

DIFFICULTIES ENCOUNTERED IN PLANS FOR CIVAIR 8 SNACK HUT

The opening of the Civair 8 Snack Hut has been postponed indefinitely.

Serious and unexpected difficulties in the committee's plans arose when an estimate was made of the cost of installing water and sewage systems in the hut. It was found that the cost would be considerable, and worse yet, that when installed the systems would be satisfactory only for summer use.

In view of the size of the expenditure involved, the fact that the CAA's tenure on the hut at present extends only through July 15th with no assurance that an extension can be secured, and the prospect that the hut might be useable only during the summer, it was felt that it was not practicable to go ahead with the plan.

However, members of the committee are still working on the project with the hope of securing a location of a more permanent nature for the Snack Hut. The possibility of obtaining one of the CCC buildings, which are being vacated when the move to the Loussac-Sign Building is made, is being investigated.

NAME CHOSEN FOR CAA FLYING CLUB

CAA's flying club will be known henceforth as the Chugach Flying Club. The name was selected at a recent meeting of the club.

Members have appointed an attorney to draw up papers of incorporation, and it is expected that within a short time organization of the club will be complete.

HORNING TRANSFERS TO 6TH REGION, TIPPETS TO WASHINGTON OFFICE

The Eighth Region lost two of its top-notch officials this month in the transfer of A. E. Horning, Chief, ANF Planning and Control Staff, to the Sixth Region, and Joseph H. Tippetts, Superintendent, ANF Communications Branch, to the Washington Office. Both men have served this region since the early days of CAA in Alaska, when a small group of technicians were working night and day to build the airways that were so urgently needed.

Mr. Horning's position in the Sixth Region will be that of Airways Flight Inspector. The work will not be new to Al for he served in that capacity in the Eighth Region from the time he started with CAA in 1940 until late in 1945 when he took over the job of Chief of the Planning and Control Staff. Al, his wife, Lou, and daughter, Susan, will leave for Santa Monica about the 20th of this month.

Mr. Tippet's job in the Washington Office will be Chief of the Communications Engineering Division. He and his family have already left Anchorage for the new location. Joe has been with CAA since 1937, coming to the Eighth Region in 1940. His first position with CAA was that of Junior Radio Operator.

Both Al's and Joe's performance in their positions of responsibility and leadership have been outstanding. Their many friends within the organization wish them success and happiness in their new locations.

MUKLUK TELEGRAPH

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PERSONAL FLYING

This office has prepared a survey or questionnaire form for mailing to all owners and operators of small aircraft in Alaska. This survey is intended to serve several specific purposes among which are: (1) A reasonably accurate indication of the number of small airplanes operating in the Territory; (2) The particular type of activities in which these are engaged; (3) The number of hours flown each year; and, (4) Number of hours flown on wheels, pontoons or skis. An opportunity is also given each owner or operator to tell how he thinks personal flying can be improved.

The amount of information available, either in Alaska or the continental United States, with respect to personal aircraft flying is extremely limited. Recently the Washington Office sent out a questionnaire to 25,000 private flyers. It is believed that practically all; if not all of these were mailed to continental United States personnel.

Alaska is still considered the most air-minded country in the world from the standpoint of airplanes owned per capita, the percentage of total population flying and the number of miles flown per capita. The Office of Aviation Information officially confirms this in Release No. 142 on March 31st which we quote, in part: "Alaska is holding tightly to its crown as the 'air travelingest' area in the world, with an estimated 69% of its entire population recorded as air passengers during 1945, latest year for which statistics are available.

"Compared with this, only 10% of the population in the United States flew during 1946, if the 13,500,000 passengers listed here were to be considered as separate individuals.

"A statistical breakdown reveals the average U. S. resident flew 52 miles on scheduled airlines in 1945 in comparison with 233 miles for the average Alaskan.

"There are some 85,000 civil airplanes in the United States for 140,000,000 people, while in Alaska there are 600 planes for 80,000 people."

Frank Gray, CAA Station Manager at Fairbanks, wrote us some time ago for information which would be used for publication about this claim of Alaska being more air-minded than any other part of the country. Our Washington Office was furnished with such available statistics as we could corral from CAA and CAB records and the article referred to above was the result.

We feel certain that if we can obtain a wholehearted response from personal aircraft owners in Alaska on their flying activities, we will have some startling figures to compare with the results of the survey being conducted in the United States.

V. D. Stone
Assistant to the Regional Administrator
For Personal Flying Development

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CIVAIR 8 CLUB DANCE

ACCLAIMED HUGE SUCCESS

Civair 8 Club's first social activity, a hard-time dance held in the Ark on April 11, was attended by over 300 persons.

The hard-times theme of the party was carried out in the decorations, which centered around a series of hill-billy cartoons lining the walls. In keeping with the informal spirit of the party those attending were appropriately attired in old clothes.

Music for the dance was furnished by Frank Swanson and his orchestra. The intermission program consisted of a group of bass solo by Sgt. Edward Johnson, a feature dance by Sally Whitehead, and a variety number by Lorraine Rogers.

To the committees who made the party such a huge success, a hearty vote of thanks is extended. The music, the entertainment, the refreshments and the company were all of the best. Most frequently noted comment was, "When can we have another one?"

The Civair 8 Club announces that it will sponsor a series of dances at intervals throughout the year.

BULLOCK GOES TO SEVENTH

REGION AS BUDGET ANALYST

Glenn Bullock, Assistant Chief of the Accounts Division, has transferred to the Seventh Region, his resignation here effective March 22nd. He will work as Budget Analyst with R. P. Simonds, formerly of the Eighth Region, who is now Budget officer in the Seventh Region.

Glenn entered on duty in this region September 1940 with Airways Engineering, transferring to Accounts in February of the next year. In June of 1942 he left CAA for military service, returning to the organization as Assistant Chief of the Accounts Division in November of 1945.

THIRD TELETYPE CLASS

TO GRADUATE APRIL 18TH

Class No. 3 of the Teletype School is now in session. Candidates attending this class are Floryn Rhode, Northway; Rex Spencer, Fairbanks; William Ward and Ted Austerman, Anchorage. It is expected that members of the class will complete their work about April 18.

A circular letter has been sent to all stations requesting candidate's names and favorable dates for their attendance of classes. Replies are coming in and a roster of candidates is building up for future attendance selections. Candidates from stations with teletype installations will of necessity be given priority because of limited space and facilities.

The following communicator selections and appointments have recently taken place:

SELECTIONS

Kenneth Wood	JE
Richard Boyce	JE
Ann Ufor	JD
Margaret Miller	JD
Harold McLelland	OF
Jeanne Murphy	OF
Darrell Charest	KG
William Stahlhut	KG
Georgy Bird	FX
Shirley Sahn	FX

APPOINTMENTS

Richard Schor	YO
Robert Merideth	YO
Austin King	YO
Donald Ferguson	YO
Rue Stears	YO
Kenneth Johnson	KE
Theodore Jordan	KE
James Langton	KE
Albert Tetsel	UB
Donald Slonocker	GQ
Edwin Austin	FX
Elvan John	ZZ
Clarence Jorgenson	OF
Paul Danner	KG

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SEEN AND HEARD AROUND NOME

Larry Gourlie serving waffles to the day watch and Fran Abbott later running home after some Alka Seltzer.

The big party at the CT site. Everyone was invited and everyone came. The taxi drivers had a field day. Party broke up the next afternoon.

F. E. Jackson from Bethel going home with his pockets full of our 4-5-6 money. We planned to go to Bethel and get it back, but didn't make it. Some day though!

Feather Merchants and such all over the place while the oil moving project from YO to UB was on.

Kirsti Crawley just barely catching Alaska Airlines plane as the motors were warming up the day she left YO for NZ. Hear tell that she missed to WH-NZ plane completely.

The bright red ski cap found on Bob Schmidt's desk one morning. Seems someone didn't like the stocking cap he wears. He isn't wearing the red one either.

Inspector Hickok in a poker game dealing two-card again and again in an attempt to win at least once.

The sigh of relief as 301X was converted from high speed to radioteletype.

Our girls all decked out in their uniforms, and the men with their suits just back from the cleaners the night we had Kirsti's going away party.

The rotating watch list for the communicators. Former mid watchers blinking in the daylight and eye folks showing up at the theater for a change.

Frank Jensen looking for anything, including an igloo, to house a wife and baby in. Wife and baby are in the states.

The townsfolk, that includes us, making for the nearest bars after

seeing the movie "Lost Weekend", downing their drinks and swearing they'll never see another movie as long as they live. (OK - so it is an old joke)

Bob Reddaway packing his bottle of Southern Comfort and package of Kools and departing for parts unknown. He'll be back - at least that's the current wager.

John Fults, former ANS man, now occupying the desk as Sub-Depot Superintendent.

Barney Crosby, airways engineer, back in Nome and in charge of our mechanical maintenance - replacing Harry Nelson who will be chained to a desk at Anchorage.

A question repeated over and over again - when are we going to get some casters for our chairs?

The big smile Les Brooks was wearing the day after he made 199 at the bowling alley.

Inspectors Hickok and Valentincic - they came, they saw, and it was painless.

Lauren Dana, in from the Cape, at a 4-5-6 game in the Board of Trade writing IOU's as fast as he was acing away.

The pumps at work again draining the winters sewage out from under the houses.

Cliff Caudill's Old Model A Ford - open back end, two seats (?) and five good tires. For a hundred bucks he couldn't go wrong.

Victor Vinson patching up another Model A after he dug it out of a snow drift.

The VHF crew back in town after completing tests to Golovin and Moses Point.

(MORE NOME NEWS ON PAGE 32)

MORE FILMS ADDED TO CAA'S FILM LIBRARY

CAA's film library continues to grow. During the last few days several technical and educational films were received on the subjects of Loran, Celestial Navigation, First Aid, Radio Technician Training and Basic Hydraulics. Many other interesting films, all of a technical nature, are available on various radio subjects, primary and advanced flight training, meteorology, etc.

These films are loaned, without cost, to CAA stations or groups, and to other interested organizations which are willing to pay the cost of return transportation and insurance. Not more than two films are to be loaned at any one time to any group and for periods not to exceed two weeks. Film strips and records are also on hand, but the sound slide-film unit (Illustravox Jr.) has not yet arrived. Anyone interested in the sound films may address their inquiries to CAA, 8-5, Anchorage.

In the near future a list of available films will be sent to all CAA stations and to other civic organizations that may desire them. You are encouraged to make use of this film library.

ARLIN TRANSFERS TO POSITION IN 5TH REGION

Norman Arlin, Airways Engineer (R), left last week for Kansas City, Missouri, where he is transferring to the Communications Engineering Division of the Fifth Region.

Norman has been with the Eighth Region for the past six years, part of that time with Communications, Maintenance and the remainder of the time with Communications Engineering. Good luck, Norm!

CAUTION AVOIDS ACCIDENTS!!

AIRPORTS REPORTS ON PERSONNEL AND WORK

The Airports Branch is the only cheechako outfit in the Eighth Region. Its entrance on duty in Anchorage was last fall, and it is feared that they haven't been blowing their horn loud enough to be heard in most of the remote outposts to which the Makluk travels.

It is slowly building up an organization. The Superintendent of the Branch is K. S. Perry, who transferred from the Washington office of Airports. The Assistant Superintendent is G. J. Paulie, who transferred from the Plant & Structures Branch, 8th Region. James H. Cusock, recently out of the Army, is Chief of the Planning Section. The secretary in the Superintendent's office is Mary Zang, who transferred from P & S Construction Division, and Nellie Mae Cuddy transferee from P & S Engineering Division, holds forth in the Planning Section. That completes the present roster.

