



## NEW TELECOMMUNICATIONS SYSTEM TO BE INSTALLED AT ANCHORAGE

An automatic telecommunications system has been purchased by the Federal Aviation Agency for installation at Anchorage to modernize its aeronautical communications in the Alaska area. The new system with its automatic switching ability will add speed and capacity to the present aeronautical telecommunications system.

The equipment is being purchased from the North American Philips Company, New York, at a cost of \$601,937.

Reports from 65 FAA and other stations will come into the Aeronautical Fixed Telecommunications Network (AFTN) and be automatically switched to the proper receiving station in fractions of a second instead of the present time-consuming process of taking a punched tape and manually placing it into the proper circuit.

Most of the messages carried will be in FAA's category 'Service B' which covers aircraft movements, flight plans, messages relating to air traffic control and weather information. Both international and local area messages are carried by this service.

Installation work under the contract will begin immediately at Merrill Field with a target date for completion by 1963. Thirteen circuits are to be available with a built in capacity for 64 circuits, if required.

At the same time faster automatic teleprinters for most of the 65 points in the system will be installed under a previous contract. Sending and receiving speed will jump to 100 words per minute as compared to current speeds of 60 and 75 words per minute.

Capacity of the new system to handle messages will be more than double the present, manual system since time will be saved in forwarding the messages as well as in the elimination of nearly all manual handling. The system will have a total capacity of 450 incoming and 850 outgoing messages per hour. Both duplex and half duplex circuits are to be incorporated. Duplex circuits will transmit and receive simultaneously while half duplex will only transmit or receive at one time.

In addition to FAA flight service stations in the circuit FAA will provide service to airlines in Alaska, certain U.S. military installations, and to the Canadian Department of Transport at Whitehorse and Cambridge Bay, Canada. Circuits will connect with FAA air route traffic control centers at Seattle, Washington and Honolulu.

At the Anchorage message center three consoles each equipped with two automatic teleprinters will be supervisory and service control positions for the Alaskan system. Automatic routing and switching of messages will be achieved through sophisticated electronic devices which will 'read' the address symbols of the incoming message, store them momentarily if the outgoing circuit is busy and then automatically send out the message to the proper destination when the appropriate circuit clears.

## CHARITY DRIVE KEYMAN COMMENDED FOR SUCCESSFUL CAMPAIGN

FAA Keyman in the 1961 Federal Service Campaign for National Health Agencies have been commended for the outstanding job they accomplished during the recent drive for funds.

A. H. Schutte, chairman of the Alaska State FSC NHA committee, points out in a letter of appreciation to FAA workers and other federal agency employees in Alaska that the agencies showed an 18 percent increase over 1960 and provided more funds for the American Cancer Society, the Alaska Heart Association, and the Alaska Crippled Childrens' Association than ever before.

Lieutenant General Frank Armstrong, former commander of the Alaskan Command, in a letter to Regional Manager Hulen also expressed his appreciation for FAA's support of the campaign. General Armstrong declared, 'Your key workers are to be congratulated for a job 'well done'.'

In a letter to E. S. Griffin, project officer for FAA, Mr. Hulen praised highly the work of the project officer and more than 50 keyman who were responsible for the success of the campaign among FAA regional employees.

In discussing the campaign Griffin said, 'I wish to express my deep appreciation to each and every keyman who participated in this effort. The fine cooperation and spirit shown by all was noteworthy.'

FAA's contribution to the campaign, which netted \$37,105 from federal employees in Alaska, was \$2645 or an increase of \$777 above 1960 contributions. The total of all federal agencies in Alaska showed an increase of more than \$4000 over last year's drive in contributions to the cancer society and the heart association, and approximately \$2000 more to the agencies representing CARE, Crusade for Freedom, and the American-Korean Foundation.

The following were keymen for the highly successful FAA region-wide drive:

Stan T. Erickson, Carl Fundeen, Alan Haferbecker, William Nesbit, Jacob Holzenberg, Herbert Hanson, Frank Smith, Henry Olsen, Charles Whitfield, James Hart, Wes McIntosh, Raymond Slack, Thomas Cianfrani, Donald Darling, Jonathan Lawton.

Phyllis Minkler, Shirley Berry, Sue Butcher, Bess Goodrich, Hermann Kurriger, Joyce Whipple, Robert Maloney, Cecil Bryant, Harold Consaul, Virgil Lamb, James Vrooman, Art Schwankel, Vic Krmca, Dwayne Lachelt, Norma Dean, Lola Asch.

Richard Snoderly, Richard Joern, Faith Schoming, Ken Wood, Freeman Lathan, Kay Falke, John Williams, Leon Tallman, Anthony Ziegienski, Wesley Waterman, Viola Sandell, Cyril Kiehl, Edgar Aznoe, John Silven.

Evamaye Culp, Phil DePalmer, Perry McLain, Francis Graham, Robert Matsen, Don Keil Charles McGowan, Ernest McCullough, Harrison Bushman, James McKone, Joe Yesinski, Fred Biesemeyer, William McDaniel, Dave Dishaw, Gene West, Wilda Dix, Dick Thwaites, Eddie Allen, and Linda Hartman.

## CLUB TOURS PRIBILOFS AND COLD BAY



The group of Civilair club members and friends are boarding the plane at Cold Bay for their return trip to Anchorage after sight-seeing on the Pribilof Islands and Cold Bay. The group of 22 departed Anchorage at 6:00 a.m., July 15 arriving at the Pribilofs around noon enjoying beautiful clear weather most of the way. After touring the island and viewing and taking pictures of the fur seals, the group left for Cold Bay, arriving just in time for a party given by the FAA station at the recreation hall.

The next day, Ray Caudle, station manager escorted tour members around the area and through the new FAA buildings. The wild tundra flowers and a view at close range of a large brown bear added to the general enjoyment. The group was clamoring for details of the next planned club trip as they arrived back in Anchorage that night. Special thanks are due the FAA people at Cold Bay for their hospitality, time, and service given for the pleasure of the club outing.

## ANIAK

Dallas Seitz and daughters, Janet and Beanie, returned after vacationing on their homestead on the Kenai and visiting friends in Anchorage.

Ordeen Jallen and family have been vacationing in North and South Dakota. Ordeen planned to return with a new aircraft to add to his fleet.

