

READY RESERVES TO STAY WITH FAA IN EMERGENCIES

By July 1, certain FAA employees will be reported to the military with request that they be removed from the Ready Reserve Status.

A new policy of the FAA is that employees occupying certain critical positions will not be granted Certificates of Availability to the military in case of war or national emergency, unless they have completed 18, but less than 20 years of service toward military retirement.

FAA considers the following types of positions as critical:

Heads of Washington bureaus and offices; Regional Managers; directors of the Aeronautical Center and NAFEC; all Bureau Division Chiefs in Washington and the field; directors of Washington National and Dulles International Airports; the superintendent of the FAA school at the Aeronautical Center; airplane pilots; airways flight inspectors; all grades of engineers; electronic technicians, all

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FAA VETERANS RECOGNIZED

RECALL IKE'S VISIT

The expected visit of the President to Anchorage in June recalls another visit he made here in 1947 when FAA personnel had close association with him.

After a fishing trip at Lake Louise, he flew in to Gulkana with a number of other high army officers, where he was welcomed and introduced around by Ben Holeman, station mechanic.

"Everybody, including the Station Manager, was taking pictures", Holeman remembers. "I wasn't a camera bug, didn't have a camera, so I was the only one to extend CAA hospitality. My boy, Ben, Jr., and I showed Ike the station, and he had a lot of questions about mining activity in Alaska. He was also puzzled over where young Ben got his freckles, because he hadn't seen enough sun here to produce freckles

Perry McClain treasures a picture of Ike receiving a special ivory carving which he presented to him as Commander of Jack Henry Post, No. 1 of the American Legion at a banquet the Legionaires gave him on the same visit.

Four Get 35-Year Pins; Hundreds Have More Than 15 Years Service

Throughout the Fifth Region during the week of May 16, more pins were in action than in a huge maternity ward, as the Agency recognized its veteran employees with length of service awards.

Four veterans, lead by the Regional Manager himself, Allen D. Hulen, now sport the standard FAA pin with a red ruby inset in the shield, showing 35 years of federal service. They are Edwin Z. Simonds, of the Alaskan Branch Office in Seattle, who took occasion to put a 20-year pin on Warren Wilkins, while he was being honored; Alex Dufresne, Station Manager at Talkeetna, who asked a local notable, Don Sheldon, famous bush pilot, to do the honors for him; and Bertram F. Borders, whose lapel was decorated by Robert T. Williams, Assistant to the Regional Manager.

Pin The Boss

Hulen was a problem. Who pins the boss?

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VETERAN QUARTET DECORATED FOR LONG FEDERAL SERVICE



"You're a good man, Duffy. And a great help to all us fliers. Congratulations on living so well, so long." said Don Sheldon, Talkeetna pilot as he gave Alexander Dufresne his 35-year pin.

"You make me feel like a boy, Bert", Bob Williams, Assistant to the Regional Manager, told Bertram Borders as he gave him his 35-year pin. "You've had more than twice the federal service I have."

"They usually kiss the honoree in cases like this," Charlene Sumrall, newest FAA employee told the boss when she gave him his 35-year pin. "Come back when I get one of those French decorations," Hulen suggested.

"I pin thee" and "I pin thee" said Warren Wilkins and Edwin Simonds as they pinned each other, Simonds with a 35-year pin and Red with a 20-year pin at the Alaskan Branch Office in Seattle.

UNALAKLEET

As the brilliant rays of sunshine began to eat away the snowdrifts and weaken the Norton Sound ice pack, the urge to move fell upon the personnel of the UNK facility. The Leo Golden family bid into WDY after having spent many years at UNK. The Dick Peiffer family decided they had been sourdoughs long enough, and bid into the ANC center. Doug Smith and family headed for the tall timber of YAK, where Smitty will be carving his fortune. Stmgr Donn Baker and family returned from the sunny South with sun-tanned faces, and EMT Harwin Feemster is back from Oke City, married.

Newcomers to the UNK facility are Johnny Bishop who transferred from FWL to join the ranks of the mechanics. Willard Hunton transferred from OME to hold the fort at the range site, set amidst a blueberry patch a couple miles up the river from the village. The Huntons have two lively boys, and what a dandy place to raise them there on the banks of the Unalakleet River and the best fishin' one could ask for. Elmer Wiedmer transferred in from Dillon, Montana, with his wife and two children, for his first assignment in the 49th State. And, Paul Sutherland came back home to stay. Paul traveled with AN-675's carpenters for the past few years and transferred into the communications branch recently. Known as "Nupukyak" by the Eskimos up and down the coast, Paul is definitely home again. Nupukyak, the pole, the one you lean on.

