

Vol. 10

July 1960

No. 7

MUKLUK AND FAA WRITERS WIN PRESS CLUB 1959 AWARDS

The Mukluk Telegraph was named the Best House Organ in Alaska at the annual awards dinner of the Alaska Press Club June 17.

In addition, two of its writers were honored. Mrs. Yule Chaffin, wife of the Station Manager at Woody Island, has won the Best Magazine Feature award with her story in Alaska Call, "Farewell to a Fisherman". Warren Runnerstrom, now at Juneau, received honorable mention for his fanciful story about a seal hunt at Moses Point, printed in the Mukluk in the November, 1959 edition, headed "What a dump! Trash and Cans and Seals--and Winston Van Oogrook, Too!"

Nearly 100 entries in 14 categories of news, feature, radio and TV writing were submitted from all parts of the state. The club asked the San Francisco Press Club to act as final judge in the contest after its awards committee had screened the entries. Entries in the 1959 contest were unusually numerous.

Hulen Is Proud

Manager Hulen expressed his pleasure at the honor to the Agency's "mouthpiece" in Alaska, and agreed heartily with the judges' choices.

"I feel proud and honored at the recognition given the FAA's Fifth Region through this medium," he said. I consider the Mukluk a very happy compromise between a dull pipeline for official news and a lively mirror showing the life of FAA folks in Alaska. It could hardly avoid being among the best of all FAA house organs because of the nature of this Region. The editor has had considerable freedom in his work, and he has discovered and published some talented writers. As I go about the Region I find people awaiting the next issue with great interest. I look forward to each issue myself."

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QUESADA HAS HIGH IDEALS FOR FAA, WASHINGTON VISITORS TELL 5TH REGION

TABLE OF PAY RAISES

Congress voted on July 1 to grant a 7-1/2% pay increase effective July 10, 1960. Payroll Section tells us the increase will be reflected in the salary checks received August 5, 1960.

The chart below indicates the new salary levels. Cost-of-living not included in chart.

Grade	SCHEDULED RATES										LONGEVITY RATES		
1 New rate \$3,185	\$3,200	\$3,245	\$3,290	\$3,335	\$3,380	\$3,425	\$3,470	\$3,515	\$3,560	\$3,605	\$3,720	\$4,025	\$4,330
2	3,605	3,650	3,695	3,740	3,785	3,830	3,875	3,920	3,965	4,010	4,125	4,430	4,735
3	4,040	4,085	4,130	4,175	4,220	4,265	4,310	4,355	4,400	4,445	4,560	4,865	5,170
4	4,465	4,510	4,555	4,600	4,645	4,690	4,735	4,780	4,825	4,870	4,985	5,290	5,595
5	4,895	4,940	4,985	5,030	5,075	5,120	5,165	5,210	5,255	5,300	5,415	5,720	6,025
6	5,320	5,365	5,410	5,455	5,500	5,545	5,590	5,635	5,680	5,725	5,840	6,145	6,450
7	5,745	5,790	5,835	5,880	5,925	5,970	6,015	6,060	6,105	6,150	6,265	6,570	6,875
8	6,170	6,215	6,260	6,305	6,350	6,395	6,440	6,485	6,530	6,575	6,690	7,000	7,305
9	6,595	6,640	6,685	6,730	6,775	6,820	6,865	6,910	6,955	7,000	7,115	7,425	7,730
10	6,970	7,015	7,060	7,105	7,150	7,195	7,240	7,285	7,330	7,375	7,490	7,800	8,105
11	7,395	7,440	7,485	7,530	7,575	7,620	7,665	7,710	7,755	7,800	7,915	8,225	8,530
12	7,810	7,855	7,900	7,945	7,990	8,035	8,080	8,125	8,170	8,215	8,330	8,640	8,945
13	8,235	8,280	8,325	8,370	8,415	8,460	8,505	8,550	8,595	8,640	8,755	9,065	9,370
14	8,655	8,700	8,745	8,790	8,835	8,880	8,925	8,970	9,015	9,060	9,175	9,485	9,790
15	9,105	9,150	9,195	9,240	9,285	9,330	9,375	9,420	9,465	9,510	9,625	9,935	10,240
16	9,530	9,575	9,620	9,665	9,710	9,755	9,800	9,845	9,890	9,935	10,050	10,360	10,665
17	9,950	10,000	10,050	10,100	10,150	10,200	10,250	10,300	10,350	10,400	10,515	10,825	11,130
18	10,450	10,500	10,550	10,600	10,650	10,700	10,750	10,800	10,850	10,900	11,015	11,325	11,630

Luikart, Hutton Tell of Agency's Atmosphere in Plans, Goals

A "keen sense of the public purpose" of the Federal Aviation Agency by Administrator Quesada was revealed at a recent conference of FAA officials at a conference in Atlantic City.

This was the tenor of the report of Fordyce W. Luikart, Assistant Administrator for Personnel and Training, when he spoke to the Fifth Region staff in Anchorage June 13. Brig. Gen. Carl I. Hutton, Chief of the Training Division, also spoke, and the two gave a clear picture of the situation in Washington for the guidance of Regional officials.

After conferences with office heads in Anchorage, the visitors were taken "on tour" by Manager Hulen, to see field stations. The itinerary was Farewell, McGrath and Fairbanks for the first day; Galena, Kotzebue and Nome, the second; Moses Point, Bethel and King Salmon, the fourth; and Kenai and Anchorage on Saturday, June 18.

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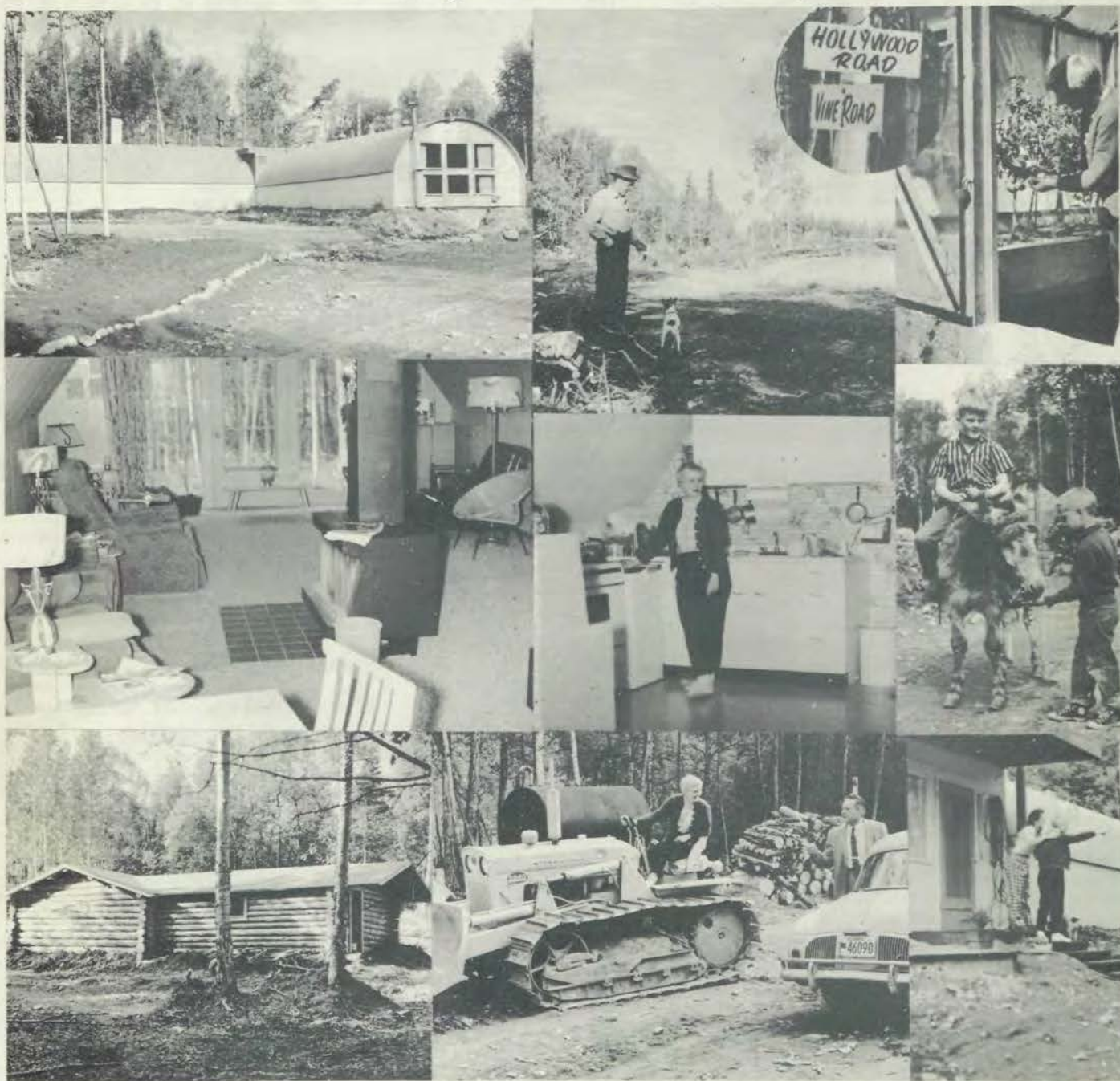
LUIKART

