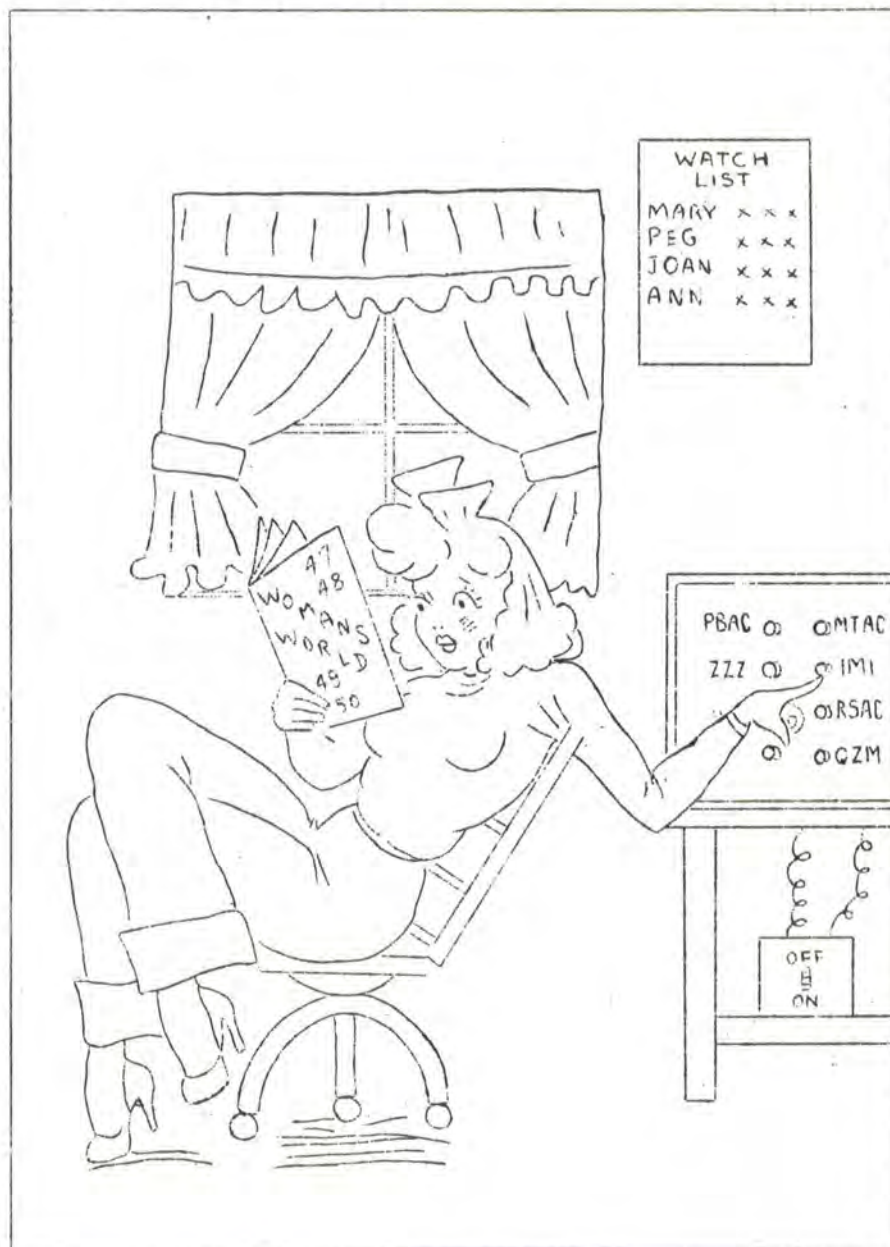


CENTRAL EFFICIENCY RATING COMMITTEE TO ARRIVE HERE MARCH 3D FOR CONFERENCE

Members of the Central Efficiency Rating Committee will arrive in Anchorage March 3d to meet with the Eighth Regional Efficiency Committee. C. M. "Chris" Lample is chairman of the committee of five.

It is anticipated that instructions regarding the March 31, 1947 rating program will be studied. Specific questions will also be presented by the Regional Committee embracing points that have been raised in the past by employees and supervisors.

REGIONAL SAFETY COMMITTEE FORMED TO PROMOTE PROGRAM

An Eighth Regional Safety Committee was organized this month as the first step in the promotion of a safety program throughout the Region. Members of the committee are Perry McLain, Plant & Structures Branch, Chairman; J. A. Holzenberg, Communications Branch; G. W. Trudeau, Airways Operations Branch; N. A. Lowenstein, Business Management Branch; and George J. Ferina, Personnel Section. J. C. Hooper, Superintendent of Plant & Structures Branch, will serve as a Staff Liaison Officer in connection with the functions and activities of the committee.

It will be the duty of the Regional Safety Committee to instigate a region-
(Cont'd on page 31)

REGIONAL ADMINISTRATOR IS PASSENGER ON NORTHWEST'S SURVEY FLIGHT TO ORIENT

W. P. Plett, Regional Administrator, is one of the passengers aboard Northwest Airlines' "Trailblazer" plane on its second survey flight of the new Orient route. The plane, bearing 52 of the line's top officials and one woman, Mme. Chu Shih King, wife of the military attache to the Chinese embassy at Washington, arrived at Elmendorf Field February 11th from Minneapolis.

Included in the flight plan, when the plane took off here the next morning, were stops at Adak, Shemya, Tokyo, Shanghai, and Manila.

Mr. Plett expects to return to Anchorage about February 28th.

TIPPETS, IN WASHINGTON ON SPECIAL ASSIGNMENT

Joseph H. Tippetts, Superintendent of ANF Communications Branch, has been temporarily assigned to the Washington office to serve as Acting Chief of the Communications Engineering Division. This detail for Mr. Tippetts is in recognition for his work in the Eighth Region, and is one which may last for several weeks.

Harvey Aldridge will be Acting Superintendent of Communications Branch for the duration of Mr. Tippetts' assignment in Washington.

MUKLUK TELEGRAPH

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CIVIL AERONAUTICS ADMINISTRATION
ANCHORAGE, ALASKA

February 1947

Vol. 5, No. 2

EMPLOYEE ASSOCIATION TO BE ORGANIZED

Steps have been taken to organize an employee association in the Regional Office to sponsor recreational and welfare activities for personnel in the Anchorage area. Although some events have been successfully carried out through the initiative of individual employees, it has been generally recognized that an organized group will be better able to provide a coordinated program for the participation of everyone.

A committee, composed of representatives of the various Branches, will lay the ground work in organizing the association, and it is expected that plans will soon be launched for a spring and summer program that will include a variety of social events and recreational activities. It is also expected that the association will sponsor certain authorized employee services that may be considered desirable and practicable. Serving on the temporary committee will be a representative from each of the following branches: Airways Operation Branch, Business Management Branch, Communications Branch, and Plant & Structures Branch. The Regional Administrator will appoint a fifth member of the committee to provide representation for the remainder of the Regional Office. The Personnel Officer will also be a member of the committee.

YOUR COOPERATION IS APPRECIATED

If you fellows in the field care to win friends among the pilots of the Airways Flight Inspection Staff, just be sure to meet the freighting planes with trucks, unload your freight as rapidly as possible, throw on any outgoing freight, help refuel when necessary, and send the boys on their way speedily.

Flying in cold weather is no fun. At best, insulation of a glass-enclosed cockpit is none too good, and during the recent cold spell temperatures of -20° Fahrenheit in the cockpit of a supposedly heated plane were not uncommon. The extreme cold is hard on the plane itself, increasing strain as well as discomfort for the pilots. So when, after sitting for hours in a sub-zero cockpit and checking the operation of engines that like the cold no more than we do, the fliers land at an airport where the mercury has dropped out of sight in the thermometers, their main interest is in getting out of there right now, before the motors cool and while they still have at least partial use of their numb hands and feet. If they find no one on hand to help unload and sign for the freight, their thoughts are not kindly.

Personnel at many stations are always prompt and considerate, willing to go out of their way to help. It is realized that people at these and other stations are faced with many difficulties, such as lack of available trucks, shortage of personnel, etc. But winter and summer, cooperation from those in the field can be a big help to the crews of the CAA planes and is sincerely appreciated whenever it is found.

JACK T. JEFFORD COMPLETES 10,000TH HOUR FLYING TIME ON ANNUAL "ST. NICK" TRIP

Five minutes before landing at Moses Point during his annual pre-Christmas "Santa Claus" trip, Jack T. Jefford, Chief of the Airways Inspection Staff, completed his 10,000th hour of flying time. Ten-thousand hours equals one year, one month and three weeks, which is a long time to spend flying a plane, and Jefford maintains that not one hour of that was Schaeffer or Parker time. For 820 of the 10,000 hours, he was flying entirely by instruments.

Jefford learned to fly in Denver, Colorado, in 1930, and secured his Transport Pilot's License (the equivalent of the present-day Commercial Pilot's License) the following year. On looking through his log book, we find that when he came to Alaska to fly for the Mirow Air Service in Nome, he had accumulated 2600 hours of solo time. His first glimpse of Alaskan flying convinced him that this was no country for him, and he resolved to return to Nebraska as soon as he could save the money for the trip home. Maybe he changed his mind; maybe he was never able to save the money. At any rate, that was nearly ten years ago, and except for occasional trips outside, he has been flying in Alaska ever since.

Jack has logged more than half his total time since he joined the CAA in April 1940. Practically all his CAA flying has been done in Fairchild NC 99, Cessnas NC 34 and NC 118, Bellanca NC 5, Boeing NC 18, and Douglas NC 14, planes that will recall many memories to all CAA "oldtimers". His worst accident with a CAA plane occurred in January 1941 at Atlin Lake in northern British Columbia, when he broke the tail wheel of NC 34 while landing on the lake during a snow storm. He can't make such a claim for his pre-CAA days, but although he had several crack-ups, he has never injured himself or a passenger.

CAA STATIONS PROVIDE COMMUNICATIONS FOR TRACTOR TRAINS IN ARCTIC

CAA stations at Pt. Barrow and Umiat are providing radiotelephone communications on 2810 kcs for the tractor trains operating in the vast expanses of tundra north of the Brooks range in connection with the Navy PST 4 project.

The tractor trains are grinding their way between Pt. Barrow and Umiat and to the scattered geological parties, maintaining supply routes necessary for the operation of the project. With radio installations the caravans can maintain more or less constant communications with Pt. Barrow and Umiat, with each other and with scattered field camps, reporting their positions and incidents relative to their progress.

Functioning under severe weather conditions and the rough handling unavoidable in tractor trains, the mobile communications equipment is doubtlessly undergoing rigorous testing, from which further improved equipment may be devised.

PETERSBURG RANGE COMMISSIONED

Petersburg radio range was commissioned and flight checked January 28th, after considerable delay occasioned by lack of materials due to shipping strikes and to weather preventing the flight check.