A farewell party was held in honor of Dave and Muriel 'Butch' Leach. After 12 years of school teaching and operating the Aniak Lodge, they are returning to Boston, Mass. Odds in favor of their returning to Alaska within a year are quoted at about 5 to 1.

Kenny Hellard wandered down to the slough one evening to watch the fishermen. He picked up a rod one of the Venes kids had been playing with. No reel, just a few feet of line and an old bent hook. Kenny stuck a few fermented salmon eggs on the hook, threw it in and the slough exploded. When the spray had settled Ken had a 23-3/4 inch rainbow weighing six and three-quarter pounds. A Fish and Wildlife man took the measurements and also wanted the head, but the Hellards think it will look better on a plaque than on a platter so are keeping it.

Sevilla Smith is going to Anchorage shortly to await the arrival of grandchild number two. Kimmy, her two year old granddaughter, has been visiting with her for the past month.

Hellards are taking PL 737 to sunny California to visit relatives, soak up sunshine, and shop. The children are looking forward to Disneyland and the parks but we think Kenny has something more like Las Vegas in his mind.

Violet Hellard

## UNALAKLEET

The Unalakleet FSS is being loaded down with cheechakos this trip. We have Bob Mahoney who transferred here from Tucson, Ariz. and Ed Reisinger formerly a Florida resident in the sea food racket. Surprising as it may seem Ed is more interested in the Unalakleet berry patches than in the salmon runs which goes to show his superior intelligence, for at Unalakleet one can get fish anytime but with berries it is a different story. At the time of this writing, our newest recruit, Charles Bliss, is somewhere on the Alaska highway having transferred from Drummond, Mont. And Bliss is exactly what we hope to have for it will be the first time we have had a full compliment for many moons.

We are under construction here this fall with a crew of men building an addition to the FSS in preparation for the console and all its associated goodies, picture windows and all. But with the hunting season upon us, we have other things to think about besides the new workshop, so are able to control our anxiety. Bob Marion and myself went out and zeroed in our rifles the other day and decided to try out Kinsella's bullet trap. We discovered that a common ordinary old 30.06 with hunting ammo will punch a pretty hole right smack through a sheet of 3/8 inch steel at a 60 degree angle. But the bullet was trapped alright---in the 5/8 inch plywood backing behind the steel plate. Sometimes when the animal you want to catch is elusive of traps a snare will do the trick. Anybody know how to make a bullet snare?

## YAKUTAT

Donald Farley, EMT, gets first deer of the season. Mr. Farley, Don, to most of us, on a trip up and around Kantak Island early one August morning picked himself up a nice year-old buck. We are looking forward to a deer steak from you, Don.

G. S. Clark and Madge, his wife, leave Yakutat after fourteen years residence. The Clark's were Pacific Northern Airlines agents at Yakutat. Clark is going into the freight office of the Airlines Seattle terminal, Madge is retiring from work. Mrs. Josephine Farley, wife of Donald Farley, EMT, sponsored a banquet for them and with the combined efforts of the FAA, WB, Colorado Gas and Oil Corp., Coast Guard and some town people, it was conducted very successfully.

A very quiet Fourth of July was held on the station with most personnel out fishing and crabbing; by this crabbing I mean catching Dungeness crab. Everyone is oiling up shooting irons for deer season which opened August 1, and for moose season, which began August 10.

Thomas Neville, Jr.

hunting can be



fun. . . . .

## FAIRBANKS

The staffing pendulum of the Fairbanks Center-Rapcon passes bottom center this month when Curtis L. Tyree departs in-grade GS-11 for the Edwards Rapcon in the newly designated Western Region. His transfer levels off the radar controller compliment which was left in overage when Ladd AFB closed in September of 1960.

Louis D. Roberts lessened the assistant ranks by one when he headed home to Virginia after being reassigned to the Roanoke FSS.

Out here on the frontier we have chances to be in on demonstrations of the spirit that makes the tradition of outpost life, and duty, as the following indicates:

Alaska's summer routine of extra length sunlit days had managed to change itself into a blackish gray disposition full of dark turbid clouds filled to the overflowing with large drops of cold wet rain. The sun which had not yellowed the landscape for two days was time-tabled by the hour of the clock to be well behind and below the Brooks Range. The control clock's rollers were just turning to 0700 Greenwich when the control tower called approach control radar reporting a light aircraft circling Murphy Dome saying that he was preparing to land on the Murphy Dome road on account of lowering weather.

Approach Control quickly rang up the Air Force Duty Officer who in short order had two trucks and a medical man, complete with black bag, ready to jump off the hill by the time definite word was received that the plane had set down on the rutted hilltop road.

The next word from the tower reported the plane as eight miles from the Livengood cutoff. Since this was a good twenty miles from the previous it was decided that the exact position of the aircraft was not definitely known.

By this time the tower had the state police alerted to proceed from the Fairbanks end of the muddy dirt road across the rolling tundra hills to Murphy Dome. The pilot next radioed that his engine was cutting out and that he was going in.

A few anxious moments later he called in again saying that he was now flying in a small valley over the Chatanika River. The tower then directed him up river toward the Chatanika Lodge. Soon thereafter radio contact was lost.

During all this time Air Force and FAA radar was scanning the lost aircraft's area even though the operators knew before looking into the round faces of their searching electronic eyes that the little lost bird was too deep in the canyons to be seen.

Two civil pilots from a private airport also took

to the air to search for the wanderer.

The lost aircraft by this time had followed the Chatanika River up to the lodge and had landed on the road.

One of the well briefed civil pilots soon located him, landed, talked the situation over, then took-off and led him back to Fairbanks where he made an uneventful landing.

This operation which consumed a slight thirty minutes indicates how quickly cooperation among pilots and agencies both civil and military plus the mobilization of their efforts is effected in the Alaska bush.

Erland D. Stephens

## BOWLING LEAGUE SEASON OPENING

The 1961 bowling season is about to get underway and for FAA teams in the Anchorage area it promises to be bigger and better than ever.

The men's bowling league will begin play at 6:30 p.m., September 7 at the Center Bowl in Spenard. Two additional teams have been organized, bringing the total in competition this year to 22. Persons interested in joining the league, open to Weather Bureau and FAA personnel may contact Bob Leise, secretary, at the Anchorage Air Route Traffic Control Center.

