

STRYKER AND WALKER IN NEW FAA POSITIONS NOBLE APPOINTED PUBLIC AFFAIRS OFFICER

NOBLE

Norman W. (Pat) Noble, Omaha, Neb., has been appointed Public Affairs Officer for our region. Noble replaces Charles E. Planck, reassigned to Washington, D. C. last June.

Pat has been in newspaper and magazine work for 25 years. Prior to his present job he was associate editor of a flying safety magazine for the Strategic Air Command, U. S. Air Force, at Omaha. His newspaper experience includes writing and editing positions in Kansas, Texas and Wyoming. A graduate of the University of Missouri School of Journalism, he served with the U. S. Marine Corps during World War II in aviation and public relation assignments.

Upon completion of a week's orientation course in Washington, D. C., Pat expects to have his wife and their three children join him in Anchorage where they will all look forward to the holidays.



WALKER



Rogers E. Walker, placement specialist in the regional Personnel and Training Division, has been appointed to the new created position of Regional Security Officer. Rogers assumed his new duties November 17.

A federal employee since 1937, the new security officer served with the U. S. Army Engineers at Elmendorf Air Force Base as an employee utilization representative prior to joining Federal Aviation Agency in March 1959. From 1952 to 1958 he was with the Eleventh Civil Service Region at Seattle as an investigator and management intern. Rogers career also includes duty with the Post Office Department of Spokane and Yakima.

During World War II he served in both the Army and Navy, and in 1950 he received a degree in journalism from Whitworth College, Spokane.

STRYKER

Richard R. Stryker, who has been with the Federal Aviation Agency since 1941, has been transferred to Washington, effective December 12. Dick, Assistant Chief of the Facilities and Materiel Field Division, will be a special projects engineer of the Systems Engineering Division in Facilities and Materiel in FAA Headquarters.

Prior to becoming assistant division chief for this region, Dick was head of the Electronics Establishment Branch of the Electronics Division in FAA here for nine years. During World War II he served with CAA at Dutch Harbor and Cold Bay, coming into federal service after working for the Utah Power and Light Company in Salt Lake City.

Mrs. Stryker, a member of the Anchorage Independent School District board of education, and their four children will join Dick in Washington in the near future.



CIVAIR CRAB FEED

More than two hundred FAA and Weather Bureau employees and their friends enjoyed the annual Civilair Club sponsored crab feed on October 28 held at the Idle Hour club in Anchorage.

The preparation and serving of the crab was handled by the Idle Hour club in lieu of the committee being burdened with the worry and work entailed as in former years.

The good food, dance music and atmosphere provided an enjoyable evening.

COLD BAY

The exciting new International Flight Service Station building at Cold Bay is now complete with the exception of installation of equipment. The current date set for full commissioning of this facility is July 1, 1961.

From the operating quarters on the third floor one can observe the entire airport and the surrounding area. One of the many innovations offered is a very modernistic lighting system featuring dimming controls. The building will also house the Weather Bureau Station, Electronics Maintenance and administrative offices.

Concurrent with the completion of the IFSS building, the new housing development, which is excellent, reached completion. The housing is complimented by full basements, and has new furnishings throughout including upright freezers.

To put it mildly, the FAA is going first class at Cold Bay. This plus the fact that Cold Bay is an outdoorsman's paradise leads this writer to predict that this station is destined to become one of FAA's more choice field stations.

The Halloween pot-luck dinner and party was indeed very enjoyable and well executed. The menu, featuring somebody's recipe, lead by Hamburger pie proved delightful, and the club decorations were appropriate and extremely well done. This represented a lot of hard work and certainly did not go without due notice.

It was unanimously agreed upon that we would have a Community Thanksgiving Dinner at the club. We will all be looking forward to this event and standing by to volunteer our services for organization, etc. Right?

John (Dick) Austin was recently selected for a position in Honolulu and he and his all-girl crew will be leaving us on or about the ninth of November.

Ray Caudle

FAIR EMPLOYMENT POLICY

Virgil E. Knight, Regional Assistant Employment Policy Officer, has called attention of all supervisors to FAA's Employment Policy Practices and Procedures Against Discrimination. Knight urges that supervisors inform all employees during the month of November of the requirement as set forth in Agency Practice 3-713.

To assure that we in the Federal Aviation Agency uphold the Constitution, laws, and regulations of the United States of America, the Administrator has prescribed the following policy: "The highest standards of democracy are to be maintained in official acts, with equality of treatment for all."

"Compliance with this policy in accordance with established procedures is the responsibility of every Federal Aviation Agency employee," Knight points out.

WASHINGTON VISITORS

Louis B. Gettman, Assistant Chief, Personnel Programs Division, PT-10, and Herbert E. Dixon, Chief, Field Activities Branch, PT-25, Washington visitors arrived in Anchorage, November 13. Their visit was for the purpose of observing field operation and discussing Personnel and Training Division program areas in general. During their stay, they visited several Region 5 field stations.