Among the itinerants recently visiting UNK, are Art Lappi and Wm. Strother who drilled us three new wells. Presently Karl Aho and Frank Pickett are constructing a pump house and will hook up one of Art's wells to the housing area to fill us with (we hope) saltless water.

Carpenter Keith Nelson patched up the holes left by Buck Rowe and Ed Quinn when they re-did the plumbing in the apartment house. Keith did a dandy-nice paint job in our hall, and also fixed it so my refrigerator door won't quite open in its tiny confinement.

Dennis Markel, that man about town, and his side-kick Frank Green, overhauled one of our cats, and Tom Matney paid us a visit while on his chain of assignments to inspect our wiring and generating equipment.

George Foss is sporting a Blaze orange and white Stinson, and his charming wife "Bridie" is just as happy with her new hobby of making wood-fibre flowers as George is in polishing up his plane. Her apartment is a beautiful sight with pieces of driftwood from the Norton Sound

Agency Practice Manuals Soon To Replace FAA Standard Practice

The Standard Practice Manual is being superseded rapidly by issuances of Agency Practice publications, and will ultimately become entirely obsolete, according to information received from Washington.

The new publications will be known as Agency Practice and the latest to be issued, May 5, is No. 3-004 which refers particularly to Personnel Management, as contained in Part 3 of Agency Practices. Copies of Agency Practices are to be maintained at Division, Branch and Station Manager levels for the convenience of all employees. Any questions on No. 3-004 should be referred to the Personnel Relations Officer, AN-94.

FIGLEY to SUMMIT

Marion Figley, SATCS at Nome, has been appointed as Station Manager at Summit.

He worked in Alaska for four years and then worked in the Fourth Region until 1956 before returning here. He has worked at Anchorage, Bethel, Talkeetna, Yakutat and Galena.

Doug McDonald, Station Manager at Summit, is transferring to a position in the Commissary at Anchorage.

beaches, all decorated up with her delicate flowers and her vivid imagination.

A wind shift blew the ice pack back to shore and left "Curly" Kinselly and his Eskimo companion, Frank Degnan, stranded on the beach several miles South. They had been cruising among the ice cakes in Frank's 24-foot outboard looking for seals. After a few days of wondering what had happened to our curly haired mechanic, Nupukyak made a search aided by the ever observing eyes of his Eskimo pal. The pair was located along the coast attempting to pick their way through the gigantic ice-jam. A case of C ration was dropped to them, and realizing they might be stuck for a few more days, a bombardment with blankets was made by George Foss. Before long, the weary hunters returned unscathed. Sans seals.

The trout are heading out to sea, now the river has broken. The spring migration of waterfowl is at hand, and also the spring migration of game wardens. And so it goes with UNK. What a happy little place!

Nupukyak

The Employee Handbook, recently issued, is a condensation of general information. It is to be used only as a guideline and does not present policy and regulations. Rules, regulations and policy statements should be further explored before action is taken.

Additional handbooks are being prepared by the Washington Office on such subjects as "Employee Performance Evaluation", "On-the-Job Injuries", and "Position Classification Practices". These, too, are for instruction and education and are not regulatory, and will be useful principally to supervisors.

Watch it—

IT MIGHT BE POLITICAL

This is an election year and the Personnel Office has issued a reminder of what a federal employee may and may not do in the realm of politics.

The "candos" and the "can'tdos" run into columns, but they are all covered by a statement: "It shall be unlawful for any person employed in an executive branch of the Federal Government, or any agency or department thereof, to use his official authority or influence for the purpose of interfering with an election or affecting the result thereof."

To find out whether what you have in mind is legal or illegal, read Standard Practice 3016.1 and 3016.2. If the answer is not there, ask the Personnel Relations Officer, AN-94.

QUESADA HONORED FOR FLIGHT SAFETY

For his "vigorous implementation of the Federal Aviation Act of 1958"; for his prompt action on "needed research and development in the field of air traffic control" and for putting into action "modern concepts of accident prevention", Administrator E. R. Quesada has been awarded the Monsanto Aviation Safety Award, presented at the recent annual meeting of the Aviation Writers Association in Los Angeles. The award praised the Administrator for emphasizing the study of human factors involved in accident prevention, and for his inclusion of instrument flying capability as a qualification for private and commercial pilots.

Should We Call Them FAA Sourdoughs?



