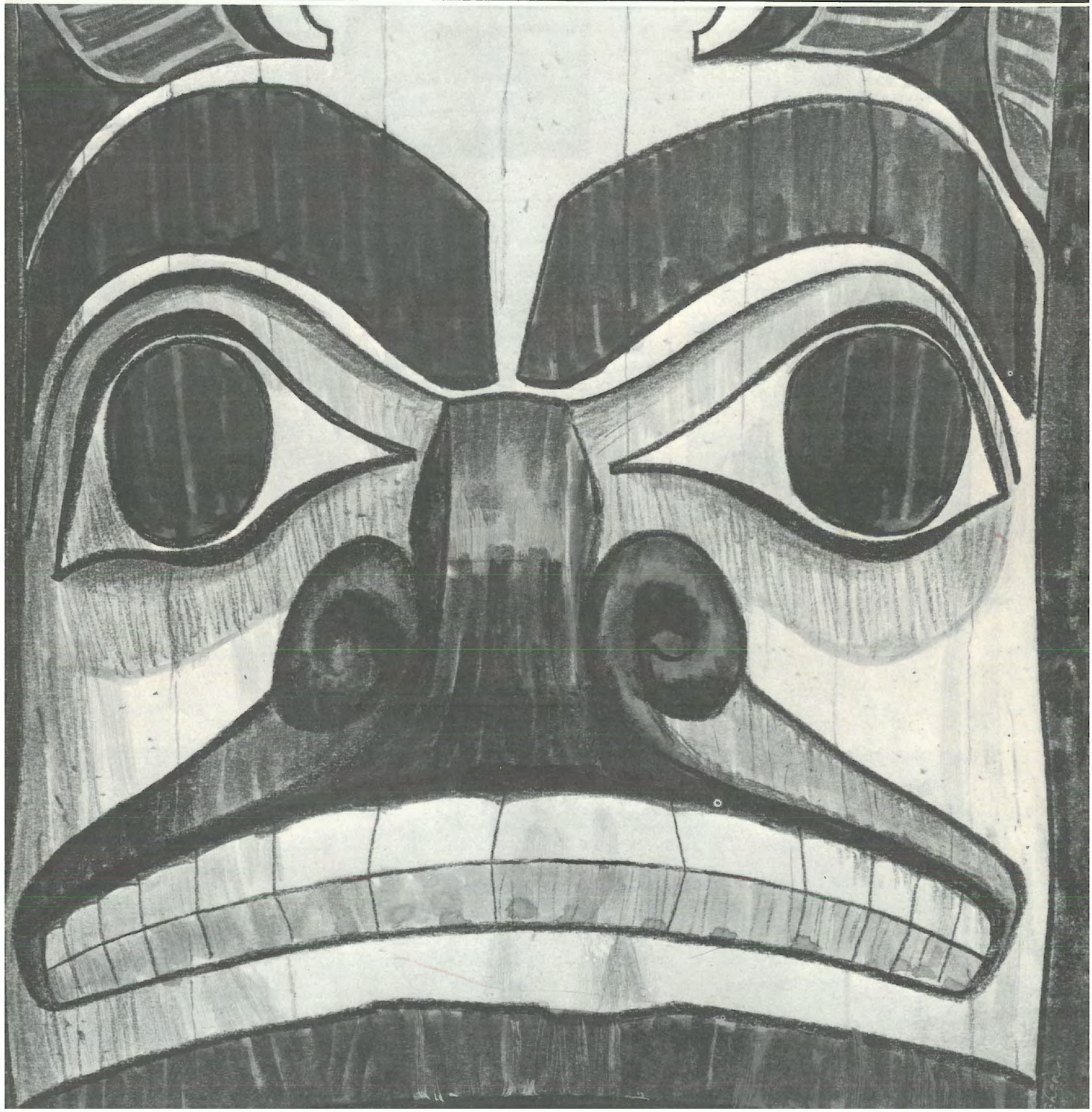


**SPECIAL
ALASKAN REGION
ISSUE**

The 49th State
Travels by Air

FAA HORIZONS

OFFICIAL EMPLOYEE PUBLICATION OF THE FEDERAL AVIATION AGENCY / OCTOBER 1966



**SPECIAL
ALASKAN REGION
ISSUE**

What makes the Alaskan Region such an interesting place to work and live is reported in this month's issue. These informative articles were prepared by the Region's Public Affairs Office—George T. Fay, public affairs officer, and Marjorie A. Goss.



COVER

Part of Alaska's rich heritage is the art of totem pole carving. Early in their history, the Northwest Indians were noted for this wood carving art. Today, as the airplane helps Alaska solve its transportation problems, the totem poles still stand as a symbol of its illustrious past.

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IN AN AVIATOR'S SKY

The American flag was raised in Alaska for the first time on Oct. 18, 1867, at Sitka, the former capital of Russian America. For \$7,200,000, America had purchased from Imperial Russia 586,400 square miles of territory, an area one-fifth the size of the continental United States, at a cost of less than two cents an acre.

Next year, Alaskans will celebrate their Centennial, marking the 100th anniversary of a purchase which has to be the "real estate" bargain of all time.

For airmen and those who serve aviation in the 49th State, the Centennial celebration will have a special significance. They can recall with pride that it was the airplane, piloted by a brave and adventuresome band of "bush" pilots during the 20s and 30s which made the territory's dream of statehood become a reality in 1959. The development of Alaska paralleled the development of aviation; in fact, the airplane was the principal means of transportation long before the rest of the United States took aviation seriously.

Americans knew very little about their far north territory until the airplane came along. Early explorations were limited to its coastal areas during the ice-free months and to the immediate lands bordering its great rivers and streams. The vast interior was blocked for the most part by granite-walled mountains, great forests and impassable tundra or swamp areas. During the winter months when snow covered the land, and the rivers, lakes and tundra were frozen hard, the sole means of transportation overland was by Eskimo dogsled drawn by teams of huskies.

At the turn of the century, even after gold was discovered along the shores of



George M. Gary, Director, Alaskan Region

the Bering Sea and the banks of its rivers, there were many skeptics who considered Alaska a liability to the United States. *Al-ay-ek-sa*, meaning "the great land" in the Aleut language, was pictured as a barren and uninhabitable waste, a land of ice and snow.

"Seward's Folly," the depreciatory epithet applied to Alaska at the time of the purchase, persisted in the minds of many until the airplane—like a giant key—unlocked the treasures held in the vast interior of the Great Land. The bush pilots, without Federal aid as now known, without adequate navigational equipment or official encouragement, pioneered the Alaskan skies and prepared the way for commercial and military flying. They pulled together a wilderness into a land that could become a State.

No story of Alaska would be complete without including the part military aviation played in its development. As early as 1935, General William (Billy) Mitch-

ell, an advocate of airpower had said: "Alaska is the most central place in the world for aircraft. . . . I believe, in the future, he who holds Alaska will hold the world. I think Alaska is the most strategic place in the world."

