

GAMBELL WONDER'S ABOUT POKER

CAA MEN PRAISED

(Continued from page 1)

It is reported that spring should be on the way, and from late observations, we think it is.

The Jamesons are looking forward to their proposed transfer. They say it will give them a good opportunity to get that long deferred dental and medical attention.

Say, how do you fellows get up those poker games, or don't you have anyone there who isn't mercenary? Seems as if these people who take everything a fellow has and politely ask him back would get bored with being so very generous. How it works the other way here. It seems to be the rule that a poker game should be stirred up just before the leave taking of one of the members. The idea is to relieve said member of all the loose cash he has -- including his checking account. Well, after the game is over, he politely thanks one and all for paying his traveling expenses. Do you think that is the proper attitude?

SAND POINT

(Continued from page 27)

"Art will either be busy telling the pilots what wonderful weather we are having or making a pot of coffee (sour-dough style). Also there will be the two most important mechanics, Fritz D. Bjornstad and Mose T. Morris. Mr. Morris has just recently returned from a trip Outside and it is swell to have him back. (As he returned with some fine drinking material.) Mr. Bjornstad has made application for his annual leave and plans to make a five-week fishing trip.

"Since it is about time for you to go, you wish them all a lot of luck and go down to the bay to await your May-furnished transportation. You look back up the hill and tears form in your eyes as you bid a Fond Farewell to this picturesque place, Sand Point, The Crossroads of the World."

out of control taxiing down the runway for a take-off when the left axle broke. It skidded down the runway sideways and finally came to a stop at a 90-degree angle to the landing strip. The left engine came loose and burst into flames and the ship caught fire.

Amundsen, Gray and Hutchins rushed to the burning plane with a foamite truck and succeeded in extinguishing the flames. Special praise was given Mr. Amundsen for climbing into the plane and turning off the master switch and the gasoline, preventing a much stronger blaze that might have ignited high voltage cables nearby.

A commendation sent to the three men April 29 by E.M. Jacobs, Acting Regional Administrator, reads:

"I wish to commend each of you for the exemplary manner in which you responded to the emergency created by the aircraft crash on March 18. Your supervisors have reported to me that your prompt efforts and proper handling of equipment were primarily responsible for safeguarding lives and preventing further property loss. The Civil Aeronautics Administration is proud of your performance."

A letter to them from A.L. Francis, CLMO at Annette Island, states in part:

"Your prompt arrival at the scene of the crash with the foamite truck and proper handling of such equipment resulted in extinguishing a blaze that would have consumed the entire aircraft and contents. Also due to the position of the wreckage, the prompt extinguishing of the blazing plane saved severe damage to high voltage cables for the Bartow lighting system."

The plane was returning north from Seattle with a load of freight and four passengers, three pilots and one of the pilot's wife, all of whom escaped without serious injury through the burning ship's escape hatch.



YAKUTAT TOWER COMMISSIONED AS FIRST IN NEW EXPERIMENT

By G.A. McMURRAY

The Eighth region's experiment in the operation of a communicator-staffed airport control tower began May 25 with the commissioning of the Yakutat tower.

As part of an original program sponsored by Washington to provide airport control at fields where activity is considerable but not enough to warrant an entirely separate tower facility, the Eighth region was designated as one of the areas to inaugurate tower operation combined with communications station functions.

Operation of such a facility by communicators necessitates the administering of traffic control training to the
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25 CAA PERSONNEL ENJOY WEEKEND TRIP TO CURRY

Approximately 25 vacation minded CAAers went on the Civaire Club sponsored trip to Curry last weekend on the Alaska Railroad and were hearty in their endorsement of another successful club venture.

Leisurely Saturday night dining and dancing at the Curry Hotel and Sunday hiking, fishing and loafing were features of the trip.

Highest climbers of the nearby hills were Ken Hageman and son Barney, Ralph Walker and Frank Merrithew. Herb Enberg's father, visiting from California, caught the largest fish, a 17 3/4 inch Rainbow.

CIVAIR 8 CLUB PLANNING SECOND PICNIC JULY 19 AND PHOTOGRAPHY CONTEST

Anchorage personnel are advised to put a big red circle around the date Saturday, July 19, as the Civaire Club will sponsor its second picnic of the season on that day, according to Margerie Chamberlin, club secretary. Arrangements are also being made by the club to sponsor a photography contest for pictures taken during CAA activities.

Marilyn Wissler, Business Management, has been appointed chairman of the picnic committee. Other members have not yet been selected, nor has the site been determined. As soon as definite information regarding location, transportation and other details is available, regional office personnel will be informed by memorandum.

Committee members to handle the photography contest have not been named as yet, according to Walt Williams, member of the club's executive committee. That committee will consist of about six members who will judge the contest.

Pictures of any CAA-sponsored activity will be eligible for the contest, including those of activities which have already taken place, according to Mr. Williams, who advises all those who will attend the picnic to come prepared with camera and film. Contest classifications will include candid shots, scenic views, color pictures and others. It is hoped that awards can be made by the Civaire 8 Club for top pictures in each classification.
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MUKLUK TELEGRAPH

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RADAR UNDER TEST IN ALASKA

Airborne radar is at work in Southeastern Alaska in a service test being conducted by Alaska Coastal Airlines and the CAA, according to CAA's Office of Aviation Information.

Installed in a Grumman amphibian, a radar set known as AFS-10 in war time is being used regularly by pilots of the line in flying along the rugged coast and into the inlets which are flanked by mountains several thousand feet high.

"That area is wonderful country for radar to prove its usefulness," Don M. Stuart, Director, Technical Development Service of the CAA, said in telling of the beginnings of the test. "Water reflects little or no signal to a radar scope, and this makes possible a good 'map' on the screen since the high mountains and irregular coastline reveal themselves with reasonable clarity. Pilots familiar with landmarks along a given route find the scopes fairly easy to interpret."

The equipment, manufactured by General Electric, is installed in the nose of the Grumman, protected by a plastic "radome," with the scope and receiver in the cockpit. Since the plane always lands on water, the amphibian gear has been removed and the 125 pounds of radar equipment do not constitute very much of an added burden.

Most of the flights of the line are short, since it serves Juneau, Sitka, Wrangell and Ketchikan and various coveiros along the shore. Very often these flights are along inlets and the shore line, at levels below the tops of the nearby mountains, so that navigation by radio range is hardly practicable.

Pilots who have used the radar have been enthusiastic about its possibilities for that area. Clarence Rhode, supervisor of the aircraft operations of the Fish and Wildlife Service, reported that he was surprised how easily he could fly the first time with a radar screen. He flew for 60 miles on instruments at less than 1,000 feet in very rugged terrain, and found it easy to follow the coast line.

Clarence E. Walters of Alaska Island Airlines, also flying radar for the first time, believes that "a pilot would be quite safe in continuing flight in dense fog or heavy snow with visibility as low as 1/8 of a mile because he would know his position at all times and would be warned of any obstacles in his path. On instrument flights, with the aid of the automatic direction finder and radar, you would have a combination hard to beat."

The airline and the CAA's Technical Development Service will continue its study of the application of this kind of radar as operational flights are continued.

LOUSSAC-SOGN BUILDING

TO BE READY JULY 15

Movement of part of the CAA regional offices to the Loussac-Sogn building has once again been postponed, probably for the last time, until the middle of July, according to H.L. Newman, executive officer of Business Management.

Plastering of the third floor, which is to be occupied by CAA, is now underway and is scheduled to be completed without further delay as the first two floors are virtually finished.

Definite arrangements for the use of space vacated by the moving offices will probably be made the end of this month upon receipt of this region's budget for the 1948 fiscal year. Most of the space to be vacated is in the two CCC buildings at the rear of the Federal building. It is expected that three of the quonset huts, which have now been permanently turned over to CAA, will be moved down by the Warehouse to be used for additional storage space.

SPEED OF CIRCUIT 301X

TO BE INCREASED SOON

The automatic speed of teletype circuit 301X is expected to be changed from 60 words per minute to 75 as soon as mechanical equipment can be installed. Operation of the circuit on the usual 60 WPM carrier-shift speed of landline teletype since early in April has been successful enough to warrant the change, it was announced.

If the new speed proves successful on 301X, it may also be applied extensively to other teletype circuits. Although new to the Eighth region, the higher speed has proved successful in other areas.

Two additions to circuit 301X are still pending, McGrath and Bethel. When connected, they will be receiving only.

TELETYPE SCHOOL CLASSES

STOPPED UNTIL AUGUST 11

Teletype school classes were temporarily discontinued until August 11 following the graduation of class number 5 June 13, according to Ed Jarvie, instructor. Names of candidates for the next class have not yet been disclosed.

Graduates of class number 5 are Alva C. Osborne, Tanacross; Ralph E. Nelson, Gustavus; Gene A. West, Annette Island and L.E. Hammarly, Anchorage.

Instructor Jarvie began two months of annual leave June 14 in order to build on his homestead site near Anchorage.

The following communicator appointments and selections recently have been made:

APPOINTMENTS

Andrew Krivinko	VY
Richard Rood	VY
Gerard Belanger	VY
William Moshrke	KD
William Frazier	GQ
Jack Leonard	KZ
John Sullivan	KZ
Francis Chance	IJ
Willard Morgan	BQ
John Armstrong	BQ
John Lemen	BQ

SELECTIONS

Robert Halbasch	PM
Erwin Brown	KA
Joseph Whitney	ZZ
Dorothy Halbasch	PM
Gerald Laird	SK
Ormond Robbins (as SACOM)	KP
Jane Robbins	KP
Richard Imman (as SACOM)	KZ
Glenn Fossett (as SACOM)	YO
Carl Dykstra	RM
William Lowe	RM
Joanna Eahnub	AO
Richard Haggin (as SACOM)	OF
Norman Potosky	JS
Romayne Potosky	JS
Joel Wieg	JQ
Veronica Imman	KZ

FAIRBANKS

TOWER goes fishing

Right here and now, Weeks Tower is putting in its bid for the busiest airport traffic control tower in Alaska. We will concede the wintertime traffic to those towers in the deep south--Southern Alaska, that is--but feel sure Fairbanks will top them all on a yearly basis. Any arguments or bets, yo' all?