Ben Zvolanek, Station Manager at Fairbanks, proposes that we have a scheduled annual award of length-of-service pins and that we do it on "FAA Sourdoughs Day". For the awards to his veterans, Ben Z. drafted Virgil E. Knight, in Fairbanks at the time, and he dropped back to the rear rank with other 15-year "near-veterans".

In front, Hal Kriebs is getting his 25-year pin from Mr. Knight.

Second row, from left, are the 20-year men: Lloyd S. Blackmon, Peter Blankensop, Paul M. Leschig, William C. Goode and W. George Leese.

Third row, 15 years, Richard E. Denver, Helen Nakarado, Joseph E. Hollinger, Frances Scott, John Scullion, Milton L. Morrison, Edward Dhabolt, Bill Grotts and Charles F. Stack.

Fourth row, 15 years, Joseph D. Neeley, Frank L. Scott, Fred L. McGuire, Allan C. Hall and Ben Zvolanek.

With Zeno R. Keeling, John Shelden and James M. Crompton missing from the pictures, the 15-35-year men in Fairbanks represent 380 years of career federal service.

Assorted Veterans



There are several kinds of veterans in this picture, including our leading Alaskan veteran. From the left, Mel Peterson, Virgil Knight, Robert Williams, Jennings Roberts and Annette Yager, all with 15 or more years; Gerald Whittaker, 30 years, and Al Hulen, 35 years.

COLD BAY

The season of adventure and exploration has arrived at Cold Bay. It was announced by an earthquake at 5:13 AM BST on Friday the 13th. As is the custom, the Volcano Club arranged a potlatch in the Beachcomber's Room to celebrate the arrival of summer, honor all those with birthdays in May and to open the exploring season.

The following day the Explorer's made their first expedition - a trip of adventure and discovery. They chartered a flying machine, flew south and found King Cove, a most fascinating discovery.

At King Cove wealth is created from the sea harvests, which consists of king crab and salmon. King Cove is an industrial village located in a beautiful harbor. There were fishing and crabbing vessels in the harbor and a steamship tied to the cannery dock.

In addition to the cannery, King Cove has other business. There are three impressive stores, a soda fountain and a cinema named "The Frog Pond Theater". All of the business places and homes are connected by good wooden walks.

And now to adventure on the Bering Sea. "27 Knot" Leucke and "Admiral" Skipper of the Cold Bay navy launched their vessel, the "Risky" into the waters of Izembek Bay. They proceeded to the bar off Grants Point and discovered a wrecked two masted sailing vessel. The name of the vessel is "Courtney Ford" which reportedly went aground before the turn of the century.

The scribe of the Explorer's Club recently ventured to the end of the continent and visited False Pass on Unimak Island, the villages of Morzhovi, Ikutan and checked on the whales of Morzhovi Bay. The Explorers will soon charter an aeroplane and take a trip of adventure to the islands and villages of Akutan and Unalaska.

Cold Bay now has a school. Operated by Mrs. Bernice Evans, with Arley Evans and John Austin as instructors, it is called the Volcano Wireless Academy. The courses offered are code and radio theory. The Evans' are teaching code and Professor Austin will teach on the subject, "Why there is wire in a wireless set." Resident Engineer Erikson is a full time student. Other students come from the radar site, Reeve Aleutian Airlines and others interested in the mysteries of wireless.

In 1943 five hundred seedling trees and three thousand five hundred conifer tree
See COLD BAY, Page 4

YAKUTAT

The Peripheral Site at Yakutat is now 85% completed.

Mrs. James O. Porter and Debbie, wife and daughter of CFSS Porter, departed for a vacation to the long awaited summer holidays on Monday morning, May 16.

The cheering of school children's voices could be heard long and loud as school broke up for the long awaited summer holidays on Monday morning, May 16.

We have moved into our new club, which is 75% complete. With the arrival of the remaining materials we should see the club completed in no time at all. It is quite an improvement over the old Recreation Club.

A Farewell Party was held at the station for Miss Daisy Tunnell, our out-going school teacher, who after three years of Yakutat life is transferring to teach in Anchorage.

Thomas Neville, Jr.

SEATTLE

Seattle's bowling teams closed the season with the Annual Awards Banquet on May 7 at the Washington Athletic Club. Bill Blisson, banquet chairman, acted as master of ceremonies, and made the following awards: First Team - Oscar's "Bombers", made up of Oscar Rich, Morgan Pindall and Donna Parezanin. Women's High Average - Shirlee Sunderhauf. Men's High Average - Bill Brace and Morgan Pindall. Women's High 10 (Single game) - Judy Secrest. Men's High 10 (single game) - Ed Simonds. High 30 (Series), Women - Grace Wynne, who also won high game. High 30 (Series), Men - Tom Stroncek, who also won high average. The women's achievement award went to Vassie Stamos and the men's achievement prize to Oscar Rich.