Mrs. Clyta L. Ledbetter, an employee in the Region Five Accounting Division, passed away November 16, 1960. Mrs. Ledbetter had been employed in this Region since September, 1959. Her career in the Federal Service began January, 1943, with the Navy Department at Port Hueneme, California, where she remained until her employment with FAA in Alaska. Mrs. Ledbetter is survived by her mother, Mrs. Spivey, of Calgary, Alberta, Canada. Funeral services and interment for Mrs. Ledbetter will be conducted at Ventura, California.

YAKUTAT

An excellent Halloween Party was held at our new Recreation Club with approximately 95% of the station personnel showing up in costume, it was all the more hilarious because those who did not come in costume were fined. There were an interesting array of costumes and the two most original we thought were Bill Borg, the Roman Gladiator and Jim Lockard, the Norseman, except that they must have felt a wee bit cold.

James O. Porter, our Chief FSS, returned from attending a combined business and pleasure trip. The former part of the trip was spent on annual leave in Texas with his family and the latter at FSS School in Oklahoma City.

Foreman Mechanic Arnie Israelson and his wife, Betty, returned from annual leave after a very interesting trip which took them to France and all through Europe including Scotland, which is home to our "Bonnie Lassie" where Betty had a joyous reunion with her family.

Col. Carter of the Civil Air Patrol, Col. Livesay, Air Force CAP Liaison Officer, Sgt. White and Capt. Henderson of the Air Force were in Yakutat to inspect our newly formed CAP Squadron. They stayed overnight and we took them down to the Broken Bridge for some silver salmon fishing. All bragging aside, Col. Livesay caught three silvers out of his first five casts. Perhaps it was his skill, but at any rate the Mepps No. 5 lure that he had on his line must have done the trick, I had never seen anything like it and was so impressed that I talked him out of three of his lures, now I will have to try my luck and see if the charm will work for me too.

We are in the process of fixing up the new garage in our hangar and expect to move into it sometime this winter.

Thomas Neville, Jr.



PROLONGED GLIDE ~ ENGINE IDLE ~ NO HEAT.....

UNALAKLEET

"...Now, the Synoptic Situation is..."
-or, A Little More Attention Here, Pilots

One recent Sunday, as I began a day-watch tour (the paperwork you can do on those Sundays!), I spied a big, fat flight plan headed my way from Anchorage.

Oh Boy, a briefing customer. So, I immediately set about accumulating all the assorted info: AW, SA913, FA, FT, FN - you bet. "Hmm, very interesting, high pressure area centered over Bettles, with a weak ridge extending from Barrow through Alaska and the Canadian stations - and, all the goodies that go with such a system.

Wielding my trusty grease pencil, I hurriedly draw up a fine surface map on our plexiglass-covered "fall-out" chart (little did William T. Mullaly realize how far ahead of the times he was, when he issued those little gems) - all the while, mumbling feverishly under my breath in this wise: "Lessee, lessee now, he'll depart in about two hours after his arrival, to return to Anchorage, and, by that time, the occluded front should be about here, and, hmm, possible turbulence and icing in the clouds expected immediate vicinity of the front, and after FROPA, some possible icing vicinity of the western portion of the ridge... very good, very good."

-So, you see, when this all-unsuspecting pilot starts filling out the ol' 398, he pulled the plug on a virtual flood of data. Picking up my long pointer, I began to expound:

See Unalakleet Page 8

Two pretty girls met on a street and enthusiastically embraced each other. A young guy watched them moodily and siad, "That's the trouble with the world today. Too many women trying to do a man's job!"

Who



The Executive Committee of the Civilair Club has a difficult task before them. Nominations for the "Employee of the Year" are now being screened for the final selection. All nominations received are excellent candidates. WHO! ---- This information is "Top Secret" until the night of the Civilair's Christmas Dance.

ANNUAL CIVILAIR CHRISTMAS DANCE

WHEN : Friday, December 16, 1960

TIME : 9:00PM - 2:00AM

PLACE : Westward Hotel

MUSIC BY: Bob Wright and combo

PRICE : \$2.00 members

\$2.50 non-members

MAKE PLANS NOW TO ATTEND

FUN FOR ALL!

SNACKS DOOR PRIZES

HOMER

Our appearance in these pages once again may possibly mark the beginning of a permanent feature, but we make no promises.