Accordingly, World War II saw the construction of a web of military airfields and communications nets which subsequently fostered the development of communities and the Federal airways structure of today.

We in the Alaska Region are looking forward to Alaska's Centennial Year with special anticipation. We know and appreciate what aviation has done to develop the potential of our State, and we are proud of the contribution the Agency has made to this development. We look forward with eagerness to the new tasks that lie ahead of us as we expand our services to match the growing needs of aviation on America's last frontier.

George M. Gary

Director, Alaskan Region

FLYING IS ALASKA'S LIFELINE



Warren Runnerstrom (right), senior controller at Northway FSS, welcomes a lower 48 visitor to station.

A Piper Cherokee cruises near Mendenhall glacier north of Juneau.



Alaska is considered by many experts to be the last big-game frontier in America.

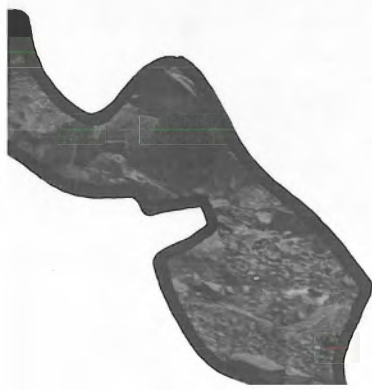




Russell Stallcup directs traffic at Lake Hood. Heavy traffic on the lake and on a nearby strip prompted the Agency to install a control tower.



This slightly misshapen barbell is Lakes Hood and Spenard, the busiest floatplane site in the world. The lakes, located next to Anchorage Airport, log over 41,000 landings and takeoffs annually.



On a flight to Alaska from the lower 48 states, one of the first voices a pilot is likely to hear is that of John N. Pfeffer, chief air traffic specialist at the Northway Flight Service Station.

Located 150 miles northeast of Anchorage, the Northway Airport is a customs check-in point for aircraft entering the State from Canada.

From this station, a pilot is checked by customs inspectors, if required, and is then briefed on weather and the route and flight data he needs to proceed to his ultimate destination in Alaska. From Northway, a pilot can fly southwest to Anchorage and the Kenai Peninsula or westward to Fairbanks—the jumping off place for flights to Alaska's interior and coastal regions.

But wherever the pilot-visitor flies, he will note a difference that he may not have experienced flying around the lower 48 states. In Alaska, there is a marked absence of the many man-made navigational checkpoints such as ribbons of paved highways and its associated cloverleaves and endless strings of railroads. To the visitor, the land will appear much as it did to Alaska's air transportation pioneers—the bush pilots. It is a land of great plains, broken occasionally by ranges of saw-toothed mountains, speckled with numerous lakes and ribbed by curling rivers and streams.

In Alaska where land and water transportation is extremely limited, flying becomes a way of life. Statistics bear this out. In Alaska the average number of aircraft passenger movements annually is two per resident. In the lower 48 it is only one movement per 11 persons. This is also evident in the amount of mail and cargo flown. In Alaska the per capita of mail and cargo is 190 pounds and in the lower 48 it is only 7.6 pounds per person.

Although the 49th State is sparsely populated—it has only 226,000 inhabitants plus the military—it is enormous in size. It is about one-fifth of the land area of the continental United States.

Alaskans live at great distances from each other, and one of the State's biggest problems has always been transportation. Its single short railroad stretching from Seward to Fairbanks, and its limited number of roads and highways do not begin to answer the needs of Alaskans for good transportation. For example, there is only one mile of road per 100 square miles of land. In contrast, road density in the rest of the United States



An Eskimo woman fishes through an ice hole near Arctic Circle.

is about one mile of highway per square mile.

For most of its history, travel to its outlying parts was accomplished by dog-sled in winter and river boat in summer. This virtual lack of transportation kept great areas of Alaska in a primitive state.

In all likelihood, Alaska would have struggled along in the limbo of territorial status had not the airplane been invented. It was the airplane and Alaskan bush pilots who helped roll back the frontier. In fragile airplanes they penetrated the wilderness: they carried men, equipment and mail to areas where great treasures in minerals, lumber, oil and natural gas awaited those who found the means of releasing them from the earth and moving them to waiting markets. The airplane—especially general aviation aircraft—made the development of these resources possible.

The importance of air transportation in Alaska is virtually unparalleled. The airplane in Alaska is as commonplace as the taxicab in Chicago or New York. "One in 50 Alaskans holds a pilot's certificate. General aviation aircraft in the 49th State are flown more than 100 hours each year," says Richard S. Thwaites, chief of the General Aviation Branch, Flight Standards Division. "This is almost twice the national average for small aircraft," he adds.

There are 162 air taxi operators serving Alaska's transportation needs. Like the early bush pilots, they provide the only link for many Alaskans who live in isolated mining camps and villages. Each year more than 15,000 resident and non-resident hunters and fishermen use air taxis to take them to remote areas where fish and game are plentiful.

Oil exploration work and the development of "off shore" oil drilling keeps a large fleet of helicopters busy. In the oil rich Cook Inlet area near Anchorage, the helicopter is the only vehicle that can be used to move people and equipment to the drilling platforms. Ice-locked in winter, with 30 foot tides pounding their supports, these sturdy platforms are dependent upon helicopters to sustain drilling operations.



Alaska is the land of the great outdoors. Here a family saddles up for a trip into the mountains. Horses are a great help in these rugged mountains.

Hunters clean ducks after successful trip to remote Alaskan lake. Grumman **Widgeon** is one of many types of aircraft used to transport hunters.





Above: Flying is a way of life in Alaska where land and water transportation are extremely limited. Here a family readies their plane for a sightseeing trip.



In Alaska the airplane is a way of life. A visitor arriving at the Anchorage International Airport quickly becomes aware of this as he rides to Anchorage from the airport. A half mile from the terminal building, he observes a traffic sign instructing motorists to stop for aircraft taxiing across the highway. Overhead and just north of the International Airport, floatplanes swarm in the traffic pattern at Lake Hood, the largest and busiest floatplane facility in the United States.

From the air, Lake Hood and adjoining Lake Spenard resemble a slightly misshapen barbell. Four hundred floatplanes vie for tie-down space on its crowded shoreline. One-fourth the total number of United States floatplanes are registered in Alaska. Lake Hood Tower controls landings and takeoffs on the lake and at an adjacent airstrip. During the winter months, floats are replaced by skies and the pace of traffic hardly slackens. Tower chief of the Anchorage-Lake Hood Tower is William B. Stolz, who says "Lake Hood Tower is the only control tower in the Agency which controls floatplane traffic."

There are 8,000 miles of Federal airways in Alaska. Highways of the air, they are equipped with the most modern electronic aids to guide the pilot to his destination. As a special service to the general aviation pilots who fly in rugged and mountainous terrain, the Agency continues to maintain low frequency radio ranges and beacons for their special needs.