Their work to date, has had to do mainly with planning an Alaskan system of municipal and territorial airports as part of the National Airport Plan to be developed under the Federal Aid Airport Program. Twenty-five airport sites have been selected for inclusion in the first part, or three-year program. They are Allakak, Aleknagik, Anchorage, Candle, Circle, Hot Springs, Craig, Dillingham, Fairbanks, Fort Yukon, Haines, Healy, Holy Cross, Juneau, Ketchikan, Kodiak, Kotzebue, Fortuna Lodge, Nalaeak Village, Palmer, Petersburg, Soldovia, Seward, Stoney River, Valdez, Wainwright and Wrangell.

In developing the plan, representatives of the Airports Branch have visited all of Southeastern Alaska, investigating needs for seaplane facilities. Also prospective sites have been investigated at Anchorage, Fairbanks, Palmer and Soldovia, for airport development. Dillingham, Seward and Kodiak are soon to be visited.

"JOE T." SAYS 'GOODBYE'

I wish to take this opportunity, through the "Mukluk Telegraph", to bid goodbye to my fellow workers throughout the Eighth Region. One thing stands clear and unforgettable in my mind, and that is that we all, regardless of branch or professional affiliation, have worked harmoniously towards a common objective for the CAA in general and the Eighth Region specifically.

In transferring to Washington I will carry with me a vivid picture of the many people I have been privileged to know here in Alaska and the accomplishments which they have brought about. My life has been enriched by having been associated with all of you.

I should like to express my personal appreciation for the efforts and endeavors which have bound this region so closely together in personnel and personal relationships, and I wish each and every one of you continued success in your respective fields. I know that at some future date many of us will again have an opportunity to meet and renew our acquaintanceships.

May I quote from my favorite poem, one of my very favorite poems.

"YOU"

"You are the fellow that has to decide
Whether you'll do it or toss it aside.
You are the fellow who makes up your mind
Whether you'll lead or linger behind;
Whether you'll try for the goal that's far,
Or just be contented to stay where you are.
Take it or leave it, here's something to do!
Just think it over--It's all up to you.
What do you wish? To be known as a shirk,
Or known as a good man who's willing to work?
Scorned as a loafer, or praised by your chief,
Rich man or poor man or beggar or thief?
Eager and earnest or dull through the day?
Honest or crooked? It's you who must say.
You must decide in the face of the test
Whether you'll shirk, or live it your best."

--Edgar A. Guest

"73's"

"Joe T." Tippetts

EXCURSION TRIP PROPOSED

BY CIVAIR CLUB IN MAY

Contrary to popular songs, old adages, and so forth, it does begin to look as if spring will be a little early this year.

Feeling that with its arrival CAA'ers will develop a bad case of itchy foot accompanied by Anchorage claustrophobia, it is proposed by the Civair Club that some time in May treatment for this malady be administered in the form of an excursion trip. The trip, on which excursionists could take their fishing rods, cameras, etc., would probably be to some point along the railroad.

All possibilities are being investigated, and anyone having suggestions please tell Marge Chamberlin about them (Extension 85).



A REVIEW OF VHF WORK

DURING PAST MONTH

Crews have completed the VHF survey work on the Nome-Golovin-Moses Point portions of the circuit, with very satisfactory results during the past month and returned to Anchorage.

Also completed during the past few weeks were the McGrath-Farewell circuit tests. Work is still underway at Farewell and Minchumina on this portion of the circuit. As tests conducted from existing station sites were unfavorable, the equipment at Farewell is being moved to a knoll west of the station approximately 700 feet above station elevation for further tests.

Results of the Gulkana-Sheep Mountain tests have not been satisfactory since the distance and the sharp, mountainous terrain involved disrupt the path of transmission to such an extent as to preclude a direct circuit. Further tests are being conducted with the thought in mind of activating a repeater site at Mile 116 on the Sheep Mountain highway.

An aerial survey trip has been made of the route from Kaltag to Bethel to check proposed locations of repeater stations on this route and the location of antennas and equipment at terminal stations. Actual tests of the locations tentatively selected will be postponed until after breakup to permit the establishment of a camp at Kaltag.

Personnel assignments at present are: Irving St. John, Harold Johnson and Robert Lead, Farewell; Ted Young, Chris Berger, Joseph Rosenthal and John Easley, Sheep Mountain-Gulkana; Emmitt Moore, Minchumina.

Further checks of proposed repeater stations in southeastern between Hinchinbrook and Gustavus are scheduled to be underway in the near future, depending on weather conditions.

FAIRBANKS

MUKLUK FROM FX RADIO

More than one month passing without a contribution is supposed to result in a good supply of news - however, as all operations employees are confused as a result of hoping for annual leave, it is difficult to gather any news out of them. We hope that our contribution will be judged on its sterling quality and fineness of phrase rather than on any such gross evaluation as the amount of words.

In the vital statistics department, we are happy to report two births, both boys, to ACCOMS H. Smith and R. Huffer, and we positively are not going to throw in the old bromide about the fathers doing nicely (there, we did it!) Huffer's new son inspired him to such super efforts that he promptly passed his final exam for CAF-7. Smith was already there so the only visible effect on him was a slight nervousness. Huffer says one more inspiration like that and he may get so he can copy weather symbols. Winington is on annual leave, she sneaked her leave slip in when the OAC was busy drawing a map; the Majerus family is living on fingernails and coffee waiting for the personnel situation to clear up, as aren't we all; and Manley Carls takes out his grievances on the guitar, just last night hammering a few nice tunes into the tin ears of the local ham club.

MUKLUK FROM AIRWAYS-FX CENTER

Our new Chief says, "Either get that stuff out for the 'MUKLUK' this month or I'll ~~be~~ etc. and a cautionary letter." I think he means it so here goes.

We missed last month because your scribe became the proud papa of a baby girl. Since there wasn't anyone else in the center that could handle the detail we were conspicuous by our absence.

Clyde Smith, ex-CHQ, arrived during the middle of February and took over as our new Chief. Everything is fine and we have trained our Malemute mascot, "Mike", to take him for a walk every day. "Where He Leads Me I Will Follow", is the song and "Mike" calls the tune.

The Weeks Tower is requisitioning parachutes since our own "Little Augie" started his Vet's flight training. His trip to KE was cancelled because of a storm in Alaska Hangar #2.

Anyone interested in selling gold bricks get in touch with Major "Bill" Grotts. He just bought a half interest in a gold mine 15 miles south of YO. He can't swim, but his partner can.

Jack Oldroyd is still sweating it out - waiting to be called to the deep south. He heard that patience was rewarded, but at this point you can mark him down as a skeptic. We've done all that we can, but it ain't enough.

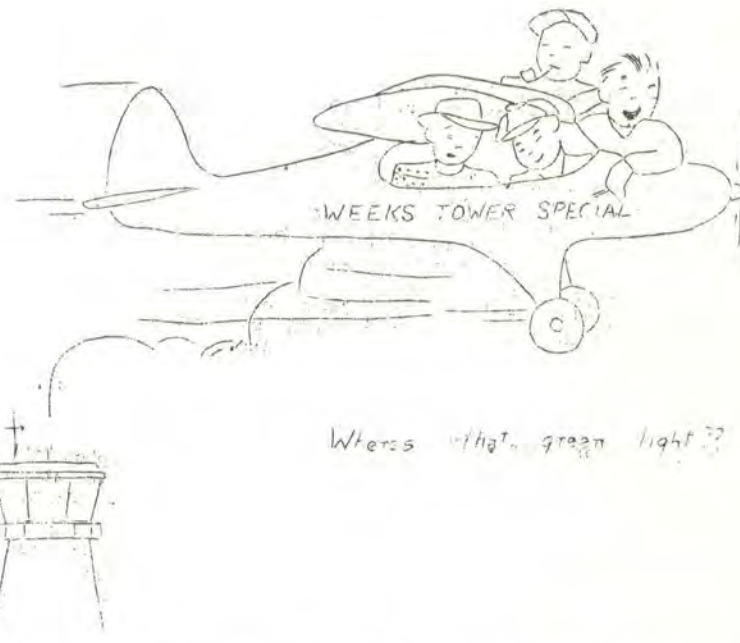
Curt Weikert's sweating has to stop. The girls from the Weather Bureau have given us a wide berth since Curt learned all those new words.

Since we have finally straightened out the Weeks Tower it is hard to think of anything nasty to say to them. Everyone around the field is commenting on what a fine job Airways did in making gentlemen out of what was a pretty crude bunch of boys.

You'll agree that this is too much already - so

So Long, Sourdough Sam

CAUTION AVOIDS ACCIDENTS!



During March ZFX traffic count soared to better than 12,000 without the use of unorthodox padding. With the advent of clear sunshine flying enthusiasm is as never before. Also Alaska Flying School is getting into stride.

Weeks Tower personnel are all fly boys now. Graner, of course, is an old-timer in the blue. Murphy has a student ticket and Goebel and Cassun are hard at work at Alaska Flying School.

Kaplin of Merrill Tower visited Weeks Tower during March. Had a nice chat and Kaplin agreed with us that Fairbanks is a good station to be assigned to.

With the Carnival over the dog-mushers were attempting to use Weeks Field for keeping their teams in shape - until one day Goebel ran out on the tower platform, whistled down an Eskimo and his team, and said, "If you aren't in an airplane you can't use this runway." No more trouble until Graner's mysterious lady friend started using Weeks Field for walking her dog. More whistling and shouting from the tower calling. Now Graner has a new girl friend. Then we heard the story about three little four-year-old kids playing on the runway. Cassun bravely volunteered a roundup. The kids complained, "We'll be real careful, mister." We wouldn't be surprised some morning on opening up to find some Sourdough setting up a claim on runway 7-25. Until next time "So long you all."

OH, MY ACHING ACCOUNTS!

SAFETY SLOGANS WANTED

KORDOVA

ANTICS

It's the thirteen desks I tell you. The thirteen desks! Go ahead and sneer. I can't help it!

It started the day I came. I seated myself at the desk. I smiled at the girl who was leaving. She started to jibber and with difficulty controlled herself. "I laughed once. That was before I heard of appropriations. Before, I was toujours gay, always - " and she broke down and sobbed in her arms. The last I saw of her, two attendants in white were dragging her quietly down the stairs.

No wonder, the poor thing. She let all this appropriation nonsense get her down. All that fuss over a few numbers. (That was before I learned one had to balance.) I learned the hard way. Have you ever had a glassy-eyed bookkeeper sweep down upon you, with a meat cleaver in one hand, and your hair in the other? Rather unpleasant and messy, too.

That poor young man, - Glen they called him. No wonder he grew a beard. He never had time to shave. He worked magic on those books. Then with an ecstatic smile he bade adieu. The office went in mourning for a week.

Fate pulled still another trump from her sleeve. Lorraine, our Mississippi steno, followed her "evah lovin' Captain" south. The office grew frantic. Who would balance? Who'd get the buttahhs'ns?

Two vacant desks staring balefully at one another. No typewriter pounding, no chair to squeak. Bama rose and calmly pushed her adding machine to the floor. "I CAN'T STAND THIS SILENCE!" She gave a lusty scream and left on vacation.

Three vacant desks and balancing time.

The Regional Safety Committee is sponsoring a contest for "Safety Slogans" to be used in their current campaign. Contributions from all CAA personnel are wanted.

