



STATION MANAGERS HOLD PROFITABLE MARCH CONFERENCE

"We can't be as relaxed as we were 20 years ago," Allen D. Hulen, Acting Regional Manager told Station Managers in their annual conference early in March.

"Administrator Quesada has set some excellent goals for us," Hulen continued. "All of us like his basic philosophy of being fair, fast, factual and firm in the many aspects of FAA work. Those four F's are to be applied all the way down the line, as I understand his aims, and that means we will apply them in the Fifth Region, of course.

"The net result is that we are delivering the same net product we have always had, but we must do it faster and deliver more of it. Aviation is bigger, it moves and grows faster, and so does our job.

We Have Two Heads

"We now have the dubious pleasure of having two heads. We deal with enforcing and, thanks to our airport problems, also with economics. I think we are certain to have the troublesome problem of user charges in our lap. The CAB is no longer the only federal agency involved in the economics of the industry."

Hulen spoke of his practice of inspecting every station in the Region at least once a year. He noted that a "clean station indicates a good job being done", and emphasized his desire to keep close personal ties between station and headquarters personnel.

Weitz Wants Info

George Weitz, Chief of the new Flight Standards Division later told the Station Managers that they shared his responsibility in the enforcement of safety rules.

He suggested they consider themselves as guardians of flying safety at their

See MANAGERS, Page 6

REGION BEGINS EDUCATION ON HEALTH PROGRAM TO BE EFFECTIVE IN JULY

Leon Hammarley Dies

Leon E. Hammarley, Chief of the Electronics Maintenance Branch, passed away peacefully in his sleep March 31.

Hammarley, colorful, self-educated expert in matters electronic, was born in Coulterville, Illinois, in 1903. He attended high school in Kansas City, Missouri, but most of his education came through his own application to his studies, especially radio and electronics. He estimated in 1950 that he had spent an average of 15 hours a week for the previous 15 years in home study.



He is survived by his widow, Marie, and a brother, Darrell, who lives in Mt. Prospect, Illinois, and is a pilot for Capital Airlines. Burial was in Salem, Oregon.

"Hammar" came to Alaska in 1942 and
See HAMMARLEY, Page 10

Only Two Plans Likely To Be Available; All To Register

In some parts of the Pacific Northwest, federal employees have as many as 28 health plans to choose from when the federal government begins July 10 to help employees pay for such plans. In Alaska, generally, only two plans are available.

Whether this is fortunate or unfortunate, it does simplify FAAers' problem of making the decision they will be called on to make before July 1. The two plans in effect in Alaska that are acceptable under the terms of the government's health plan are the Service Benefit plan, operated here by the Blue Cross-Blue Shield Organization, and the Indemnity plan, operated by various insurance companies. Both are national in scope and coverage. There could be other plans in Alaska which would be acceptable to the government, and there may be before the deadline of July 1 of this year, but the FAA knows of none now.

Education and information on the general program will be promoted vigorously by the FAA Personnel office before the time comes for employees to choose. Brochures describing each plan are expected about June 1. All eligible employees will then have about a month to study and decide which plan they will choose. All participants must be registered before July 1.

You Must Register

You do not have to enroll. But you must register. If you do not register--and by doing so inform the FAA either that you want to enroll or do not want to enroll--then the FAA will register for you. This insures that every federal employee knows about the plan and has been given the opportunity to choose.

See HEALTH, Page 7

MINCHUMINA

For the second year in a row, Minchumina has lead all stations in the accuracy of their weather reporting. During 1959, FAA employees there made only 7 errors.

More than 30 men, women and children attended a Brotherhood Week dinner at Minchumina during February. There were games, dancing, home movies and refreshments.

Progress is being made in the preparation of a recreation hall at Minchumina. New sinks, magazine racks, and coffee tables have been installed and the room is decorated with lake and seashells.

Another innovation at the station is the dark room, now doing a booming business. More pictures are taken of Mt. McKinley from Minchumina than any other natural wonder, since McKinley is a wonderful poser, showing many-colored complexions and interesting robes and hats of cloud.

"Yeah—but..."

"This would be a good idea, but...."

Too many evaluators of employee suggestions are sending back suggestion forms with this negative and discouraging comment, the Incentive Awards Committee says.

The "Yeah, but..." guy is annoying to us all, and there is a better way.

Be a Co-Suggester, says the committee. If you honestly see a way of improving a suggestion which one of your personnel has submitted, talk to him about it. Probably he would accept you as a co-suggester, and you two could divide the cash award. (Less taxes)

"When two people are under the influence of most violent, most insane, most delusive, and most transient of passions, they are required to swear that they will remain in that excited, abnormal and exhausting condition continuously until death do them part."

So said George Bernard Shaw in "Getting Married". No wonder he never married.

You've heard that all work and no play makes jack? Uh huh. And it makes Jack a big taxpayer too.

NORTHWAY KLOOTCH DANCE— or McKEAN STARTS AN AIRPORT

As a man prepares to retire from a job that has entranced him for 20 years, he uncovers old memories in his files, and George McKean is turning up several a week these days. Come April, and the McKeans will head for Colorado, lean back a little and coast a while.

The location and building of Northway Airport in 1941 made up one report found in his files, a report that was written by Tilden Hopewell, a man who could be interested in a klotch dance as much as he was in a low timbered ridge in the tundra as a site for an airport. His report of the Northway project took McKean back 20 years to those rough days when the CAA was hurrying the preparation of airports for the defense of Alaska.

Reeve, The Pilot

The engineering group consisted of McKean, Hopewell, Steve Davis and Ed Griffin, and was flown to the vicinity of Nabesna Village, near the Canadian line, by Bob Reeve, who landed on skis on a lake near the town. They lived at the store of Herman Kessler, a local trader, cooking and eating with him and sleeping on the floor in the store in their sleeping bags. Reeve's job was to keep the fire going well in Northway's 40-below winter weather, and to have hot buttered rum ready at the end of each working day. McKean remembers Reeve was just as good at that as he was at Alaska bush flying.

