



BACK INJURIES LEAD IN REGION ACCIDENTS

Frequency of "lost time" accidents to FAA personnel per 1,000,000 man hours worked declined in the first eight months of 1959, Floyd E. Risdon, Safety Inspector has reported.

Through August, 1959, there were 25 accidents that caused time to be lost from work. In that time, FAA personnel worked 2,157,935 hours, and the frequency rate was 11.6 accidents per million hours.

During the same period in 1958, there were 25 lost time accidents and the frequency rate was 13.09. In 1957, there were 36 lost time accidents, with a rate of 11.02.

The largest number of accidents caused back injuries, and these accidents also resulted in most time lost. There were 21 accidents that injured backs, and 119 days time were lost as a result. Injuries to eyes totaled 8, causing 9 days lost time; and to hands, 7, causing 20 days of lost time. The 82 accidents caused a total lost time of 220 days.

One of three accidents in the Electronics Maintenance Branch caused a loss of 16 days working time. Total time lost in accidents to Regional Office workers was 56 days of the grand total of 220 days.

See table on page 8.

F A A PERSONNEL PROMINENT, ACTIVE IN ANCHORAGE AFFAIRS FOR TWO DECADES

KNIGHT MADE ASSISTANT TO ADMINISTRATOR HULEN

Virgil E. Knight, veteran of 16 years with the Federal Aviation Agency, has been named Assistant to the Regional Administrator, Allen D. Hulen.

Knight's assignment sounds like he will be spread fairly thin, geographically. FAA airport and airway responsibilities along the Aleutian Chain, and north of the Brooks Range will be in his lap. After he has established overall policy in regard to the airports at Cold Bay and Shemya, where international airlines are interested in concessions, real estate, rentals and such, he will turn over that part of their management to Gerry Kempton, head of the Airports Division, which administers the commercial aspects of the airports in Alaska. North of the Range, FAA is anticipating an emerging demand for more airport facilities, at such places as Umiat and Point Barrow.

State Job Slowing

The work of the Air Terminals Division in connection with Anchorage and Fairbanks International Airports is "phasing

See Knight Page 11

AVERY AND YESENSKI, INTERIM APPOINTEES, SEEK ELECTION

Active participation in the civic affairs of Anchorage has been a CAA-FAA habit in the two score years the agency has had its headquarters here.

To list the names and offices in the public and private organizations that have been and are held by "the CAA people" would require columns, and certainly any list will fail to include them all. The CAA arrived here in 1939, when Anchorage was truly a small town. In its 20 years it has contributed top officers in the city government; important members of advisory and promoting organizations; leaders in dozens of organizations of civic-private character; and charter members of many groups which have brought culture to the pioneer society where "do-it-yourself" is an accepted procedure.

Council, School Board

Today's outstanding examples are Joseph Yesenski, now serving an appointed interim term on the City Council, and running for election for a full term, and Willis Avery, in the same situation on the School Board. Previously, Mel W. Peterson and John Hoekzema, who now

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FAA MEN SERVE ON ANCHORAGE CITY COUNCIL AND SCHOOL BOARD



DUNHAM

AVERY

SCHOOL SUPT. IDLEMAN



YESENSKI (Right)

J. Bessler

HIGHER INTEREST RATE ADDS VALUE TO BONDS

Your bonds are worth more. Congress increased the yield of Series E bonds issued after June 1, 1959, by making them mature in 7 years, 9 months, instead of the former term of 8 years, 11 months. Hold yours to maturity and you will get 3-3/4% instead of 3-1/2%.

In the same act, Congress raised the interest rate on H bonds to 3-3/4% if they are held until they mature in 10 years.

E and H bonds bought before June 1, 1959, will earn more beginning on that date, if held to maturity.

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serves the FAA in Turkey, were members of the City Council. (Alex Dunham, Alaska representative of the CAB, is on the School Board and he also is running for re-election.

Others have served on the governing boards of Municipal Public Utility Districts in and near Anchorage. Sidney J. Rood served six years on the Spenard PUD; and Roy Downing, Ralph Westover and Myron Stevens, were members of the Fairview PUD, which Sam Elliot, now an instructor at Aeronautical Center, helped organize and served as its first president.

It was CAA people who sparked the resistance to the Hatch Act which originally kept them from holding municipal elective offices and obtained an exception for Anchorage.

Norman Potosky is president and Romayne, his wife, is secretary of Alaska Eye Bank. Harold W. Tarbert has long been active in the safety education field of the Red Cross. In all such organizations the families of FAA employees are also active.

In recreational activities around Anchorage, FAA personnel are also active. John Goetz was an organizer of the Anchorage Ski Club, of which Virginia Schairer was secretary; Juanita Wood is a folk dancing enthusiast and promoter; George Karabelnikoff has long been active in winter competitive sports among juveniles; Walter L. Radke has been a power in operation of the Little League; Don M. Gretzer for years headed the Theater Workshop of the Anchorage Community College, a leading one of five little theater groups in the city. Herb Enberg, Dick Thwaites, Dick Stryker, Felton Jackson, Norman Lowenstein, Bill Barber, Frank Unruh, Bob Bacon and Walt Williams, are a few of those whose activities with the Boy Scouts has been notable.

Service

Service club history in Anchorage is laced with names of CAA and FAA people from the beginning. Ralph Westover,

ME & MAMA & MOOSE IN THE WAGEN

Joseph William Evans, erstwhile FAA photographer, his wife and a moose are headed for Florida in his Volkswagen.

Evans, who joined the FAA in June, coming from Miami, has found that Miami living costs are preferable to those in Alaska; that camping on highway trips is fun; and that shooting a moose is the best way to get the winter's meat. What he hopes to learn is whether a man can drive moosemeat to Florida and still eat it. He is depending on dry ice as far as Edmonton, and if the thermometer causes

trouble, he'll ship the 200 pounds of moose and ride the wagon home. He shot the moose on the Kenai peninsula Sept 20.

Austin "Gus" Gustafson, who had been working as a lineman's helper with the Plant Maintenance Branch, has taken over the job Evans held. Gustafson has been a commercial photographer for 20 years, and for the past four years worked for Chace Photo in Anchorage. He is married, has two sons, 26 and 27, in the lower States.

Chan Griggs, Elmer Daines and Lanson B. Harvey, were active in organization of the Junior Chamber of Commerce, Westover serving as a state officer; Regional Administrators Plett and Hulen were active in the civic operations of various service clubs, as were John Hooper, Bob Parsons and a dozen others. Toastmaster clubs were heavily loaded with agency men who formed the CAA Toastmasters, now the Ptarmigan, Club.

The public hardly realizes the volume of work done by such organizations. The Junior Chamber of Commerce, for instance, first marked the streets of Anchorage in the days when all Alaska had fewer inhabitants and Anchorage has now. Hulen, as Lions Club president, built a municipal wading pool.

On Special Jobs

Many CAA-FAA people have been appointed for special services to the city. Among them: Mel Peterson and Virgil Knight served on the Board of Examiners and Appeals which handles building ordinances and codes, and Stanley J. Erickson is a present member; Peterson was on the City Charter Commission and the Governor's Purchasing Committee; Alvin S. Porter is a member of the City Parks and Recreation Commission; U. M. Culver served on a special commission on traffic and parking; Ralph Westover, besides being a moving force in the Volunteer Fire Department of his town of Fairview, served on many committees, as did Robert Matsen, George Allen, Ned Griffin and others. Stanley Erickson is a member of the Anchorage Economic Study Committee, which forecasts the city's economic development, and he has also made financial studies for the School District.

CAA names were prominent on the charter member rolls of many important local organizations. Paul Rohwer has served as a director of the Chugach Electric Association and former CAA'er Ed Jarvi was its first president; Peter Verdin organized and headed for some time a league of Credit Unions, now with 17 members; Arthur Braendel and Mary Ann

Mandy helped to organize the Anchorage Symphony Orchestra, and Braendel, Ruth Hurst and Lawrence Peters are present members; CAA people were members of the first Community Chorus, and of the Little Theater Group out of which both orchestra and chorus were born.