HULEN

HUTTON

RICHTER

Petersons Are Homesteading de Luxe — At Hollywood and Vine



Three quonsets made up the Peterson homestead dwelling. The Glassed end shown is the bedroom wing. Below, wall to-wall comfort like few homesteaders enjoy. Below, the fanciest log barn in Alaska. Above, center, Mel Peterson looks over one of his cleared fields, while, below, Ruth enjoys a kitchen filled with electric appliances. Bottom, center, "Now while I'm in town shuffling papers, you get that

other 10 acres cleared" (Ruth is an enthusiastic cat-skinner) Top right, the address, and Ruth with tomatoes, due for eating late in June. Below, Tommy, mounted, and Mark and Mike, the watchdog-burrow. Below, Ruth shows a visitor the exact spot where Mel intends to shoot the winter's moose meat supply--right up close to the main entrance.

There are several ways to homestead in Alaska. With piped water, it's bearable. With water and electricity, it's comfortable.

When you do it like Mel Peterson, Chief, General Services, does, it's wonderful.

Mel has water, electricity, a "cat", a log barn good enough for any homesteader to

live in, a donkey, three calves, six pheasants, 10 acres in barley, oats and cowpeas, and a rambling home built of three quonset huts that contains all--repeat all--the comforts of what the magazines call "gracious" living. All of it is so nice that Peterson commutes daily from the homestead 7 miles from Wasilla, to Anchorage 70 miles each way, winter and summer, and he loves it.

Peterson started out as a farm boy in Utah. He was born in Chihuahua, Mexico, where his father, a Mormon, had gone to assist Mormon expatriates as a sawmill operator. He graduated from the University of Utah in 1933 and there he gained an interest in dramatics and singing which he continued in his Anchorage life. He

See PETERSON, Page 5

YAKATAGA

Things are looking up in Yakataga. With the Richfield people still active on their first well, and planning to move to a location close by the station in the near future; and with Cordova Airlines landing here an average of once a day counting charters and regular flights, there is daily more activity.

All station bachelors meet all the planes, kinda eyeball the stewardess. Someone started a rumor that one of these girls plans to open a night club in CYT, with dancing girls and all the trimmings. (Well, we can dream, can't we?)

The recent world wide alert was two fold in CYT. CYT had been invaded one night during the alert. Early risers found a large Confederate Flag and the Lone Star State of Texas Flag flying at the top of the station flag pole. A few of the boys from below the Mason-Dixon Line from Richfield's camp and FAA dug out their Confederate money, but a quick check revealed it was only a joke....not a shot was fired.

Charles "Chick" Hill (EMT) shot a young brownie up by CYT VHF site. Mary Root did the skin'n. The Hill's are being transferred to Homer.

Bernarr Peter (ATCS) is sweating out a new addition to his family, hoping for a boy.....could be.

Oscar Keraman (ATCS) is on vacation down in the South 48. We hear rumors the bright lights are too much, and he is cutting his vacation short.

Dan Larson (SATCS) is going strong with his over-sea romances...via air mail that is. Dan plans an inspection trip this year or next.

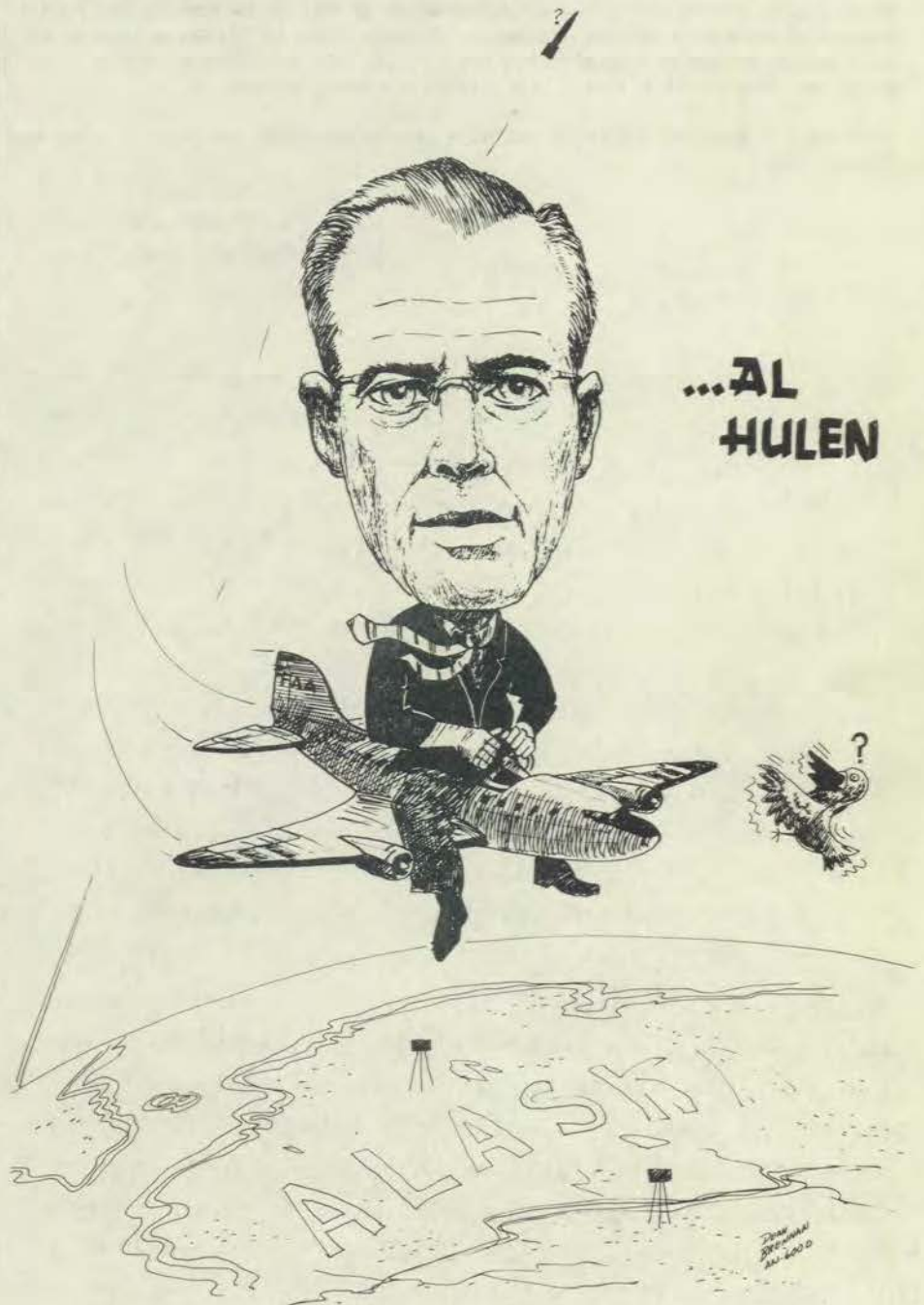
The "Rare Bird" Clifford Springberg (GMBCH/RLF) has introduced a new dance to the CYT Glacier Club...called the "Yakataga Bear Hug"...knowing Mrs. Springberg's boy Clifford...is further comment necessary?

