

May 30, 1980

ALASKAN REGION



FAA

INTERCOM

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

# REEVE HONORED



## REEVE ALEX

1932 ~ 48 Years



# 2 COVER STORY

Bob Reeve and his wife, Tillie, enjoy their first look at the Bob Reeve Conference Room following the recent ribbon cutting for the "memorial" room at Regional Headquarters. Speakers at the ceremony, preceding the ribbon cutting, included Senator Mike Gravel, Anchorage Mayor George Sullivan, and Regional Director Robert L. Faith. Messages were presented from other members of the congressional delegation and from Governor Jay Hammond. Deputy Director Garland P. Castleberry was Master of Ceremonies.

Mr. Reeve was presented with a plaque recognizing his achievements in Alaska aviation history.

In presenting the plaque, the Director stated:

"Bob, it has been a long and turbulent span of years between the time you first came to Alaska and this significant occasion. I'm thinking of those arduous years back in Valdez...the years of struggle and pioneering in Fairbanks and the more recent years of progress, construction, and remarkable achievement here in Anchorage.

"All of us who know the Bob Reeve Story cannot fail to be inspired by your accomplishments in the face of what must have seemed to you to be almost impossible odds in a very tough aviation environment.

"This plaque pays tribute to your accomplishments as an aviation pioneer. However, we hope you will consider it more than a tribute from the FAA--but as a symbol of lasting esteem and deep affection to Bob Reeve from all who fly."

A large cake inscribed to "Glacier Pilot, Bob Reeve" was served to guests.

More than 100 persons visited the room following the ribbon cutting, and the room is now open to viewing by all FAA employees.

Planning and organization of the dedication was spearheaded by Margaret Walker, Chief, Logistics Division. Rose Mower played a key role in planning and designing the room and arrangement of photo murals appearing on three walls.

The room is the first of 12 conference rooms in the FAA section of the Federal Office Building to honor Alaskan aviation pioneers.

# ALASKAN REGION BOND CAMPAIGN EXTENDED TO JUNE 20

# KUDOS

FIRE ISLAND FINALE--Teresa Luiten, AAL-14D, was requested by AF Anchorage Sector management to fly "all the way" to Fire Island to give a briefing on retirement policies and procedure to eligible employees. According to Teresa, it was "the last of the Fire Islanders getting ready to pull the plug."

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MASS CASUALTY--AND VOCATIONAL--Dick Tomany's crew at the Fairbanks FSS qualified for "double kudos" recently. In the first, Sylvester Neal, Chief of Security for Fairbanks International advised Dick: "We wish to thank you and the FSS for cooperation and assistance rendered during the May 9 mass casualty exercise. Cooperation such as yours makes us more capable of handling such incidents." The second Kudos for the Fairbanks FSS: a "Certificate of Appreciation" from the Rural Student Vocational Program for "participating in the vocational education of Alaska youth by making it possible for students from rural Alaskan schools to attend 2 weeks of on-the-job work experience and training."

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SLEUTHS OF THE AIRWAVES--The Ketchikan FSS played a major role in tracing down intermittent signals from an Emergency Locator Transmitter (ELT) that was mystifying--and worrying--the Southeastern aviation community recently. The signals had been beeping unabated for 4 days when Dixie Jewett of Todd Air Service told the FSS that the pilot of N3663L seemed to be the source of the signals. The FSS arranged to have the pilot of the aircraft check his ELT upon arrival at his destination. He did. End of problem.

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A NOD FROM THE GOVERNOR--Governor Jay Hammond recently appointed Frank Austin of Planning as one of five parents on his Blue Ribbon Commission to develop recommendations for legislation of regulations to aid in the collective bargaining process. This is only one of Frank's many wide-ranging community efforts--and certainly, as always, deserving of kudos.

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*"That's right, it's the difference between profit and loss."*



Alan Armstrong, Chief, Management Systems Division, recently presented a Special Achievement Award to Debbie Potter, Chief, Word Processing Branch.