Welfare

In the general public welfare field, Agency people have been active and prominent for many years. Today, Virgil Knight and Norman Potosky are on the Board of Trustees of the United Good Neighbors Fund, which Knight helped originate here. Mrs. Frank Unruh is on the Parents Council of the Alaska Crippled Children's Association; Charles E. Planck is on the board of the Juvenile Action Committee;

Perry McLain has been "Mister Legion" in veteran affairs in Anchorage, and right along with him, Nema Ellis was prominent in the Legion Auxiliary. James Carter, Robert Mason, Warren W. Wilkins, Jean Collins, Lloyd Patterson, Walter Burkevich, Dave Dishaw and Glenn Fawcett, are active members of the Civil Air Patrol.

Campaigns

In the "old days", Walter Plett, as Regional Administrator, and his whole staff were vigorous in their extra-curricular activities. They helped to spark a campaign, with Plett as chairman, for a civic center, which ultimately resulted in the present Sidney Laurence Auditorium. They urged--as citizens--the passage of a bonding authority for a municipal airport, an authority never used, but still on the books. Marshall Hoppin, the first Regional Administrator, was equally active as far as his federal employment allowed.

Westover and his JC friends staged two air shows as part of the Fur Rendezvous activities, turning in some \$40,000 to the civic center fund.

Agency girls and women took their part in the "queen" business, with Babs Ninteman and Mrs. Ned Griffin being elected as Fur Rendezvous queens.

TALKEETNA

Talkeetna comes alive every year at Moose time. It isn't possible for a correspondent to name all FAA hunters who have gone after moose and been successful, but here is an attempt at a list.

Foreman Station Mechanic Ralph K. Sutherland; Station Manager Alexander DuFresne; AOS Albert T. Weed; Thomas L. Matney, W. E. McBrayer, Francis Garvin and Donald W. Larkin, AN-675, Anchorage; Edmond J. Shields, Anchorage RAPCON; Donald W. Thomas, AN-542, Anchorage; Roy Musgrove, son of Ed Musgrove, Station Manager at Big Delta; and AOS Edward V. Kowske, Talkeetna. Ed Musgrove, by the way, was recently released from the Mason hospital at Seattle after an ear operation, and spent two days at Talkeetna.

My moose caused family trouble. I was accompanied by my wife, Mrs. Clara Hickock and Mrs. Hickock's sister, Florence, and we took off from Mrs. Hickock's cabin across the river from Talkeetna. I downed the animal at 5:25 A. M. about 200 yards from a road. In carrying him out, my wife thought she had cracked a rib, and that meant a trip to Anchorage to see the doctor. He found it was only a torn muscle, but he joined my other "friends" in accusing me of having three women do the heavy work connected with the hunt. I am denying the charge.

Sutherland's moose caused him some labor and a red face. He shot the bull in a very awkward place, where a nearby trapper's horse couldn't go. So it was "pack it or leave it". Shorty Bradley, who operates a roadhouse across the river was called in and he shouldered easily a big quarter and said to Sutherland, "Let's go!" That, says Sutherland is when moose meat costs a plenty.

Bradford Washburn, Director of the Museum of Science and the Hayden Planetarium of Boston, and who haunts Mt. McKinley, was a visitor to Talkeetna during August with his wife and Betsy, 13, his youngest daughter. They were flown by Don Sheldon out of Kantishna to the Ruth Glacier where they camped at the 6,000 foot level while Washburn did scientific and photographic work for the National Geographic Society. Mrs. Washburn is the only woman who has climbed Mt. McKinley, and Betsy is the only teen age girl ever to camp on Ruth Glacier.

Sheldon has also been flying camera crews around who are filming Edna Ferber's book Ice Palace. It is rumored he is to make a simulated crash on a glacier in the Matanuska and Sheep Mountain area for use in the film.

WEITZ BECOMES CHIEF OF NEW FLIGHT DIVISION, TIBBS PROMOTED



WEITZ

George Weitz, veteran of 20 years service with the Federal Aviation Agency, has taken over the duties of Chief, Flight Standards Division of the FAA in Anchorage.

Anselm M. Tibbs, formerly air carrier safety inspector, has been named Chief of the Air Carrier Branch of the new Standards Division.

Kenneth T. Roney, FAA Inspector from the East Coast will be the new Chief of the General Safety Branch of the Standards Division, and is due to arrive in Anchorage in November.

Weitz learned to fly at Curtiss Field on Long Island in 1927, worked as a fixed base operator, served with the Marines in both world wars and with various airlines. He joined the CAA in 1940, and after World War II worked in the administration's Washington office where he was Deputy Chief of the General Safety Division before transferring to New York where he headed the First Region's General Safety Division. He was in Alaska

AOS William H. Price has as a guest his brother-in-law, Howard Brod, a general contractor in Stamford, Conn.

Recent maintenance "visitors" to Talkeetna include Electricians McCurdy, Bourdeau and Craddock; Specialist James F. McKone; Electric Lineman Cyril F. Schneider; and Linemen Francis Garvin and Donald W. Larkin.

Edward H. Cook, AN-675, who recently had a kidney removed at Mayo Clinic, and his niece, visited the Sutherlands recently.



TIBBS

for an extended tour of duty in 1947 when the CAA was certificating the older airlines here.

Weitz brought his son, George, 17, to Anchorage with him and he is entered as a Senior in the High School. His wife and two other children, Arthur, 8, and Jody, 4, will join him later.

Tibbs was Assistant General Manager for Reeve Aleutian Airlines for five years before he joined the CAA in 1951 in Tulsa. In 1953, he transferred to Alaska, continuing his work as safety inspector working with air carriers. He also flew with the Air Force in Alaska during 1943 and 1944 in the reoccupation of Attu and Kiska, and while he was with the Air Force, taught overwater navigation across the Gulf of Mexico. After the last war he returned to the University of Texas and got his degree in Business Administration in 1945. He is married and has two girls. He succeeds Merritt D. Boyle, recently transferred to Washington.

Roney will succeed Don M. Gretzer of the General Safety office, who recently transferred to Washington.

Eldon T. Boothe has been named liaison representative between the FAA and the Integrated Communications System (White Alice). He will also continue to serve as Circuit Layout Engineer with ICSAL.

Did you hear about the wife who had her husband eating out of the palm of her hand? Hated to do dishes.

Training means learning the rules. Experience means learning the exceptions.

NORTHWAY

Two Northway FAA pilots had plane trouble during August, but neither was injured. Clifford Springberg went hunting in his Piper to the headwaters of the Tetlin River. In taking off from a sandbar, his right landing gear fell off, disabling the plane. Springberg was picked up by a helicopter operating in the area, returned later with parts and flew his Piper home.

Albert B. Cross, flying a Culver belonging to AOS George B. Foss, Unalakleet, made a low pass over Northway asking the Operator on duty if his gear was down. It appeared to be but the Operator asked him to fly past again. Cross answered, "Say again", but did not acknowledge the repeated request and came in and landed. His gear collapsed, but the pilot received no injuries.

Gardens have been harvested, with a below average crop of potatoes, due to a cold rainy summer. Cabbages up to eight pounds, celery stalks to three and one-half pounds, peas, carrots, cauliflower, radishes, broccoli, rutabagas, turnips, etc., were in abundance. (So were the weeds).

The spirit of the hunt for the elusive moose has been predominant amongst all personnel but as yet, to no avail. The ducks and grouse, however, have suffered great losses at the hands of the local nimrods.

