



CAA TO OPERATE 4 ALEUTION STATIONS

CONGRESSMEN SEE CAA STATIONS DURING THREE DAY AIR TOUR

The seven members of the House Interstate and Foreign Commerce committee who were in Anchorage this month to investigate Anchorage's proposed international airport were accompanied on a three-day flying tour of the northwest part of the territory by three CAA representatives, Regional Administrator Walter P. Plett, Allen D. Hulen, Operations superintendent, and H.L. Newman, executive officer of Business Management.

Visiting Congressmen were Evan Howell, Illinois; Leonard W. Hell, New York; Hugh D. Scott, Jr., Pennsylvania; Henderson H. Carson, Ohio; Virgil Chapman, Kentucky; Richard F. Harless, Arizona and Dwight L. Rogers, Florida.

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170 ATTEND CIVAIR DANCE

Sparked by the energetic Civair 8 Club, highlights of CAA social activities this month were the dance August 15 at the Ambassador Club and the Labor Day excursion to Mt. McKinley Park.

Attended by 170 people, the dance was hailed as "one of the best yet." Intermission entertainment was furnished by Hank Lally of Audit, popular CAA singer, who accompanied himself on the guitar.

The excursion to McKinley was scheduled to leave Saturday, August 30 and return Monday. CAA's allotted 50 reservations were shared with the Army and the Weather Bureau.

FACILITIES AT AMCHITKA, SHENYA, ATKA AND ATTU TO BE TAKEN OVER

CAA facilities in Alaska will be extended to the farthest tip of the Aleutian Island chain the first of November when the Eighth region takes over operation of four military communication stations at Amchitka, Atka, Shemya and Attu.

The regional office was officially informed of the proposed expansion by wire from Washington early last month following a joint decision of the Commerce and War departments. This will make a total of 49 CAA communication stations in Alaska. The farthest west station to date is at Port Heiden.

CAA will operate and maintain complete communication service from these stations, including air-ground radio, scheduled weather reporting and point to point service through radio teletype on a high frequency mode. It is expected that about 40 communications and maintenance personnel will be required to man the four stations.

Plans are now in process for the acquisition of real property and supplies on the stations. Final action is dependent on further information from Washington regarding available funds. Necessary rehabilitation in order for CAA to take over will take until about the first of November. It is hoped that quarters can be provided at the four

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MUKLUK TELEGRAPH

Published by Eighth Region
CIVIL AERONAUTICS ADMINISTRATION
Anchorage, Alaska

August, 1947
Dotty Graves, Editor

Vol. 8, No. 8
Ref. & Phone Co., Inc.

FLIGHT INSPECTORS HAUL MORE OIL

A year's supply of oil was carried by air from McGrath to Farewell July 15 to 20, eliminating the hauling of oil by barge from McGrath to Salmon Landing and waiting for freeze-up before taking it on to Farewell by cat train, as has been done in previous years.

Charlie Wayer and Berlan Greiner started the haul on Tuesday, July 15, in NC-5. As soon as an engine change on NC-14 was completed, Jack Jefford and Bill Hanson flew to McGrath the morning of July 17 to help with the freighting. By Sunday night, July 20, a total of 50,000 gallons of fuel oil, 1,000 gallons of gasoline, approximately 12,000 pounds of commissary supplies and 3,200 pounds of miscellaneous freight had been carried in 63 trips.

Narrow Escape

Sunday afternoon, while Jefford and Hanson were enroute from McGrath to Farewell with a load of fuel oil, the newly installed right engine of NC-14 swallowed a valve and caught fire. They managed to put out the fire -- Jefford maintains that Bill climbed out on the wing and beat it out with a wet gunny sack---You may believe him if you like--- Anyway, they radioed their troubles to the Farewell station, although both acquired additional wrinkles and grey hair before they made a safe landing on the runway 15 minutes later.

There they found that station personnel had loaded a truck with all available fire fighting equipment, including the large CO₂ extinguisher, together with axes, etc., and were standing by at the runway in readiness for a crash landing. As NC-14 landed and rolled to a stop, the truck followed it down the runway. Although in this case the hastily prepared "crash truck" was not needed,

Jack and Bill have been stirring the praises of Bill Stewart, communications watch, for his prompt action in grasping the situation and notifying the maintenance crew; and Harold Johnson, MTIC; Bob Finn, general mechanic; George Wilkins, chief communicator and Jack Payne, foreman of the paint crew, for their good judgement in collecting the necessary equipment on such short notice. That's the kind of initiative and judgement that saves lives.

Use GCA

Jim Hurst and Bill Clayton made another Alutian trip this past month. While down there they made a couple of GCA approaches. The first one was more or less practice, but the second was the real thing, with ceiling and visibility reported as zero and 1/16 of a mile.

Berlan Greiner, aircraft flight mechanic, broke a record of more than eight years standing. He is the first man to resign from this section. During the time the CAA has operated in Alaska, three men have left the Airways Flight Inspection staff (or Flight unit, as it was formerly called) by transfer, but Greiner is the first to leave by resignation. He has had enough of Alaska and house-hunting and is heading south. Speak Reynolds is moving over from the hanger to take his place.

While the sun has been beating down through generally clear skies since the oil haul, only two airplanes have been in active service, Hurst's Grumman hang-out, NC-82, and Rogers' clam-digging Norseman (not so pure, but it floats). The other, less fortunate pilots have been acting like expectant fathers, glowering at each other and giving birth to nothing more than sarcastic remarks.

