making the annual evaluation inspection of the International Air Traffic Control Service, and giving special training to Fifth Region ATM personnel. John Whiteside is concerned with field operations, Russell Cardinal with manpower and training, and James Thorne with operations evaluation.

Joseph H. Fitzgerald, now General Manager of Ozark Airlines, formerly Regional Attorney for the CAA in Alaska, was in Anchorage late in July attending a conference of the Association of Local Transport Airlines. He was busy between conference sessions renewing old acquaintances and meeting his Fifth Region friends.

HOME SAFE

Thanks to good advice from Canadian and FAA veterans, 113 planes, carrying 200 tourists in three separate tours, visited Alaska in July, flying 650,000 plane miles with never an incident. FAA safety agents hailed this as a significant record which illustrates how pilots of assorted capabilities, flying in managed groups and obeying the proper safety rules can see "The Great Land" in comfort and safety.

ame!" I was flattered until I found out I was shortchanging them in lire. We stopped three days at Monaco. Seeing Gracie's husband and the silk-covered rooms of the Palace in Monaco, plus the ornate Casino in Monte Carlo were mere curiosities compared to the fabulous riches of the ages preserved in the Lateran and Vatican Museums and in St. Peter's Cathedral.

Some tourists covered amazing areas. Peggy Lyle, of the Air Carrier office in Fairbanks listed Rome (Lollabrigida was a fellow passenger), Formia, Naples, Pompeii, Sorrento, Terracina, Tunis, Algiers (where the temperature was 135 degrees), Madrid and Paris. She was delayed flying up from Spain and had a narrow squeak in catching the charter plane at Paris, and figures she has so much money invested in that fountain at Rome that she'll have to go back. "I have seen so many ruins that I'm a wreck."

Mary E. Stithem, AN-675, visited France, Germany, Holland, Switzerland, Belgium, Luxemborg and London. She visited the war memorial at Bastogne, sat around on the steps at Piccadilly Circus, saw the changing of the Guard at Buckingham Palace and had the usual tourist's pleasure of "getting along even without knowing the language."

"I don't think French women are prettier", Clarence Starr, ATM, reported, "but they remain feminine, whether in a night club, restaurant or riding a motorcycle. Always, high heels, neatly dressed, and in a dress! The food was wonderful except that we almost died of thirst for a drink of water". Starr was surprised at the low cost of European touring.

Janet Whayland, Audit Section, and Gladys Harding in the Credit Union Office, specialized in Switzerland and were entranced with its beauty. Harding called it "one big ball."

Bob Chong, warehouse, traveled alone in Normandy and in and around Paris. He, like most of the tourists, is ready to go again.

FAIRBANKS

Rapcon

Salute to some newcomers, namely, Ernie Roque from Los Angeles, Paul Kelley from Denver and Bob Arce from International Tower; and "aloha", (farewell) to some old timers.

Transferred are John Pliske, erstwhile bowler, golfer and softball player, who's classic "noodle arm" will long ring in the ears of opponent pitchers. Jack Williams also packed up his bowling ball and golf clubs and departed for the Anchorage greens.

Accompanying the above mentioned and keeping them in line will be Bill Murphy, the "Honest Irishman" of Fairbanks. Billy Robbins and Rex Bosch round out this versatile quintet. Billy, incidentally had quite a time in the classic race with the stork. Bill's problem was trying to transport his spouse to Anchorage as smoothly as possible.

Versatility is manifested here at RAPCON in many forms. There's Ron Logan's newest addition to his homestead, a playful and hungry black bear. Be patient Ron, he's a growing boy errr bar'. Bob Martin's escapades are mostly on the water, like the time he tried the water skis on the rocky beaches of Harding Lake. How are the band-aides holding out, Bob?

We suppose homesickness for Annette Island was the reason John Scullion took a week's leave during the heaviest rainfall this month and motored to Valdez and Anchorage.

Congrats to Milt Morrison and Ed Gold on their recent promotions.

A certain FAI radar controller who was working two aircraft on two different frequencies, one a civil air carrier and the other a military. Unbeknownst to the controller he transmitted to the military, on both frequencies, "If your parrot (IFF) is squawking (on) strangle it (turn it off). After a brief pause, was the controller surprised when the Civil Air Carrier asked, "I have no parrot, but will a stewardess do?"

Station

EMT Bob Westwood, transferee from San Diego, entered on duty in the Fairbanks TOWAC sector on June 22nd.

EMT Glenn Spencer left Fairbanks on July 10th. He is attending Communications Equipment School in Oklahoma City.

EMT Ken Goin returned to Fairbanks on July 11th. He had been attending a VOR Class in Oklahoma City for the past two months.

BIG Will Have First Atom Electricity



Cover for atomic reactor being built near Big Delta.