"The natives at Nabesna Village", Hopewell wrote, "were more than anxious to assist in any way they could, especially after they learned there was a war pending and that the proposed airport would handle military planes and equipment."

How Long Is a Mile?

Only a few of them had ever seen a railroad, train, automobile or horse—but they had seen airplanes—nor did they have any conception of the length of a mile..."

This complicated matters when the engineers asked where they could find a good gravel base a mile long and half a mile wide, and willing Indian guides lead the engineers many a futile mile showing them nice gravel beds in creek bottoms. Then the CAA men learned of a white trapper 10 miles distant and they brought him into camp. He showed them a ridge of sandy soil bearing some hefty trees, and it turned out to be suitable for an airport. The Indians had not shown this area, because it had been a cemetery and

they had to be persuaded tactfully that even the spirits of those who had departed had departed and would not be disturbed.

The land was surveyed, the rough layout made and the last day of their stay in the village came, Hopewell wrote. At that point the Indians decided it was time for a dance and it started about 6 that evening. It was given in the community hall, lighted with Coleman lanterns and "incidentally very warm and odiferous" in Hopewell's words.

These were American Indians, McKean recalls, and the braves came with tom-toms, feather head dress and painted. The music was entirely vocal with tom-tom emphasis, and the dances told stories of brave deeds of old-time warriors. Then the Chief made a speech in which he thanked the young engineers for giving the chance to help in the location of the airport for "the defense of their village and Uncle Sam's Country".

And Looks at You

"Then George McKean, who was in charge of our party", as Hopewell recorded it, "arose and thanked the Indians for their cooperation and hospitality. All seemed to be in a happy frame of mind, including ourselves, until the chief stated, 'White men now dance with klotches', (Klotch: an Indian maiden) and someone produced a Victrola, which began pouring out shottiches and polkas."

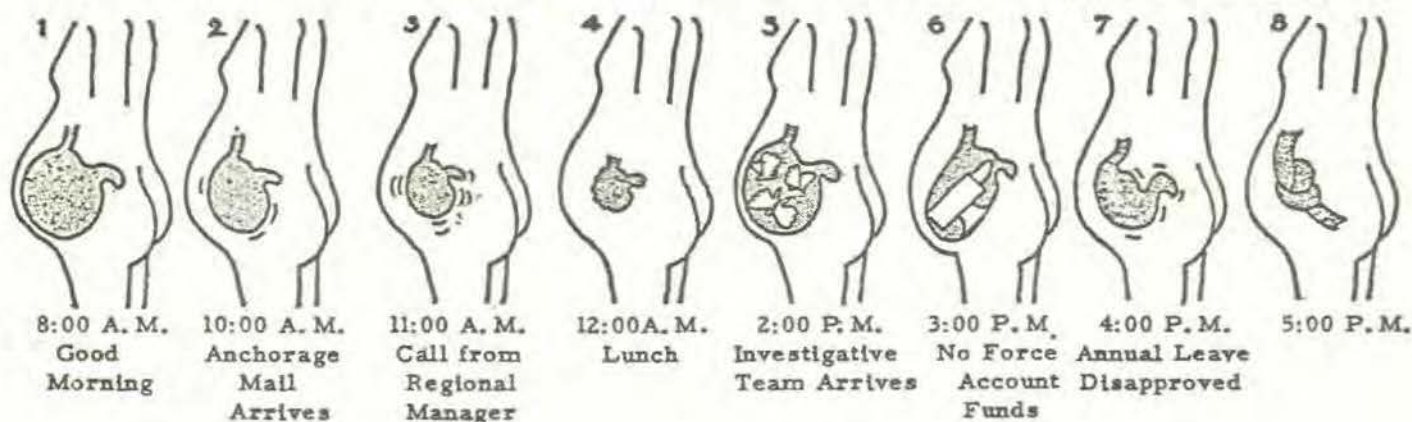
"Not knowing the proper procedure for asking a klotch to dance, we just sat and watched. Apparently the method was for the klotch to come and stand before the boy with whom she wished to dance."

Mac remembers this was a pretty direct sort of invitation. There she stood, this Klotch, and it took a really stolid brave to ignore her. Usually, he didn't, but swung out into the dance, graceful, and light, as Mac remembers.

"But nobody asked us to dance, and we asked our young Indian interpreter why. He grinned and said, 'Girls scared like deer, I fix'. When the music started again, each of us had a klotch standing before us, and we had to dance. We managed to get through the first one okay and for the remainder of the evening we were in great demand. The girls were very clever dancers, but they used fish oil for perfume and every once in a while it was necessary for us to go outside for a breath of fresh air. (These decadent

See KLOOTCH, Page 3

WITH CAMERA AND RECORDER THROUGH A STATION MANAGER'S STOMACH



300 Bucks for a Dime!

Three FAA employees who are members of the two-year old Coin Club will take part in the observance of National Coin Week, April 24-30.

A feature of the local observance will be a coin auction in the USO Building, at Sixth and H Streets at 1 P.M. April 30. Rare coins, including a 1916 Denver Dime, which has sold at similar auctions for as much as \$300 will be included in this auction of some 200 items to be offered.

Jack Lamb, of the FAA's printing shop, points out that the Club already has a first place plaque won in national competition in exhibits and membership activities, although it is barely two years old. The American Numismatic Association was organized in 1891, and has 36,000 members throughout the world. The theme of the national week this year is "Why It Pays to be a Numismatist". Any interested in joining can do so at the auction or at regular meetings held the third Wednesday of each month in the Library basement.

Sharp language this!

"With the present rapid change in methods, the so-called 'Brittle' supervisor, the man who consistently resists change, becomes a serious drag on the organization's progress."

"One may ruin himself by frankness, but one surely dishonors himself by duplicity." - Unknown

"Don't put too fine a point to your wit for fear it should get blunted." - Cervantes.