Operations Personnel at Annette Island have submitted the following slogans:

"Stay off the sling shift." "A hasty SPRINT may cause a SPLINT." - Forrest M. Perkins.

"Stay off the worry watch." - Lloyd E. Patrick.

"It is better to step on the brake and be laughed at than to step on the gas and be cried over." - John R. Andrews.

"Be safety conscious and remain conscious." - H. E. Bridges.

"Why all the stowing? So you're \$25,008 off? So what?" But it was my mistake. I was an outcast. Not even one growl my direction. I creid alone in my desk drawer.

Then the bookkeeper decided to end it all. With a lily in her tooth she poised on the window ledge. Her last famous words brought a lump to each throat.

The door burst open and in flew two homing pigeons. They settled at two vacant desks. Ila and Beth!! They were greeted with outstretched arms and unbalanced books.

So you see, all is well in Accounts these days. Each little desk is filled. Yes, all thirteen of them. Thirteen! Oh, I'm sorry but my superstitious nature -- Where did you say you got a release?

Just to prove that Cordova isn't completely dead and run down at the heels, as slightly intimidated at various and occasional times, we herewith submit these newsy (if slightly antiquated) tidbits.

As this is the first news to emanate from Cordova for quite some time we would like to acquaint the other stations with our present personnel, and say "HELLO" at the same time to all our old friends and fellow workers:

OPERATIONS

Robert (Bob) Finegold, SACOM (BG, LK, VN, HQ)

Robert (Bob) Leise, ACAUOM (HQ school)

Reva Leise, AC (HQ school)

Joseph (Joe) Whitney, AC (South Pacific)

Dora (Red) Poulin, AC (South Pacific)

Robert (Bob) Grove, AC (South Pacific, SA school)

William (Bill) Brooks, AC (ETO - SA school)

Benjamin (Ben) Canham, AC (South Pacific)

Henry (Hal) Lindsay, AC (South Pacific)

Kaye Grove, AC (SA school)

COMMUNICATIONS MAINTENANCE

William (Bill) Barber, MTIC (HQ)

Lee Phillips, MT

Tom Gilmore, SGM

Tom Neville, SGM

Herb Hanson, SGM

James Graham, SGM

Edward Grebo, MT (Stationed at Hinchbrook Island)

During the last part of 1946, the station lugged along minus three operators, those absent being the Leises, Reva, Bob and family, and Bill Brooks. The Leises finally got leave and departed for the States, after many long, hard, and weary, and eventually wound up a very bad end it wasn't better than a good one where they enjoyed the sunshine and moved to goodness variety - not the home-made type. The other missing link or member, Bill Brooks, was here recuperating from the shock of becoming a first time father, - to a little boy. Hey, Good going, Bill,

I'll say! Also baby and Cindy are both doing fine. You should see that Barry, whatta boy, yeah boy! OK Bill, ok.. Stop twisting my left pinky, it's stuck on that boy.

Our new Chief, Bob Finegold, arrived about the first of September (vintage 1946) bringing his wife and family. Included in the family was the new arrival of last summer, an infant son - Larry Stewart. Since then he, along with most of the other CAA'ers, have been making life miserable for the wild life around here, and giving the ducks little chance for rest. (That, of course, was during the hunting season, and I'm sure those ducks didn't know just how close they were flirting with death by showing themselves during the meat shortage. You, of course, all heard about those mighty trying days. Inventory of the various operator's cupboards found, is: One can corn, cream style; one can spinach, one can mixed vegetables. By golly, that relief boat arrived just in time from the looks of things. We almost all pooled our resources and would have had to eat a grand and glorious Succotash Souffle.

Also at this time, we would like to express the gratitude and appreciation of the personnel at this station for the delicious turkeys which the CAA was responsible for having flown in to us. If the persons responsible could have seen the happy and contented faces hereabouts as a result of that Thanksgiving feed, I wouldn't need to say another word.

Speaking of that food shortage, for several months there were some pretty gaunt looking characters coming on watch. Most everybody including the stores in town were caught with a serious shortage of stock and a tremendous appetite which was not appeased, we hasten to assure you. After the relief boat arrived, we counted the dogs, and

(Continued on page 33)

HOOPER COMBINES BUSINESS WITH PLEASURE ON WA TRIP

A recent trip to Washington caused J. C. Hooper, Superintendent of AMF Plant & Structures Branch, to be absent from his office for approximately a month.

Let no one say that Alaskans don't have the advantages of modern air travel. Mr. Hooper left Anchorage at 11:30 p.m. and arrived in Washington at 11:30 p.m. the following day, which, allowing for longitudinal differences, cut his traveling time down to 19 hours. From Anchorage to Washington, D. C., in that length of time is really traveling and is worthy of note by air-minded Alaskans.

Mr. Hooper was present at a conference in which Superintendents of Plant & Structures Branches from nine regions were represented. In the final gathering on February 20, a joint conference with the Superintendents of Plant & Structures and Communications was held. Nine regions were represented at this meeting, also. Problems pertaining to Budget and Planning were discussed at length. During these conferences the gathering had the pleasure of hearing addresses by T. P. Wright, Administrator for Civil Aeronautics, and W. E. Kline, Assistant Administrator for Federal Airways. The series of collective conferences closed February 26, and on the 27 and 28 Mr. Hooper discussed with the Washington office problems restricted to the Eighth Region.

On March 1 Mr. Hooper returned to his old haunts, and made a flying tour of Atlanta, Roanoke, Columbus, Montgomery and Greensboro, where he visited most of his relatives. On March 10 he returned to Washington and continued discussions pertaining to stations quarters buildings, paint schemes, air marking, budget preparations and reclassification of positions in accordance with reorganization plans.

PERSONAL ITEMS FROM CONTRACT & PROCUREMENT

The Contract and Procurement Division was sorry to lose Marie Kynes. She left recently to join her fiancé in Fairbanks. Any day now we are expecting to hear wedding bells for Marie and Burt.

Vernon Jacobson transferred to War Assets Administration where he is taking an orientation course in the art of salesmanship. Good Luck, Vern!

Mrs. Alison Harmon transferred to Mail and Files (she's the good-looking brunette who brings your mail) and was replaced as Margaret Silliman's assistant by Mrs. Mary Haggart. Mary came to Alaska from Oklahoma City.

Sally (Status) Flax resigned in order to give her "all" to her housewifely duties. We'll surely miss your pleasing personality, Sal.

We have such a shortage of employees and so much work to do, can't write any more this time.

Departure from Washington was made by Mr. Hooper on March 13, and on the evening of the 14th he had a happy reunion with Mr. Platt and Jack Jefford "and all" in Seattle.

The next few days of Mr. Hooper's time were filled with "unspeakably intolerable hours in the dentist chair," an experience he will not soon want to repeat.

March 20th brought our wandering Superintendent home again, and when asked if he was pleased to be here, he replied, "I am very glad to be home!" So to you chachakos who don't yet appreciate it up here can see what one Atlanta Georgian thinks of when someone mentions "home". We're glad to have another confirmed Alaskan back in our country.



WAREHOUSE WAILS

This is another of those days when we're tired of heckling you people and are just going to amble about at leisure in the wilds of the printed page.

Biggest news at the Warehouse is the turnover in office personnel this month. Alice Yenney married her handsome Barney and is now puttering about a kitchen; Bernice Weber has retired to await arrival of a Junior Weber in July; Vera Johnson will leave soon to join Harold, newly-appointed MTIC at Farewell; and Judy Griggs is following her flyer husband to Rapid City, South Dakota.

These gals leave a big gap, but Moreta Eroh and Georgette Walsh have joined us, and a prettier, more competent duo would be hard to find anywhere. Georgette rates the hot spot of Repair and Exchange along with general work on the posting desk. Moreta replaces Alice at typing.

Advent of the newcomers reminds us of our own tentative venture into the government hayfields. That was back last August when a few bucks in our pocket and a nagging wanderlust had brought us to Alaska and good old 207.

We were indeed Ginny-in-Wonderland. Everything was new. Everything was different. The very Warehouse language resembled nothing so much as the burbling of a math professor with plenty of Old Sweatshirt under his belt.

Nothing had a name - at least not the name printed on the face of it - but everything had a number. Indeed yes, everything had at least one number and probably two or three.

For months a couple of amiable hellions named Nod and Mel tried to pound into my thick head such things as that a two-fifteen was a direct order to factory except when it was a shipping

instruction to Seattle. Seattle? APD, naturally. And APD? Well, really, Ginny, you should know that APD is Alaska Supply Section, or in other words, 213.

As time marched on, it became clear as mud that an invoice is never an invoice, but either a 410 or a 411, depending on the mood of the moment and what the boss has had for breakfast. Just as EANP (which I always want to pronounce Yanfh) is not called the Construction Unit, but Coffey Warehouse or just in case you're getting the hang of things - simply Tents.

Now we would have you understand that the Yanfh Tents are not the tents-with-a-small-t that are out behind the Regional Warehouse (pardon us, 207) but the Tents-with-a-capital-T which squat in juxtaposition to the Alaska Railroad Freight House and cover God-knows-what miscellany of stuff that goes into constructing whatever Yanfh constructs.

Further to perplex you, Moreta and Georgette, there's the little matter of Regional Shop, variously called the Now Area, Fred Pollard's, Two-twenty-two, or That Place Where the Watchman's Truck Gets Stuck.

There are many more of these little deals, kids, but maybe you won't want to swallow them all at once. So take it easy. When you've been here as long as we have you'll know eight names and four numbers for everything in the Region; and you'll make up a few more now and then just to show your independence.

So 'bye for now. See you at 207.

CAUTION AVOIDS ACCIDENTS!

KUSKOKWIM KAPERS

Think we had better get an item in the rag while we still have friends, that is before ACA 223a's start trickling in to stations from WH. Sorry kids, it's not our idea of fun, so hope there are no hard feelings.

Augie Valentencic is a station visitor, having arrived WH via YO and UW. LU will be his next stop. Augie has been very helpful, answering a barrage of questions.

Recent VHF tests at WH completed, "Pretty Boy" Joe Yessenski has returned to HQ for reassignment and Bob Mead has gone to LU to assist in tests at that station. Petersen, Fischer and Freeland, in NC-158, piloted by Fuzz Rogers, dropped in several times to check on the progress of the VHF tests.

Shirley Suhm is waiting M-patiently for her transfer to FX. She spent several days in FX during the ice carnival and was so impressed that she wants to leave us but soon and forever.

June Gadd managed to spend three days at home in Tacoma, Washington, recently by serving as hostess on an itinerant DC-3 flight to SA. Such for being blonde and curvaceous.

Ray Bird, MTIC at WH for many years, has flown to greener pastures at RM. How're the bananas, Ray? In interval of Bird's departure and Lind's arrival we have Frank Nelson with us. Frank has his own established daylight savings time and practically works the clock around. Really gets things done, that boy.

Helping Nelson is Randall Spencer, PRE, recently of FX. Spencer is a congenial addition to the WH gang, already gaining notoriety for his double Scotchies and his St. Patrick's day punch.

And speaking of punch, it was noted that Ralph and Vern were drinking Valentina punch as a mixer for rum. Vern was

seen crawling to work on hands and knees and Ralph couldn't crawl out of bed until late afternoon.

Slone has been elected to serve as Chairman of the newly formed School Committee, his first duty being to direct spending \$470 raised by the Women's Club for playground equipment. - Newest mode of transportation is his baby caterpillar to which he attaches a sled.