Becky Varon, who suffered a concussion and other injuries in an automobile accident several weeks ago, is back in the hospital for further treatment.

New Employee, Rosemary Amdahl, Voucher Examiner, has transferred to Albion from the Fish and Wildlife Service in Seattle.

Conscience is what makes you worry about what it couldn't stop you from doing.

WHALES MAKE HAPPY NEWS AT PT. BARROW

FAA has no station at Point Barrow, but many of our sourdoughs will remember happenings at this far north point. The Mukluk Telegraph, official organ of the U. S. Public Health Service in Alaska, describes in its May issue some happy events at the Point:

"THAR SHE BLOWS.... the Barrow Eskimos have gone for four years without catching one of their prized spring Bowhead whales. Finally, on Sunday, April 24, the early morning Arctic silence was broken by the sound of an approaching dog team. As the team crossed our lagoon, its driver was seen proudly waving a crew flag, signifying the long-awaited victory over one of these monsters of the sea. Immediately, an electrifying cry of AHGAVIK (whale) and FRESH MUKTUK spread thru the village and a carnival air of celebration and excitement resulted.

"This feeling of excitement seems to increase each day. As this report heads for Anchorage, the total number of whales caught is 12. It appears that the Natives are being well rewarded for their four years of waiting, and to top it off, the whaling season is expected to continue for another three to four weeks. Just to add variety to the hunt, numerous seals and several Polar bears and walrus have been captured, in addition to the mammoth Bowheads. Everyone is looking forward to NALUKATAK, the victory celebration held in June after the close of a successful whaling season. This is an outdoor event featuring blanket tossing, Eskimo dances, games and contests, and a huge feast, open to everyone in the village."

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cones were planted here at Cold Bay. Today some of these small trees can still be observed along the south slopes. The average tree that has survived--and there are many--is about 18 inches tall; however, there is one tree about 7 feet tall. This tree was started from a seed which was planted in a slit trench.

The census taker reports there are 81 people living at Cold Bay. This does not include the Air Force or tourists.

J. Lardy

BASSLERS HOME FROM HOLLAND

The John Bassler family returned in May from a month's visit to the wife's parents in Heerlen, Holland, where the five small Basslers picked up a lot of the Dutch language, the six-year-old had her first

WE'RE BUYING A BOAT

The Civa 1 will be excessed to FAA needs. It was in service before 1930 by the Forest Service under the name of Ranger 5.

Civa 1, veteran of much federal service in Alaska, is being replaced by the FAA with a specially-designed boat for its operations at Sitka.

Edwin Monk, naval architect of Seattle, is designing a 50-foot boat having greater beam and draft than the Civa 1, and incorporating features which the FAA has found valuable in its fleet operation in Southeast Alaska. The new boat will be a better cargo carrier, and will be capable of navigating the 14 miles of open sea between Biorka Island and Sitka, which will be its hailing port.

Its general appearance will be similar to the purse-seine fishing boats, but it will be still more seaworthy than these, according to Dave Dishaw "honorary admiral" of the FAA Navy.

Scouts Honor Unruh

Frank Unruh, ATC, has received the Silver Beaver Award of Boy Scouting, the third man of the Agency to be so honored.

Norman Lowenstein, Chief of the Property Management Branch, received the award in 1954, and Walt Williams was so honored when he was a CAA employee. The Silver Beaver is given to the man who makes an outstanding service to boyhood within a Scouting Council. Alaska contains two councils, one in the northern part and the other in Southeast. As far as is known, the three named are the only FAA recipients of the high honor.

RESERVES, cont. from Page 1

grades; all grades of air traffic controllers; electronic data processing positions at the Aeronautical Center; all grades of aircraft mechanics; and all employees occupying emergency readiness positions. Generally, Ready Reservists are rarely given emergency readiness assignments.

This is one step by the Agency to keep intact its organization for operating essential airways and aviation safety functions and facilities under war conditions.

Holy Communion, and two of the children took active parts in the wedding of their mother's sister.

They flew both ways on Northwest and KLM.