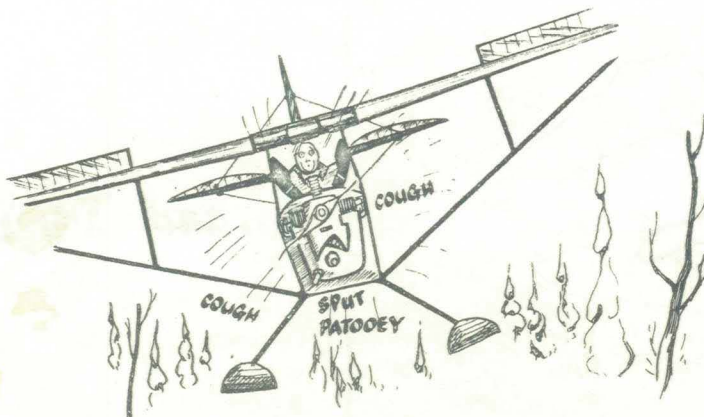
Jim Heay and family report from Teheran that life in the Middle East can be beautiful, considering the spacious living quarters, courtyards, swimming pool, etc. They departed Homer September 16th for Washington D. C. where approximately three weeks was devoted to familiarization and training for Jim's new assignment in Iran. From Washington they traveled via Clipper Jet to Teheran, with an intermediate stop at Hamburg.

Tom Cianfrani was selected to be our new Station Manager. Ralph Sutherland arrived from Talkeetna November 3rd to take over as Foreman Mechanic. The McMorrow family, formerly of Cordova, have been with us since September 11th. "Mac" filled the Operations vacancy left by Bob Thompson's transfer to Anchorage. The Sutherland Champion and the McMorrow Stinson are now a familiar sight at the Homer Airport. Fred Parker and Chubby Scheffers departed for Anchorage November 8th after an extended tour of duty with us in the Plant Maintenance category. The personnel picture has stabilized, with all vacancies filled and families settling down for the winter season.

An extensive station landscaping program, which required considerable gravel fill, is virtually complete. See Homer Page 8

We never reach the point where further instruction is not needed. None of us are complete authorities unto ourselves, we must rely on the knowledge and skills of others beyond our own specialties. By this means only, do we broaden the horizons of intelligence.

The force of air rushing over the wings and fuselage of the fastest supersonic aircraft is 10 to 12 times greater than that of any recorded hurricane.



..ENGINE COLD...



Our thanks this month to Scotty Heter of Farewell for the following:

The Key to Keeping Warm - COLD - Cold weather clothing.

Keep it - C - lean
Avoid - O - overheating
Wear it - L - loose and in layers
Keep it - D - dry

C - Dirt and grease clog the air space in clothing and reduce the insulation value.

O - Before you start to perspire, loosen the clothing to let in cool air. If you are still too warm, remove a layer. If you wish to stay warm DON'T get too hot. It is better to be a little chilly than to downgrade the insulation value of the clothing with perspiration.

L - Cold weather clothing should be loose fitting. Avoid any tight clothing that might cause even slight restriction of free circulation of the blood. Several layers of medium weight clothing holds more still air and keeps you warmer than one heavy garment of the same weight. Weight does not mean warmth.

D - Cold weather clothing must be kept dry. Keep snow from collecting on the clothing. Heat from the body will melt it and some moisture is bound to find its way into the fabric. Before entering a warm place brush off the snow and frost. Don't rub it off or you will rub it into the fabric. Moisture transmits heat 27 times as fast as still air.

Thanks again Scotty. If folks pay attention to these simple rules, we know from experience their stay out-of-doors will be both safe and comfortable.

Good hunting and fishing until next month.
Dean

What Do You Expect From Your Job?

The desire of people for security should not be thought of as being limited merely to "job security". Although job security normally is important to all wage earners, it becomes less important during periods of full employment when the demand for workers exceeds the supply. "Security" in this discussion is concerned just as much with inner-security--the confidence that comes from belief in one's self and in one's ability to meet job demands and a supervisor's expectations. With reasonable attention and encouragement from his supervisor, an employee is able to face each day with assurance and resoluteness, free from feelings of personal inadequacy or misunderstandings which tend to undermine his effectiveness on the job.

One of the most common needs among people is satisfaction of the desire for recognition of their individual or personal worth. Why is the occasional "pat on the back" considered to be so important? Simply because it indicates approval by another individual and confirmation of an agreement with an employee's own sense of importance. An employee usually knows when he has done a good job. What then can be more encouraging or stimulating to him than to know that others, particularly those in authority, take cognizance of and appreciate the quality of his performance?

Man is a social creature; he is gregarious by nature. One of his most natural desires is satisfied through agreeable relationships with others. To be accepted by and assimilated within an established group is satisfying to most people. Activities of management design to weld its workers into an unified whole creates a "sense of belonging" an esprit de corps which is productive of pride and loyalty. The employee who is encouraged to feel his identification as a responsible member within a work group, small though his position may be, normally will cooperate

willingly in support of the group's efforts. Cooperation resulting from the stimulus provided by an understanding management is far more effective and enduring than that which comes from a negative fear of censure.