Aircraft Maintenance Base employees (from left to right) Willie Edwards, Victor Casey, Custer Foster, Ray Booker, Ralph Ivanoff, Larry Bird, Allan Scott and Jeff Sisson, recently completed a training course in Aircraft Electrical Fundamentals held at the AMB.



Dan Cryer (left), Developmental Electronics Technician, Juneau AFSFO, recently received his 3-year service pin from Juneau Assistant Sector Manager Rob Strong.



Dick Brindley, Chief, Data Processing Branch, recently received a Special Achievement Award from Management Systems Division Chief Alan Armstrong.

Contributions to the Wang word processing equipment, increased productivity and overall success of the Word Processing Branch earned Special Achievement Awards for (from left to right) Mary Fogel, Sherry Stark, Barb Gohl, Lisa Simon, Mary Bagley, Marian Shavings and Dennise Sayers. Presenting the awards was Word Processing Branch Chief Debbie Potter.





Gene Stolz (right), Flight Inspection District Office, was recently presented his 30-year service pin by Regional Director Robert L. Faith.



Larry McCoy (left), Chief, Equipment and Support Unit, Aircraft Maintenance Base, was recently presented his 25-year service pin by Robert LaBelle, Chief, Aircraft Maintenance Base.



Professional dedication to his job and exceptional job performance while on relief duty at Barrow and Deadhorse earned ATCS John Hurd (left) a Letter of Commendation. Presenting the award is Team Supervisor Truman Glisson, Fairbanks FSS.

Hats off ...



Regional Director Robert L. Faith (left), recently presented a 35-year service pin to Paul Rohwer, AMB-2.



Jack Wright (right), ACDO-31, recently received his 25-year service pin from Regional Director Robert L. Faith.

**THE NEWS IN BRIEF**

The agency has capped almost a year of DC-10 safety actions by putting into effect its final airworthiness directive resulting from the DC-10 crash in Chicago on May 25, 1979. The AD requires minor modification of the pylons that hold the engines to the wings, primarily to reduce the chance of damage during maintenance. At the same time, the agency modified the rigorous inspection schedule imposed after the DC-10 grounding to reflect the numerous improvements made in the aircraft. ● In case you missed it, this is the fiftieth anniversary of flight attendants on U.S. airlines. Ellen Church was the first of the breed and she, in turn, hired seven other young women to fly the San Francisco - Chicago run for Boeing Air Transport back in May 1930. In those days, flight attendants had to be female, young, single and registered nurses. Duties included fueling the plane, loading the baggage, mopping the cabin floor and dusting the interior. Times change. ● And to show how much times really have changed, 72 women pilots flew into Denver this month to launch the International Social Affiliation of Women Airline Pilots. The group represented approximately half of the 140 women pilots flying with airlines in the Western World. Those in attendance wore the uniforms of 12 different U.S. carriers and five foreign airlines. Ten Russian women airline pilots also were invited but never showed. ● FAA's Western Region has cautioned general aviation pilots about weather-related accidents after an "alarming" 40 percent increase in the accident rate there in April. Of the 60 accidents in the three-state area last month, 18 were fatal, accounting for 41 fatalities. By comparison, the

April 1979 figures were 43, 10 and 24, respectively. Although this year's accidents are still under investigation, it appears that more than half of them were weather related. ● The Department of Transportation has a new General Counsel. He is Seattle attorney Thomas G. Allison. Before entering private law practice in Seattle, Allison served successively as Staff Counsel to the Senate Commerce Committee, Chief Counsel to the Science and Transportation Committee and General Counsel to the Senate Appropriations Committee. ● The agency has published the proceedings from a conference it held earlier this year to discuss the future of the nation's airport and airway system. Included are discussions of such topics as the new generation of air traffic control computers, freedom of the airspace, environmental and economic issues, airport capacity and delay problems, and the human being in the ATC system. Contact AEM-100 for copies.