Prized possession of CAA and WB employees is the Thor washing machine recently purchased by the local personnel to supplant the two exhausted machines on hand.

Kirsti Crawley reluctantly spent a few days at WH enroute NZ from YO. Her honeymoon has been long delayed while attempting a transfer to join MTIC husband.

Dorothy Bryant recently spent a few days in Anchorage getting a medical check so she can keep up with her flying this summer.

George Wilkins, CACOM LU, and family, including a Doberman Pinscher, spent a night with Domogalla's enroute LU from TW. They very unexpectedly ended up in HQ for a night, after dashing off without dinner to catch ASA flight 6 to LU. Other visitors from LU were Maurice Brew and family who came over to shop, visit and roadhouse with the gang.

With sure signs of spring in the air, everyone is thinking of annual leave. Slone will use his leave for gardening, poultry raising and moose hunting. Shirley plans a trip home to South Dakota, Dorothy to Wisconsin. Mary K. hopes to spend a week in HQ and Vern and Ann plan a sight-seeing trip which will include a river boat jaunt.

More news next month.

ANCHORAGE ASTERISKS

Appears like there was just the usual run of stuff the past month; a few shootings, robberies, etc. Of most interest maybe was a special election to vote on nine bond issues involving \$2,325,000 for projects including new water and sewer systems and extensions thereof, paving, power distribution, and a new airport.

The latter project called for bonds in the amount of \$250,000. This will obtain \$750,000 in Federal funds, but the one million total is somewhat short of the estimated seven and a half million required for a first class job suitable for DC-4 use. Optimists hope the token sum may lever greater Federal aid or persuade the military of Anchorage's good intentions and obtain use of Elmendorf Field beyond November 1st. Glitch of the business is that although the bond issue was passed, action must await passage of an enabling act by the Territorial Legislature before a municipality can avail itself of Federal aid. Another election, April 1st, elected a whole crew of city officials, mayor, council, and school board. In the running were Jack Hoekzema and L. W. (Tex) Nooy, both in the councilman's race and ex-CAA'ers. Jack is now managing the new Anchorage Co-op. Final returns show Jack was an easy winner with the highest individual vote in a field of 11 council candidates.

Mention of the Co-op brings to mind that some local stores are developing the competitive spirit (toward the Co-op) and, believe it or not, one store actually ran a 4-column ad recently quoting prices - low prices, too - plus a radio program offering two cans of this and that for the price of one. Wonder how it feels to give the customer a break for a change.

Caution Avoids Accidents

TRANSFERS OCCASION SEVERAL NEW APPOINTMENTS RECENTLY

Several new appointments, occasioned by recent transfers, have been made within the last few weeks to fill supervisory positions in branches and divisions in the Eighth Region. All of the appointments are governed by the National Promotion Plan and therefore are subject to approval by the Washington office.

U. M. Culver has been selected to fill the position of Chief, ANF Planning and Control Staff, thereby vacating the position of Chief, Construction Division. George Karabelnikoff will assume the responsibilities of Chief, Construction Division. The position of Chief, Landing Areas Section, formerly held by Mr. Karabelnikoff, will be taken over by Kenneth K. Kellner.

H. E. Aldridge has been designated Acting Chief, ANF Communications Branch. The position left vacant by Mr. Aldridge, that of Chief, Communications Engineering Division, is being filled by R. R. Stryker, formerly Chief, Installation Section.

All of the above appointees assume office on an acting basis.

HOOVER SEES FORMER EIGHTH REGION EMPLOYEES ON WASHINGTON TRIP

J. C. Hooper, on his recent visit to Washington, D. C., had the pleasure of a visit with George S. McKean, former Eighth Region employee. Mr. McKean is now Superintendent of Plant & Structures in the Ninth Region. While in the Eighth Region he was Assistant Chief of the Airways Engineering Branch, transferring to the Sixth Region in 1943. He has been in the Ninth Region since May of last year.

Mr. Hooper also saw John Broadwell, another former Eighth Region employee, who transferred from this region to the Washington Office in June, 1946. John informed him that as he was unable to find housing in Washington his family is living in Harrisburg, Pennsylvania.

PERSONNEL OFFICERS CORNER

WHEN ACCIDENTS STRIKE!!

It is very important that each employee knows what to do in the event of injury on the job. There have been several cases in the Region where employees have not realized full benefits provided under the Compensation Act due to their failure to follow the proper steps in reporting injuries. You owe it to yourself to be completely familiar with the following brief instructions on "WHAT TO DO WHEN INJURED ON THE JOB":

1. Report every occupational injury to your immediate supervisor without delay. If others were present at the time of your accident, get their names as witnesses.
2. Secure first-aid treatment first. Infection is painful and costly to you. Even under compensation you lose at least one-third of your pay check.
3. Consult your supervisor for proper forms needed to secure adequate medical treatment, and to file a notice of injury, Form CA-1. Unless written notice of injury is given within 48 hours or unless the immediate supervisor has actual knowledge of the injury, compensation may be refused. If Form CA-1 is not available, notice may be given by letter giving all pertinent facts and circumstances regarding the injury.
4. Claim Form CA-4 for compensation should be submitted promptly whenever any loss of pay is involved. Although technically you may have a year in which to present claim, the payment you're interested in is dependent upon prompt completion of Form CA-4. No compensation is paid without it.
5. Eighth Regional Circular 8-ALL-49 sets forth in detail the responsibilities of both employee and supervisor in reporting injuries. It is advised that all personnel make it a point to read that circular. Particular attention should be paid to the list of physicians and medical facilities designated by the Compensation Commission.
6. A Safe Workman draws full pay regularly. Avoid the accident that causes the injury, but if you are injured, follow the rules that assure protection to you and your family.

Persons employed on a timesheet basis are entitled to the same benefits and should follow the same procedures as regular per annum employees.

OF DR BEL'S MODERN MIRACLE

OF MARRIAGES

(For obvious reasons all names and places in the following anecdote are fictitious)

The scene opens with the Overseas Communicator at the Anchorage station busily routing and checking traffic at the desk. A telephone gives forth a silvery jingle. The OC looks up thoughtfully, and with unerring instinct picks out one of the twelve handsets hanging on the side of the desk and puts it to his ear.

"CAA Communications, Doakes," he barks.

"Mr. Doakes," comes a worried soprano voice in the instrument, "I wonder if you could tell me something. My husband left for Ungablook four days ago and he said he would be back today. Here it is six o'clock and he isn't home yet. Could you tell me if he started back or not?"

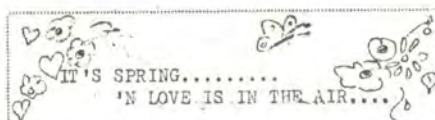
"Why, uh----" mumbled the OC, "What's the name, please?"

"I'm his wife," replied the soprano voice.

"Well, can you give me the NC number of his airplane? We may have a flight plan on him."

"No, I don't know the plane number, but it's a Stinson. Can't you just call Ungablook on the radio or something and find out if he left today? Please!"

The OC wriggles uncomfortably, realizing that the soprano voice now has more than a suggestion of tears behind it. Finally, after a brief struggle with his better judgment, he says, "Just hold on a minute please, and we'll see what we can find out." He then lays the phone down carefully and goes in to the circuit operator and says, "Say, Chum, can you find out if a guy who went to Unga-



On Saturday, April 5th at 8 p.m., Miss Ida Person became the bride of Capt. H. T. Allen of the 54th Troop Carrier Sqdn., at the Post Chapel. They will make their home here in Anchorage at present. Ida was also the very surprised guest of honor at a lovely shower on April 1st, given by LaVerne Hite. Thirteen guests were present and a number of others sent beautiful gifts.

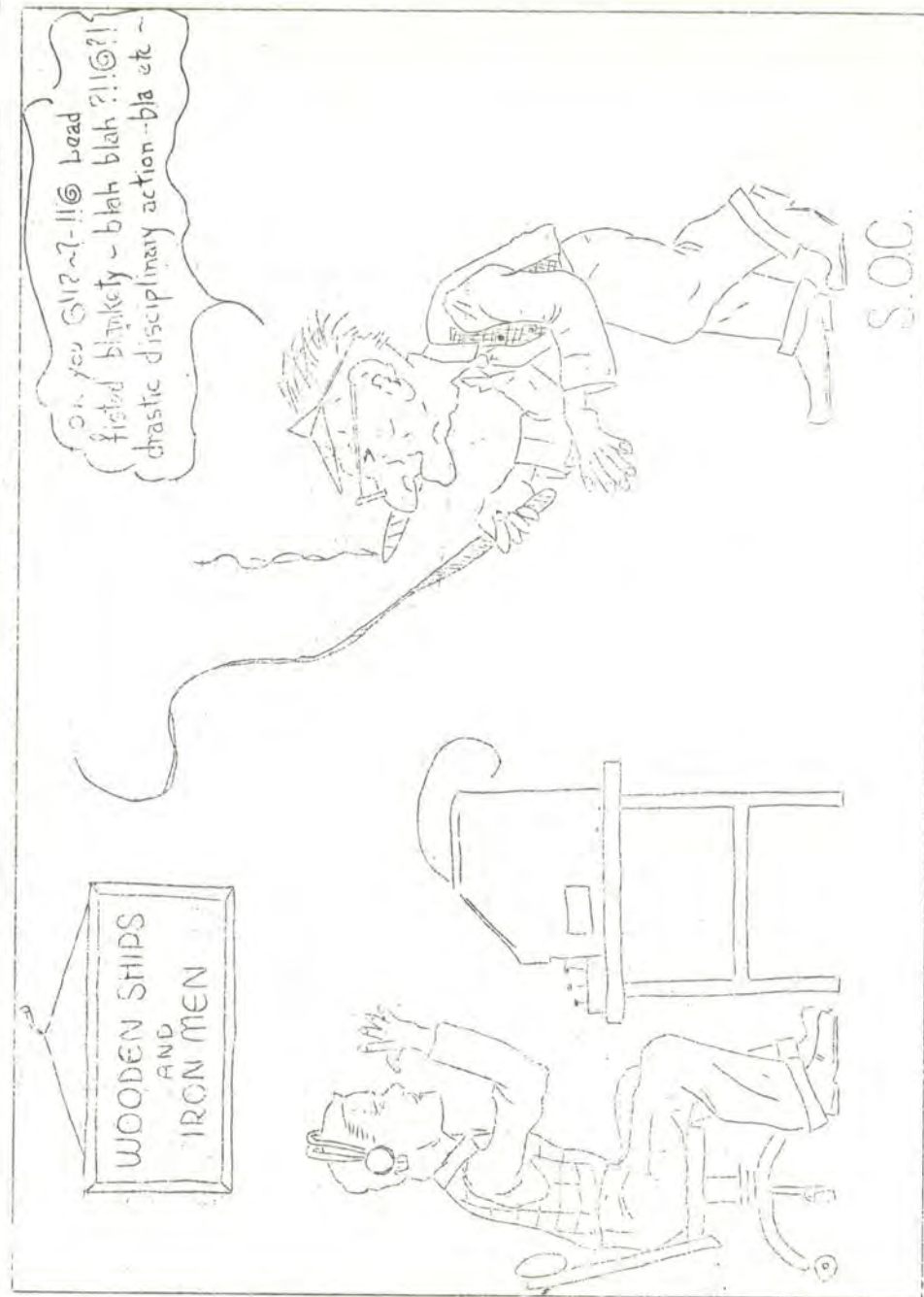
Newt Fisher announces that he has popped the question and been accepted (Vi Torgerson is the lucky girl; she is wearing a beautiful diamond). The final vows will be forthcoming in the not too distant future.



block Tuesday has taken off for HQ yet? His wife's on the phone worried about him."