Does it make any difference to the employee where he stands in relation to others within the group? It usually does; but he recognizes and accepts the need for various levels of responsibility and authority within the organization. Although progress upward from one level in the organization to another is of importance in the long run to any individual who desires to enhance his economic position, it is of greater immediate importance to him that he not lose "status" or prestige in the eyes of his fellow workers. The concern then in this discussion is largely with preserving the individual status in relation to others within the group through wise and understanding supervision.

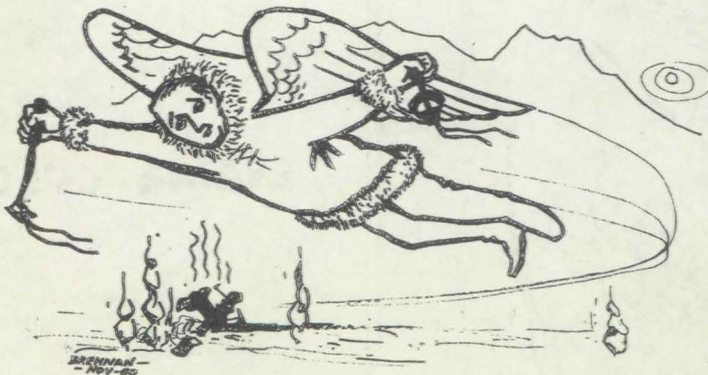
YAKATAGA

A welcome was extended to Mr. and Mrs. Sasse who returned here from leave on November 3rd and to the newcomers, Jack and Jackie Hubbard, and their two children Dianne and Lance. It was with regret we bid goodbye to Marvin Root and his family who departed on October 26 for the fair city of Anchorage.

On the local scene and back from the rough country is Fines Moore, with two fine mountain goats as mark of his prowess in hunting and mountain climbing. The rumor is that he shot one and out-climbed the other, until it gave up for the lack of oxygen. The rest of us will wait until the snow brings them down for easier leg work.

The duck hunting has been as good as the goose hunting has been bad. However, hunting or not, we are wondering at the beaming countenance of E. P. Henson, for the past couple of weeks.

Oscar



...and DEAD!

Jack T. Jefford's FAA career started back when there were no radio ranges nor paved runways in Alaska and the CAA regional office was located in a few rooms in an old railroad depot. This was 20 years ago but his flying career, in a day when improvising was the key to any pilot's longevity, dates back much further than that.

For example, Jack's introduction to aircraft skis were those he made from pipe and attached to his airplane to fly home to North Platte after getting caught in a Nebraska snowstorm in 1932. The incident is typical.

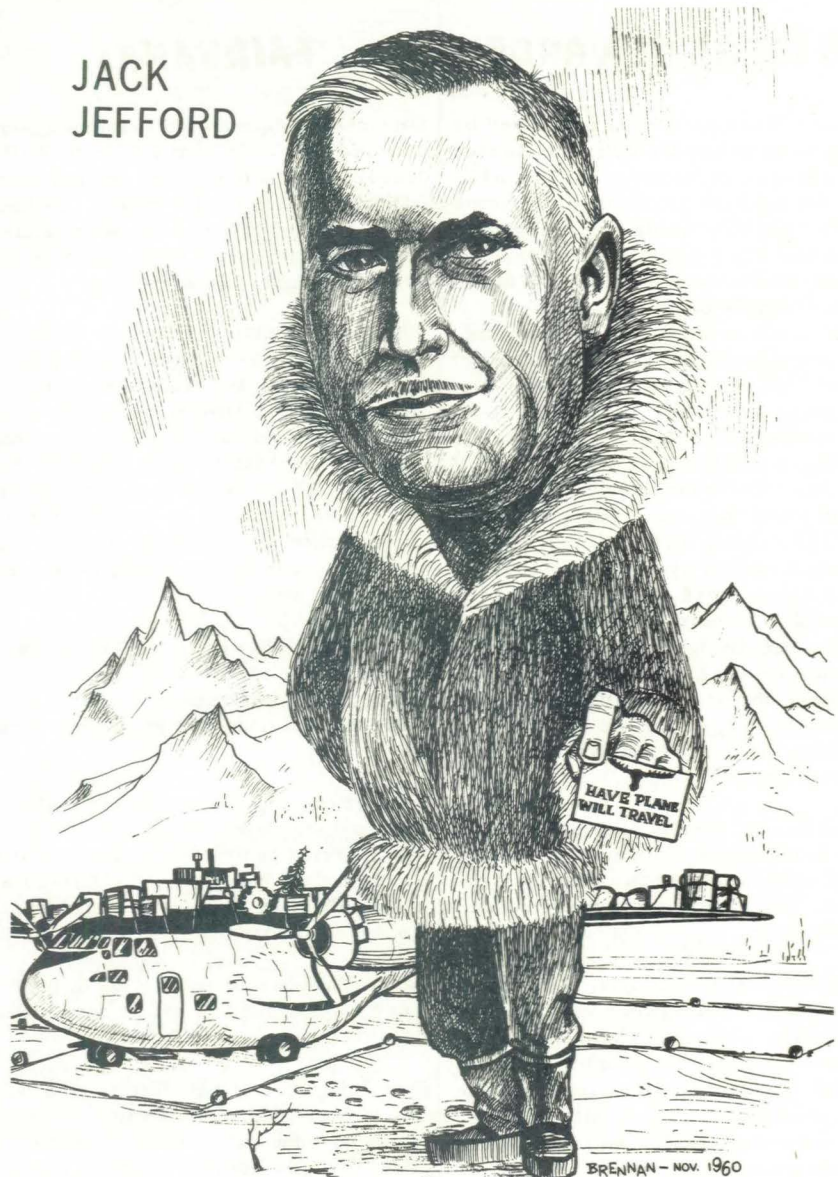
In the early days of the CAA in Alaska, building airports and navigational aids was a job that required hard work and imagination. Flight checking the new low frequency ranges as they were built, and carrying men and supplies to the projects scattered all over the territory were only part of the work that Jefford assumed. As an A&E mechanic, he repaired his own plane when away from Anchorage, and acted as freight agent and stevedore.

