

FAA PERSONNEL LEAD ACTIVE LIFE IN AFFAIRS OF MCGRATH COMMUNITY

On the Kuskokwim River at the mouth of the Takotna River at the intersection of the Anchorage-Nome and Fairbanks-Bethel airways. In a low, fairly flat valley, broken by occasional hills and ridges wooded with spruce, birch, willow and alder. Blueberries, raspberries, cranberries, etc., grow wild.

Consists of one general store, one roadhouse, airlines offices, radio station, dwellings and warehouses.

So says the Station Directory of the FAA. But what part in McGrath's life do the FAA people there take? What goes on at McGrath, and in the other Alaska settlements where FAA workers live? Following is the first of a series on the subject, a series that will show how important in Alaska's life are those federal workers who build and operate the airways.

by DOROTHY BRYANT

McGrath's population of about 250 residents includes 34 adults and 32 children who live in the FAA Housing area. Ten of

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33 GET REGION'S "OUTSTANDING" TITLE RECOGNIZING SUPERIOR PERFORMANCE

VIPs COMING

Important FAA Washington visitors are due in Alaska during September.

Alan L. Dean, Assistant Administrator for Management Services, who will visit Alaska for the first time; William P. Davis, Director, Bureau of Flight Standards; and Ward B. Masden, Chief of the Bureau of Operations of Flight Standards, will come to Anchorage.

They will attend the annual meeting of the Air Transport Association scheduled to be held in Anchorage on September 17 and 18, and then observe operation of the Region.

OLD MUKLUK SOON

Work is progressing on preparation of the bound copy of the Mukluk Telegraphs from 1943 to 1950. While no publication date can be set at this time, it does appear that delivery can be expected in a few months. Some 100 are on order and orders still can be accepted. The cost is \$6.00.

Thirty-three employees of the Region have received Outstanding Ratings during the past year, the highest rating possible under the Performance Rating Act.

Many have received this rating in addition to other recognitions of their service, such as the Sustained Superior Performance Award given under the Employee Incentive Award Program.

The Outstanding Rating is for recognized performance over a rating period of one year and is given by the Regional Administrator on the basis of recommendations from the employee's supervisors.

Above are those in Anchorage who received the rating: (Rear row, from left) Henry W. Lally, Budget and Finance Div.; Clyde Winters, Frank Jackson and Charles Whitfield of ATM; Deputy Regional Administrator George S. McKean, who presented the awards; Charles Swim, Robert Mikelson, William O. Nesbitt and Billie B. Sutton of ATM. (Front row, from left) Letha Caldwell, General Services Division; Marianne Majors, Air Navigation Facilities Division; Arloine P. Ransier, General Services Division;

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KODIAK

PROUD OF ITS SKIPPER

Woody Island FAAers are proud of the skipper of their boat, the Civa 15--Howard V. Sloniger. Station Manager Darrell Chaffin describes him:

Sloniger (official title: Master/Mate Tug) originally came to Alaska just out of military service in 1945 as a heavy duty mechanic with the Alaska Railroad at Whittier. He was boat operator and round house foreman there until 1950 when he transferred to CAA. Stationed at Bethel, Skwentna and Woody Island as diesel mechanic, then Yakataga and Farewell as Foreman Mechanic, he returned to Woody Island as boat operator in 1953.

Our skipper is well loved by everyone, never too busy to do a favor or run an errand, cheerfully making necessary emergency trips and promoting the safety of our wives and children while aboard the boat. When a new baby is due on Woody Island, he sweats it out worse than the prospective father, as he feels the responsibility of getting the mother to the hospital in time. We've had several close calls, with only minutes to spare--often at night in bad weather, but only one failed to make it in time. That baby arrived the same time the boat did--at the dock in Kodiak. Fortunately the doctor was there in a few minutes so Sloniger was spared the mid-wife duties.

Howard is a sort of "Father Confessor" to the half dozen students, children of FAA people on Woody Island, who use the Civa 15 as daily transportation to High School in Kodiak. He listens to their troubles, sympathizes with them, and frequently has several of them as overnight guests at his home in Kodiak to enable them to attend social activities.

The Civa 15 is very important to us here on Woody Island, especially during winter months when small boats cannot be used. It is our life line, our only means of food supply. It brings our mail and provides us with the means to transport our loved ones to medical care and hospital in any emergency.

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Thelma Pickens, Personnel; Roberta Falcone, Ruth Marlair, Adele Pollard and Agnes Umbs, Budget and Finance Division; and Doris V. Moore, General Services Division. Others in Anchorage, not shown in the picture are: Ruby Smith, Budget and Finance, Robert Feddersen, ATM; Lois Lawrence, General Services; Alinor O. Magnuson, General Safety; Gerald Kempton, Chief, Airports Division; and Jack Jefford, Airways Flight Inspec-

Gretzer Not Invited to His Farewell Dinner

Don Gretzer, who transferred to Washington at the end of July has some strong feelings about farewell parties, but he's right broad-minded about dressing for dinner.