RAY ANDERSON TRANSFERS TO THE WASHINGTON OFFICE

The Eighth region lost one of its oldest employees in point of service the latter part of this month with the transfer of Raymond F. Anderson, Communications Maintenance inspector, to the Washington office.

Mr. Anderson began working for the CAA in Alaska on January 1, 1940 at the time of its incorporation into the Eighth region. Before that he was employed by the Alaska Aeronautical and Communications Commission, a territorial agency.

His first assignment in the Eighth region was that of a communicator at Juneau, and later for a short time at Fairbanks. He was transferred to Communications Maintenance a few years later as an inspector and became chief of the Radio Aids Maintenance section about 20 months ago.

Mrs. Anderson plans to stop for several days at St. Paul enroute to Washington to assume his new duties as maintenance inspector there. Mrs. Anderson will join him in Washington in a few weeks.

KARABELNIKOFF AND STRYKER GET PERMANENT APPOINTMENTS

Permanent appointments of George Karabelnikoff as chief of the Construction division of the Plant and Structures branch and Richard R. Stryker as chief of the Engineering division of the Communications branch became effective August 10, following approval from the Washington office, according to Robert T. Williams, personnel officer.

Karabelnikoff and Stryker replaced U. M. Culver and H.E. Aldrich respectively on an acting status last April when the latter two men were moved up to branch superintendents, first on an acting and later a permanent basis.

REDUCED CAA APPROPRIATIONS ALLOW NO NEW CONSTRUCTION

Reduced CAA appropriations for the 1948 fiscal year will allow no new construction in the Eighth region during the next year, according to Walter F. Flett, regional administrator.

Operational activities, including those in the field, will not be affected by the lower appropriations, Mr. Flett said. Hardest hit departments in regards to funds are those with supervisory and administrative functions. The number of positions in Airway branches will be restricted somewhat.

The following communicator appointments and selections recently have been made:

APPOINTMENTS

Charles Black	OF
Alfred Gogola	OF
John Kaiser	HA
Quentin Houston	HA
Clyde Ray	HA
Eugene Thornton	JD
William Watson	ZG
Robert Dolman	CF
Charles Whitfield	OF
Allen Owen	VY
Wesley Sundstrom	VY
Robert Huerbach	HA

SELECTIONS

Richard Boyce	JE
Ralph Luffer	CQ
Richard Bryan (as CACOL)	UP
John Flynn (as CACOL)	FX
Joe Adair	JE
Victor Vinson	RL
Fred Epier	CF
Cecil Hinslaw	CF
Lemuel Latten	JE
Hugh Couey	JE
Eugene Pastro (as OCOM)	HQ
James Seitz (as OCOM)	HA
Joseph Frost (as SACOM)	CF
Charles Winter (as SACOM)	OF
Stuart Williams (as SOCOM)	HA
George Sink (as CACOL)	AG

COMMUNICATORS REQUIRED TO OPERATE BARTOW LIGHTS

The operation of Bartow light controls is now a requirement for aircraft communicator certificating at certain stations in the Eighth region, according to present rules of the Flight Assistance Service.

Requirements of the Flight Assistance Service now make it necessary that aircraft communicator certificates held by communicators employed at stations where multiple-switch lighting controls are operated from the control station bear endorsements to the effect that the certificate holders are adjudged qualified to operate such controls. Multiple-switch light controls, in the meaning of the Flight Assistance Service in the Eighth region, refer at present only to Bartow installations.

The proper functioning of Bartow lights under the conditions for which they are particularly suited is deemed as essential to successful landing operations as the functioning of any other aid to air navigation used for the same purpose, according to Operations officials here.

With Bartow installations presently existing at Annette Island, Cordova, Gustavus, Maknek and Yakutat, the ability to operate the associated controls has been made a requirement for certification for communicators assigned to these stations.

TO HAVE VACATION

Connie Clayton, secretary to Virgil D. Stone, Personal Flying Development, will leave on a month's vacation September 6 for her home in Providence, Rhode Island. Connie will return about October 11 and will fly both ways.

A real music lover is a guy who hears a girl singing in the bathtub and puts his ear to the keyhole.

ANCHORAGE MAY HAVE IONOSPHERIC STATION

The possibility of the establishment of an Ionospheric Sounding station in Anchorage was raised this month in the arrival here August 18 of Henry F. Hutchinson, Director of Radio Operations of the Bureau of Standards to advise

Ionospheric Sounding stations are established in 50 some places in the world to observe the effect of the ionosphere on radio wave propagation. The ionosphere is that ionized region of the atmosphere which lies from about 35 to 150 miles above the earth. There are at present two such stations in Alaska, one at Adak and one at Fairbanks.

Mr. Hutchinson came here directly from Manila where the Ionospheric Sounding station there was closed recently. He will remain here until his survey of the possibilities of establishing a station in this vicinity is completed.

MOVING POSTPONED AGAIN; PLANNED FOR THIS WEEK

Once again, the movement of some 20 CAA offices into the new Laucke-Sagn building has been postponed. The latest date set for the long-planned move is the first week in September.

Regional officials have been busy planning use of space vacated by the moving offices, but have not been able to make any announcement regarding the reshuffling until definite arrangements are made.

When a man gets too old to set a bad example, he starts giving good advice.

FOUND: a gold-finish lapel pin in the shape of a flower spray at the Civalir E Club dance August 15. Owner may claim from Ruth Green, secretary to A.V. Carroll, Room 25.