Twins, a boy and a girl, were born to the Ronald E. Nixon family. A boy was born to the Bryant Mainord's. All concerned are doing well, however, the fathers had a long period of labor, taking care of the other members of their respective families while the mothers were in the hospital.

THANKS

"Lou Roberts, Doug Smith and Leo Golden were especially helpful. I am certain these men leave a favorable impression with all travelers through your area".

So wrote Merrill M. Steeb, attorney from St. Joseph, Mo., to Regional Administrator Hulen in praising FAA personnel at Unalakleet for their "courtesy and assistance" when he and his companion, Dr. Pifer, stayed at Unalakleet during August.

A small boy asked his chum what Father's Day is.

"Oh, it's just the same as Mother's Day --except you don't pay as much for the present."

SEVEN LONG DAYS TO SEATTLE!

Anchorage has a new telephone system. Alaska has deluxe airline service to anywhere, soon will have still faster jet-powered transportation.

All of which turns Lance Harvey's mind back to early days when Alaskans had to "rough it" when they wanted to travel Outside. Harvey doesn't refer to the real pioneer gold rush days but to those days when the airplane was first revising the transportation picture here. For riders of the champagne specials of today, he describes a very hairy trip which he took from Kodiak to Seattle--in seven days, over three airlines and one overnight boat trip.

"Immediately after the declaration of war with Japan", Harvey remembers, "all wives and women who were not essentially engaged in defense were evacuated by boat from the Kodiak Naval Air Station. From 1939 I had been engaged in heavy construction at Kodiak and I received permission to return to the 'States' for a short time. It was a normal trip for those days, but what a trip! I boarded the steamer S.S. Yukon at Women's Bay one afternoon in May, 1942, with other southbound passengers. We expected to be sailing sometime after the evening dinner when all cargo had been unloaded and the hatches and gear secured. We were still lying at the dock at breakfast call the following morning when an important announcement was made over the ship's inter-com system. 'All passengers will return to shore with their baggage. Tickets will be refunded'. The S.S. Yukon had been commandeered for Military service for the duration. A few passengers made hurried arrangements for an air flight to Seattle, applying the approximately \$87.00 boat fare against a passenger air ticket amounting to nearly \$287.00 for the one way trip. They got all the seats.

Wait Two Days

"We waited two days for a seat on a Star Airlines flight and by that time reservations had run to a list as long as an early day Anchorage telephone directory. It was one of those rare beautiful afternoon days on Kodiak Island when we became airborne and left the Kodiak Naval Air Station's concrete runway below. Each of the seven bucket seats was filled on the Star Airlines Tri-Motor Ford. The windows were blacked out with plywood for a distance of approximately 15 miles from Kodiak for security purposes. The first leg of our air journey ended in Anchorage about two and three-quarter hours from Kodiak.

"The afternoon of the second day we again boarded the Ford and left the gravel and sod surface of Merrill Field for a three hour, twenty minute, flight to

Weeks Field in Fairbanks. The passengers again arranged for their overnight stay and a transfer of tickets and reservations on Pollack Airlines. Frank Pollack was one of those early day pilots who owned several small planes for trips into the Interior of Alaska and to Whitehorse, Yukon Territory. On the afternoon of the third day out of Kodiak we were again in the air, cramped but reasonably comfortable, in a single engine five place Bellanca plane heading for Whitehorse. This was a bush flight taking a course around mountains to avoid heavy cloud banks, through passes and over the north ribbon of the ALCAN Highway then under construction. Nearly six hours after leaving Fairbanks we finally landed and went through Customs at Whitehorse.

The Weather!

"Weather conditions grounded us in Whitehorse for two days during which time ticket transfers and new reservations were made."

"On the morning of the sixth day out of Kodiak we finally left Whitehorse in what was, by comparison, a real luxury liner. The twin engine, ten place, Yukon Southern Airlines, Boeing 247, took us first to Watson Lake, Prince George and finally to Vancouver, B.C. We had not known in Kodiak that our tickets via several different airlines would terminate in Vancouver and that an additional cost would be necessary to get to Seattle. There were no further flights, and bus and rail space reservations were filled, so we were suddenly grounded short of our destination. Because of gasoline rationing, taxi travel was more than limited. There was one limousine at the field that did have a few seats going first to the dock area, and we piled in.

"The driver told us that if we were lucky, we could catch the S.S. Princess Louise leaving at 10 P.M. for Seattle, and we made it.

"So, in the early haze next morning, seven days, three airlines and an overnight boat trip out of Kodiak, we were in Seattle.

And You Complain!

"Well, that's the way travel was. Telephone service was comparably slow and uncertain. You have to laugh at people today who sit in a comfortable terminal and growl at an hour's delay, or sneer at the filet mignon and champagne they are served aloft. And they don't really appreciate the ease with which they can telephone to Chicago or Calcutta.

"I wonder what somebody will write about 1959 travel when we are 'jetted' from Anchorage to New York in two hours, 20 years from now?"

YOUNG PUBLISHERS NEED EQUIPMENT

Yakataga Yarns, newest newspaper in Alaska, needs equipment for its editorial room and a press for its publication.

When Lynne Wisher, 12, and Diane Thiede, 15, appeared on Yakataga's main street with their first edition--they forgot to date it--Fines G. Moore, Station Manager, was delighted. So was the Glacier Club, Yakataga's social activity, and they promptly allocated \$50 of club money for purchase of equipment.

"If it would be possible to obtain a surplus duplicator", Moore writes the Mukluk, "or one that needs repairs, it would be greatly appreciated." And one of the editors inserts her own want ad: "Wanted: One good typewriter to type out 'Yakataga Yarns' ". Any offers?

Reproduction method in the first edition seems to be by pencil, through blue carbon on wax wrapping paper. But it's legible, detailed, unafraid and localized. See below:

News and Loosip

Work Ahead

Rec hall detail and garbage detail are rewarding its pleasures to House-1. Your week starts Sept. 21-28.

Say, all you movie-goers, how do you like our new screen?

Sports

Looks like Biff Reed is going to hold the bowling championship for a long time. High score-242. (Biff is from Shell Oil.)

YOUNG LOVE

Hey, Chipper and Marte M. Is this romance? Caught you holding hands the other day.

Congradulations!

Moore's fish give birth to four baby guppies. When do you want us to baby-sit, Mrs. Moore?

LOOK

before you leap into the road. Mr. Dan Larson has two little Croslys? Crosbys? Croslies? (we give up but anyway they're dars) running around.

The Alaska Turkeys have begun to fly south, so it looks like Old Man Winter's on his way. (In case you cheechakos aren't hep to the term, Alaska Turkeys are Sandhill Cranes.)

Shool Days

(We mean school) Chipper, how do like 1st. grade in The Calvert Course?

Caution: Painting bug has hit Yakataga. Mr. + Mrs. Wisher have painted their Kitchen and Mrs. F. Moore is going to paint her bedroom. Come to Think of it even our grader is sporting a new yellow.

Glacier Club Meeting

Tuesday evening Sept. 22 at 7:30 P.M. (For P.A.A. employees only.)

There has been talk of limitting the number of people to available seats at the movies due to fire and safety hazards.

Mr. Bail Thiede saw a dinosaur in the vicinity of the warehouse last Sunday.

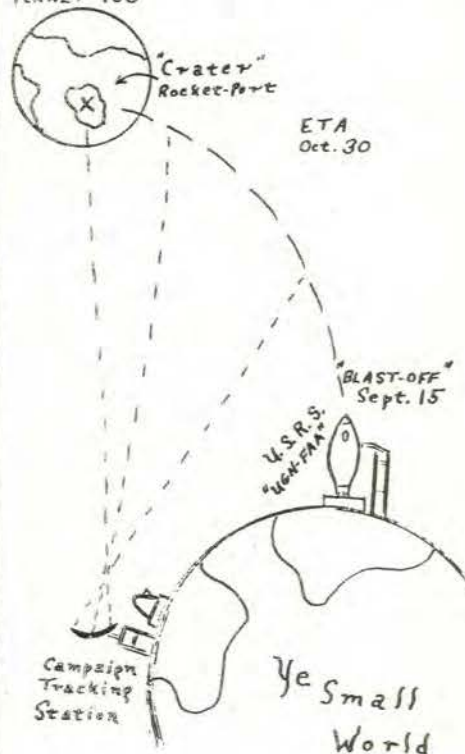
Bob Wisher claims that Finis Moore hit him in the eye.