Results of recent election of CYT Glacier Club Officers; Dan Larson, Pres., Clarence Tarbert, Vice Pres., Bernarr Peter, Sec-Treas.

A man pays a luxury tax on a leather billfold, an income tax on the stuff he puts into it and a sales tax when he takes out the stuffing.

When a husband pulls the wool over his wife's eyes, he some times uses the wrong yarn.

FAA'S FLYING REGIONAL MANAGER



Pete Quesada, a flying man himself, calls Al Hulen his "Flying Manager," and thus distinguishes him from all the other Regional Managers of the FAA. Dean Brennan, Alaska artist, and now an FAA employee in the Engineering Drafting Section, has captured the activity and energy of Hulen in this caricature, which the Mukluk hopes will be the first of a series of Brennan portraits of interesting individuals.

5th NEEDS ELECTRONICers

A RIF action at McChord AFB has resulted in the Fifth Region recruiting several badly needed electronics technicians. The Region continues badly in need of Electronics Engineers, however, and recruitment of these employees is slow. Regions four and five are trying to jus-

tify a higher minimum entrance rate for electronics technicians, since both have difficulty in finding them, and both recruit in the same areas. Transfer of Bureau of Public Roads to State operation has resulted in FAA hiring of several Civil Engineers, but there is still a need for Structural Engineers and Electrical Engineers.

MUKLUK EDITOR TRANSFERS TO WASHINGTON

Charles E. Planck, Public Affairs Officer of the Fifth Region, is transferring to the Public Affairs Office in Washington where he will handle copy on the FAA's Bureau of Research and Development. Planck came to Alaska in 1958 as the first public relations man to serve the Region. He revived the Mukluk Telegraph and has edited it since. He left for Washington June 24.

Following is what one FAAer in the field says in farewell. On Page 7, what the Editor says:

Dear Charly's AMBatty

Don't know if you
know it but I think there's a
happy the happy day

I sure ain't going to seem the same with you leavin'. I sure is a damn shame you can't stay a little longer. I sure no most folks will wonder when comes you left such a good outfit like we got here just to go to Washington. I saw another fellow who went down there and he got a hole lot of meepus bumps all over his body and his emotion I got upset pretty bad cause every day I come after this job. So you ought to stay here on account of nobody wants your job here. See what one of the did you do to get run off. All us guys in the barbers thought you was being ch. we ain't got anybody to fall back on to write the Mukluk they got Jack Jefford and his getting too old for such a one wire job. So Charly why don't you apologize to the boss for whatever you pulled and say if he won't keep you on. But anyway Charly if you got yourself in such a bad fix that you ain't got no place to go just left Washington I want you to know that I don't hold nothing against you. Even though sometimes you got to much enthusiasm for some of your hair braining schemes. After reading my advice here you still want to go well I no there a lot folks joining me in wishing you and your family the best of everything. Let try to send you some more mail now a then Goodbye Charly I'm getting all choked up. Yay, friend from Fairbanks Ben G.

MOSES POINT THREATENED

Sand bars are threatening Moses Point. Even at high tide the Kwiniuk river can't be entered by the oil barge to supply the station. At low tide a sandbar almost closes the mouth of the river. The last supply barge last year tried for 30 days before it could cross the bar. Says Al Haferbecker, station manager, "The possibility of delivering annual supplies via air from Nome this year exists."

According to latest news reports from a well-to-do Los Angeles suburb, there are so many foreign cars in the neighborhood it has been over two years since anyone was hit above the knees.

Gas station attendant to car owner: "Your oil's O. K. but your engine needs changing."

GRAMP GOT THE WORD

Kids can drive you nuts. Ask Grampaw Al.

Hulen was working away putting up two houses on his lots at Big Lake when he saw trouble approaching in a small boat. Cute trouble, of course, the youngsters from a neighboring cottage, the only one with a phone nearby. Whenever they stepped on the Hulen landing, it portended a message something like: "Somebody on the phone says they want you back in Anchorage---now!"

But this time, they just stood around, while Hulen fumed.

"How's tricks, kids?" "Oh, fine". "Everything all right over at your house?" "Yeah, fine". "What's new? uh, anything?" "Nope." Pretty soon, Hulen figured, they'll come out with it. Get back to Anchorage, pronto. But they didn't. Just stood by smiling and answered questions. He couldn't work until he knew.

"Uh-h-h. Any messages for me?"

"Uh huh. They want you to call the hospital."

He called the hospital, talked to Helen, young Doug Hulen's wife. She told him, "It's a boy!" They call him Allen Darrell.

LANES IN THE BUSH

Bowling enthusiasts of the FAA in Anchorage and King Salmon are investing in a new bowling enterprise which will add 18 lanes in the Anchorage total, a new alley of 10 lanes in Sitka and six lanes in King Salmon. The company is called Bush Lanes, which means they build lanes in the bush. The College Bowl in Anchorage, the Sitka Bowl and the King Salmon Bowl are due to be ready in 12 months.

Selling is like shaving. Miss a day and you're a bum.

AWARDS, Cont. From Page 1

The awards were received at the dinner by Charles E. Planck, editor of the Mukluk.

"If I were to have one wish for the next Mukluk editor," Planck said, "I would hope for still more contributed material by the talented people of the FAA in Alaska. I know there are many, and they can make the Mukluk a winner any year. The editing job has been easy, and an exciting chore. I'll miss it."

"MR. AVIATION OF FAA" PLANS TO START CAREER AT 68. AFTER 40 YEARS OF FLYING

Verne Bookwalter, mechanic at the FAA hangar at Anchorage International, has been flying since 1919, and now, at 68, he plans to retire to another career, still in aviation.

Bookwalter learned to fly in 1919 on Jennies and Standards, in Spokane with Foster Russell as his instructor. Full of ambition, he and a partner started for Alaska in 1921 in a Curtiss Seagull, powered with an engine that just didn't like the gasoline available in that day. They tried everything to improve its diet, putting moth balls and iodine in the gas, but it would let them down in the midst of a good day of hauling passengers off the lakes and rivers of the Northwest. Then Verne decided the gaskets around the spark plugs which had asbestos inserts, were not so good, so he put in solid metal gaskets. Lo! perfect performance.