Now a little bit about the personnel around here. Since the airways gang has begun claiming credit for making gentlemen out of the tower boys, we feel it is only fair to let the world know they are also teaching us all they know about being Outdoorsmen. Chub Dickens, who was discharged from the Boy Scouts after eight years service as a Tenderfoot, is the chief instructor.

On a recent fishing trip he demonstrated to the tower boys how to build a fire with only one match. To say he was successful would be a gross understatement, as it took all the fishermen, a dredge crew and a Forest Service fire-fighting crew to put it out.

He also lived up to the Boy Scout motto of "Be Prepared" by bringing along on the fishing trip the latest Book-of-the-Month selection, cards, cribbage board, thermos jug, fish calendar, thermometer, landing net and other such necessities of a good Isaac Walton disciple. However, he forgot one little item -- his fishpole. And believe us, that shiny new automatic reel looked out of place on a willow branch. He is also quite an authority on the culinary art of frying bites and baking that big one that goes away.

The people out along the College road kept reporting brush fires and burning rubbish which had the local fire-fighters stumped for a few days. The FBI finally put a man on the case and found that Gus LaRenzie, the homesteader, had

purchased a bargain pick-up truck and had been taking the wife and daughter out to see the newly-acquired 1962 model-out putting water in the radiator. Furthermore, one wheel would get tired and drag every so often.

Gus had to go to the city dump to retrieve it the other day as he had parked it too close to the garbage can at night and the collector picked it up with the rest of the junk. He has abandoned the idea of driving Outside with it at the request of the local Chamber of Commerce who was afraid the Stateside people would get the impression that Alaska had finally been milked dry and a mass migration had started back to the dust-bowl.

Gerald Gosbel is now Outside on an emergency leave and the tower phone is busy with calls from heartbroken females wondering when he will be back. We have hopes of putting them all at ease in a few days. Gosbel is the only one in the tower the girls seem to care about; tho, as they seem to do a good job of avoiding Cass and Graner. There are some things even your best friends won't mention and we guess Cass and Graner must have them. Murphy would like to be a Romeo but the ball and chain keeps a wary eye on him.

Well, that's all for now as Prof. Dickens, the great outdoor authority, is giving a lecture tonight we don't want to miss. The subject: "There Ain't Any Fish in Alaska" or "Leave Your Mosquito Repellent Home or You Won't Have Any Bites."

MT has daughter

Vital Statistics...

Maintenance Technician Jim Vrooman has a new baby girl named Linda Susan. She was born May 30 and weighed six pounds, 12 ounces.

(Continued on next page)

FLYING CLUB MEMBERS BUSY WITH NEW PLANE

Members of the Chugach Flying Club, all of them now pilots or student pilots, are keeping the appointment book for their newly-purchased plane well-filled during the present good flying weather, according to K.L. Perry, club president.

Membership in the club includes partial ownership of the plane and student pilots are being trained in it under private instructors. The plane, a 65 horsepower Aeronca Chief, is now fully insured and is based at Merrill Field.

There are still two or three open memberships in the club although several people have expressed their intention of filling them.

Present members, all of them CAA personnel, are W.K. Chamberlain, J.L. Connors, W.M. Culver, Elmer Daslmann, Anne Diamond, E.C. Fisher, J.R. Freeland, E.L. Griffin, L.B. Harvey, K.S. Perry, Sanford Peterson, K.K. Kellner and Ed Seiler.

FAIRBANKS

(Continued from page 4)

Gardens...

Several garden plots in the "back forty" behind the control station are showing promise. Secretaries Mary Beth Ayerst and Amy Morse and ACCOM Harry Jenkins diligently till the soil during lunch hour and after work.

Vehicles...

Maintenance Tech "Connie" Morse has a new International KB2 Pick-up for those fishing trips. MTIC Brick Glascoe has a shiny DeSoto. Rex Spencer got "Brick's" moose-hunting Dodge. Oh, yes, don't forget the International Pick-up SCM Howard Kuhns hopes to load his bear into as soon as he can get it to run (the car, that is) by itself. MT Griswold says he gets more smilage on his bike.

MARJORIE CHAMBERLIN WINS NEW ADMINISTRATIVE POST

First position of its type to be established in the Eighth region, the newly-created job of administrative assistant to the chief of the Maintenance division of Communications has been filled by a woman.

Marjorie Chamberlain, secretary of the Civaire 8 Club and former secretary to the chief of the Communications branch, has been appointed to the position following advertisement of the job and submission of applications in May.

Although administrative positions of this type are common in the Washington office, this is the first to be established in the Eighth region, according to Robert T. Williams, personnel officer. Differing from other administrative assistant jobs of a specialized nature in existence here, the position calls for performance of the part of the division chief's duties which are routine and non-technical.

Miss Chamberlain was chosen from among the applicants for the job on the basis of experience and qualifications, Mr. Williams said. The position is graded CAF-7. J.W. Livingston is chief of the Maintenance division of Communications.





FIRE DRILL UPSETS STATION

An account of a surprise fire drill at one of the CAA field stations which turned out to be a strange combination of a comedy of errors and a grim warning was brought back to Anchorage by Dave Dishaw of Plant and Structures, instigator of the ill-fated drill on his return from the station early this month.

Dishaw and two other Plant and Structures men, Lee Connors and Andy Earls, were at the station to see about future work on facilities there and decided to stage a surprise drill a few hours before the arrival of a plane that afternoon to take them back to Anchorage.

Connors and Earls were appointed to build a blaze at the far end of the area behind the houses and Dishaw was designated siren-sounder. No one else at the station besides the Army military police and the resident engineer was warned of the impending drill.

The fire builders were successful in setting off a healthy blaze and Dishaw hurriedly went to find the siren, reportedly in the generator building. Frantic investigation revealed there was no siren in the generator building, although Dishaw discovered through guarded questioning that there was one in the fire hall.

By the time he reached the fire hall the blaze was well underway. None of the GI's in the hall knew where there was a siren except a young soldier who was upstairs. He was quickly brought down and informed Dishaw that the "siren" was a pressure whistle on top of the hall. He led him back into the hose tower and pointing to one of the ropes hanging there said, "This is how you blow it." With that he yanked the rope three times and three whistle blasts sounded over the station.

By this time Mr. Dishaw was somewhat

upset. The fire was in Zone 7 (seven blasts) and three blasts was a call for all personnel to come to the fire hall. So he quickly grabbed the rope to blow the whistle four more times. With the first yank it broke, crumpled down the length of the tower and wound thoroughly around the whistle-blower.

Dishaw freed himself, climbed the tower and sent out seven loud clear blasts. This made a total of three separate signals in a period of a few minutes and station personnel was scrambling in scattered directions all over the grounds.

The fire truck finally got away, manned by the army, and headed for Zone 7. Dishaw climbed down the tower, joined the resident engineer and drove to the fire in the RE's truck. The MTIC and head mechanic had to walk as their truck wouldn't start.

With everyone finally gathered in Zone 7 at the site of the fire, it was discovered that the watermain connecting the nearest hydrant was frozen. A nearby hydrant was on an empty unfrozen main and someone was dispatched to the pump station to start the engine pumping water into it. It was then found that one of the hoses on the truck was coiled to run from the hydrant to the fire and the others from the fire to the hydrant. This turned out to be relatively unimportant as there was no wrench to open the hydrant. This piece of equipment was left on another truck in the station.

The fire finally burned out with no harm done except to the composure of station personnel who wondered what the result would have been if the drill had been the real thing.

Caution Avoids Accidents

REGIONAL OFFICE ATTEMPTS 100% CHEST X-RAY GOAL

In an attempt to have every CAA employee in the Anchorage area obtain a chest X-ray during the present campaign, the Regional Personnel office has submitted an alphabetical list of all personnel to the Territorial Department of Health to be used as a check list, according to Robert T. Williams, Personnel Officer.

While many CAA personnel have already obtained their X-rays or made appointments to do so, those who have not will be individually contacted. "Having an X-ray is voluntary," Mr. Williams pointed out, "although we don't want to take a chance of anyone neglecting to get one because of forgetfulness or misunderstanding."

Appointments may be made to have the X-rays during working hours upon approval of supervisors and no charge against annual or sick leave will be made. The X-rays take only a few minutes.

In some Alaskan cities where the X-rays have already been made there has been 100 percent coverage of the White population. There was an extremely high percentage in all other towns, which missed the 100 percent mark mainly due to the fisherman population being out of town.

Health officials point out that the rate of tuberculosis among Whites in Alaska is a great deal higher than among Whites in the United States, and that in almost all cases it can be cured when caught and treated in the early stages.

The Department of Health will conduct X-rays in about six more Alaskan communities in which there are CAA field stations, according to Mr. Williams. While the CAA will not officially aid in making appointments in these places, it is hoped CAA personnel will individually cooperate towards a complete coverage.

COMMUNICATION CIRCUITS SURVEYED FROM FIELD SITES

By G.A. McMURRAY

Fred Nayer, chief communications analyst of the Central Monitor Office, packed his bags one day this month, took to the air and surveyed the circuit performance of communicators from a vantage point many miles from CEMO.

Unpacking on the banks of the Chena Slough, Nayer swung his monitoring sights in all directions. While at Fairbanks, he also conducted some special analytical work.

This innovation by CEMO may be the forerunner of similar field trips by that office. For broadcast monitoring, general air-ground monitoring and specific spot analytical checks, these field surveys provide more precise observation of operations.

VHF TESTS CONTINUE

By DICK STRYKER

Survey test crews were dispatched to Soapstone Point, Emmons Island, Lituya Bay, Gustavus and Sitka during the past month. Tests have been continuing for about two weeks and indications are that sites now under test will be entirely satisfactory. Final location of the site at Lituya Bay hinges on the results of tests between Lituya Bay and Yakutat which are scheduled to get underway within a few days.

Engineer A.E. Peterson is in charge of the survey and is standing by at Juneau with a CAA plane piloted by Buzz Rogers. At the conclusion of these tests Mr. Peterson intends to proceed to Yakutat for arrangements for tests between Lituya Bay and Yakutat and from there to Katalla, Cordova and Anchorage.