Airmen in Alaska are served by 34 flight service stations, two air route traffic control centers, and three combined sta-

Right: Where the airplane is as common as the taxicab in Chicago or New York, many Alaskans still use vintage planes. Here is a Travelair Model 6000, circa 1929.



Above: This ski-equipped Cessna is used extensively for transport of personnel and supplies to remote camps. **Left:** Planes are the sole means of transportation in the Arctic Circle region.



tion/towers. Visitors flying in the State for the first time find that it is easy to get around in Alaska. Airspace isn't as crowded: control zones are few and far between. Three international flight service stations serve the air carriers flying the "great circle" routes to the Orient and Europe.

A thousand airports enable a student pilot flying a small aircraft to fly great distances," reports Robert P. Mensing, chief, Airports Engineering Branch. Well-spaced on the most traveled routes they are situated at almost gliding distance from each other. Engineers from the Region's Airports Division check the condition of these airports closely on their frequent inspection visits. They provide valuable engineering and advisory services on airport construction and maintenance to communities and State agencies requesting their help.

A major effort of the Federal-Aid to Airports Program in Alaska is constructing docking facilities for seaplanes in southeast Alaska. Laced by waterways, and pimpled by mountains, travel in Alaska's "panhandle" is accomplished by seaplane or boat. FAAP programs helped finance construction of 120 dock facilities for float and amphibious airplanes.

Updating the Agency services to meet the expanding needs of aviation on the "last frontier" is a constant activity of the Air Traffic Division. Studies conducted over a year ago by Darrell M. Nelson, Fairbanks Area Manager, resulted in a modernization program of the Region's flight services. The purpose of the studies was to improve services to aviation by relocating personnel and equipment to areas where flying activity was increasing. As a result, two "part-time" flight service stations were commissioned at Palmer and Dillingham. Each station is manned by one air traffic control specialist during peak hours of flying activity; they provide full range flight services to communities which never had these services before. Clifford Tubbs, ATCS, mans the Dilling-

Right: Northern Consolidated Airlines provided space free of charge for new Dillingham FSS.

George Gary nails up sign being held by NCA Vice President Wyman Rice as Ralph McDonald, King Salmon FSS, looks on.

Below: The Yakataga Flight Service Station may be rather isolated but, amidst such magnificent surroundings, who cares? The station is located between Anchorage and Juneau on the Gulf of Alaska coast.



Above: Frank Lewis (right), explains operation of Single Frequency Outlet transmitter/receiver to Virgil Lamb.



Right: John Craig (right) discussed weather with Richard Anderson of local Airmen's Association at Palmer FSS.



Above: John Hodge, Fairbanks operations inspector, talks with bush pilot Ray Calhoun prior to trip to a remote camp.
Left: General aviation operations inspector Roger Ashton, Merrill Field, preflights plane.



Clifford Tubbs is a one-man operation at Dillingham FSS.

ham facility; John S. Craig serves at Palmer. They are the forerunners of other part-time stations planned in Alaska.

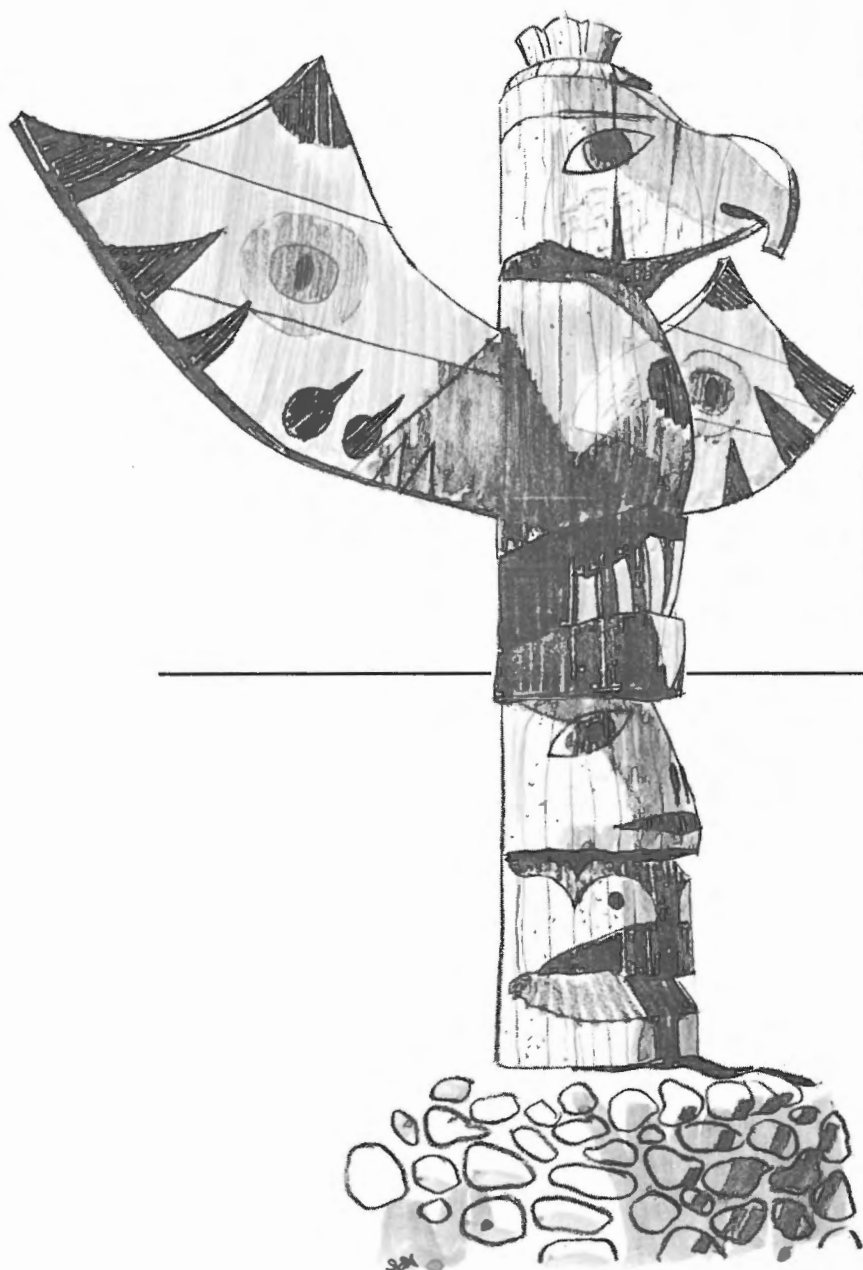
The flying public will soon get an "extension" to the radio party line in Alaska. "By means of the Single Frequency Outlet (SFO), the Alaskan Region will extend VHF services to aircraft flying in many out-of-the-way places," reports Frank R. Lewis, electronic engineer assigned to the Airway Facilities Division. This unique Alaskan service will extend throughout the State. Nearly 60 SFOs remotely controlled from flight service stations, will be located from Oliktok on the arctic coast to Ketchikan in the southeast, from Tok Junction on the Canadian border to Cape Romanzof on the west coast and from Seward in south-central Alaska to Nikolski in the Aleutians. Direct communications with flight service specialists will be available to all who fly. This is another example of the Agency's effort to promote aviation on a "safety first" basis.