But it was 1934 before he finally got to Alaska. And he made it in a Ford Trimotor loaded with extra barrels of gasoline, along the inside route where there were few fields, no communication, no weather information. The Ford was destined for the White Pass and Yukon Railroad, and Bookwalter, with Merritt Boyle as his co-pilot, comprised the airline,

A Railroad Flier

Their work was hauling tourists in the Summer, and flying the White Pass, famous as a gold rush route, in summer and winter. Tourists paid \$7.50 for a 45-minute flight over the glaciers and passes near Skagway. The railroad was happy with the airplanes--they also had a Loening amphibian--which could haul more freight than the trains. While five engines with a powered rotary snowplow struggled over the narrow-gauge road in the winter, the planes flew back and forth

between Skagway and White Horse, making two mail trips a week, and ferrying crews of the railroad when they were marooned at ends of the line. Gasoline in those days was 18 cents a gallon at Skagway, and \$1 a gallon at Dawson.

Bookwalter has many memories of the famous White Pass Trail. It was the scene of great human turmoil, cruelty, competition and greed in the days when soda clerks, farm boys, financiers and their women friends struggled toward the Klondike where they moiled for gold. Walking along this route, he spent hours picking up little mementos of the world's last gold rush, and he could imagine the struggling line of men and horses on the still-discernible trail as he flew back and forth over this bit of history.

His Own Airline

Hankering to be his own boss and operate See CAREER, Page 11

PETERSON, Cont. from Page 2

met Ruth, a social worker a year after his graduation and they were married in 1935.

After working with the grazing service and the Indian Service for 12 years, and serving briefly in the U. S. Marine Corps during 1944, he came to the old CAA in 1947 as a Commissary accountant. He has continued in the various aspects of supply, until reaching his present position.

An Actor

He plunged into Anchorage's "do it yourself" activity and soon became a leading man on its amateur stage. He played Luther Billis in South Pacific; Mr. Jordan in Heaven Can Wait; and his "Shooting of Dan McGrew," played opposite Lorene Harrison, was the highlight of past Fur Rendezvous programs.

Like other FAA friends, Mel climbed the ladder to ownership of a nice home in Anchorage, but he was bitten by the homesteading bug 2 years ago. His claim is on Vine road, at the corner of Hollywood, which joins old Knik road a half mile away.

There were the usual tough days when the farm had to be carved out of Alaska's lush woodland, and the trees uprooted and piled to one side to produce clear fields for grain raising. Those days were spent in a trailer, with the family of wife, Ruth, three boys and a girl living in the house in town. Then the quonsets were moved from Campbell Air Strip to the farm, barely making it through the bridge over

the Knik river, which was just two inches wider than the load.

What he has done with those three quonset huts would set a home magazine editor into a tizzy. There is a 16-foot square room which is the main entrance, "grand central", the Petersons call it. From three sides of this room extend the three huts, each measuring 16 X 36 feet, producing a spread-eagle rambler, having three separate levels. Inside are all the facilities any fastidious housekeeper could want---freezer, range, washer, ironer, electric dish washer, sink, lighting fixtures, a free standing wood fireplace for the living room, a floor furnace each for the entrance room and bedroom wing, and a Yukon wood stove that fires up fast and keeps the third quonset, which is the shop, warm as toast.

This shop is also "the place where you put things" and visitors enviously regard it as the biggest closet they ever saw. But it contains also all the tools with which Mel has built the home.

Only two Peterson children are at home, Mark, aged 7 and Tom, 10. Mrs. Ruth Ann Beckley daughter, now lives in Portland and the oldest son, James, is in the Naval Electronics and Radar school at Treasure Island.

Town Boys

Mark and Tom were uprooted from their school in Anchorage, moved out of a big double house in City View and set down in a near-wilderness home. Asked what they like better than what they had in town, Tom said "Everything", and Mark

said, "The animals". They walk three-quarters of a mile, take a bus and attend School at Wasilla. Tommy brings in rabbits and spruce hens with his .22, they both ride the short-tempered but noisy watchdog of the place, Mike, the burro, and Nature's big world of woods and stream is their playground.

Town Mother

Ruth Peterson is definitely a town girl. Even she finds it strange that she has fallen so completely under the spell of "luxury homestead" living.

"Actually, I feel a little guilty having all these accessories and calling it homesteading," she confesses. Of the 15 homesteaders nearby, three have water and 10 have electricity. But, believe me, this is the way to homestead!

There have been big days at the Peterson farm. One was that day when he and nine neighbors found they had built their access road on the property of a neighbor, and it took \$380 to mollify her. Another was the great day when his International caterpillar tractor with a blade, arrived. The place was much better after that. Still another was the day the pheasants hatched, and the 10-inch electric hand-saw came as Ruth's own tool, and the first tomatoes appeared on the vines in the greenhouse.

Peterson's barn is an Alaskan picture. It was built for him by a Kentuckian and is a masterpiece of log structure. Many a dwelling in Alaska is not as well constructed, and in truth, it makes the utilitarian quonset structures look tempor-

See PETERSON, Page 7

ANNETTE IS.

We are sorry to see our able and enthusiastic editor leave for the lower 48 and the big rat race but wish him luck in his new job.

Annette lost one of its old standbys too when Frank Haldane gave up the homestead and hobby shop, and transferred to Anchorage Center, leaving Annette on June 19th after what appeared to be a hectic week. First the C-123 arrived a day earlier than scheduled and caught Frank just coming back from a business trip to Ketch, with about 2 hours to complete a full days packing in. There were hectic flurries of activity around building 4 that evening. Prior to departure, the family was anxiously awaiting the birth of the number 3 offspring which finally took place on Sunday May 22nd, with a 5 A.M. departure for Ketch of course.

Replacing Frank is Robert W. Stinson, wife and 3 daughters, recently of Kotzebue. How different can you get, from the most northwesterly station to the most southeasterly...

Nate Newcomb, Tower Chief, left on May 27th for a months vacation in the Southern states, and after hearing of the 100 plus temperatures from his wife who had departed a week ahead of him, he didn't seem too anxious to give up the nice balmy temps of Annette. Joe Dillenkoffer and daughter Margaret came down for relief duty during Nates absence. Joe has already caught two imposing sand sharks but still seems to think he will catch a Salmon before leaving.

Verle Helmick is batching it after wife Shirley and two sons left for the valleys of southern Colorado on May 21st. Verle will be going outside to join them next month. The Grubbs family spent a weeks vacation in British Columbia.

In the electronics department Dick Thatcher is in OEX for ILS/VOR school and John Clark on extended annual leave.

Boating has naturally become a matter of prime importance since the weather has changed somewhat for the better during the past month. The Annette Elks King Salmon Derby is a bitterly contested battle with Carl Fundeen having the most fish caught, but he can't convince them that quantity should surpass quality, so Walt Griffith, PAA Stmgr, leads the field with a 43 pounder. Fundeen and Fujimori can be seen out almost any night trying to recapture their first and second place standings. Alex Grogorloff is Annette's most determined fisherman as his second place 38.6 lb. King testifies.

Grocery Call at Bettles



The day the groceries arrive is always a big day in a field station, and Bettles played it heavy recently. All his best customers lined up to help Ormond Robbins, Station Manager, unload. Then they gathered in the "club" amid cans and carts and comments to exchange recipes and gossip.

Stmgr Sanford Peterson took Seabee Number two (that's the one in a completely assembled state, not to be confused with Seabee number one that isn't) and went to Sitka for the graduation of his daughter from Sheldon Jackson High. The Frank Lowes also went to Sitka for the graduation of their daughter Gloria. Both Bob and Gloria Lowes came back to Annette for the summer.