Personnel assignments remain as listed in last month's MUKLUK with the addition of Engineer Irving S. St. John's assignment to Yakutat.



THEY'RE REALLY AWFULLY NICE IN CEMO

To most CAA employees, CEMO simply stands for the Central Monitor Office. But to communicators throughout the Territory, the whispered name CEMO conjures up visions of grim faced Gestapo agents hidden away in the Communications building who listen with vengeful ears to communication circuits and rub their hands with glee when they can pounce on the innocent mistakes of hard-working communicators.

Asked by these communicators to investigate rumors that CEMO is inhabited by inhuman characters who sneak to work in bullet-proof cars and are seldom seen in the daylight, your NUKLOK reporter obtained a fearless guide and proceeded to Merrill Field one day this month.

We were surprised to find the name and room number clearly printed on the directory when we entered the building. We proceeded with somewhat less apprehension to the basement, sneaked up to the designated room and peered through the open door.

Sitting in the room were three very normal looking people, two men and a pretty blonde woman. We started to leave and mumbled that we were looking for CEMO when the man who seemed to be in charge smiled, beckoned to us and said, "Hi, this is it. Come on in."

Our guide shoved us through the door and bravely announced why we were there. The nice man in charge, who was wearing a snappy bow tie, said his name was Fred Moyer and introduced us to the others.

The woman's name was Wilda Hegdahl. She was wearing a pretty cotton skirt and white blouse and looked very pleasantly human. We learned she is married to a local pilot and has a young son.



The other man was John Turner, formerly of FCC, who is married, has one child and whose wife was momentarily expecting another.

Mr. Moyer led us into an adjoining room full of noisy machines and introduced us to another very normal looking man, a Charles McGowan who is also married and has three children. He will soon be transferred to Utah.

We asked Mr. Moyer if it were true that CEMO monitors were promoted on the basis of how many mistakes they caught and that they put notches on the desk for each irregularity report they sent out.

He looked hurt, sighed wearily and shook his head. "Absolutely not," he said. "Everytime we catch a mistake we all gather around and shed tears. When we have shed enough tears (here he paused and sighed again) we send a cautionary letter."

We asked him if all the monitors stayed in CEMO constantly so as not to miss catching a single mistake. "Not at all," he said. "We work eight-hour shifts like everyone else. Another of our men who isn't here now is Lawrence Robbins. He's an ex-Army captain, works the midwatch and is a newlywed. His wife works the mid, too--upstairs," Mr. Moyer added hastily as an apparent afterthought.

Mr. Moyer himself has been with CAA nine years, five of them in Alaska. He came to CEMO the middle of January this year and also is married.

"I don't know why some people think such awful things about us," he said. (Continued on next page)

CONTROL TOWER LOSES CHIEF,
MUST YELL "FORE" TO PILOTS

Seems like the Spring season whizzed by in a day and the next season is with us -- FISHING. "It's too nice a day to work," etc....

Controllers Bear and Stolz paid a flying visit to Fairbanks and were most favorably impressed with the tower, the town and the people. They say Fairbanks has even more dust than Anchorage! Every thing bigger and better. Say ZFI, how about you folks sauntering down here for a return visit? Know your towers! (Stand by, Juneau, we'll include you on the itinerary party soon.)

Biggest news is that we're saying fare-thee-well to our chief controller, Leon Kaplan, who is transferring to FX Center. Of course, we don't see how he can be happy in a Center after being with us, but he'll have to try. Kap's been with us since October and we're gonna miss him. Bush-Pilot Walter Bear has been promoted from the ranks and will assume the duties of chief for the next interim.

A golf driving range has opened up just across the road, paralleling our East-West runway. Now, in addition to other things, we have to yell "Fore!" to the pilots.

THEY ARE NICE IN CEMO

(Continued from page 8)

"We're just working for a living. Why, some of the communicators even come to visit us when they're in town. At first they sneak in and keep close to the door while we talk, but every one of them has left virtually unharmed.

"Harry Haugen, chief communicator at Summit, was here not long ago and left absolutely unscathed. Nobody believes it, but we like communicators and wish

INSTRUCTIONS FOR INSIDE ROUTE
ISSUED FOR PRIVATE PILOTS

In anticipation of the increased private flying to Alaska this summer resulting from the awakened interest in the Territory as a vacation land, T.P. Wright, Administrator of Civil Aeronautics, Washington, D.C., has issued detailed advice and instructions for the guidance of private pilots using the inside route.

These instructions, formulated by Virgil D. Stone, CAA Personal Flying Development expert here in Anchorage, facilitate preparation for any flight along the route from Great Falls to Fairbanks. In general, the route suggested is along the Alcan Highway, and pilots of small planes and those with short range are urged to keep to a course within walking distance of the highway in the event of a forced landing.

The guide is on a single sheet and copies are available at CAA offices in Anchorage, Washington, Minneapolis, Great Falls, Yakima, Portland, Spokane, Helena and Billings.

more of them would visit us. Nine times out of ten we even become good friends," he said, smiling.

We asked him if there were many women monitors in CAA. "Wilda is the only one here," he said, "but there are quite a few in the States. As a matter of fact, I think women make better monitors than men. That are more snoo --er --curious, you know."

Returning to the other room to chat a bit more about monitors, their problems and their good natures, we were interrupted by a joyous cry, "Chief, I caught another one!"

Everyone began sharpening pencils and as we left we heard the click of the typewriter and bursts of hysterical giggling.

"C. Q."

By GEORGE WILLIAMS and CARL HOFFMAN

KL7JK-Dick and Irish Pence are now vacationing in the States.

KL7CC-Ed is now on CW at Galena, but we haven't heard any modulation.

KL7GG-Frank Fugus, radio inspector in the Air Carrier branch, has been silent for some time rebuilding and really has a double barreled rig coming up.

KL7JC-John Cathey at Sand Point has not been heard on the ham bands as yet.

KL7EF-Rob Schmidt is now at home and formerly was the main wheel at the Anchorage Club station, KL7AA.

Not a word has been heard on the ether from KL7FD-John Livingston, K7ERA Grant McMurray, KL7DS-Hal Bogale, K7GSP-Jerry Whittaker or W7GTW-Ray Rivers. How about it, boys?

K7IIR-Herb Bridges is now at KC, however it seems like we will never hear from him on the air.

KL7BH-Ray Anderson has recently lowered his squirts as some friend decided to build a house on the spot.

K7CBF-Augie Halbert, ARRL 3CM, is still in need of monthly activity reports and desires to make appointments as ORG, OBS and OES. It is suggested those interested write Augie, in care of KPAR, Fairbanks.

W6RTE-Joe Tippets is now in Washington and is applying for a 73 call.

K7SU-Vern Huffman has been the only active ham on two meters and all he has heard is KL7CA's harmonic.

KL7HF-Ray Downing has been heard on 75 tone via the clothes line method.

The "CQ" column appreciates any news from hams in the field. Address them to NUKLJK, reference number 120.

ANCHORAGE ASTERISKS

Hastily reviewing the past month, there seems to have been a rather steady stream of mentionable items, but lit l of major importance. The local political situation has settled down; the Council meets regularly and there is the usual bickering over this and that. To understand planning is going forward on sewer, paving and other projects for which bond issues were voted.

Spring and summer have brought a marked increase in building of all kinds --many new houses going up, and three or more people for each one. Material shortages will probably prevent many from being finished, but roofs will be on and frames covered. Washington has put up money to finish the veterans' housing project in Anchorage, but commencement is held up by local labor difficulties.

One day during the month the Army put on a bang-up boxing show much enjoyed by local fans. Anchorage remains a center of the air trails, with more operations than LaGuardia. You CAAers planning to go out on vacation via Anchorage may be interested to know fare is as low as \$70 plus tax to Seattle via some of the non-scheduled operators. More travel news; the ARR plans straight through service to Fairbanks this summer. No more overnight at Curry unless you want to.

More new things: Cap Lethrop's 4th Avenue theater opened last week, all sparkin' new, complete with curls, soft seats and trimmings. Admission, 80¢. Long wanted was a choice of movies in this town other than just go or stay home. Another choice for the radio dialers appeared Saturday, June 7, when "The Listening Post--600 on your dial" disturbed the ether with an all night program; sponsored by local digitaries including our own WPP. Present operation is 6 A.M. to 2 A.M. daily. The new station appears to be sans call letters as yet. How about it, FCC? Former Anchorage (Continued on next page)

AVOIDING THE PITFALLS with Daphne D.



Daphne Derling

WPP, Box 239, Anchorage. Any similarity to this address and that of some of the boys at HQ is more than a coincidence....

Dear Miz Derling,

We live on another farm over the Arkansas line and Paw he has a 20 gallon still hid up on Big Smoky. He was doing OK until the revenuers grabbed the last batch of wash and put us behind. Then Paw he mortgaged the mules to Mister Soudlaw for the lone of 30 dollars to start more wash and now old Soudlaw is goin' to take the mules if I keep given him the brush off when he comes over to see us when Paw is up at the still. How can we save them mules?

--Dry Gulch Daisy

Dear Daisy,

I take it you're a righteous woman, but remember the old saying, "An eye for an eye, etc"...Good mules cost money.

--D.D.

Dear Daphne,

I am a high school graduate, 18 years old, and have long been an admirer of yours. Would like to get better acquainted. Hows about me coming up to see you sometime, huh?

--O.D. Shurtz

Dear Mr. Shurtz,

Regardless of whether that is a proposal or a proposition, I consider you an important young whippersnapper. You

(Ed. note:) Ye NUKLJK is fortunate in having secured the services of Miss Derling, famed syndicated writer for hundreds of tank town weeklies. We invite all readers to submit problems to Miss Derling, if for nothing more than to test her ready wit. Address questions directly to DAPHNE DERLING, Box 239, Anchorage. Any similarity to this address and that of some of the boys at HQ is more than a coincidence....

are only a child, and you might as well know that I have passed my 34th birthday. The last time an 18-year old made a pass at me was when I was keeping company with Jesse James. Jesse perforated him. You are lucky we are not living in that age of Western Chivalry.

--D. Derling

Dear Daphne,

My boy friend works up at HQ in the Central monitor Office. Our romance was just perfect at first, but during the past three weeks I have received 14 irregularity reports. Do you think it's just that he's conscientious or has his love grown cold?