The operator goes to work, and soon the Ungablook operator's voice comes booming cheerfully over the speaker, "Anchorage, this is Ungablook. Nope, your man hasn't departed yet. He just went over to the tavern with his missus."

The OC blinked, shook his head, and walking back to the desk, picked up the phone and said, "Hello, No ma'am, your husband hasn't left yet. Probably stay overnight accounta weather. Y'welcome." Then, as he gently cradled the phone, "I dunno. Maybe it's me that's nuts."



SITKA BY THE SEA

Sitka, Alaska
Feb. 28, 1947

Editor, MUKLUK:

Another deadline and do we have news??? Should be easy writing for this issue, there's so much to say. But how shall I say it?

Well, to begin, it all centers around February 15th, CAC Youppi's birthday. Since all birthdays are to be celebrated one way or another Bill decided to really fix this one up brown. Officially this is the way it went:

Wm. Youppi and Miss Nancy French exchanged wedding vows at 8 p.m. February 15th at the home of Mr. and Mrs. Ben Riegling of Sitka.

The bride wore an ice blue gabardine tailored suit with black accessories. Her corsage was of gardenias and white hyacinths. Mrs. Fred Upton, patron of honor, wore a black afternoon frock with gold accessories and a corsage of gardenias. Mr. Rex Marchant (MTIC) stood as best man. Following the ceremony a reception was held for a hundred guests at the Elks clubrooms. Tulips and white tapers decorated the bride's table and wedding cake and other refreshments were served.

"The bride came to Sitka last year from San Diego, where for the preceding four years she had served as personnel manager for the ships service at the US Naval Training Center. Previous to that she had taught in the San Diego schools for nine years."

Mr. and Mrs. Youppi are at home on Japonski Island, - drop in anytime. We would like to add our little bit unofficially; since we were there we might go into detail a bit. The flowers were beautiful. Everyone enjoyed them especially, perhaps because of their

rarity around these parts this time of year. The bride's cake, decorated with silver leaves, was a work of art and every bit as good tasting. The groom's cake was as outstanding, in contrast very cleverly decorated in shades of chocolate and nice and spicy inside. And the punch--well, Bill insisted we drink all we could. Then came the presents. Mr. I didn't know such nice things still existed. A full set of glasses from the cocktail up to goblet, crystal with a gold band about one half inch wide on the rim. That was just a pace setter, so will not enumerate the rest. But sure made our eyes pop.

Well, guess that's about all I can report as the last boat home was 2 a.m. and since we had to work Sunday we came home. But I understand the reception was enjoyed by most throughout Sunday. (Guess Bill can vouch for that last sentence.)

Many folks about the region are acquainted with Queen of the Volz family. Well, there are six more reasonable facsimiles, presented February 15th to gladden the heart of some lucky person.

The CAC and MTIC finally got shed of their beards after 52 days. The Elk's Jamboree was reported a howling success. Doesn't seem natural around here now.

And that's about all from this seagull port.

THE SITKA DRIP

(Above items received March 27th.)

CAUTION
AVOIDS ACCIDENTS

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PT. BARROW COMMUNICATORS RECEIVE COMMENDATION

The following letter dated March 6, 1947, has been received from the Commanding General, Alaskan Air Command:

Dear Mr. Plett:

I wish to extend my commendation to you and those of your organization for the assistance to this Command in the search of the crew of the 46th Reconnaissance Squadron's B-29 recently lost in Greenland.

The location and rescue of the lost crew, all within three days of the time they were first reported lost, would have been impossible had we not had rapid and efficient communication service. I particularly desire to commend the personnel of the CAA at Point Barrow. The first information of the lost crew was received and passed on by those on duty at Barrow. Further information was relayed through this station during the entire search. Without the diligence and efforts of that personnel, the rescue of the lost crew would have been delayed to an extent that might have proved fatal to the crew members.

Please make my appreciation of these services known to all concerned.

Sincerely,

s/ J. H. Atkinson
Brigadier General, US Army
Commanding

The period covered by Point Barrow activity was approximately February 211520Z to 230150Z. The communicators concerned were Chief Aircraft Commu-

cator Roy R. Roose; Senior Aircraft Communicator Lorin K. Mooers; Aircraft Communicators Joe F. Kosessa, William H. Lowe, Kenneth Robinson, and Ralph M. Schuyler. Copies of a letter from the Regional Administrator and that from General Atkinson have been placed in their personnel files. When the emergency developed Mr. Mooers was acting in charge during the absence of Mr. Roose. The latter made a hurried return from Fairbanks arriving Point Barrow on the 22nd.

A condensed account of this incident of outstanding assistance to airmen follows:

"On February 21st at 211520Z R1768 called Point Barrow Radio on 4220 kos. and asked if D/F facilities were available. Reply was in the negative but advised that Ladd Field had D/F service. At 1550Z the aircraft requested that Ladd Field stand by on 4595 and 6355 ken. for D/F bearings. The request was relayed to Ladd Field via Bottles due poor signals."

"Ladd Field apparently was unable to obtain a bearing and at 1723Z requested of the aircraft, through Point Barrow, if this was a practice drill. The aircraft advised it was not a practice drill, and that they had only three hours of fuel, and position unknown."

"At 1753Z the aircraft advised they were over land but position still unknown, and unable to shoot position as sun not visible. This station established guard on 4595, 6355, and 8200 kos. as well as continuing guard of all standard frequencies."

"At 220000Z the aircraft slowly transmitted on 4220/CW 'Crash. (Continued on page 31)

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AVOIDING THE PITFALLSWith Daphne Darling

STANDARD LINK TRAINING COURSE ESTABLISHED

(Editor's Note: Ye Mukluk is fortunate in having secured the services of Miss Darling. Her success as a syndicated writer for hundreds of tank town weeklies is our guarantee of the best in affaires d'amour as well as in matters of finance, education, hygiene, etc. Questions should be addressed directly to Daphne Darling, Box 239, Anchorage. Your name will be held in strictest confidence, and questions and answers on more delicate subjects will not be published without the accompanying consent of the writer.)

Dear Daffy:- I am fond of recreation and outdoor sports. The trouble is, I can't seem to get any outdoor sports interested in me. What do you suggest?
Honey Chile

Dear Honey Chile:- Try dropping your hanky in front of the Federal Building just after the whistle blows. D.D.

Dore Miss Darling:- Me and my pal Gus cum here from old country and I got marrd to Maria last year. Tuesday nite I cum hom and find my pal Gus in my own perlor playing the patty cake with my maria. I say Gus whata meaning this Gus, you play patty cake with my maria when my back turned, and Gus say Janko you better get outta here before I make the trouble for you. Now what I wanta know miss Darling, can Gus make the trouble for me?

Janko Seompopulis

Dear Janko:- Maybe so, but I wouldn't let it worry me too much. There's nothing wrong that a good, well placed dose of buckshot won't fix up. (if you get what I mean)
D.D.

Dear Miss Darling:- I am twenty-three years old, an amateur champion swimmer, and work in the lumber camp all winter. Have always been content to curl up with a good book or play a game of chess to while away my leisure hours, but this spring I have been vaguely uneasy and

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The Washington Office considers that Link training administered to employees as a requirement of their job or as a distinct benefit to them in the performance of their work, should follow a standard pattern so that upon completion of a course of instruction the employee has acquired those phases of ground training necessary or beneficial to his job. Furthermore, with standardization of courses, the certificate issued for the completion of each can be made to definitely identify the extent of instruction. Therefore, sometime ago the Washington Office published the "Basic Instrument Flight Instructor's Syllabus" which has been used as a master guide in establishing the link training program for the Eighth Region.

Three courses of instruction are provided. The FAMILIARIZATION COURSE is designed for those personnel whose positions and responsibilities do not require more intensive training, but who, by such familiarization, will be more proficient in the discharge of their duties.

The BASIC COURSE is intended for personnel whose duties are directly related
(Continued on page 33)

can't seem to settle down. Perhaps you can prescribe a diet or something, or tell me how to get over it.

Richard Hertz

Dear Dick:- I think I know what's wrong. Yours is a very, very interesting case, and I would like to study your symptoms first hand. Can you drop in for a consultation around 11:00 p.m. tomorrow night?

Sincerely, Daphne

And then, as the old sourdough says, "A conservative is nothing more or less than the faithful follower of a deceased radical." Goodbye, dear readers, until next month. D.D.

KURRENT DOPE FROM KING DOG, NAKNEK

It has become customary to open MUK articles with apologia galore, for not writing oftener, for not writing more, for not writing more cleverly, etc. We humbly apologize for writing punctuation period.

When last we wrote it was in the days when we had more operations personnel than we had houses for, more signals than could be obstructed by the hay pile on the CACOM'S desk, more of everything in fact, including turf on the other side of the runway. Much has taken place in the interim; we shall retrogress.

New additions to Operations personnel include Terry Rossiter, former gob, to KD by way of OL and already planning return to Uncle Sugar; Allan Hall, also ex-far, same route but permanently settled at KD, we hope; and Chester Sanders, former Navy and ex-ham. There will undoubtedly be many more soon, but the MUK is panting to go to press so we'll submit. In the Maintenance department we have practically a new deal, Spike Mabbott, MTIC, by way of Eklutna, with wife Doris and baby Marsha. Dan 'Screwball' Fritz, "THE RADAR MAN" former Navy fixer is PRE'ing along with Carl 'Fireball' Shiplett, former Army. Fritz has wife Gloria and son Mark with him at KD, while Shiplett's tribe await the word down in Uncle Sugar. This maintenance deal is quite a deal. The boys have been into the back of the receiver racks like Old Mother Hubbard's dog and have managed to convert us into a veritable 'wireless' station; they quit counting the miles of wire they pulled out when Spike found out it was expendable anyhow. In Mechanical Maintenance we have acquired George Gentry, formerly mechanic at Santa Claus lodge near Gulkana, with wife Lorraine.

Now to go back to the last reported. CACOM Frank Smith and wife Hazel, with

sons Butch and PJ, have returned refreshed from leave Outside and are settled for a long stay. ACCOMS Harold Griffith and Joe Kinney, with wives Marie and Kitty, begin to look like permanent fixtures, God bless 'em. Carlton and Ruth Mariner are Outside where Carlton is undergoing prolonged medical treatments. ACCOM Don Waits is perspiring out fulfillment of his ERAC HQ award, hope for his sake he gets going and for ours that he stays. ACCOM Rudy Robsøl appears permanent with only occasional yens to see lights brighter than the Bartows. Mechanic 'Ole' Melvin Olsen has had the Summit job so long he sometimes forgets he's at KD, but he is. We fear the loss of Mechanic Walt Dietrich and wife Avis, to HQ, but wish them the best of luck. Also hear that Storekeeper Vic Onstad will be leaving us, - sad news.

Doggone personnel changes! Maybe that's why we get the differential!!! People are thrown together without rhyme or reason, having vastly different backgrounds, and sweat out the ordeal of becoming really acquainted and forming real attachments and BANG, comes a KCAA8. (But we wouldn't like it any other way, would we?)