Unloading, from left, Robbins, Mrs. Cecil B. Sanders, Mrs. Edgar O. McKamey, Mrs. Russell T. McConnell, Mrs. Robert L. Pope and Mrs. Edward D. Salinger. Below, Annaliese Salinger, recently a bride from Germany, marvels at an Alaska salmon in the station cooler.

O. J. Wardwell

HOMER

Signs of Progress: A brand new paved road through town from just west of the high school to the approach to the Homer spit. The highway between Homer and Anchor River is now being reconstructed and should be completed this summer.

A new scheduled air carrier - Inlet Airlines - Anchorage to Port Graham, with morning and evening flights stopping at ENA, Ninilchik, HOM, Seldovia.

The cannery on the end of the spit has been leased by the Berman Packing Company and will begin operation in a week or so. Crab will be packed and frozen for delivery by truck to the midwest.

Slowly but surely the march of progress reaches into this scenic garden spot and life in Homer becomes even better.

The station has taken on a fresh coat of paint on the outside. A new metal flagpole has been erected beside the station porch. A concrete walk has been poured from the station entrance to the thermometer shelter and rain gauge. Concrete walks have also been installed around the quarters and a chain link fence has been installed around the quarters area.

King Salmon fishing in the Anchor River is at it's peak at the present time. This is just 19 miles by road from the station.

EMT John E. Long has transferred from Sitka to Homer and seems to be very pleased with his new station. Suppose that it is a relief to get out of the S. E. Alaska rain forest.

Many people are coming to Homer and the Kenai Peninsula to buy land

PETERSON, Cont. from Page 5
ary. It houses three calves, 10 hens who average seven eggs a day, 2 dozen Rhode Island Red fryers, the pheasants, the rabbits, --and Mike, the burro when he isn't outside greeting visitors with his outlandish braying song.

A Little Closer, Moose!

"A man can't make it just by farming on a homestead in Alaska," Peterson says. "We've got good, rich soil in this area, but it takes just about as much fertilizer as seed. I can raise enough hay or silage for my stock, and that's about all. As for our food, we haven't put a moose in the freezer yet, but I intend to. I'm waiting for one of the proper size and condition to come into the yard. Tommy was very angry last winter when I refused to shoot one of two bulls nearby. But I had just taken a bath, had on my robe and those beasts were a good 100 yards away from the house. No use asking for hard work!"

NEW FAA OFFICE BUILDING BY 1962

Bids will be opened in about 90 days on the construction of a building for FAA offices in Anchorage totalling about 85,000 square feet.

The General Services Administration, after consultation with the FAA, has issued specifications for a "modern office building," which will be larger than any office building now in Anchorage. It is due for occupancy in September 1962.

It will be privately built and owned. The GSA will lease it for an initial 10 years, and the government may renew at five year intervals.

This will be the second time in 20 years the Regional Offices will be under one roof. Today they occupy rented space in 8 Anchorage buildings. Specifications call for location of the building within the city limits.

WINS PRESS AWARD



MRS. DARRELL CHAFFIN
(See story, page 1)

A PAT ON THE HEAD FOR ANIAK STATION

Take a bow, Aniak. James M. Dodson special assistant to the president of Northern Consolidated Airlines, writes to the Station Manager and the Regional Manager:

"Our pilots have remarked many times that the Aniak Field is exceptionally well maintained and particularly in anticipating the seasonal changes, so that we have had excellent use, even though it is a gravel runway.

We feel that such outstanding efforts as you have made should certainly be recognized by the airline people.

If it's a man's world, I betcha it's in his wife's name.

FAREWELL TO THE FRIENDLY FIFTH



I leave Alaska with only the most pleasant memories of a friendly place. Everybody, animals, people and fish, have been wonderful. If it were not for the need to be closer to our kids, Carolyn and I would stay here. As most of my Alaska friends say, we'll probably be back. Truthfully, there's no place in the FAA like the Fifth Region.

UNALAKLEET

The hugh ice cakes are still drifting to and fro and keeping the air not too sultry. Kinsella hasn't ventured out on any more hunts since getting stranded last month, but a lucky villager managed to bring a hugh walrus home one day after hunting all night among the floating ice cakes. Grayling are hitting good and Karl Aho and Frank Pickett, our traveling utilities men, are becoming familiar faces along the banks of North River where they have found the fishing good. Our own "Nupukyak" ventures out a little farther with his pacer, now on floats, so he isn't doing much buying from our commissary. He has been mingling with his Eskimo friends so long that he hardly eats white man food anymore. And wouldn't you know he would be the lucky one to fall into a delicious feed of freshly boiled walrus hide from the only walrus that was taken this year. Some guys have all the luck.

The Civil Air Patrol's area co-ordinator, Dusty Rhoades, flew in from Nome with his staff, to assist Unalakleet in starting a CAP unit here. About a dozen were recruited, three being our own personnel, Stmgr. Donn Baker, ATCS George Foss and ATCS Paul Sutherland. Still needed are several observers, and a drive is now underway in an effort to recruit some of the local women, who might make better observers than men. You know, a woman sees everything.

Nupukyak

KODIAK

Raymond W. Boggs and wife, Sybil, arrived on a transfer from Kodiak Naval Base. He entered on duty as an Equipment Repairer.

Richard E. Reakoff and wife, June and their two children aged 2 and 4, arrived on a transfer from Fairbanks International Airport. He is a General Mechanic.

James N. Lockard, FSS has been selected to attend Radiological School in Anchorage.

Benjamin J. Benson, General Mechanic, returned after completing two weeks at Utilities School in Anchorage.

Every baseball team could use a man who plays every position superbly, never strikes out and never makes an error—but there's no way to make him lay down his hot dog and come out of the grand stand.

OUTSTANDING RATINGS GIVEN 48 IN REGION

Thirty-six in Anchorage and 12 in eight stations have received outstanding performance ratings for 1959.

Virgil E. Knight, Jack Jefford, Robert T. Williams and Gerald O. Kempton lead the group at Anchorage, Knight for his performance in multiple jobs connected with transition of the two international airports to State ownership, his handling of Aleutian and Arctic problems for the Region and in coordinating FAA and Air Force planning.

Other Anchorage employees receiving the rating are:

Wilfred A. Holdren, Marianne M. Majors; Edmund J. Shields, Jack Williams, Rogene Thompson, Dianne Andriese, Norman Potosky, John Costello, Mrs. Shirley Smith, Lionel A. Maddeford.

Roy G. Haaga, Orvis C. Burmester, Carolyn W. Larson, Ralph D. Huffer, Stephen L. Wilkerson, Robert A. Daymude, Charles R. Whitfield, Kenneth Carl, Arthur A. Imhof, Blanche M. Schofield.

Anne A. Burt, Richard F. Cogdell, Agnes Umbs, Ruby N. Smith, Frances M. King, Ruth D. Marlar, Adele Pollard, Ruth C. Mueller, Marvel R. Johnson, Kenneth F. Hager, Mary C. Schmutte and Hobart L. Douglass.

At Kodiak, Dominic A. Panasiti, Milo M. Rousculp and Howard V. Sloninger received Outstanding.

At Annette, Andrew Bjorgen, Otis W. Grubbs and Carl E. Fundeen were so rated.

Alexander DuFresne, Talkeetna; Carl Melton, King Salmon; Benjamin Zvolanek, Fairbanks; Richard J. Peiffer, Unalakleet; James O. Porter, Yakutat; and Le Moyne A. Phillips of Cordova also received Outstanding ratings.