Reading the Standard Practice quite literally, he voiced his disapproval of all farewell parties and farewell gifts, but his office force was not impressed. They arranged a farewell dinner at the Country Club and all gathered to bid him goodbye. But somebody forgot to notify Don and he was happily feeding on a big steak with his friend and co-worker in the Anchorage Community Theater, Frank Brink. And he was clad in "Saturday" clothes, featuring a 10-year old sweater with holes and dangling ravelers.

But he went to the farewell dinner, creating no end of curiosity among the well-dressed diners at the club. Two steak dinners within two hours didn't faze him. His staff presented him with a leather-bound volume of his book, "Aviation Safety Discussions". Later he took off down the Highway for Washington, where he will head a division in Bureau of Flight Standards concerned with business flying.

tion Division.

Employees at Field Stations who have received the rating are: Rosemary Patterson, Secretary to the Station Manager at Fairbanks; Milo Rousculp, Leonard Zaber, Thomas Cianfrani and Robert Wermer, Air Traffic Control Division; Morris Lee, Donald Hall and Albert Burnham, Air Navigation Facilities Division; Ralph Hazelton, Station Manager, Nenana; and Lawrence Smith, Station Manager, McGrath.

How The FAA Rates

Generally, the FAA, and the CAA before it, has been below the national average of Government Agencies in the award of Outstanding Performance Ratings.

In 1959, 2.9% of FAA employees over the entire FAA received such ratings, as against 2.8% last year. Washington registered a high of 6.9%, and last year was also high with 10.7%.

Region Five, with 1401 employees in 1958 gave 19 such ratings for percentage of 1.3. In 1959, however, with 1511 employees, 33 Outstanding ratings were given, a percentage of 2.1. Region Six had 5.0% and 5.2% for these years.

Safety tip to hunters: When hunting bear, be careful. You might shoot a hairy nudist.

DOES MUKLUK COME IN LOUD AND CLEAR?

Does the Mukluk cover the news in the Fifth Region.

Examination of the 16 issues since its revival in April, 1958, reveals that most of the stations have been represented in its news columns, some repeatedly, some occasionally, and a few not at all.

Sitka, Gustavus, Ft. Yukon, Galena, Homer and Minchumina have been modest in their use of Mukluk space--or else they have not made news which they considered worth submitting. Others, not to be named here, have sent in contributions with pleasing regularity, but there was sometimes a question on the value of the news submitted. Still others seem to produce worthy news consistently. And a few never fail to send in copious copy, good, bad or indifferent.

Probably the Region's worst reporter is the editor. He consistently misses good stories in Anchorage, but his alibi is that the Mukluk should not be too full of news of the chiefs in the big tribal house, but should cover the doings of the Indians all over the reservation. He would, however, appreciate telephone tips from Anchorage readers on news he might miss.

The Mukluk is copied extensively in Alaska papers. There are two principal reasons for this: first, the FAA in Alaska is popular, and it makes news; second, there are some excellent writers among Mukluk correspondents who are really worth copying.

Usually, such writers enjoy writing, and it comes easy to them. Some correspondents find it laborious. The Mukluk, however, is happy to encourage those who want to learn to write, and will give space to those who realize that "the way to learn to write is to write."

Edward A. Bowden, formerly with the Air Force in Oakland, California, has joined the FAA in Anchorage as the Region's third Property Inspector. His wife and five children will join him later.

Joseph Walsh, a CAA Alaskan veteran, has returned to the Fifth Region as Civil Engineer.

Walsh joined the CAA in 1941 in Anchorage, and in 1948 he became station manager at Nome, where he was born in 1911. Later, 1950, he was station manager at Woody Island, and he resigned in 1954 to enter private business.

PETER VERDIN HAS GREENEST THUMB IN ANCHORAGE; LEADS FLOWER SHOW 2ND. YEAR

Peter J. Verdin, Fiscal Branch, swept the 1959 Anchorage Flower Show for the second straight year, winning 13 blue ribbons, 12 reds, 7 greens and 3 whites, on a variety of flower exhibits.

He was closely followed by Mrs. Viola Sandell, AOS, Anchorage, who won 8 ribbons. Other FAA personnel who won included the Richard Teal, AOS, family with Mrs. Teal winning two blue ribbons



PETER VERDIN and 18" cuke.

Peter Verdin's is the greenest thumb in all Anchorage.

At his showplace of a home, 1534 K Street, he has "36 dozen" varieties of growing things, mostly flowers, and five little products of purely Verdin origin, Peter, 6; Stephanie, 5; Rini, 4; Johnnie, 2-1/2; Jimmy, 1-1/2.

These beautiful children brought from a local radio personality a sentence which many another visitor has echoed: "I've never seen so many or such beautiful flowers, but more beautiful than all of them are those Verdin children."