Big Delta will be the first FAA station to receive its electric power from an atomic reactor.

The Army's Package Power Reactor is now 22% complete at adjacent Fort Greely and will be completed next summer. It will deliver 40 million BTU's of heat per hour and 1700 KW of electricity. The Army will heat buildings with the steam produced and provide power for its base and FAA's station. The plant will cost about \$7,000,000.

The reactor is placed in a 70-foot tank submerged in water, seven hundred pounds of enriched uranium will supply the power. One pound of this fuel puts out as much power as 60,000 barrels of oil, and the 700-pound load will last 18 months.

Big Delta will give the plant a real test. It gets as cold as 63 below there, and mounts to 90 in the summer.

The proud machinist couldn't impress the blase apprentice with his ability.

"I can machine a part to a thousandth of an inch", he kept telling him, but the apprentice was unimpressed.

"Look", said the machinist one day. "Do you realize how many thousandths there are in an inch? There're millions of 'em!"

The Receiver and Transmitter Sites are much more attractive since they have a lawn around them. Dan Sutherland has a green thumb. He should plant some flowers and really beautify the areas.

The second Electronics Mathematics course, taught by Des Edmonds, is now in progress. Jerry Dickie and Johnny Shell took the ILS/VOR Screening Test, after completion of the first course.

Johnny Shell has been selected for the VOR Class beginning August 10th.

Leon Troyer, Electronics Technician Relief from Anchorage, is sporting a new Jaguar these days. What next, Leon?

Monell Benson

WHO WAS FIRST? WE DON'T CARE, SAY MUKLUK EDITORS

Who was first, is a standard question among us Americans, and who first produced a Mukluk Telegraph newspaper in Alaska has started many an argument.

Bob Kederick, Anchorage Times columnist, recently mentioned the Mukluk Telegraph published by Mildred Haley of the Alaska Native Hospital. He called it "The Original Mukluk Telegraph". But Mrs. Haley says not so, it should be the "Official Mukluk Telegraph".

The FAA's Mukluk started in 1943, died in 1950, rose from the dead in 1958. The two editors, wondering recently who started the phrase, agreed it was probably some Eskimo who knew how to use muklucks and who suddenly found out what "telegraph" means. If anybody knows him, we will be glad to run his picture in both Telegraphs.

BACKLOG GONE—

Experts Run Fine FAA Print Shop



A simple announcement stole the show at a recent Administrator's staff meeting.

"We're all caught up in the printing shop", said Mel Peterson, Chief, General Services Division, "so, if you have been holding back on any printing, send it in. The backlog is gone."

This happened because late in April the FAA staffed its print shop in Anchorage with printers, and stopped trying to do a professional job with girls who didn't have printer's ink in their veins, and who were paid at the government's lowest scale. Now the shop is in charge of a veteran printer who looks like one, William H. Blacka, who came to Alaska from Boston, and who runs the kind of a shop where backlogs are disgraceful.

Of course, Blacka, 28, and his three-man crew never escape the big and sudden jobs that are needed at once. The volumes required at budget times, for example, would harass any but the placid Blacka; and the procurement people come in regularly with huge specifications for bids with a deadline a few days ahead. Then there's the sweet secretary from some big chief's office whose work is much more important than anything else in the shop could pos-

sibly be; and once a month, there's the Mukluk Telegraph, no small job in itself.

Helping Blacka to bear up under these repeated tidal waves, and to resist the constant pounding of the small waves of essential printing are Glenn F. Thompson, 30, offset press operator from Seattle; Jack R. Lamb, 26, xerox camera operator from Bloomington, Ill.; and Joseph N. Turgeon, 24, offset pressman, from New Bedford, Mass.

All four are delighted to be in Alaska. Thompson, single, graduate of the University of Washington, with graduate work in the Far Eastern and Russian Institute, came north after six months in a printing trade school. He has a comfortable variety of hobbies including skiing, chess, folk dancing, photography and mountain climbing, all of which he can follow satisfactorily in Alaska.

Lamb is married, and was attracted to the FAA job through his experience in the Air Force for three years when he served in Alaska. He turned up one night at an FAA dance blowing a "mean" saxophone, and has fitted quickly into the social life of Anchorage.