--Perplexed

My Dear Perplexed,

The Regional Office has put the screws on, Dearie, and they'll probably keep him conscientious for quite awhile. Your best bet is to marry the jerk and iron out any further difficulties with the good old fashioned rolling pin.

--D.D.

SPECIAL OFFER!!!

Just complete the sentence, "I think Daphne Derling is the nuts because...." in 25 words or less, tear off the top of the nearest lamp post and mail it with your answer to the Love Lorn Editor. In return you will receive ABSOLUTELY FREE a facsimile of the Administrator's letter of May 2 which states in effect, "Keep your yap shut about the official business you see transacted on CAA communications circuits."

ANCHORAGE ASTERISKS

(Continued from page 10)

agites and visitors with speculative tendencies may be interested to know the old Green Lantern is again open as a swank cocktail lounge and night club. Still outside the city limits, so no closing hour...More next time.

WAREHOUSE WAILS

By WALTER WILLIAMS

At the sound of the musical note it will be (BONG!) Station W-A-I-L on the air again. Sorry to have missed the last issue, but as you have heard, Annual Requisitions are with us once more, and in order to avert burning out our power supply -- due to the overload of work-- we were forced to discontinue operations for a time. However, we can proudly point out that we are better than half through them and the end is in sight. We changed frequency (correspondents) during the period of absenteeism.

Remember last Christmas when you needed that oxygen and acetylene to fix Junior's trike which was broken in shipment--and you had empty cylinders in the Warehouse on Refill and Return Invoice? We anticipate announcing in the near future how the lengthy delay in refilling the cylinders will be eliminated. Keep tuned in on our programs and we will give you the dope--and in adequate time for shipment before Christmas, we hope.

Tons of freight are being handled through the Warehouse these days, and in an expeditious manner, with much credit to Gerry "RUSH 'EM THRU THE WAREHOUSE OR INTO STOCK" back in the receiving room. He believes in welcoming the material with one hand and shoveling it on its way with the other.

Burt Marsch and Bill Jones from the Stock Room took a little trip on the ARR to catch up on their fishing. Bill caught a pair of sore feet because he could not get them and a pair of socks into borrowed boots at the same time. His socks were well but his feet didn't. Burt's foot hurt as much as Bill's, but only because they are bigger. They got lots of bites (mosquito) and a little sunburn.

Burt managed to hook a fish 21 inches long according to his measurements by the foot method. He says the fish was the entire length of his two footies.

(But they are 24 inches -- I measured 'em.) He is an honest fisherman to decrease the length of the fish to save embarrassment--"his big understanding."

Friday, June 6, Merle Young thought his week-end was going to be a flop because he couldn't buy a certain part for the distributor of his Plymouth. But give Merle a pair of pliers and some bailing wire and he still takes us up C street hill in high under full load.

Ginny Pike got away from her cards long enough to go Tugging down the Inlet for 60 miles and return. It seems she just can't get far enough away from those radio stock cards to forget them. She says the waves did not bother her until they started "changing frequency," and that the tide caused "alternating current," for they went down with the current and when they came back it had altered and was still with them.

The first evening that Madeline Barker and her husband moved into their new home he was too tired to build a fire. "However, it sure warmed up, even tho I was about the last guest to arrive," says Georgio Walsh.

Lois Ransier has given up bicycling in favor of watching husband Kim play softball. Before the first game she was hoping for a rain-check, but now she never misses a game. He must play a good brand of ball.

Our homesteaders, Mel and Helen, dropped in for a few moments the other day. They report work progressing well on their new home. Expect it to be nearly complete when they return to work July 1.

Ned Griffin no longer has that pretty five-passenger coupe. However, the gray sedan carries more passengers conveniently. "No more PAY-load, though," says Ned.

(Continued on next page)

On behalf of Mr. Sherman Tanner, we wish to thank the many following contributors to the fund to aid the Tanner family in their present difficulties:

The CAA at Fairbanks
Annette Island
Umist
Point Barrow
Gustavus
Haines

and the Weather Bureau at Fairbanks, as well as the many individual contributors at Gustavus, Auk Bay, Juneau, etc.

Mr. Tanner expresses his deepest thanks for the aid you have so graciously given his family.

WAREHOUSE WAILS

(Continued from page 12)

I went to the supply room and asked Bill Cox for some blue second sheets. He returned from the stock shelves waving some pink paper in front of me in a peculiar fashion and saying, "Here it is, and you know ever since I spent that Saturday and Sunday painting the kitchen -- wherever I see green paper I just can't control my arm muscles."

We welcome several new additions to our staff--the Krise Sisters. Burt says he has to be careful when he walks thru the office that he doesn't trip over one of them. Virginia stands on an upside-down waste paper basket to get into the top drawer of the file cabinet, and you have to look twice behind the typewriter to find Priscilla. They make up in work for what they don't have in stature.

Have you noticed those big brown eyes and that winning smile? Married? Yes, let me introduce Lucille Epps. I understand she and her husband flow to Alaska in their own plane.

You otter see Mr. Young's young secretary, Genevieve Otter. Just out of high school. If she is a fair sample of what Anchorage Hi puts out we want some more. "Young and tender, but nice to have around," says John Kokoni.

JUNEAU STATION ENTERS

LOCAL SOFTBALL LEAGUE

The Juneau station is fielding a softball team in the Juneau city league. Play has begun and Juneau won 1st place over with the local VHS, 27-10. "Billie" Keith slugged three out into the ball of left field for roundtrips. Jim Redo batted six for seven with one roundtripper.

In the second game CAA got with some hard breaks and lost 11-3. The game was closer than the score allows. Play is getting tighter as competition grows, with accompanying lower scores expected. Richard Hagen, team manager, deserves credit for organizing the CAA team and starting the Juneau league.

Dorothy Avery resigned May 23 and her husband, "Wink," immediately put her back on an 84-hour week-long housekeeper.

Paul McConnell, formerly controller at Gustavus, is in Juneau with control now emanating from Juneau tower. Sam Anette, formerly IIC at Haines, is in Juneau on Relief while others are taking their annual leave. Leo Duvall, our IIC, left Juneau June 5 for Seattle in a cabin cruiser.

That recurring disaster Spring Fever complicated with itchy feet has hit Haldor Fredrickson. He is bidding on anything and everything that comes along. Faring a little better at present is Dick Maggin who won the bid for Sight at Kodiak.

The Weather Bureau at Juneau held a picnic at Evergreen Bowl June 7 to which all CAA personnel were invited. The schedule was so arranged that all shifts could start in the fun and lots. They had a big table full of salads, cake, cookies, ice cream and hot dogs with trimmings. Under a convenient tree were two washtubs full of cold pop and beer. It was very informal and everyone enjoyed himself. CAA played the only of the USS Thomson as the feature attraction of the evening, thereby losing a close game 6-5. That's okay, we have another one scheduled.

SMITHS TRAVEL ALCAN HIGHWAY

Driving over the Alaska highway with a wife, 13-month old son and a puppy isn't exactly a "pleasure trip" with road conditions and accommodations as they are now, according to Glenn Smith, of Plant and Structures, who arrived here June 1st from the States after a two-weeks jaunt over the famed road.

"Hotel accommodations are from about 260 to 370 miles apart all along the route," he said, "and with most of the road in poor condition you have to drive like fury to make each stop in a day. Out of Edmonton there was 50 miles of solid washboard and some of the ruts were from six inches to a foot deep. Because of the baby we had to keep going constantly to try and make fairly regular stops."

Mr. Smith was returning to Anchorage from a 40-day annual leave in the States during which he underwent treatment in a Portland, Oregon, clinic for an illness contracted about six months ago.

The Smiths started on the highway at Bonners Ferry, Idaho, and ran into poor roads as soon as they left the United States. They spent two nights in Calgary where they found very pleasant accommodations and low prices. "A complete chicken dinner for the three of us cost \$1.40," Mr. Smith said. "I almost felt embarrassed when I paid the check."

From Calgary they proceeded to Edmonton where they spent another two days and obtained their official permit to travel the highway. Their next stop was High Prairie where they spent the night in a not-too-pleasant 53-year old hotel. They left for Grand Prairie, a lunch stop about 110 miles away, on Saturday morning, May 24, the anniversary of Queen Victoria's birthday and a strict Canadian holiday.

"We began the day with a poor breakfast, in the first place," Smith recalled, "and then had to drive out of town to get gas on account of the holiday. We

had oil pressure trouble 20 miles out of town and then had our first blowout not long after that.

"Twenty miles farther we ran over a ridge in the center of the half-graded road at about 50 miles an hour and came down on a large boulder. This put a hole in the clutch pan, but we went on for about 70 miles more until something snapped and the motor froze tight. We were about 10 miles from Grand Prairie and I got a ride into town with one of the cars in a Lytle and Green convoy we had been traveling with."

At Grand Prairie, they towed the Smiths' car into town, but resolutely refused to begin repair on it that day because of the Queen's birthday, or the next day because it was Sunday.

After minor repairs to the car and purchase of a new spare tire (regulations require a car to carry two spares at all times) the Smiths went on to Fort St. John where they found a pleasant hotel, and then to Dawson Creek, the beginning of the Alcan Highway. The next stops were Fort Nelson and Lower Post. They left Lower Post at about 5:30 A.M. one morning, according to their watches, and proceeded to Watson Lake Junction for breakfast.

At the beginning of the trip the Smiths had changed their watches to compensate for an hour's difference in time between Bonners Ferry and Calgary and an additional hour for daylight savings time which most of Canada followed. This, they figured, would be the same as Anchorage standard time and they would not have to get too far off schedule.

But when they drove into Watson Lake Junction for breakfast, an hour out of Lower Post, they discovered it was 4:45 A.M. and not 6:45 as their watches read. They had put their watches two hours ahead instead of behind and were three hours ahead of Canadian standard time

(Continued on next page)

IT COULD HAPPEN!

The following message was noted passing through the Anchorage Communications station recently and is quoted for information of all personnel.