IN A CANYON, IN A CANYON EATING BIRDS AND PORCUPINE

A porcupine and ptarmigan diet got rather tiring to Kai Nelson and his wife, Maybelle, when they were bottled up in a canyon 20 miles east of Willow for six days late in May by a rampaging creek, until they were rescued by a fellow FAA worker, Douglas Gray.

Nielson, a draftsman in ANF, and his wife had gone bear hunting in their jeep. When it started to rain on a Saturday they decided to leave for home Sunday. But it rained Sunday and Monday, the creek in the canyon dammed itself, flooded, and they were trapped. Nearby lived a homesteader, Robert Merrill, wife and four school-age children, and with them was a friend, Orlo Park. It was Park's wife, Helen, flying with a friend, who spotted the stranded group, and Gray, who is an electronics engineer, went to the rescue with his high-centered International wagon.

By this time, the Nielsons, the Merrills and Park had been imprisoned six days,

and they were tiring of living off the land, the local animals, and some tea they found in a miner's shack. Nielson was contemplating a moose through the sights of his .375 when a CAP plane swooped down and dropped 350 pounds of food. Once during the week, the Nielsons walked out and brought back some food, but with eight to feed they were not eating very well.

Equipment problems plagued the party. Merrill pulled the front drive out of his jeep and had to be rescued by Nielson, using the winch on his jeep. When they tried to winch Nielson's jeep across the swollen creek, the Jeep started floating, and that try was abandoned. Gray, stalled midstream with his International, had to be winched across by the Jeep, but finally, it all ended without injury. The kids had a ball, Nielson reported, but the grown-ups had some anxious minutes.

We don't want yes men around here. Everybody agree?

PINS, cont. from Page 1

Finally, it was decided he deserved the cheese cake and the FAA's newest employee, Charlene Sumrall, who happened also to be very pretty, decorated him. She had earned the pleasure too, because she has been working for weeks to get the big job of length-of-service awards in order.

Since there had to be a cutoff date, Washington established it at December 31, 1959, and almost everybody who received a pin had a story to tell of how he really deserved the next highest decoration. There was one award of a 15-year pin to a veteran who had—at the moment—put in 19 years, 11 months and 12 days; and there were a few who noted that their 20-year pin was the second 20-year pin they had received.

Hulen, Simonds, Dufresne and Borders each had some military service in their records, but all had worked for the FAA and the CAA for more than 20 years.

Three Decades of Service

Eight received 30-year pins. They are: Gerry Whittaker, Chief, Air Traffic Management Division; Thomas L. Walker, Chief of the Planning Branch, ATM; Franklin T. Unruh, Chief, Operations Branch, ATM; Charlotte Haywood, clerk-stenographer in the Airports Division; and Bert Hackenberger, Electronics Maintenance, all of them of Anchorage; and Henry Messing, of Annette.

Warren M. Wilkins and Marjorie A. Levine - Alaska Branch Office, Seattle.

John S. Craig, William D. Webster, Glenn P. Fossett, Robert E. Hoffman and Robert E. Laise, Anchorage Station.

Jack E. Moore, Aniak; Clarence Holmberg, Bethel; Donald W. Warden, Bettles; Lloyd S. Blackmon, Peter Blankensop, Paul M. Leschig, William C. Goode, W. George Leese, Fairbanks; Leonard Schornak, Farewell; Cecil Hinshaw, Gulkana; Joseph F. Ballard, Gustavus; James E. Graham, Homer; Wilford C. Frew, Frank Desylva, Ilamna; Roy J. High, Juneau (Sisters Island); James E. Parmley, King Salmon; Edward Ward, Kotzebue; Donald E. Darling, Moses Point; Floryn S. Rhode, Nome; Roy S. Delaney, Irving Ungudruk, Judson R. Lanier, Sitka; Harold M. Ivanoff, Unalakleet; and Neville Thomas, Jr., Yakutat.

Three who had previously retired were given their pins for 25 years of service: Daniel Parmenter, Charles Stowell and Anne Modjeska, all of whom worked at Anchorage International.

Ten in Anchorage and 11 in the field received 25-year pins. They are: Doris S. Baxter, J. Sid Rood, Thomas Gregory, Clifford Uzzell, Carl Bassler, Robert Thomas, James V. Ellis, Robert Matsen, Frederick Goff and Maynard Marvin, all of Anchorage; Sanford Peterson and Kenneth Ruhle, Annette; Arley Evans, Cold Bay; Harold C. Kriebs, Fairbanks; Thomas Carpenter and Frank McIlhardy,

FAAers Contribute

Contributions to the Joint Crusade by 166 FAA employees in Anchorage, amounted to \$687, a few dollars less than these causes received last year.