Pete's urge and ability for raising things began, he thinks, with a job he had with the A & P Grocery Company in his home town of Cincinnati. He had Sundays and Mondays off.

"Monday was a sort of awkward day for doing anything", he remembers, "so I began to putter around with plants and seeds. Then when I came to Alaska in 1943 and married, and Florence and I began our family, we had to stick rather close to home, and I continued my horticultural interests.

Raises Impossibilities

"There were all sorts of experts around here in that line. I heard from one that

and her sons Jeffrey and David winning in the junior category.

Mr. and Mrs. Brandon Wentworth, Mrs. Roy Downing and Mrs. William McDaniel were also winners. Mrs. McDaniel also won the Pillsbury Baking contests recently for the second straight year. Verdin won his ribbons on his display of asters, shasta daisies, geraniums, fuchsias, begonias, dahlias, pansies and zinnias.



VIOLA SANDELL, runnerup.

this and that plant would never grow in Alaska, but that these would; and just the reverse from others. It was a sort of challenge and I began to experiment. Now, there are in Anchorage, not just in my garden, but in many a garden, plants from 'Outside' that are far from native. For example, there are excellent plants of Canna Lillies, Fuchsias, Salvias, Viscarias, Hollyhocks, Primroses and Begonias. Presence of these always amazes visitors."

Pete doesn't stop at flowers. In his greenhouse, he raises cucumbers and tomatoes. There is a maple tree, a chokeberry tree, a crabapple tree, strawberries, raspberries, currants, purple plums, variegated dogwood, rose tree of China and bittersweet.

Every bit of the lot not set aside for the trampling of little, playing feet--and there's ample space for that on a green lawn well fitted with playing apparatus--is devoted to flowers. Along the south side of the house where the fence marking the lot line is about 54 inches from the house, there are two flower beds with a narrow grass walk between. Hanging on the back fence and on the garage and house wall are flower boxes, every one bearing a plant which would delight a less successful flower-growing enthusiast. Inside and all the way around the

INSPECT AIRPORTS AT KENAI AND ILIAMNA

Inspection of the first two of the 17 airports which the State eventually will take over from the FAA was completed recently with a flight to Iliamna and Kenai.

Administrator Hulen took Richard Downey, Commissioner, Department of Public Works; Floyd Guertin, Commissioner, Department of Administration; and Eugene G. Roguszka, Director, Division of Aviation, on the inspection trip. The trip was mostly exploratory as the state has announced no immediate plans for taking over the fields. Congress, in the Omnibus Bill, authorized funds for operation by the Federal Aviation Agency of these fields for a period of five years. If funds are appropriated for the purpose each year, the FAA would continue to operate them until the State is ready to assume the job.

The party discussed many details which would be involved in such a transfer.

There was a time when 10 cents would buy more, but dimes have changed.

By the time a man can afford to lose a golf ball, he can't hit it that far.

greenhouse are flowers. On both sides of the front fence flowers are massed, and Pete looks even at the new grass between his sidewalk and curb, just put in after the street was paved this year, and plans a wide variety of vines, some of which positively "will not grow in Alaska!"

Lucky Neighbors

Neighbors do not compete with Pete. Actually there's no need. They sit in their own windows and revel in the sights he produces. Friends marvel but do not envy him, because he keeps most of them supplied with the excess plants and seeds that actually plague him. As a member of the Garden Club he must watch his amateur standing, and so he complies with the rule that he may sell only an amount of his products equal to the cost of his seed. That cost totaled about \$300 this year.

The knowledge he has accumulated over the years will someday be put to commercial use, Pete hints, when his FAA employment can be dropped.

"Of course, I can't just let loose. I've got responsibilities, you know." He refers to the five little plants--Verdinus minoris--(maybe six soon), who will need cultivation and care for the next 18 years.

COLD BAY

This is a welcomed opportunity-to relate several incidents in the life of the Cold Bay Station Manager, Herbert Hanson.

Mr. Hanson, a native of Poulsbo, Washington, first arrived in Seward, Alaska, in March of 1936. He and a friend had \$20.00 between them when they got off the boat. Ten dollars of that was spent to rent a cabin for one month, which left but \$10.00 for housekeeping expenses until a job could be found. They decided to live off the land and proceeded into the forrest looking for game. The only game they saw was the gamewarden who recognized them as cheechakos and sent them back to Seward.



Hanson again ventured into the forest, this time armed with an axe, hoping to get fire wood for the cabin's Yukon stove. This too failed, as each thump of the axe apparently sounded an alarm and hostile Sewardites stampeded out into the trees, claiming title to all the fire wood in sight.

Hanson and his friend then ventured to Cordova (stbway we surmise), and found employment as "gunners" in the clam industry.