R A KIS 050735Z RGMC.
STN. F2D TO PRIME MINISTER JOSEPH
STALIN KREMLIN MOSCOW USSR. THE
PRICE OF FREED RAISED TO 35 CENTS
PER LOAF. NOW IS THE TIME JOE.

SMITHS TRAVEL HIGHWAY

(Continued from page 14)

and four hours ahead of Anchorage time. They drove on 70 miles more for breakfast that morning.

Upon their arrival in Whitehorse the Smiths found prices "once more Americanized" and ran into 30 miles of some of the worst roads on the trip. They went on to Dry Creek, after which the highway got very much better. They drove the 134 miles from Dry Creek to Tok Junction in three hours.

The highway was excellent in most of Alaska, according to Mr. Smith. They spent their last night on the road in Gulkana, had their last blowout this side of Palmer and arrived in Anchorage at 3 P.M. June 1.

The Smiths had four blowouts and two punctures on their two weeks trip. Because of the bumpy roads, tire pressure rose rapidly, sometimes as much as eight pounds in 50 miles.

Accommodations were good for the most part. Many of the hotels are owned by the British-Yukon Navigation Co. and feature almost identical but tasty food prepared by Chinese cooks.

As for the scenery, Mr. Smith thinks it is better between Gulkana and Anchorage than any other place along the route. The weather was almost completely cloudless and very warm during the entire trip, he reported.

AIRWAYS INSPECTORS MAKE MORE EMERGENCY FLIGHTS

By DOROTHY REVELL

Doings of the Airways Flight Inspection staff the past month come under the heading of "routine" --the usual inspection work and freight and passenger hauling, plus a couple of emergency trips.

The emergency trips were both night flights. Jim Pfeffer took a physician to Gulkana to attend two sick members of the CAA community. A few nights later, Morgan Davies flew a doctor and nurse to Fairwell to look after a bad case of blood poisoning. If you like to get a good night's sleep, don't be assigned to a CAA Beechcraft.

As of this writing, Fuzz Rogers and his Norseman NC-158 are coming closer to Anchorage and it appears that we may see them before the freeze-up after all. Since May 18 they have been in Southeastern with the VHF survey group.

Jack Jefford is back at work after taking time out to welcome his new daughter. He hasn't yet figured out all the details for the new automatic two o'clock baby-feeder-and-diaper-changer he's inventing.

Charlie Wayer is taking a vacation while his plane, NC-5, is undergoing an engine change and heater installation. He has been visiting relatives in New Jersey but says it's too cold for swimming so he's coming back to Anchorage. He will drive a new car up the highway.

Bill Hanson and Morgan Davies have also joined the ranks of car owners, with an Oldsmobile and Jeep station wagon respectively.

Now that Al Herring has left for California, Jim Hurst is temporarily stuck with the job of key man of the Anchorage Hanger of the Quiet Birdmen until he can find somebody else to wish the honor onto.

GUSTAVUS BUSY GIVING PARTIES

The women of Gustavus have formed a weekly knitting and sewing bee at which they theoretically are supposed to sew, knit, crochet or darn their husbands' socks. Although they have met now at least four times, we still have not seen any husbands (including myself) who has a freshly-darned sock to wear. We can't figure out just what they do, but understand they are afraid to stay away for fear they will be the ones "done over."

"We also understand they have formals that the men are getting more use out of than they, so now there is agitation to have a semi-formal party in order that they may wear their formals."

"Semi-Formal" -- we guess that is one of those affairs where the women wear long lush dresses and the men wear their shirts and hope someone else doesn't claim it as one lost off his line from last year's washing. We are further led to believe the ladies are getting so fancy they serve drinks in glasses and all who are required to put their ashes in an ash tray. Yap, they are quite swanky, these gals.

On April 25 there was a Gathering of the Clans at the dormitory for a gala occasion to celebrate Duffy's birthday. In part, Winston says defining generation, "in men usually considered to be about 30 years." Although there were only three candles on his birthday cake, it leaked out Duffy is one generation plus 13 years. Old enough to know better.

To get back to the party. After Duffy managed to get rid of one DC-6 and three DC-3's and had supper started for eleven outsiders from the flat lands, all the local talent blossomed out from the brush with their necks washed and proceeded to give him a heap big surprise.

After an evening spent in many and varied games, Duffy Dufresne was presented with a Sunbeam Shavermaster which warmed the cockles of his heart. Upon

completion of presentation ceremonies, the party retired to the dining room forchow. The ladies had enough grub prepared to feed a regiment for at least two days, so for the next week all the husbands ate sandwiches, potato salad and cake.

Another big item of interest locally and to all personnel flying the airways in these parts was and is the juggling of approach control. The hours of approach control are now 0800 to 1600 PST and all of the controlling is done remotely from the Juneau tower. This of course means a much larger work load for the operations personnel at NE so we are now on a 56-hour week and during instrument flight weather conditions are still practically snowed under.

Speaking of approach control brings us to another local item of interest. Our able approach controller Paul McConnell, who had been here fighting the weather for high on to six months, up and flew to coop, so to speak, and left for Juneau.

Prior to his departure the clans all gathered again in the old dormitory and gave him a rousing farewell party and presented him with a GE light meter and case to go with the new camera he purchased (and swore was for his wife although he was doing a good job of wearing it out). He decided he would ride to Juneau on the grocery boat as he has done a lot of flying but not much boating. Upon official transfer of Gustavus approach control to Juneau he boarded the grocery boat.

The thought of a sea voyage must have rattled him as he deposited his suitcase on one boat and self on another, with the consequences that he was unable to shave and pretty-up for his arrival at Juneau. We know Paul enjoyed the trip, as enroute he saw Moenah, Sisters Island and other points of beauty along Icy Straits, Lynn Canal, etc.

(Continued on next page)

BEN LINDER ON LEAVE

Ben Linder, Radio Lab maintenance technician, left for Seattle on annual leave the latter part of May. He will be gone about a month.

GUSTAVUS

(Continued from page 15)

May 20th the CAA population was increased by one. An ex-Navy chap who served at Kiska and Attu as well as Seattle during the war arrived for duty from the Oklahoma City training center. The boy's name is Lowell T. Trump. Gals, Frank Sinatra has nothing on this boy when it comes to singing. He is good.

Smiling Larry Gourlie (have heard him called the CAA traveling Homer) is a temporary guest at the dormitory. He is and has been very busy testing with Soapstone Point, Lituya Bay and Shumai Island besides acting as relay station for the three stations. Upon completion of the work here at NE, it is understood he will proceed to Yakataga and be initiated into the order of mountain climbers. He should be hardened to mountain climbing, as he is an ex-paratrooper and juggled many a radio set on his manly shoulders in France, Holland and Germany. Just a little warning to the fair sex at Yakataga: Beware of Larry's smile!

Three permanent CAA'ers who were in the service during the war have decided to take up flying. (The fourth, Nelson, isn't interested.) They are Anderson, Dibble and Trump. As long as Dibble has his mind on flying instead of a gal in Greenland no crash landings should occur.

We heard a good one the other night. One pilot flying over here called and asked us if "Junior Radio" was in operation. "Known" immediately that he was referring to our "substation" 200 miles to the east, we advised him yes, "Juneau Radio is still answering on 273 KCS."

YAKATAGA EXTENDS

WELCOME TO NEW PERSONNEL

Most of Yakataga's news this time is concerned with transfers and personnel actions. Herv and Liz Bailey have departed Yakataga for Chickal, Alaska, to try their hand at gold mining. Herv has a couple of claims up there. Bill Berger returned to Seattle -- guess he didn't like the north country too well. Brian and Jo Brown swapped to Cordova. They wanted to see the bright lights again. We hated to see all these nice folks leave Yakataga and wish them luck in their new ventures.

On the bright side, we welcome mechanic Bill Lewis and ASCOM Elven John to our little community. Bill has already fallen in love with Yakataga and it looks as if the Personnel Branch will have to process any more of his letters forms for quite some time as he already has sent for his wife and baby daughter. Elven has his wife and two little daughters with him and we hope they will be with us for a long time.

Visitors to Yakataga have been Fred Kenney, Jake Holzenburg and Ike Jensen. We enjoyed their visits very much and hope they can make their next ones longer. We knew Jake in the States so if any of you want some Stateside dirt on him, same can be had for a price. Just kidding, Jake, you know we wouldn't tell.

Everyone at Yakataga is busy as a bee at present, putting in gardens, painting, fixing fish nets and anticipating a good year.

Last minute flash!! KC-13 is due in a few minutes with some passengers aboard. Don't know who they are yet, but we'll let you know next month. Oh oh, almost forgot -- we received a very nice couple from Cordova in that swap deal. They answer to Joe and Pat Whitney. We like them already.

SITKA IS NOT FOND OF FORTY-HOUR WEEKS

Feel hot and dehydrated? Try Sitka.

Sitka is again in the race to obtain new personnel. Last reports tell of numerous fractured and bruised people over the entire region eagerly trying to get here first. Well, may the best man (or woman) win, but hurry. Fifty-six hour weeks aren't so nice in the summer.

Guess we're all crazy here, but that extra daugh doesn't make up for the fishing we are missing. No, definitely, we do not like 56-hour weeks. Of course we can't blame Pauline and Thayer Kessler who resigned for an extended vacation in the States. Good luck to both of you. Hope you enjoy your trip.

Our little island (Japonski) is teaming with activity. There are more people here since the Alaska Native Service took over than in the Regional Office. We are in the midst of something or other all the time. First it was basketball, now baseball. They really give a good show. The CAA doesn't have much news with only three operators and the chief. We just work mostly.

Bill Boblenz is really making pictures as the tower is quite a vantage point. He has all kinds of gadgets around. He caught a C-54 buzzing the tower, and we do mean buzzing. Bob had him dead center right off the end of his camera. But when the film was developed the C-54 wasn't there!

Wally Volz is getting in a bit more hamming since working the mid tricks and signals improving down this way.

On the maintenance side of the picture, we have said goodbye to our boatman Earl Dalrymple and wife. They are back in Juneau and will have the Peter Six around and about the VHF survey. Sorry to see them go, but know how good JE looks to them since that has been their home for many years.