Aviation has come a long way since Alaska's first bush pilot, Carl Ben Eielson, made his first flight in a Curtiss JN-4 Jenny bi-plane from the ball park at Fairbanks on July 3, 1923.

The airplane—Alaska's transportation—helped make the dream of Statehood for Alaska come true on Jan. 3, 1959. It has helped to shrink distances in the wilderness areas; it has conquered the "bush" and the mountain barriers. 🌄

Above: John Spalding (right), helicopter pilot for Alaska Air Guides, describes flight maneuver to Robert Stephens of the Alaskan Region Office.
Right: Fairbanks maintenance inspector Vincent Bocchetto Jr. visits Alaska's first school for mechanics at Fairbanks International Airport.
Below: Survival training for FAAers is conducted under realistic conditions at Skwentna, 40 miles north of Anchorage. Here some of the group are donning snow shoes for trek to camp.





LAND
of fantastic
beauty
and
incredible
wealth

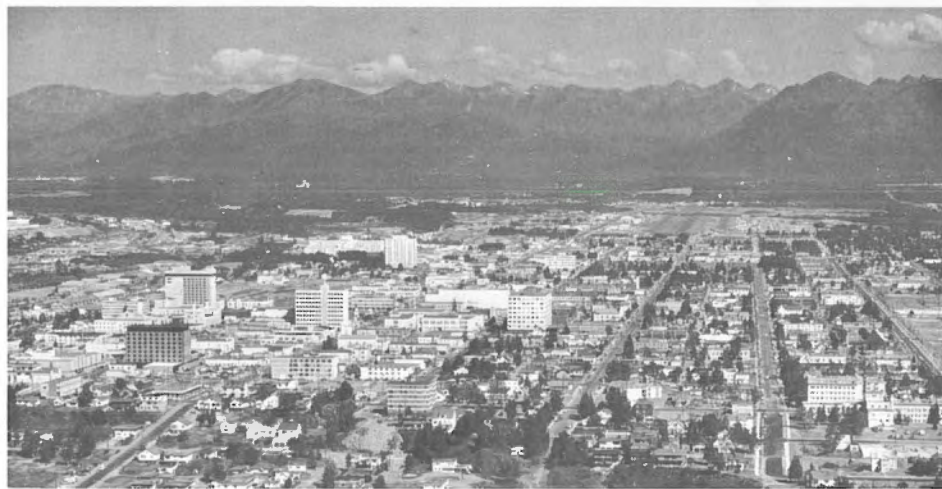
Left: The Indians call it Denali, "home of the sun," but most people know North America's highest mountain by the name Mt. McKinley. This enormous ice dome is 20,269 feet high and rises farther from its base than any other mountain on earth.

Right: FAA youngsters at McGrath get ready for the Grand Parade, one of the highlights of the Fourth of July program events in the town.

Below: Anchorage, Alaska's largest city, has many broad avenues and modern buildings. Hill Building, in the center of the picture, is the Agency's Regional Office. Chugach Mountain range is in the background.



Many FAAers attend classes at the University of Alaska during their off-duty time. The magnificent, wooded campus is near Fairbanks.



Until a Seattle headline in 1897 shrieked, "A Ton of Gold!" Alaska was mistakenly regarded as a worthless expanse of snow and ice fit only for walruses and polar bears.

Today, Alaska is a State, almost one fifth as large as the rest of the United States. (One wag's definition of claustrophobia: an Alaskan visiting Texas.) Yet it is less known to most Americans than any of the others—less familiar to many, in fact, than much of Europe.

It is not surprising, therefore, that the old misconceptions survive: that Alaska is an empty ice-box, a frozen waste of worn-out gold mines and ghost towns, a land of igloos and dog sleds. And to some degree, it is. But it is much more.

It is a land of fantastic beauty and incredible, still untapped, wealth. Above all, Alaska is a State of people—enterprising, vigorous and warmhearted. Of its 226,000 inhabitants, 1,500 are FAAers, living a unique, but nevertheless modern, life. Their preconceived ideas, gleaned from novels and Grade B movies, have been shattered by the day-to-day visits to supermarkets, neon-lighted drug stores and laundries. They go to movies and watch TV. To be sure, the FAAers living in smaller communities see their fair share of caribou, totem poles and ice-cutters. Sub zero temperatures of winter in the interior are forgotten, when the long sunlit days make up for the brief months of

winter darkness. But the morale of Alaskan FAAers is so exceptionally high that it's hard to believe they object to their remote assignments.

No matter what part of the country they come from, FAAers find challenges and opportunity in the Alaskan Region.

Edward P. Maciariello, supervising electronics technician* at Cordova, is a case in point. Ed is responsible for keeping nav aids working in southeast Alaska. The newest Doppler VORs and direction finders, TACANS, and low frequency radio ranges and beacons really test his mettle as a technician. "No where else could I get this kind of experience or find such a challenge," muses Ed. Ed and his wife, Elizabeth, hail from the East Coast. They have six youngsters—two boys and four girls. They like Alaska so much that they are thinking of staying here permanently. "Living here is more relaxed and the recreation is tops," reports Ed. Hunting, fishing and camping crowd his off duty time.

Many employees feel as Ed does about their work in Alaska. They find challenge and opportunity, satisfaction and pleasure in serving aviation in one of the "Flyingest States in the Union."

Director George M. Gary doesn't take the Region's high morale for granted. Frequent visits to field facilities keep him apprised of employee and family needs at the remotest stations.



Tanana Flight Service Station children await their turn with the dentist.



Above: Angela Fink appears a little uneasy at the dentist's probing. **Below:** Traveling nurse Maebelle Nielson gives Gary Near a shot at Northway.



Above: Michael Zaske takes Ray Collins fishing for northern pike near the Minchumina facility.

Right: The distaff side of the Anchorage and Minchumina facilities inspect some magnificent furs, including a pelt from a grizzly bear.



Land of fantastic beauty . . .

A program he instituted last spring to transport civilian dentists and their equipment in Agency aircraft to isolated stations is typical of his solicitude of the well-being of the FAA family in Alaska. A hospital is no further away than a few hours' flight in Flight Standards aircraft for any employee or dependent who becomes ill or suffers an accident.

"Alaska is not a backwater region for the Agency. No one comes here and is forgotten," says Clyde E. Shoe, chief of the Personnel and Training Division. "Under the Restoration and Return Rights Program started last year, employees who are recruited, reassigned or transferred from the continental United States can return after a tour of duty in Alaska."

This program was established to encourage people to broaden their background by accepting a variety of assignments. Under

this program, those who serve up to four, and in some cases six, years within the Alaskan Region are given certain guarantees upon returning to the continental United States.