"We Have to be Brothers"

Brotherhood week in the Region was featured by a Sunday meeting in Anchorage at which representatives of Labor, Government, Alaska Natives and minority races spoke.

The consensus was that Alaska, as a new state, not yet removed from the pioneering stage, has escaped most of the evils of discrimination, and life here, the speakers said, required the kind of living which true brotherhood among men produces. As Robert Mayokok, Eskimo artist, said, "We have to be brothers here to make a go of it."

Observance of the week was emphasized this year by the entire FAA, since President Eisenhower was honorary chairman of the national observance, and Administrator Quesada pointed out the practical effect which aviation has had on world brotherhood.

Three Scholarships Available

Federal, state and local government employees with bachelor degrees from an accredited college and a B undergraduate average may apply for three scholarships at Syracuse University in public administration.

The scholarships are worth between \$1,000 and \$3,000 and are a memorial to William E. Mosher, first dean of the Maxwell School of Citizenship and Public Affairs at Syracuse U., and a leader in training for public service. The courses begin in August and September, and complete details may be obtained from the University in Syracuse, N. Y..

I Want a Grade Nine

"You're a good man," St. Peter told the newly arrived Grade 7, "and we'll try to make you happy here. We have a Grade 9 in mind for you, you've waited for it for a long time, but at the moment, there is no vacancy. You go over on that satellite make yourself comfortable, and come back to see me after you've had a good rest."

About 100 years later, fully rested, the Grade 7 appeared. St. Peter wore a long face.

"I'd like to see you have that Grade 9 because you deserve it," he told him. Trouble is, I'm no expert in these matters, and we haven't had a job classifier admitted to Heaven in over 100 years, and the way they're acting down there on earth, none will be in the foreseeable future."

Like I said, Man. She's not very bright. She hasn't got much upstairs, but Man, dig that crazy staircase.

KLOOTCH, Cont. From Page 2

whites. Puny, aren't they? Editor's Note) The dance lasted until midnight and we returned to the trader's cabin where we were lodged, and to our sleeping bags on the floor."

So started one of the airports McKean helped to build, and Northway was installed firmly in his memory. It will be one of his good stories by the fireside in his ranch house in Jackson Hole, Wyoming, where he plans to spend much of his time.

HERE'S A WHOLE PAGE OF ROBBINS' POETRY—ALMOST!

SMELLBOUND

(Movies with smell effects have already been introduced to the public--no comment, please--and now here's this magazine article that says Smell-O-Vision is right over the horizon.)

They have tolled through the night, growing haggard and white
Over blueprints abstruse and refractory,
To provide us the boon of a program that soon
Will come in loud and clear and olfactory;
And the vapors of siltoln will garnish our rooms,
And of Old Smuggler Scotch, and of Carven-Parfums.

When the moribund thug lays him down like a rug,
Then the cordite will reek in our draperies---
(As for me, I will take a good Reddix Cake,
With a fillop of newlywed japeries)---
And it's true that the kids of today cannot spell;
But from Cheezit the Skunk they will learn how to smell.

Yet arouse and beware of the quiz program where
You are stunned by the gold-spangled miracle;
And you might turn the knob when you hear the first sob
Of the lyric more loathsome than lyrical.
You may break, you may shatter the set if you will,
But the scent of payola will cling to it still.

AFTER YOU, HERRICK

(My apologies to the late Robert Herrick,
who wrote something a little bit like it in
the seventeenth century.)

Whenas in slacks my Julia goes,
I doubt that Herrick would compose
A single tercet to her clothes;

But rather would his lyrics flirt
With subtler wenches wisely girt
In soft and susurrating skirt;

For truth to tell, my Julia packs
So much of Julia in her slacks
That warp and woof protest the tax;

And that which Fancy doth not see
Beguiles the poet (well, and me)---
But this is Stern Reality.

So, Julia, kid, we sing the chaste lines
Of other days, and other waistlines.

BUSY

Convinced that where there's smoke there's fire,
And ever quick to smell the smoke,
The gossip worthy of his hire
Fares forth at once to warn the folk.

From this important task returning,
He sometimes finds his house is burning.

PRICELESS

Beware the fur, the frock, the bonnet
That does not have a price tag on it;
For once they get you in the bite,
The price is simply out of sight.

DINNER AT DELMAR'S

Here in this snug rendezvous of the haughty world,
Lost violins weave evocative ballads;
Candlelight glimmers like good in a naughty world,
Yet we must play hide-and-seek with our salads.

Here in an atmosphere stellar but Stygian,
Silverware sparkles and diners no less so:
Men tall and tweedy with girls callipygian--
Though in the darkness we just have to guess so.

Here in this refuge of seemly or shady love,
Sweet nothings counterpoint stock market prattle;
Cavalier seeking the palm of his lady love
Shakes hands with Addison Sims of Seattle.

Here with my cronies I scabble and peck around,
Fumbling the steak and the French Fries behind it,
Still, when the maitre-d' fetches the check around,
Give you one guess who is going to find it.

FABLIAUX

The volumes made a splendid fire
When we consigned them to the pyre;
And afterwards, our battle won,
The smoke was dark against the sun.

Old Plato, wily and discursive,
Blazed like a witch, the dang subversive,
And all the other tomes were there---
Descartes, Rousseau, Verbalne, Voltaire;
The brothers Grimm, the sisters Bronte
Whose morbid themes were not for Auntie;
The works of Byron, Wilde and Poe
Whose lives were---well, the teachers know;
And down went Huckleberry Finn
Who reeked of corn-cob pipes and sin;
Down went the theses of Pasteur
(By grab, we gave that man the cure);
The feckless fancies of Marconi,
And Albert Einstein's bald baloney---
Down, down they went, each peccant creed
That laughed, that sang, that disagreed.

How odd that they survived the flames
Yet no one can recall our names.

(A fabliau was a short, metrical story
often in 8-syllable lines, telling comic
incidents. French literature, in 12th-
and 13th centuries. Ed. Note)

NOTES FROM ABROAD

1. The Trial

The dissident's extreme remorse
Still failed to soothe our fury.
(We'd drawn the firing squad, of course,
Before we drew the jury.)