**AGENCY TO COMMENT ON OPM STANDARDS DRAFT**

With an eye to assuring that the current classification and grade structure for electronics technicians is maintained, the agency is reviewing the Office of Personnel Management's recently issued draft job-grading standards for the electronic equipment installation and maintenance family. In its review, the agency will pay particular attention to such factors as professionalism, the high degree of technical knowledge and substantial training required of FAA technicians, and the important role technicians pay in assuring aviation safety. At a recent meeting with representatives of FASTA, which represents most of the agency's electronics technicians, Administrator Bond reaffirmed FAA's position that the agency desires and intends to maintain the current classification and grade structure for ET's.

## ERUPTION CLOSES CITIES BUT FAA STAYS "GO"

After the Mount St. Helens volcanic explosion in Washington State, highways, airports and even whole cities were covered with volcanic ash and closed down. But all FAA facilities in the area, including the Mica Peak radar and the Fairchild ASR-5, continued to operate. Some employees were stuck in their homes because of impassable, ash-covered roads and travel bans, but technicians on their way to check facilities got through and, when stopped by police, were given a salute and the go-ahead. For a day or two after the initial explosion, some aircraft flying through the volcanic cloud suffered damage. An Air West DC-9 that spent only four minutes in the contaminated cloud had pitted windshields and side windows, pitted and deep blasted wing leading edges, damaged wing lights and engine compressor blades as well as contaminated engine oil and air conditioning system filters. Throughout the emergency controllers, FSS specialists and meteorologists from Seattle to the Systems Command Center in Washington, D.C., headquarters were busy informing airmen on the location of the contaminated cloud as it moved across the country at altitudes up to 60,000 feet. Agency maintenance inspectors also got into the act by issuing a maintenance checklist for planes that had flown into suspect areas. In addition, the agency helped the military fly search and rescue and reconnaissance missions by setting up a mobile ATC tower at Kelso, Wash., to control military traffic.

## BACK-UP TRAINING EMPHASIZED

The agency has ordered an increased emphasis on controller training in the broad-band or back-up radar systems at en route centers. As a result of an evaluation of broad-band training, more stringent refresher training is being given to all controllers with particular attention devoted to transition procedures for switching from the automated radar data processing system to the back-up system in case of a computer shutdown. Unlike the automated system, broadband radar does not display the identity and altitude of aircraft targets. Thus, when the computer fails, the scope must be lowered to a horizontal position to accommodate small plastic markers ("shrimp boats") containing flight information. The refresher training is being conducted on the control room floor with unused displays during low traffic periods, as well as in the centers' simulation labs. The agency currently is installing in the centers a new computerized back-up system called the Direct Access Radar Channel (DARC). However, until DARC is fully commissioned, broad-band will continue to be the primary back-up system.

## WEATHERMEN GET TO CENTERS

Staffing of en route centers with meteorologists, scheduled to be completed by the end of this year, continues to progress as planned. Minneapolis is "go" with Denver and Anchorage almost ready. On July 1, Seattle and Salt Lake City will be added to the list of centers having meteorologists. Then, in September, Los Angeles, Albuquerque and Oakland are slated to come on-line.

# Buy Bonds!

# 8 Anchorage ARTCC Controllers Make Arctic OMEGA Flight

Special to the ALASKAN REGION INTERCOM

By Jack Bradley  
FAA Technical Center

Controllers on our three previous visits with NAN 42 handled our routing over various areas throughout Alaska and were curious as to our mission and the fact that we made daylight and nighttime data flights. An invitation to come aboard on a recent flight in late March was accepted by five people from the center.

The 4-hour daytime flight over most of Alaska was a revelation to controllers Randy Marsh, Pat Birch, Wiley Denson, Mike Daniels, and Bob Lamkin. Another passenger was James Washington, a Presidential Management Intern currently on duty in Alaska.

As our flight progressed all the controllers were curious to see towns and waypoints which they were familiar with as dots on video maps on radar screens. All were given full run of the aircraft and briefed on how Omega works.

What is OMEGA?