William Mullaly, chairman of the drive, reported that 896 employees in Anchorage were contacted. No dollar figures were reported on the contributions for the Heart and Cancer funds, in which 268 took part. The drive was conducted during January and February, during which drives for funds for Providence Hospital and the Alaska University also were under way.

The Alaska Tuberculosis Association has written its warm thanks for the services of Warren Wilkins, who resigned his position on the board when he was transferred to Seattle. "We felt we were losing one of our most valuable members", the letter said.

Sign in an Alaska restaurant: "Clam Chowder, 75 cents. Texas sized bowl, 10 cents."

Juneau; Isadore Coleman, Kenai; Donn Baker, Unalakleet; James Hart, Galena; Jacob Holzenberg, Bethel; and Everett Musgrove, Big Delta.

Lots of 20s

There were 60 who have served for a total of 20 years. They are:

Grant A. McMurray, Serrod H. Kendall, George H. Weitz, John E. Reich, Charles Wayer, Harry J. Huskey, Robert Riedel, Charles E. Planck, Melvin W. Peterson, Albert M. Machin, Webster Chambard, Henry W. Lally, Verle A. Collar, Lillian Watson, Alexander L. Brown, Shirley S. Collett, Willis B. Avery, George E. Cutler, Gordon S. Wight, Perry McLain, William Broadwell, Bernard R. Martin, Christopher Parent, Ray F. Downing, Roy F. Downing, Kenneth F. Hager, Gordon H. Smith, William McDaniel, and Robert McGinn - all of Anchorage.

"In the 24 people here in this room, we have represented more than six centuries of service to the FAA and the CAA", Mr. Williams said in presenting the pins at Anchorage.

"We all know that government service is not the place to make a fast buck, so there must be other compelling reasons for the long periods of service we recognize today. I think such service is based on a devotion to the purposes of our organization. These pins are just another small token of the personal satisfaction all of you have received in doing your jobs for the taxpayers."

BUSY WEEK—

Talkeetna and Summit Stations Hosts to Climbers and Rescuers From McKinley

Summit and Talkeetna had their big days during May when the world was watching the rescue of members of two groups of climbers on Mt. McKinley, and the FAA stations were in all the new headlines.

The horde of rescuers, writers and curiosity observers descended on Summit on the 18th. Station activity began to build up. On the 19th and on the 20th, there were 25 IFR and 50 VFR contacts, and 28 flight plans were filed. The average is 17 daily contacts. The communications station was crowded. The one telephone to the outside world was jingling constantly, with the ACS operator at Healy answering any call almost before his bell stopped ringing.

Fun For The Kids

School was out and the kids of the station were having a ball with all the excitement. When the plague of locusts finally lifted and moved to Talkeetna, and Summit settled back into its 50-degree mild spring weather, one of the youngsters said, "Gee, this feels like Sunday".

Summit has no nearby accommodations for overnighting and feeding. Cantwell, nine miles distant, (and that's 100 miles too far from headquarters in such a feverish enterprise) has no roadhouse, no restaurant. All the responsibilities of the host descended on Doug McDonald, Station Manager. He did his best but still had a dozen sleepers bedded down for a night on the taxi strip, some with and some without sleeping bags.

Typical of the feeding problem was the experience of Mrs. Cliff Caudill, who has three children, and who, the night of the 20th, had two frying chickens in the skillet. The Caudill children love fried chicken! McDonald phoned to ask if she could feed two of the visiting rescue party. She figured she could "stretch" the chicken, but as a precaution she assembled the kids and briefed them on her problem. They agreed to eat one--and only one--piece a piece.

2nd Table—No Chicken

The guests came, and they were not two, but three. Again she gathered her brood and stressed the one-piece-a-piece agreement. They were impressed--and agreeable. Then, before they sat down, two more guests appeared, embarrassed, at her door. This time she and the kids had a more serious conference.

"Would you darlings mind if you didn't eat any chicken at all tonight? You see, Mama has only two chickens, and there



Duffy Dufresne smiles in relief as the last load of rescuers takes off.

are now five---". The kids settled for lots of potatoes, milk and bread and promised not to upset the party by even mentioning chicken.

Of course, the visitors wolfed the chicken, never once seeing the bug eyes of the kids as they waited their turn at second table. (Makes you wonder why kids have any respect at all for adults.)