A women's bowling league is also being organized with a meeting scheduled at the Center Bowl nursery September 9 at 6:30 p.m., to discuss a schedule, rules, and regulations. It is open to all FAA, WB, and CAB women employees, and wives and daughters of employees. Interested persons may contact Jeanne Collins at the ARTCC training center.

In addition plans are underway to organize a mixed league with two couples per team.

## WEITZ TO WASHINGTON

George H. Weitz, chief of the Flight Standards Division, has been named chief of the Maintenance Division, Flight Standards Service, Washington, D. C. Weitz assumed his new duties in August.

A veteran of more than 20 years with FAA, George came to Alaska as division chief approximately two years ago. His career with FAA includes a previous tour of duty in Alaska in 1947 and assignments in several European countries and many sections of the United States.

Mrs. Weitz and their children, George, Arthur, and Jody accompanied George to Washington to make their home.

Bud S. Selteneich, chief of the maintenance branch of the Flight Standards Division, has been named acting chief in the regional office.





Four employees of the Administrative Services division share nearly \$1000 in cash in recognition of Sustained Superior Performance. Award certificates and checks were presented the quartet by R. T. Williams, assistant regional manager (third from left), recently. From left: Hermann Kurriger, photographer; Margaret Walker, space management officer; Williams; Dorothea Johnson, mail clerk; and Lillian Watson, telephone operator.



Three Anchorage FAAers are honored in the regional manager's office as they receive Sustained Superior Performance awards. Regional Manager Hulen presents a check and certificate as he congratulates Mrs. Janet Knight, voucher examiner and certifying officer. Also being honored with checks and certificates are Henry W. Lally, project auditor, and Mrs. Alice Marie Gallagher, supervisory budget analyst. The checks totalled \$650.



In recognition for exceptional service to the government, Outstanding Performance Ratings were recently presented to Vassie Stamos and Benjamin Schmid (right) of the Seattle Supply Section. W. M. Wilkins, acting chief of the section, makes the presentation. Vassie received the high rating for consistently showing herself outstanding in her thorough knowledge of established agency procedures, Civil Service regulations, and correct application and administration. Ben, who as the section's oldest employee both in age and point of service will observe his 70th birthday in December, was honored for his outstanding ability in the supply field.

#### WINS FLOWER AWARDS

P. J. Verdin, chief of the accounting division, who is just about as perennial when it comes to winning flower show awards as some of his entries, scored again in the 1961 exhibit. The show, sponsored annually by the Anchorage Garden club, was held August 5 and 6.

Pete had 33 entries and walked off with 31 ribbons, 14 of them blue. In addition Pete, who has been winning awards for five years, was presented the award for the most outstanding horticulture exhibit, the highest award of the show. It was the first time this award has been made.

Following in his father's footsteps is Pete Verdin, Jr., eight, who had four entries and four winners in arrangement.

Verdin, who for three consecutive years won the sweepstakes event, didn't enter that category this year, concentrating instead on the horticulture award.

#### BIG DELTA

Headline news is rather scarce at Big Delta this summer. Everyone has a full work schedule and spare time is taken up in various hobbies and avocations. Perhaps a little about our people and their avocations:

Station Manager Jake Holzenberg operates Amateur Radio Station KL7CTJ and Citizen's Band Station 23Q0011. As newly elected secretary-treasurer of the Fort Greely Officer's League Bowling, Jake enjoys bowling with the Airliners, the FAA mens team. Wife Phyllis finds time from the family for gardening and perhaps reading from 11:30 to 12:00 p.m.

Fred Glover, foreman mechanic, is spending the summer at OEX and will return to a new position in Anchorage. Fred's family is with him.

ATCS Darell Bricker, a man of many pursuits, finds photography, guns, and bowling the most interesting. Darell is probably our foremost kegler with a hot high game of 212. Additionally, a correspondence course in electronics fills in the time. Wife, Elizabeth, is an ardent bowler, as well as a very accomplished seamstress.

ATCS George Foss enjoys flying and navigation, and skiing in season. The chocolate ice cream at Delta is much better than at Unalakleet. Bridie, George's wife, excels at interior decoration and wood-fiber flower fabrication. A potential contributor, she also writes very well with a slight Irish accent.

ATCS Lewis Harman likes hunting, fishing and boating and is trying some magazine writing. June Harman, clerk-secretary, has an unusual collection of buttons started when she was going to the South Pacific area. Bowling and summer badminton add to her activities as well as sewing for the family.

Gail Thiede, station mechanic, presently acting foreman mechanic, finds his spare time limited, but still manages to get out exploring for good hunting territory and taking moving pictures of wild life. Periodically, Gail checks the slow progress of rebuilding his Call-Air that was smashed in the big wind last winter. Wife, Ollie, is a spare-time rock-hound and a full-time housewife. Daughter, Diane, graduates from high school

next year and is trying all sorts of hobbies as an aid in deciding a vocation after graduation. Diane shows considerable artistic talent and may well pursue commercial art.

Lastly, our three bachelors:

FACF Daniel Larson has more hobbies than time to pursue them. Copper and silver chased work, photography, and a gun collection are current; but putting with the Jeep occupies most of his time.

EMT Don McClellan and Joe Cooke, station mechanic, do not have obvious hobbies, but Joe follows the hot-rod magazines very closely and is strong for a supercharger for his Ford. Don works on his DS course, makes friends and influences people, and laments that he ever left Nome.

Big Delta is fortunate among Alaska stations in having many diversions at hand, and our people are all active spare-time hobbyists.

### GUSTAVUS

In chronological order, Stan Gussow departed Gustavus for greener pastures as a travelling relief EMT. He was replaced in July by R. W. 'Mel' Melander and family who by now are seemingly completely acclimated. 'Mel' is recently out of the Anchorage Frame Room.

Station Manager Ray Slack and wife Sandy took in the Juneau Salmon Derby and as usual Mrs. S. connected with a fish big enough for a prize, as yet unknown, but Ray made up for it by collecting a short dozen Silvers on the way back home.