Turgeon, married and with two sons, is a

OH GOODY! GRAHAM CRACKERS- AND CHOCOLATE-COVERED TOO! I

Any newspaperman will tell you that the funniest part of the daily paper, consistently, is the woman's page. Any paper, that is, not just the small papers written by people who are not "journalists". Consider this from the woman's page of the New York Times:

"What many a woman could use to better advantage right now would be some well-documented research findings on preparing the children's daddy for his first season of summer bachelorhood... Make up multiple copies of a stock shopping list to cover menus developed as above. Provide one copy for each week the family will be away. One can be left at the grocer's every Friday morning, the order to be delivered or picked up by Dad on his way home from work that night. This will give Dad something to do on Friday evening, currently rivaling Saturday as the most dangerous night of the week. Also, to brighten this difficult few hours and as a sign of affection from afar, slip an unexpected goodie into every second list---twelve cans of beer, a tube of anchovy paste, several packages of chocolate-covered graham crackers, whatever Mother knows spells "fun" for Dad... Be sure the television set is in tip-top condition. Dot the living room with new, brightly-jacketed books. These should be exciting enough to challenge---but not overstimulate---Dad's imagination. Wholesome excitement is best found in stories of Arctic exploration, naval history and the like.

"To cover those evenings or week-end afternoons when Dad may wish to venture out of the house, it might be well to tape in a conspicuous spot the telephone number of the local movie house and advertisements of carefully investigated gymnasiums and swimming pools, preferably those catering to an all-male clientele."

This makes sense---if you read it right: "SEVILLE DAR DAGO. TOUSSIN BUSES INA RO."
'ONOJO. DEMS TRUX, SUMMIT COUSIN, SUMMIT DUX."

If your wife wants to learn to drive, don't stand in her way.

private pilot and likes to fly, fish, hunt, take pictures and study art.

These four fit in with the machinery of the shop like a motorman's glove. When a temperamental offset press acts up, they attack it knowingly, and rarely have to "send for the man". Blacka worries over quality, and his determination to improve the half-tone work on the Mukluk promises continual improvement.

But best of all, the backlog is banished.

SUMMIT



Summit had two inches of snow on July 11, the first of the "winter", and Mrs. Frank Pickett was the first to start throwing snowballs. We call the picture "Summer in Summit". Some of the visitors from the states were quite impressed by snow during July.

Operations was quite busy during the month by Flying Physicians and Flying Farmers landing at Summit or McKinley Park which is served by local phone to Summit.

Station Manager James Heay and family used July in a trip around Alaska. They visited Anchorage, Kenai, Homer and Seward, then back up the highway to Fairbanks via Gulkana.

Mildred and Bill Sutton from Anchorage were visitors during the month, and we enjoyed their visit very much. Only wish they could have stayed longer.

James O. Porter

EPLER HAS VISITOR

Fred Epler, Frame Room, Anchorage Station, recently had as his guest his brother, Joseph O. Epler, governor of the Pacific Northwest District of Kiwanis International. Epler, an enthusiastic Kiwanian for 14 years, is traveling through his territory, which includes Oregon, Washington, Idaho, British Columbia, Alaska, the Yukon Territory and some cities in Northern California, urging Kiwanis Clubs to community service activity.

WOODY ISLAND

KODIAK MAKES SOIL, GROWS FINE FLOWERS



"Where there is a will there is a way", is an old adage that has strong significance at Woody Island, Alaska. The station here can boast of some of the finest lawns and gardens in ole Alaska but the problems facing the Woody Island landscaper or gardener are challenging and unique.

One clear, bright June afternoon in 1912 the residents of nearby Kodiak were startled by a series of deep, booming, explosive sounds. The eruption of Mt. Katmai, ninety miles to the westward had begun. Today, forty-seven years later, a four to five inch layer of top-soil has formed over the eight to twelve inch layer of solid white ash thrown out by Mt. Katmai.

Gardening and landscaping with this soil is difficult. Either the soil beneath the ash must be worked up by deep plowing and thoroughly mixed with the ash, then fertilized, or else the ash must be removed entirely and the under-soil reconditioned.

The Kodiak locality has heavy rains during June and July. For the gardener this

means that he must select a spot where good drainage is possible. The natives solved the problem by making built-up beds about five feet wide and a foot high, and FAA people on the island also have found this method effective.

Visitors to Woody Island are amazed at the beauty of the lawns and flowers and the size and quality of the vegetables grown in our gardens. Some of the FAA people depend upon their gardens for a year-round supply of vegetables. Residents grow carrots eight inches long, cabbages and cauliflower that will not fit into a water bucket, beets six inches in diameter, swiss chard an inch or more across the stalk, huge red strawberries and raspberries, fine green onions, snap-py, solid red radishes, peas with vines as tall as a man and pods six to eight inches long, large solid tasty potatoes, rutabagas, and turnips, sweet white parsnips, endive, leaf lettuce, head lettuce, and other garden produce.

Gardens and houses on Woody Island are flanked by daffodils, narcissus, giant hyacinths, and tulips in the early spring.

WOODY Page 4

THE MUKLUK TELEGRAPH

ANCHORAGE, ALASKA

The Mukluk Telegraph is the official employee publication of Region Five of the Federal Aviation Agency. The Mukluk is published to give all employees a comprehensive and current story of FAA plans, accomplishments and employee activities.

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