Mrs. McDonald meanwhile was stowing guests away in her bedrooms, feeding tranquilizer pills to Bading, worried sick, of course over the fate of his wife, Helga, 15,000 feet up on Mt. McKinley, towering 65 miles from Summit in all its quiet malevolence against people determined to top it. Like all women, she was most perturbed about her inability to change the sheets every time any one got up. And she had her troubles too, with the short orders Doug gave as he strode through her kitchen with strange visitors in tow.

Clean Sheets, A Crisis

One morning she came into the kitchen and met her overnight guests coming in from outdoors. Both had arisen at 4 when somebody woke them with a new report from the mountain. She seized the opportunity to change the sheets, but stopped, amazed, when she found another man in a bed she knew to be empty. He was Robert Thomas, FAA Operations Specialist from Anchorage, who, with Charles Whitfield, had been assigned to help at Summit and Talkeetna. He was getting a bit of "sack time" before EODing, but by the time he woke up, headquarters had left Summit, and he had to follow by rail to Talkeetna.

Mrs. Robert Watson, with six children

around her table, fed 10 extra during the invasion.

Badgered by telephone calls, imperious newspaper men and station operation routine, McDonald finally found time late one evening to see how the guests were getting along in the itinerant quarters. There were cots there for about 14 in dormitory style, but every cot was empty. Searching, he found the basement of the station, strictly a storage room for accumulated excess equipment, fully occupied, with soldiers and pilots, some on the few cots, others on mattresses, and some on the dirt. "Of course they didn't have sheets, Flossie!" he told Mrs. McDonald. He didn't have the heart to waken them, so the itinerant beds stayed empty.

Summit Forsaken

McDonald's stroke of genius came when he first heard the report that the field at Talkeetna was too soft for the rescue operations, a report that he doubted. After two days of the confusion at Summit, he got Talkeetna on the phone, and put the conversation on the loud speaker so all could hear. Talkeetna proudly denied the runway was not usable, adding it was plenty hard enough for a C-123.

On hearing that, the whole herd of Summit visitors took off at 5 in the morning and changed headquarters to Talkeetna.

And at Talkeetna

The real rescue headquarters was set up here, and the station went on a program of crowded hours. A tent city was established on the grass plot near the

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Real Veterans



These are veterans of 25 years and more in Anchorage. Bob Williams, who presented the pins in the absence of the Regional Manager, is the baby of this group, having only a 15-year pin.

Front row, from the left: J. Sidney Rood, Real Property Section, 25 years; Doris Baxter, Administrative Audit Section, 25 years; Bert Borders, Airspace Officer, 35 years; and Mr. Williams.

Back row, Tom Gregory, Commissary, 25 years; Frederick C. Goff, Aircraft Management Branch, 25 years; Gerry Howard, Plant Establishment, 30 years; Frank Unruh, ATM, 30 years; Maynard Marvin, ATM, 25 years; Cliff Uzzell, ATM, 25 years; Bert Hackenberger, Electronics Maintenance, 30 years; and Carl Bassler, ATM, 25 years.

First Maintenance Class From Field



First class of station maintenance men in preventive maintenance recently completed its course, with E. Brendemuhl as instructor.

Above, from the left L. Nelson, Anchorage; L. Anderson, Iliamna; H. Anderson, Summit; J. Bishop, Unalakleet; H. Schutz, Northway; S. Ailak, Nome; L. Sasseen, Moses Point and B. Benson, Yakutat. They received their certificates May 20 from E. G. Fisher, Chief of the Plant Maintenance Branch.

James McDonald, AOS in Anchorage Tower, was inducted into the army on May 10.

The little voice inside us used to be conscience. Now it's a pocket radio,

These days a child who knows the value of a dollar must be mighty discouraged.

A wise man is like a pin; his head keeps him from going too far.

WANT TO GO SOMEWHERE?

Wide travel possibilities are open to FAAers through the Civilair Club's Travel Committee this year.

Intra-Alaska trips include several to scenic and historic towns about which Alaskans read much but see little. Under the direction of Bert Hackenberger, the following trips are planned:

To the Pribilof Islands via Bethel during the first week in August. This would be in a DC-4, with an overnight at Bethel and a visit to the Islands when the seals and amazing flowers are plentiful.

To Valdez early in July. This will be by train to Whittier on a Saturday, by the excursion boat Gypsy to Valdez where tourists remain overnight, returning by boat Sunday.

To King Salmon for fishing. The date would be late in July, but is not firm yet. FAAers at Bethel promise warm hospitality on this one.

To Kodiak, a date not yet established.