It's a world-wide radio navigation system operating in the Very Low Frequency (VLF) portion of the radio spectrum. It is capable of providing all weather navigational service throughout the world with only eight strategically located transmitting stations. Ships, aircraft, and land vehicles can use the system. Location of Omega stations are Norway, Liberia, Hawaii, North Dakota, La Reunion Island, Argentina, Trinidad, and Japan, with a Station in Australia being constructed to possibly replace one of the others.

The objective of the system is to provide continuously available highly-reliable Omega navigation signals suitable for accurate position fixing throughout the world. The reliable service area for each transmitter is over 5,000 miles.

Omega stations transmit a signal which is bounced off the base of the ionosphere, which is that part of the earth's atmosphere beginning about 25 miles up and extending outward about 250 miles. It contains free, electrically charged particles, by means of which radio waves can be transmitted great distances. When three-time sequenced signals are received by the user, be it aircraft or ship, Triangulation transforms them to a position anywhere in the world with great accuracy.

Omega signals propagate within the waveguide formed by the ionosphere and the earth where they are subjected to various geophysical phenomena which affect propagation. One of the variables is the fact that the base of the ionosphere is higher at night than during the day. Time of day, season, and the solar cycle are other phenomena affecting the signal. The polar ice caps absorptions affect paths over the polar regions, especially from the Norway station. This is the reason for so many flights in the Alaskan area where most of these conditions exist.

The Naval Ocean System's Center (NOSC) has developed a numerical prediction mode to take these various problems and project corrections

# OMEGA

mathematically. Although these prediction models generally have been reliable, observational data is indispensable to the task of establishing actual signal behavior. Thus these data collection flights are being made to validate the prediction models in problem areas.

The NAFEC effort is to collect data during these flights, observing Omega, Ins, Loran C, and VOR/DME navigation systems to be compared with each other and with U. S. Coast Guard test results.

Projects of the magnitude of this type with a thousand details, require support from many people. Accolades are in order to a unit that has given us marvelous help in our Alaskan flights. Under the guidance of Unit Chief, Joe Fitzgaird and, Aircraft Maintenance Base Chief, Bob La Belle, this unit stationed at Anchorage International Airport has arranged the dozens of requests we have made to support our data flights. Aircraft fuel, heat for A/C prior to flight, snow and ice removal, car and bus transportation, stairs for debarking the aircraft, hotel reservations, and many other small details that make it a pleasure to work out of Anchorage. This is in addition to their normal duties taking care of flight inspection and other FAA aircraft normally stationed in Anchorage.

By the time you read this, our data collection effort will be in the southern hemisphere where the season is now fall. Trinidad, Argentina, Brazil, Bolivia, and Ascension Island off the coast of Africa are on our agenda.



Pat Birch, ATCS, Anchorage ARTCC, enjoys the flight over the Arctic Circle, 39,000 feet above Nome.

Four members of the Aircraft Maintenance Base at Anchorage International who assisted in servicing the OMEGA flights during the past year are Roy Piscoya, Philip Chandler, Donald Devlin and Joe Griffin.



James Washington, Presidential Management Intern and Anchorage ARTCC ATCS's Mike Daniels and Bob Lamkin are briefed by Howard Meeks of the FAA Technical Center as the OMEGA signals are monitored from stations in Hawaii, Japan, Norway and Fargo, N.D.



Anchorage Center ATCS's Randy Marsh, Pat Birch and Wiley Denson take a coffee break aboard N-42 while OMEGA data flight is in progress.

# From Other Intercoms

A LIFE IS SAVED--The quick and decisive reactions of three FSS specialists in the Concord, N.H., Flight Service Station saved the life of an LA-4 amphibian pilot who crashed in Lake Winnepesaukee April 22. Roger Demaris was on the radio when a pilot called in to report the crash. While Demaris pinpointed the crashsite, Dave Bates and Bob Hargraves alerted the Guilford, N.H., rescue boat and "Hangar One," a Laconia, N.H., base for amphibious aircraft. The rescue boat responded immediately and a Lake amphibian took off to guide it to the sinking plane. This teamwork enabled the boat crew to yank the exhausted pilot from the frigid water just before he went down for the last time. He was taken to the Laconia Hospital and rushed to the intensive care unit. Doctors said the pilot would have died if he had been in the water one minute longer.