Our ATCS Chief is all heart. One aging canine, known in Juneau as 'Shoes' and there considered a sort of semi-official canine greeter at the Juneau airport, was recently adopted, en toto, by Glenn Davis, Gustavus Chief and flown over here thanks to a local Juneau charter pilot Kenny Logan. 'Shoes' is now eating up his retirement at Glenn's house.

Bill Blair and Mel Melander have recently installed a regular projection booth in the Rec Hall so the movies will now take on a commercial flavor.

Big news to come. ACS/FAA commissioned a new telephone system August 8 at 12:30 a.m. The system connects Pelican City and Cape Spencer to Juneau via Gustavus and Lena Point. In a few months Gustavus is to get a common user drop for long distance phoning to ANYWHERE! In spite of all our efforts to forestall same, civilization is sneaking up on us.

Gus Davis

*objects nearest the gun*

*are easiest to hit...*

**YOU**

*are nearest the gun!*



George W. Bryson (right), skipper of the Fedair III, one of FAA's boats which supply remote sites, receives a check and certificate in recognition of Sustained Superior Performance. William J. Johnson, Juneau station manager, makes the presentation. Not shown but also receiving a Sustained Superior Performance award recently at Juneau was Carlyle R. Hendries, EMT stationed at Indian Point west of Petersburg on the Duncan Canal.



Wins Award --- Alfred L. Roe (left), electrician leader in the Facilities and Materiel Division, accepts a check for \$300 and certificate in recognition of Sustained Superior Performance. Presentation is made by Fines G. Moore, acting station manager at McGrath where Roe was installing a new lighting system at the airport. Moore commented, 'Typical of Mr. Roe, I had to catch him on the job for the presentation.'

### BIDS ASKED FOR LIGHT PLANE RADAR BEACON

Development of a compact airborne radar beacon for light aircraft to provide air traffic controllers with altitude information has been initiated by the Federal Aviation Agency.

Bids for a contract to develop a Small Lightweight Altitude Transmitting Equipment (SLATE) for use in high density terminal areas has been asked by FAA.

The new equipment, which will consist of an altitude transducer and transponder system, must be capable of automatically reporting aircraft altitude in 500-foot increments from at least 10,000 feet down to sea level. Its range will be up to 50 miles.

## 'HAM FOR HALF A CENTURY'



Willis M. (Bill) Cowles admires the plaque he received from the Anchorage Amateur Radio Club commemorating his golden anniversary in amateur radio.

The time, April 15, 1912. The scene, a young teenager's room cluttered with strange looking gear of a new-fangled scientific development still years away from being either a widely accepted profession or popular hobby.

A sixteen-year-old lad huddled over his instrument. Suddenly a staccato clacking sound filled the room. The youth grabbed pencil and paper and listened intently, transcribing the sounds into letters. 'Hit iceberg! Sinking! Help!' came the message on his crude wireless set.

Although it was a fascinating message, enough to tingle the nerves of the young amateur wireless operator, he failed to realize its importance, and after the first thrill of listening to a distress message, he casually took it to the dining room and laid it on the table.

There his father, passing through the room, happened to glance at it and soon realized that his son had been in on history in the making. From far out in the Atlantic, across the continent, and to the little room in a house in St. John's Oregon, had flashed the news of the sinking of the Titanic. The young wireless operator who had picked it up on his little home set, was one of only two or three amateurs to be listening, he believes, when news of one of the greatest sea disasters of history was flashed to the world.

The time, July 30, 1961. The scene, a filled convention room in Anchorage, Alaska. A youngish looking man stands before the assembled members of the Anchorage Amateur Radio club, smiling, his eyes glistening in deep appreciation of the recognition he has just received. In his hands he clasps a plaque, metal engraved on a base of well-rubbed walnut. The

inscription reads: 'Presented to Bill KL7AN. Best wishes on your Golden Anniversary in Amateur Radio. Presented by the Anchorage Amateur Radio club, July 30, 1961.'

The youth huddled over that early-day wireless equipment and the man holding the plaque are the same - Willis M. (Bill) Cowles. Bill has just been honored for being in amateur radio for 50 years, only man in Alaska and one of 22 in the entire United States who can claim that honor.

If Bill Cowles had to select the two high spots of more than half a century (he will complete his 51st year on November 11) of 'ham' operations, he would unhesitatingly choose that day back in 1912 when he picked up the Titanic message, and that recent golden anniversary ceremony when he not only received the plaque but a 'Grandfather's Ticket,' an extra first class operator's permit, the highest obtainable in amateur radio. You have to have been in the business prior to 1917 to qualify for that one.

Between those two events spanning half a century there have been plenty of incidents full of thrills, pleasure, and the satisfaction of helping someone else.

Bill first started in 1910 as a boy of 14. He wasn't far behind amateur radio itself, or amateur wireless as it was then called, for its inception was in 1909. His first transmitter consisted of a one inch spark coil with a range of about 30 miles. Now he has a 500 watt rig that reaches out to nearly every country in the world. The only time he has been off the air in that more than 50 years was during World War I and again in World War II when 'hams' were shut down by government edict.

Cowles is at his rig in his home at 302 24th Place, Anchorage, nearly every night, chatting with friends in Alaska, the Old 48, and a score of foreign countries - even Russia. He has no linguistic problems because English is the international language. However, of all foreign 'hams', Mexicans, for some reason, are the most difficult to understand. 'They keep getting their Spanish and English mixed together,' he says.

What do they talk about? Well, a lot of it is just chat and neighborly gossip, if activities several hundred, or several thousand miles apart can be called 'neighborly.' The weather, of course, is always a good conversation piece - except with the Russians. Although hams behind the Iron Curtain are permitted to communicate with their western counterparts, subjects of conversation are strictly limited, and the weather is a taboo topic.

Bill is an off-airways radio technician for the Federal Aviation Agency. His job is to service radio equipment which is far removed geographically from that on the regular airways and this gets him into some really remote areas of Alaska. For example, you may consider Point Barrow as falling in the remote category. But to Cowles it is the center of things. He goes to such places as Barrow, then starts out for remote sites scattered for hundreds of miles along the Arctic coast east and west of Barrow and other isolated places throughout the state. These are mostly weather bureau stations operated by Eskimos with the FAA maintaining the radio equipment. On such jaunts, at least twice yearly to each site, Cowles takes with him a tiny pocket-size transmitter and each night talks with his wife, Anna, in Anchorage, also a ham who has her own rig, KL7ZR. And they both 'call up' their daughter in Oregon frequently for a family chat via radio.