Jack's activities did not always go smoothly but he was seldom stopped by obstacles, injuries or problems. There was the time he was hurt in an auto accident at Gakona while looking for an airport site. Later when a driver met his plane at Cordova the driver was surprised to discover that the "injured man" for whom the pilot had radioed a request for transportation to the hospital was the pilot himself.

It was Jack who provided a welcome link between persons at isolated stations and "civilization". Flying to all parts of the territory, he dropped mail for workers at Bruin Bay, shopped in Anchorage and Seattle for acquaintances at Yakataga and Moses Point. He cooked bacon and hotcakes in Farewell, brought ice cream for a party at Iliamna, and ran aerial errands for those in need. After he saw the "Christmas tree" at Kotzebue station made from a coat rack and hangers, Jack started annual Christmas flights which each year carried turkeys, cranberries, nuts, and the trimmings to field stations and evergreen trees to those stations where they were not locally available.

But it wasn't only as an air-borne Santa Claus or vital messenger boy to remote areas that Jack performed meritorious service. Whenever sickness or accidents struck, he was always ready to bring aid. There was the night landing at the Fort Heiden field, covered with hard-packed drifts and with boundary lights obscured, that he took in a sno-jeep and a rescue party to search for two men lost in a blizzard. On another occasion he made a summer landing at Gambell on a short strip so muddy that the plane

JACK JEFFORD



had to be towed to firmer ground for a takeoff. He flew a badly burned child to the Nome hospital on that trip. There was also the time he landed at night in a storm on the Newhalen river between Lake Clark and Iliamna Lake to rescue a critically injured CAA employee. Search and rescue unit aircraft were grounded by the weather but Jack took advantage of a brief break in the storm to fly in, skirting a hill and landing on the frozen river despite a three hundred foot ceiling.

Cliff Uzzell, the man he rescued says, "I always knew Jack was a good pilot, but after that I knew he is the best. Jack is never foolhardy, but if there is any place a plane can be flown, Jack is the one that can get it in and out."

Although Jefford has often taken a calculated risk when a life was at stake, safety is paramount in his flying. To find the date of his last accident, one must leaf back through his log book 22 years and nearly 15,000 hours to the time he flew into a mountain during a

blizzard. And typically, when he was found after the blizzard subsided, he ordered a rescue plane to bring a welder, then repaired his plane and flew it back to Nome.

In the summer of 1943 Jefford brought in from Seattle the region's first DC-3, affectionately called "King Chris". His work during the next few hectic years has become legendary. To get emergency supplies and equipment to construction jobs, Jack landed where he could -- on sea ice, gravel bars, frozen lakes, sand beaches, and short muddy strips. He was an expert at squeezing large pieces of equipment into his plane. Those that wouldn't fit in the aircraft were dismantled or cut by torches, then reassembled or welded together at destination.

When the station and air strip was ordered built at Skwentna, a dragline and trucks at Iliamna were urgently needed. However surface transportation meant carrying the equipment by barge across Lake

See Jefford Page 8

NEW IDEAS REWARDED

Many fine ideas have been submitted by employees as to how the Incentive Awards Program may be improved. The \$100 award for the best adoptable idea seems to have "broken the dam". It is surprising how many useful suggestions are being carried around unvoiced. This is a good example of what can be done if proper incentive is provided. Admittedly the Incentive Award Committee cannot hold out \$100 awards continuously to encourage participation, but there is no reason why supervisors cannot instill enthusiasm and interest based on other incentives. Some employees make suggestions simply because, if adopted, their job will be easier. Other employees use the shotgun method figuring several small awards are as good as one large one. Some employees have good ideas but have to be practically forced to submit them as employee suggestions. We know of one supervisor who literally "wrote up" an employee's suggestion and it was adopted. Since then, the employee has been a regular contributor.