Mr. Hanson has made Alaska his home since 1936. He lived 15 years in Cordova and joined the old CAA there in 1946. He served as Exalted Ruler of the Cordova Elk's Club in 1950, and was also active in Boy Scout activities there. Mrs. Hanson served as Corresponding Secretary of the Cordova Emblem Club in 1954.

In addition to his responsibilities as Station Manager, he is also the U. S. Customs Official at Cold Bay.

When it comes to selecting a secretary, Mr. Hanson has to be commended for

IS ANYBODY SITTING ON YOUR SUGGESTION?

New control methods for processing and evaluating employee suggestions are paying off, according to Gilmore S. Reese, Chief of the Proficiency Development Branch.

Suggestions lost in the archives are now being traced by those who originated the suggestion, and if not located, are resubmitted. Supervisors who evaluate employee suggestions are giving faster consideration, according to Reese, and the backlog of suggestions before the Employee Incentive Awards Committee is dwindling. The committee now consists of Richard Stryker, Don Wolfe, Norman Lowenstein, Robert McGinn and Norman Potosky.

selecting a beautiful, lovely, attractive charming, graceful, fair and refined secretary. She is bonny, pretty, pleasing, capable-and married. Her name is Mrs. Del Robinson.

The natives of a place called Anchorage are fortunate. The Richard Moore's of the Cold Bay 400, are regrettably and regrettably leaving Cold Bay for that City. Mr. Moore has transferred from the CDB Approach Control facility to the Anchorage Center/Rapcon. Arley Evans and bride, from Fairbanks, have been selected to fill the vacancy.

Fishing is good at Cold Bay. In fact it was too good for the fishing vessel Skookum. It is reported that while loading fish, one too many was taken aboard, causing the vessel to sink to the bottom of the bay.

Our expert on wind, Ken Richards, the man that tells us the wind must blow hard at Cold Bay in order to have sufficient strength to tickle the pretty girls feet on the California beaches, was the victim of a local zephyr. Briefly, the wind blew the door shut, while Mr. Richards had his hand in it. Mr. Malcolm Manring is the relief technician replacing Ken while his hand recuperates.

Mr. Barney Martin of the local Explorer's Club found an odd bone on the beach at Cold Bay. The Club's expert on bones, after comparing this find with his own bones, determined the bone was from a human, possibly a lower right leg bone. Martin says, "if the owner calls, I will return it to him."

Another interesting couple has arrived at Cold Bay, Mr. and Mrs. John Skipper. The Skippers are from Cantwell where they frontiered and pioneered for about 10 years. John formerly worked with the Alaska Road Commission.

The Station Manager has reported a "peeping tom" at Cold Bay. This seems

KOHL NOW TALKS THRU THE AIR WITH GREATEST OF EASE

"Used to fly a little myself", Eddie Kohl could say to pilots whom he serves as ATCS at Annette.

But Eddie will be referring to low level flying, from one trapeze bar to another in Ringling Brothers Circus. For that was Kohl's career as it was also the career of his wife, Herta, some time before he joined the FAA in Anchorage in January. He recently completed training at Anchorage and Annette is his first assignment.

Eddie started his tumbling and trapeze acts very early in life in Detroit. So did Herta, but she began in her native country of Germany. They met at a performance in Madison Square Garden in New York when Ringling Brothers was playing, the Garden. After a few years, they retired from circus life, leaving behind friends in Cole Brothers and Polack Brothers circuses and people like Clyde Beatty and Emmett Kelly, the famous clown. Kohl worked for a missile firm in California just prior to joining the FAA.

They have done acts in pictures, such as "The Greatest Show on Earth", "Behind the Big Top", and on TV in "The Circus Boy". Now, Herta's time is devoted to their children, Anabel, 6, and Lisa, 2.

Russell Ruhle is off to school in Seattle where he will attend the Edison Technical School. Bill and John Fundeen have also left for school in Seattle. Ed Fundeen will leave later for the university. Frank and Kathy Haldane and Sanford and Helen Peterson are celebrating their wedding anniversaries in September.

Gerry Kempton has moved into new offices in the Federal Building. His office has one of the two big safes that feature the building, but he has nothing in the safe, he says, but a pole on which to hang his coat. So, says Gerry, it's a pole vault.

Since the discovery of elastic, it is estimated that women take up one-third less space.

incredible but prints were found on the outside wall surrounding the Hanson's bedroom window. Mr. Hanson saw the alleged offender stick his head into the bedroom window and says the prowler was wearing a beard. Efforts to take copies of the hand prints located around the window has failed as they are sixteen inches long and five inches wide. An expert from the Explorer's Club observed that the prowler wasn't wearing shoes and that the footprints very much resembled the track of a "monstropolis helliferocious" bear.

-J. Lardy

JUNEAU

A new employee to the Juneau area is Orla Nielssen, EMT, and family, who came to us from Gustavus. The Nielssens now are established in their new Sunset Cove home.