No current article from Naknek would be complete without the story of the AMAZING CASE OF THE NAKNEK TELEPHONE SYSTEM;

For several days the phone connecting quarters, MTIC's office and the Control Station had been going haywire intermittently for short periods in the afternoon and from early evening to morning. About the time the search got hot and heavy the phones were all right again and we soon forgot that we had been phono.

Then late one evening the door of the CACOM's house is knocked upon and he
(Continued on page 32)

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AIRWAYS FLIGHT INSPECTION STAFF

Commuter service was established between Nome and Bethel on March 15, with hot and cold running airplanes, NC 214 and NC 5. Tonnage Tyrant Hurst began the operation by flying over eleven hours the first and second days. On the third day, while munching on a sheep fish sandwich above Norton Sound, he computed that two round trips instead of three added up to eight hours of flying, so a round trip down Front Street was substituted. These trips proved more interesting than the oil haul -- especially the Bering Sea Club Floor shows sponsored by Norm Potosky (Unorthodox Russian Missionary), dance stylist Korabelnikoff, and peace-loving citizen Hurst.

Seven days were required to complete the project. NC 5 and NC 214 each made 13 trips and NC 14 was called in to make two runs to put 20,800 gallons or 388 drums down at Bethel.

Morgan Davies represented the Eighth Region at the Airways Flight Inspectors' conference held in Oklahoma City March 24 to 27.

That old, old rumor about a heater for NC 5 has popped up again. We hope it's true this time. Every few weeks since we took possession of NC 5 in October, 1945, we've heard "from authoritative sources" that the plane would have a heater installed "within a month". The first winter Jim Hurst flew it steadily -- and got rheumatism. This year it was parked at Merrill Field during the coldest part of the winter, but Charlie Weyer and Bill Clayton thawed it out for the Alouatian trip and the Nome-Bethel oil haul. Then when NC 14 and NC 214 were both laid up for engine change, the Frigidaires had to take over all the heavy freighting.

Most of the CAA planes are not too well heated. A passenger in Beech 79

was startled recently to see powdered ice blowing out from the hot air duct. But of all cold planes, NC 5 is the coldest. It's probably merely a coincidence that one man went to the hospital with a severe case of pneumonia a week after taking a trip in the plane. It was warm that day -- only minus 15°C. The day before it had been minus 35° in the cockpit.

So when you see CAA pilots on banded knees, either they're pleading for heat for their planes or they're too stiff from rheumatism and arthritis to stand straight.

OPERATIONS INSPECTIONS

During March and the first part of April, the Operations Branch Inspection Staff scrutinized station activities at the following places: Nome, Unalakleet, Mosus Point, Kotzebue, McGrath, and Fairwell.

Anchorage, Alaska
April 14, 1947

Mr. Lee Hammarley
Civil Aeronautics Administration
Anchorage, Alaska

Subject: Safety Slogan

The Eighth Region Safety Committee wishes to extend their commendation to you for being the first to submit a slogan in our Safety Slogan Contest. The slogan "Caution Avoids Accidents" is presently being used on all cartoons and bulletins and in the current issue of the MUKLUK.

Ferry S. McLain, Chairman
8th Region Safety Committee

WEEDS FROM THE GARDEN SPOT OF ALASKA

HAINES/KEQ/VN

'Tis indeed remarkable what a difference a mile or so can make in the temperature. When the station WB thermometer was knocking out a cool minus 14 a while back all the "Chew Copenhagen Snoose" and "AC Spark Plus" thermometers a mile away in town were squeezed down to around 70 below. And when spring arrives with a mild shirt sleeve sixty, five will get you ten that those same spouse peddling thermometers in town will be blowing their tops at ninety in the shade.

During one of those blank spells when HAINES was absent from MUKTEL the LTIC's lovely daughter committed matrimony with the son of the local power and light company. Everyone, including the chief's ubiquitous dog, except your correspondent, was present at the Presbyterian Church when father "Hack" gave daughter Barbara unto the willing hands of Henry Schombel. Seeing as all I know of the affair was what I was told in between six hourly, my impression of it all is somewhat garbled. The bride was attired for the event in a high thin overcast and carried a corsage of dewpoints. The groom was also present.

Following the reception at which 76% of the town was present, (the rest of them couldn't make it due to heavy snows), the young couple spent a brief interlude in the home of friends waiting until someone moved out of town so they could have a house to live in. Said people have moved. Situation now normal.

Shute managed to freeze four of his toes and spent a week in the house reading B Books. (It sez here in small print). In the meantime, the Chief, PH.D., BRMLZ, was jumping around like a kangaroo with a hotfoot trying to find a dream book to interpret a dream that he had four nights in a row, wherein a character with a Simon Legree mustache with an efficiency report in one hand and a long black whip in the other kept

popping his heels and loudly exclaiming: "Machin, you belong to us, body and soul." Everytime the whip would pop, Whitey would leap nimbly three feet in the air and say "No suh, Marxe Allen, my body may belong to ya'll, but my soul belongs to the Pacific Finance Corp." Whereupon in rushed Lana Turner carrying two green bananas screaming "You can't do this. He's mine!" She roundly bussed him and then he always woke up and found the dog licking his face. After reading madly a chapter of Freud, I am of the opinion that dog is bucking for a CAF-7.

Two recent visitors in Haines were "Pete" Peterson and Perry McLain. While Pete is still a fair haired boy in VN, he is regarded as a species of something or other by the Coast Guard complement at Eldred Rock. Seems Pete was delivering a cake and some cookies from CAA people to the Coast Guard lads on his way to JE on the Estebeth. On arriving at the Rock, Pete had the Skipper heave or hove to about a mile offshore and in a quiet voice remarked. "Hey, men, here's a cake and cookies for you." Natch, no one heard him, so after a long wait of ten seconds he gave in with a disappointed sigh and broke open the box and with the aid and abettance of the crew, polished off the contents. Anyway, that's the Coast Guard's story, and Pete is stuck with it.

"NO EXPLANATION REQUIRED"

Curses on thee Mr. Lang
For that oil stove which somehow sprang
Full blown from your enameled brain.
I scoop and smear and dig and scratch,
Fire it up and ere the match
Goes out, it's time to clean again.

In my time I've seen many stoves,
Some good, some bad and some first class
But this little gem of yours my friend,
I wish you had to clean it, by Gad!

(Above items received March 27th.)



CAA SPORTS

MEN'S BOWLING LEAGUE

The night of March 19th found RAY HARRY (59) celebrating the new addition to his family, by rolling 225 for 2nd high season single and 542 for 2nd high season three games, while Helping Warehouse take three points from Merrill Field. Several other note-worthy games were rolled: RALPH RICH (190) hitting 217 and CLARK MARKS (295) rolled 207. The end of the evening found Operations, Accounts and Administration tied for 1st place.

NORM KEITH (175), hitting 201 and a 536 total, aided Accounts in racking up season High single of 844 on March 26th, when he was aided by BUD CHAMBERD (180) with an even 200 game. Accounts and Operations were still tied for 1st place, while Administration lost four points to Contracts. Perhaps the absence of a pin boy on their alleys, necessitating the Administration and Contracts gangs setting up their own games, had something to do with this lop-sided victory.

DICK STRYKER (67) took the limelight on April 2nd, hitting 533 to help his team take four points. Several subs also did right well; ED DAVIS (54) hit 434, "MAC" MC DONALD (68) hit 432 and HAL TEICHROEN (67) hit 480. Accounts moved into undisputed 1st place by virtue of their 4-point victory and Warehouse stealing two from Operations.

Operations came back strong the night of April 9th to take four points from Accounts and regain 1st place. NORM LOWENSTEIN (206) hit 213 and 547 to help Contracts win four points and also moved into the 2nd high three game spot for the season. Radio Engineers wound up in a tie on total pin-fall (3rd time this season) with Administration, and lost the play-off (also for the 3rd time).

The standings as of April 9th, the 2nd last night of the season, were as follows: (see next column)

WOMEN'S BOWLING LEAGUE

ACCOUNTS won four more points from MERRILL FIELD (the new name for ENGINEERING) the evening of March 19th, thus holding the lead by a long margin - 24 points won and 8 lost. PERSONNEL dropped three points but held on to one and maintained their second place with 16 won and 16 lost. ADMINISTRATION took three points and lost one and still stayed in third place with 15 won and 17 lost. MERRILL FIELD lost four points and had 9 won and 23 lost.

On the 26th of March ACCOUNTS again took three points - this time from ADMINISTRATION. PERSONNEL came through with flying colors and took three points from MERRILL FIELD. The first game was tied and they had to play it off - PERSONNEL came out the winner. ACCOUNTS stayed on top again and PERSONNEL followed, then came ADMINISTRATION and MERRILL FIELD. Personally, I think we're in a rut. No one has moved from these positions for four or five weeks.

April 2nd was quite a night - ACCOUNTS lost three points to PERSONNEL for a change. They bowled without a handicap that night, too, which is unusual in our league. MERRILL FIELD came through and won four points from ADMINISTRATION, thus restoring faith in themselves. But the positions remained the same - ACCOUNTS, PERSONNEL, ADMINISTRATION and MERRILL FIELD.

(Continued on page 27)

POSITION	TEAM	WON	LOST
1	OPERATIONS	24	8
2	ACCOUNTS	22	10
3	Mech. MAINT.	20	12
4	RADIO ENGINEERING	18	14
5	RADIO MAINT.	18	14
6	CONTRACTS	17	15
7	ADMINISTRATION	17	15
8	MERRILL FIELD	10	22
9	WAREHOUSE	9	23
10	ENGINEERS	5	27



Plans are well under way for the opening of the softball season in the early part of May. The league committee, under the supervision of C. O. Chaddon, has recommended that two six-team leagues be organized with each league playing a split season and the two champions playing a "little world series" for the Anchorage championship.

It was also agreed to reimburse the umpires for their services again this year, the wages being doubled over last year's figure. The umpires will be non-players this year and there are still vacancies for some of you brave men who are willing to face the insults of the players and fans and henceforth walk the streets of Anchorage alone with bowed head. Recruits are requested to contact Mr. Chaddon, Extension 2, giving information on next of kin, favorite flowers and any other pertinent information that might expedite funeral arrangements.

The response from players has been good so far. However, it is believed there are a few more ball-tossers, repeat ball-tossers, who have not signed up for the fracas.

WOMEN'S BOWLING LEAGUE

(CONT'D FROM PAGE 26)

On the fateful evening of March 9th ADMINISTRATION walloped heck out of PERSONNEL, taking four points without even trying. They also had a pin-fall of 1845, which is the first time any team in our league has gone that high. ACCOUNTS won three points from MERRILL FIELD, assuring them of first place in the league. We have one more night of bowling and anything can happen. We'll tell you all about it in the next issue of the MOKLUK.



The idea of holding a CAA tennis tournament has been kicked around and is believed to be a good idea for this summer.

What do you gut-swingers think of it? Call Pete Pettite on Extension 3 and voice your opinions.

A SCHOOLBOY'S ESSAY ON ALASKA

(REPRINTED FROM "THE RIGHT OF WAY")

A SCHOOLBOY'S ESSAY ON ALASKA

(Continued from page 28)

Alaska is bounded on the north by Stefanson, on the east by perdition, on the west by Bolshevism, and on the south by applications for Government jobs. There are enough natural resources in Alaska to pay off America's National indebtedness and then have enough left to spend the winter in Seattle.

Alaska is also a three-sided country. You have to live in Alaska awhile to realize fully what they mean when folks here refer to others going to the "Inside", going to the "Outside", or going to "Morningside". Morningside, by the way, is a bug house in Oregon that has a contract from the Territorial Government for the care of Alaska's insane.