29 OPERATIONS PERSONNEL SPEAK FOREIGN LANGUAGES

A total of 29 controller and communicator personnel in the Eighth region of CAA can speak languages other than English, it was learned in a recent survey. Six languages other than English were represented, possibly the most unusual being Korean.

The survey was conducted in response to a request from the Washington office to all regions to determine the number of bi-lingual Operations personnel, especially those speaking Spanish, for possible placement in positions requiring bi-lingual ability.

Results from other regions have not been received here, but those of this region show the number of bi-lingual Operations personnel as follows: Spanish, 15; French, 6; German, 4; Italian, 2; Eskimo, 1 and Korean, 1.

A prominent Operations official expressed gratification at finding the Eskimo language among those listed. As he pointed out, "In an Alaskan survey it would have been conspicuous by its absence and, to our friends in the states, totally unfathomable, inasmuch as our friends down there think we all speak it."

COMMUNICATORS SOUGHT

The Washington office of CAA this month published an appeal for 200 single aircraft communicators for duty in Alaska in a recent release from the Office of Aviation Information.

The release stated the 200 "qualified single men" would start as communicators at \$5,306 a year and would be in line for eventual promotion to higher grade jobs paying up to \$5,655 a year. It also said that "additional earnings are possible in all grades through authorized overtime beyond the 40 hour week and through the 10% night differential."

CAA AND CAB MEN GO TO WASHINGTON ON BUSH QUEST

Barleigh Putnam, assistant chief of the Airman, Aircraft and Pilot Regulations branch of CAA, and Captain Stoll, head of the Alaska office of CAA, are in Washington, D.C., conferring with officials there in connection with safety regulations concerning the current Alaskan bush pilot controversy. They expect to be gone about 30 days.

WHEN THE PAYROLL CHECKS WERE LATE

(The terrible day of July 25th when CAA's payroll checks were late was the inspiration for the following bit of verse, written by Grace Sinclair of the Payroll section. --Ed.)

Relentlessly, relentlessly, flowed on
The Sands of Time.
The Fiscal Year was now again,
July was in her prime.

No bells rang in the "Glad New Year,"
No bright confetti fell,
Budget swayed; accounts were frayed;
Payroll was busier 'n ever-well.

It had been two weeks since the
"eagle screamed,"
Throats were dry as hay,
Strong men cringed 'neath questioning
eyes,
"Do we get paid today?"

The rain beat down on a lonely shack,
The station clock said eight
They turned the mail bags in-side-out,
But the payroll checks were late.

A pudgy banker rubbed his hands,
"We'll foreclose the mortgage now!"
The moans and crys came from afar--
"How will we pay for chow?"

Somewhere the birds were singing
And people laughed at Fate,
But there was no joy in CAA,
For the Payroll checks were late.
-- Grace Sinclair



(The following is not intended to be a technical article, but rather a general description of the activities at the Anchorage Station, one of the biggest in the entire CAA system, for those readers unfamiliar with communications operations. In many cases technical accuracy has been sacrificed in order to obtain an over-all picture.--Ed.)

It takes the Anchorage communication station from four to five minutes to collect complete weather information from every point in the territory, and it performs this routine function every hour on the half-hour every day and night of the year.

Within another two minutes the station has received complete weather information from Seattle and before another five minutes has passed it also has collected and recorded specific weather data from points along the Pacific Coast and the Territory of Hawaii.

This regular and super-efficient collection of weather information, which is used by the flying public, the Weather Bureau and other CAA regions, is one of the main functions of the Anchorage Station. Others include the broadcasting of flight plans and the sending and receiving of the positions of planes in the air, the handling of CAA administrative messages to field stations and the broadcasting of emergency messages.

Known by the teletype designation H3, the Anchorage Station is also identified as an OFACS and INSAC installation. This means it is an Overseas Foreign Aeronautical Communications Station and an International Airway Communications Station. In CAA set-ups outside the overseas and interstate stations are separated, each handling only its own type of traffic. A combination of both, the Anchorage Station is also the only overseas station in Alaska.

The station is headed by Chief Overseas Communicator E.H. Berato, a large man with a slightly gruff exterior, a sympathy for his communicators and a co-operative manner towards anyone else who is interested in them. Directly under him are Eugene Murs, Overseas chief, and Virgil Lamb, Interstate chief.

"Compared by the amount of traffic the station handles, it is one of the biggest, if not the biggest, station in the entire CAA," Mr. Berato said. "It is a Class A station and a full complement of communicators operating 24 hours a day on 40-hour weeks would require from 95 to 100 people."

Due to the communicator shortage in Alaska, however, there are only about 55 of them in the Anchorage Station, including the chiefs and supervisors.

In spite of this shortage of operations personnel, the station handles a tremendous amount of traffic. During the month of June this year it collected and relayed 16 million weather "groups" and handled 50,000 messages of all types.

A weather "group" is a collection of letters and numbers that designates the weather at a specific place at a specific level. Each field station in Alaska sends in several groups in each complete weather report which includes such data as temperature, wind velocity, precipitation, visibility, barometric pressure, etc. Just the surface weather is reported on next page)

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ported on the regularly-scheduled hourly reports, and the synoptic weather, or that in the different levels above the ground, is reported at designated times.

The station collects and relays both surface and synoptic weather from throughout Alaska and from Seattle. It exchanges only synoptic weather with the Hawaiian Islands for use by air carriers and the Weather Bureau in weather forecasting.