With the commissioning of this directive facility the CAA score in Alaska can be marked as follows: Radio range, radio beacon and radio marker facilities operated by the CAA: 1940, 4; 1941, 9; 1942, 14; 1943, 24; 1944, 26; 1945, 36; 1946, 45; 1947, 47.

Technical difficulties prevent us from presenting Jefford with a cake with 10,000 candles, but we do congratulate him on his achievement, and promise to buy him a big box of cigars and a gold-plated cane when he completes his next 10,000 hours of flying.

WOODY ISLAND WHISPERINGS

WOODY ISLAND

(CONT'D FROM PAGE FOUR)

FLIGHT INFORMATION MANUAL

TO BE PUBLISHED IN MARCH

This being the month of hearts and hatchets and having nothing better to do, except try and duck the chips, am going to take this little machine in hand and dig some dirt. Seems as though a few little (?) items I inserted in here have caused no end of ribbing and good natured ribaldry on the island..... Reminds me not to say anything that has any bearing on anything that might cause anything to rise up and smote me behind the ear when I should be minding my own business.

First off, if those guys like Gulley and Haugen, who have a monopoly on the cold weather, don't take better care of it and keep it from running loose even this far south, we will requisition their supply of long Johns for use on Woody Island. Yep, it finally got below zero for the first time this static chaser can remember. And there are guys who have been here longer than I have. Don't hold it against me if I got some dollars and cents in here 'cause we just got word that our commissary and mess-hall are being endangered by some radical change or even eradication in the near future. But we got those two trouble shooters, Parsons and Dobrin, hard at it trying to figure the ways and means around this Dept. Order #38. Supervising the deal is the good and true representative of the "RO", one Al "Get Acquainted" Hulen. To get back to the weather - our main topic of discussion and cussin' on Woody Island - it finally moderated and we have the other filled up with that fine mist rain fog snow, and, in general, just some good wet weather. But don't think we aren't glad of that, - just take a look at the reservoir of water. All you see is ice and mud. This ought to be some relief for the residents of West Woody. Water had become even scarcer around here than it is in the usual Alaskan home-- hate to drink the stuff, they say you get used to it.

But as Ivan says, "Snuf of this luff making," let's get down to the dirt.

At the Big Confab of the Department heads, including the Army, Navy, and CAA, the subject of Gravel Girty came up. Seems as though Kodiak Airways has a gal here that the pilots fondly call Gravel Girty. Well, we all remember Gravel Girty from Dick Tracy, the guy who never gets led astray. But this Gravel Girty, seems as though she just gives out and the NATS pilots got on the beam and ride that voice you can read through even the worst qrm right into the navy base. Mr. Parsons, our head man at KMG, was befuddled as he had never been on the receiving end when Girty was working. So he couldn't put his finger on her right at the moment. It is still a puzzle and anyone knowing or having information leading to the unveiling of Gravel Girty will be properly rewarded for said efforts.

New arrival at Woody is one Joanna Bohmub, late of Kenai. Enroute to Galena, she arrived in HQ, did a Corrigan and ended up on Woody. While checking the weather sequences one day, she noticed the temperature at GQ, and promptly climbed down onto her prayer bones and gave thanks for deliverance from said tortures.

Mr. and Mrs. Parson entertained at Monopoly in honor of the guest of the evening, Mrs. Joseph T. Frost, who was celebrating her 1st birthday. Well, the cubs only had one candle on it. It turned out that Heaser did all the monopolizing though, with Storme taking honors at the Chow Bowl. What keeps that man skinny like Innes I will never know.

Wonder why Mary Mahoney is looking anxiously toward the southland these days? Can't you wait, Mary? She tendered her resignation effective (Cont'd next page)

February 20th, so now one Eugene Luckey is giving forth with that little ditty entitled got Wait For Me Mary uqot. Mary says, "He won't have to wait, I am coming back if and when we get some housing on Woody Island." Hint to branch 50-- please, for Luckey's sake.

What color hat looks so good on what color hair with those great big dark brown eyes flashing out from beneath it? I don't think I would go to school even to learn teletype if I were a certain SP-8.

Recently established on Woody Island (west) was a new plumbing and heating shop by Rudolf "Day Watch" Jankel and Don "Midwatch" Berkley. These two boys may be seen any cold morning or night chopping industriously away at the big and I do mean big hunk of ice that is obstructing the unmentionable outlet to the sea of the summer resorts located on West Woody. They say the wages aren't so good, but the relief is terrific.

Darrell F. Chaffin departed OF for the southland on some well deserved and needed sick leave February 3d. His leave is expected to be about three weeks, but seems as though he left someone waiting on Woody who is hoping it will end sooner. Well, he is a big hunk of man, but the cold weather is over now and besides I hear via the underground that this aforementioned Hulen has taken over his (DFC'S) recently vacated bed. P.S. It's OK, Red, she vacated to the dorm.

I hear tell there is a big party brewing for the departing personnel this Saturday night. Ralph Upright is resigning February 9th and departing for the states where he intends to attend school. How that boy loves his clouds! Charles "Skinny" Innes and Mrs. "Not Skinny" Innes are transferring to Big Delta in the near future. Never let it

An Alaskan Flight Information Manual will be issued by the Eighth Region approximately March 1st.

Included in this manual will be standard instrument approach procedures for Alaskan range facilities. In addition it will contain an index of Alaskan airports, a list of Coast Guard DF services, radio frequency and identification lists, and a summary of commercial broadcasting stations in Alaska and Western Canada for use in DF services.

The manual is being prepared and published by the Flight Operations Division and the Central Monitoring Office.

be said we sent them forth into the cold without a rousing farewell to keep them warm. More on this next month.

In parting, until the same time next month, let me leave this parting thought or thoughts with you for mastication: Who is Gravel Girty? Will her voice continue to guide those poor lost planes into Kodiak? Will Al Hulen ride out the storm long enuf to stay for the Whingding Saturday night? Will Rudolf "Day Watch" Jankel and Don "Midwatch" Berkley get the sewer unplugged? Follow the doings of Woody Island's Woolliest in the columns of the MUKLUK TELEGRAPH.

KMG/OF

BULLETIN

Fleet Weather Central of Kodiak, Alaska, reports no let up in the wind and rain storm now sweeping in on this isolated village from the Aleutian Islands. Little hope is held for the return of Mr. Al Hulen to Anchorage as all modes of transportation are secured. Mr. Hulen reports if he is on Woody Island Saturday night, he will repeat will attend the Party in person.

OTTO NELSON, CAA ENGINEER,
DIES FROM HEART ATTACK FEB 3

COMMUNICATOR TRAINING RESUMED
WITH RECRUITMENT OF CLASS NO.23

ROLL CALL AT THE SHOP

The Eighth Region lost one of its old time employees this month when Otto T. Nelson, a field engineer of the Plant & Structures Construction Division, died on the evening of February 3d from a heart attack. Mr. Nelson, age 45, had been employed by the CAA here since January 1944.

At the time of his death, Mr. Nelson, accompanied by Frank Melang, a time-shed employee, was driving from Gulkana to Anchorage for construction materials, which were to be returned to Gulkana. Mechanical difficulty forced them to park the truck and proceed on foot. Otto walked an approximate distance of a mile and a half and suddenly dropped. News of his death was reported in Anchorage at 7:20 that evening.

Funeral services were held in the Phillips-Magleton mortuary at Anchorage February 9th, and memorial services were later conducted in the Community Presbyterian church at Palmer. Interment was in the Palmer cemetery. Surviving him are his widow and four small children.

Mr. Nelson first came to Alaska in 1930, and worked at Seldovia and in other localities before finally settling in Palmer. His home there was recently leveled by fire.

In his work with the Civil Aeronautics Administration, he handled many difficult projects in the more rugged sections of Alaska. He was with the construction crews in Shungnak, Kotzebue and Gambell. Truly a pioneer of Alaska, he was not afraid of the mighty elements of cold and snows that confronted him in the various sections of Alaska.

Many throughout the Territory will remember Otto, as he traveled much in the interior regions as well as in southwestern and southwestern Alaska.

The Communicator Training Section of the Oklahoma City Aeronautical Center was requested on January 30th to commence the recruitment of a class of 15 people for assignment to Alaskan duty. This effects a resumption of training, indefinitely suspended last November upon the graduation of Class 22.

Class 23 will be composed of single male veterans who have acquired previous communications experience in one of the branches of the Armed Forces. To acquaint them with CAA procedures and communications methods, and those especially applicable to the Eighth Region, the Center training is a familiarization course running approximately four weeks. The students, upon graduation, will come to Alaska as a group and enter on duty at their respective assignments virtually simultaneously.

The training program to handle additional students at Oklahoma City has not been completely formulated, but it is presently contemplated to offer training opportunities to those communicators who have been recently furloughed in the continental United States by a reduction in force but who are, however, moderately deficient in code qualifications. No appreciable increase in the Eighth Region communicator complement is anticipated for the balance of the fiscal year, and now personnel will be utilized mainly as replacements.

Wilke Cruse, formerly Chief of the Eighth Region Performance Standards Staff, and Ray Okerlund, formerly Chief Overseas Communicator at Anchorage, are both at the Training Center. Cruse, who transferred to the Aeronautical Center last November, is Chief of the Communications Operations Branch. Okerlund, on detail for some time, transferred recently also. He will act as an instructor for Class 23.

If the depot can blow their top for a whole page and a half (Vol. 5, #1, surely the shop can sound off. After all, we keep Region 8 running.

Right now Glenn Jefford is the most popular guy around here. He's always in demand and can be seen any morning at 8:15 in the vicinity of the Federal Building, cheerfully pushing shiny limousines around with "Elack Maria". Glenn doesn't want any help with this. He'd much rather the drivers would sit in the cars, while he does the work.

Ira Jefford is Glenn's big brother, and completes the team of the "Mad Jeffords". Ira is the scourge of the carpenter shop and the only man in the territory who can keep Ted Joslyn in check. We think it's his unlimited vocabulary that does it.

Max Clark is the gent who taxis Charlie Isaacs to and from work. Charlie is the filling station attendant, and weather forecaster. Oh yes, in between trips Max is the man who takes care of all that Bosch equipment from the stations. Working with him now is a new man by name of Baker, who will show you his new desk, a smooth gray job.

Harry Jensen just left us. It seems the lights of Anchorage were too bright, so he went home to Egegik.

Don Tarrett works in the grease shop, a brainy lad and a bundle of enthusiasm. Yes girls, he's married; but Marvin Driscoll isn't!! and he's got a lot of girls wondering why, too. He's that shy-guy, that ex-marine with the dark eyes and dazzling smile. When you call about it, ask for the welder.