Well the Golden North Salmon Derby is now over for another year. In the past somebody at the station has always caught a prize winning king, but it seems luck just wasn't with us this year. If there had been a prize for the biggest Tom Cod, or even just a prize for the persons catching the most Tom Cod, we would have been there with bells on.

The answer to the high cost of gasoline is to do what half of the Juneau personnel have done--get a small car. Out of 29 people stationed at Juneau who own cars, 15 are driving small ones and 14 are still driving "Detroit Iron". The perky little Volkswagon is by far the favorite in Juneau, accounting for 9 of the 15. The remaining six consists of two jeeps, two metropolitans, one Simca and one Opel.

Aflatoon Edalat-Parsi made a visit to the Juneau office this past month. He is an Iranian government employee and is now working in the Yakutat area. Edalat-Parsi and Parviz Talieh are in Yakutat for a three month study of the airfield operations. Both are employed in the Department of Technical Development in Iran. Edalat-Parsi arrived in the United States in February studying for several months in Oklahoma City, and observing factories and technical developments throughout the states. He expects to return to Iran later this year.

ANC, UMM, ORT TOO

In Anchorage, the trainees were in the hands of Don Keil, Chief, Manpower and Training Section of Plant Maintenance, who spent two years in the Middle East in 1952-54. From teaching physics and history in the American Community School at Beirut, Lebanon, Keil gained some knowledge of the life and people in that area and he was able to smooth the path of the trainees in Alaska.

They also took on-the-job training at Summit and Northway as well as Anchorage.

Bert Borders from Anchorage tells this one: "Two Beatniks were sitting on a pier watching crocodiles swim underneath. One of the crocodiles came by and chewed a foot off one of the Beatniks. The Beatnik informed his friend that one of his feet had been chewed off. The second Beatnik asked which one, and the first Beatnik replied, "Who knows--You see one, you've seen them all."

M. WOLFE RETIRES



Madeline Wolfe, Contract Assistant, who has been with the Seattle office since November 1947 retired September 4. Prior to her employment at Albrow, Madeline worked with the Navy Department as civilian chief of the disbursing office at the Seattle Naval Hospital. Earlier employment included teaching, working with the Great Northern Railroad, and a position with the late movie producer, Louis B. Mayer. Madeline, who will have time soon for limbering up the ivories, also played piano with various orchestras and supplied musical backgrounds for silent movies. With husband, Al, she plans on wintering in Arizona, following a family visit in Southern California.

KURRIGER NARROWLY ESCAPES ELECTROCUTION WHILE PLUMBING

Hermann Kurriger, FAA photographer, had a narrow escape recently when he contacted 110-volt current while making repairs at his home.

Kurriger had disconnected the hot water pipe preparatory to cleaning out his hot water heater, forgetting that the electrical system was grounded to the cold water pipe. When he grasped the two pipes, he received the full shock of the current, accentuated because of water spilled on the floor. Unable to let loose, he called his wife for help. She cut off the flow of cold water which she had been using, and this, according to a representative of the electrical company, lowered the voltage enough for Hermann to get away from the pipes.

He was incapacitated for several days, but now has completely recovered.

A home town is where they wonder how you got as far as you did!

FAIRBANKS

STATION

SEMT/TOWAC Gordon L. Schroeder was on extended annual leave during the period of July 20 through July 31. SEMT Bill Banfill filled the position as acting SEMT during his absence.

EMT Gerald H. Dickie was selected for a GS-8 position at McGrath on July 22.

EMT Logan L. (Johnny) Shell, selected as a GS-9 Relief on July 22, departed Fairbanks on July 31 for a week of annual leave enroute to attend VOR and ILS classes at the Aeronautical Center in Oklahoma City.

EMT Paul C. Lee, Jr., arrived in Fairbanks on August 3, after attending Communications school in Oklahoma City.

EMT Danford L. Sutherland left Fairbanks on August 4. After spending a couple of days in Anacortes, he traveled to Oklahoma City where he is now attending CE classes.

The past two months the main topic of conversation around the station has been Bill Banfill and a project on which he is putting the finishing touches. This is a fantastic new design in air-powered river boats.

The hull for this radical boat is a set of pontoons fashioned after T-Craft floats, with power being furnished by a 100 horsepower Lycoming Aircraft engine. Aircraft controls are complete right down to an elevator which aids the craft in keeping a planed attitude.

A few tests have been made on the boat, and it is now being fitted with a few minor modifications. All indications are that it will reach its full goal of transporting four people with moose meat from the hunting grounds at speeds exceeding 50 mph, over water knee-deep to a tadpole.

The whole station is anxiously awaiting the final tests. Good luck, Bill!

Monell Benson

RAPCON

The RAPCON Picnic was finally held on Saturday, July 18th, on the grounds of Bill Murphy's parents' home. A cool lake, badminton, plus horse shoe tossing provided the entertainment for the grownups. The youngsters enjoyed competitive events under the watchful eye of Garland Wall.