We extend our Welcome to

Mrs. Charles Hill, Wayne, and Patricia. Also to James Harding, Mike Craddock, Leslie McCurdy, Bill Bordeaux, Jim Harper, Frank Fields, and Gordon Halkett.

THE LORD LOVES A--CHEERFUL CHAIRMAN

PLANET 100



Bill Mullaly believes in the light and cheerful approach to the job of conducting the FAA's United Good Neighbor Fund drive. His announcement of the drive was illustrated with the drawing above, and the statement that Dr. Nofizzle I. Launchem of the Federal Space Agency has "announced the scheduled departure of the annual trip to Planet 100, a sub-orb in the third galaxy to the right of Polaris". He then has the good Doc urge that everybody contribute, since it will take 100% participation of all the FAA to reach our goal. The U. S. Rocket Ship UGN-FAA expects to reach its goal within 15 days.

LATE PROMOTION BIDS CANNOT BE ACCEPTED, PERSONNEL SAYS

Hereafter, no late bids for promotion will be accepted, the Personnel Division has announced. Late bids recently have delayed processing of bids, and they must be in the office of AN-91 by 9:00 AM of the day following the closing date.

Personnel has advice to two classes of employees in the matter of bids. Those in doubt of their qualifications for the jobs up for bid are encouraged to bid, and if they do not have the proper qualifications, they will be so informed. The other class consists of employees who bid repeatedly, even after they have been informed that their qualifications are inadequate. These are asked to use good judgement in bidding for promotion.

CHIEFS STUDY

All chiefs at Galena, Fairbanks, Nome and McGrath have been going to school learning Management from Gil Reese, training officer. The courses last about two days at each station, and Reese is spending two weeks on the present tour.

They say brunettes have sweeter dispositions than blondes. "I don't know. My wives been both. I can see no difference."

Money isn't everything, but it's far ahead of whatever happens to be in second place.

Richter Plans Story Of 5 Th's Suggestions

Want to get your name in a book?

Write the story of your suggestion in the Employee Incentive program to Frank Richter, Personnel Officer. If it is a story, he will print it in what he hopes will be an FAA best seller.

How did you get your idea? Practical experience, sitting and thinking, accidentally, by revelation, or did you dream it? There must be a story back of every suggestion.

You may still be burned because you did not get a cash award for suggesting that Susie be fired for popping her chewing gum while typing (and it really would have improved the efficiency of the office). But you may have overlooked the human interest in the way you worked out that re-alignment of wires in the whatsit cabinet to prevent workers getting clobbered by heavy voltage. Incidentally, how did it happen? Did you get kicked across the room, or did you just figure it out on paper?

There was the case of the afterthought handle on the box which the carpenter shop made at the suggestion of an electronic maintenance technician. The box was shaped and felt-lined to protect a delicate electronic instrument. The suggestor got a cash award for the suggestion. A year later, he sent in another suggestion. "Put a handle on the box".

For \$19.80 we built a switch that saved \$200 a year in testing the eyelids of jet engines.

We put a color chart in the catalogue so people could see what kind of paint they were buying.

We have caused revolutions in paperwork throughout the Agency. How did it all happen? Write your part in it to Frank Richter.

Student - You Will Instruct

Robert K. Mason, Chief of the Merrill Tower, and a Colonel in the Civil Air Patrol, recently went to the National Aviation Education Workshop at Missoula, Montana, as a student--he thought.

When he got there, he found he was an instructor on operations and safety matters. Some 460 school teachers attended the workshop where speakers and instructors introduced them, or brought them up to date on the air age.

Mason was recently elected Commander of the new Anchorage Chapter of the Air Force Association.

WASHINGTON TELLS WHAT HAPPENS TO ATC WORKERS OF FAA IN THE EVENT OF WAR

Washington, D. C.—Major provisions of the recently announced plan to mobilize the Federal Aviation Agency in event of national emergency, call for continuous operation of the Federal Airways System throughout a pre-emergency, attack, or post-attack period, with retention on duty of civilian controllers in a special status. Legislation covering the latter will be submitted to Congress later this year.

In a statement presented to the Kilday Subcommittee of the Armed Services Committee Studying Transportation Under Conditions of Emergency, Major General Marcus F. Cooper, Assistant Administrator for Plans and Requirements, explained that the FAA's emergency manpower problem is that of having ready for action a sufficient number of trained air traffic controllers who can be deployed whenever and wherever they are needed for the defense of the country. Because these men are civilians, legislation is necessary to give the Administrator the authority to act in such circumstances.

General Cooper said that the FAA's airways modernization program, scheduled for completion in 1963, calls, in effect, for the automation of the entire air traffic control system. However, until this is accomplished, defense needs could be met only through the use of extreme measures. "A war emergency at this time would place such loads on the traffic control system that almost all civil and non-tactical military flying would have to be stopped immediately, with reintroduction of civil flying on an airspace available basis," General Cooper said.

One important element of FAA's mobilization plan is activation of a new and highly complex transition-terminal traffic control facility, capable of handling great volumes of air traffic. An undisclosed number of these are being constructed, away from areas of probable blast damage, and given radiological defense protection. General Cooper emphasized that this program was under way and not merely in the planning stage.

After basic improvements in the air traffic control system have been accomplished, the FAA will begin to stockpile and predisposition supplies and equipments for use under emergency operating conditions.

"In view of the speed and destructive-

ness of modern weapons, the FAA must be ready to act effectively, at once, and without interruption, if an attack should come," declared General Cooper. "As proprietor of the airways system, it is our responsibility to support the military and keep essential civil traffic operating." He added that civil air transport would play a decisive role in survival operations; that the rapid and timely movement of supplies might determine whether large numbers of our people could survive a nuclear attack.

In any emergency, the FAA, in agreement with the Department of Defense, is charged with furnishing information on aircraft movements to the Air Defense Command; controlling air defense missions and fighter/interceptor aircraft; operating the joint civil-military radar facilities; identifying inbound aircraft over oceanic areas; coordinating military airspace reservations, and providing air-to-ground communications for military flights.

General Cooper made it known that the FAA's plans for defense support are kept in a high degree of readiness. "Modern warfare dictates a volume and type of peacetime flying that place many of our activities on a currently operational basis," he added.

The Assistant Administrator stressed the fact that while many of the Agency's preparations are undertaken in support of the military services, they apply equally to the civil aspects of mobilization and defense. He pointed out that air transport systems would be much less severely disrupted by the physical and radiological effects of a nuclear attack than would surface transport systems; also that in an immediate post-attack period, when the fall-out hazard would be greatest and most widespread, flow of civil air traffic on relief and rescue missions would be of the utmost importance to the United States.

WHO WOULD GET YOUR INSURANCE?

Through a change in the regulations governing Federal Employees' Group Life Insurance, there are now only two instances in which the designation of the insurance is automatically cancelled.

They are: On the day an employee transfers to another agency; and 31 days after the employee ceases to be insured.

In these cases, an employee may name his beneficiary on Standard Form 54 (Designation of Beneficiary) or leave the payment of his insurance to be made according to an established order of precedence of those entitled.

It is not required that the insured designate his beneficiary or beneficiaries. If he has not done it, the payment will be as indicated in the regulations as revised March 15, 1958, copies of which may be obtained from the Personnel Division.