The station is the central point for all of the approximately 24 CAA communications circuits in the territory. Designation of these circuits is fairly complicated, but is basically determined by the location of the station on each circuit and the type of traffic handled. Most of the circuits are operated by teletype or radio teletype and all of the stations have air-ground radio for communication with planes.

Another of the Anchorage Station's principle functions is that of keeping in contact on a low frequency broadcast band with airplanes in flight. Each plane's position is reported through the station at various points along its route including its arrival at its destination.

Each air carrier that leaves Anchorage on a flight must file a flight plan before take-off with CAA's Airway Traffic Control center, giving its route and expected time of passing over each CAA station. As the plane flies over each station it reports its position there and this position is relayed to the Anchorage Station, which in turn reports it to the control center by interphone. The center keeps track of the progress of all flights on a chart. The airlines are also kept posted on the positions of their planes by telephone or direct interphone from the station. On a routine flight to Seattle a plane will call in a minimum of at least eight times, according to Mr. Berato.

The certificated scheduled air carriers, Alaska Airlines, Northwest, FNA

and Pan American, report to the station every 20 minutes during flight. There is a special room at the station to handle this certificated air carrier traffic. All private planes may file flight plans with Airway Traffic Control if they wish and have their position charted over each range station the same as the air carriers.

A large part of the Anchorage Station's operations comes under the heading of "Emergency." When any plane which has filed a flight plan is unreported over a station on its designated route for a specific length of time an emergency exists. The station then issues a warning message to all stations in the area of the unreported plane. If during a second designated length of time the plane is still unreported, the Air Rescue Department of the Army is notified and immediately sends out search planes.

"This type of emergency takes priority on the communications circuits over everything," Mr. Berato told us. "All circuits which may be used during the emergency are completely tied up until the plane is located."

According to the chief, there is an average of one of this type of emergency a day, sometimes as many as three or four a day, and sometimes none for several days. Usual causes of a plane being unreported over a designated "fix" are radio failure, atmospheric conditions which interfere with radio reception or carelessness on the part of pilots who forget to send in reports over a station on the route. In the third instance, CAA is quite strict about imposing fines, Mr. Berato pointed out.

If the emergency goes into the second phase and the Army's Air Rescue Department is put into action, top regional CAA officials must be notified as well as CAA officials in Washington. Mr. Berato says that the station handles about four or five a month of these emergencies which go into the second phase.

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FAIRBANKS CENTER BOYS LEARN TO SMOKE SALMON

The smoke seen hanging over the Chena Flats in the vicinity of Fairbanks this past week was not caused by the long-awaited industrial revolution in Alaska. It was from the Center's smoke house---built for the purpose of smoking salmon.

"Smoke-house Smitty," the designer, and "Snag-em Larenzie," the engineer on this project, are learning this ancient and noble native art; they are becoming smoking specialists. Bill Grotts, known as the Fairbanks Center's most typical young Alaskan sourdough, discussed the fine points of preparing the tasty Alaskan delicacy with "Squaw-candy Anna" and other native girls, who have the know-how. So--watch our smoke!

Our new arrival this month was Karl Hoffman from the Chicago Center. Karl, a former Navy pilot, was shown around our town by "Sourdough" Grotts--and old-timer Bill can take a newcomer to some mighty interesting places. Karl Hoffman's wife, Alice, and son joined him at the end of the month.

Senior Air Traffic Controller Curt Weikert is planning a vacation Outside--but has been delaying the trip. His reason is that he doesn't want to miss any of the hard-to-beat (Chamber of Commerce note) Fairbanks summer.

If any out-of-town CAAs are passing through Fairbanks, stop in -- and we'll tear a salmon. Meet us at the smoke-house. There's good salmon tonight!

RAFFERTY RETURNS

CAA personnel throughout the territory will be interested to learn that Capt. T.J. Rafferty, USN, has returned to Alaska on special assignment attached to General Craig's staff as director for weather information for the theater command. Lt. Fred Berry, also well known in the territory, is his assistant.

COMMUNICATOR'S ARTICLE ON ALASKA PUBLISHED OUTSIDE

An article depicting the life of a communicator in an isolated CAA station in Alaska, written several years ago by Romyne Potosky, now a communications Kensi, found its way out of the files in Washington, D.C., and into print in the May 13, 1947 issue of the Washington Sunday Evening Star. It was recently learned in the NEXUS office this month.

Written while Mrs. Potosky and her husband Norman were a communicator team at Lake Minchumine, about November 1945, the article was originally sent to a Mr. Planck of CAA in Washington. A re-write of it, taken from the article in the Sunday Evening Star, appeared in the May 21 issue of the CAA Digest of the Office of Aviation Information.

Mrs. Potosky described the station at Minchumine and the life of its personnel, who at the time were Nan and Vincent Madden and Chief Roy Delaney, in addition to the author and her husband. In parts of it which must have had special interest to readers Outside, she told of the Madden's trapping beaver near the station and of Chief Delaney shooting a moose from the station's front door.

DANES AND MARS ARE PARENTS

Although "they've been giving out girls lately," the Elter Danes became the parents of a second son July 23 at 11:43 P.M., the proud father reports. Named Lawrence Russell, the new addition weighed a little over six pounds.

Eugene Mars, chief of overseas traffic at the Anchorage Station, became the father of a nine-pound, three and a half ounce daughter July 9. Although unreported in the July issue of NEXUS, the event was publicized, as Chapter Three, in the "Book of Mars," a booklet published by Mr. Mars for his friends. The girl is named Tamara Kay and is the Mars' third child.