2. The Radio

We'd rather hear Our Leader's snarl
Than plutocratic blather.
Say, anybody heard from Karl,
Who said he wouldn't rather?

3. The Plebiscite

The ballot went the proper way,
Nor was there need to pad it;
For when Our Leader bellows "Nay!"---
The ayes have had it.

INTERMISSION

Who would be a mere Radician
With his humble disposition,
When a brighter proposition
Like the elegant position
Of a practicing physician
Is within your range of vision?

But the added imposition
Of the years of hard tuition,
In the study of nutrition
That confronts a dietician,
Is too heavy an addition
To encourage idle wishin'
And who'd be a mere physician?

Yes, who'd be a mere physician
When, with little intuition,
You could be a politician?
You could form a coalition
Set about an expedition
For the partial abolition--
Even total demolition--
Of commercial television?
(And what nobler a mission?)

But the future politician,
In this age of nuclear fixation,
Will be abler in ambition
And have greater acquisition
Than his colleague the physician.
He'll know how to requisition,
He will be an electrician,
Weather Man, and, in addition,
He will act on premonition--
Like his Grandad, the Radician.

B. H. Bailey, Fox
Federal Elec. Radician

From the ITT Reporter,
Nov. - Dec. 1959

Ed. Note: A radician, they tell me,
is someone who works on the Dewline
with wires, ohms, volts and wattnot.

With the author's kind permission,
We will add the word technician.

However did he miss it?

"Into each life some rain must fall"--
A quote from I-forget who's brainstorm--
But we who cite this maxim, all
Wait till our neighbors get the rainstorm.

A FEATHER FOR EVERYONE'S CAP

We need our good chieftains to pilot the ship;
But without the good injuns, we'd stall on the strip.

BUT THEY LIVED

There lived two men who lived for Truth
And sought it from their early youth,
Confounding relatives and neighbors
With sundry findings of their labors.

It is occasion for regret
That in their twilight years they met,
When each man knew the Truth for his'n.
Now one's defunct, and one's in prison.

FOOT TRAILS, CONTRAILS, BOAT WAKES, AIRWAYS—SOL BROSKY REMEMBERS

by WARREN G. RUNNERSTROM

High in the sky over Juneau appears a milky white wake, the thin contrails of a Clipper Jet on its way from Seattle to Fairbanks. Thirty thousand feet below on the waters of Lynn Canal is another wake--this one made by the bulky hull of the FAA ship Civaire 17. On the deck of Civaire 17 stands a man, a grizzled old-timer, a sourdough Alaskan who contemplates the silvery speck of the five-mile-high jet in its three hour flight to Fairbanks--and wonders. And why shouldn't he wonder? For, Solomon Brosky, Chief Engineer of the Civaire 17, remembers when Fairbanks, Alaska, in terms of travel time, was a year of trial, tribulation and incredible hardship away.



Brosky can flick a page in his book of memories and recall such things as the damp and dingy steerage quarters aboard the steamer Yukon, a 196 mile winter-time trek from Valdez to Kennicott, nights spent in snow drifts sleeping under a single blanket and foot rags instead of stockings. Small wonder, then, that Solomon Brosky looks at the jet and shakes his head in disbelief.

Solomon Brosky, 5 feet 10 inches and 206 pounds of the very essence of courage has the deep-lined face of a man who has fought nature on her own terms--the great, broad hands of a man who has worked and struggled to make his way--the gentleness that is found in the truly strong man.

We sat in the small, clean galley of Civaire 17 and drank from mugs of black, steaming coffee as Brosky told me of his life. There was work, hard work, as a boy on the family farm near Harland,

Indiana. There was work as a hired man on other men's farms. Working, always working, he went to the steel mills in Gary, Indiana. Finally, there came a time when even a good worker was without a job---and Solomon Brosky had a wife and three children to feed.

It is always fascinating to learn the motives that sent the oldtimers to Alaska. In Solomon Brosky's case, the despair born of the depression of three decades ago gave rise to hope for a new life. So it was with \$55 in cash, vast amounts of courage and three companions who were in similar financial condition that Sol Brosky hitch-hiked his way to Seattle, destination Alaska.

A steerage ticket on the steamer Yukon kept a man several decks below the first class passengers, but that ticket got a man to Valdez. Brosky and his partners had no plan except to find work. They figured that somewhere, in the vast north country, there must be jobs for willing men.

Man vs Nature

It was late winter. There was no work in Valdez. The four men held a conference and decided to head for the interior. With a blanket, a tarpaulin and a 22 caliber rifle, they set out through Keystone Canyon planning to walk the 136 miles to Upper Tonsina. They would sleep close together for warmth. They would add to their meager food supply by killing ptarmigan and rabbits. They would claw and scratch their way up sheer, icy cliffs. They would get lost in snow storms--flounder in twenty foot drifts. They would make crude snow shoes out of spruce boughs. Bob Reeve, hearing of the 'lost Cheechakos', would fly along the trail and search in vain for them. They would, after weeks of privation, arrive at Upper Tonsina.

In Upper Tonsina, they were told of work to be had at the Kennicott mines, a mere 66 miles away; advised that for 10 cents a mile they could ride the company railroad to Kennicott. Brosky and his partners, multiplying 66 times ten cents, decided to walk to Kennicott.

More struggle, more hardship and then a job at last in the copper mines. Within a year, Sol's family was with him and it all seemed worth while.

Homesteading

The Brosky family spent two years at

See SOL, Page 6

FAIRBANKS

The newly organized FAA mixed bowling league got off to a fine start on Sunday, March 6. The "Rattlers", one of the finest teams under ABC sanction, took the lead on opening day by shutting out their opponents and proved their coveted first place spot was no accident by retaining first place after the dust settled the following Sunday. Your reporter has the honor of being one of the male members of the Rattlers. Station Manager, B. F. Zvolanek, is the man behind the league, ably assisted by "Mac" McKeever, president.