Boating was one of the main attractions for the youngsters and conducting the tours of the lake was that ol' riverman, Floyd McKeever, who also doubled as Tarzan and swam in the chilly water.

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the children go to the territorial school.

Organizations in which our people take an active part are: The McGrath Community Association, McGrath Rod and Gun Club, McGrath Library Association, Inc., 4-H Club and Parents' Association.

People who have made past history and left their mark here, include the late Ralph Slone, former Chief Aircraft Communicator and long time resident, who consolidated the various organizations such as mosquito control group, first aid station, volunteer firemen, childrens entertainment group, and McGrath Women's Club into the present McGrath Community Association. He was elected president and served for three years. Mrs. Arthur Farrance, Mechanic's wife, succeeded to the office for a two year period. Fred Poorman now serves as President.

Another of Ralph Slone's accomplishments for the town was the application for townsite patent so that homeowners could also own the land on which their houses were built. This patent was received and the first lots sold in 1956. Many of the FAA personnel own lots and some have built cabins on them now.

Clubs, Playgrounds

Mrs. John Lind, John was McGrath's first STMGR, helped organize the McGrath Women's Club and served as President. This group took as its project the improvement of school conditions. For a time hot lunches were served to the students. Playground equipment, still in use, linoleum, curtains, paint inside and out, record player, and slide projector were supplied by this group. All the Federal Employees wives were active members and when work was to be done encouraged their husbands to volunteer. Mrs. Farrance, Mechanic's wife, and Ann Domogalla, Communicator, were especially active in this group.

A fire siren was installed under the supervision of Clifford Holden (STMGR 1951) which is in use today. Its operation is checked daily by using it as a noon whistle and time check for the village.

FAA members who play on the ball team are: Jack Theno, Joseph Hollinger, Al Abrams, Donald Waterman, Warner Armbruster and Benny Sapyta. Several games have been held in McGrath this summer and the team has gone to the nearby Radar Site in exchange games.

Jack Theno, Larry Smith and Fred Poorman are members of the Parents' Committee. This group is appointed by the

CIVIC LEADERS AT MCGRATH**FRED POORMAN****DOROTHY BRYANT****LAWRENCE SMITH**

President of the Community Association and serves as unofficial law enforcement group. Mr. Poorman has been deputized as Deputy Marshall.

Active Library

The McGrath Community Library Association, Inc., has just moved into the new library room of the Community Association Building. Mrs. Romaine Potosky, her husband Norman was STMGR here then, started the fund for this building. Participation by all federal personnel and their families have made this project possible. Mrs. Lawrence Delf, ATCS wife, has classified the juvenile books into reading group levels. Mrs. Delf was one of the teachers in the Territorial School here last year. Mrs. Poorman, Mrs. Mary Breighner and Dorothy Bryant take their turns as volunteer librarians.

Now being organized is a Soaring Club with Benny Sapyta, ATCS, as its sponsor. Plans are to interest teen agers, as well as adults, in this sport. A membership in the National Soaring Association is proposed.

Al Abrams is in charge of FAA movies and local residents are often guests of the FAA and WBAS personnel. Judy Neville, daughter of Tom Neville, Foreman Mechanic, runs the movie for all the McGrath children on Sunday afternoons.

Last year Dorothy Bryant acted as 4-H Garden Club Leader and one of the McGrath boys won first prize for gardens in the Kuskokwim area. This year she is chairman for the yard and garden improvement project sponsored by the Fairbanks Garden Club.

Lawrence Delf, ATCS, is a flight instructor and aircraft mechanic and is

most generous in helping the young people with their flight problems.

Phones Coming

Larry Smith, Station Manager, is Vice President of the MCA, member of the Parents Committee and was one of the organizers of the Rod and Gun Club of which he is President this year. One of the aims of this organization is to instruct the children of McGrath in the use and care of hunting and fishing equipment. His special interests include boats, --building and use. His "Bucky Beaver" can often be seen on the river. He is now in process of helping the community by installing a telephone system. Very soon we will have telephones in our homes so that we may call each other and even make Long Distance phone calls.

Fred Poorman, Mechanic, came to McGrath in 1938 and entered on duty with the FAA in 1954. He is President of the Community Association, Secretary-Treasurer of the Rod and Gun Club, member of the Parents' Committee and has been School Agent for the past three years. He is an ardent sportsman and hunting and fishing are his leisure time hobbies. One of his trophies is a set of moose horns that have a Boone and Crockett measurement of 229.5, greatest spread 67 inches. We are told that this trophy would be about in tenth place for a record. His wife "Idge" came to Alaska in 1945 as a Communicator stationed at Nenana. She has been Secretary of the Community Association and active in the McGrath Library Association. She now serves as one of the volunteer librarians. For several years she has served as Clerk of the election board here.

TALKEETNA

Charles F. Myton and George German of Utilities Unit, Plant Maintenance Branch, arrived on June 25. German departed July 1 and Myton July 5.