Ed Pollard is the machinist and a good business man. It's too bad he gets his lipstick on so crooked every morning. Can't you do something about it, Margie?

We won't say much about the fellows in the other shop, because they're the kind of people polite folks call "Scandinavian". Not only that, but we know for a fact that they have vermin over there. George Kieffer, the big game hunter, has bagged 11 gray mice in that establishment this season. That doesn't say much for Swede Bralley's housekeeping does it?

In the office sits a big fat lady named Lee, to whom all the boys lovingly refer as "Ma".

What's that white thing floating over the gas pump? I know! It's the ghost of Otto Schneider still haunting the shop. Otto is a swell guy who quit for greener pastures. Before we finish this roll call, let us not forget Fred Pollard. He's the funny little man who buys our doughnuts.

Let's see, now how do we and these news donations? I believe I've seen some and with a nice poem. What poem could we find that would fit ours? I know!

TO A MOUSE---Burns 1785

Woe sleekit, cow'rin, tim'rous

beastie,

Oh, what a panic's in thy breastie!

Thou need na start awa sae fasty Wi'

bickerin Brattle!

I wad be laith to rin an' chase thee

Wi' murd'rin pattle!

1. Sleek 2. Noisy scamper

3. Plough-scraper

MEN ALMOST OVERCOME BY GAS

While thawing pipes at the shop February 1st Fred Pollard and Frank Frey were almost overcome by carbon monoxide gas. Frey was rushed to the hospital and given oxygen; he was back on his feet in two days. The effects of the poisoning was felt by both of them for several days.

The two men were using a jeep heater and were perched above it on the catwalk near the ceiling when they began to feel unusually drowsy. Pollard was able to descend the ladder unassisted, but had to go back to help Frey.

ANCHORAGE CHAPTER OF SPCH. ADOPTS SOLEMN RESOLUTION

The following letter was addressed to the husbands of three Personnel girls, who received BOY TIES from their wives for Christmas. Receiving the ties wasn't half as bad as the fact that they agreed to wear them. Who said "It's the woman who pays?"

Anchorage, Alaska
January 22, 1947

Dear Sir:

You are hereby advised of a resolution adopted at the last meeting of the Anchorage Chapter, S.P.C.H., and it is requested that you make a sincere effort to follow the dictates of this proclamation and avoid any recurrence of the effeminate roux pas which necessitated its publication. If it should be brought to our attention that you have again violated our code, it shall be necessary to take drastic steps to rectify your deficiencies. Only your extreme youth and marital inexperience have saved you from severe punishment for this first offense. Please observe the following:

Whereas; Only the experienced and aged males can appreciate the horrors of becoming a hen-pecked husband,

Whereas; The male of the species in the married status is already subjected to devious means of mental and physical torture (?) by his spouse,

Whereas; An opportunity offered by even the least of our brethren to allow his spouse to direct his way of life, especially in matters of dress, can only contribute to our complete demoralization,

THEREFORE; Be it resolved that our members absolutely refuse to wear any childish or immature form of attire, re-BOY TIES, etc.

IMA GINIT, Sec., Anchorage Chapter
Society for Prevention of Cruelty
to husbands

ANNUAL EXAMINATIONS FOR COMMUNICATORS DISCONTINUED

As reported in a circular letter dated December 20th from the Superintendent, Airways Operations Branch, the administering of annual examinations to aircraft communicators has been discontinued.

These examinations were prepared in Washington and administered between January 1 and March 15, primarily for the purpose of assisting in determining efficiency ratings. Element B in the rating pattern was "Grade attained on last communicator examination."

An Administration conference held last summer expressed its opinion in favor of abandoning the annual quizzes, and the recommendation was approved by the Central Office. The individual regions, however, may still prepare and administer to their own communicators various types of written examinations as a means of periodically determining current knowledge of operating regulations and procedures, familiarity with special regional instructions, and general acquaintance with other phases of communicator activities. It is anticipated that such a plan may be inaugurated in the Eighth Region, the results of which would be to reflect the extent of knowledge practically applied to the job.



VALENTINIC HAS NEW DUTIES AS INSPECTOR FOR OPERATIONS

August Valentincic, until recently the chief aircraft communicator at Annette Island, is the most recent addition to the Operations Branch Regional Office staff. Mr. Valentincic takes on the assignment of inspector for the Communications Operations Division. He arrived recently in Anchorage to be indoctrinated with the details of his new duties, and in the course of time may have the opportunity of personally meeting most of the communicators in the field.

Coming to the Eighth Region from Golva, North Dakota (Third Region), Mr. Valentincic has performed duty in Alaska at Kodiak, Sand Point, Naknek and Annette Island. He is married and has one child.

ALDOUS LEAVES FOR STATES

Tom Aldous, Communications Engineering Division, left the first part of February for Hot Springs, Arkansas, where he will spend an indefinite period recuperating from a recent operation.

Tom had gone Outside last November for treatment and an operation to relieve a back injury sustained during his army service. Returning here in January from the Veteran's Hospital in Portland, where he had undergone the operation, he felt well enough to return to his work as assistant in the Materials Section, Communications Engineering Division. However, his condition became worse and he was advised to seek a warmer climate.

His address, for the present, is General Delivery, Hot Springs, Arkansas.

On July 1 the CAA had 43,387 miles of airways in the United States proper and Alaska equipped with air navigation facilities. Estimated mileage by July 1, 1947, is 47,911.

VHF TESTS COMPLETED THIS MONTH FROM NG-FX, KZ-IO

VHF tests were completed from Nenana to Fairbanks, Tanana and Lake Minchumina the past month. As a result of the tests it appears that the installation of repeater stations between Nenana-Minchumina and Nenana-Tanana will not be necessary.

The tests between Ruby and Galena have been partially completed, but cold weather and engine generator difficulties have delayed their completion. Crews are still at Ruby, Galena and Tanana, attempting to complete the preliminary checks.

During the coming month, tests are planned for the Minchumina-Farewell-Grath circuits. They will probably be followed by work on the Nome-Golovin-Moses Point-Unalakleet circuit. An aerial survey trip of these routes is planned for the near future.

COMMUNICATOR SELECTIONS

The following communicator selections have recently taken place:

Alta Corbett, VY
Keith Carter, JD
James Durant, HQ as SOC
Bernard Evans, FZ as SAC
Tosca Jones, GQ
Evan Jones, GQ
John Keith, JE as CAC
Marion Laing, KE as SAC
Joseph McFarland, FZ as CAC
Lorin Mooers, WY as SAC
Charles McGowan, CEMO
Eugene Mars, HQ as ACOO
Ralph Schuyler, WY
Joseph Strickland, HG as CAC
Corrine Strickland, HG
William Stahlhut, HQ
Otto Unger, CEMO

SILT AND SEDIMENT FROM GQ

It seems that there are rumors around CAA circles that GQ has failed to contribute to the MUKTEL for some months. This accusation hurt our Chief considerably and has resulted in the issuing of the following station order, "All communicators will upon receipt of this order contribute." We were all quite curious as to what the order meant until the following morning when we came into the shack and call our station the radio shack) and saw a large sign on the CAC's desk labeled "KITTY". Naturally, nobody disputes the actions of the CAC, but after a few casual remarks had been passed the sign was altered slightly to read, "For the Good and Welfare of the Communication." What's a few bucks a week saying.

Someone suggested we tell people about the communicators at GQ in our article to the MUKTEL. As punishment to the guilty party for that suggestion we cut off the middle finger of his right hand. The victim will now have to lower the carriage with his little finger. The finger, at this writing, is hung above the donation box on the Chief's desk.

We bid farewell to two of our finest communicators this month. They are Mr. and Mrs. Proctor, who will retire to their farm in Sleetmute, Kansas, after a short vacation not to exceed three years, in which time they will tour the country by automobile. Mr. Proctor is undecided as to what line of work he will follow, but it seems likely he will open an art gallery and display a few of the 72,000 snapshots he took while in the territory. The Proctors were delayed in leaving a few days in order to clear up their business and close their accounts with the Galena Rifle and Gun Club, the Galena Boating and River Excursion Association, the Galena Society for the Abolishment of Seniority, and the Galena Welfare Fund for Undernourished Malamutes. It was discovered by Mr. Kuhl, who inci-

dentally is the president of the Combined Clubs of Galena Club, that Mr. Proctor had a refund of 89 cents coming from the Malamute treasury.

We would like to take this time to announce the arrival of a new addition to our little family. A son was born to Mr. and Mrs. Hugh Couey a few months ago. Mother and baby are doing fine. The boy is named Jonathan Vainright Couey after the famous Civil War general. The Coueys occupy a fine apartment in one of the better residential districts in Galena. The exposures are some of the finest to be had anywhere in Alaska. Looking out the front windows in the living room one can see vast acres of neatly piled gas drums which hold 50 gallons of gas. Looking out the kitchen windows in the rear one sees vast acres of oil drums which hold 50 gallons of oil. Looking out the nursery windows at the side one sees vast acres of neatly piled vodka drums, each containing 50 gallons of vodka, which the Russians forgot to take when they evacuated Galena. Hugh is one of our more outstanding citizens, being president of the Galena Cooperative Camera League. Because he spends considerable time repairing a 1912 model Vibroplex he is unable to give the League as much time as he should.

Galena is not without an amateur I might add. Our representative of the "Hams" in GQ is one Jeff Bird, W2CZ/KL7. Jeff has been in operation around four months or so and has worked about fifty countries and about 35 states. Jeff is the only one of our family from the Eastern Seaboard. He is a native of Rutley, New Jersey, and a graduate of Hoboken College of Higher Learning. Jeff holds the distinction of being the only man in Alaska who has gotten up at two hour intervals day and night for the past ten years to have a highball. He drinks bourbon mixed with orange juice, (Cont'd next page)

pineapple juice, grapefruit juice, and saurkraut juice.

Now we come to the junior member of our staff, one Richard Stein. Dick entered the CAA upon graduation from the St. Charles School for wayward boys, wayward that is. He's a tall, gangling youth of skin and bones, and is probably the only man who is dead from the waist up. Dick is only a CAF-5 and is of very little help around the station as a communicator, but is of great value as a utility man. He is the official wind indicator counter and anemometer man. His other duties consist of keeping the station immaculately clean, servicing the station car, and answering all discrepancies that come in from CEMO. He came in very handy recently when a little accident put our instruments out of commission. We poured four number two and a half cans of tomato juice into his skinny frame, and used him for a thermometer for nine days. Dick is a ping pong fiend, and asked me to make an announcement that he claims the championship of the territory and herewith makes a formal challenge to all comers.

The ladies are also represented by two fine specimens in Dobbie Stadt and Wynn Kuhl. Unfortunately, these two women are on the day watch while the writer has the mid, and we only see each other five minutes every morning so are only casually acquainted. Dobbie is the oldest communicator at Galena (we mean she's been here the longest) so naturally has the greatest seniority.