A great deal of wealth exists from this agency in the minds of its employees. As in most cases, this wealth must be prospected. Usually the supervisor must be the prospector.

In both Government and private industry, incentive awards programs have become big business. Every year, employees and employers are jointly reaping millions of dollars in savings and awards. Not to avail ourselves of this wealth of time, labor and money saving potential is not good business.

ANNETTE IS.

Sanford Peterson and family departed for Fairbanks last week to take up his new position as Station Manager of that Station. Carl E. Fundeen has been selected Station Manager of Annette to succeed Mr. Peterson. No selection has been made as yet to fill the Station Mechanic Foreman position left vacant by Mr. Fundeen.

Carpenter Andrew Bjorgen's daughter, Joan, is leaving this week to be married to Peter T. Johnson a Coast Guard man stationed at Travis City, Mich. They met when he was stationed here at Annette. All the FAA wives got together and gave her a Bridal shower November 4th.

Bill Saxton, Tower Controller from King Salmon, was area rated November 3rd. His wife and children will be arriving soon from Oklahoma City. Bill says

FAIRBANKS

On October 30th an old fashioned house-raising was held at the Claude Wilber homestead to help prepare another intrepid homesteader for the winter. Although more work might have been accomplished those present spent a very enjoyable day, topped by dinner in the evening.

The Nimrods balked by moose during the early season have been making up for lost time during the caribou season. Bob Royer and Bob Davis, Ralph Thomas, Dave Finch and Jack Van Enkevort have all been successful. Jim 'Machine Gun' Holman still holds the record for getting off 12 shots in rapid succession but with the exception of a couple of startled ptarmigan and a frightened rabbit there was no damage done.

George Leese has departed Fairbanks for the southern climes--Anchorage to be exact. All his friends in Fairbanks wish him well and hope that he doesn't forget us.

Another of the Center's eligible bachelors deserted the ranks when Erland Stephens was married to Esther Ostenso, a Minnesota girl on November 9. Erland and his bride plan to join the Goldstream Valley homesteaders in the spring.

Jerry Clark has accepted a job in the New York station but has set no date for his departure as yet.

Don Johnson and Bill Grotts who have new houses under construction are rushing to beat the cold weather. Bill hopes to be living in his new home by the first of the year and Don by early spring.

he'll feel a little more settled when they get here, we think he's getting tired of his own cooking.

Annette has been the center of much new construction activity this past year, with the new FAA garage and shop building being completed and the new peripheral building completed. The White Alice site is almost finished by Gaasland Construction of Bellingham, Washington. The new Coast Guard barracks is still under construction by the Inlet Construction Co. of Anchorage.

Weather Bureau welcomed back Charlie Hanas and family after an absence of five years. Charlie is now Chief of WB on Annette.

The Annette Chapter of the A.C.C.A. held their second annual circus in the FAA gym. The attendance, profit and perfection of the show was doubled from that of last year, by the combined efforts of all concerned.

See Annette Is Page 8

BIG DELTA

Many arrivals and departures have occurred at Big Delta this month. Our new Station Manager, Jake Holzenberg, his wife, Phyllis, and their four children arrived October 17th from Iliamna. Jake was given the 50¢ tour by Acting Station Manager, Fred Glover, and the next day was busy shuffling paper in the office.

EMT/R Boyd Lefevre departed October 19th for Anchorage, after a four month stay at Big Delta. He was relieved by EMT/R Wiley Knighten, who came from Fairbanks RAPCON.

EMT Harold Ervin and family returned to Big Delta on October 23rd from the Electronics school at Oklahoma City. Harold was immediately transferred to Anchorage, although given temporary assignment in Fairbanks. The Ervin family departed October 28th, and we all hated to see them go.

FSS Jack Hummel and family returned October 28th from Flight Service Assistance School, Oklahoma City, and extended annual leave. He purchased a new car while in the lower 48, and braved the Alcan. Jack is busy setting up the new training program for the operators. He has assumed duties of Acting Chief until the new Chief is selected by the Regional office.

Gail Thiede, General Mechanic, and family departed October 29th for the lower states. They drove to Michigan to visit his ailing parents, and plan to return in three weeks. Lloyd Wycoff, GM/R, is taking Gail's place during his absence.

Everyone enjoyed the presence of FSS/R George Woodbury. George took over for Jack Hummel, and upon Jack's return to Big Delta, he also filled in for FSS Lew Harman during his five days at Ladd Air Force Hospital for a stomach ailment. George returned to Anchorage on November 3rd, and we all hope he returns to Big Delta again soon.

Lew and June Harman

Airline-company receptionist to salesman: "Sorry, but Mr. Ellery is in London at the moment. Would you care to wait?"