Bill has been with FAA in Alaska for 21 years, coming from St. Johns, now a part of Portland, where he had a radio service shop. He went first to Aniak where he was a radio technician for two years. Then the

family spent 13 years at Fairbanks. There both Bill and Anna worked for FAA, she in charge of the remote receiver site. During World War II while they were at Fairbanks she was the only woman radio technician in FAA.

After Fairbanks the Cowles went to Katalla on the Gulf of Alaska for five years where Bill operated a repeater station. This was one of the stations in a communication chain from the interior to Juneau and on to Seattle. Katalla wasn't much of a place as Bill told a ham friend from outside with whom he was chatting via the air waves one night. The friend asked about the size of Katalla. Bill summed it up very quickly, 'my wife, myself, two cats, and one blind dog. And our nearest neighbor is 50 miles away at Cordova.'

Sometimes a ham has an opportunity to meet in person acquaintances he has made via the air. Not long ago Bill was busy at his electronics job for FAA in Anchorage when in walked the new chief of the division in which Bill works.

When Bill met his new boss, Richard C. Young, something stirred an old memory. 'You're not the Dick Young of Yakima I used to chat with, are you?' he asked. 'You're Bill of \_\_\_\_\_,' Young declared, giving Cowles' old call letters when he operated at St. Johns. They were, and it had been 30 years ago. Young was a radio ham and a school teacher at Yakima at the time.

There's also the pleasure Bill gets from making it possible for friends and relatives, separated by hundreds or even thousands of miles, to talk to each other by a combination of telephone and radio. This is accomplished by an ingenious device known as a phone patch. It is almost like a long distance telephone conversation without the cost. One ham contacts another in the city being called and asks the second ham to call the desired number on the local telephone exchange. In the meantime the first ham has patched into his radio set the telephone of the person making the call. The second ham patches in the telephone of the person on his end who is to receive the call and the two parties then carry on their conversation. Many a lonesome family has gotten together this way when the cost of a commercial telephone call would have been prohibitive.

But 50 years of amateur radio operation mean much more than mere chatting with other hams or getting others together for a social conversation.

There was the time about three years ago when a man fell and broke his leg while on a climbing expedition of Mount McKinley. Bill and other hams were able to rig a phone patch to the man's wife in Oregon and connect her with her husband lying on the wind-swept mountain slope.

There was also the time at Fairbanks when Bill picked up an emergency message from a distraught miner 40 miles out in the wilderness. The miner's wife had suffered a miscarriage and was in danger of dying unless she could get immediate medical aid. Cowles got a Fairbanks doctor and put him on the air. The physician was able to tell the miner what emergency steps to take until the doctor was able to arrive by air early the next morning.

These incidents and many more like them are the things that make 50 years of amateur radio truly a golden anniversary for people like Bill Cowles.

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The current emphasis on education in our colleges is typified by one Midwestern university which has ruled that no athlete be awarded a letter unless he can tell at a glance which letter it is.



The advent of hunting season reminds this staff of the original intent of this column; to suggest to the sportsman new to Alaskan terrain the materials, techniques, and peculiarities of outdoorsmanship here in the Great Land.

Those of you who intend to hunt and travel overland and particularly into the mountains may be interested in this. Your food pack can be greatly enhanced energy wise and reduced weight wise if you prepare dry cereal (cold) such as Corn Flakes, Big K energy cereal, Bran, etc. Have powdered milk and sugar in meal sized plastic bags and carry a spoon. To prepare and carry use two small plastic bags - one inside the other (to ensure strength) filled with the mixture and rolled with a rolling pin (to condense size and ensure mixing) and tied. One of these meal packs can be eaten in minutes (water added) no fuss or mess - it's good tasting, energizing, and satisfying.

Carry them in car, boat, airplane packet or pack. A handful of raisins thrown in adds to enjoyment and increases energy value.

If you plan to do much walking let us remind you that a silk or nylon sock worn next to skin under wool socks saves greatly on the blisters - allowing the rubbing to occur in a place other than against your foot. Also - spraying silicon (available in hardware and paint stores) inside your boots will allow easy action both getting in and out and walking. This greatly reduces blister rate.

For rainy weather - a piece of tape over the muzzle of your rifle will protect it from water and stuff - obvious fact. Did you know that you can shoot through tape with no ill effects whatsoever? Don't worry about taking it off before you shoot - gas escaping around the bullet completely shatters it before the bullet arrives at that point.

Just don't stuff anything in the muzzle.

If you have bacon in camp pour the boiling grease on your boots each day - softens them up for the day's walk and enhances their water protectiveness. You might even cook bacon for this purpose alone - good on leather gloves too.

We know you are knowledgeable in gun safety - but a scientific discovery has come to light - alcohol and gun powder do mix - they make blood - it might be yours.

Lots of luck

Dean

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#### FALL FROM CLIFF KILLS FAA EMPLOYEE'S SON

John Lefevre, 12 year old son of Mr. and Mrs. Boyd H. Lefevre, Anchorage, was killed July 24 when he fell from a cliff while on a hike at the Victory Bible Camp in the Talkeetna mountains near Hicks Creek. His father is an electronic maintenance technician with FAA.

The youth, a student at Central Junior High School in Anchorage, had been at the camp several days and was on a hike with other members of the camp when the tragedy occurred.

Following funeral services in Anchorage, the body was taken to Martinsburg, W. Va., for additional services and burial.



Stanley Erickson, regional management analyst, describes himself as 'a weed grubber in the garden of government.' And he adds that it sometimes seems that for every weed he pulls, another springs up.

Stan's weed pulling as a management analyst is in the area of problem solving. It is his responsibility to serve the regional manager as someone who can be assigned to look into a broad variety of management problems. He acts as an extension of the regional manager to get the facts and to propose solutions to those problems.

Management analysts are generally trained in objective techniques of survey and thus bring a mind and eye for improved organization. Finding a better, shorter way to do a job, holding down the birth rate of new paper work, and devising a system for getting information to those who need it -- these are the special provinces of the management analyst.