Robert R. Virchow, Plant Maintenance Inspector, arrived for a station inspection July 8 and departed July 15. We wish him luck on his new assignment in Iran.

Station Manager Defresne and wife departed July 12 on annual leave and visited points in Washington state. They missed the rainy weather at Talkeetna. Weather in Seattle, Pasco and other points, was clear and hot. Temperatures in Pasco exceeded 100 degrees. They returned to Talkeetna on August 5.

Electrical Engineer Thomas L. Matney arrived July 22 for a station inspection.

Mr. Risdon, General Services Division, arrived August 1 for a safety inspection.

Mrs. William H. Price, wife of AOS Price, arrived from White Plains, New York, on August 9. She flew non-stop from New York to Anchorage via Northwest Orient Airlines.

Electricians McCurdy, Craddock and Bordeaux, arrived August 13 for miscellaneous electrical work.

A. Dufresne

POETRY CORNER

ON LESE MAJESTE

There lived a jester in an olden time
Whose wit outran his wisdom so he slurred
The beauty of the Queen; and for his crime
The lady had him skewered like a bird.

Help me to remember, then, his parting word
To those of us who play with quip and gag;
"Full many a jest was born to blush unheard,
Lest now and then the tale may dog the wag".
---O. R.

THE VALIANT

Her little hats are tailored by Dache's;
Her lipstick always brave, her banners flying;
Nor would we ever want to see the day
When she at last concedes there's no youth trying.
---O. R.

NAME YOUR POISON

Who loves not wisely but too well
May suffer sixteen kinds of hell;
Nor does he fare a bit more nicely
Who loves not well but far too wisely.
---O. R.

RUHLE CORRECTS INACCURATE STORY OF FAA SERVICE TO TOKYO FLIGHT

"It must have been a flight of fancy."

This is the conclusion of FAA airways specialists at Annette after reading a sensational story in the September Reader's Digest by Francis Vivian Drake, purporting to tell how wonderful was the service given by FAA stations in Alaska to a Britannia recently enroute to Tokyo. The story carried the jingoistic head "The Other Face of Soviet Hospitality" and noted that "instead of offering flight information to passing international airliners (Soviet airfields) threaten to shoot them down". Then it asks: "How can anyone explain this frightful contrast to civilized human behaviour the world over?"

The author, Drake, had flown in a Britannia from Vancouver to Tokyo with the Canadian Pacific Airlines. He gave FAA operators at Annette and King Salmon what Ken Ruhle of Annette describes as "undeserved credit for warm, personal touch in the transaction of their communications business". But he was so far from the accurate facts that Ruhle doubted the accuracy of the whole story.

Here's The Flight

Says Drake in the Digest: "From Anchorage, Annette, King Salmon, Kodiak, Cold Bay, a running stream of challenges, weather advice, emergency landing information volleys into the cockpit.

"Annette speaks: 'Barometer 29 point 4, wind at 30,000 is 60 knots, direction 240, temperature 62, dewpoint 57. How ya' doin' Joe?'

"'No sweat', replies the co-pilot. 'Everything normal.'

"'Harry driving you tonight? Give him our congrats on the new little Harry. We just heard. Out.

"King Salmon chimes in through a barrage of static: 'We're reading you Joe. Tell Harry the same for us.

"The brief, chopped-off voices of the professionals, alert and business-like, are not too busy for a verbal handshake to a captain who has a long night ahead of him."

Ruhle said that the most searching inquiry among the Annette ATC Specialists brought out the following facts:

1. None of them can remember ever having worked a Britannia enroute to Tokyo.
2. None is on intimate terms with Joe or Harry, or was aware that Harry had experienced a blessed event.
3. They do not engage in friendly, unauthorized radio conversation with strangers, especially on high frequencies.
4. They have no common frequency with King Salmon.
5. They do not give local surface temperatures, challenges or emergency landing information to west-bound trans-Pacific flights at 30,000 feet.

The dustbin, as Ruhle suggests, is the proper place for this kind of inaccurate reporting.

AIRWAYS PIONEERS PLAN ROAD TRIP TO VISIT ALASKA IN 1960

The Society of Airways Pioneers is contemplating sponsoring a caravan of its members and their friends up the Highway to Alaska next Summer, according to a letter from William A. Breniman, President.

"We will have more information on dates in the next issue of the Airway Pioneer", Breniman writes. "However, I imagine we will arrange to meet at Dawson Creek about July 1 and go as a group as far as Homer. Many, including myself, will wish to stay in Alaska for some time. We might even get Big Chief Hulen to lend his deft touch in taking the boys snipe-hunting, Alaska style."

"Don't itch for things you ain't willing to scratch for...."