BILLYE SHIELD BECOMES BRIDE OF JAMES TRIBER AUGUST 10

Billye Shield, formerly of the Material section and now of Engineering Data, became the bride of James Tribier of the Alaska Railroad at a formal wedding in the Presbyterian Church August 10.

Both the bride and groom came from families who have long resided in Alaska. Susan Hogle, cousin of the groom, was flower girl, Jacqueline Johnson was maid of honor and Jean Raynor and Loidis Rasmussen were bridesmaids. Frank Berry was best man and Pete Verdin and Ipe Johnston were ushers.

Following a honeymoon at Mt. McKinley Park, the Tribiers are at home in Anchorage.

TWO CAA GIRLS ENJOY WEEK'S VACATION TRIP

A brief but extensive tour of interior and southeastern parts of Alaska was enjoyed this month by Marjorie Chamberlin, administrative assistant in Communications Maintenance, and Marilyn Wissler, secretary of Business Management.

Traveling by car, plane, rail and train, the girls left on their vacation August 7 and returned August 12. They drove from Anchorage to Fairbanks and then flew to Whitehorse. From there they rode on the picturesque White Pass & Yukon Railroad to Skagway, where they went on to Sitka and Juneau on the ship "Alaska." They returned from Juneau to Anchorage by air.

Both girls especially enjoyed the train trip from Whitehorse to Skagway on the narrow gauge trains, which were equipped with coal stoves in each car which the brakeman stoked regularly and gas lamps. The trip by boat was the first for Miss Wissler.

COMMITTEE OF THREE CHOSEN FOR PHOTOGRAPHY CONTEST

John C. Hooper, superintendent of Plant and Structures, Mark E. ... Photography lab and Walt ... Warehouse have been named as the committee to handle the Civic 8 Club's photography contest.

Prizes will be awarded for the best pictures taken during the Civic 8 Club sponsored activity. There will be three classifications, candid and flash, color transparencies and black and white negatives. Winners will be judged by the committee.

Closing date of the contest has not been announced yet but will be sometime in September, according to the committee. As soon as more definite plans are made a memorandum will be circulated to all personnel giving particulars as to prizes, closing date and method of entering the contest.

DRAFTSMAN WEDS

It seems as if there are always bells ringing-- either wedding bells, church bells or just those kind you hear and no one else does. This time it was the first variety; one of our most of draftsmen took that fatal plunge Sunday, August 3.

He is none other than Herman Ovind, and the plunge was not so fatal, we thought, as we gazed at his pretty little bride, Lilly Wagoner. She arrived from the states very recently and is a cute brunette. (Watch your step, folks --Herman's an awfully big man!)

The sun chose to shine on the big day--which is a lucky sign. The ceremony took place in the Methodist Church. Reverend Doich officiating. Mrs. Ray Walker was matron of honor, and her brother-in-law, Ralph Walker, was best man. A reception was held at the home of Mrs. Walker.

GALENA STATION UNDERGOES CLEAN-UP BY CAA AND ARMY

The CAA station at Galena is undergoing a major face-lifting and clean-up campaign to clear away surplus Army equipment there and the debris left by the big flood in the spring of 1946 when an ice jam caused the Yukon River to break the dike around the field and flood the station.

Work has been carried on jointly by CAA and the Army since the first part of July and is expected to continue until the end of September. So far hundreds of truck loads of debris have been removed and seven river barge loads of Army equipment taken to Ladd Field.

CAA man in charge of inventorying there was R.M. Perkins, who returned to the regional office this month as chief of the Army Property Records, replacing E.L. Graves who resigned recently to pioneer in Moose Pass.

GLOSSARY OF RED TAPE FOR OFFICIAL USE ONLY

"UNDER CONSIDERATION" -- Never heard of it.
"HAVE YOU ANY REMARKS?" -- Give me an idea what the hell it's all about.
"THE PROJECT IS IN THE AIR" -- I am completely ignorant of the subject.
"TRANSMITTED TO YOU" -- You hold the base while; I'm tired of it.
"CONCUR GENERALLY" -- Haven't read the document and don't want to be bound by anything I say.
"IN CONFERENCE" -- Gone out; don't know where he is.
"KINDLY EXPEDITE REPLY" -- For God's sake, try and find the papers.
"PASSED TO HIGHER AUTHORITY" -- Pigeon-holed in a bare sumptuous office.
"IN AGREEMENT" -- A state of Grace for a disgraceful state.
"PLEASE TAKE APPROPRIATE ACTION" -- Do you know what to do with it? We don't.
--Sixth Region "Acro Antics"

HAINES REPORTER BECOMES LAZY

By CARL SHUTE
(Editor's note: the following is a result of a coy little mimeographed letter MUKLUK sent to each of the field stations last month in an attempt to get more of them to submit articles to the paper. It serves us right.)

It seems the chief throws a piece of paper at me on which the editor has beaten her typewriter wanting to know the same old thing. (Where are all the other stations besides VN that don't write something for MUKLUK?) In a vain effort to drag out some news, said editor has even gone so far as to ask questions. Being essentially the lazy type I shall answer those questions and save myself a lot of work trying to think of something that didn't happen here that I couldn't write about.