Central Region Intercom

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CONTROLLER 'CATCHES' WATERLOGGED FISHERMAN--On Wednesday, April 2, 1980, while fishing, ATCS Perrin Covey, Meridian, Miss., Key Tower, and wife Pat, spotted a runaway boat doing 360 degree turns in the water. Sensing trouble, Perrin steered his boat toward the location and spotted a man in the water, waving and calling for help. They came along side him and retrieved a very lucky and thankful person from the cold water. The man stated he had hit a submerged stump which had thrown him into the water. Perrin tried to catch the runaway boat, but was unable due to its speed. They took the wet, but unharmed victim, to the marina and recruited a more powerful rig to recover the boat. Nice catch and well done to Perrin and Pat Covey for this happy ending.

Southern Region Intercom

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Mary Dacy, who for many years was supervisor of Commercial Accounts in the Accounting Division, passed away on May 24. Mrs. Dacy retired from the FAA about three years ago.

ED WARD--Retired Kotzebue ATCS Ed Ward passed away on May 7 and funeral services were held in Kotzebue May 10.

PAUL HOLLAND--Paul Holland, electronics technician, AAL-461, died May 9. Funeral services were held in Melbourne, Florida. Mr. Holland, a retired chief master sergeant in the U.S. Air Force worked for the FAA in Anchorage since 1971. He was 60.

CLINTON E. (TEX) SHARP--Memorial services were held in Homer May 1, for Clinton E. (Tex) Sharp, FAA/CAA retiree and long-time Homer resident. Born in South Dakota December 10, 1913, Mr. Sharp moved to Alaska in 1946 and worked for the old CAA in Iliamna, Bethel, and Aniak. He later operated Indian House near Anchorage and the Porpoise Room and Waterfront in Anchorage. He was a past Exalted Ruler of the Homer Elks

# PEOPLE YOU KNOW

VANDALS AT KODIAK--Ken Damn, former tower chief at Kodiak, would like to get his hands on the person or persons that vandalized and badly damaged his aircraft (and some others) at Kodiak Airport recently. Ken, who switched from aviation to maritime pursuits, left the agency to join a Kodiak-based firm dealing with seagoing tugs, barges, salvage and other marine activity.

FOND FAREWELLS--Farewells are being--and have been--said to a number of employees who are moving on. Debbie Potter, the dedicated guiding light at Word Processing, left the agency May 23; her husband, in the military is separating from the Army. Debbie was hosted at a coffee and cake going-away May 22 and at a luncheon the day before at the Captain Cook Hotel. . .There was a going-away party also for three other employees--Anchorage FSS/IFSS Team Supervisors Jack Leonard and Robert Conklin and EPDS Jack Teffeteller. That party was held at the Six Mile Lake Chalet.

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HE SCALED THE HEIGHTS--Ralph Kiehl, the son of Cyril Kiehl (Anchorage FSS/IFSS) was one of the party of Boy Scouts who recently climbed to the 17,300-foot level of Mt. McKinley, North America's highest peak, before being forced back by bad weather and the incidence of frostbite.

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ALICE BASSLER A BRIDE--Alice Bassler, daughter of Mr. and Mrs. John H. Bassler (he's an Operations Specialist in the Air Traffic Division) was married recently in Duluth, Minn. Alice has been a ballet dancer with Duluth's Ballet Company.

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PERSONNEL CHANGES--G. Louise (Mickie) Long, now deputy chief of the Fairbanks FSS, becomes chief of the Nome FSS on June 1. . . Albert N. Hester takes over the team supervisor position at Juneau formerly held by Rick Erickson, new chief of the Big Delta FSS. (An interesting note: Hester's father was a former Juneau tower chief.) Hester's previous position was a journeyman in the Anchorage FSS. . .New employee Paul Stewart recently reported for duty at the Fairbanks FSS then began training at the FSS school in Oklahoma City...ATCS Ruth Nickles, Ketchikan FSS, passed her weather observer exam recently and is now a certified weather observer. . .Aurora (Ann) Campbell of the terminal training pool and Gordan Bliss of the Kenai FSS were picked for journeyman positions at Merrill Tower.