RAPCON Cont. from Page 5

Among those that made the trip and participated were: Joe Grube, catcher; Kirk "strikeout" Tyree, pitcher; Ralph Thomas, first base; Oscar "liquid refreshment" Baker, second base; Whitey Holtzhauer, third base; and Bob Arce at short stop. The outfield was saturated by Carl "homerun" Bartel, "mile high" Hooser and Harold Anderson, with Paul Kelly as relief.

The Fairbanks team cheers were led by Dick and Ronnie Inman, Ted and Mrs. Baker, and a host of RAPCON wives. The Nenana cheers were handled by Ralph and Mrs. Hazleton and the citizens of Nenana.

After the last ball was hit and dust settled over the field our team had won a "nip and tuck" game. However, in a return match later in the month the Nenana team turned back the Fairbanks sluggers and evened the score.

MANAGERS MOVE



DICK INMAN JAMES HEAY

Dick Inman has transferred from Station Manager at Fairbanks to Chief of the Communications Section of the Analysis Branch of Air Traffic Control in Anchorage.

Inman first joined the CAA in Seattle in 1944, transferring the same year to Woody Island as Communicator. In 1950, he became station manager at Big Delta, transferred in same capacity later to Yakutat in 1956 and Fairbanks in 1958. He assumed his duties in Anchorage in August.

James R. Heay, Station Manager at Summit, has been named by Administrator Hulen as Station Manager at Homer, succeeding the late Ralph Stone. Heay joined the FAA in 1947 at Galena. He became station manager at Yakutat in 1956 and transferred to Summit in November, 1958.

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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ATC Chiefs Confer

Chiefs of the IATCS and ATCS in San Francisco, Honolulu and Seattle, have completed a familiarization visit to Alaska with results pleasing both to the Region and to Washington.

During the visit in August, the visitors conferred with their opposites in Alaska, visited stations with which they frequently have official relations, and renewed old friendships.

Bernard Swaffield, Chief, Stattle ATCS, and Tom Dowling, Chief, IATCS at San

Francisco, recalled old times with Regional Administrator Hulen with whom they worked back in 1936. Ted Price, Chief, IATCS, Honolulu, formerly worked in Alaska for the CAA, leaving here in 1946. He showed his sourdough training by hooking and landing a 36-pound salmon at King Salmon. The other visitor was J. D. Whiteside of the Air Traffic Management office in Washington, who expressed approval of the plan for future annual conferences between chiefs of the facilities represented.

FAA LIBRARY NOW READY TO SERVE

The FAA Library in Anchorage has reached the stage where it can be of possible service to the Agency.

While it hardly deserves yet the description of "library", there is considerable reference material available and requests for specific information or publications on matters connected with FAA work can be answered.

Files of such aviation magazines as Skyways, American Aviation Daily, Flying and The Bush Pilot, are available. The Congressional Record is kept until shortly after each Session of Congress adjourns; the employee papers of all FAA Regions and the new paper Fly-By are on file; publications of the CAA-FAA on safety, air fairs, aviation statistics and training, are available. These items are in addition to the usual agency rules, regulations, circulars and bulletins, are distributed through the usual channels.

Files of the magazines Office Management, The Office and Management Review are available. Training books used by the CAP and in the schools, and a few books on how to read better, elements of supervision and principles of management can be borrowed. A number of small pamphlets on a variety of subjects can be had, such as Getting Across Your Ideas Through Writing, Improve Your Training Technique, Selecting Supervisors, and Improving the Effectiveness of Management, can be loaned.

Although clerical help for the Library is available only on a half-day basis, the Public Information Office will answer requests with what is available or find and send other material as needed in the conduct of FAA business.

What you learn after you know everything is most important.

"Money Can Buy Happiness"

The 1959 United Good Neighbor drive in the Anchorage office of the FAA will begin September 15, Bill Mullaly, campaign chairman, has announced.

This year, those contributors who desire their contribution to be secret will supply their own envelopes, since the UGN will not provide them. Objective this year, says Mullaly, is 100% participation among the 700 employees here, and also, more money than was contributed last year.

"Somewhere in the list of worthwhile activities supported or aided by the UGN there is a particular cause that will appeal to everyone", Mullaly said. "Anybody can find a cause which he will want to help. I hope every FAA employee will chip in. Giving is good for all of us. Your money can buy health and happiness for you and the recipient."

MORE FAA TRAVELERS

A second successful charter trip to the North Country by the Civil Air Club was staged during August, with FAAers in Kotzebue, Nome, Galena and McGrath showing fine hospitality to the 40 travelers.

The trip was made in an F-27 turboprop of Northern Consolidated Airlines, with Eleanor Moses, Kotzebue Eskimo, as hostess. First landing was at Galena where station personnel served coffee and gave tours to points of interest. At Kotzebue, the tourists walked along the beach to town, or filled the beds of station trucks. After lunch there, they left for Nome where they remained overnight, some staying in town and others at Wein Airlines' "gold camp" quarters.

Enroute home, they stopped at McGrath for another tour of that interesting station, with local residents as guides and chauffeurs.