HORNING MADE CHIEF

Allen E. Horning, a veteran of 20 years with the FAA and formerly an official in various airways activities in the Fifth Region, has been Chief of the Facilities and Materiel Division of the Fourth Region. He was formerly Assistant Administrator of Region Four.

PUTNAM CHIEF IN 4th

Burleigh Putnam, formerly in Aviation

TALKEETNA

Summer season has arrived at Talkeetna and station personnel are taking advantage of same. ATCS Kowske, EMT Baldwin, Station Mechanic Sutherland, and Resident Engineer Barney Martin have made several fishing trips in local areas and report Rainbow Trout are plentiful, particularly at Clear and Martin Creeks.

ATCS William H. Price and wife visited White Plains and Fishkill, New York; Stamford, Connecticut; Cape May, New Jersey; and Washington, D. C. Upon their return to Talkeetna they said they had had miserable weather most of the time back east.

David Sutherland, 16-year old nephew of Ralph Sutherland, who lives outside of Chicago, is spending the summer with the Sutherlands.

June 12, ATCS Kowske received word from California that his mother had a serious accident. Details not known. She has seven broken ribs; one rib punctured a lung; and has a fractured hip. Kowskie's parents had planned on visiting Talkeetna.

Considerable construction activity has been going on at this station. A Peripher site is being constructed at the old C. T. site and a new quarters building is being constructed. The Resident Engineer is Barney Martin.

Preliminary work for the proposed Talkeetna VORTAC has been completed. Civil Engineers DeValve and Harding, Electronics Engineer Joe Little, and Electronics Engineer E. J. Desautels were active in this work. Tommy Weed, son of ATCS Albert T. Weed, and a college student, Perham, assisted DeValve and Harding.

People are still interested in Mt. McKinley. Don Sheldon has been busy the past few days flying climbers and/or scientific parties to the 7,000 and 10,500 foot level of the Kahiltna Glacier.

We thank Mr. Planck for his interest and fine work in editing the Mukluk and wish him and his family best wishes and congratulations on his new position in Washington.

A. Dufresne

Safety in the Fifth Region, has been named Chief of the Flight Standards Division of Region 4. Previously, he had been Acting Deputy Director of the Bureau of Flight Standards at Washington.

BIG MONTH FOR NIELSEN

Everything seems to happen to Orla Nielsen at once.

He gets assigned to Sunset Cove, makes such a hit with his performance there that he gets a sustained superior performance award; his suggestion for soldering antenna cable wins him \$10; and his wife leaves him—for Juneau where she presented him with a daughter to join their son and two other daughters. Nielsen proved he performs superiorly by handling his Sunset Cove job, the kids remaining at home and the psychological kick of becoming a father again all at the same time. (The FAA has no decorations for this kind of home operation.)

QUESADA, Cont. from Page 1

Quesada's Ideals

"The Administrator has high ideals for the general decorum and discipline of the agency," Luikart said. "He has a real and accurate concept of the regulatory functions with which the FAA is charged. He pointed out at the conference that the usual government regulatory agency has a tendency to get itself captured by the industry or the people it is charged with regulating, and he recognizes that the FAA has not heretofore considered itself as much of a regulator as perhaps it should.

"He makes it perfectly clear in Washington that our job is not to clobber the client, but to protect the public. And we all know that a percentage of human beings require regulation."

Gen. Hutton described the impact of the new jet aircraft on the business of FAA training, emphasizing the high cost of training Air Carrier Safety inspectors on jets. With rates for the big jets at \$1500 an hour, the insurance rates were \$3,000 an hour. After a recent jet plane crash, the insurance companies increased the rates to \$4500 an hour. The FAA is now hoping to have the government assume the risk to these training planes as it does on its own possessions, in order to save 25 to 30 million dollars in this important training. The Administrator insists that safety inspectors, both air carrier and general aviation, be more capable than the pilots whose performance they inspect. All activities of the Flight Standards Division are now receiving special emphasis. Simulators of the big new jet transports have not yet proved acceptable for training, but some now being built for the military may be adequate. Simulators cost less to operate.

No "Freeze" Law

The FAA has just about arrived at a point

SITKA

Linda Delaney, daughter of Stmgr, and Mrs. Roy Delaney, has finally come back down from Cloud 9. But, after all, Senior Year happens only once in a lifetime. Once only does she win an expense paid trip to New York, Colonial Williamsburg, and Washington, D. C., plus a \$1,500 scholarship. That was for the state winner of the Betty Crocker Search for the Home-maker of Tomorrow. Then, too, she was offered a Merit Scholarship and was valedictorian of her class. Surprisingly, the proud parents haven't popped any buttons yet.

We have two new families here. SEMT relief Francis Witts and Mrs. Witts will be here until SEMT Jud Lanier and wife, Hortense, return from a visit Outside.

Dexter Ferry and wife and three children have come from Fairbanks to replace Ed Long, who transferred to Homer. Now, if someone would come to replace AOS Martin Ondra, who transferred to Fairbanks, the Operations Branch here could get on with their vacations and everyone would be happy.

Irving Ungudruk sold his boat and bought a used car for use on the Sitka side of

where it will tell Congress it sees no need for legislation to "freeze" essential employees in their jobs in a war emergency. In the original Federal Aviation Act, Congress had instructed the FAA to propose such legislation. Luikart said that such legislation would require some compulsion of civil employees, short of militarizing, and that any sort of compulsion was unacceptable. When the legislation was due on January 1, the FAA told Congress it had not been able to propose anything acceptable. Later, various proposals were presented and other federal agencies also concerned in the problem, were consulted. There was no general approval of any proposals.

Meanwhile, the FAA continues to assume certain duties of the military, and is absorbing military personnel, particularly in the field of Air Traffic Management, and both military and civil authorities now feel no legislation will be necessary. Soon the FAA may so inform Congress, which itself has expressed opposition to militarization of the FAA.

A current aim of the Personnel office in Washington, according to Luikart, is to separate the program development side from the service activities performed by Personnel. Washington plans to give better policy guides and interpretations to the field rather than concern itself with the details of classification, etc. The effect of this policy, he said, should be apparent soon.

CIRCUIT CRUMBS

1st Station: CAN YOU RLA TO BRW
2nd Station: NEGATIVE WE RELAY TO BRW BY PUTTING MSG ON CKT 913 NO REASON YOU CANT DO IT YOURSELF

1st: R REQ WRITTEN REF FOR THATEEEEE THOSE INSTRUCTIONS

2nd: THERE IS NONE THAT I KNOW OF

1st: ADZ HOW WE GET QSL THE N OR SOME WAY OF KNOWING MSG RCVD

2nd: WE PUT A HEADING ON THE TAPE ADVISING BRW TO ACK VIA OME THEY HV A RCV ONLY ON 913 AND SEND IT SOME KNEEE UNKNOWN WAY TO OME TO QSL

Comment: OME - EXOTIC STATION OF MYSTERY!!!

Marion J. Figley

the channel. He should have waited until after the Salmon Derby. First prize is a Ford Falcon. There are more prizes this year than ever before. More people to go fishing, too. Sitka has doubled its population since the pulp mill was built.

"In 20 years of government and management service, I have never seen a better atmosphere towards training than exists now in the FAA," he said. "This agency realizes it must survive on training, especially in the fields of air traffic management and airways facilities. It continually faces sudden and major new developments. The impact of automation, for example, is on us now. The human problems of fatigue and stress on controllers are now the subject of a most important FAA study by the air surgeon and the ATM.