PERRY McLAIN IS FIRST CUSTOMER OF NEW THEATER

The honor of being the first customer to do business with the new Avenue Theater went to CAA's Perry McLain, chief of the Airways Lighting section. First-flight McLain got in line about 5:15 P.M. on the theater's opening night, May 31, beating out other experienced theater-goer hopefuls by a matter of minutes, according to KUKLO'S Awards and Achievements editor.

Some people get confused with our BIORKA and JAPONSKI Islands. To set them straight, we will try and explain (HQ offices take note). Japonski is the station where we guys work, in the top of a hanger, the former control tower for the Navy, a very nice place and only three minutes ride from Sitka town.

We have remote receivers here on the island -- but all the transmitters and range are on Biorka, 14 miles from Sitka and Japonski by water or air, walking distance indefinite. At Biorka we have Frank White, famous for his ham record (we see his QSL cards from all over the world). Frank's wife and three children comprise the balance of the Biorka crew.

Frank is the guy who keeps our ranges and transmitters ticking. Art keeps the generators generating. It's pretty nice out there. The wives teach school-age children, and an occasional trip to town breaks the monotony. We think it's a good place to be. We hear the sun shines twice as much at Biorka as Sitka. Sitka seems to have an almost permanent overcast.

GRIFFITH TO TRANSFER

Paul Griffith, Plant and Structures mechanic, will be transferred from Gulikana to Yakutat the first part of July and will fly his own plane, a Cessna, to his new post.

MCGRATH TREATED TO BOMBING EXHIBITION

By ANN DOMOGALLA

Residents of McGrath were afforded a ringside view of P-51 planes in bombing action during the spring floods. An ice jam in a bend of the Kuskokwim River extended from the end of the north-south runway for ten miles up the river. Flood waters poured over three-quarters of the north-south runway and half of the east-west runway before 15 P-51's cleared the ice jam on their third mission and the water receded.

Fourteen P-51's refueled at McGrath on a bombing mission to Bethel, but the flight was cancelled when the ice jam there disintegrated. The landings and take-offs of the planes were well covered by local camera fans who found excellent picture material for several days.

Quarters and buildings are getting a face-lifting with a fresh coat of white paint, and the landscaping accomplished last fall is showing offest this spring. The dirt of construction years is being obscured by a touch of green and the shrubs are beginning to leaf out. Early flowers are being menaced by the painting crews, but by summer the over-all appearance of the station should be vastly improved.

Chief Ralph Slone's first son, William Lorenz was born May 11. Ralph recently returned from an annual leave during which he planted a garden that is the envy of the valley -- and a mouth-watering exhibition it is, too.

Mary K. Cantrell is gardening, also, while awaiting mail call and letters from the boyfriend outside.

Shirley Suhn visited Crawleys at Aniak recently when she took a short trip down-river making stops at Aniak and Bethel.

June Gadd took Inspector Grotzer for a ride in her Cub Coupé and she says the

PLANE NUMBER CHANGED

The designation of CAA plane NC-214 has been changed to NC-62, according to R.D. Jackson, chief of Air Transportation, because of frequent confusion with NC-14 in flight plans and position reports. Jim Hurst and William Clayton are pilot and co-pilot of the plane.

LANCE HARVEY ON VACATION

Lance Harvey, Structures and Grounds section, began a two-months vacation June 3 when he left for Seattle. Mr. Harvey, vice-president of the Anchorage Junior Chamber of Commerce, will visit California and Iowa as well as the Pacific Northwest before returning from Outside.

flight was very enlightening. She hopes to get her private license soon.

Vern and Ann Domogalla held open house for Vern's birthday recently and served punch and roast turkey to 31 guests.

Dorothy Bryant is enjoying annual leave with her mother in Madison, Wisconsin. She plans to return to McGrath late this month.

Randall Spencer and family have gone Outside for medical treatment.

Bob Carver has purchased a new boat which he is enjoying during his annual leave. He plans to use it for some small scale logging operations.

Surveyors recently visited McGrath to lay out plans for a parking area for local aircraft. Locally operated planes have congested the town parking area making loading and gassing operations difficult.

Many a woman thinks she bought a gown for a ridiculous price, when she really bought it for an absurd figure.



NEW EMPLOYEES

MONTH OF MAY

Air Planning & Control Staff

Mary E. O'Malley, clerk-stenographer.

Air Communications Branch

Muriel M. Flothe, clerk-stenographer, Maintenance division.

Wayne N. Morgan, general mechanic, Maintenance division.

John A. Gonnason, maintenance technician, Maintenance division, Nome.

John W. Barten, airways engineer, Engineering division.

Charles F. Feck, airways engineer, Engineering division.

Frank W. Prince, airways engineer, Engineering division.

Air Plant & Structures Branch

Herman O. Ovind, engineering draftsman, Drafting section.

Frantz Hildonen, Jr., engineering draftsman, Drafting section.

William A. Nome, general mechanic, Maintenance division, Woody Island.

William H. Rutler, general mechanic, Maintenance division.

Otto A. Schneider, general mechanic, Maintenance division.

Moses E. Pulp, general mechanic, Maintenance division, Moses Point.

Catherine Jean McCrea, clerk-stenographer, Maintenance division.

Lucille E. Epps, clerk-stenographer, Construction division.

Henning M. Johnson, airways engineer, Construction division.

Vinita M. Hinkle, clerk-stenographer, Engineering division.

Airways Operations Branch

J. Ruth Guiles, traffic clerk, Anchorage Station.

(For Aircraft Communicators see page 3)

Airports Branch

Gilbert T. Joynt, Chief of Facility Records section, Airports Planning division.

Business Management Branch

Thelma M. Pickens, clerk-stenographer, Personnel division.

Peter J. Verdin, Assistant Chief, Accounts division.

Elizabeth K. McNeill, audit clerk, Accounts division.

Nadine L. Klam, payroll clerk, Accounts division.

Cleo Harwick, clerk, Accounts division.

Mary L. Eaker, assistant clerk, Accounts division.

Clarence McCarthy, storekeeper, Property Management division.

Harriet R. Bowen, clerk-stenographer, Property Management division.

Virginia C. Polizos, clerk-typist, Property Management division.

Hazel G. Jenkins, clerk, Property Management division.

Genevieve L. Otter, clerk-stenographer, Property Management division.

Lola E. Nelson, operator office devices, Mail and Files unit.

(Continued on next page)

AIRPORTS BRANCH PRAISES HOPE

The Airports branch has made an addition to its staff, Mr. Gilbert T. Joynt, chief of the Facility Records section. Gil is an ex-Navy pilot and a veteran of the raids of Task Force 58 which crushed Japanese sea power to pave the way for the Philippine Invasion. More recently he has been acting as manager of the Petersburg Flying Service.

Mr. Joynt's assignment will be to cover all airports, landing fields and strips in the Territory and collect and prepare for publication complete information about the fields and the facilities. Welcome, Gil, and give our regards to Mid-watch Mabel when you get out that way.

NEW EMPLOYEES

(Continued from page 20)

Priscilla J. Krise, clerk-typist, Property Management division.

Virginia M. Krise, clerk, Property Management division.

Louise S. Gloekle, clerk-typist, Property Management division.

William D. Schoeppe, aircraft mechanic, Aft., Inspection & Repair base.

Doris L. Heath, clerk-typist, Property Management division.

Charlotte M. Mumford, clerk-stenographer, Transportation section.

Albert E. Booth, storekeeper, Transportation section.

Airman, Aft. & Flight Operations Branch

Kathleen K. Nelson, clerk-stenographer, Aft. & Components division.

Alfred O. Johnson, air carrier inspector, Chief of Aft. & Components division.

This branch was recently treated to a demonstration of what can be accomplished with a little determination and teamwork. It's a story we think is worth passing along:

Residents of Hope, dissatisfied with their connections with the rest of the world, particularly with respect to hospitalization and emergency care, instead of griping and letting it go at that, formed a committee and working through the Carr Flying Service of Anchorage arranged for CAA inspection and approval of a small airport site there.

Our Plant and Structures Engineering division cooperated by making a reconnaissance and staking out a site. Then, with no pleas for help from anyone and with no funds or equipment, this community of about 80 persons set out to develop an airstrip.

It was done by a series of community picnics at which every able-bodied man contributed a day's labor while the women furnished the refreshments and added that morale-building touch that only the fair sex can contribute. To date, they have succeeded in clearing and grading a strip approximately 1700 by 150 feet and clearing the timber from one approach.

Sunday, May 25, Jim Casack of the Planning division and Burleigh Putnam, superintendent of Airman, Aircraft and Flight Operations, visited one of the community's "airport picnics" intending to lend a little moral support. To their amazement they found themselves with axes in their hands. Casack reports that he held up his end, but Put claims that Jim did his best work at the saw table. Strongly enough, Put was reluctant to comment on his own prowess as an axman.

We know a girl so ugly that if she played Lady Godiva the horse would steal the scene.



CAA SPORTS

MERRILL FIELD BEATS FEDERALS; 12-1

CAA FEDERALS WIN 1; LOSE 3
--STILL EXPECT BIG THINGS

May 27, Federals-13	Lions-5
June 3, ACS-15	Federals-8
June 9, Petersen's-10	Federals-9
June 17, Merrill F.-12	Federals-1

By RALPH WESTOVER

Although off to a rather ignoble start, big things are still expected of the CAA Federal softball team.

Up to the present, the starting line-up of the "nine old men" has had little trouble knocking the cover off the balls from the best pitchers in the city softball league. However, their old creaking bones refuse to let the men stoop down low enough to pick up the hot ground balls. But with warm weather and the gradual conditioning of the players, the team will probably end up in the upper brackets.

The CAA Federals are led by Pete Verdin of Accounts, one of the best pitchers in the league. George Karabulnikoff of Construction holds down catching, shortstop and fielding positions. (He is batting around .600 these days.) Ralph Westover is the team's regular catcher and Bill Kuckenbuch and Ralph Klokkevoid play first base. The three are from Planning and Control, the Depot and Construction respectively. Ken Hageman of Communications Engineering and Norm Lowenstein of Property hold down second base.

Norm has done a fine job of organization (Continued on next page)

VICTORY MAKES 2ND
WIN FOR CAA NINE

CAA's Merrill Field softball team broke into the win column for the second straight time by walloping their CAA brothers from the city, 12-1, Tuesday, June 17.