Experience is what makes you wonder how it got a reputation for being the best teacher.

Elemental liquid flourine, a new rocket fuel, is so inflammable it will ignite asbestos and even water.

CIVILAIR CLUB MEMBERS VOTE TO ADOPT NEW BY LAWS

The members of the Civilair Club voted to adopt the new by-laws by a large majority of 180 for to 12 against. The Executive Committee at their October meeting felt that some of the comments on the dissenting ballots justified some additional information on the intent of the new amendments.

The \$200 scholarship fund was conceived of as a club activity to give recognition to a student dependent of a Civilair club member. It is recognized that \$200 doesn't go far in the cost of one years college expense but the scholarship does accomplish three goals:

1. Recognition of Civilair Club dependent students.
2. Additional sense of purpose for club members.
3. Favorable public relations on a community wide scope for the FAA and Weather Bureau employees.

The implementation of this fund will be made by a committee of the Executive committee in cooperation with the Public School System Scholarship Personnel.

The purpose of the club is not to make money in conducting its various programs but with the membership dues plus small amounts made at events (i.e. \$37.00 at the crab feed) the treasury is able to sustain some worthwhile expenditures in sponsoring employee services without raising the cost of membership fees.

The Employee of the Year award selection procedure was not spelled out in detail within the by-laws because implementing the amendment, if passed, would become the responsibility of the elected representatives of the Civilair Club using their best judgement and discretion. The by-laws were to become policy and not procedural guides.

When Civilair functions are held sub-committee members responsible for the particular event are usually occupied with details right up to, through, and after the event. While as employees and club members individuals have participated generously it was felt that no charge should be made for their presence at the function.

The tour managers fee provision was incorporated to provide some compensation to the tour managers of both intra-Alaska and overseas and foreign tours. The overseas 2% provides for roughly the equivalent of 1 and 1/3 passage. This figure was considered justified based on the responsibilities and headaches of the tour managers job prior to, during and after the tour. On the intra-Alaska tours it was impractical and impossible to expect one tour manager to possibly finance one passage on all of the possible trips offered to tour members. Experience showed that the 2% figure would not even cover the transportation for one individual on the intra-Alaska tours thus the amendment had two distinct portions; intra-Alaska, and overseas foreign.

The Executive committee was especially pleased in the total number of votes cast.

UNALAKLEET

Unalakleet welcomes the Jack Bogue family who arrived from the Fairbanks ARTC recently. They are replacing the Wiedmers who moved to Anchorage. Ted Lujan was here so long in travel status that we miss his smiling face now that he is gone. A new man, Bob Marion, is taking up where Ted left off. Hunton left us for a little side trip to Oklahoma City and is being replaced by Pete LaPlante who is all settled down with his family awaiting Huntons return. Tony Schultz joined Al Cooke and Jack Maley the last of October to try and finish the station rejuvenation project they began weeks ago. Now it is new cabinets for all the lucky gals on the station.

Winter is slow arriving this year. Just enough ice on the river to hold up the villagers as they harvest the annual crop of tom cod, and barely enough snow for dog team travel.

Pete LaPlante is very keen on learning Eskimo ways. I told him I'd introduce him around the village to give him a chance to get first hand information. Started out by boiling him some Muktuk just a little bit old. I guess maybe Pete isn't so interested in the Eskimo ways now as he was a little while ago.

-----Nupukyuk

FLU SHOTS GIVEN

Asian Flu inoculations were given to all employees in the Region who wished to receive them during October and November. At isolated locations where no local medical facilities were available, inoculations were also given to dependents. These inoculations were given free of charge. In the Anchorage Area, the Greater Anchorage Health District administered the shots at locations easily accessible to the greatest number of employees. These locations were the Federal Building, Loussac-Sogn Building, FAA Hangar at International Airport, Merrill Field, and the Anchorage Center. A total of 357 Anchorage Area employees received the first inoculations of a series of two, and 253 "came back for more" to receive the second shot of the series.

Dr. Matthews visited various Field Stations to administer the inoculations. The program has not yet been completed for the field and the number of employees and dependents receiving shots isn't known.

This is the second successive year that Asian Flu inoculations have been made available to all Regional employees. It is the first year the full series of two inoculations have been given, however.

HULEN PRESENTS AWARDS



Allen D. Hulen at left presents certificates for Sustained Superior Performance to Joyce A. Morris, Clerk-stenographer, Air Traffic Management Division, and Peter S. Willing, Electronics Installation Technician, Facilities and Materiels Division.

Jefford Cont'd

Ilamna to Pile Bay, portaging across to Cook Inlet, and then using barges to Anchorage and up the Susitna and Yentna rivers. By this time, however, the construction season would be over. Jefford gathered a crew and flew them to Ilamna where they dismantled and cut up the equipment and Jack flew it to Skwentna, landing on a 2,000 foot unfinished strip. There another crew welded and reassembled the machinery. Within eight days it was delivered and the project finished that summer.