We have been honored with the presence of some men from "Downtown" during the past few months, - Weldon Berry from Radio Establishment, who is still with us, and his staff of assistants, which include such able men as Ernie Putnam, Chris Berger and Tom Sides. Eng Wentworth also has been assisting in moving the control station to its new location. For a while we called them Radio Establishment from B ranch 87, -but they are getting things on "the up" now and doing a nice job. However----!! All charter members of the Galena Society for the

Benefit of Brokendown Poker Players have taken an oath that the measly amount of "downtown" money brought into the game by these outsiders, shall remain in Galena instead of leaving via the first available as is the usual case.

Newcomers to Galena are Ross Cook and family from KE way and the Joneses from HG. Will give you the lowdown on them in our next article as we are still getting acquainted. Frank Loewe has been around for some several months now, but has been so busy we hardly know him when we see him so will include him in our next report.

Changes galore have stirred up a big wind in Tiddlewinks circles of late. That Man of the Year, John Keith, has moved to JE, where he will direct the Webfeet for the coming season. Little is expected of this outfit though, no doubt the climate will make their shooting a little rusty. Uzzell of HG fame has moved to IQ and with all that material to draw from should have a tough Lakeside team this year. He will have to change his whole style of attack as he has been used to allowing for that HG wind. That Grand Old Man of the sport and the Alaskan founder of the Northern variety, Glenn Davis, seems to be as much a permanent fixture of FK as the fog and smoke over Weeks Field. Enough for now of this pre-season dope and this should be enough for the MUKTEL for this time.

KMDX

Those Monitor Men
Are Here Again!

The following stations were recently given the broadcast monitoring treatment (and thorough) by Regional Office personnel:

Farewell, Tanana, Gulkana, Sheep Mountain, Minchumina, Nonana, Big Delta, Fairbanks, Skwentna, Anchorage and McGrath.

REPORT OF SHUYAK INCIDENT CONTAINS PERTINENT ADVICE

OF interest to CAA personnel who were members of the survey party at Shuyak Island last October, or to members of future survey parties, are the recommendations from Headquarters, Alaskan Sea Frontier, Kodiak, which form a part of Search and Rescue Bulletin No. 13-46 regarding the loss of a U. S. Navy enlisted man during the activities of the CAA crew on the island.

The report of the incident is concluded with the following paragraph: "It is recommended that (1) Parties not be allowed to venture into Alaskan Wilds unless several of the party are experienced woodsmen and all hands are properly equipped and clothed. (2) That all units in Alaska or operating in the waters thereof, take vigorous steps to obtain literature on survival and clothing, and equipment adequate to permit personnel to travel on foot comfortably and safely if the need arises."

The Navy man, who was a crew member of the U.S.S. YMS 434 operating in the vicinity of Shuyak Island in the support of the CAA survey party, became lost in a search of the rugged island for a CAA employee and another man of the ship's company. Though an extensive ground and air search was conducted over a period of nearly ten days, the Navy man was never found. Lack of equipment and adequate knowledge of the Alaskan wilds were undoubtedly responsible for the missing man's actions in wandering off from the position where he was last seen and not leaving any trace of his path.

"HOW TO STAY HAPPY"

1. Live today, tomorrow you may die.
2. Do unto others as they do to you.
3. Forget the past, look toward the future.

P.S. WIKI - CHIKI - LAMODD

NAYER TAKES OVER POSITION OF WATCHDOG OF THE CIRCUITS

All communicators and chief aircraft communicators, Hark Ye! The "Intelligence Department" of the Communications Operations Division announces the assignment of Fred Nayer as the new director for intelligence and counter-intelligence. In other words, he is now Chief Analyst in charge of Central Monitoring. Mr. Nayer succeeds Mr. Bridges and comes directly from the office of Fixed Aeronautical Communications.

Fred first entered the CAA at Dillon, Montana (7th Region), finding his way north via Newark, New York City and St. Louis. He entered on duty in the 8th Region at Fairbanks. While in New York City he entered the Select Group by attaining 55 wpm in a radiotelegraph receiving test. In Fairbanks he established a reputation as a Boehme transcriber in the early days of Boehme operation in this region. Working his way through the tape at Fairbanks, he subsequently served as chief aircraft communicator at Big Delta and Kodiak.

In 1944 Fred became Communications Inspector in the Regional Office. Although assigned mainly as assistant to the Chief in what is now known as the Fixed Aeronautical Communications Section (Operations Branch), he has made various trips to the field on station inspections and in connection with Fixed Aeronautical activities. He was Carl Bassler's right-hand man during the height of recent hostilities.

Analysis of Operations activities is nothing new to Mr. Nayer's varied repertoire and he will be in the groove at CERO.

What's the difference between a pessimist and an optimist? The pessimist says there is a thorn between every rose. The optimist says, yes, but there's a rose between every thorn.



FAIRBANKS

DRIZZINGS FROM THE HIGHEST POINT IN FAIRBANKS — ZFX

Well, let's go to press - and we'll but fractured a fibula trying to get this out before the deadline.

News is rather scarce this month due to a heavy ice fog shrouding the Golden Heart of Alaska. Traffic! What is that, another? Somebody look it up. The grizzling sessions at the mike are getting the controllers nowadays. Only the other morning "Cass" came to the tower all worn out, having controlled traffic all night. He said he was having the darndest time (these weren't the words he used) in trying to land a Stinson. The visibility was poor and his eyeballs were burning from strain trying to see one-half mile in order to give the weather bureau the good word. When the ice fog did crack enough to allow a landing, the field became covered with sheep. Now that's Traffic for you (the story is commencing to smell). Leave it to these Montanans to bring sheep to Alaska. Your reporter thanks our boy Cassun in homesick. Yep, you guessed it, it was only a dream cause the tower was closed. The chief is expecting a controller at anytime to rise from the "A" position with a sinister gleam in his eyes, turn suddenly and say in Clarion tones, "Shall we dance."

Fairbanks may be one of the coldest spots on the sequence, but at the same time it is also the hottest. Odds are being given on what building will burn next. They say it is a "fire bug" causing all the trouble, but methinks it is sparks being caused by the ice crystals in the air bumping together.

The big he-men of the tower don't talk so much of their all night sessions with "Old Thompson" or "Walker" since Granger experienced a snow bank hitting him in the face while walking peacefully

in the middle of the street. He now uses the stuff to soak brushes in, thereby saving his soul for posterity and/or the CAA, but a good paint brush nowadays is hard to find.

Speaking of rubbing a cat's hair the wrong way, just what does Cassun think he's doing beating the chief at every game of cribbage. Your reporter objects especially when one has to bear the brunt of the aftermath. Take it easy, let the chief win once in awhile, - maybe I won't have to see his fangs bared every time I try to be friendly.

This is "thirty" for now. Maybe when the obstruction to visions lift there will be more to beat on's gums about.

WALK TALK FROM FX RADIO

Some interesting discoveries have been made this month regarding the effect of 50 below weather on communicators. The chief experimenter is Elene Youngstrom, who walks to work (just on the coldest days) and who is evidently trying to compete with Task Force Frigid. The extra frigid air has a very marked effect on the delicate machinery of which a communicator is composed, causing icing of the carburetor and slowing up of the differential. The combined effects of the 48-hour week and the minus fifty some-odd weather is beginning to wear on the weaker sex (the men, of course). In this age of male slavery we were getting nicely grooved on the 40-hour week, using the first day to do the housework, wash dishes, scrub floors, dust the furniture, etc., and the second to rest up. Now there is only one day, and the old aching back barely gets back in shape by the time the next "day off" rolls around. Well, anyway, it's better than the 56-hour week; in fact, a few people still exist who like to make an extra day's pay.

(Cont'd next page)

Communicator changes are few, with L. Mooers going to Barrow, and the rest of the status still quo as the saying goes, except for our temporary exchange Ganser from TW, who left all his belongings at TW and one sad day was informed that his belongings had suddenly been exchanged for a pile of ashes when his house burned down. Pretty rough going, but it will sure make a swell story to tell that youngster when he grows up. Nothing like looking on the bright side, we always say, especially if it's someone else's side.

MAINTENANCE MEANDERINGS

New faces: PGM Donald Bogi, relief mechanic from HK; SGM Clark Terry, transferred from K3, where he has been for the last ten months.

SGM Clark Terry is back on the job after an emergency appendectomy that could have been serious but for quick action by all concerned. Clark suffered an attack during the night at Dettlos, where he was awaiting a transfer to Fairbanks. The circuits crackled with urgent messages, and inside of hours Bob Rice of Wien Alaska Airlines was on his way to KE returning the same morning with the patient. The operation was performed at 2:00 p.m. by Dr. Schnable.

Awaiting transfers are MT's Alva Osborne and Randall Spencer, to TW and WH respectively. Hensley and Bird, their new MTIC's, can expect them soon.

MT James Duffield, who returned to the States last month on leave, has resigned. We all miss "Duffy", who is an Air Force veteran and who became an ardent "ham" during his stay with us. Good luck, OM!

Nothing much else to talk about except the weather, which ceases to be a topic of conversation - we're entering our 23d day of -50 degree weather, and it gets to be monotonous after that. See you next month.

TELEPHONE SERVICE RESTORED WITH INSTALLATION OF TWO 200-LINE MANUAL BOARDS

Telephone service in Fairbanks has been restored by the arrival and installation of two 200-line manual boards rushed here by air from the factory.

With only 400 supervised drops, it was necessary to double up the normal four-party lines and assign coded rings. Confusion resulted at first when all the numbers were changed and directories hadn't been printed, as no one knew his own phone number and there were eight people on one line. The new equipment was installed in the basement of the building formerly housing the telephone exchange.

MTIC "Brick" Glascoe, who was loaned to the telephone company during the critical period, is back at work at the CT Site. The emergency radio-telephone network set up by the Arctic Amateur Radio Club and Radio Station KFAR to provide essential communications on 3995 kcs., and which at one time had more than 25 stations in operation at the hospital, police station, medical clinic and other points, has ceased functioning, with a job well done. CAA personnel participating were MTIC "Bill" Cowles, KL7AN; Acting MTIC "Nick" Nickerson, KL7AO; and Acting CEMO "Stan" Jeffcoat, WSKPY/KL7. "Bill" set up the station which was located in the police station, and both he and "Nick" were spark plugs in organizing the net, in cooperation with "Augie" Hebert, K7GEF, chief engineer of KFAR. The fellows were all carrying a big work load for a while, with emergencies arising on the job due to the cold weather, as well as working during off hours to establish the radio net. The secretary of the AARC is enumerating the emergency calls handled by the net, which will be given at a later date.