Erickson has been in the profession since 1943 when wartime pressures drove him out of consumer goods enterprise and back to his alma mater, the University of Minnesota, where he received concentrated training in industrial engineering. He arrived in Anchorage in 1951, a refugee from asthma which had driven him from Minnesota and subsequently from Puget Sound. Short growing seasons and the relative dry climate of Cook Inlet make Alaska and Erickson compatible.

His extra curricular interests run a wide spectrum. He has served on a variety of drives, studies, and surveys in conjunction with the Anchorage city and school district governments. He is an officer in the Alaska Mental Health Association, and boasts an extensive understanding of the piscatorial resources in the Kenai River drainages above Lake Skilak. He is just finishing up a handsome native rock wall around his home at 833 Thirteenth, Anchorage, every year turns out two or three colorful mobiles for favored friends, beats a loud guitar and organizes questionable singing at FAA parties.

His wife Helen teaches at Inlet View School and a good portion of their joint efforts and interests are directed toward two mountain-climbing sons -- Gregg, 20, a junior at Wesleyan University in Connecticut; and Trygve, 14, freshman at Central Junior High.

## FISHERMAN SPINS YARNS AS WELL AS REELS

By W. G. Runnerstrom

I'm not sure what season the rest of Alaska is enjoying, but here at Northway it's summer. Golly, but it's good to be alive! Lately, we've been giving the fishing gear a workout. Fella I know here, Leo Smith by name, tipped me off about a trout stream that is full of trout that are so hungry that they've eaten away the grass 100 yards back from the water line. When Leo told me this, I was a bit skeptical since I had never heard of trout that ate grass. But I changed my mind when Smith added that the reason the trout ate all this grass was because they had completely wiped out the mosquito population. They had nothing left to feed on except grass. Later, when I got out to this stream, so help me, there wasn't a single mosquito to be found anywhere. Which, as far as I could see, proved Leo's contention.

Yep, the fishing here at Northway is great—if a bit dangerous. On my first visit to Smith's stream, I noted a sign that said, 'Fish At Your Own Risk -- Trout Are Dangerous, Fishermen Should Be Armed For Their Own Protection!'

Now I really hadn't paid much attention to this sign until I met a fisherman who was pushing a French 75mm cannon! I asked him what he was doing with the heavy artillery and he said that he used it to shoot trout that insisted on trying to eat him!

Going down the long, tree tunneled trail to this stream, I met a guy who had the doggondest contraption I've ever seen. It was a spinning reel about the size of a 30 gallon wash tub. But, what really got me was the line he had spooled on that reel. Instead of 2 or 3 pound test monofilament, this fisherman had 80 feet of 3/4 inch braided steel cable; stressed for a 5000 pound pull! I told him right out that he had the most ridiculous fishing gear I'd ever seen in my life. Who in the world ever heard of fishing for trout with braided steel cable? He smiled, sort of slowly, and said, 'Well Mister, I had 320 feet of cable when I started out this morning. This here 80 feet is all I've got left!' I could believe it too since he didn't have a single trout to show for his trouble. Every strike he'd gotten had ripped off eight or ten feet of his 'line'! I asked him what he'd been using for a lure. He told me that lures were no problem at all. He just had his wife sit on the bank and the trout came from miles around. I laughed out loud and said, 'Prove it---where's your wife?' At this, the poor man broke into tears and ran off up the trail, crying like a baby!

I'll have to admit that these experiences had me a bit concerned. Somehow or other I felt inadequate to the task of fishing Leo Smith's stream. I hadn't brought my weapons---my nylon spinning line seemed hardly the stuff for the critters in that water and, frankly, I was just plain scared. I wasn't ready to die! Still, if I haven't got another thing, I've got the soul of a fisherman. I'd be ding-doggoned if a little old man eating trout was going to keep me from enjoying my fishing. So, I kept on the trail.

It was a rough trail too. Strewn with great boulders and the decaying carcasses of long dead trees, it was a challenge to any man's fortitude. However, it was well marked with the footprints of many fishermen that had preceded me. Being a bit of a woodsman, it struck me a little strange to note that all of the tracks were leading down to the water. None of them were



coming back!

I spent the better part of three hours fighting my way down to the water's edge. When I got there, I had the most colossal surprise of my life. As a matter of fact, in all of my traveling about this old globe, I've never come across anything just like it. The stream was there all right. The water came right up to the edge of the bank. But, believe it or not, the water in Leo Smith's stream was bone dry. Furthermore, since no self respecting trout would spend very much time in dry water, the fishing was, at best, slow! All of a sudden—it hit me like a ton of bricks—I hated to admit it to myself—but Leo Smith...the two fisherman I met on the trail...why by golly they must have been stretching the truth! Man eating trout...Indeed! To think of it----Whoops----I think----yep, I've got a bite!...HHHHHHH HHEEEEEELLLLLpppp!!!

### SUMMIT

Moose season opened (prematurely) with a bang for Bob Watson, station mechanic foreman. As he returned from Anchorage in his car, a big bull jumped in front of his headlights and Bob was unable to avoid the collision. The bull was killed and the front end of the car plus the windshield were wiped out, Fish and Wildlife authorities were notified, and luckily no one was injured.

Station personnel have been busy constructing a meat house to hang moose and caribou in as they are brought in from the field. Willy and Edward Watson, Dale Gray and the writer climbed Panorama mountain, 3300 feet straight up one morning after mid watch, scouting for sheep. The kids enjoyed it very much and want to go again. I lost nine pounds and slept through my entire long weekend. Very good conditioner so I guess we'll go again.

Harold Nordstrom departed Summit for Grand Forks, N. D., because of the death of his father. Harold will report to Anchorage Station upon his return for new

position as relief operator. We will all miss him and hope he will return to Summit in that capacity some day soon.

Jack Forrester, relief EMT, and family arrived Summit to take Cliff Caudill's place while Cliff is on vacation. The Forresters have a green house in Anchorage and have kept this station well supplied with fresh fruit and vegetables.

The Figleys and the Kohls had dinner at the McKinley Park hotel recently and by chance ran into some pilot friends from the U.S. Geodetic Survey crew who were at Annette some time ago.

Les Wold made a fast flying trip into Anchorage recently, and reports everything there is the same, specifically aircraft prices which was the major reason for said trip. Mrs. Marlins father has returned to Summit for a visit, too bad there isn't a holiday of some kind coming up.