The Fairbanks Center Tower party held on February 20 was a great success. Another of the same has been suggested for the near future.

In the tax deduction department, the Paul Kelleys are the parents of a potential air traffic controller, beard growing type. The specifics are not known at this writing but it is reported that mother and son are doing fine, and the father should be fully recovered within a few days.

We are losing Don Richmond to the Anchorage Center as the result of his selection for a position there.

Local ice fishing enthusiasts, your reporter included, are planning a trip to one of those "unknown" lakes that everyone knows about, and to hear it told, it seems a hook and line are not needed. Seems we just have to build a fire on the ice, put a pan over it, then chop a hole right alongside. The claim is that the rainbows, sensing the heat, will jump out of the hole into the pan. We all intend to take hooks and lines along, just in case the rainbow haven't heard the stories.

We have lost two "old time" traffic controllers this month -- John Linscott and Bob Liddell. Liddell was recently married in the lower 48 to a well known artist who specializes in painting portraits of Alaskan dogs. The pictures she paints leave people waiting for the dogs to bark. Bob is going into business for himself.

John Linscott is leaving the FAA after some 18 years service, most of it as an air traffic controller in what is now the Fourth Region. He will head for the states, but hopes to return to Alaska in the future. During his tenure at Fairbanks, John has made many friends.

David W. Finch

Bikini used to be an atoll. Now it's a swim suit and nothing atoll.

YAKUTAT

It snowed here in Yakutat recently. On March 10 we measured 37 inches and 30 inches of that fell in the short space of 24 hours.

A new owner, Mrs. Mary Ryan has opened the Yakutat Lodge and Restaurant.

Arne J. Israelson, newly selected foreman of Plant Maintenance arrived the middle of March. Jack C. Walker, Relief Technician is here assisting in catching up on the backlog of electronic maintenance.

Colorado Oil and Gas Corporation resumed operations late in March with a skeleton crew.

SOL, cont. from Page 5

Kennicott and then seven years on a homestead at Homer. In 1945 Sol went to work for the CAA. As a travelling mechanic, Brososky served at a number of stations. Eventually he sailed on the Civalir I out of Petersburg. Today, aboard the Civalir 17, the home port is Juneau.

A sailor's life is a lonely one. There are long wheel watches with the wake of Civalir 17 stretching far behind, and there are dark nights at anchor in far away, hidden harbors. It is at times like these that Sol Brososky thumbs through the pages in his book of memories. Sometimes, his thoughts are disturbed by the thin, high whine of a Clipper Jet as it blazes its trail 5 miles up in the sky. Three hours from Seattle to Fairbanks! Solomon Brososky shakes his head in silent wonder.

Garvin, Derry Transfer

Aviation Safety Inspectors Melvin Deery and Bob Garvin are being transferred, Deery to Anchorage ASDO at Merrill Field, and Garvin to Fairbanks ASDO.

They're fast workers, these two. Notified of the transfer, Garvin phoned Derry: "I'll buy your house." "O.K." and the deal was made. Garvin will go to Oklahoma City Aeronautical Training Center for the first two weeks of April for a refresher course in light twins before taking over his new post. His wife and three children will join him in Fairbanks after the close of Juneau schools.

Derry will report to Anchorage the middle of April.

People who drive fastest past a school house frequently are the same ones who took the longest to get through.

HIRE YOUR MONEY FOR LESS THROUGH YOUR CREDIT UNION; SAVE A THIRD

Are you paying too much for credit? You probably are if you are not using the Credit Union as a fund source when you need to make a purchase that you can't pay cash for.

Credit has become such a byword and such a habit with the American consumer that the additional cost burdens attached to it have been submerged. But they are inescapable and loom large when carefully analyzed.

The Credit Union rate is a simple, straight-forward one, and it is without additional hidden cost gimmicks of carrying charges, service charges, discount rates, prepaid interest and insurance charges. If you buy a car you may get stuck with all of these. Even when you deal with a reliable competitive consumer-minded company, such as one of the large mail order houses, you pay up to 40% more credit cost than you would pay to the Credit Union.

Hi Credit Cost

Let's take a very typical case. Your family decides it must have that \$180.00 stereo phonograph that "Woods" features in its midwinter sale catalog. The credit clerk at Woods adds \$12 on to the \$180 for estimated freight. She suggests the short term payment plan and looks at her chart. She sees that this is a \$15 a month, fourteen month deal - total payments \$210, including the carrying charge of \$18.

Now see what the Credit Union cost would be at 1% a month on the unpaid balance. You get your check from the Credit Union for \$192 and pay cash for the stereo. At the end of the first month you pay \$15 on the loan plus \$1.92 interest. At the end of the second month you pay \$1.77

interest on the \$177 balance and so on down to the last month, when you pay \$12, plus 12¢ interest. Total cost of the credit provided by your Credit Union is \$13.26 compared to \$18 cost for credit purchased from the mail order house.

One Third More!

The credit thus cost you 36% more if you used the mail order house resources. The Credit Union would have provided you with loan insurance, a very tangible additional fringe benefit.

We have selected this--the first case study of a series--as an example of how even such a conservative and reputable source of consumer credit, the mail order house, charges a high price for credit. We are merely doing two things:

1. Reminding Weather Bureau and FAA employees throughout Alaska that credit charges are, even at best, a high price element of modern living.
2. Demonstrating to them that short term Credit Union credit cannot be matched by commercial sources.

The CAA-8 Federal Credit Union is in the happy position of having depositors from all over the Region. Weather Bureau and FAA employees at all field stations provide most of the deposit money, and most of the loans are made to employees in the population centers, Anchorage, Juneau, and Fairbanks. Even with this active saving, the CU frequently has to borrow to have enough money to meet requests for loans. Today it has something over \$100,000 borrowed. It can always use more deposits, on which it is happy to pay upwards of 4% each year.