TO ALL STATIONS: PLEASE GET YOUR COPY IN EARLY, -BEFORE THE 8TH OF THE MONTH IF POSSIBLE.

You've asked us why McMurray's brow is now so furrowed and his tread is now so slow, you've asked us why McMurray's eyes look so bewildered - if he has a bitter foe. It's time the story is revealed, for Mac has had a mortal blow. McMurray set himself a task - a task that was tremendous, and though limb from limb he'll prob'ly rend us, it's time for all his friends to know.

The task required much mental labor, and he used 5 pens and quarts of ink. The task was such that has been known to drive strong men to drink.

We warned him, yes, we warned him, that the task should not be done, but he heeded not our words, of wisdom and worked from dawn to setting sun. (A good thing summer hadn't come.)

Once we saw his fingers falter and he scarce could turn a page, but when advice to stop was given, he turned on us in rage.

At last the task was finished and he donned his coat to go - it was then McMurray suffered that very mortal blow, for came by special messenger a pad of '47 dates, and McMurray promptly fainted 'cause the messenger arrived too late.

Mac had just changed all the days on his 1946 desk pad, 'cause he got impatient with the govment and simply wouldn't wait!

P.S. Of course '47 calendar desk pads were available at the local stationers for those not so close with a buck which reminds us--- In a recent interview when asked to what he attributed his prolonged state of extended celibacy, the indomitable, indubitable McMurray replied without hesitation, "Well now I'll tale ye laddie, I mainly attributes it to being extremely fast on me feet and a verra hard man wi a dollar." -- Which is no doubt verra sage advice but a bit late for the most of us.

Happy bunch of operators,
Going to work at four.
Rish like mad to catch the bus
That drives us to the door.

The day watch looks and smiles
To see us marching in,
Tapo all over by the miles.
My! What a day it's been.

All long lines now are typno,
There's been some changes made.
Here's a stack of traffic,
Give reasons why delayed.

McGowan looks around the room,
Counts us each by head,
And fifteen circuits must be manned,
With three operators sick in bed.



The C-47 was on base leg and coming in fast. We had the signal light on red and pointed directly at the window of Ed Cook's sno-go, but he hadn't made a move. We were about to fire the station rifle across his bow when in a sudden burst of speed and unexcelled mechanical energy the sno-go lifted itself from the strip and parked by the station door.

"One of these days," says Cook, "I'm gonna hafta run over one of those ptarmigan. They think they have the right-of-way over my snow machine."

About that time Myron Stevens drove past in his new convertible caterpillar and Wayne Brown, the MTIC, pulled up in his sno-joup. Who says Summit lacks activity?

Ben Crawford brought a wife and seven dogs from Galena, plus a load of fish. He says he'll ration us those fish if the commissary orders don't arrive soon.

For weather observing we have Jack Harden, formerly of HKG. He, his pretty wife and two daughters are holding their own despite being outnumbered by CAA personnel.

ACCOM Dick Boyce still lives in the end house with his wife Libbey and the three little Boyces. Mrs. B. is teaching the Calvert course to their seven year old daughter, Barbara. She reports that Dick is doing well with the course also.

CAC Harry Heugan, wife and daughter Kristi are looking forward to a family addition in May. One of these days Summit will have a housing shortage.

ASA dropped off Robert Sampson, fresh from the old training center, but we haven't seen him since. He holds down the Mid. His wife, who is in Florida, (Cont'd on page 30)

Day after day, hour after hour, our Chief, Bob Thomas, has been reminding me that something must be written for the LUKLUK. The latest report was that we may have a plane in anytime between February 1st and late spring, so today I'll pull up a typewriter and try to sooth our weary chief.

Confidentially, there hasn't been a thing going on around ZZ for quite a while. We're wading around in about three feet of snow and holding contests to see who has the biggest icicle hanging from his roof. A very unusual winter the old timers keep telling us, - Oh ya!

We can't decide whether the Gods of Yakataga want Mr. CAA to fold his station and quietly steal away, or whether they just like to annoy us, but ZZ is sure jinxed on north bound flights. Just about all of the girls in camp have been Outside vacationing the past six months, and so far none of them have made it straight home yet. They've all ended up in Cordova or Anchorage. Right now we are busy praying the coiling up high enough so the mail plane can bring Jeanne Eyerley in from Cordova after a two-month visit Outside.

By popular vote at a recent election, the inmates of ZZ nominated Bob Thomas "The Chamber of Commerce" for Yakataga and vicinity. He got so wound up the other day telling us of the wonders of the place we almost began to like it here. Such wonderful hunting, fishing and boating! Oh, the healthful invigorating climate! The unsurpassed scenery! Positively the ideal place for the outdoor man. Anybody wanna swap?

We had a small fire alarm the other morning. A series of frantic rings of the telephone and lots of little sleepy voices, "Whatsa Matter - whatsa matta?" (Cont'd on page 18)

- "Fire in the engine generator building." Down came our trusty CO2's and away we went. Down at the end of the road you could see it was just Bill Barker thawing oil lines with a blow torch. Flames reflected on the frosted windows made it look as if the whole place were in flames. Quite relieved that all was still well in Yakutatga, we trudged home and finished breakfast. (Went back to bed.) We still wonder if it wasn't someone's unique idea for getting Brown out of bed and to work on time.

Would anyone like to buy half interest in a dog kennel? ZZ appears to be an ideal site for raising dogs, but if something doesn't happen soon the chances will probably take over here. So far we have 1-----, 1 mama cocker, 1 Irish Setter (Puko); and 1 part Newfoundland and heaven only knows what else. We figure that with a little time and constant use of the E manuals maybe we could teach them the procedures of operating. Then we could go on an eight-hour work and spend the rest of the time hunting, fishing and boating in this Alaskan heaven. Are you sure you wouldn't like a swap?

The typical ending for every outgoing letter from ZZ is "Well the plane is coming so must close", so here's 30 from ZZ.

WANTED
CAA EMPLOYEE WITH CAR
Ronni Snyder, of Section 8-57, wants to know whether any CAA employee who is lucky enough to ride to work and home each day in his or her own vehicle, and lives somewhere in the vicinity of East "G" Street and 13th Avenue, would be willing to accept a passenger. If so, please contact Ronni on Extension 56. If desired, a monetary arrangement can be reached.

Well, it seems as if IQ hasn't had a word of news in the MUKLUK since the Potoskys left for Gambell, and now we hear them at Unalakleet.

Bob Osborne and family came in from Seattle and the Navy as the Potoskys left. Since that time, way back last summer, there has been an almost complete change of personnel (but not commissary).

Next to leave were the Raymond Harrys and baby daughter for Tanana. Fred Grandall from Summit replaced them. The next change was Roy Butler off to Annette Island, and he was replaced by Bill Whitworth from Nome. Then recently the Delanays left for Nanena and the Uzzells came in from Moses Point. The Maddons are still around and can't see how anyone can leave Minchumina.

Now that the personnel changes have been taken care of there is not much more news. Vince Madden and Bob Osborne are busy trapping - and all of us busy gaming ab sple.

We have three nice CAA visitors, - Barney Crosby, Iko Jensen and Wilson Jones, - all these bachelors and nary a single girl. What happened to that bid on Minchumina?

Recent addition to our permanent personnel was 'Rusty', Bill Whitworth's cocker spaniel puppy sent in from the states as company for Osborne's dog, 'Wolf', and the Uzzell's cat and kitten and 'Pokey', the Madden's cat.

Best wishes to newlyweds, Pauline and Clara, and by the way, how about that round robin letter from Class 11.

Well, guess I'd better get back to 'studying' for those New Year's presents we always got along the first part of the year. Will try to dig up some real news for next time.

A MINCHUMINITE

Considerable drooling has been taking place in the office of the Performance Standards Staff lately. That is McMurray's tactful way of hinting for an invitation to share Kendall's lunch.

When he could withstand McMurray's obvious suffering no longer, Kendall arranged for a picnic complete with dill pickles. This little party took place on a beautiful Alaskan day, - ideal for picnicing (the temperature was -15 at the time). In lieu of the shade of the old oak tree, Kendall thoughtfully provided the heat of the Federal building radiators for comfort. The menu was exotic in its variety and substantial dimensions. As co-honoree with McMurray, Mrs. Kendall presided over the actual dishing out of the edibles. The table was laden with handy articles to aid McMurray in his favorite dissipation - eating.

The admiring gallery of fans (secretaries during business hours) gasped as McMurray daringly helped himself. Such exploits in gastronomy have never been seen, before or since. Always a splendid performer, this day McMurray outdid himself. He was superb! First the bananas, then the salami, then the sandwiches, then the potato salad, then the apples, then the sandwiches, next the potato salad, again the pickles, anon the bananas, once more the pickles, and then - the cake! But one thing, - he overlooked the celery. Yes, here he showed just a bit of hesitation, but recovered brilliantly and went on to even greater heights, as, after having mastered the celery, he returned to the cake.

The cake suffered, the onlookers suffered, McMurray suffered prodigiously, but did not give in. A picnic is a picnic and should be treated as such even though minus the ants and the sand. McMurray absolutely would not fail his (Cont'd on page 29)

In case you are wondering about the queer appearance of RO personnel visiting your station, it's only the annual whiskerino contest, an adjunct of the Fur Rendezvous in Anchorage. This year it is tough; no longer does the usual upper lip adornment suffice. To get by the eagle eyes of Westover and his C. of C. gang it must be a hirsute appendage - and they make the definitions. Not results, - the RO looks like a parcel of refugees from the House of David. Otherwise the Fur Rendezvous promises to be the usual success, with much bellyhoo, Queen contestants galore, dog races, etc.

Another step in the air transportation picture - Anchorage now has thrice weekly service from Minneapolis via Northwest Airlines. This will be stepped up to daily when traffic warrants. And in the near future are CAA's US-Tokyo flights.

In case you haven't heard, the Federal housing project (for Veterans) in Anchorage is Snafu. Last month the contractor announced he had word from authorities that no more money was available to complete the project. Work was stopped, and the ninety some units apparently will not be completed. Not half enough, these units would have helped the housing situation. We wonder if the initial antagonism in Anchorage and the refusal of City Officials to relax certain building code requirements may not have contributed to the decision to abandon the program.

Another day we saw a sign in an Anchorage taxicab stating in bold letters "15% transportation tax charged on airline passenger fares." Questioning this matter, we are advised on good authority (no less than CAA Attorney Noggle) that it is strictly legit. Yep, so help me, if you take a taxi to the train, boat, or airport, the fare is subject to the Federal Transportation Tax.