"We will have at least 35 General Aviation Safety Inspector graduates of the special safety course at the University of Southern California by the end of this fiscal year."

Military Cooperates

"Cooperation of the military is very gratifying," Gen. Hutton noted. "Thus far, we have had 28 Air Carrier Inspectors finish the military heavy jet course, and of these eight have gone on to a special DC-8 course and eight are now in a course on the 880. We found Facilities in the best shape with its training, and the management of that important function is in good hands. We are starting on plans for ATM training now and hope to start training of tower operators at Oklahoma City by September. In all departments, new duties and new equipment require continuous training."

\$\$ FOR GOOD WORKERS



From left, rear: Vermillion, Haines, Walthers, Caudle, (rear) Williams, Denny, Shields, Johnson, Reich and Robert T. Williams, Assistant to the Regional Man-

ager who presented the awards. Seated, from left, Watson, Majors, Culp, Johnson and Larson.

Cash awards from \$100 to \$200 have been made to eight Anchorage employees of the Federal Aviation Agency for sustained superior performance, and eight others have been rewarded for good suggestions in the Employee Incentive program.

Employees whose performance has been of unusual high quality and the cash awards they received, are: Clyde W. Johnson, aircraft mechanic, \$200; Edmund J. Shields, ATCS, Anchorage Station, \$200; Orvis Burmaster, engineering aid, \$150; Jack E. Reich, supervisory electronic technician, \$100; Mrs. Dorothea A. John-

son, mail clerk, \$100; Mrs. Lillian G. Watson, switchboard operator, \$100; Mrs. Marianne M. Majors, clerk typist, \$100 and Mrs. Carolyn W. Larson, clerk typist, \$100.

Those who made good suggestions and the reward they received are: Jack Williams and Joel Caudle, a joint award of \$25 each; John W. Vermillion and Richard Haines, a joint award of \$100 each; Jack M. Denny, cabinet maker, \$15; Raymon H. Walthers SEMT, \$25; and Evamaye Culp, Clerk typist, \$10. Caudle also received \$25 for another suggestion.

SEATTLE

Melith Geviker and Nafiz Karamete, both of Ankara, Turkey, and participants of the International Cooperation Administration, left Seattle in June, after a six week's



study of procurement and warehousing operations at the Alaskan Branch Office.

They have been in the States Since October 22, 1959 and will leave for Turkey about July 22, 1960. Their 38 weeks of training included two courses at Fort Lee, Virginia, and training and observation tours of FAA operations in Oklahoma City, Seattle, and Los Angeles.

Both men are married, Geviker has pretty twin daughters, and Karamete has two sons, Mehmet and Mustafa, and two girls, Mine and Merih. They exchanged many housekeeping ideas with Seattle personnel, including some of their favorite Turkish recipes, during lunch hours when the conversation naturally turned to thoughts of food.

Geviker is Depot Chief of the Turkish Airports, and Karamete is Assistant Chief, at Esemboga Airport in Ankara.

Miss Ruth Mund was presented as one of the Intermediate Silver Medalists at the Spring Medal Ball held by Arthur Murray in the Grand Ballroom of the Olympic Hotel. Miss Mund was presented in

GUSTAVUS

Warm temperatures, long days and children produce complications at Gustavus. The joys derived from constructive projects outdoors are satisfying and gratifying--that is, until the younger children start asking questions, such as "Why did Mr. Slack put his fence in upside down?"

But these little sources of queries are also fountains of technical suggestions for grownups trying to solve difficult problems. For example, we decided to manure the Gustavus greens. After 30 minutes of wrapping the starting cord about the power lawn mower pulley, and pulling it viciously without success, one of the cherubs asked: "Why don't you get a longer rope" (If I'd had a longer rope at that point, I'd have hung myself.) Later, after getting precise instructions on how to fill the tank with gasoline, the lawn got mowed.

Meanwhile, back at the nursery---It is a doggone shame when young people no longer show respect for their elders and parents. It is disgraceful to make adults look foolish. Any child with proper manners would never commit such an act as occurred here several days ago. More discipline is required in the home. I refer to the case where a young whippersnapper had the audacity to catch a larger fish than his father--a thirty-eight pound king! (No, little girl, his father is not a thirty-eight pound king!)

Stanley Gussow

KEIL TOUR MANAGER

Don Keil, AN-670-A, has been named manager of the proposed international trip by the Civair Club to succeed Charles E. Planck. Negotiations are still under way for the trip and Keil will issue travel memos to those interested.

By the time a man gets old enough to watch his step he isn't going anywhere.

Hollywood had to fire its first director, who was an Indian. He never let the cavalry arrive in time.

the mambo, waltz, and cha cha.

Archie Gray and wife spent their vacation visiting a son in Lee Hall, Virginia, and seeing points of interest in the East.

Marge Levine and husband Max are spending their vacation in Boulder, Colorado, attending the Bureau of Standards's Electronic Standards conference.

FAIRBANKS

In the proud parents department, we collected cigars from the following: Ron Logan (A little clarification is necessary here--Ron, with four feminine examples of his own to bolster the odds, offered to pass out the cigars for Mr. and Mrs. Bill Goode's new arrival if it turned out to be a boy, and it was.) Clayton McGuire celebrated the arrival of a son, Eric. The George Hills welcomed a son. In the center maintenance section, Bob Allen and wife have been tending to a recent girl arrival for the past four and one-half months, while Andy Billick is still talking about the little baby girl that joined their household recently.

The spring bowling mixed doubles league concluded last month with the "Rattlers" in first place, the "Freeloaders" second and the "Electron Chasers" ended in the money in third place. Floyd McKeever and Curt Tyree of the "Battlers" and J. Harrod of the "Freeloaders" carried off the honors for high three games series, while the same three men (in different order) rolled the highest individual games, McKeever first with 237, Harrod second

with 234 and Tyree bowled a very respectable 222. Spirits were high and competition was keen during the league play and it is hoped that this league will be repeated annually.

Speaking of friends, our facility was honored by a visit by "Zeke" Williams, presently employed in the Anchorage Center. Seems Zeke had to come back to Fairbanks to get in some good golfing, and also to find some worthy competition.

We would like to wish Mr. Planck a happy landing in Washington D. C. Perhaps he can get together with the many other ex-fifth region personnel that are there and reminisce about his Alaskan experiences. In any event, we thank Mr. Planck for his excellent work in bringing back the Mukluk and filling it with interesting news notes each month. Perhaps one day he'll return... Many have.

W. George Leese

CAREER, Cont. from Page 5

his own airline, Bookwalter obtained a Sikorsky S-39, sometimes called a "flying formation of spare parts", or a "bunch of struts in formation" and operated a line briefly between Homer and Seldovia. He was still the bug-hunter which many an aviation mechanic became, often of necessity. There was the axle of a compressor on a standard engine of the day, for example, which consistently broke and caused havoc. Verne contemplated it with his practiced eye, and decided there was merely one washer too many in the assembly. He threw out this washer, and a factory inspector gave him blazes for his impertinence. But there was no more trouble with the blower and in a few weeks the factory sent word to all its customers to remove the washer. So the man with the monkey wrench promoted aviation.

Still flying his own plane, or another's plane whenever he could, Verne worked for the Fish and Wild Life people until 1957, when he joined the CAA and was assigned as station mechanic at Moses Point. That was fun, but it didn't seem right to Jack Jefford, who invited Bookwalter "back into aviation" one day at the Point. Since then, he has been applying his mechanical savvy to the FAA fleet at Anchorage.