Q. Who had a baby?
A. The Groves at Cordova, the Newtons at Fairbanks and, oh, just lotsa people.
Q. Who broke an arm?
A. I did, trying to make the June deadline.
Q. Who went on a vacation?
A. Whitney Machin and Dobbie Stadt. Both in Haines.
Q. Who fell in the lake?
A. Tom Krudson, station mech. (And still no fish.
Q. Are the sunsets pretty?
A. Still waiting for a break in the weather so I can find out.
Q. Are you happy?
A. Impertinent character, isn't she?
Q. Do you have any parties?
A. Hic!
Q. Do you work hard?
A. What with MUKLUK landing on Al's desk, are you kiddin'?
Q. What does your station look like?
A. We won't go into that. (Comments by the mech censored.)
Q. What cigarettes do you smoke?
A. The Chief's

I hear that Haines had a big whing ding on the fourth of July but I was in (Continued on next page)

Skagway at the time, so I guess I won't have to think up a bunch of lies to describe the thing. One of these days the Editor is going to have a nasty dream and find herself in a field station having to think up something for MUKLUK and then the horrible truth will hit her right between her beautiful eyes. Then she will know that out in the field "Life Can Be Blah!"

On second thought, we might as well add something. Mr. Krudson has taken advantage of the dry weather and slapped paint over everything but the antenna poles with net result; the station fairly shines. He was hoarding for the antenna poles with a bucket of striped paint when one of Petrillo's boys stepped out from under a wet rock and asked

to see his union card.

Dobbie Stadt is spending her annual leave in town assisting her husband in their new restaurant, the "Red & Steak House." (This is a gift of the Government.) Also up to his ears in Fries in this project is Len's brother, who says he "states with Len recently what he was trip Outside to drive back on a pickup. Any CAAs visiting Haines are invited in for breakfast.

Suggestions to the Editor Do it: Have someone run down to Kani and look in the tooltype and see if they can find that Swede who used to write for MUKLUK. My golly, he was shore run funny faller.

"SEMPER FIDELIS."

OR, "IT'S MANAM TIME AWAY UP NORTH AND DELETIONS ARE IN BLOOM!"

The coffee pot was bubbling on the Kleinschmidt by the door,
And the soundly sleeping midwatch lay with head upon the floor.
His dainty feet were somehow in the keying hood entwined,
And the ZZZ that screamed for help was rejected by his mind.

The coffee pot boiled over and his hot plate shorted out,
And his boehmo tape was smoking as the hot sparks flew about.
But the lullabying rhythm of his devastating snore
Was unbroken by the plane that crashed outside his door.

A cold front passed his station and his thermometers all rose,
The mercury in his barograph* dripped on the floor and froze.
A wind shift moved the QT site off into the wild blue yon,
So he wrinkled his nose and wriggled his toes and madly slumbered on.

The hands upon the zebra clock crept slowly round the dial,
And sequences and broadcasts were missing all the while.
And finally on midnight they landed with a zoom,
Ah, 'twas MANAM time away up north and deletions were in bloom.

His receiver gave a gurgle so faint one scarce could hear,
But that tiny noise impinged itself upon his deadened ear.
And as it fled his empty head, thru his subconscious brain,
His soul stirred as then he hear, "That MANAM's here again."

He flipped on his recorder with a maddened backhand jerk,
And started pounding on his mill in manner quite berserk.
The tape read MANAM six and seven eighths, from HQ by the sea
Famao at any time that will surely please the thee.

In Baker six or seven, Section one or two,
We have a few deletions that should be made by you.
They're much too long to list, and who cares anyway,
So just delete the stuff that you added yesterday

*New WB model, ML. \$1.08 at Sears, Roebuck & Co.

Page 11 --CARL SHUTE

ANCHORAGE ASTERISKS

Events of the month: the big Kenai Peninsula fire, covering more than 300,000 acres with smoke up to 15,000 feet causing aircraft to detour the area, finally was stopped. Fought by the Alaska Road Commission, Fish and Wildlife and Army and civil personnel, the fire devastated a great area. There was not much loss in personal real-estate, but considerable in wild life subsistence. If everyone was careful with his matches and campfires such conflagrations would not happen.

Northwest Airlines' initial flight, Twin Cities to Tokyo via Anchorage, met difficulties on July 15. Over Shemya the fog was too thick to land and the flight returned to Anchorage with one hour's fuel remaining. It did not re-embark until the 16th on account of Shemya weather.

Greatest item of news, of course, was the firing of the \$12,000 per year city manager and the chief of police because "...your services....have not been such to merit your continuance in said position." Some rumor too of the city clerk being ousted. More Anchorage got boiling, or something: Councilman Fred Meyer, agreeing to the above, is himself charged with "attempted mayhem" by Former District Attorney Noel Wambleson--- something to do with slugging on the street.

Councilman McGee, with considerable liquor interests, advocates a sharp hike in utility rates--Helping not a bit. The city is hard pressed to come close to balancing a budget. Bond issues voted for paving, airport, etc., previously reported as stymied, are now more so with the filing of a suit pleading the last election of City Fathers be set aside because 853 illegal votes were cast out of a total of 1738. The city cannot issue bonds, if assured a purchaser, while a suit is pending. Sooo,

the Electrical Workers Union, 1421 hello gals, went on a strike July 11 more pay. For a week there was no phone service except for bona fide emergencies. A one-arm paper hanger was a cinch.

Along with a contract for vending meters to be located on Fourth Ave., approved by Ex-City Manager Kollig -- Big City Stuff---enforcement was sought of a recently passed city ordinance prohibiting taxi cab stands on Fourth. Taxi companies are indignant and propose to argue in court, meanwhile continuing their stands on the avenue.