PLANT & STRUCTURES CONSTRUCTION DIVISION

BY U. M. CULVER

The activities of the Construction Division for the past two months, in general, have been confined to the completion of the Sisters Island VHF relay station, temporary housing at Galena, revising the sewer and water systems at Gulkana, relocating receiving antennas at Yakutat and revamping the facility at Fort Heiden to allow this station to be operated by CAA personnel. The work at Fort Heiden consists, in general, of providing temporary sleeping rooms, a messhall, consolidating power plants, and revising power distribution systems. Along with these activities, requests for contracts, as well as the awarding of contracts, have taken place as follows:

A contract was awarded to the R. J. Sommers Construction Company for the construction of the VHF installations at Whittier and North Dutch Island. The Whittier job consists of a quarters building, transmitter room, and an engine generator building, together with connecting power lines, antennas, etc. Plans are to supply power to the existing fan marker at Whittier from the VHF facility. The North Dutch work consists of constructing a roadway, antennas, and a new engine generator building, together with other miscellaneous items involving the original installation.

Requests for contract have been prepared for applying a two-inch lift of pavement on the center 150-foot portion of the runway at Northway. This request also includes seal coating areas adjacent to this center strip. A request for VHF installations at Ninokilbrook and Cordova is being prepared and when advertising and awarding have been completed, this work will complete the VHF hook-up from Anchorage to Cordova and Middleton Island.

For the past three weeks George Allen has been assigned to assist the Property

Management Section in taking an inventory of Army materials at Annette Island. This assignment was completed February 5th.

Engineer Giles is now in the process of obtaining equipment and seeing that this equipment is in good mechanical repair, and planning its shipment to Kodiak for constructing a new roadway on Woody Island from the Army dock to the CAA facilities. This job of road construction is at this time one of the major jobs of Force Account construction for this year, and it is planned to have a trouble-free roadway constructed when the project is completed. At the time this roadway is being constructed it is possible that construction personnel will also assist the Maintenance Division in painting the exterior of CAA buildings, as well as completing the modification of Navy buildings for additional housing.

Engineer Ned Nelson is making good progress with conversion work at Northway, even though he is experiencing extreme temperatures during the course of the construction. Besides the work involved of supplying additional apartments for housing, he has installed three 50-kilowatt Caterpillar generators in a building acquired from the Army for the basic power supply at this station. This work was caused by the Army's power house burning down and leaving no extra power supply other than two small generators.

Engineer Wilkins is attempting to complete Sisters Island work as materials become available. He is rearranging VHF antennas at Gustavus and Juneau so that they will be oriented properly for this new VHF link (Gustavus-Sisters Island-Juneau).

Other activities of the Construction Division this coming work season will be completing the grading of the Duncan

(Cont'd on page 30)

AIRWAY TRAFFIC CONTROL CENTER

FAIRBANKS

We have had enough of this ~~weather~~ cold weather, so except for the profanity, -- no comment!

We haven't heard from CRQ in such a long time we are beginning to wonder if the Regional Office finally caught up with them and decided that there wasn't enough traffic to make a Center worthwhile.

Clyde Smith from CRQ visited us during the early part of the month and it was really gratifying to see his eyes light up after receiving some Fairbanks hospitality. One green eye and one red eye, flashing like navigation lights means appreciation doesn't it QQ. I guess the assistants at CRQ were pretty mean to him.

Bill Grotts sent his mules back to the Joad family (it was either send it back or marry one of the Joad girls) - what he never mentioned was that the mule was part of a dowry. Bill gave up the idea of a potato farm and instead he has his native girl selling Jessen's weekly in front of the Moecca Bar. Pretty enterprising for an Okie.

The CFX pool club took shape during the month of January. A. Iarenzie, C. Weikert and Major Grotts are representing the Center twenty-four hours a day at the local pool hall. Can you imagine the Marx brothers playing pool?

Jack Oldroyd is still single and smiling. From all reports it won't be long. Nothing but a miracle can save him now.

Just talked to Bill Cassun from Weeks Tower, and he has his thumb in a cast from working the counter. (Aside to Merrill Tower - "I'll do a little spying for a reasonable sum. Chas, that is.")

If you are this far and still awake you might be interested to know that CFX

AIRWAY TRAFFIC CONTROL CENTER

ANCHORAGE

Seems we failed to get under the proverbial wire with our contribution for last month's scandal sheet, so with whip in hand our beloved chief suggested (?) yours truly produce, so ---

The big stick, Ray Petite, is on a jaunt to the States with other department heads for a conference in Kansas City followed by other business (?) hither and yon.

Of course the Whiskerandoo is in full swing and some fine specimens are apparent in the Center. Tillie loads with his fine 1899 Concoiman's model, Bob Jens sports the reddest and bushiest and the other guys trail along behind.

Talking business just for a minute, the big topic (usually a headache) is the advent of the E-29's, which manage to cover the territory on-and-off airways, on-and-off instruments, etc., etc., etc., from Point Barrow to Waukegan, Illinois. As the boys at CFX can probably confirm, the 29's can be quite a problem. However, we have hopes that conditions may soon improve as the jockeys of the Super-Forts have all been spending some time in the Center. They have pointed out and we understand their problems, and we hope vice versa!!

Well, this should be enough chatter to keep the boss off my neck till the next deadline, so will leave you, not with the familiar "Kee---- it's cold", but with Jim's thought for the week, "This sure is tough weather on brass monkeys!"

heard from ex-chief Bill Bowen recently, and the temperature went up 10 degrees. Wish he would write often. And so another MUKLUK TELEGRAPH goes to mimeograph and so your scribe retires to the background for another few days. Next issue should really bring the news story of the year, and maybe, too, the personnel at old CFX will misbehave a little and give us some more material. So long -

SOURDOUGH SAM

CQ....

ST LAWRENCE SPEAKS UP
WITH FIRST NEWS REPORT

VITAL STATISTICS

OF WOODEN SHIPS AND IRON MEN

In a beautifully impressive, candle-lighted, double ring ceremony on the evening of January 25th, Miss Ruth Suddick, veteran communicator of the Anchorage station, became the bride of Lawrence Robbins, CEMO Analyst.

Rites were performed by Rev. R. R. Armstrong at the Anchorage Presbyterian church, and were witnessed by a large group of friends and co-workers of the popular couple. The wedding march was played by Mrs. Kenneth Parks.

The bride, given in marriage by Hugh Rea, was lovely in a winter white suit with pink accessories and carried a bouquet of talisman roses. She was attended by Miss Irene Hooks, bridesmaid, who wore a blue suit with white accessories, and bore a bouquet of white roses. Best man J.R. Turner supported the groom, with Eugene Davis acting as usher. The boys were also well dressed in conventional attire set off by tasteful boutonnières.

After having their pictures taken, the newlyweds departed precipitately from the church in a shower of rice and good wishes to the bride's home, where a reception was held. Miss Ethel Henderson wielded the coffeepot, aided and abetted by Miss Lorraine Nelson and Miss Violet Torgerson.

The bridal bouquet was tossed from the stairway, to the tune of girlish squeals and general merriment, and Miss Lorraine Nelson, star basket-ball center, hung up a new altitude record with a neat two-handed catch well over the heads of the nearest contenders.

After a brief wedding trip to Juneau, the couple are making their home at 624 East Third-Street, Anchorage.

"Hey, Sourpass, looky here," exclaimed the Perpetual Trainee, "I see where Brass Collars are going to give us the lowdown on efficiency ratings in the next issue of the MUKLUK."

"Mister Sourpass to you, you impatient young whelp," replied the Senior Overseas Communicator, absent-mindedly picking a flea out of his bushy left eyebrow. "I can see where the annual nuisance could well stand a bit of public discussion, alright."

"The efficiency rating system is one thing which has improved since the good old days. When I was a boot in this outfit, you never knew what went on your form 51, and no two Operators in Charge had the same conception of the values expressed on the sheet. Nowadays, you not only get to see the completed rating, you get to rate yourself first and argue about it with the rating officer."

"And if you think it's unpleasant, young fellow, just remember that the guy who rates you gets rated by someone that's tougher than he is. I always disliked the job, but must admit it's good for me. Never was a time I had to give some guy or gal a minus mark on a certain element that I couldn't look back over the year's work and see where I

(Cont'd on page 29)

Mr. and Mrs. Herbert Elmsberg are the proud possessors of a new, blue-eyed baby (boy, of course), born Jan. 24th. He weighed 8 lbs., 6½ oz. Herb is slowly improving. The boy's name is Christian Scott.

Newcomers to the station are Darrel Charast, from Skwentna; Harold Warner, from Juneau; and Alberta Bigelow, from the Regional Office. LaVerne Eite is back again from one of her routine jaunts up Summit way.

KL7GX Carl Hoffman has been touring the Sankana belt and we heard from him at KG as W4GCE/KL7.

W4GCE/KL7 John, at KG, is coming north shortly. The HQ boys are looking forward to meeting him.

KL7DY Frank, at Sitka, has really been working them on 20, 40 and 75 fono. Frank will snap photographs it is understood.

KL7FC Foxy Charlie, Poto at Woody, is busting the atoms with his new BC-310.

KL7FN Jim, at Homer, is always out of something: - either oil, gas or candy.

KL7CI George, at Northway, has not been heard for some moons. What goes, George?

KL7GE Bill keeps the boys well informed on the Cordova news.

KL7EU, KL7DB, KL7CA and KL7BA helped the Red Cross in providing communications to Valdez following the fire.

KL7EW Hervoy is back on 10 and doing mighty fine after a tour of duty in the States.

VE8AO Ed, at Lake Laberge (where they promoted "Sam McGee") takes care of the Whitehorse fan marker for DOT.

KL7GG ex W2RYK Frank, at Anchorage, is telling mighty fine on 20 CW and coming up with a full gallon shortly.

KL7FE Walt, at Cape Nome, is heard frequently at Anchorage on 75 fono at 40 CT.

KL7IA will be shaking the ether at HQ with 20 watts on 20 fono in a few days. Look out, boys!

(Cont'd on page 31)

We read with interest about the trials and tribulations of other stations with their housing shortages, strikes, losing fine personnel, getting frozen toes while hunting, visits by inspectors and the like.

Here at Gambell we have none of those troubles. Due to the efforts of HQ personnel, YO Sub-Depot, and Jack Jefford with NC-214, we have a full commissary and had a fine Christmas. We have no hunting of any kind, so there are no frozen toes. We have one vacant house, which will be redecorated as soon as the Mechanic and MTIC can get time.

Our only excitement is the arrival of the mail plane every two weeks with loads of magazines and a few letters. We want to thank those thoughtful people at HQ and YO who have been sending bundles of magazines.

The communicating is being done by the Weather Bureau Personnel with very little trouble being experienced.

We have so little snow that the landing strip is kept cleared by the wind. Of course, 50 mph winds will clear a lot of snow if given a chance. We had a tidal wave during the night of January 3rd, but none of us at the station knew about it until the next day. Some ten miles south of the village chunks of ice were found on top of a 100 foot cliff, where the waves had thrown them. No damage was done except for a few boat racks being broken down. There's nothing much to talk about here except the weather which isn't too cold, so we'll sign off.