About our federal employees' insurance program: Since it was founded in 1954, we have paid in \$360 million; more than \$281 million has been paid to 57,000 beneficiaries; more than 3.3 million employees carry \$12 billion of life insurance in the program; the employee pays 25 cents bi-weekly for each \$1,000, government pays 12.5 cents; there is a "balance" of \$188 million in our "company".

YAKATAGA

We lost some nice folks but we also gained some mighty fine people in return. GMECH Gail Thiede, wife Olive, and daughter Diane arrived some time ago and to these nice folks we bid a hearty but belated welcome. During the reporting period ATCS Trainee Jim Rowe replaced ATCS Jim MacDonald and has also become thoroughly established in our community. Relief MECH Don Bogi has also been spending several weeks with us. EMT Charles Hill and family arrived and are becoming settled in the quarters at the VHF site.

EMT Bill Gillette departed for his home state of Rhode Island after three years at CYT. SEMT Tom Wilcox and family left for their new assignment at Skwentna and the Cleveland Glover (ATCS) family departed for their new station at Columbus, Ohio.

SATCS Dan Larson spent part of the summer on leave in Yakima, Washington, and returned sans red beard. Dan returned also with two Crosley automobiles to use on the new eighteen mile road being constructed by Richfield Oil Company. Incidentally, this new road will open new fishing areas to all of us here.

The salmon fishing this year has been terrific. With the help of ATCS Oscar Keranen and his Super Cub most of us on the station have been able to get to the fishing area and return with our quota of Silvers.

STMGR Fines Moore and GMECH Gail Thiede were highly successful in hunting. Moore got his moose and Thiede returned with a caribou. Fines Moore and Bob Wisner were successful on a local goat hunt--each returning with a goat.

Fines and Loraine Moore's son Mike spent the summer here at CYT. Mike has now returned to Florida to continue his schooling. Loraine accompanied Mike as far as Seattle on his return trip--combining business and shopping.

Ducks, geese and cranes have started their southerly flights so it looks like we had better dig in and prepare for the foul weather again.

Bob Wisner

WELL, WHO'S PERFECT?

I cannot slap the backs of fellow men;
By turns I'm either timid or aggressive;
I take a snort too many now and then.
(At understatement, too, I am excessive.)

I put things off too often, I'll agree;
I'm lazy, hazy, finicking and flighty;
But when I go, I hope you'll think of me:
"At least, we never heard him say, 'All righty.'"

--O. R.

PLEASANT, PROFITABLE F A A-A T A MEETING



DAVIS

HULEN

DETTMAN

TIPTON

Harmonious and effective was the Fall meeting of the Air Transport Association, the FAA, CAB and Weather Bureau, held September 18 in Anchorage.

Stuart G. Tipton, president of the ATA; William B. Davis, Director of the Bureau of Flight Standards; Ward M. Masden, Chief of the Operations Division; and Bryan Vincent, Chief of the Air Carrier Section, were Washington visitors at the meeting.

Tipton thanked the FAA for its cooperation in working with the Air Carriers of Alaska, and Regional Administrator Hulen expressed his thanks for the attitude of

the carriers in Alaska and their consideration for the FAA's problems budget-wise. Jay R. Dettman, Regional Manager of the ATA noted that no "horrible problems" arose in the FAA meeting, and that routine discussions between federal officials and the carriers were quickly and easily dispatched.

The agenda related to airport needs in Alaska, off-airway flight altitudes, instrument approach, weather broadcasting and traffic control at Juneau, co-pilot qualifications, the use of radar where thunder storms abound, and other items important in airline operation and use of the airways.

You Want a Fish?

Cheechakos all remember their first encounter with Alaskan fish. Not catching them only, but eating them.

Wink Avery and Verle Collar have typical stories.

"We moved to Ketchikan", says Collar, "and the first visitors were two neighbor kids with a broomstick between them, carrying a halibut about as big as they were. We were delighted, of course, but all that day, other neighbors were calling, each with a big fish. Couldn't stop them."

Avery in Juneau had several bachelor Communicators as neighbors. They'd fish at Auke Bay and as they approached the Avery home would telegraph an inquiry on their car horns: "Avery. Fish?" He'd not be able to answer in code, but he would stand on his porch and signal them as they came into view. If he wanted none, he would show a circle made with thumb and fore-finger. If he wanted one or more, he would hold up the proper number of fingers. And when he was too loaded with fish, he had still a third signal.

"My Scotch boy friend sent me his picture."

"How does he look?"

"Don't know. Haven't developed it yet".

BUY-SELL-SWAP

FOR SALE: 10 inch Craftsman Bench Saw, Steel Stand, Table Extensions, Carbide tip, Planer and regular blades, Molding Cutters, 3/4 Horse Motor. \$80.

FOR SALE: Huffy bicycle, 26 inch, medium weight, boy's, good condition. \$22.
C. H. Starr, AN-524

FOR SALE: Hallicrafter SX-62, R-46 speaker, tilt base, instruction book, some spare tubes. \$185. Jim Vrooman AN-620.

Will buy fur parka, size 14 or 16. Appreciate seeing picture first. Planck, AN-40

FOR SALE: 2-bedroom house in Spenard. Has existing VA loan (payments \$95 per month--which includes tax reserve). Rents for \$135 per month unfurnished. Has washer and dryer installed. Less than \$1000 for my interest. Write E. I. Williams, Unalakleet.

Wife: "You look tired, dear. Have a bad day at the office?"

Husband: "I'll say I did. Took an aptitude test, and believe me it's a good thing I own the company."

CORDOVA

ATCS Harold "Slats" Sleighter won the Cordova Silver Salmon Derby with a 15 pound 14 ounce beauty which lead the derby for the last 11 days.

Grand prize was a Fiat 500 sedan, which Slats accepted from Hollis Henrichs, Cordova Postmaster and chairman of the Isaac Walton League which conducted the derby. At Mile 13, (short for FAA station) everybody joined Cordova townspeople in saying "It couldn't have happened to a nicer guy."

PS: Meanwhile, Slats has sold the car.



That little white blob in the background, about as long as the Sleighter cigar, is the car.

SEMT Lee Phillips and family and ATCS Harold Sleighter and clan both returned in August from extended annual leave "Outside". The Phillips' spent their vacation in Brockton, Mass., with a short visit to Spokane, Wash. The Slighters' vacationed in the Spokane area. Upon their return, ATCS Lyle Tandeske and family left for a six week vacation in Oregon.

ALLERGY

Somewhere behind the rural scenery
Some prankster with unheard of means
Outfoxed the Ever Normal Beanery
With endless tons of beans, string beans;
And everywhere I dine they bring them
As though they dare me to unstring them.

But maybe from some furred or finny age
I got these wild, rebellious genes;
Or kinsman of more recent lineage
Was ganged and hanged with beans, string beans--
For every portion drives me dinged.
Old Hecate's hair were far less stringy.

Yet still, with graceful airs and flourishes,
With corned beef hash or French cuisines,
Comes that which neither cheers nor nourishes,
The farmer's folly: beans, string beans,
Till I must either sit and languish
Or bruise the breadsticks in my anguish.

The harvest, then, was so incredible
It foiled our thinkers, our machines?
Then maybe Mars grows something edible
They might exchange for beans, string beans;
But still, the Saucers have been looking
So maybe they're aware what's cooking.

---O. R.

Maureen Thompson and Butch Smith have gone south to enter school. Butch is starting his sophomore year at Notre Dame and Maureen is a freshman at Montana State University.

SATCS Jim Mullins returned August 25 from Birmingham, Ala., where he had been called unexpectedly by his mother's death. Jim's father came with him for a short visit and has been viewing much of the surrounding area from the flying bridge of Jim's cabin cruiser.

We welcome George and Ruth Stephens. George is our new EMT, replacing Earl McCall, who is now at Hinchinbrook.