MANAGERS, cont. from Page 1

stations, that they assist in identification of those who violate safety rules that endanger themselves and others. He called for a closer relation than ever before between station managers and Aviation Safety Inspectors in the interest of improving Alaska's record of flying safety. He too urged deep respect for Administrator Quesada's Four F's.

An impromptu gathering at the Idlehour Club was attended by most of the managers at which they paid their respects to George S. McKean, who plans to retire in a few months.

Attending the conference with their husbands were Phyllis Holzenberg, Grace McIntosh, Carma Smith, (McGrath) Pauline Holmberg, Violet Knight, Ann Andrews, Florence Heay, Florence Collins, Viola Rhode, Lorraine Moore, Agnes Dufresne, Patricia Haferbecker, and Mary Olsen.

When adults act like children, they're silly; when children act like adults, they're delinquent.

That Vanguard missile we have working for us is like some other government employees. It's hard to get it off its pad and practically impossible to fire it.

FAA Workers Praised by Senator and Pilots

Warm thanks have been written to the FAA and to Royce S. Kleweno, AOS at Juneau, by Alaska Coastal Airlines. Kleweno was praised for his "alertness and prompt action which narrowly averted an accident" to the line's Flight 81 at Juneau Airport February 28.

Kleweno noticed that the Super Catalina's left landing gear was not extended and he warned the pilot quickly by radio. The crew had time to go around again and to free the main landing gear switch which had "frozen" due to salt water corrosion. Then they landed without incident.

Kudos also came to Joel R. Caudle and Richard E. Daum from Colonel M. J. McKeever, Jr., SAC Task Force Commander at Elmendorf AFB. During a recent maneuver a B-47 developed gear trouble at a time when it was low on fuel. The military dispatched a refuelling plane under adverse weather conditions, and Caudle and Daum effected a radar maneuver by the two planes that made the refuelling contact possible and rapid. With the extra fuel aboard, the B-47 had time to correct its landing gear trouble and all ended well. Said the Colonel: "The outstanding skill displayed by Mr. Daum and Mr. Caudle possibly saved a combat aircraft from damage and a highly-trained crew from injury."

HEALTH, cont. from Page 1

The Civil Service Commission has prepared an excellent film strip with a recorded explanation which is now being circulated throughout the Region. Every effort will be made to show this to every FAA employee. Along with this film strip is a printed piece which contains the pictures on the strip, and the accompanying words, and every station manager has a copy.

Film Helps

It is difficult to think of angles not covered by this strip and explanation, but the whole plan has many aspects, and when the strip was shown at the recent station manager conference, there were questions. Some were not easily answered because people tend to look ahead further than necessary when something new like this is presented, but a study of the pictures and the explanation will answer all questions needing an answer before inauguration of the program.

There were many questions beginning "Well, now just suppose---". And human ingenuity can think up some dillies with this sort of an introduction.

Most FAA employees in Alaska who buy

Administrator Quesada has forwarded a letter he received from Senator E. L. Bob Bartlett which is highly complimentary of James E. Carter, AOS, Anchorage Center and Commander of the Alaska Wing of the Civil Air Patrol.

"Jim has been an active member of the CAP for about 12 years and has watched it grow slowly from a few scattered members to the influential organization it is today," the Senator wrote. "In order to supervise all the activity throughout the State, Jim has worked himself into a full time, voluntary job. He so sincerely believes the future and safety of our country lies in aviation that he devotes much of his free time to encouraging our young people to study in that field. I feel justified in recommending a few words of praise for the job he is doing for the people of Alaska."

"There are all too few of us today who are willing to devote so much free time to the furtherance of a worthy cause, and since he receives no financial reimbursement, at least he should feel secure in the knowledge that he has our strongest moral support."

Then there was Archie Frye, AOS at Nenana, who became concerned over the non-arrival of an expected light plane which was 50 minutes overdue. He called

"health protection" have either the insurance type or the service benefit type of coverage. In fact, little or no other coverage is available. Deadline for submitting plans for federal approval was November 30, and there may be other plans in Alaska which the Commission will submit for consideration. At present the FAA knows of no plans other than the two mentioned above.

Out of the wealth of detail connected with such a plan, the FAA Personnel Office has condensed a memorandum for all employees. It attempts to answer all the questions that might be raised.

Find Your Own

Employees with special situations should go through this memorandum carefully to find their answers. Discussions with fellow-employees and/or supervisors will clear up many points, and save time and labor in the Personnel Office in Anchorage. Try first to answer your own questions. If you are stumped, put the question clearly in writing to the Employee Relations Officer, AN-94.

Better still, keep your questions until the brochures describing the two plans available in Alaska are in your hands.

How We Do Go On!

We're going to yak faster.

On March 30, at 10 o'clock, Booth Joslin, the Region's expert in teletypewriter apparatus, pushed a few buttons and information began to move over FAA communication wires at 100 words a minute instead of 60. The same increase took place all over the other states in the hour between 10 and 11 that day.

Circuit 0 is the first to use the new type machines in which special gears have been installed to produce the new speed. Eventually, Circuits A B and C will be boosted to this speed, and all Alaska stations will be doing 100 a minute by October.

"You're very versatile, Miss Smithers", the boss said. "I didn't know anyone could be so inefficient in so many different ways."

"Delays have dangerous ends," - Shakespeare.

the pilot who believed he had missed seeing Nenana and had turned around. Frye, like all good AOSes, knew his area, and he asked about landmarks the pilot could see. Frye soon realized the pilot was headed away from Nenana, and he prescribed a 180. Pretty soon, there was a safe landing at Nenana.

If you have only these two to choose from, don't confuse yourself with a lot of ifs and howevers.

Paper work in starting this program nationally is stupendous. The CS Commission is optimistic about getting all necessary information and forms into all proper hands in time. Distribution from Anchorage to the Stations will be fast and thorough.

Cooperate

Lacking a skilled Civil Service Representative to answer questions that are raised by the film strip, each station is urged to the following program:

1. Gather all available federal employees in the area to see the film.
2. The Station Manager will serve as Chairman of the meeting, and he should keep the discussion relevant and brief.
3. Reduce to a minimum any questions found unanswerable, and send them to the Employee Relations Officer for further information.