Along with Anchorage, the territory is reported broke. Seems the duly elected legislators failed to make any provision for territorial functions to continue this fiscal year. If this be a sample--Statehood could be worse!

General "Ike" Eisenhower reported in a press conference at Fort Richardson, "Anchorage? It's the most expensive place in the world." He should be here during a shipping strike and buy at "airborne" prices.

A silver lining? New federal employees' retirement bill passed the House; it provides retirement after 25 years of service without the former requirement that employees must have reached the age of 55. What can a guy live on his retirement pay? Not here!

Sorry, Nemo, we did not check up on Fran Abbott's activities. Can't a gal let her hair down? Anyway, we'll bet the Boring Sea Club looks good after some of HQ's pieces of the "longest bar in the world."

"Tell me, how did you get Junior to eat olives?"

"Simple. I started him out on mar-tinis."

TWO MEN FROM H.Q. PROMOTED

SINK TO GO TO ANNETTE

This month finds us all shaking hands and saying goodbye to SOC George Sink, former senior Anchorage supervisor, now chief at Annette Island, a well-earned promotion. We often hear the expression that no man is indispensable, and now we wonder how true that statement is. Anyway, we'll soon find out. As supervisor, George knew his work well. He knew his operators and they understood him. As an operator he is tops.

A product of the Third region, Sink came to Alaska as a volunteer early in the war, served some time at Annette Island, then transferred to HQ to become a senior overseas communicator and one of the leading authorities on the Eighth region's complicated weather distribution system.

His inbred consciousness of DUTY and the frequency with which he drew on his knowledge of the pro-war standards of CAA performance resulted in his becoming the inspiration and original model for the Senior Overseas Communicator whose observations formerly were printed in MUKLUK'S "Of Wooden Ships and Iron Men."

By his transfer to the chief's job at KG, George has exploded the universal belief that the Anchorage Supervisor's position is a blind alley in a communicator's climb up the ladder of success.

In spite of the sense of loss felt, and the hole left in our OFACS setup, we know Sink the Chief will be more valuable to the service than was Sink the Supervisor, and the entire staff of this station joins in wishing him the success he deserves and undoubtedly will earn.

A citizen was walking up Fourth Avenue when he was buttonholed by a character who said, "Hey, can you tell me where to find Alcoholish Anonymush?"

"Why? Do you want to join?"

"No. Wanna resign!"

BRYAN GETS BETHEL POST

Anchorage suffered as their staff of supervisors this month in the person of Dick Bryan who has been selected for the chief's position at Bethel. Dick, a graduate of the Eighth region training center, originally for in at Anchorage, then served in the station at Gambell, later returning to the mild climate and peaceful operating conditions of the OFACS.

Known widely for his even temper and cheerful grin, we believe the extensive variety of experience Bryan has gained during his tour here will have fitted him to do an outstanding job as chief communicator. Best of luck, Dick, and take it easy.

LAMENT OF A COMMUNICATOR

ODE TO 303

(Sing to the tune of "Bury Me Not on the Lone Prairie," complete with coyote--or wolf--howls.)

Oh, bury me not on 303,
Where the Boehme taps will cover me
In a narrow pit, just three by three.
Oh, bury me not on 303.

But we buried him there, on 303
And the "OP's" and "Deps" rolled
over "he"
In a narrow grave, just three by three.
We buried him there, on 303.

And the CAF-9's, passing happily,
(For they marked the spot with a
big "OP")
Fling messages there, over his grave
With a prayer to God, his soul
to save...

-- HQ Communicator

Roses are red,
Violets are blue,
Lilly's are pink;
I saw them on the line.

Avoiding the Pitfalls

WITH DAPHNE DARLING



Daphne Darling

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

(Special note:) Last month's issue carried a long letter from the "Puzzled Chief Communicator" of McGrath which outlined his travails on the circuits and which deeply moved us all. Miss Darling was on vacation and could not be reached immediately for a solution and is dealing with his problems this month.

Dear Puzzled Chief:

With profound regret I must admit the problems outlined in your letter are so far out of the field of a love-lorn editor that I do not feel competent to do more than offer to come out and hold your hand. (Assuming, of course, that you are a single gentleman.) However, I have put the matter up to my old friend the Senior Overseas Communicator who was once a regular contributor to this magazine and who has graciously consented to take over as Guest Editor to answer your problem. Here he is!!

My Dear Young Man:

No doubt, in this modern age of soft living and soft jobs, your operating troubles do seem imposing. This is because you have nothing really rough to compare them with. You should have been with me during the first World War when, after Hoinio had thrown a fish into our ship, I had to swim 600 miles, holding

my precious old double-action Vi reg up out of the destructive salt water with my left hand.

Or in those tumultuous days at WVE, Chicago, where a man couldn't hang his face out the window to spit without having it riddled with gangster bullets. Or back in old Golva, where a cathedral fell for the fire was so hazardous that Buffalo chips retailed at \$1.35 a can. Or even in Anchorage, back in '42, when "Station" strode up and down the floor cracking the bull whip, only taking time out to work "Branch" over with his brass knucks (the ones with the spikes which Snyder handed him).