Foreman-Mechanic Max Robinson and family are enroute to Oklahoma City where Max will attend an electro-mechanic class at the Aeronautical Center.

FIFTH REGION JOB GRADES EQUAL ALL-FAA AVERAGE

Of 311 Regional Office and Field Station jobs reviewed in the Fifth Region during fiscal 1959, 185 were upgraded by the Classification and Wage Administration Branch.

Sixteen jobs were downgraded, 25 were newly established, and one was abolished. All divisions and staff offices in the Region were affected. Jobs were upgraded in nine Divisions and in several stations. Air Traffic Management had 97 jobs upgraded, Air Navigation Facilities, 35, General Services 11, and 25 jobs were upgraded in the field stations.

The Washington Personnel Division recently completed a survey of the Agency's classification grade pattern and computed the average GS grades for all of the FAA, the several regions and major field facilities. There was interesting agreement throughout the Agency, which showed an average grade of GS-8.5. The other averages were as follows:

Region 1.....	GS-8.6
Region 2.....	GS-8.7
Region 3.....	GS-8.5
Region 4.....	GS-8.4
Region 5.....	GS-8.3
Region 6.....	GS-8.4
Aeronautical Center.....	GS-7.8
NAFEC.....	GS-9.1
Washington National Airport...	GS-5.5

Region Five's grades compare well with the overall FAA average:

Region 5	FAA
Admin & Clerical.....	GS-9.2... GS-8.0
ATC (all).....	GS-8.7... GS-8.9
Elect. Engineering...	GS-11.3... GS-11.2
Elect. Technician....	GS-8.6... GS-8.5
Civil Engineering.....	GS-10.8... GS-9.3
Aircraft Operations...	GS-12.3... GS-12.5

LEAVE TRAVEL-NO TAX

Home leave transportation and travel expenses will not be charged as income on federal employees' income tax reports for the time being.

The Fifth Region has been informed by the Washington Personnel office that the FAA and other interested agencies have obtained an interim ruling from the Internal Revenue Service. Internal Revenue intends to study the matter further, but in the interim, travel funds need not be declared as income. Also, the Service said that any final ruling in the matter will not be retroactive.

Unit	Accidents	Lost Time	Days Lost	Man Hours Lost	First Aid	Station	Accidents	Lost Time	Days Lost	Man Hours Lost	First Aid	Injury	No. Accidents	Days Lost	Hours Lost	First Aid
35	1					Bochorage	1	1	1	24	1	Back	1	1	24	1
90	1					Annette	1	1	1	24	1	Eye	1	1	24	1
130	1			1		Fethel	1	1	1	24		Head	1	1	24	
131	1	1	4	3		Big Delta	1				1	Shoulder	1	1	32	1
160	1					Fishbanks	1	1	1	32	1	Arm	1	1	40	1
177	1	1	2	16		Galena	1	1	1	20		Hand	1	1	57	1
190	1					Tulkens	1	1	1	3		Stomach	1	1	24	1
525	1			1		Gustavus	1	1	1	16		Thumb	1			
552	1			1		Junena	1				1	Leg	1	1	28	1
525	2			2		Xonai	1	1	1	24		Foot	1			
560	5	1	3	24	4	McNath	1	1	1	72		Toe	1			3
660-F	1			1		Hore	1	1	1	24	2	Ear	1			2
670	3	1	16	173	2	Northway	3				3	Neck	1			1
670-A	1	1	13	104		Tanana	1				1	Wrist	1			1
675	14	4	7	56	11	ATC/300	2				2	Face	1	1	24	1
675-A	2	2	11	84								Arm	1	1	32	2
												Pelvis	1	1	24	1
												Elbow	1	1	32	1
												Ankle	1			1
												Toe/Finger	1	1	24	1
												Spine	1			1
												Totals	20	20	264	20
Total Accidents	42					Total Accidents	42									
Lost Time	11					Lost Time	14									
Days Lost	56					Days Lost	70									
Hours Lost	424					Hours Lost	608									
First Aid	32					First Aid	27									

Divisions and Stations Not Listed are Accident Free

ANNETTE IS.

It pays off to climb up the steps to the Annette tower and look over the nearby duck ponds. Local nimrods have been clicking in the duck and goose departments, but so far the deer in Southeastern forests have mostly escaped.

Tower: Since the last entry in the Mukluk the Annette Tower has experienced a 50% turnover with Jim Wardwell arriving from King Salmon on July 18th and Bud Marvin leaving for FAICS/T. Newcomb and Wardwell have been busy constructing Wardwells 19 foot cabin cruiser and the boat has progressed so rapidly and so well that both are surprised, but not half as surprised as the better halves who had been somewhat skeptical to say the least, considering the carpentry ability shown previously.

Operations: Changes in personnel: Adrian Harris leaving the 5th for the Hickory, N. C. Luther "Sonny" Carney departs the 20th for Lufkin, Texas. Trainees Warren Twiggs and Eddie Kohl came to Annette on temporary training assignments and now are settling down to stay a while. Twiggs has a yen to head for the far, far north country despite the old hands warnings of cold winters so maybe he will get his wish in a year or so. Danny Burns returned from extended sick and annual leave and brought his mother up for a view of Alaska. Bernie Baldamoro departed for the lower 48 on annual leave.

Joe Paquette took his vacation at Annette. Monty Hammond and family are presently in the states on vacation. The Harold Klotz family picked the summer months for their vacation and it was real hot down there then. Elvin John made a trip to Ketchikan, via the family cruiser, to take their daughter to school and on the return hit one whale of a storm but made port in Metlakatla safely. Henry Messing's sister departed for the states after a visit at Annette. We will all miss Gertrude and her warm personality.

Bob Schmidt was in the hospital in Ketchikan for several weeks undergoing an operation and we are all counting on his rapid recovery. Jerry Fujimori was selected for the WS-18 job here and his relief was just selected. Jerry has been wearing two hats. Alec Gregorief is a proud parent after his wife presented him with a new dependent during August. The Grubbs family took a few days off and went to Tarnas Lake for a camp out in the rain, the worst spell during the whole month. Andrew and Selma Bjorgen took a trip to Anchorage and Seattle in August and returned to Seattle on business the middle of September.

SMOKERS, READ!

Who causes the fires?

For National Fire Prevention Week, Oct. 4 - 10--the anniversary date of the Great Chicago Fire--FAA's property officers have listed the causes of fires in the U. S. during 1958:

Smoking, matches.....	130,800
Defective cooking and heating equipment.....	117,900
Electrical.....	113,500
(Stop those three and look where you are)	
Unknown.....	67,500
Rubbish, ignition unknown....	62,400
Flammable liquids.....	50,200
Children and matches.....	38,500
Chimneys and flues.....	37,000
Lightning.....	28,800
Open lights, flames, sparks...	22,100

Some 11,500 lives are lost in fires each year, and tens of thousands are burned and disfigured.

Fire can warm your heart or break it.

Things to Come?

These days the predictor has a hard time keeping ahead of the fast progress in aviation. But Eddie Rickenbacker is trying.

Recently Douglas flew its jet-powered DC-8 through the usual FAA certification requirement flights and then flew it 20,000 miles in a week, the route being from Long Beach to London to Madrid to Montreal to Denver and back to Long Beach. Imagine hearing that flight predicted 15 years ago.

But Captain Eddie has some predictions. Within 50 years, he says, we will have interplanetary aircraft, atom-powered, which will be virtually self-containing planets in themselves. They will be commonplace, these space ships. Regular transports will have luxurious accommodations for 1500 to 2,000 passengers, fly 50 to 200 miles above the earth at speeds of 2500 to 25,000 miles an hour.

Does anybody doubt it?

Sanford Peterson returned from vacation in late August and was followed several weeks later by his wife who had remained down below to help their daughter with the new grandchild. Charlene Williams and husband left for a short vacation outside. Mike Mickelson has purchased a fishing boat and is devoting all his spare time to maintenance and repair.