THEY STUDIED POWER GENERATION



Seven employees of the Plant Maintenance Branch have completed the second training course of the Branch, this one dealing with Power Generation. With Ernest McCullough, Winford Hurst, Frank Roachell and Benjamin Cowart as instructors, the class studied theory, components, generation and trouble shooting over a 12-day period. This is the second technical course conducted by the Branch, the first being in utilities preventative maintenance. Both courses are to be given to field employees at scheduled intervals.

Above, the graduates, from left: Robert L. Bloom, George R. Stebbins, Wayne C. Jones, Arthur J. Lappi, Arnold J. Israelson, Wesley W. Waterman and Edwin Anderson.

MCGRATH

The bugs around McGrath better watch out. Micky Jo Poorman, oldest daughter of Mr. & Mrs. Fred Poorman, has been named as McGrath Junior 4-H Leader for a new entomology project. Mark and Roger McDonald, Dale and Jimmy Stotts, Judy Jones and Gary Fuller are FAA and WBAS Children active in this group. Other members include: Peter Snow, Kenneth Eggleston, Julie Neumann, Alice and Ben Magnuson and Floyd Turner. Mrs. Ralph McDonald and Mrs. Dorothy Bryant will act as Project Leaders for 1960.



Front row, L to R, Mark McDonald, Roger McDonald, Rear, Judy Jones, Gary Fuller, Micky Jo Poorman and Dale Stotts.

The Entomology Project, as activated at the suggestion of Richard H. Washburn,

*The Shut off Valve is
Broken After Flushing
McNulty turn water on, under
Bowl until it has filled
With Water*

WHAT'S THIS ABOUT FLUSHING MCNULTY?

Strange signs sometimes appear on the walls of FAA quarters.

Recently, the Regional Manager found the sign above on a lavatory wall at the Juneau Station. Nobody there knew who McNulty was. Maybe he's gone.

Entomologist for Alaska Agricultural Experiment Station at Palmer. Herman Turner, Agricultural Extension Agent at Large, is in charge of the Remote Area District in which McGrath is located. He reports that this is the first time an Entomology project has been attempted in this area.

Two meetings have been held and 7 kinds of bugs already have found a place in the specimen boxes. Killing jars are in use, and now under way are collecting nets to be ready for the real collecting season to arrive. Washburn has sent material and information to be used by the group and the 4-H Club has provided manuals as a guide for basic use.

The Club hopes to learn about insect life and be able to recognize major insect pests and beneficial insects in the McGrath general area. A complete collection of all types of insects is the goal.

YOU, ALSO, CAN USE THESE AIDS-PIREPS

DON'T KEEP IT TO YOURSELF...
PASS IT AROUND!



Sy Powell works for the Weather Bureau at King Salmon

These days we ask pilots to file PIREPS.

It seems the boss, Administrator Quezada, was flying from Washington up to New York and he craved some real current weather reports. So, as a pilot, he asked for PIREPS (Pilot Weather Reports) but the FAA was fresh out. He checked later and found the air was full of pilots between Washington and New York at that time, and he gave instructions for a drive for more PIREPS.

No longer will we sit quietly and be grateful when a pilot reports a storm on his course. Whenever he talks to an FAA Station, we ask him how's his weather. And after each routine weather report, we ask all pilots listening to file PIREPS.

Then, when they come to an FAA Station for flight service or briefing on weather conditions, we have a lot of information for them.

"It's a good gamble," says Pilot Allen D. Hulen. "You file one or two PIREPS en route, and you find dozens of them ready to use next time you go flying."

If you've run out of something to worry about, try this on your ulcer: General Services Administration says that a federal employee who gets trading stamps on his purchase of gasoline or whatnot when on government business, must turn them in to the government. What's Uncle going to buy? A jeweled compact or sumpin'?

FAA SMOOTHS WAY FOR EMPLOYEES AS ANC-FAI AIRPORTS GO TO STATE

Advance planning by the FAA is making the transition of ownership of Anchorage and Fairbanks International Airports reasonably smooth for most employees.

Of the total of 74 FAA employees who have been operating the two airports, a total of 12 have transferred to other jobs in the FAA, either in Alaska or in the south 48. Approximately 20 are considering jobs with the State, where they would continue in virtually their same jobs. One has resigned, and two have retired. At Mukluk press time, the remainder were considering offers and had not decided on their futures.

Every employee at the Anchorage Airport was offered another FAA job when the reduction in force notices were issued. This was made possible through a coordinated plan of the Personnel Division and the operating divisions, principally the Air Navigation Facilities Division. For several months past, all likely jobs that became vacant were "frozen" so that most airport employees receiving RIF notices would be able to continue with the FAA if they accepted the jobs offered.

Choice of Two Jobs

Personal problems affected these choices, of course, and not all the jobs were accepted. Others were approached by the State officials who will be in charge of the airports and offered continuation in their present jobs. These offers were not entirely firm however, because the State's employment policies have not yet jelled completely.

The state will take over operation at Anchorage May 1, two months before the closing date of the management contract with the FAA, and at Fairbanks on June 1, one month before the contract ends. This arrangement was established to insure continuity of services at the two fields, and as a means of making the transition smooth. Officials of the State and FAA are hopeful that this will be effective, but personal situations of employees might cause inconvenience both to management and some employees.

Two Retire

Virgil E. Knight, Acting Assistant to the Regional Manager, and Chief of the dying Air Terminals Division, gathered employees together as required and handed out RIF notices. With each, he described the jobs available within the FAA for which airport employees were eligible and could bid. The 30 days notice required in reducing force was observed, and the Personnel Division had helpers



Parmenter, with house plans, ignores Stowell with time tables to Florida.

on hand to assist employees in seeking continued employment.