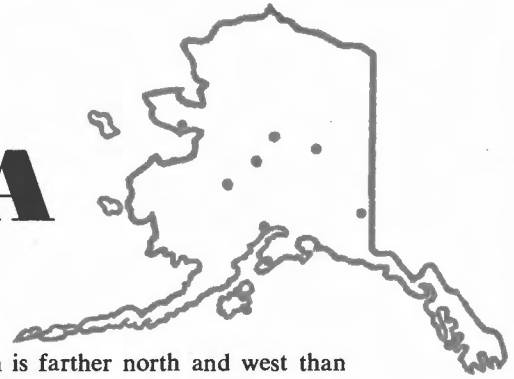
Transportation paid vacations "outside" Alaska every two years is another inducement for employees coming north. Under the provisions of Public Law 737, those who are recruited, re-assigned or transferred from the continental United States are eligible for transportation to their official place of residence and return for vacation leave purposes. This is contingent upon satisfactory completion of a period of at least 22 months service in this Region and their written agreement to serve another period upon return from leave. The transportation furnished includes the FAAer's immediate family.

An assignment in Alaska can be the most rewarding experience in an FAA career. Aviation pervades all activity here; for professionals, whose work is serving and promoting aviation, this is reward enough.



ACROSS ALASKA

With the Agency's People



Anchorage

Willard Probert, an electronic installation technician, installs a cable at the Kodiak VOR.

In the flyingest and largest state which is farther north and west than any of the other 49 states, the Alaskan Region has 1,500 Agency employees. They work at 48 different geographical locations. Anchorage has the largest contingent and the smallest is the one man Palmer (part-time) Flight Service Station.



Anchorage

Mrs. Eleanor Williams is an administrative clerk-stenographer in the Regional Air Carrier Branch.



Anchorage

Airway facilities technician William Jennings checks the glide slope at Anchorage International Airport.



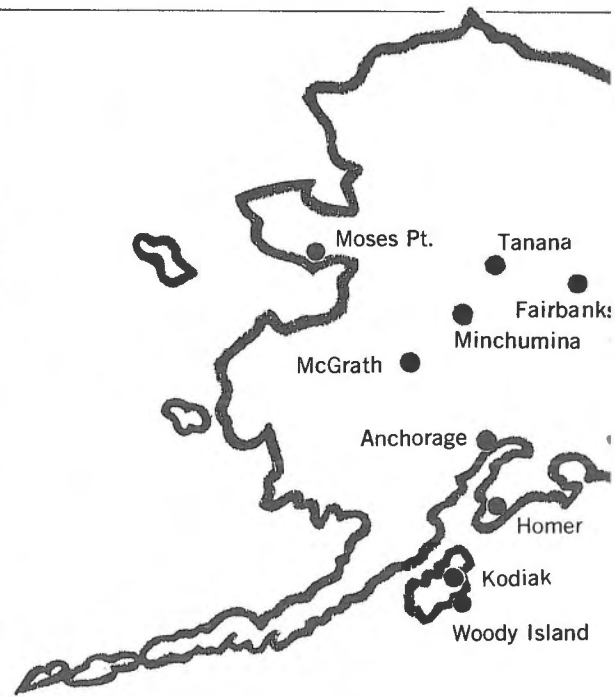
Anchorage
Holder of a commercial pilot's license, Charles Shenkel is the Farewell station administrator.



Northway
James Long tends equipment at this aviation gateway.



Moses Point
Lee Sarver works at one of Alaska's remotest sites.



McGrath

Defense readiness officer Ralph Westover (center) demonstrates the use of a radiological detector unit to employees of the McGrath FSS. That's his assistant, Nancy Stewart, on the left.



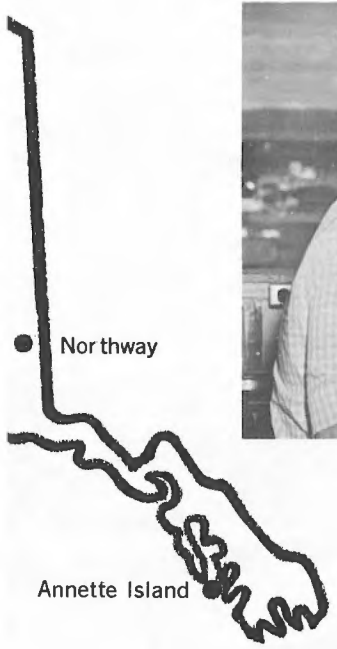
Tanana
The man with the green thumb is Jack Moore, Tanana's station administrator.



Tanana
Air traffic controller Darrel Fink worked in Indiana before moving to Alaska.



Annette Island
Off the job, Albert Bacon's ham call letters are KL7EQG.



Fairbanks
Mrs. Frances Scott is a controller at the combined station/tower.



Fairbanks
Gordon Schoeder checks the ILS monitor.



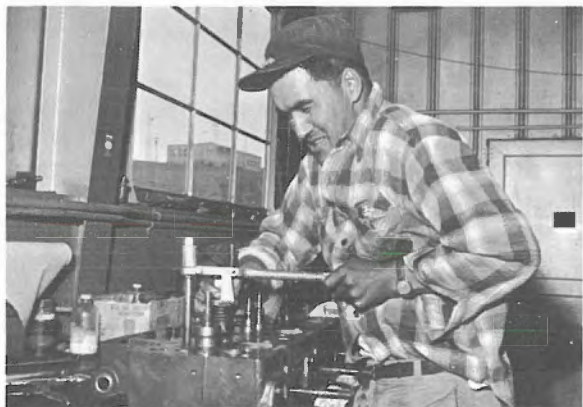
Homer
FSS specialist Joseph Frost takes reading on the barometer.



Fairbanks
William Lefferson uses a drill press at the maintenance shop.



Kodiak
Mrs. Darrell F. Chaffin, wife of the Area Manager, examines a large Alaskan King crab.



Woody Island
Engine equipment mechanic John Norbert does some repair work on an engine.



Minchumina
Supervisory technician Frank White likes to travel. He flies the Polar route to Europe on vacations.

Over the Top

What was just a dream—a short route to the Orient—by such early navigators as Columbus, Magellan and Captain Cook is a reality for today's modern jet airline captains.

Aircraft from Europe and from cities in the United States fly the shortest route—the great circle route—to the Orient via Alaska.

For many years the great circle route was traversed by only a few hardy pilots. But today with the increased range capability of jets, hundreds of pilots, both military and civilian, make thousands of flights over an area that was once considered formidable.

Along the great circle route to the Orient, Anchorage, the largest city in Alaska, has become a familiar refueling spot. The jets of the foreign air carriers, Air France, Japan Air Lines, KLM, Lufthansa and SAS, make Anchorage their only stopover on an 18-hour flight from Europe to Tokyo. Likewise, American-flag air carriers, such as Northwest Airlines, make it a regular stop for non-stop flights from Chicago and Seattle and other cities en route to the Orient.

It is here in Alaska that the Agency has one of its largest air traffic control areas. It stretches over much of the North Pacific Ocean.