Jim Wardwell

SEATTLE

("Ye gods, what a birth rate!" the Mukluk editor yelled when he saw the following news from the Alaskan Branch Office in Seattle. Then he learned that a crib is not a crib, but a mere box into which freight is loaded for easier segregation as to destination).

The September sailing of the SS Nenana carried an FAA cargo of 91 cribs, 291 outside pieces, totaling 236.6 measured tons, with a total weight of 109,000. The lion's share of this shipment went to Nome, which received 63 cribs plus 160 additional pieces totaling 160.3 measured tons. Kotzebue was consigned 21 cribs and 92 outside packs, or 62-2/3 measured tons. Moses Point was scheduled for 3 cribs and 16 packages; and Unalakleet was shipped 1 crib and 23 outside packs, with a total of about 13-1/2 measured tons for the two locations. Most of the cargo was made up of furnishings and general supplies.

The usual wave of vacation postcards swept in to the Seattle office during the summer; but in September it became a tidal wave, as Tom Stroncek and wife Lillie set out on their annual vacation trek. Apparently communicating morning, noon and night, Tom sent in a steady, unrelenting stream of cards depicting the wonders of the outside world. Dazzled by the display of pictorial art and Tom's unexpected deluge of messages, Albro personnel wait in eager anticipation of his hitting the trail again in search of bigger and better postcards.

Marge Levine

"Honey, I've bought something for the one I love best. Guess what?"

"Hm-m-m. Box of cigars?"

JUNEAU

Harold Johnson EMT at Narrow Point has accepted reassignment to Albuquerque, New Mexico. He and his family will be leaving Alaska in the very near future.

A trip with the Civaire 17 was recently completed with Dr. Matthews, his X-Ray equipment and freight aboard for the satellite stations. All stations with FAA people residing were X-Rayed with the exception of Haines. Don Wilcox and Bud Gardner, VOR personnel boarded the Civaire 17 upon their stop at Annette Island. Upon proceeding through an unfamiliar channel to Level Island the Civaire 17 struck a rock. After waiting for the tide which lifted them off the rock, they proceeded to Juneau under their own power. The Civaire 17 is now on the ways at the Northern Commercial Company.

JANICE FISCHER HAS ONE BIG WEEK IN N.Y. AND L.A. AS ALASKA'S MRS. T.V.



Janice Fischer, Alaska, and Geraldine Emmons, Hawaii, exchange trade marks.

Mrs. David (Janice) Fischer, secretary to Mel Peterson, was exactly the kind of representative for Alaska to send to New York and Hollywood as the State's Mrs. Daytime Televisit winner.

The State, and the FAA could not have had a better representative, nor could anyone have brought home as much in memories and knowledge as she did. She walked on red carpets in New York and Los Angeles, mingled with celebrities, gave her autograph to stars and learned that while all is not what it seems on the TV screen, the people who put it there are mighty clever in the way they entertain us.

She was one of 51 winners in the contest, one from each State and the D. C., and of course, they roomed her with Mrs. Texas to whom, Janice reports, she gave the "full Alaska treatment." She definitely

was not one of the women who gathered in the "hospitality room" of a luxurious New York hotel in her free time and played bridge. Instead she reported having more fun when "out on my own" than in the elaborately managed and deluxe tours arranged for the winners by CBS. Her stories wired back to the Anchorage Times and station KTVA revealed a surprisingly sharp knowledge of news value of her many experiences.

In New York, they gave a cocktail party for the winners.

"They tell me it cost \$8,000," she said. "Sounded like having a night on the town here in Anchorage."

In Hollywood, celebrities were as thick as low bush cranberries on a tundra hillside, or grayling at Tangle Lakes. Her impressions of them were normal, but

MCDONALD TO SUMMIT

Robert D. McDonald, Station Manager at Moses Point, has been named Station Manager at Summit by Regional Administrator Hulen.

Robert and Florence McDonald joined the CAA in Seattle in 1943 as a man and wife team of communicators, and after training went on duty at Tanacross. In 1945, they transferred to Juneau where Mrs. McDonald served as one of the few women watch supervisors. In 1947, they took an inter-agency transfer to Norfolk, Virginia, where they worked until 1951, and came back to the CAA as ACS in Yakutat. While they were at Yakutat, Mrs. McDonald resigned, and later he was transferred to Kenai in 1954. After a stint at Skwentna, he became Station Manager at Moses Point.

Don't say RAPCON. Say Air Route Traffic Control Center. If you're talking about the one at Elmendorf Air Force Base, put Anchorage in front; if the one at Fairbanks, say Fairbanks. That's the new terminology for these facilities, according to a directive from the Regional Administrator.

they fail to reveal the admirable poise with which she carried out the whole assignment:

"Hosts of stars were mingling with us. When I talked to Jack Benny, he was quite interested in the Anchorage Musical Festival and surprised that we have our own Symphony. He wants to come here and play his violin, on which he is serious as an artist. I'm looking into the trip for him. Gail Patrick hunted me up to get my autograph! Said her children insisted on having it. Lieutenant Tragg and the District Attorney of the Perry Mason Show were much interested in Alaska politics. Chester of Gunsmoke is very handsome, and both legs bend. George Gobel gave us a laugh a minute. Amanda Blake and I were talking about pigs, because she has friends who raise them in Alaska, but when handsome Paul Drake of the Perry Mason Show came up, I stopped talking about pigs. Incidentally, he is Hedda Hopper's son. Marvin Miller, who gives away that money on "The Millionaire", gave me a check for a million dollars, made out to my husband. He's still hoping to locate the bank."

She can go on like that for an hour. One thing she didn't learn among all the klieg lights and stars--the clinch law. On her arrival at Anchorage, with TV cameras grinding, she stayed locked in her husband's arms three times as long as the Hays office allows.

Washington Visitors

Visitors from three Washington offices of the FAA were in the Fifth Region recently on routine and special business.

Eric Stork, analyst of the Office of Management Services was gathering facts and opinions on the field organization of the FAA as a member of the team which has been visiting all regions. The information will be used by Administrator Quesada in deciding on the character of the Agency's field setup.

Frank Mills, Chief, Program Branch of the Office of Airports; Mrs. Ethel P. Cohen and Miss Jean Stebbins of the Classification and Wage Branch have also been in the Region on routine work.

Alan L. Dean, Assistant Administrator for Management Services, who had planned to visit Alaska last month, is now expected during October.

Knight Cont. from Page 1

out", as the State takes over aspects of the management such as rentals, contracts, etc. Knight will continue on a part time basis in supervising the airports, with Warren Wilkins and Ben Zvalonek continuing as managers at Anchorage and Fairbanks. The State will pay only a part of Knight's salary under this arrangement.

Knight succeeds John C. Hooper, taking over many of his duties except that of air space matters which have been transferred to Air Traffic Management throughout the FAA.

In Alaska 27 Years

Knight came to Alaska in 1932 when he and his wife began teaching school at White Mountain, east of Nome. After an 8-year absence as city engineer and city manager in two cities in the lower states, he returned to Alaska and joined the CAA as a field engineer in 1943. Since then he has served in several executive positions in the Agency and has a close familiarity with all parts of the 8,000 miles of airways here.

He has been active and prominent in Anchorage civic affairs, serving on many appointed committees, and in charitable organizations, his church and service clubs. Mrs. Leora Knight teaches science at Anchorage High School. They live at 3609 Susitna View Parkway. Their daughter, Mrs. Carol Peterson, is finishing her education at the University of Alaska.

HEALTH BENEFITS ACT SIGNED BY PRESIDENT

President Eisenhower has signed the Federal Employees Health Benefits Act passed by Congress on the last day of the recent session.