USE WHAT YOU NEED



NEED WHAT YOU USE

# Students 'Take Over' Region

(Editor's note: Teresa Pepin, Junior at Steller High School, was "Public Affairs Officer" in the FAA portion of the recent Youth Day activity sponsored by the Anchorage Elks. She was asked to write her impressions of the event.)

By Teresa Pepin

Too often, I believe not only we students, but most people in the country take for granted the services performed by government employees. Unfortunately not enough of us seem to take the time and energy to fully understand how our government works.

On May 1, 1980, while participating in the Youth-In-Government Day, I had the pleasant opportunity to "become" the director of Public Affairs for half a day. I must admit I was awed not only by the immenseness of the FAA operation in Anchorage, but also by the efficiency with which it was run.

I should like to thank Clifford Cernick, John McCumiskey, and the Elks for providing me with a very valuable, enjoyable experience.



Garland P. Castleberry, Deputy Director, briefs Leslie Vandergaer about FAA.



Mark Wilatka (right) as "Personnel Management Division Chief," with George Woodbury, Personnel Division Chief.



Steve Nardi learns about FAA organizational structure and security from Civil Aviation Security Division Chief Bob Oliver and Security Specialist Charlene Taylor.



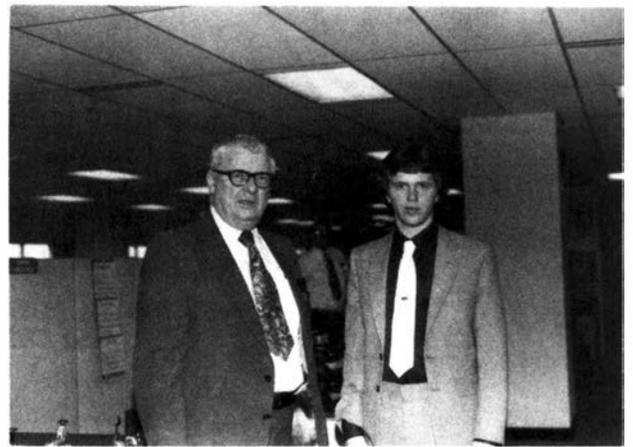
Management Systems Chief Alan Armstrong shows Sue Capers (center), Acting Division Chief, the library with Librarian Ivy Moore looking on.



Dick Angle (left), Chief, Accounting, Division, with "Acting Division Chief" Steve Hill.



Material Management Branch Chief John Brister (right) shows John Herzog around the Federal Building.



Joe Miner learns about the Airway Facility Division from Pat Kittrick, Chief, Planning and Establishment Branch.