HANK LALLY RETURNS

H. W. Lally returned to his work as Chief of the Audit Unit February 10th.

"Hank" had been Outside for medical care since March of last year.

In the manner of a nature study, let us examine the animal homo sapien, male, the variety having hair on the face. This variety may be found in abundance during the early months of the year in the most northeasterly section of the North American continent, notably in the region of Anchorage, Alaska.

This animal grows hair in the winter months of January and February, principally, the purpose of which seems to have no basis in any natural biological function, neither protective nor reproductive. The warmth of such facial covering is doubtful, the annoyance to the mates of these animals a certainty of established validity. Though the animal lives in a stratified society, the growth of hair on the face follows no class lines. Even the most distinguished of the sect, i.e., the "big-letter-men" of CAA employ, don beards, sideburns, and any other appurtenances that pass for hair-like growth on the facial areas. The female of the species should be capable of similar growth of equal discomfiture to her mate, but seemingly has outlawed such practice as impractical and more discomfiting to herself than to her mate.

It may be expected that successive submission to this metamorphosis in their mates at scheduled times of the yearly cycle may drive the females to the adoption of migratory habits, such venturings taking them to other climates and new environs where cleaner living habits are the custom.

Thus it is of interest to note how changes in the living habits of our animal friends (assuming a state of amity does exist) evolve, slowly but definitely bringing about new patterns of living to meet the exigencies of social living.

The social relationships of the homo sapien demand our continual scrutiny in

Among the strangest people on this earth are radiomen. A radioman is always either going on or coming off watch. Contrary to popular belief radiomen are not crazy. A radioman has two brains: One perfectly normal brain, which is destroyed during the process of learning radio, and another which is in a constant state of turmoil and is used proficiently in his work. This latter brain is filled with dots and dashes and procedure signs. Radiomen are like ground hogs; they seldom see the sun. If the sun is shining and a radioman sees his shadow he goes below and everyone knows there will be six more days, etc.

Sitting at his typewriter, a radioman receives an endless story of the world flowing through his ears and, unable to get out because both ears are stopped up by headphones. The stuff flows out through his fingers and is given out as press news, weather messages and so forth. When conversing with a radioman do not try to point your story by asking him if he remembers "The Message to Garcia", because he will jump and scream, "What is the number of

(Cont'd on page 30)

the light of these changes. Those of us who are aware must be on the lookout for an influx of barbers, an occupational class of this species, or an exodus of the female variety during the early winter months.

There will doubtless be societies of interested (and sore-faced) females founded for the purpose of directing communal intelligence to this problem. Resulting reorganization of existing business and family institutions may well be forthcoming. The entire scheme of living of this animal group may therefore undergo extreme revision as to status and function of the male and female factors. Any CAA male feeling insecurities and apprehensions in this regard should.



CAA SPORTS

WOMEN'S BOWLING LEAGUE

A bunch of the gals were whooping it up in the Aleutian Bowling Alley one night when they struck on the fine idea of getting up a Women's Bowling League and giving the men a little competition. Well, one thing led to another and before you could say "Dan McGrew" they had a bowling league started, consisting of 20 girls and numerous subs.

The night of January 22 the girls started "the ball rolling", and every Wednesday night since then they have been there to see that it kept on rolling. The first night everyone was a little new at the sport and was breaking in new balls, making the scores a little low. PERSONNEL came out on top the first night, with 4 points won. ENGINEERS and ADMINISTRATION tied with 2 and 2 and ACCOUNTS held up the bottom of the ladder with 4 lost.

The second week was a big week for ACCOUNTS, as Nina Maddox made seven spectacular strikes in a row, making a high game of 217. That week PERSONNEL was still leading with 8 points won and none lost. ACCOUNTS came up to second place with 4 and 4, and ADMINISTRATION and ENGINEERS vied for the next step of the ladder with 2 won and 6 lost.

The week of February 5 was uneventful as far as high games went, although we did have a high game of 166, made by Beth Henley, from ENGINEERS. PERSONNEL managed to stay on top that week, but they slipped a little by letting 2 points get away, making the points won 10, and 2 lost. ACCOUNTS followed again with 8 won and 4 lost. ENGINEERS got away from ADMINISTRATION this time, with 4 points won and 8 lost. ADMINISTRATION came through with 2 won and 10 lost. (Somebody has to be the last!)

(Cont'd on page 29)

MEN'S BOWLING LEAGUE

Merrill Field took another 4 points from Radio Engineers to increase their lead to 8 points the night of January 22. Harry Dyer (A-180) helped Administration for the last time with a 447 total, as they took three from Accounts. Accounts did hit second high season single with 785. Dick Bisel (80) knocked off a 206 game, and Norm Lowenstein (206) hit 495 for high three for the evening.

The night of January 28th, Contracts came back strong with 807 for second high season single and 2259 for second high season three games. Gene Scharnek (230) contributed 536 for second high individual three games to help Contracts knock Warehouse over for three points. Virg Stone (5) started with a 100 game and doubled it for 206 for high single for the night. Merrill Field lost three to Engineers, but held their lead.

Merrill Field easily won the second leg of the championship on February 5th. Engineers knocked Contracts out of second place with a clean sweep, while Administration held the undisputed cellar spot. George Karabelnikoff (57) helped his team by hitting 188 for high single and 510 for high three.

The opening of the last third of the season February 12th, found Administration reversing the standings by taking four from Warehouse. George Karabelnikoff (57) again had 188 for high single although Gene Scharnek (230) took high three with 504. Norm Lowenstein (206) hit a new high with an even dozen splits in three games. Maybe Hank Newman will land him the "Split Special" next time.

The feeble boasts of the Women's teams don't bother us. We'll challenge any picked girls' team to a match any Sunday afternoon. Yes, we'll even give you 75% handicap (hey, fellows, don't run out on me) based on any season averages of nine (9) games or more.

WAREHOUSE WAILS

NEW EMPLOYEES

- JANUARY -

Did you know Vern Diffman is doing a stint at the Warehouse lately? A swell guy and quite decorative, but married, of course.

We're an old grouch, you know (or didn't you?), but this month we've just about got to give in and offer a grudging benediction to you guys. You've been digging into the parts books like a bunch of wolves gone mad; and the detailed nomenclature on your requisitions is almost an embarrassment when we happen to have slipped up ourselves. But carry on the good work. If you call it what the guy who makes it calls it, we'll send the gadget you want.

And now that you've responded so nicely to that, how's for a hearing on another small request? No rules cover it, no regulations demand it, no Washington memos order it. But could you would you (pardon us if we sound like a stuttering schoolboy) start a series of package numbers for material sent in from your stations? Station packages often are difficult to identify; but if each one bore a number that included the teletype designator it would be almost impossible to lose or confuse it (even here).

The simplest plan would be to number packages serially, each number to consist of the station teletype designator, followed by figures proceeding numerically from "one". If you'd start with "one" at the beginning of each fiscal year and follow along throughout the period, being sure to include the number on both shipping manifest and box, we'd have a foolproof package-to-paper hookup.

The Warehouse has been shipping this way for some time, and so has Alaska Supply Section (we hope). It works out swell and gives a good check on what goes where and how. Think you could try

it for Grandma, kids? Just the station designator followed by the figure; this serial number on both GEL and package; and our eternal thanks.

We should like to announce our sympathy for the gentleman whose friend(?) Kendall smokes the bad cigars and pipe. But we think said gentleman has never smelled a right royal rock until he's had Ray Anderson's shoreoot under his nose for an hour. Where Ray finds his combination of sassafras bark and roofing tar is known only to the gods; but when you read of wholesale asphyxiation at the Warehouse you'll know that Anderson, not Kilroy, was here.

Was ever an outfit so strapped for money as Warehouse Stock and Stores? This year's appropriation already is gone, with supplies spread thinner and thinner to meet the most desperate needs. But J. E. Goodwin, Chief of Budget and Planning, is panning for gold like a good fellow, dredging up dollars here and dimes there from the sands of inefficient operation. How he'll come out in the end is unknown, but we give credit to a man whose thorough understanding of supply problems will swing more and better equipment your way if the thing is humanly possible.

We now rise to propose a Society for the Prevention of Cruelty to Ginny Pike. As if she wasn't sufficiently bewildered among the thermo-galvanometers, some brute stuck his foot on Sharkey's scale and upped her weight five pounds. We don't know his name, but we think his initials are Kim Raneier.

Guess what we found in the Warehouse the other day! Dave Moore, MEIC from Nome, making a tour of inspection with Merle Young. Struck us at the time we'd like to see more of you field men, and

(Cont'd on page 31)

Charles Baker, General Mechanic, Airways Lighting Section (Maintenance)

Mrs. Stella F. Barksdale, Clerk-Typist, Communications Engineering Division, Office of Chief

Mrs. Lois C. Jansch, Clerk-Typist, Regional Warehouse

Arthur J. Leppi, General Mechanic, Standards & Compliance Staff

George A. Morin, Maintenance Technician, Field Station Maint., Nome

Jack T. Pearson, Aircraft Mechanic, Aircraft Inspection & Repair Base

Mrs. Shirley E. Bradley, Clerk-Stenographer, Claims & Contract Performance Unit

Mrs. Athena I. Cochran, Traffic Clerk, Communications Operations Division

Mrs. Vera M. Cramer, Clerk-Typist, Alaska Supply Section, Seattle

Betty H. Deaver, Clerk-Typist, Communications Engineering Division, Office of Chief

Mrs. Phyllis R. Goodwin, Clerk-Typist, Disbursing Unit

Vincent E. Hagen, General Mechanic, Construction Division, Facilities Section

Paul H. Hansen, General Mechanic, Sector Maintenance, Annette Island

Robert C. Moriarty, Storekeeper, Alaska Commissary

Mrs. Myrtle K. Nelson, Clerk-Stenographer, Communications Operations Division

Billie J. Shield, Clerk-Stenographer, Construction Division

Mrs. Geraldine M. Stigon, Clerk-Typist, Regional Warehouse

Mrs. Verna G. Titus, Clerk-Typist, Engineering Division

Mary D. Zenos, Clerk-Stenographer, Alaska Supply Section, Seattle

Carl L. Carlson, General Mechanic, Sector Maintenance, Yakutat

Bernice M. Currie, Clerk-Typist, Alaska Commissary

Daniel L. Fritz, Maintenance Technician, Field Station Maintenance, Naknek

George F. Gentry, General Mechanic, Sector Maintenance, Naknek

Mrs. Jennie C. Rock, Engineering Draftsman, ANP Plant & Structures Branch

Clifton C. Hills, General Mechanic, Communications Engineering Division

Carl M. Newsom, Storekeeper, Commissary

Mrs. Pearl M. Parmelee, Assistant Clerk, Audit Unit

James E. Rigbee, Jr., Engineering Draftsman, Drafting Section

Mrs. Grace G. Sinclair, Clerk, Disbursing Unit

Mrs. Marjorie L. Bjorgen, Clerk-Typist, Regional Warehouse

WATCH CAA MEN'S BOWLING TEAMS IN THE FUR RENDEZVOUS TOURNAMENT!!!