This makes two wins and three losses for the boys from Merrill Field so far in the city softball league. The CAA Federal nine has won one and lost four.

Merrill Field connected for 12 hits and made no errors in June 17th's contest. The Federals accounted for three hits and made six errors.

The lone run for the Federals came early in the game when Fielder George Cutler sent the ball way out into center field for a home run. Batteries were: Howard Kosbau, Anchorage Times, and Dick Pastro, Hangar, for Merrill Field and Pete Verdin, Accounts, and Ralph Westover, Planning and Control, for the Federals.

City league softball games are played at 7 P.M. Monday, Tuesday and Thursday nights at the city golf course. Admission is free and both CAA teams are anxious for all loyal personnel to come out and root for their favorites.

"Why do you work so hard?"
"I'm too nervous to steal."

"We'll have to rehearse that," said the undertaker, as the coffin fell out of the car.

MERRILL FIELD NINE PLANS TO STAY IN WIN COLUMN

May 27, Als Air Com.-9	Merrill F.-8
June 3, Petersen's-15	Merrill F.-8
June 9, Merrill F.-17	Lions-7
June 17, Merrill F.-12	Federals-1

By BOB JENS

Now that the Merrill Field team has crashed the win column it hopes to stay there in spite of its three-loss, no-win beginning. This is pretty much the same line-up that proved to be a winner last year, and after all, look at the St. Louis Cardinals. They went stay in that basement all year.

Present line-up for the CAA Merrill Field softball nine features Howard Kosbau, Anchorage Times, and Jim Nelson, Hangar, as pitchers. Howie is a pitcher extraordinaire and one boy that makes that softball go hard for opposing batters.

Dick Pastro, Hangar, is catching during Ray Pettitte's absence. Nelson and Pastro also double as fielders when the occasion demands. Jim Rogers, MTIC, holds down second base and Herb Stanley, ATC, cavorts around shortstop.

Bob Jens, ATC, weights down third base and Larry Cunningham, also of ATC and one of the team's two heavy hitters, watches over left field. Gene Carruthers, a non-CAA'er, handles first base and wields a big stick.

J.R. Turner, CEMO, plays right field when he can tear himself away from that new baby boy. Mac MacDonald, MTIC, a good hitter and fielder, is utility outfield man. Herb Enberg, Hangar, is a southpaw at the bat and throws right.

The Merrill Field team is scheduled to meet the NCO Club Thursday, June 26; BJL on Monday, July 7; Hopkins on Thursday, July 10; Pacific Airmotive, Thursday, July 17; Northwest Airlines on Thursday, July 24 and the Alaska Railroad on Thursday, July 31.

CAA TENNIS TOURNAMENT MEET CALLED FOR JULY 2

High "Pappy" Bea of the Anchorage Station has agreed to take over the organization of a CAA tennis tournament this summer and has called a meeting of all those interested in playing for 7 P.M. Wednesday, July 2, at the city tennis courts adjacent to the golf course.

A schedule of play will be decided upon at the meeting, according to "Pappy," as well as the types of contests to hold and the number of games to schedule for the season. If the players desire, a small entry fee will be collected in order to award prizes to tournament winners.

More than 40 CAA personnel have signed various forms indicating their desire to play in a CAA-sponsored tournament, "Pappy" reported, although he has seen very few of them warming up on the courts so far. The courts are in fair shape, he reports.

Those who can't attend the meeting July 2 or who wish to obtain more information can contact "Pappy" Bea by calling him at his home, Blue 812.

CAA FEDERALS

(Continued from page 22)

ing the team and acting as manager for the first half of the season. Dick Stryker and Turner Wiloy, both of Communications Engineering, have played shortstop. The "hot corner" is supervised by Bob Bacon of Contracts. Fielding chores have been taken by George Cutler of Operations (the Home Run King), Kim Remier of the Depot and Norm Keith of Budget, also a .600 better.

The Federals will meet BJL on Thursday, June 26; Hopkins on Thursday, July 3; Pacific Airmotive on Thursday, July 10; Northwest Airlines on Thursday, July 17 and the Alaska Railroad on Thursday, July 24. Their last game will be with the NCO Club on July 31.

FIFTH REGION PRESENTS SHOW

A full-size variety show including a chorus, group exhibition waltz and specialty numbers was presented by the Civ-airettes, employee organization of the Fifth region, at Kansas City March 22 for regional employees and guests.

ISSAC JENSEN BUYS PLANE

Issac Jensen, traveling mechanic for the Plant and Structures Maintenance division, has recently purchased a Cessna plane. He is currently logging flying time in order to obtain his pilot's license.

AIRWAY TRAFFIC CONTROL

BOTHERED WITH KNOTS

The big whip, Ray Petite, is off on another junket, this time for a bit of extended sick leave to pay a visit to the Brothers Mayo. He left us June 3 and will return early in August. This is the type of leave not in harmony with the good wishes and congratulations that follow the procurement of ordinary annual leave. Hope the verdict is all on the good side, "Pete."

Anyone have a ghostie? If so, please send him (or preferable her) to CH. One is badly needed to ghost this column. This correspondent, after doing two or three articles for the *WOKLUX* is stale (usual state) and sadly in need of relief. Appeal was made to a fellow controller, but he disclaimed any ability whatsoever to complete a sentence. That should make him more than eligible. He now does the necessary janitor work around the office.

KNOTS!

I repeat--KNOTS. As a friend of mine was once told in the Army, "don't think -- SALUTE." Knots. By word of mouth I have been informed by my co-workers that the cruising speeds of all Army aircraft are to be filed in knots instead of MPH. Frankly, the only ones I have ever been well acquainted with are those found in my shoelaces on groggy mornings. As far as I am concerned, I care not a whit to seek further knowledge of same.

Any operator requesting an estimate on Army aircraft should be forewarned that any estimate given that coincides with the actual report over a fix is purely accidental, and will in no way attest to the competency of the controller involved. So with the advent of knots, in addition to positions given in latitude and longitude, altitudes in meters (if reported at all-- "Oh, did you want altitude too?") CONFUSION, and I capitalize, reigns supreme. Concluding by saying "Knots to you" would be too

LEHMAN RETURNS TO DUTY

Bill Lehman, CACOM at Sheep Mountain, has returned to duty following treatment at the Providence hospital in Los Angeles and the Marine hospital in Seattle. His broken arm sustained at Sheep Mountain March 3 when he slipped on the icy ground while helping to move vehicle equipment there.

CIVAIN CLUB

(Continued from page 1)

ocation. Closing date of the contest has not yet been decided.

Status of the club's proposed Shack Hut remains unchanged with no definite location yet available. Further arrangements are pending disbursement of this region's budget for the next fiscal year.

obvious, so we went.

For the interest and information of you readers in the outposts, Gap Late-rop's highly publicized theater finally became a reality. It is a magnificent structure and worthy of all the kudos received. A fine compliment to Anchorage and its citizens and to an outstanding Alaskan for doggedly sticking to its construction through many adverse circumstances.

In addition to the theater, we have a new form of entertainment, a golf driving range, conveniently located adjacent to Merrill Field. Coupled with the 80 degree weather of the past weeks, it has brought back many a nostalgic memory of Stateside exertions in attempting to beat the blood out of a little white pill. And speaking of Stateside, what do they have that we--oh well, let's not go into that.

"What a splendid fit!" said the tailor as he carried the epileptic out of his shop.



HOMER HAS SUCH LOVELY SUNSETS

Twilight steals silently down over the land of sunshine and happiness. The snow-capped mountains turn to rosy bouquets of beauty. The green mantled hills darken and send up their soft scent of spring. A beautiful thought comes to me. I turn to my companion and speak:

"Hey Bud, get on the ball and turn on the lights."

The spell is broken. Another day of work. A beautiful Homer evening--and we have to worry about what kind of clouds make the sunset so spectacular.

It isn't all so bad though, even if we are working a 56-hour week just now. Maybe when Carl Dykstra and William Lowe get here we can all have a day off a week. We're hoping. We expect them any time between now and Christmas. Our only hope is that we can find them a corner to call their own. Homer's housing is a little crowded.

The call of home has gotten Bea and Merle Crump and they and their month-old son have left the CAA and Homer for a four year course at Washington State College. Merle will be studying agriculture with the view of going into farm extension work. They left the middle of June, flying to Juneau and taking in the wonders of the Inside Passage from there to the States via boat.

Clear warm days have given all of us the urge to stay out of doors. Picnics and other types of excursions abound. Coko Nelson has a small boat in the water. So far he is the only one to get his launched. Dan Larson is still putting the motor of his together and Frank Campbell is working very industriously at putting the planking on his. It will be a very nice boat when finished. In one day he built a little dingy to use for boarding and leaving the bigger boat.

It only takes a few hours to get a nice sunburn out on the water these days. Dan, Merle and Coko distributed this one day after returning from a competition where Dan rowed, Merle rode and Coko tried to start his trusty outboard. They were half way to Kodiak when it started.

Herschel Price is on leave and although he is spending it in our fair city we haven't seen much of him. He says he's hiding out.

Fred Elling has finally gathered up his duck decoys. Thought he would never give up.

Seems like good things come in bunches around here. All winter we had very little meat. Now, when fishing season is on and fish are plentiful, we find ourselves with an abundance of meat brought up on boats. It really is small to have a choice of main dish when it comes to cooking a meal--and slide with lettuce in them! Yum!

Spring has gotten Jim Sherry, at least something has, for he spends hours dreaming of building houses and buying furniture. We're not sure, but think something's in the wind for September.

Ray Bird, having made it this far south, can't seem to stop traveling and he is leaving us soon for the job of CMO at Kodiak. He has hardly been here long enough to get acquainted, since he spent six weeks in HQ at Teletype school.

The houses and station are getting a spring cleaning. Now white paint really makes them shine.

The departure of winter hasn't seemed to make an impression on our water supply, so John Dillinger and Jim Graham are still filling up the barrels on our back porch every other day. Every day we can think of a new reason why we wish we had running water.

YOUR SAFETY COMMITTEE SAYS

BEWARE OF HIGH VOLTAGES!