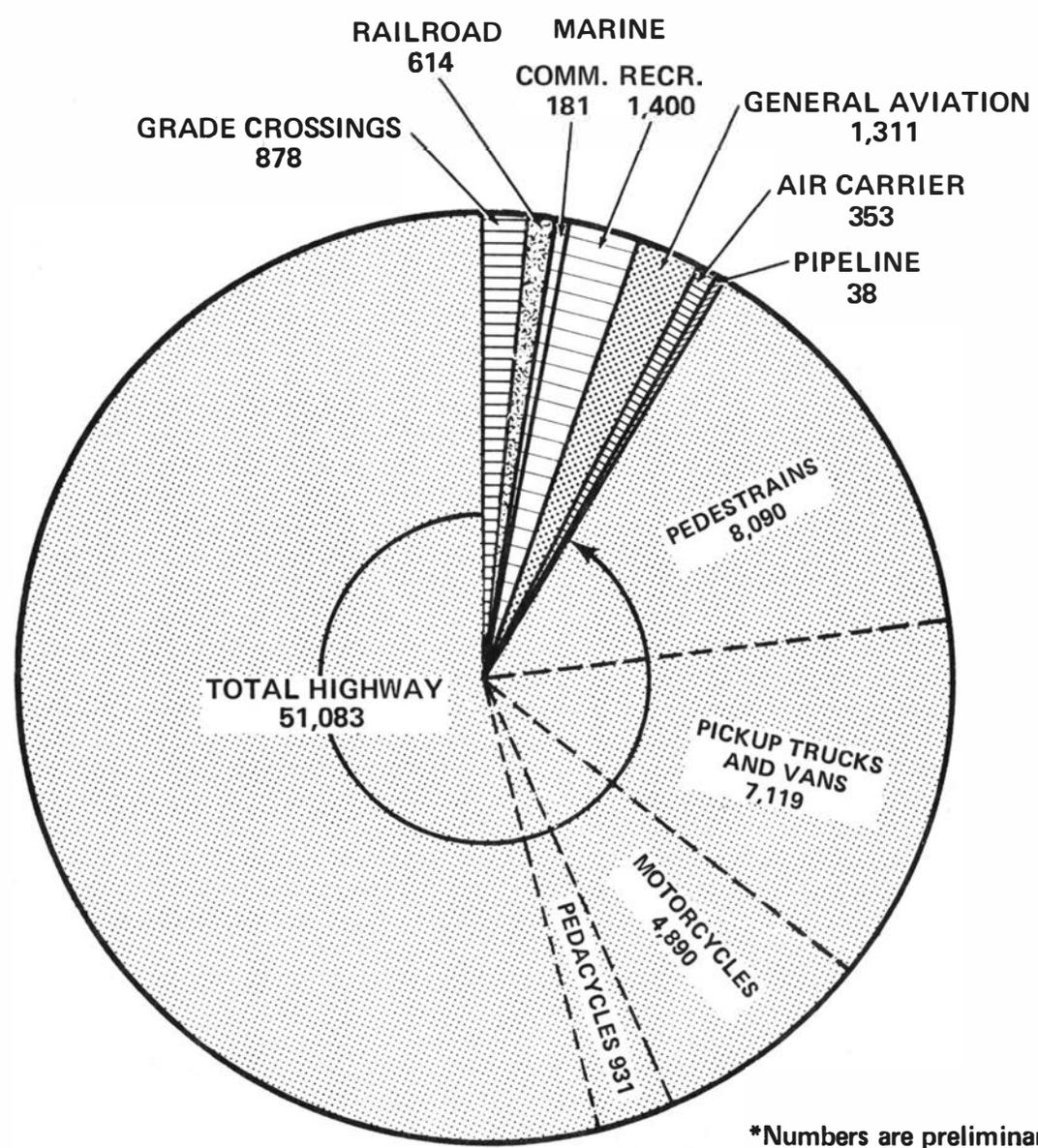


Airway Facilities "Acting Chief" Kim Moran in conference with Division Chief Al Bruck.



Barry Matisen (left) with Lou Olsen, Airway Facilities, AAL-461.

# TRANSPORTATION FATALITIES\* 55,858 IN 1979



\*Numbers are preliminary estimates.

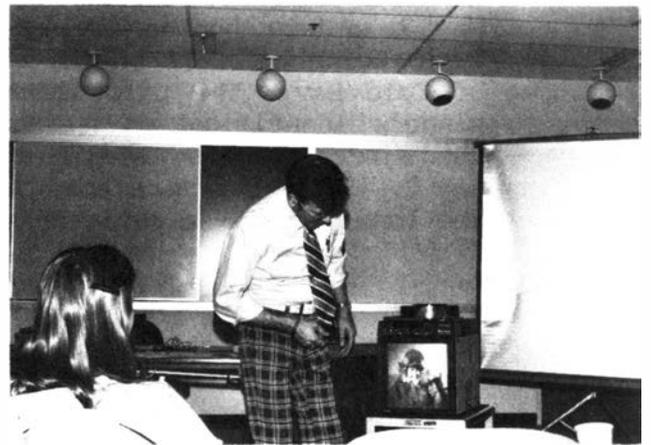
**NATIONAL TRANSPORTATION SAFETY BOARD**  
**Washington, D.C. 20594**

A unique program that provides employees facility in the use of audiovisual equipment was held recently at Regional Headquarters by Jim Hughes of Training. The twelve-hour course--the first of several to be scheduled--enables employees to gain skill in providing audiovisual services to their respective branch or division. Photos on this page were taken by Public Affairs Officer Cliff Cernick, who commented on the class audiovisual production: "A remarkable presentation."