Alaska is one of the "Crown Colonies" of Uncle Sam. Each department and bureau of the Federal Government has four complete staffs of employees working for or on Alaska's problems: one in Washington, one in Alaska, one in transit, and one on vacation.

The native white population, I mean the permanent one totals only thirty or forty thousand souls. They are mostly school teachers, nurses, and engineers. The school teachers and nurses came here to teach and look after the Natives; and, even before they started that job, they switched off it by marrying engineers. These engineers, they're everywhere. They build camps and chop lines into the woods; they put stakes at intervals along these lines so that they can find their way back to camp. On these stakes they put peculiar markings, such as B. C., P. T., B. M., and O. O. I don't know what all that alphabet soup stands for except "O. O." That stands for Ole Olson, the great railroad builder.

The southeastern part of Alaska is called the "Pan Handle", maybe because it is populated by pan handlers, politicians, and preachers. The politicians collect periodically at the Capitol, a

town the Swedes call "You know"; and, when you write to that address for any information, the reply is generally "Don't know."

Long, long ago - so long ago that the story must be a true one - when the preachers first tried to convert the Alaska Natives and Eskimos, the preachers told the Natives and Eskimos of the punishments they could expect for their misdeeds in the eternal fires of hell. The Natives immediately became more interested in hell than in heaven. A big, warm fire, always burning, was something their ancestors and they had always wanted and dreamed about. So, the preachers had to switch things in a hurry. They told the Natives of a place of eternal winter and constant blizzards - colder, much colder, than the coldest winter. The Natives could understand that. I never did hear if they moved the fire and brimstone upstairs; but on account of this first mistake, few Natives have taken the white man's religion very seriously.

No one ever amounts to much in Alaska for nearly everyone has a poor opinion of the other fellow, his knowledge, or his products; so, whenever Alaskans start looking for a "good man" or a "Good can of salmon", they send "Outside" for their requirements. The reason for this is that Alaska is just plumb full of unlabeled experts and unlabeled canned salmon, and folks can't tell what is inside the unlabeled wood or metal containers; so they got everything they want from the "Outside" with the labels on plus that additional "Outside" finishing touch. Even the home-grown Alaska girls have to go "Outside" to finishing schools and boy - how the schools finish them out there.

Alaska is a muzzle-loading country, primed and loaded out of Seattle. When over the business men of Seattle need a

(Continued on page 29)

new target to shoot at, good old Uncle Sam builds a railroad or a highway to the new target and, of course, pays the bill.

Outside of the native totem poles there is not a statue of anyone or anything in the Territory, not even of Uncle Sam, their chief benefactor. The people have been too busy "jipping" each other to remember anybody; quite a few of them have conveniently forgotten their own, original names.

There is every brand of climate known served in Alaska. On the Pan Handle rain is a constant item on the menu. I think the Weather Bureau is responsible for that, the same as the other Washington-run offices are blamed for all other mishaps. Anyway it rains so much down there that everyone who tries to live and work in the locality has to wear "tin pants" made out of heavy, water-proofed canvas. These tin pants are hard to break in, but after awhile they develop a natural bend at the knees and give everyone the impression the wearer is just about ready to jump.

Up in the Interior it gets hellishly hot for a few days during the short summer and remains hellishly cold during the long winter.

The old-timers the pioneers of Alaska - I mean those hardy men who explored and prospected this country and are known as "sourdoughs" - are becoming extinct. The world "ain't breeding that strain anymore"; and, as no replacements are forthcoming, the real development of Alaska is suffering accordingly. Nobody comes to Alaska to live and build a home here or to plan a future in this new land for himself or his children.

Our recent arrivals generally carry a one-to two-year work contract in their pocket plus free air transportation both

ways, and a cigarette lighter for an outfit. They come here to get the largest amount of money in the shortest possible time before they hurry back to their native cabbage patch. If they do stay here, it is because they forgot to save their money and can't, or don't, want to leave here "broke". Some "Outside" school ought to give correspondence courses on "How to become a Sourdough". (There are courses for everything else.) Here are some of the things you have to forget or do to become a real Sourdough:

(1) Forget that human blood, also your own, has a normal temperature of plus 98.2 degrees.

(2) Forget that there ever was such an arrangement as four seasons in a year. Alaska has only two seasons, Big Winter and Little Winter. Big Winter is the period - the long period of constant cold and darkness. Little Winter is the short period of lots of light and mosquitos.

(3) Forget that you ever knew or wanted a place called home. Go up the longest river, then climb the highest divide, and keep saying to yourself as you go down into the next valley: "There's a place beyond the place beyond, and a place beyond that place beyond, and the world beyond all that." If you can develop your mentality to that elevation you may qualify as an Alaskan Sourdough.

Here is a toast to Alaska written by an old-timer named Pat O'Cotter. Here's to Alaska! The land of the tin can and the dog. A waste of snow and ice and moss. The graveyard of ambition a byword for hell. Men come here eager for gold. They dig, drink and die, and then they go to hell to pay their last sucker play, Alaska.

Some people never learn anything because they understand everything too soon.

CQ....

LOCAL ENTERPRISE FOLDS!!!

YAKATAGA

PT. BARROW ACCONS COMEMDED
(Continued from page 21)

For general information of all concerned a large percentage of the crystals (3995 Kc) used by the Fairbanks emergency communications net during their FB job of handling emergency local traffic when the telephone exchange burned out, were furnished by Anchorage hams. KL7EU, KL7GG, KL7CX, KL7GN, and Bill Pope of Alaska Radio Supply, rushed crystals by air to Augie Heibert.

KL7CA-George Williams, is dreaming up a higher powered rig in order to punch larger holes in the 75 & 20 meter bands.

KL7BH-Ray (Andy) Anderson, has been selling off all his gear preparatory to moving to Washington, D. C. Best of luck from the whole gang, Ray!

KL7FC-Pete Doveau, the sage of Woody Island, is laying down a very FB signal on 75 with his new BC 610 E transmitter. Good DX to you, Pete.

KL7DY-Frank White, Sitka, is putting out a beautiful 75 meter signal, and is to be complimented on the way his rig sounds. Vy FB, Frank.

KL7FN-Jim Sherry, gives evidence of being bitten by the love bug. Look out, Jim, the bite is fatal!

KL7CC-Ed Jones, is putting Galena on the map with a FB 75 meter signal.

W7ISD/KL7-Moses Point, has been active recently on 75 fons, but has a few bugs to clear up yet.

KL7CX-Anchorage, has a new SX-28-A receiver and a new Signal Shifter. Big rig still unheard though.

KL7JC-is the now call assigned to Ole W4GCB/KL7, who at present is new MTIC at Sand Point. How about getting on the air soon, Jawn, and "The Princess"??

Recently the 3940 Kc net has been working some FB state-side DX. Conditions have been favorable enough to enable the lads to work Seattle, Portland, Tacoma, Berkeley, etc. Those getting in on this were KL7EU, KL7DB, KL7FN, KL7CX

Anchorage, Apr. 17.-(OP)- Another of Alaska's promising young business ventures went on the rocks today with the closing of the Anchorage agency of CHESTWIG, Inc. The decision was announced by J. Harrington Thatch, Vice President of the corporation, in an interview late last night.

Mr. Thatch explained that the move was necessitated by the absence of the anticipated demand for the company's product, an artificial hirsute adornment for the masculine chest, which has found immense popularity among city bred men, especially in resort areas where they frequently appear in swimming attire, and where a bald-chested man may be embarrassed and socially injured by the snickers and slighting remarks which are invariably directed at one so handicapped.

When pressed by reporters for details, Mr. Thatch's only comment was, "Gentlemen, there's nothing wrong with our product! The only reason we can't sell Chestwigs here is because the Alaskans grow their own."

Other company officials advised that, while the Anchorage agency is closing, the Chestwigs may still be procured by Cheechakos by writing the main office of Chestwig, Inc., on the 22nd floor, Transportation Bldg., Chicago, USA. Mr. Thatch, himself, plans to assist in the establishment of a new branch office at W. 130th and Terminal Ave., in Cleveland.

(6 watts), KL7FC, KL7DY, KL7EM, KL7CC, KL7EB. Wish we could do more of this.

A very FB article on fone splatter and its elimination is given in the March issue of "QST".

KL7AH-Jack (The Ripper) White, local minion of the law (FCC), has a new Signal Shifter, and is about to blossom forth with a FB now rig soon.

Charley X Ray

Here's the news from Yakataga(?) We are getting a touch of spring weather and can say it is a change from the usual Yakataga wet and windy.

Bob Thomas and wife are in the states (SA). Bob needed a little medical attention. Says he is going to bring back an antidote for cabin fever. Don't need it with this kind of weather.

We are about to lose two of our old timers, Harv and Liz Dailey. They were dropped down in this little spot of paradise (it's true what the Eighth Region Field Station Directory says about Yakataga) the summer of 1945. We hate to see them go.

Our RMS, Frank Curry, is enjoying the visit of Frank Yurg. Frank Y. is looking over our local mountain (Yesewski Peak) for the VHF boys. Gotta figure out how deep the snow is gonna get up there.

Bill Barger (station mechanic, says, (without reluctance) "International can have their TD-16 Cat back." Of course, I can't say what he really said. At the present time the Cat is sitting in Thomas's back yard with a bad case of old age, - asthma, too.

KL7DU reports he has been working 40 and 20 meter CW and occasionally 10 meter fons. Would like to get in on that 3880 kc fons net, but never took time to garner a class A ticket (ahh, those 160 fons days). Soon as he gets that crystal ground to the net frequency the boys will have to read CW, how?

Almost forgot the Browns. Browns and their dogs are the subject of innumerable conversations. Like the time Browns' Irish Setter helped himself to part of Browns' 30 40 Krag. Yup, he ate a bolt right off it. I wonder if the Alaska Game Commission would accept a red coyote pelt? Now, their other dog is a cross between a Newfoundland and a

landed Borden Island. No one hurt. R1768. This information was forwarded all concerned. Ladd Field advised aircraft had been sent in search."

"Throughout this and the following day Point Barrow Radio maintained all possible contact with searching aircraft and stations concerned including Thule, Greenland. That station established contact with the disabled aircraft and relayed vital information to searching aircraft. At 221630Z it was learned that a searching aircraft had sighted R1768 and dropped supplies. On February 23rd the crew of the disabled aircraft were rescued by military aircraft."

"At 222304Z both Point Barrow and Umiat were instrumental in assisting searching aircraft R1762 in obtaining D/F bearings from Ladd Field."

CAUTION
VOIDS ACCIDENTS

Swede, a sled dog, so we are told. Haven't seen her at such a shore yet. We do know she can't pull herself out of a coyote trap, so, we wonder. But Jo insists she is a good dog (?)

This about sums it up for now. No bear stories yet, but can promise some at a future date. Oh yes, it has been asked, can some one tell us Yakataga inhabitants what meat and potatoes taste or even look like? No, the goats are above the snow line, bear in hibernation, it's out of season for martin and weasel, and too early for gardens.