Communications transmitting equipment involves the use of high voltages which are dangerous to human life. Observe safety precautions at all times. In spite of the protection incorporated in most equipment by use of safety devices, it is strongly recommended that whenever it is necessary to touch tubes, parts or associated wiring that those parts and circuits be grounded directly to the frame of the unit.



DON'T rely on interlocks for protection.

DON'T fail to ground filter condensers before touching as they may retain a lethal charge due to an open circuited bleeder resistor.

DON'T rely on high voltage indicator lights -- the lamp may be burnt out.

FIRST AID TREATMENT FOR ELECTRIC SHOCK

- I. FREE THE VICTIM FROM THE CIRCUIT IMMEDIATELY. Shut off the current. If this is not immediately possible, use a dry non-conductor (rubber gloves, rope, board) to move either the victim or the wire. Avoid contact with the victim. If necessary to cut a live wire, use an axe with a dry wooden handle. Beware of the resulting flash.
- II. ATTEND INSTANTLY TO THE VICTIM'S BREATHING. Begin resuscitation at once on the spot. Do not stop to loosen the victim's clothing. Every moment counts. Keep the patient warm; wrap him in any covering available. Send for a doctor. Remove false teeth or other obstructions from the victim's mouth.

HOLD RESUSCITATION DRILLS REGULARLY!

Submit slogans or suggestions for bulletins to your Regional Safety Committee!

HOW ARE THINGS NEAR THE ARCTIC CIRCLE?

By SANFORD PETERSON

(Ed. note: Sanford Peterson, Operations branch inspector, recently completed a tour of Point Barrow, Umiat, Bettles and Nenana, where in performance of official duties he picked up some interesting information regarding personnel and local events.)

Nenana is perhaps one of our most air minded stations since 50 percent of the Operations and Maintenance personnel hold private pilot's certificates and most of the others are highly interested. CACOM Roy Delaney is getting a lot of service from his Stinson Voyager and the trusty Interstate belonging to SGM Walt Davis gets its daily work-out by ACCOM Stanley Sacks.

Recently Frank Turner, CAA representative in charge of river transportation, had the misfortune of crushing one of his fingers. Approximately 45 minutes later he was delivered to the doctor in Fairbanks by Delaney and his Stinson.

At our most northerly outpost, Point Barrow in the land of the midnight sun, the boys appear to be happy and are doing a nice job of communication and flight assistance. The amount of air traffic at this northerly point is surprising. It was interesting to note American Airlines DC-4 aircraft operating into Point Barrow.

Undoubtedly the lowest living costs of any place in Alaska are being enjoyed by CAA personnel stationed at Point Barrow and Umiat. Comfortable quarters in converted quonset huts plus three square meals are furnished by Arctic Contractors at a charge of 90 cents a day. In addition to the three "squares" daily, the mess hall is open and coffee is served with a light snack at mid-morning, mid-afternoon and from 9 to 11 P.M. Most of the fellows want to spend at least a year or two at these stations and really save up for a rainy day.

At Bettles, the beauty spot of the

northland, my arrival was at the time of the year when the Koyukuk River was at its highest and the "highway" betwixt Bettles field and Bettles village was inundated. The trip over this "highway," accomplished by hip boots and foot power, was uneventful. Upon arriving at a point just across the Koyukuk River from Bettles village, a delegation of two natives representing the Bettles Chamber of Commerce welcomed the visitor and provided a charter canoe service across the Koyukuk. This indeed was a thrilling and breath-taking experience.

A luncheon of roast muskrat, roast beaver, grilled pike and coffee was served upon arrival in Bettles village. This meal was highly appreciated after the five-mile outing.

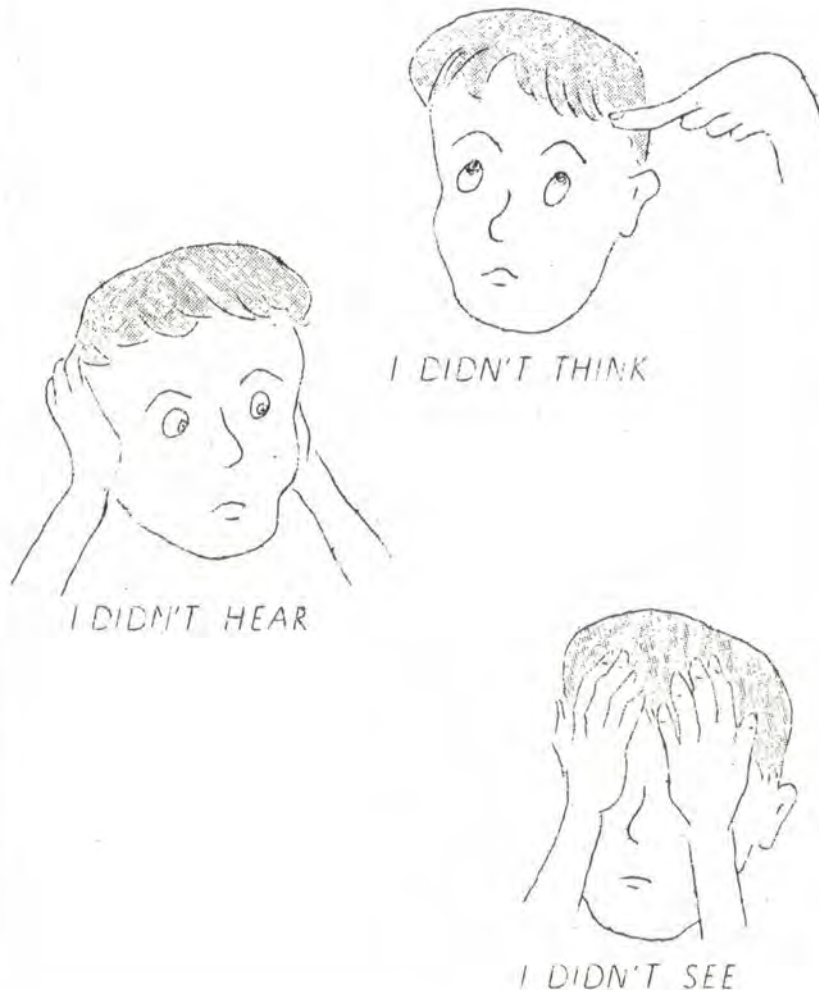
It was found that the operating personnel at Bettles are adept at producing sourdough hot cakes. This dairy dish seems to be appropriate morning, noon or night and certainly is effective in alleviating the voracious appetites of traveling Regional Office personnel.

YAKUTAT TOWER

(Continued from page 1)
communicators assigned. Diversified training includes (in addition to airport traffic control) a basic course in Link operation and a familiarization course in the function of an airway traffic control center.

Personnel are brought to Anchorage and the Merrill Field tower, the Anchorage Airway Traffic Control center and the Air Traffic Control division and furnished Junior Ratings for the Yakutat airport. As only a limited number of Yakutat communicators have been trained as yet for airport control work, operation of the tower has begun on an eight hour basis, 8 A.M. to 4 P.M. local time. When conditions permit, more communicators will be trained and added to the communicator-controller complement, at which time the hours of operation will be increased.

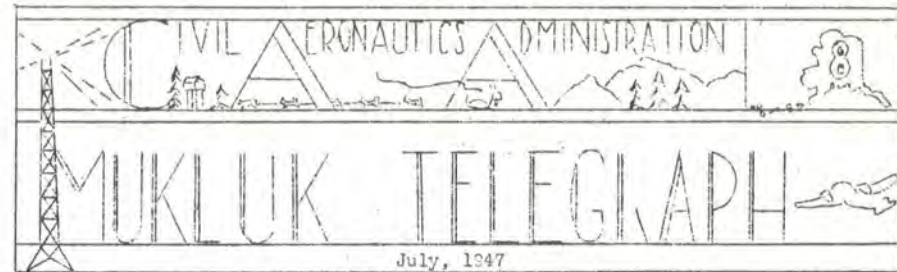
THREE CAUSES OF ACCIDENTS



I DIDN'T THINK

I DIDN'T HEAR

I DIDN'T SEE



CIVAIR CLUB DANCE SET FOR AUGUST 15

ALDRIDGE AND CULVER GET
PERMANENT APPOINTMENTS

PARTY AT AMBASSADOR CLUB
WILL BE "INFORMAL" AFFAIR

Permanent appointments of H.E. Aldridge as superintendent of the Communications branch and U.M. Culver as chief of the Planning and Control staff were received in the regional office June 29.

The two men were appointed to their respective positions on an acting status in April following the transfer of J.H. Tippetts and A.E. Horning to Washington.

MOVEMENT OF CAA OFFICES ONCE AGAIN POSTPONED

Movement of some 20 CAA offices into the Lousac-Sogn building has once again been postponed, although it is expected it will be accomplished some time in August. Constant delays in materials have postponed completion of the building regularly every month since early spring.

It is also expected that an announcement will be made sometime in August regarding the reshuffling of offices in the Federal building, quonset huts and CCC buildings to utilize space vacated by the moving offices.

PICNIC WELL ATTENDED

More than 150 CAA outdoor enthusiasts enjoyed the Civair 8 Club picnic last Saturday at Lake Spenard. Water sports and a sumptuous pot-luck dinner were the highlights of the affair.

A second Civair 8 Club dance will be held Friday, August 15 at the Ambassador Club in answer to many requests by CAA personnel for a repeat of the very successful dance the club sponsored in April as its first activity, according to Marjorie Chamberlin, club secretary.

A.V. Carroll, Operations Inspection staff, has been named general chairman of the affair.

The dance will be "informal," which in this case means dressy short cocktail or afternoon dresses, according to Miss Chamberlin.

Music will be furnished by the Don Smith Trio, regular musical combination at the night spot.

The committee has reserved the club's dance floor from 8 P.M. until 1 A.M. and is planning a form of preliminary entertainment prior to the arrival of the orchestra at 9 A.M. The Ambassador Club, which has been newly-decorated, is located at Fifth and C. streets.

Other committee members for the dance have not yet been appointed. Further details about the affair will be furnished Civair 8 Club members by memorandum prior to the dance.

The club's April hard-times dance was held in the ARK and was attended by more than 300 people.