Cliff Springberg left Summit last month on extended annual leave, to go to Texas to pick up his new float ship. From there he will fly to Michigan and a few other states before returning to Anchorage. Summit does not seem the same without Springy calling out 'stand back' or 'theres a rare bird' and he truly is.

Eddie J. Kohl

### TV SERIES AIRED

A series of television programs aimed at reducing aircraft accidents during the hunting season is being presented over KENI-TV, Anchorage, by personnel of the Flight Standards Division.

The series of 15 minute shows headed by Al Young, chief of the general operations section, operations branch of FSD, is scheduled for 10 p.m., each Sunday night through the hunting season. Young and other Flight Standards personnel discuss in question and answer format problems of light aircraft operators in bush areas.



Fairbanks personnel complete Management Training Course. From left (standing): Aaron J. Rothman (instructor), David W. Finch, Charles F. Stack, Charles B. Bryan, Gabriel J. Wesley, Richard J. Moore, Walter E. Ryness, William C. Goode, Wallace I. Waldron, Allan C. Hall, Curtis L. Tyree,

Thomas Rogers, Donald D. Lange, Merrill S. Andersen, Marvin O. Hassebroek, Joseph Grube. Seated from left: M. W. Grott, Harold S. Anderson (ARTCC training officer), Sanford Peterson (station manager), Lloyd S. Blackmon, Albert Iverson, acting chief ARTCC.



Members of Project Searchlight gather with Allen D. Hulen (left), regional manager, during their tour of FAA

facilities in the Alaskan Region. Next to Hulen from left are Hughey, Daugherty, Howe, Martin, Reed, and Young.

### FAA PROJECT SEARCHLIGHT TEAM VISITS ALASKA

A five-man group of Federal Aviation Agency officials from Washington, Fort Worth, and Los Angeles spent two weeks in July and August on a tour of the region as part of Phase II of Project Searchlight. The project is an Agency program to assure the most effective utilization of maintenance facilities throughout the United States.

The team, which visited installations at Cold Bay, King Salmon, Bethel, Galena, Fairbanks, and Anchorage, declared, 'We are well impressed by the capabilities and selfsufficiency of field facilities in Alaska.' M. M. Martin, Washington, assistant chairman of the project, added, 'We wish to express our deep appreciation for the cooperative and hospitable spirit in which we were received every place we went. This has been true throughout all the regions, but is even more noticeable in Alaska.'

Besides Martin, the team included Leland P. Hughey, chairman of the technical subteam, Los Angeles; Joseph H. Reed, chairman of the management subteam, Washington; Leon C. Daugherty, chairman of the training subteam, Washington; and W. M. Howe, plants and structures subteam, Fort Worth. They were accompanied on the tour by Richard C. Young, chief of the region's Facilities and Materiel Division.

### Airport Manual By FAA Offers Guide To Design

A new manual, 'Airport Design,' published by the Federal Aviation Agency, offers a comprehensive guide to the building, layout, or expansion of an airport. Current technological factors which contribute to safety and usefulness of airports are stressed in the publication.

The 120-page manual contains a large number of functional graphs and illustrative drawings so that the many factors affecting airport design may be evaluated by the non-technical individual as well as the engineer and architect.

One of the features of the new manual is that it has been prepared with plastic binder rings so that sheets may be added as needed. As new information is developed, supplement sheets will be mailed automatically to all subscribers.

Copies are available from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C. for \$2.50 including future supplements.

### HERE'S YOUR CHANCE GALS!

In an unsigned letter to the editor a secretary suggests that an article in Mukluk by a secretary might make very interesting reading.

She points out that secretaries often have interesting and humorous experiences, and meet strange and varied personalities -- and often even work for them. She adds that many fascinating situations must come about in regional offices and says, 'who but a secretary would know the human side?'

Being a secretary who does not work in an 'uptown' office and who is not in contact with other women, she feels that knowing something about the human side of the regional office might 'help us outside it to feel a bit more close to it.'

Now, we are in complete agreement. Secretaries certainly have interesting and humorous experiences -- if you can just get them to talk about them. And just as certainly, they meet some strange and varied personalities -- and often even work for them. We'll also buy that bit about fascinating situations in the regional office.

We're sure that some of you must have interesting stories to tell. However, to prevent both the editor and the author from losing their jobs, we reserve the right to do a bit of editing.

Any of you girls care to talk?

### Wedding Bells

Miss Gloria Noble, secretary in the administrative staff of the Aviation Facilities Division was married August 27, 1961, to William Butler. They will make their home in Anchorage.

Miss Joan Oathout, clerk-typist in the property and services branch of the Administrative Services Division was married July 28, 1961, to Ronald Burdick of Anchorage.

### Nobody Here But Us Cynics

The bookshops burst with volumes which  
Are guaranteed to make you rich;  
And if you purchase half a dozen,  
You'll help the starving authors, cousin.

--O. R.

MILITARY STATUS OF KEY  
FAA WORKERS IS DISPUTED

The future military status of several thousand controllers, communications experts, and other essential FAA employees is still subject to controversy between the FAA and the U. S. Air Force.

The Air Force has insisted that these people who play such an important part in both peace and war time aviation be inducted into its air reserve technician (ART) program. FAA has proposed to President Kennedy that it be given clearance to establish a Federal Aviation Service (FAS) as a combination civilian-military organization, pointing out that its employees should not be a reserve unit of any single military organization inasmuch as they must serve all military as well as civilian air traffic. During peacetime the FAS would operate under civil service. But in war or other national emergency, its members would be inducted into military service, wearing uniforms and subject to military orders.

The Air Force ART program is composed of civilian employees who are members of the Air Reserve. They attend reserve meetings and receive reserve training regularly.

FREQUENCY VANS ARE ROVING  
FAA INTERFERENCE DETECTIVES

Four, specially instrumented vans have been purchased by the Federal Aviation Agency as 'roving detectives' for electronic interference to FAA's air traffic and air navigation systems.

Astronautics, Inc., Melbourne, Florida will supply the miniature busses with equipment completely installed under a \$198,600 contract.