To Dawson City, a date not yet firm, but including a stop at the interesting native village of Ft. Yukon.

To Circle Hot Springs with an overnight there, stops at Point Barrow and Kotzebue, an overnight at Nome and possible visits to Unalakleet or McGrath or both, on dates yet to be announced.

The trip to Japan has run into difficulties, and the tour manager, Charles E. Planck, is awaiting efforts of a foreign air carrier to obtain permission from the CAB to run the charter. It may be later in the summer or early fall.

BUY—SELL—SWAP

For Sale: 1555 H St. 4-bedrooms, 2 full baths; or 2-bedroom, and completely private 2nd floor rental unit. Full tiled basement, garage, large fenced yard. FHA approved. Partly furnished including appliances. Contact - Mary Schmutte, AN-400, Ext. 3377.

Building this summer? I've finished and am excessing a heavy duty skilsaw, belt sander, jointer, and '55 Ford Ranch Wagon. V. Knight, AN-3, Ext. 417.

Margaret Walker, Chief of the Special Services Branch, is the mother of a son, Garrett Dean, born May 24.

Two Rewarded for Building Inexpensive Landing Aid Simulator

Simulators are all the rage in these expensive days of training for aviation, but whoever heard of a simulator costing just a few bucks?

John W. Vermillion, ATC Specialist, Anchorage, and Richard Haines, Machinist, Anchorage Station, have received an employee award of \$100 each for the Precision Approach Radar Simulator which is now in daily use at the Anchorage Center. With Vermillion's idea and Haines' ability to scrounge, the first model came to a total cost of "just about nothing", according to Haines. He did have to do some trading to get a small motor exactly like he wanted.

A second trainer, more formally designed to be made of material that can be obtained in the market, is being built as a production model, since the trainer is likely to be used throughout the FAA.

The instructor sits behind the simulator and controls the position of a blip of light, exactly like that on a radar screen. The student learns procedure in radar "talk downs" and the precise phraseology that has been found essential with this air aid. The simulator is in constant use at the Center.

In other recent incentive awards, Orla F. Nielssen, electronic maintenance technician at Juneau, has been given \$125 and a sustained superior performance award. Nielssen recently moved to the station at Sunset Cove and effected such an improvement in its appearance and operation that he was cited for recognition. He has also received \$10 for a suggestion for an improved method of soldering antenna cable.

Others receiving employee incentive awards are: Joel R. Caudle and Jack Williams, \$25 each for an improvement in procedure in assigning altitudes; Mrs. Iris M. Johanson, Administrative Clerk, Fairbanks, \$25 for an improvement in printing records; Raymon H. Walthers, Anchorage, \$25 for a suggested improvement in a radio receiver; Joseph E. Hollinger, Fairbanks, \$15 for a direct-reading altimeter for ATC use; Jack M. Denny, Anchorage, \$15 for money-saving idea in sign painting; Evamaye Culp, clerk-typist, Anchorage, \$10 for money-saving idea on making office copies; and Benjamin F. Goins, mechanic, Nenana, \$10 for the use of slip-proof bath mats in FAA quarters.

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A simple simulator. Richard Haines, left, and John W. Vermillion, explain their precision approach landing simulator to a student.

RESCUE cont. from Page 6

station, some of the military and civilian rescuers slept in the Electronics Equipment Room and in the Office/Storage room of the central building. Two extra ATCS personnel were on hand to handle the extra workload.

Communications by FAA

That workload was complicated by radio difficulties. The Air Force installed a portable transmitter/receiver for direct communication with Elmendorf AFB, but it interfered with FAA frequencies and had to be shut down. The Civilian Rescue Coordination Center operated a walkie-talkie unit, but they had poor reception, and the load of communications was carried by the Talkeetna Flight Service Station. This included relaying of mes-

sages for the military, as well as communication with all rescue aircraft and parties on the mountain.

Aircraft based at Talkeetna included three Army H-21 helicopters, two AF H-21s and one AF 123. There were also AF and Army L-20s, an AF C-45, Alaska Air National Guard 123 and AF C-47 in addition to the numerous civilian airplanes and helicopter. Both the FAA and the "city" field were used.

Recorded aircraft landings in the rescue operation between May 20 and 26 were 178, and contacts were 509.

The accident in which a plane crashed at 18,000 feet on the mountain, added its special problems to the FAA operations.

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.

Editor.....Charles E. Planck
Typesetter.....Shirley Blankenship
Photography.....Herman Kurrieger
Photographic Section
Printing.....William Blacka
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