Under the Act, the Civil Service Commission will assist 2,300,000 federal employees in buying health insurance and medical care, and they will receive more and better care for their dollars through mass purchase. In general, Government will pay half the cost under any plans which the Commission approves and will assist the employee by withholding his share of the cost. The plan will get under way July 1, 1960, after which both employees and retirees will be eligible.

Four Typical Plans

The Commission may contract for or approve any or all of four health benefit plans, and any employee may join any plan which he chooses. These plans are:

Service Type Plan: This includes hospital benefits, surgical benefits, in-hospital medical benefits, ambulatory patient benefits and obstetrical benefits. Under this plan, the voluntary association or other non-governmental organization engages in providing, paying for or reimbursing the cost of health services under group insurance policies or contracts. The patient pays dues to the association, and government shares in the payment of these dues. An example is the Blue Cross or Blue Shield Hospitalization plan.

Indemnity Type Plan: This includes hospital care, surgical care and treatment, medical care and treatment, obstetrical benefits, prescribed drugs, medicines and prosthetic devices and other medical supplies and services. Under this plan an association agrees to pay certain sums of money, not in excess of the actual expenses incurred, for the benefits described, and government shares in the premium which the patient pays. An example is the health insurance plan offered by old-line insurance companies.

These two plans must be government-wide. In effect, they are the only plans which can be used by FAA employees in remote stations where the following two plans cannot be operated.

Employee Organization Plan: Under this plan any employee organization may administer the benefits of either or both of the plans described above. The government shares the dues of members. The plan must be in effect as of July 1, 1959, to be approved by the Civil Service Commission.

Comprehensive Medical Plan: Under this plan, the Commission will approve a "Group Practice Prepayment Plan" or an "Individual-Practice Prepayment Plan", such as are now in operation in some major cities. In Group Practice, the benefits described in the first two plans are provided by physicians practicing as a group in a common center or centers. Examples are the Group Health Plan which has some 20,000 members in Washington, D. C. and the Kaiser Foundation on the West Coast.

The comprehensive plan is, in effect, a plan for complete medical care, and can be arranged only where large groups of participants can join in buying such services.

What It Costs

The bill provides the following financial aid from government: For individual employees or annuitants, not less than \$1.25 nor more than \$1.75 bi-weekly. For an employee or annuitant who is enrolled for self and family, not less than \$3.00 nor more than \$4.25 bi-weekly. For an employee or annuitant with a non-dependent husband, not less than \$1.75 nor more than \$2.50 weekly.

Where the employee's bi-weekly subscription charge is less than \$2.50 for self alone, or less than \$6.00 for self and family, the government will share the cost on a 50-50 basis. Where the employee has a non-dependent husband, the government shares 30% of the cost. The government will withhold from salary the additional amount necessary to pay for the services chosen by the employee.

What You Pay

For instance, if an employee chooses a plan which costs \$13.00 a month, the government would pay \$6.50 a month and the employee \$6.50. If the employee desires greater benefits and selects an \$18.00 plan, the Government would pay \$6.50 and the employee \$11.50. Government would withhold the employee's share and make the full payment.

After July 1, 1959, any employee who retires, and who has at least 12 years of Federal service, may continue to receive the same health insurance coverage for himself and family by paying the premium.

A Director of Retirement and Insurance will administer the Fund for the Commission.

PILOT THANKS FAA THROUGHOUT ALASKA

Hearty praise of the service given him by FAA people in Alaska has been written to Administrator Hulen by Ralph C. George, of the General Electric Co.

Before going outside for a few months, George wrote a long letter describing the private flying he has been doing in Alaska from "as far North as Point Barrow, as far West as King Salmon and as far East as Circle". And he adds, "Even before I leave, I am eager to return."

"In my traveling I have visited the majority of your remote FAA stations and have met with many of your people. They have treated me on all occasions with the utmost consideration; I have made many of them my personal friends. I have their names in my log book and would list them here except that the list is so long as to be unwieldy.

"All that I have said about your people in remote areas applies with equal force to your tower and communication personnel at Anchorage and Fairbanks. I would like you to know that the feelings expressed here are not mine alone. I have heard them stated repeatedly by other pilots. The Flying Fraternity of Alaska approves of and appreciates the work being done by you and your organization.

"This is not goodbye. Cessna 2451G will be calling again."

FAIRBANKS

Departing from Fairbanks, bag and baggage, is "El Senore" Molitoris - George to his friends. George said he wanted to go south for the winter, but we think he over did it. His destination is San Juan, P. R. Tucked in his coat pocket was a new Spanish-English dictionary when last seen boarding the plane.

Just returned from the South 48 are Bob Martin and George Leese accompanied by their respective families. Needless to say, they returned with new additions - station wagons. Both Bob and George agree they enjoyed Disneyland most.

The relocation of our facilities, although orderly conducted, brought about amusing circumstances. At one time the Center Amis man was upstairs in one corner of a large room all by himself like a "lonesome end" in football. The FliData man used to pass himself running up and down the stairs, posting weather, changing tapes, distributing the weather and flight plans and making coffee.

NEMA ELLIS RESIGNS

Nema Ellis, for 19 years the "girl in the head office" has resigned and left the Fifth Region.

Her plans for the future are indefinite, Mrs. Ellis says. Whether she plans to work, rest, travel or whatnot, Nema isn't saying. She says she is merely heading south.

She came to Alaska first as a court reporter in 1934, and in 1940 was the fifth woman to be hired by the CAA. From the beginning she has been in the office of the head of the Agency, and she has worked for three Regional Administrators.

Her Anchorage friends gathered at the Elks Club, October 1, to bid her goodbye, and presented her with a gold-flecked set of initials and a hundred dollar bill.

Annette Yager succeeds Nema as Mr. Hulen's secretary.

The easiest way to figure out the cost of living is to take your income and add 10 percent.

The hunting reports total is many hunters and one or two moose. Undoubtedly the safest moose were the two bucks that wandered by Garland Wall and Dave Flinch. Wall's moose greeted him while he was hunting birds off the road, and although the moose waited while he ran to the car for his cannon, and even hesitated while he loaded it, the encounter ended with no shots, no kill, no moose. As for Dave's moose, it was a slight variation to the above but with the same results.

Other mighty hunters included Ted Spencer - one moose; Don Slater - a couple of birds; and "Handy" Hancock - five ducks. Ah, home are the hunters, home from the hills, but the moose there still they be.

Bob Arce

"WE WUZ ROBBED!" BOY COOKIE TASTERS CLAIM

Once more an inferior piece of baked goods has robbed our Mrs. William R. McDaniel, Anchorage, of her just deserts in the Pillsbury baking contest.

It couldn't have been a superior item, say her official tasters, the Erickson family, because nobody outbakes Mrs. Mac. Stan and Helen Erickson, who live in the same duplex with the McDaniels, wonder politely what kind of judges they used, and Trygve and Gregg Erickson-- who could smell a new batch of Mrs. Mac's cookies through the walls--yell, "We wuz robbed!"

Twice Mrs. Mac won the Alaska end of the baking contest, this year going to Beverly Hills, Calif., for the bake-off. This year her delectable entry was a special cookie, entered in large part on the basis of the considered judgment rendered by 12-year old Trygve, after he had viewed, fingered, smelled, tasted and completely devoured the whole test batch. But somebody else won the \$25,000 and the rules are that she cannot enter the nationals a third time.

With Gregg gone off to Wesleyan University, she is left with Tryg as her only taster. Bill McDaniel, AN-675, is not much of a gourmet, and her health prevents her eating too many sweets. But Tryg knows 43 boys who will help.

Two brooms standing in a closet looked down and saw a whisk broom.

"Oh no, this can't be", said one. "We haven't even swept together."

Not being able to understand women would not be so bad if they didn't understand men.

THE MUKLUK TELEGRAPH ANCHORAGE, ALASKA

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

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