The vans are designed to cope with the increasing problem of interference with FAA radio communications, radar and navigation aids from a wide range of sources. One van will be assigned to each of FAA's existing four regions in the 48 continental states.

Each of the vans will have equipment to enable FAA technicians to track down and identify sources of interference. Equipment will consist of a highly accurate frequency measuring and generating meter, a transmitter (transmitter/receiver), a synchroscope spectrum analyzer and a radio frequency analyzer capable of detecting very high frequencies (VHF) and ultra high frequencies (UHF).

FAA has found harmful interference from unusual sources such as the manufacture of transistors, the tiny devices that function like a vacuum tube and in another case the plastic laminating process in ovens using the principle of radio frequency heating.

The vans will enable FAA to more quickly cope with radio interference which might be a hazard to safe flying and to make the necessary tests required in normal radio frequency management of the air navigation and air traffic control systems.

EMPLOYEE DIES AT NENANA

Fred Tyone, 29, FAA general mechanic, died July 5 at Nenana. Born November 22, 1932 at Cantwell, he had been an employee of FAA since July 1960, coming to the Agency from the Bureau of Public Roads. He is survived by his mother, Mrs. Blanche Tyone of Cantwell where burial services were conducted.

The only contented person is one with a poor memory and no imagination.

YOU KNOW ME

Up from the Mesozoic bog,  
I am the wise and ageless Og.

When Cousin Snell designed his wheel,  
I scratched my ribs and said, 'Big deal.'  
And Archimedes? Dad, I never  
Saw much percentage in his lever.

I thought the fancies of Marconi  
Were two parts bilge, three parts baloney;  
And when his message bridged the deep,  
I scratched again and went to sleep.

I was the village wag, of course,  
Who wowed the crowd with 'Get a horse!'  
And sniggered at the brothers Wright:  
'Why don't you jokers fly a kite?'

At every sophomoric vision  
I smote my tusks in sly derision--  
I, killer of the egghead dream,  
Who knew they could not harness steam,  
Nor rip the molecule apart,  
Nor animate the muted heart,  
Nor make hallucinations real  
In minarets of stone and steel,  
Nor plant their pennons on a star,  
Nor change the shape of How Things Are.

An entity intact within  
My stole of diplodocus skin,  
I grant you things are rearranged;  
But I, at least, have never changed.  
(And getting back to Snell, I think  
He could have done with one less drink.)

Up from the Mesozoic bog,  
I am the wise and ageless Og.

---O. R.

(The following article is taken from 'The Illustrated World', Vol. 49, No. 3, May of 1914)

'FOLLY TO CROSS ATLANTIC IN AIR'

By Orville Wright, Aviator

It is a bare possibility that a one-man machine without a float and favored by a wind of say fifteen miles an hour might succeed in getting across the Atlantic, but such an attempt would be the height of folly. When one comes to increase the size of the craft, the possibility rapidly fades away. This is because of the difficulties of carrying sufficient fuel. On the basis of figures which I have worked out, I find that no less than fifty-three per cent of the entire load, including the weight of the machine itself and all, would have to be fuel. In other words, if the aeroplane, loaded and ready to start, weighed one thousand pounds with aviator and all aboard, of that total five hundred and thirty pounds must be gasoline, and these figures are based on the most efficient performance of the motor all the way and the lowest known fuel consumption. It will readily be seen, therefore, why the Atlantic flight is out of the question.



FAA and WB personnel gather around for chow at the Civilair Club's annual summer picnic at Otter Lake at Fort Richardson. These are the late comers or those back for 'seconds' of hot dogs, hamburgers, cokes, coffee, and ice

cream bars. Others of the many who attended are already involved in softball games or just taking their ease after a big meal.

**KOTZEBUE**

Vacation time has arrived and it seems every day someone is leaving, returning, or just talking about vacation. The Brandons were Kotzebue's first entry in the race to the South Forty Eight. We understand they 'placed' and 'showed' in Oregon. The Harmon Williams and Shoemakers are also in the starting gate and the betting windows will be closing soon. Some not so fortunate will be waiting in the stands for the finish to place the classic laurel around the winners and vicariously enjoy a vacation via stories of the victors.

It is at best confusing, talked to a man just the other day and guess what he was doing in Kotzebue -- 'Vacationing'! There oughta be a law. Someone did arrive the other day who wasn't on vacation -- 'Lovina' a new arrival to the Guthries; somewhere around the middleweight class, six or seven pounds. We would like to extend a belated welcome to some new arrivals, Phil and Gay Barbre, accompanied by Steve and Greg and a new shiny 14 foot boat. Phil is our new EMT and by virtue of having the only boat on the station is also honorary commodore of the Kotzebue Yacht club-- an envious position.

Barbecue season is also here and some have given up steaks for mosquitos. Well, they are more plentiful around the barbecue and really the taste isn't too bad, especially if you like things rare, they leave lots of blood on the plate.

**BUY---SELL---SWAP**

FOR SALE: Ladies bowling ball, used one season. Brunswick Fire Ball, red and black, 13 pounds, \$15. Zelma Willson, Ext. 218 or P.O. Box 6245, Anchorage.

FOR SALE: Complete Elmac ham station transmitter, receiver, etc., \$175. Also Supercub 115, LF and VHF, relicensed, 112 hours SMOH, B. F. Zvolanek, 2208 Turnagain Blvd., West.

FOR SALE: Chest type freezer, 18 cu. ft. Admiral, 3 years old, \$185. Magtag automatic dryer, 3 years old, \$150. Contact Virginia Larsh, Ext. 235 or home phone BR 72744.

FOR SALE: 3-bdrm. house, City View, washer, dryer, range and refrigerator. Call Bud Gardner, Odom Bldg. Ext. 7 or 8, home phone FE 32874.

**TIBBS TO WASHINGTON**

A. M. Tibbs, Jr., formerly chief of the operations branch of the Flight Standards Division, has transferred to Washington where he has been assigned a position in the air carrier operations branch of Flight Standards Service. Tibbs, with the Federal Aviation Agency in Anchorage since 1953, assumed his new duties in August.

Mrs. Tibbs, former home economics instructor in the Anchorage school system, and their daughters, Margaret and Virginia, accompanied Tibbs to make their home in Washington.

**THE MUKLUK TELEGRAPH  
ANCHORAGE, ALASKA**

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

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