KEATV/ZZ

(Continued from page 23)

learns that he has been called from the station and there has been no answer. The thought of telephone failure has so completely unnerved the courier that he forgets what it was he was calling about in the first place. Said CACOM curses, spits on the floor, picks himself up out of the aforementioned spit, where Mrs. CACOM has knocked him, takes his shoes off the desk and puts them on and goes gunning for the MTIC, without a gun, match-military reservation. He discovers the MTIC seated comfortably in his living room with an ohmmeter in his lap (funny how an MTIC can't seem to do enough lying by himself but always carries a meter or some gadget to swear by it). Well, Spike wasn't nicknamed after what he used to do to prohibition beer and he unwinds his long, lean frame from said easy chair and draws on his galoshes, mittens and fur hat, curses the weather, the wind, the telephones, the CACOM and they saunter out into the gale together.

The first stop is the Control Station, of course--those guys always try to prove a personnel failure. But the little gadget shows more resistance there than it did in his own house, so they head down-wind and after a trip, or slip, over the ice that would try the sole (and heel) of any man, they arrive at the corner of the CACOM's house--much less resistance in the line there--they must go in. The door's no sooner bolted against the gusts than the coffee pot's on and the little gadget comes out of the lower left hand pocket of Sherlock's opera coat. Wires are traced, Ohm's law is quoted and misquoted between the gumshoes, and finally the two contact prongs are gently pressed against the wall terminal right over four-year-old PJ's bed. No resistance! The trouble has been localized!!! In frantic haste the bed is jerked away from the wall, two bright copper spots greet red-rimmed eyes--the bedspring has shorted the circuit. A hastily chewed stick of gum and a Band-Aid and all is well with the Naknek telephone circuit.

The coffee is done and the usual extemporaneous theorizing begins; "Diurnal

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(Continued from page 4)

The petition being circulated among resident male members of the station to the effect that restraint be placed on transient personnel alienating the affections of our female personnel.

Did you hear the one about the fellow receiving money from his wife to get a divorce with and then seeing it away?

The question - when is the Ercoupe going to get its wings back on and fly again?

Remarks of wonder that the "Yellow Peril" is still flying over at JQ. Bob Schmidt never did get a ride in it and perhaps just as well because Jim Teale was heard to remark after his first ride "Never again." (or was that his wife saying she wouldn't let him?)

The question as to whether it is harder to fill in the top or bottom part of the gig sheets we got from CMO. Herb Bridges at KG ought to have the answer to that.

Jesse Jones planning and waiting for April 13th when he will marry Ellen Rainey, a local nurse.

Merlin Huffaker and Vernon Jacobson beating a path to the hospital. Not sick, just more nurses.

Navy boys off a PBY looking up our Kansas City girls. They said they were from KC also.

Sam Ailak, our handy man, claims he can be identified by his red army badge from his brother Amos - that's his drinking brother.

Communicators sweating out the annual leave schedule and our dwindling personnel. Score at present is in favor of the dwindling personnel.

variations in signal conditions are not unusual in radiotelegraphy, but in landlines, hummmmm..and the afternoon, naptime, telephone failures, not so consistent...hummm. Kid must sleep lightly in the afternoon...hummmvery strange. And so to bed.

(Continued from page 11)

believe we came out with the same number. Dispositions should improve for awhile, until the next boat strike, that is...

For diversion from the strain of watches the boys developed a basketball team. It was intended to comment on the athletic ability and prowess of our Champions at a future date, but that was a couple months ago before the start of the season when we had intended to write an article for our MUKLUK. Time and IFR flights wait for no man or woman so we can now speculate on what would have been if we could have been. Well, guess you know what we are driving at, we wound up in the cellar. But we had lots of fun and plenty exercise. Plans are now being made for next season.

The basketball team entered the Cordova City league and industriously practiced several nights a week in preparation for the season. The team was composed of: Ben Canham, center, guard; Hal Lindsay, guard; Bob Finegold, guard, center; Lee Phillips, center, forward; Bill Barber, forward; Joe Whitney, guard; Leo Hopp, forward; and Al Gorman, forward. Leo and Al are representatives of the local WSO; the balance of the team are Cnetis and Optns.

ACCOM Dorm Poulin, who became well acquainted with the South Pacific, sent for Miss Gladys Morris of Australia, and great was the rejoicing at Mile 13 when PNA rolled to a stop and finally...here she was. Well, "Red" and "Gladys" are now happily married and all the gang wish them the best of luck in their new home. You should have seen "Red" light out of the Ctl station heading west by south end of the runway, and with the tape still running in the keying head too.....

As this is the first contribution for quite some time we will fold our arms and silently slip tape away.

Watch the next issue for a startling announcement.....

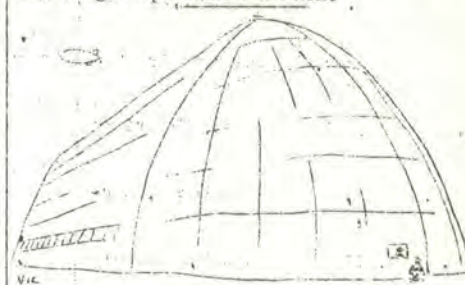
(Continued from page 22)

to the operation and control of aircraft flying on instruments, and other personnel whose positions are such that the official authorizing the training considers the Basic Course warranted.

The ADVANCED COURSE is an extension of the Basic Course. This course is principally for personnel on flight status.

At the present time, only one CAA Link Trainer is available in this Region, and it is installed in the basement of the Merrill Field Administration Building. It is, therefore, unfortunately not regularly available to all personnel within the Region to whom instruction in its use would be of material benefit.

Supervision of the Link Training Program is for the present under the Performance Standards Staff, Airways Operations Branch. The instructor is Miss Lorraine Nelson, who came to the CAA in Alaska as an Aircraft Communicator at Gustavus in September, 1945. Her flying experience began in 1940 with the Civilian Pilot Training Program, and led to duty with the Women's Air Force Service Pilots (WASP) at the Fort Worth Army Air Field, Texas. After serving at Gustavus as aircraft communicator she transferred to Anchorage as the Link instructor in September, 1946. She has since been officially certificated as such by the Airman, Aircraft, and Flight Operations Branch.



"Sorry---Richard isn't in!"

Quarterly Flight Log

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WELCOME

NEW EMPLOYEES

ANF COMMUNICATIONS BRANCH

Emmett L. Karsten, General Mechanic, Installation Section

John M. Graves, Maintenance Technician, Westward Maint. Unit, Umiat

Paul A. Knapp, Maintenance Technician, Field Station Maintenance, Summit

Mary Ann Maissen, Clerk-Stenographer, Engineering Division

John D. Urban, General Mechanic, Maintenance Shops

Mrs. Janet G. Amon, Clerk-Stenographer, Maintenance Division

Emery E. Potts, General Mechanic, Maintenance Shops

Mercedes Salas, Clerk-Typist, Engineering Division.

ANF PLANT & STRUCTURES BRANCH

Dick B. Carpenter, Ch. Engineering Draftsman, Drafting Section

Richard T. Bedlington, General Mechanic, Sector Maintenance, Bethel

Victor R. Murphy, Civil Engineer, Facilities Section

Mrs. Joan V. Walker, Engineering Draftsman, Drafting Section

Mary A. MacLean, Clerk-Typist, Materials & Records Section

Clinton E. Sharp, General Mechanic, Sector Maintenance, Iliamna

Owen E. Rye, Civil Engineer, Landing Areas Section

AIRWAYS OPERATIONS BRANCH

(Aircraft Communicators, see page 3)

BUSINESS MANAGEMENT BRANCH

Mrs. Mabel V. Davis, Operator Office Devices, Service Unit

Mrs. Mary W. Haggart, Clerk-Stenographer, Claims & Contract Performance

Mrs. Evelyn M. Raschka, Clerk (Mail), Mail & Files Staff

Mrs. Josephine T. Roushman, Clerk-Stenographer, Alaska Commissary

Earl Dodge, Aircraft Mechanic, Aircraft Inspection & Repair Base

John W. Fufts, Clerk, Warehouse

Mrs. Frances J. Koning, Operator Office Devices, Service Unit

Mrs. Josephine O. Alcott, Clerk (Mail), Mail & Files Unit

Marie L. Hynes, Clerk-Typist, Contract & Orders Section

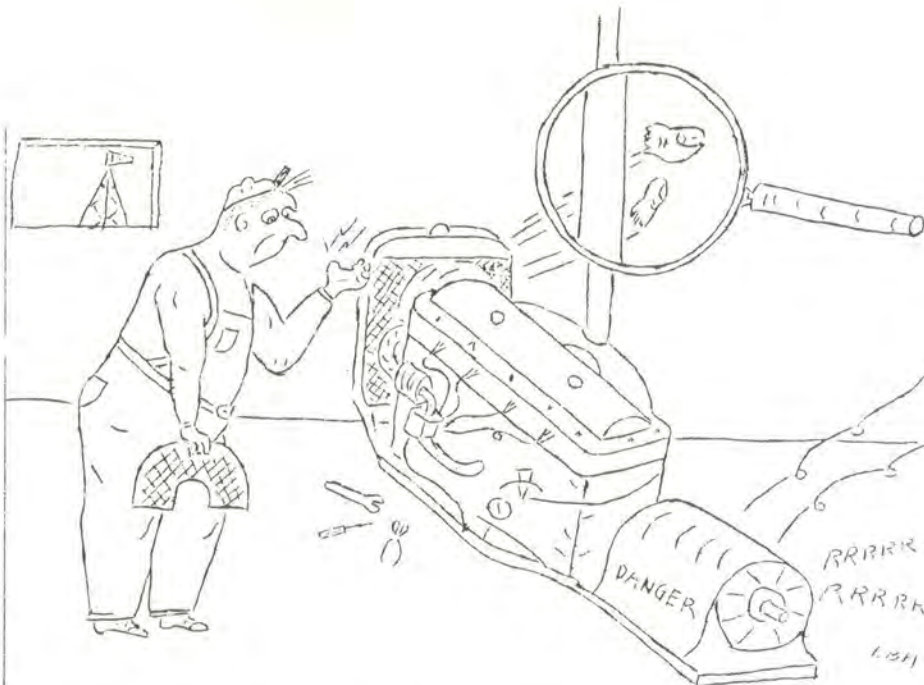
Mrs. Ma Marona, Clerk (Payroll & Leave), Payroll Section

Mrs. Eva L. Musser, Clerk-Typist, Contract & Orders Unit

Stanley L. Victors, Storekeeper, Alaska Commissary

Robert V. Siabor, Aircraft Mechanic, Aircraft, Wood and Metal Shop

Mrs. Elizabeth A. Weisgram, Clerk-Typist, Accounts Section



Herewith is depicted Elmer Blotch, the enterprising SGM who considered the fan guard on his engine generator as being a superfluous piece of equipment and proceeded to remove the cumbersome gadget with his trusty Sears'n Sawbuck tool kit.

One night Elmer was called from his warm bed to correct a power plant outage. Without the aid of a flashlight he groped his way to the standby power plant and in a few minutes had it started. With a lightning-like motion he started to dash for the switchboard, but in pulling away from the engine his hand inadvertently came in contact with the engine's fan, and, he was minus one finger.

The following day Elmer was explaining the details of his accident to a visiting inspector who was curious about Elmer's actions. "Oh, just like this," explained Elmer, nimbly thrusting his remaining fingers into the fan's arc. "Ouch! There go the rest of them!"

MORAL: Do not remove fan guards or other protective devices. Have a flashlight or other emergency source of light available when you work on power plants at night.

P.S. To those who may be inclined to get technical and point out that Elmer's picture indicates he is on the wrong side of the engine for starting it, we explain that our artist drew this scene from a reflection of the tragic scene in a pool of Elmer's blood, thus giving the "reverse" illusion.