Now - A New Career

His new career involves a surplus 6 X 6 truck, a D-8 Cat which he hopes to obtain,

and an airplane on floats. Once these three items are installed at a lake along the Glen Highway, and he has several lakes in view, he will be back in aviation at what he considers the still feasible age of 68 years.

He does have one problem, or perhaps two. First he has only five years of federal service, and that doesn't amount to a large retirement income. But that doesn't bother Bookwalter especially. Mrs. Bookwalter is sort of a problem. She is getting pretty resentful of these tandem-seating airplanes which he has had up to now. The next one he gets, he figures, will have to have side by side seating, or she won't be happy.

So, you may be dropping in some day on the seaplane base of Verne Bookwalter, a veritable "Mr. Aviation". If you do, you will find a man cheerfully thumbing his nose at three score and nearly 10 years of active living that has kept him young.

Bookwalter remembers many "firsts". He flew the first mail between Seattle and San Francisco, September 15, 1926. He pioneered a route from Seattle to St Paul for Nick Mamer for the Pacific Air Transport Co., which later became United Airlines. He pioneered a route from Seattle to St Paul for the Mamer Air Transport Company, with mayors of en route cities as his passengers. While his license is not the first, it has a low number that would be the envy of many an early birdman... No. 2530.

THAT BRUTAL HASKINS!

How does one break an engagement? These days, the young man writes, or phones; "I got another chick. Get Lost!

But back in 1891 when Gaskell's Compendium of Forms was the guide line for home and office correspondence and etiquette, the young man was more circumspect and wordy. And so was she, George Rugg, Personnel, has a copy of the Professor's book, and from it we take the following:

BREAKING AN ENGAGEMENT

Miss Martin: I am fearful that we are too precipitate in forming a mutual engagement. Our dispositions and tastes are so antagonistical that there would be a continued conflict between our inclinations, which would be productive of much sorrow.

Therefore, I desire to be released from the engagement, confident that we could never be happy as wife and husband.

Respectfully yours,
Albert Haskins

THE ANSWER

Sir: The contents of your letter, received this day, will entail upon me years of misery--hopeless and despairing misery! A man who will debase himself, who is so devoid of feeling and principle deserves the execration of every honorable mind. I have been deceived, and the good qualities I thought you possessed, and that warmed my love into life, are now proved by the inconsistency of your conduct, to have been but a hypocrite's art.

Farewell,
Mabel Martin

BUY-SELL-SWAP

1958 Ford 4-door, Custom 300, 6-cylinder, automatic transmission, R. & H. 26,000 miles. \$1,495. Tom Walker, AN-510, Ext 461 or FE3-2754.

Ford Ranch Wagon '55, 2-door, R. & H. and overdrive, 41,000 miles, V. E. Knight, AN-3, Ext 417 or FA 2-4551.

Converted highway bus for family travel or camping. Complete living facilities, AC powerplant & electric refrigerator, sleeps 7, good rubber, overhauled engine. Call Mr. Waggner BR 8-7472.

Washington Visitors

Alaska rolled out its blue skies, and the FAA its red carpet to an unusual number of visitors from Washington in June.

First to visit the Region for discussion of their major problem areas were For-dyce W. Luikart, Assistant Administrator for Personnel and Training, and his Chief of Training, Carl L. Hutton. With Alaska so far from the FAA's headquarters, the Regional Manager always tries to show VIP visitors as much of the important aviation operations here as possible, and these visitors saw typical stations about the Region, including Kotzebue and Cold Bay.

The Manager brought them back to Anchorage June 17th, and they took a plane for Hawaii. Then he took off with airport officials of the Region for Fairbanks where Paul Morris, Deputy Chief of the Airports Division of Facilities and Materiel, had arrived to discuss Alaska-FAA airport problems. With Milt Donner of the State Aviation Department, Mac Emerson, head of the Weather Bureau in Alaska and Jerry Kempton, head of the Region's airport activity, Hulen and Bill Hanson, Co-pilot, visited many remote places where airports are vital to Alaskan life, such as Point Barrow, Circle Hot Springs, Shishmaref, Red Devil and other airports along Alaska airways.

Meanwhile, in Anchorage, Calvin H. Cumberly and Bradford A. McClendon of the Security Branch were discussing security measures with their regional counterparts.

D'Arcy Harvey, Chief of the Program Control Division, and Herman Bretsch, Chief, Emergency Readiness Division, arrived June 23 for conferences in the Region.

CLIFF STEELE HONORED

Clifford Steele, 18, son of Dan Steele, Flight Service Specialist at Nome, has been awarded the Alaska Airlines Scholarship for Aeronautical Engineering at the University of Alaska. Steele graduated from Nome High School this year, where he was Senior Class president and captain of the basketball team. He has been preparing for a career in aviation for several years.

WOODY WELL ORGANIZED

The youngsters on Woody Island are well organized into Cubs, Scouts, Brownies and Girl Scouts. Almost all the boys and girls of the FAA family there are members. Mrs. Ray King and Mrs. Carl Gonder organized the girls. Carl Gonder has taken over the Boy Scouts Troop, and Mrs. Dominic Parasiiti is den mother.

5TH REGION EMPLOYEES MAKE CHOICE OF HEALTH PLANS; 11% CHOOSE NONE

The die is cast in the Federal Employees Health Benefits program. No change in enrollment may be made by employees until October, 1961.

In the Fifth Region 11% of the employees chose not to enroll in a plan. It is not known how this compares with the national percentage of those choosing not to participate.

Alaskans in the bush have had long experience in routine health matters, however, and there is always the airplane for emergencies. All federal agencies in the new State have developed policies for caring for sick or injured employees.

Of about 1,500 eligible FAA employees in Alaska, approximately 20% chose the Service Benefit Plan sponsored by Blue Cross and Blue Shield, and approximately 65%

chose the Indemnity Benefit plan, underwritten by insurance companies. As this is written, a small group of registrations remain outstanding for varied reasons. No comprehensive plans are available to employees in Alaskan localities, as there are in the South 48, where as many as 22 different plans are offered for choice in some localities.

There are innumerable variations of cases in connection with this program. The Region Five Personnel office says that it is impossible to print solutions of all such variations, and prefers to take up the problems of each employee or annuitant individually, applying Civil Service Commission's rules and regulations as appropriate. Loren D. Cameron, AN-94 is in direct charge of the program for Region Five.

Watch Those Plurals, Gentlemen!

It has been noted recently that in various publications and informational releases, the writers have adopted the practice of pluralizing the word "equipment", which is already plural.

This reprehensible practice should be nipped in the proverbial bud lest it corrupt our language, which is already difficult enough. Continued use of the word 'equipments' will lull the grammatical senses until we find ourselves accepting other nonsenses without the slightest remorse. I would not go so far as to imply that people who practice this are men of ill repute; rather, these words are to be classed as trashes that is reminiscent of the prattles of childrens.

Any man with any acumens should be able

to see that the transportations of such correspondences, completely lacking in any coordinations will not result in applause, nay, it will, if he has the audacities and the galls to continue, hamper our efforts to separate the grains from the chaffs, result in acrimonys, set bad examples for our offsprings, render feeble reason to a pulps, leave our minds in a fogs, endanger our healths and wealths and sap our vims, vigors and vitalities. In shorts, consider what would have been the course of history, if when they made their famous statements, some of our historical figures had followed this practice. Herbert Hoover, "Prosperities are just around the corners!" MacArthur on leaving the Phillipines, "I shall returns!" and FDR, "We have nothings to fears but fears".

THE MUKLUK TELEGRAPH ANCHORAGE, ALASKA

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