February 26, FRIDAY, 7:00 PM
March 1, SATURDAY, 4:00 PM

KENAI

Yumpin Yimminey, here it is time to go to press and we haven't written our article! We will try to say a few words anyhow, so we don't get a red mark on our reeport card. Not much news to talk about coorse it's been so blame cold dat all ve can do is try and keep varm. Ven ve play poker ve have to hold our cards vit mittens on, and I tell u it's purty hard to hold a straight flush like dat. Ya, and ven ve go to work at the stashun it's about 70 above veer ur head supposed to be and 30 below ver ur feet is supposed to be. Soo to keep varm ve have to put our feet on da table. Please excuse us, Anchorage, ven ve make a few moestakes on da tooletype coorse it's blame hard to make de tooletype go dat vay.

Ve not so bad of as some places. Vun nite I saw veer Fort Yukon had 72 below zero. I bot they had to thaw demselves out of bed next morning mit a blow torch. Poor Iliamna, dey been having heck of a time, too. In all this cold weather dey been going to work at da stashun mit dog team, mind u. Dey shure getting to be a bunch of sourdoughs. When u call em mit traffic dey call back and say 'mush' and when dey want u to stop dey say 'whoa'. U can't blame dem, CENO, u wud probly do dat urself.

Ya, ve vent and lost one of our communicaters, too. Blame RO vent and saad she had to go to Galena, und den dey made her go to Kodiak. So ve haf to work a little harder now, u bet. But ve haf hopes yet. We saw von fine moose by da stashun, and I said to da chief, ve shud get our gun and shoot da critter, but he says no, ve got him a little tamer and den ve will make an operator out of him. Ya know, that chief of ours is purty clever. I just bot he cud do it, ya bet.

I botcha dem guys in HQ is all running around mit brushes on der faces, -
(Cont'd on page 31)

SITKA BY THE SEA

Well, it looks like we are going to miss the first issue of the new year. The days here come in a set order. We have two days of snow, three days of rain, and then two days of plain and fancy ice. When you get into the swing of the weather, weeks go by without your noticing them. We were going to keep you informed on the news here.

Well, CAC Bill Youppi returned from a much needed vacation and rest, arriving here Christmas Eve. "Bob" Boblenz took off for way back east on a long postponed vacation. It looks like we are going to lose Clyde and Corrine Strickland to the far north country around HQ. I think they have heard about the wild moose milk and want to try some of it. The rest of us are just waiting for our turn at the vacation business.

Evidently we will have to have a pass word here, as the Elks Lodge at Sitka are sponsoring an old time celebration, and they have a heavy penalty for all of their members who do not wear whiskers of some kind from now until February 22nd. So we are beginning to see some dirty faces coming around the corners.

Coming back to Christmas, we had our first boat in four months the day before Christmas. Everyone was running to the post office to get their Sears orders so we would have some things for the kids. Even at that, Christmas was spread over four days.

Well, I see the rain has started to let up so it will start to freeze pretty soon, consequently I had better close the windows and turn up the heat. As over,

THE SITKA DRIP THE 2ND

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OF WOODEN SHIPS AND IRON MEN

(Continued from page 22)

might have maybe spent a few extra minutes, a little more effort, to bring about a reform which would have let me put down a check mark instead of a minus.

"A rating officer and his subordinates are so closely tangled up in their jobs that, with a few radical exceptions, each one is in some measure responsible for what happens to the other.

"Just the other day, some recruit brought up a suggestion which might be worth something. He says the efficiency rating system is only half there, and only works one way. According to him, the employees should rate their superiors. Now, how about that? D'you think that the majority out of twenty odd communicaters who work with me six days a week could do as good a job of rating me as my superior who sees me in action for five or ten minutes every day when the watch changes, and has to depend on the paperwork I turn in for his opinions? Hebbe so, hebbe so. And I wouldn't be surprised it'd take some of the conceit outa me, too.

"By the way, Squirt, it just occurs to me that I'm going to have to give you a minus in something or other because your operating speeds are way below requirements, and here I set lettin' you bend my ear. Git the load outa your flat feet and start readin' Baudot tape until you can find something useful to do."

Whereupon, with a mighty bellow of rage, the Senior Overseas Communicator snatched up the Bull Whip and flung it at the rear of the retreating youth, then, after biting off a full half of a plug of Browns Mule, he subsided into his Postur chair, and gave way to great gasping sobs, which racked his frail body and gradually turned from piteous sniffles to a gentle snore.

WOMEN'S BOWLING

(Continued from page 25)

February 12 was an awful night for everyone concerned, due to the fact that the Management took away the balls we had "borrowed" from the Alaska Railroad women bowlers, and gave them back to the women. Then, too, it was Lincoln's birthday and we were all tired from working when the radio had very plainly said the night before that all Federal offices would be closed on the 12th. Regardless of excuses, we still have to give you the team standings. We'll even come forth with the high game - 137, made by Jinx Davies of ENGINEERS. This time PERSONNEL didn't do so well. They let ACCOUNTS walk all over them, thus putting ACCOUNTS in first place with 12 won and 4 lost. PERSONNEL tagged along with 10 won and 6 lost, and ENGINEERS came next with 7 won and 9 lost. ADMINISTRATION won a point, making 3 won and 13 lost.

We said that the girls were going to give the men some competition, and we meant it. They're just holding back until the last when they'll really cut loose and show you men what real bowling is! Come on down and see for yourself.

**SUPPORT YOUR BOWLING TEAMS
AT
FUR RENDEZVOUS TOURNAMENT!**

McMURRAY - (Cont'd from page 19)
audience nor dim the glory of the ancient tradition of the "Rite of the Fionie", as practiced by himself, by so much as a mouthful. He meant to polish off that lunch and he did, practically single-handedly. Mr. and Mrs. Kendall nobly assisted in the good work, but you could tell that the real burden of the affair fell upon McMurray.

This self-sacrificing hero returned to regular duty at the end of the lunch hour, secure in the knowledge that he had acted a man's part.

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CONSTRUCTION DIV. (Cont'd from page 20)
Canal SSRA range plot and installing VEF
facilities at this site, constructing
temporary housing at Galena for the
Weather Bureau, requesting a contract
for work at Bethel which will correct
the damage caused by floods, and super-
vising the activities of the C. F. Lefle

Some of our engineers are vacationing in the continental United States. Ethel Neat, the Chief's secretary, has resigned and is changing her residence to Washington, D. C. The biggest blow to our division was learning of Engineer Otto Nelson's death on February 3. Engineer Nelson had been employed by the Construction Division since 1940 and had been assigned to numerous construction projects, completing them in good order and giving very good service. He had many friends in the CAA and will be missed by everyone.

Jay Taylor, 18001 McKendree Avenue, Pacific Palisades, California, is in charge of the Amateur Activities for the Association of Airways Radio Engineers and Technicians, and will furnish information regarding stateside skeds to brother CAA hams.

WAREHOUSE WAILS - (Cont'd from page 26)
we might even lend a sympathetic ear to your gripes. (Hope the courtesy would be mutual). Joking aside, a personal visit can often clear up small difficulties. Besides which, we just plain want to get acquainted. So don't forget to come 'N see us next time you come to town.

Come As You Are!!!

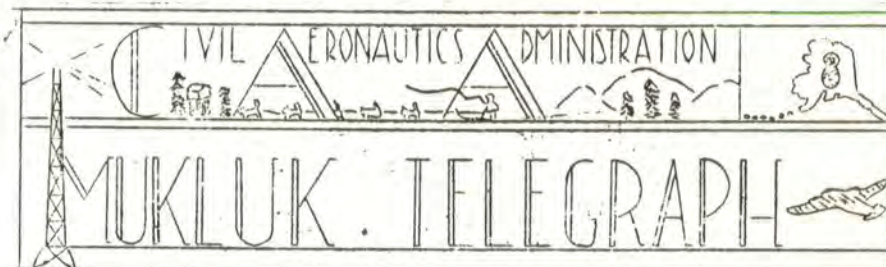


Civair 8 Club
HARD TIME PARTY

Friday, April 11
9 p.m. - 1 a.m.
REFRESHMENTS

At the "Ark"
\$1.25 each
DANCING

Best Band in Anchorage!



CAA ASSOCIATION TO BE CALLED 'CIVAIR 8 CLUB'

WASHINGTON OFFICE AUTHORIZES
NEW POSITION FOR 6TH REGION

The position of Regional Medical Officer has been authorized for the Eighth Region by the Washington office, and it is expected that appointment of the new staff member will be made within the next few weeks.

Under the general direction of the Regional Administrator, the Medical Officer will be responsible for carrying out the policies and procedures as outlined by the Director of Aviation Medical Service in the maintenance of prescribed physical standards of airmen. He will also supervise health programs within the region that may be established by the Administration.

CAA LEASES TOP FLOOR OF
LOUSSAC-SOIGN BUILDING FOR
REGIONAL OFFICE PERSONNEL

Some relief is now in sight for the crowded office conditions experienced by many Regional Office personnel. A lease has been signed for the entire top floor of the new Loussac-Sogn building, being constructed on the corner of Fifth and D Streets.

The completion of the building has been delayed because of the shipping and carpenter's strikes, but it is now expected that it will be available approximately June 15. A total of 24 offices will be available there. These

(Continued on page 27)

SNACK HUT TO BE OPENED SOON,
DANCE PLANNED FOR APRIL 11

The newly organized recreational and welfare association for CAA employees will be known as the Civair 8 Club. This name was chosen by the committee after reviewing the questionnaires which were recently submitted to all Anchorage personnel.

The original plan of publishing several of the most popular name suggestions in the MUKLUK for a final vote had to be set aside because it was thought possible to have the Snack Hut in operation before the next issue of the MUKLUK was distributed. The organization had to have a name before membership cards could be sold, and it was necessary to start the membership drive immediately to obtain funds to cover expenses incurred in establishing the Snack Hut.

Over 200 questionnaires, which were circulated as a result of the first meeting of the committee, have been returned. They indicate that the suggestion of a snack bar was extremely popular and that dances, excursions, picnics and fishing trips were favored by the majority of the people. Some interest was shown in each of the activities listed, and some other very good suggestions were received.

After reviewing the questionnaires, the committee decided to concentrate first on the snack bar, and to proceed with plans for a dance to be held

(Continued on page 28)