The first department to move into state employ en masse was the Accounting Department of the airport. It consisted of Robert V. Maloney, Administrative Assistant, Accounting, Claudine M. Bird, Cash Accounting Clerk and Joanne Curry, Clerk. They became state employees March 7 and kept almost the same titles in their new jobs.

Maloney has worked for the FAA for three years, and Mrs. Bird, wife of a long-time FAA employee, Raymond A. Bird, has worked at the airport for four years. Miss Curry joined the FAA a year ago.

Charles Stowell, Chief of Airport Security at Anchorage, and Daniel A. Parmenter, Security Officer, have retired. Stowell plans to settle in Florida, and Parmenter is building a home on the Glenn Highway at about Mile 95, where he will cater to tourists. Neil Sagerser, another Guard-Firefighter, has resigned and will move to the Lower 48. Seven other security officers have been offered identical jobs under state management, but have not made final decisions.

Continue With FAA

In Maintenance at Anchorage, the following moves have been made:

Herb Enberg and Wallace Tykward have taken other FAA jobs in Anchorage.

Wendell Burns, Loy Miranda, Frank McCune and Mack Carter have moved over to Plant Maintenance. Al Porter and Robert Jenkins have transferred to FAA positions in Region 4. Wilford Holdren is transferring to Annette, Leo Smith to Northway, and Jake Shuler to Fairbanks.

GUSTAVUS

To the inexperienced eye (mine), it looked like an early spring. The sun shone brightly, and "clear" symbols dominated the weather sequence day after day. Unaccustomed to this sight, we fearfully remained indoors for the first two days: Some said the world was coming to an end! There was even talk of getting the "fleet" afloat.

The Gustavus Music Makers presented a Spring Musical which brought out some hidden talents. Some talents were so well hidden that they were not uncovered, but enjoyment was the keynote and it was a highly successful event.

It all seems a little premature, though, when one considers that the last social event sponsored by the newly organized Crillon Club (the major recreational organization of outstanding importance in the greater Gustavus area) was a combined skating party-picnic. Featured events were a hockey game and a bean bake. A hot dog race topped off a very enjoyable outing. Even in the Banana Belt we have our winter sports, including clam digging, charging auto batteries, etc.

Our wandering station manager and the Mrs. stopped in for a visit after a state-side vacation. Ray Slack was then off again to take part in a station managers conference. Jim Channing left the next day for a Chief's conference. Several weeks previously Dick Bedlington made the big move to Yakutat-their gain and our loss. Which brings to mind the question "Who's minding the store?).

Dick Sackett returned from his travels about the mid-west, and Mr. & Mrs. Vern Whipper have joined our group recently. Their "Dusty" is getting along fine with the other kids-Cleo and Sooty Ann.

The aeronautically inclined are industriously working toward the establishment of an aviation organization somewhat on the order of, but not quite as large as, the USAF. So far, the only thing that has been flown by this potential flying club is a hangar or two.

Three airport employees had left FAA employment prior to the issuance of RIF notices.

The FAA had little janitorial work except at the airports, and the State offered all janitors employment. Anna Petrishak, Carl Taylor, Joseph Brookins and Allen Ford, Sr., have indicated they will continue to work for the State.

Plans Moving Ahead on Charter Trip to Japan

Fifteen air carriers have been invited to bid on the charter trip to Tokyo being arranged by the Civilair Club.

The tour manager is hoping to arrange the FAA trip in relation to another being planned in the Anchorage area by the Business and Professional Women's Club. By starting one at the conclusion of the other, the cost of two empty ferry trips will be saved and the rate per person might be reduced by as much as \$100 for the round trip. If the other ferry trips could be filled, the cost would be further reduced.

Dates have not been chosen pending a more complete vote by those interested on the times they favor, and the availability of air carrier equipment. The question of duration of the trip, whether two or three weeks, is also yet to be decided.

All who are interested should write Charles E. Planck, AN-40, Tour Manager, who will mail "Travel Memos" as plans develop.



HAMMARLEY, cont. from Page 1
worked briefly for the NC Company in Fairbanks. He joined the CAA in April of that year as a principal radio electrician and worked his way to the top in the important and difficult job of maintenance of all the electronic aids used on Alaska's airways. This work took him into every part of the state and he was a well-known and well-loved employee of the Agency.

He had been outside to see a heart specialist in January of this year, and in February had an attack of influenza. He entered the hospital February 20, when pneumonia threatened, and had a hard bout with that illness. He was brought home March 8.

Thursday morning, March 31, Mrs. Hammarley found him sitting in his favorite chair in the living room, an open book on his lap. He had apparently died peacefully in his sleep.

SIX REWARDED FOR WORK, SUGGESTIONS



Mary Stithem, left, Plant Maintenance Branch, and Ada Woberg, Electronic Maintenance Branch, receive Sustained Superior Performance awards from George S. McKean, Deputy Acting Regional Manager. Accompanying the awards were checks, \$150 for Mrs. Woberg and \$100 for Mrs. Stithem.

Four employees have received cash for suggestions in the incentive award program. They are: Milo M. Rousculp,

Woody Island, \$50, for a comprehensive station training manual; Joseph E. Hollinger, AOS at McGrath, for suggesting the use of a transparent compass rose on flight assistance charts; Fred O. Miller, Yakutat, \$25 for a vacuum-operated gauge on a snogo enabling the driver to better control the rear engine; and E. L. Williams, Unalakleet, \$10 for a suggestion on standardizing the decorum of flag display.

STRANGE PETS

Ocelots and skunks do not mix.

Hank Olsen, Station Manager at Farewell, and George N. Andriakos of the Project Audit Section, Anchorage, reached this conclusion after one experiment recently. The experiment was not completed, because the chain was never removed from Hank's ocelot, but observers concluded

that six feet was the minimum safe separation margin for the two "pets".

Young Fugy the skunk pretended to ignore the ocelot straining at her leash, but ate his supper with one eye cocked, and walked about as if on robins' eggs. Not knowing he has been disarmed, he frequently presented to the ocelot the defense posture, so characteristic and effective of his clan.

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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