Jefford joined the CAA as Chief Airways Flight Inspector in 1940 after flying for the Mirow Air Service at Nome. He is a member of the Quiet Birdmen, the OX-5 Club, the Federation Aeronautique Internationale, and is listed in Who's Who in World Aviation. In 1957 he received the Department of Commerce Gold Medal for Exceptional Service, highest award of the Department.

Heading the Aircraft Operations and Procedures Section of the Flight Standards Field Division, Jack is still very much a part of Alaskan aviation and the Fifth Region to which he has contributed so much. Since 1957 most of his flying has been in a C-123, which has the capacity to move snow-plows, generators, and dump trucks without dismantling or cutting them. His schedule is just a bit less rigorous than in the early days, giving him more time with his wife, May, and their four children at their beautiful "do-it-yourself" home that "Jack built" on East Turnagain Boulevard.

BUY-SELL-SWAP

WANTED TO RENT: 3 bedroom house or apartment unfurnished in Anchorage. N.W. Noble, BR-71401 ext. 417.

ANYONE FOR A POODLE PUP?

Charmaine of Blakeen, better known as Inky, is the proud mother of not one, but TEN adorable Poodle puppies. Considering that five or possibly six is a good litter, Inky has every right to be proud of her brood. Some kind of a record was broken as eight is the largest number we have heard of. As a matter of fact, Inky's other litter numbered eight. Prolific, eh what?

Now to find good homes for these pedigreed, champion-stock, thoroughbred puppies - (Their Daddy is a local French Poodle, pedigreed also). They are as shiny black as brand new satin - Standard - a man's dog, a gal's dog - perfect with children.

They arrived just in time to make the ideal Christmas gift for your favorite person. Zelma Willson, Ext. 469, Operations Br. will hold until Christmas if you wish. Welped October 17.

Unalakleet Cont'd

"Now, the northern-most portion of this front, as you may have noticed, on your inbound flight, is weak and diffuse in this area -- however, providing the low (pointing, in the grand pedagogical manner) does not fill and dissipate, and, providing it continues to move at its previous speed... possible icing in the clouds and precipitation... low level turbulence... tops in vicinity of the front... otherwise, multiple layers, generally tending toward... On the other hand, if the high over Bettles becomes dominant... and always depending upon the conditions aloft... etc... etc."

-And, after I have concluded this charming lecture on the synoptic condition, expected weather and winds aloft along the route, terminal forecasts, present weather -- not to mention a complete run-down on destination and enroute nav aids, field conditions, etc., the obviously-bored Aircraft Commander glances up from his calculations, shifts his cigar and mutters: "Yeh... okay!"

E. I. Williams

The Regional Manager invites all personnel to share with him this thought

LOYALTY

If - you work for a man, in heaven's name work for him; speak well of him and stand by the institution he represents.

Remember - An ounce of loyalty is worth a pound of cleverness.

If - you must growl, condemn, and eternally find fault, why-resign your position and when you are on the outside, damn to your heart's content - but as long as you are a part of the institution do not condemn it, if you do, the first high wind that comes along will blow you away, and probably you will never know why.

Homer Cont'd

Personal vignettes: Jim Graham has completed the roof on his new home. Coke Nelson and Jim have their boats "on the chocks" for the winter. Chuck Hill is modernizing his house trailer, acquired from Jim Heay. An Air National Guard C-123 broke a prop-shaft during run-up prior to takeoff from Homer Airport. Coke Nelson and John Musser, on watch at the time, report a variety of interesting sounds, but normally heard from an aircraft engine. Fran Grisham rolled a 515 series (170-171-174) in local league bowling. Tom Clanfrani and Joe Paquette spent nearly an entire night on hilly terrain near the VOR site. Seems they were breaking trail with the International 4-wheel-drive and got bogged down. An Air Force 5-ton truck called in to assist also became stalled. Final success was achieved through the use of D-8 equipment to winch the stranded vehicles uphill to solid ground. Anyway, that's their story....

Annette Cont'd

Sincere compliments are to be given to those children and adults who have practiced for an entire year at least three nights a week on the trampoline, swinging ladders, and tumbling, under the direction of yours truly Eddie Kohl and wife, Herta, both former Ringling Bros. Barnum and Bailey trapeze artists, now in communications at this station.

The tremendous job of feeding over three hundred admissions was again superbly handled by Reatha Ruhle (co-writer) and staff.

Island organizations contributing talent, technical skill and hard labor are as follows: Pan American Airlines, Pacific Northern, U.S. Coast Guard, FAA, Ellis Airlines, and the Metlakatla Chapter of the A.C.C.A., and the Boy Scouts.

Reatha Ruhle and Eddie Kohl

THE MUKLUK TELEGRAPH

ANCHORAGE, ALASKA

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

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