Jane May, Pam Thibault, Dot Hircert and Ray Reeve gain a new-found confidence in using Wollensak/Kodak slide/tape unit. Of all of the equipment in AAL-17's arsenal, this piece of equipment is the most versatile and not as difficult to use as it may look. One of the highlights of the workshop was producing original slide/tape shows. Though the final "production" lasted less than two minutes, more than two hours went into each production which covered such facets as slide and theme selection, scripting, music selection, narration, taping, editing and sound synching.

Hughes explains method of operation for the Ringmaster slide/tape projector, one of AAL-17's most under-rated, under-used pieces of audiovisual equipment. One of Jim's objectives was to demonstrate various types of audiovisual equipment, explain their proper utilization and remove fears about using, what most employees consider, complicated equipment.



Despite a bit of clowning, the class assembled for the camera at "graduation" time.



Pictured above (left to right) are Jane May, Bert Belluomini, Dal Sessions, Pati Gibson, Pam Thibault, Mory Fogel, Bob Riedel (partially hidden), Carol Wilson (totally hidden), Dot Hircert, Sherri Nelson and Ray Reeves. Missing from picture is Julie Lord.



# AROUND THE REGION...

POMP AND SINGULAR CIRCUMSTANCE--Students, teachers, and townspeople at Bettles have been in the throes of planning a major event--the highlight of Bettles High School's year: the school's first graduation. For this first ceremony, several committees are feverishly planning a bountiful community dinner, crepe paper decorations, and, yes--even a Senior Prom. The dinner will be held in FAA's ComSerFac building. Comments Ann Carswell, Chief of the Bettles FSS: "What makes this event so unusual is that Bettles' first graduation class consists of just ONE graduate!"

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DEER "INVASION"--H. A. (Buddy) Bayeur, Chief of the Ketchikan FSS, has barely got the leaky terminal roof squared away when another problem rears its antlers. Buddy reports: "Airport security has had to chase about 20 deer off the approach end of Runway 11, just prior to a scheduled landing. I am coordinating with the airport manager on this and we're watching the situation carefully. So far the deer have not returned."

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GROUNDING "GHOST" FROM WAYBACK--Discovery of a vanished aircraft brought memories of ancient tides of war that once swept over the Aleutian Islands. Larry D. Buss, Chief, Cold Bay FSS reports: "On May 7, a bear hunter flying his own plane reported spotting a downed twin-engine aircraft on the beach of Unimak Island, 50 miles southwest of Cold Bay. The pilot returned the next day to get a look at the plane's identification numbers. A plaque in the cockpit identified the aircraft as an AT-17A delivered to the U.S. Army Air Corps on May 7, 1942. For more than 38 years the wrecked derelict has stood on the lonely beach--a relic of an almost forgotten theatre of war."

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WHAT STATE'S RICHEST?--Bob Baldwin comes up with figures that reveal Alaska is the richest of them all. Notes Bob in a recent report: "On the basis of per capita income, citizens of the largest state (where the similarly record-high cost of living can still mean just scraping by) are the leaders in distribution of wealth in the U.S. Following us--and in that order are Nevada, California, Connecticut, Illinois, New Jersey, Wyoming, Delaware, Washington, and Michigan."

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BEAT ME, DADDY, EIGHT TO THE . . . ER, GATE 54--E. W. (Moe) Knight, Chief of the Kenai FSS, has an environmental problem not generally encountered in FAA ranks. Says Moe: "The bar area in the Kenai terminal building is being expanded and refurbished to provide a disco. The name of the place has been changed from 'Daddy's Money' to 'Gate 54.' Our locking door is expected to increase in importance with this installation."

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