The Oceanic Control Area, shaped like an irregular wedge of pie, has east and west boundaries that radiate southward from the North Pole. The eastern boundary is the 141 degree meridian (the Alaskan/Canadian boundary). The western boundary generally follows the International Date Line. At the south, the area is demarcated by the 48.20 degree north latitude parallel to 160 degrees west longitude and then the 40 degree north latitude parallel to the International Date Line. It also includes a large expanse of airspace west of the Date Line extending 158 degrees east longitude. This point is approximately 35 miles east of Russian Kamchatka Peninsula. Then the airspace boundary extends northeastward toward the Date Line.

This area which borders on four countries: Japan, Russia, Denmark (Greenland) and Canada is so large that the overlying airspace only recently has been utilized for commercial purposes. The airspace was commissioned as an Oceanic Control Area in 1955, but the range of most aircraft at that time was inadequate to transit the area nonstop; and those that were able to transit the area required favorable wind conditions. In the late 50s and 60s a few commercial airlines started making nonstop eastbound flights.

In the beginning, pilots desiring to fly the great circle route across the Pacific planned their routes along the Pacific's northern rim. The shortest route was still a long 4,900 miles and took 14 to 18 hours, depending upon the type of equipment used.

"Incredible as it is, today there frequently is a shortage of desirable airspace for the many flights transiting between the west coast, Alaska and the Orient. Since 1962 traffic in the oceanic area has increased at a rate of 33 per cent annually," reports David C. Simpson, chief of the Air Traffic Branch of the Anchorage Area Office.

The Alaskan Region air traffic control facilities exchange flight data and air traffic control information with their counterparts in the adjacent countries, with the exception of Russia. The common airspace boundary between Alaska and Russia is approximately 3,000 miles, however, there is no air commerce between the countries via Alaska.

The Department of Defense is one of the Region's principal



of the World



users of air traffic control services. They not only conduct extensive cold weather tests and maneuvers during the winter months, but conduct operations for the defense of Alaska on a continuous basis. Since the great circle is the shortest route to Viet Nam, many of the flights across the North Pacific are military. Walter B. Swanson, chief, Military Affairs, is assigned to the Alaskan Command to coordinate activities of the military and the Agency in Alaska.

Centers, approach controls and flight service stations play such a vital role in military maneuvers that they are, for all practical purposes, a part of each exercise. They provide pilot briefings, radar departures, en route and arrival services and other services related to the safe, orderly and expeditious movement of air traffic.

Three Air Traffic Control representatives regularly travel to military radar facilities for the purpose of indoctrination of military personnel in air traffic control procedures. They are James E. Carter, James C. Hooser and Richard J. Moore. In addition, military personnel frequently receive training at the Air Route Traffic Control Centers.

The airlines and commercial pilots normally conduct flights under instrument flight rules. These IFR flights in Alaska use the Anchorage or Fairbanks Centers. Each center is required to know the position and altitude of each aircraft at all times and in addition they must have a projection of the aircraft's position through their respective Center's area of responsibility. This requires dependable communications between the air traffic control centers and the airplanes, whether they are over the North Pole, two hours out of Tokyo or over Unalakleet, Alaska. The Centers have remote control air ground radio capabilities over all of Alaska, with the exception of the Arctic slope and the Aleutian Islands.

Communications between aircraft over the Polar Region and the Pacific and the Air Route Traffic Control Center are provided by the International Flight Service Stations (IFSS). Alaska has IFSS facilities at Anchorage, Cold Bay, Shemya and a remote facility at Point Barrow controlled by Anchorage. It is through these facilities a pilot can obtain prompt weather and aviation information concerning Tokyo, Oakland, Anchorage, Gustavus or any other location on or near his flight path.

"The quality of aviation services available to the pilot has increased continuously as the Region's communications capability has expanded," says Richard C. Young, chief of the Airway Facilities Division. Fifteen to 20 years ago much of the area was dependent upon Morse code circuits to receive and transmit

Nearly every imaginable type of air carrier is used in Alaska. Here are a few of them:

- 1 An Interior Airlines' Grumman being readied for flight.
- 2 An Alaska Coastal-Ellis Airlines' PBY parked at Juneau Airport.
- 3 The giant Pacific Northern Boeing 720 can carry 165 passengers.
- 4 We in Alaska has Constellations and F-27s.
- 5 An Air Force Lockheed C-141 flies past Mt. McKinley.
- 6 The dogsled teams up with a modern air carrier.
- 7 Preflighting DC-3 in minus 40 degree temperature.
- 8 Reeve Aleutian C-46 and DC-6 at Anchorage.



"Dawn at Tatalina" shows conditions confronting technicians at remote radar sites.

There is close cooperation between military pilots and FAA controllers. Here John Hatcher of the Anchorage Center (on ladder) talks with Air Force Capt. David Owsowitz.



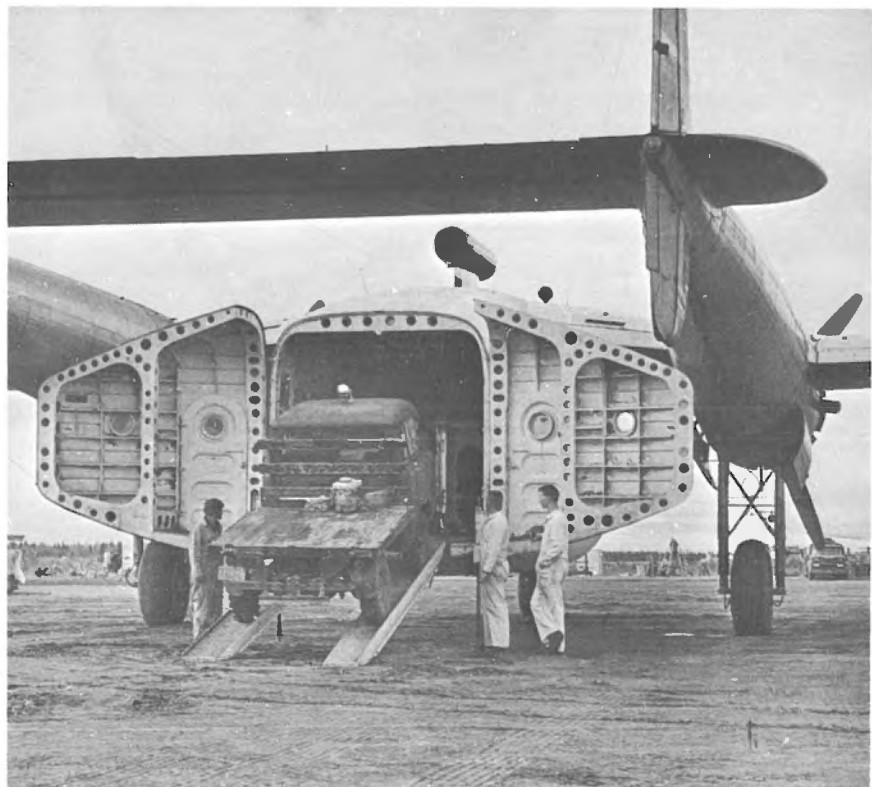
Military affairs chief Walter Swanson confers with USAF Col. Thomas Tilley.

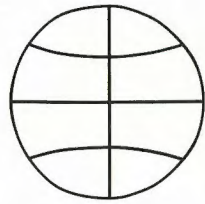


FAA aids Air Force F-102s which provide "top cover for America."



An Interior Airways C-82 at Fairbanks is one of the many aircraft used for hauling "out sized" cargo.





aeronautical information. Today high speed teletype and voice communications keep the pilots fully informed.

In the near future the Anchorage Center will participate in an air-ground communications test involving the Application Technology Satellite (ATS-B). The satellite will remain in a fixed position over the Pacific Ocean and relay conversation between controllers and pilots. This may be the oceanic communication link of the future.

In the meantime, air carriers operating in Alaska have taken over many of the "bush" routes throughout the State. Today surfaced runways replace the rough landing strips of a few years ago and permit operation by aircraft of ever-increasing size. Mere clearings in the bush have become bustling towns and cities, thanks to the airplane.


Air carriers of every description—including many general aviation aircraft operated by Alaska's airlines on some of their shortest routes—are to be found in the 49th State.

The largest menagerie of air carrier aircraft can be seen at the Fairbanks International Airport. Aging C-46s and DC-3s jostle for parking places on the ramp with the newest jet aircraft.

Weldon E. Bell, supervising inspector at the Fairbanks Flight Standards District Office, finds that an inspector's job is more challenging in Alaska. "Our people have to know so much about so many different types of aircraft, from the oldest to the newest. Airlines up here are flying types of airplanes that haven't been seen for years on the outside," he says.

Alaska's air carriers have largely taken over the role of the small bush planes serving industry and commerce in Alaska. As they have grown, so has the State. Former bush pilot Bob Reeve; the Wien brothers, Fritz and Sig, and Ray Petersen, now head their own airline companies. They are purchasing the newest jet and turboprop aircraft to replace their older equipment.

In the next decade, lacy contrails of the new generation of supersonic transports will point the way to Europe, the Orient and major cities of the United States. Alaska is making ready to welcome the first SSTs.

New runways are being planned and older ones are being improved for the heavier aircraft; airport facilities are being expanded to welcome the air travelers and FAA services are being modernized and extended to speed the visitors safely and expeditiously on their way. 



From left, Jack Bracelen, Stanley Ferber and Robert Stephens check figures on an aircraft modification problem.



Roy Boyle (left) of the Fairbanks FSDO and Wien Alaska Airline pilot Peter Merry preflight the Swiss-built Pilatus Porter aircraft before takeoff on an Alaskan flight.



Thomas Cianfrani, chief of the Anchorage IFSS, takes Nils Eckenman Scandinavian Airlines station manager, on a tour of the facility.

Two veteran Alaskan pilots get together. Jack Jefford (left) is the FAA chief Alaskan pilot and Bob Reeve is president of Reeve Aleutian Airline.



names &



Wichita, Kan., Tower controllers, from left, Robert Layton, Benny Kirk, Gordon Steinkrauss, Charles Beattie and Ernest Stahly, organizer of a pilot-controller forum, answered questions of local pilots at a "standing room only" crowd at the downtown Wichita YMCA.

After boarding in FAA's Los Angeles hangar, Surveyor II was shipped to Cape Kennedy.



Charles Hawks (left) of the Western Region presents a type certificate to Lockheed President Charles Wagner for their new rigid-rotor Lockheed helicopter, model 286.

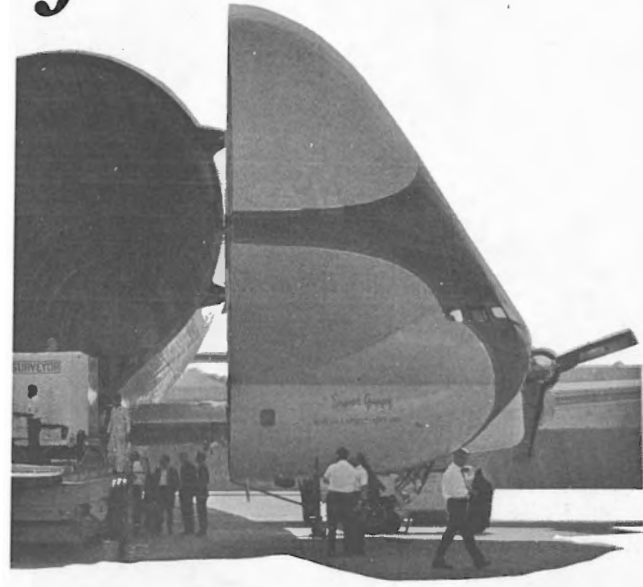
Joseph Levy (right) of Eastern Region's Personnel and Training Division and his wife recently adopted two Hong Kong children. The two, Koom Wah, now Mark, and Lai Wah, now Karen Sandra, are trying their hand at Western arithmetic. It took the Levys three years and a monumental amount of paper work to adopt the two Chinese waifs.



Meet four of the Southern Region golf champions. From left are John Smith, Charles Hallman, Harwood Shoemaker and Hal Buck. A fifth champ was J. Gardiner.



faces



Valdosta RAPCON facility employees received special awards recently from their chief, William Wilson, for outstanding service. Receiving the awards were, from left, Robert Horne Jr., Eugene Russell, Mrs. Sharon McCook, Donald Pickett and William Gregory Jr.



The Central Region Director's Safe Driving Award was presented to the Indianapolis Airway Facilities Field Office. Norman Amundsen of the Chicago Area Office presented the plaque to W. S. Shaw and Donald Shaklee.



Eight youngsters from the Seattle area were hired this summer under the President's Youth Opportunity Campaign. All worked in the Seattle Area Office. One of the boys worked on the drafting board while others had equally important jobs in the area office. Those hired included, from left, Ken Vorise, Dave Desmond, Josie Williams, Wendy Watanabe, Chester Geyen, Don Williams and Kay Coston.



Martha Still of the Central Region Airway Facilities Division received a special award from Alan Glass (left) and Nelson Barritt.

Names and Faces / continued

Honolulu Tower controllers have adopted a daughter. She is Tam Yuk Ling, an 8-year old Chinese refugee living in Hong Kong. The controllers say a desire to "give some poor child a hand" led to the adoption. Controller Bill Weeks spearheaded the adoption.



Betty Dale (center), former FAA secretary on her way to a new job in Tokyo. Lee Karratti (left), another secretary at the Academy, gives Betty a Hawaiian-style sendoff.

William Shipley of the Jamestown, N.D., FSS uses two microphones regularly—one at his air/ground FSS position and the other as a square dance caller at the Jamestown Crippled Children's School.



Members of the Balloon Club of America receive an FAA flying certificate from Ben Rock of the Teterboro, N.J., office.



James Lenox, Dallas AFS chief, was named president of Airways Engineering Society for third term.

Eastern Region's Boston Area Office, is, indeed, a bachelor's paradise. On the staff are, seated—Lynn Anderson; standing—from left, Mary Davidson, Linda Taylor, Antoinette Baica, Carole Pazola, Joan Mehrhoff, Rosemary Abate, Margaret Drew, Theresa Theriault and Joanne Williamson.



Former Guam Area Manager Edward Warner (center), received membership certificate for the Ancient Order of the Chamorro from Guam Governor Manuel Guerrero. Warner's successor, George Harris looks on.



Learning at the Pacific Management Institute in Hawaii is a pretty painless venture in these surroundings. Strolling through the grounds of the Kona Pavilion are, from left, David Simpson, Alaskan Region; James Higa, Pacific Region; John Tunis, Western Region, and Joseph Soares, Pacific Region.



Lorraine Berghuis, accounts maintenance clerk in the Chicago Area Office, is a spare time skin and scuba diving expert.



Marie Putorti of Eastern Region's Air Traffic Division won \$60 for suggesting a new form which resulted in a \$3,600 annual saving. Robert Martin presents the awards.

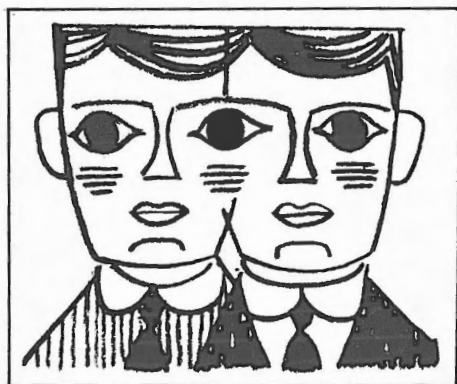
The Dulles Fire Department helps extinguish a test fire at an airport site. This is one in a series of foam application experiments.



Five employees of the Oakland Center have received awards for outstanding work. Center chief Frank Happy (second from left) presents the awards to, from left, Harry Van Vleck, Donald Chapman, Thomas Whiting, Ross Howe and Edmund Chadwick.



personnel pipeline



If you ever have a problem or complaint concerning some aspect of your work, by all means discuss it **first** with your supervisor. It is important that you and your supervisor have complete understanding. Remember that your supervisor cannot easily do his job without a good performance on your part, and conversely, you cannot progress very far without his help.

However, the Agency recognizes that some problems that simply cannot be resolved through an open, frank discussion between employee and supervisor may still exist. To assure complete fairness for all concerned, FAA recently revised its handbook (3770.2) on Adverse Actions, Appeals and Grievances, which tries to keep grievance procedures simple and uncomplicated.

Informal Settlement Attempt

The new handbook requires the employee to bring his complaint to his supervisor's attention **before** registering a formal grievance. He may do this orally or in writing. The supervisor is required to reply within ten days after receipt or to advise the employee why a delay will take place before response. If the immediate supervisor cannot resolve the difficulty, then the problem is to be referred to the next higher line supervisor. At this point, a personnel management specialist may be drawn into the consultations.

If the problem cannot be resolved through these informal discussions, and the employee feels satisfactory adjustments are not being made, then his next recourse is to begin grievance procedures.

The Grievance Procedure

Like the informal settlement, the grievance procedure begins with the employee's bringing his complaint to his supervisor. Under this form of action, however, the employee not only must state his case in writing, but must identify the specific nature of his complaint and the corrective action he desires.

The written grievance is forwarded to a deciding official who, in most cases, is at a higher level than those officials who reviewed the matter informally. The deciding official then confers with both the employee and his supervisor to further ascertain the facts of the case. He

may consult with a personnel management specialist and with his own supervisor.

The deciding official tries to resolve the complaint himself and must give a written decision to the employee within 15 days of receiving the grievance. Otherwise, he must inform the employee of the reasons for the delay and tell him when a decision may be expected. If the written decision still is unsatisfactory to the employee he then may refer the matter to the Agency Appeals Official, but within ten days.

The Appeals Official

The Agency Appeals Official renders the final FAA decision on formal grievances. The employee tells him, in writing, the issues of the case, the suggested corrective action, whether he wishes to make a personal presentation of his case, and the name of his representative, if he chooses to have one.

After receiving this request, the Appeals Official designates an examiner to conduct a grievance inquiry, at which the employee and/or his representative presents the case. The grievance examiner reports his findings and recommends action to the Appeals Official. A written decision must be issued by the Appeals Official within 20 days of receiving the grievance examiner's report.

Who Are Grievance Examiners?

Grievance examiners are selected from FAA employees who possess the experience, objectivity and analytical ability needed to conduct an impartial review. Furthermore, they received special training to perform this function. (In addition, grievance examiners hear employee appeals from adverse action in cases involving suspension of 30 days or less.)

The examiner conducts the inquiry as informally as possible, through any combination of interviews, written statements and record reviews. The employee and his representative can—and are encouraged to—give his side of the controversy. Once the grievance examiner gives his report and recommendation to the Appeals Official and after the Appeals Official renders his judgment, the decision, from FAA's point of view, is final.

The entire purpose of the revised Grievance System is to provide a clear cut method whereby an employee can speak his mind about things that trouble him. But while the formal procedures outlined above give the employee an opportunity to complain reasonably without fear of restraint or reprisal, the most meaningful solutions generally rest in a constructive and frank dialogue between employee and supervisor.

Rally Around Alaska!

Sportsman-Pilot rallies promoting aviation safety among private pilot and air taxi operators who use small aircraft to hunt game attracted large crowds when they were held in three key Alaskan cities, Anchorage, Fairbanks and Juneau this summer. The rallies were sponsored by the Alaska Airmen's Association and the Ninety Nines and supported by the FAA and Alaska's governmental units, the Department of Fish and Game, Division of Air Commerce and the Department of Aviation.

"The rallies were organized to preach safety," Richard S. Thwaites, chief of the General Aviation Branch, Flight Standards Division, said.

"Each year we experienced a rash of accidents during the hunting season," Thwaites said. The problem was discussed with Alaskan pilot groups and the rallies were organized to carry the safety message to the pilot.

The rallies featuring flight safety films, flight demonstrations by qualified pilot instructors and static displays have been received so enthusiastically, they may be held annually.

At the Juneau Rally, supervisory inspector Don Burlingham (left) and Charles Kellogg of Alaska's Fish and Game Department were on hand to explain the perils of carrying external loads on the aircraft on hunting trips.



A spot-landing competition was won by Peter Hagland (center) at the Fairbanks Rally. Alaskan aviation official William Burns presented the winner a cup while FAA inspector Weldon Bell (right) offered his congratulations.



Above left: Some of the Fairbanks Rally planners included Airport Manager Frank Conway (left), GADO inspector John Hodge and PAA Agent Donald Adler.



Above right: Roger Borer of the Alaska Airmen's Association measures a plane's altitude after Merrill Field GADO inspector Roger Ashton (right) explained the device.