So, Sonny, you may rest assured your worries will gradually fade as you gain experience, and in the meantime, I have procured temporary spiritual relief in the form printed below. Just tear out on the dotted line and carry in your billfold. You will note that it has been punched three times, once each for KAAA, KBBB and KXXX. 73,
-- SOC

34	33	32	31	30	29	28	27	26	25	24	23	22	21	20	19
4 5 6 7 8 9 10 11 12 TOKEN OF SYMPATHY CARD Issued to <u>CAC McGrath</u> Rev. <u>Fiddle S. S.</u> Chaplain															

Dear Daphne Darling:

After limping along for weeks without enough operators to fill out the watch, I finally got one from the day watch and everything looks rosy for the pay period starting Sunday, when I'll be no less than four guys in the prime of their lives got sick all at once.

Now, Daffy, old boss, I realized there are many things of interest in Anchorage on a sunny summer Sunday. The churches offer salvation, the Elks offer free ice cream cones and the price-warring booze

vendors offer bargains in joy juice--and what blankety-blank do I have to offer in competition, outside of my own company and the opportunity to enjoy the warm radiations of my sweet personality, which doesn't seem to be enough any more.

I sometimes feel I am losing my charm and would like to do something about it, but what? Have been considering taking Madame DuBarry's Success Course, and maybe Luxing my underthings, which is supposed to make you popular. What do you advise, dear Daffy?

-- SOC

Dear SOC,

Your problems are numerous and extremely weighty. If you really feel that you are losing your charm I would suggest you read Gale Darnogie's over-popular "How to Win Bets and Influence Communicators." Pursuing Madame DuBarry's success course has its merit, and would warrant investigation. Luxing is out of the question as it would no doubt result in a request for annual leave at a later date. While waiting for the above book and course I would suggest you keep a Jew's harp handy. They are an excellent aid in regaining posture and preventing tattered nerves. An oboe is also helpful. Keep me advised of your progress.

--D.D.

(The next letter was sent directly to MUKLUK, too late to forward to Miss Darling. We print it in hopes she will answer it next month. --Ed.)

Woody Island

Dear Daphne Darlin,

Paul, he ain't talkin to me anymore. We used to be very good friends. He always used to invite me over to his room to drink his beer but it looks like those days is gone forever. Things have come to a pretty pass when I have to buy my own beer. I am slowly losing my reputation as the biggest bum on the island.

The only way I can regain my proper station in life is to make amends to my buddy Paul so he will invite me over to his room for free beer. He frustrates all my attempts to be amiable and drinks all of his beer himself. Now that ain't

PERSONALS FROM PERSONNEL

By THELLA PICKENS

Within the past month we have recently lost five of our personnel. The first to leave was Eleanor Tilden, former division secretary who had been promoted to the position of secretary to the chief of Communications Engineering.

Two former inhabitants of Room 309, Mary Boncutt and Dorothy Burke, will soon be concerned about "in-cris communications" instead of 141 Files and Upgrade Promotions, respectively. Dorothy Frico's husband returned to the states to continue his schooling so we couldn't expect Dorothy to remain long after. Robert Kinsley, our Classification Analyst, found it necessary to return to the states too, due to the illness of a member of his family.

Even though we regret losing the above personnel, we are happy to welcome Ruth Bennett who is now custodian of the 141 Files, replacing Mary, and Lois Kennedy, who is a very newswoman to Anchorage. She will be succeeding Dorothy.

Gene Schernack, in charge of Employment and Placement activities, and his family are back from a vacation trip Outside. Consensus of opinion is that they had a wonderful time, especially driving that new DoSota back up the Alcan, even though gumbo mud and rain did delay the Schernacks three and a half days.

Mildred Thiel is forgetting vacation awhile to take over Dorothy Frico's desk, in charge of processing personnel actions.

Wilma Higley and Emily White are keeping on their toes these days with new placements and answering applications.

right, is it Daphne?

I need your advice very bad. What shall I do to show Paul what a good egg I am. I really like the guy and besides he buys good beer. Anxiously awaiting your answer, I remain

"Dry."

HOW TO CATCH A SPECIAL

(The following letter from "Helpful Jerry" at Sitka is in answer to a letter from Ralph Slone, McGrath's troubled chief communicator, to Daphne Darling which appeared in last month's issue of NUKLON and dealt with the chief's difficulties in turning on the machine in time to pick up the specials. Further comment is offered Mr. Slone in Daphne Darling's own column elsewhere in this issue. --J.D.)

Sitka, July 31

Dear Brother Slone,

I am not Daphne Darling, but, Sir, I believe you have posed a problem with which she may be unable to cope. So, with apologies to Daphne, may I offer you a solution to at least a portion of your problem, a solution hit upon quite by accident.

While serving my time in your far northern country I experienced the same difficulty that you so graphically described. Returning to the station from my semi-hourly weather-guessing spree, a mad splutter of dits, dahs, qrm, qrm, six pilots using 3105 at the same time--plus the MTIC giving a rendition of "Open the Door, Robert" (he's from the South and a great admirer of Mr. Lee) greeted me. I paused, thinking rapidly, and, much more quickly than the proverbial flash, I said, "Ah ha, a special."

Action followed thought and I sprang instantly into the fray. A special must not go astray. Tensing my two muscles, I sprang across the room, a wild gleam in my eye--to do or die. Unfortunately I slipped after the first foot-and-a-half spring, slid across the room in a most ungainly fashion (taking two chairs and one operator with me) knocked my head against the operating table, rebounded and slid, still in a most ungainly fashion, under the good old tape recorder, or to be more explicit, one foot and half my body under -- and where do you think my other foot was? Huh? It had slipped along the side and turned the recorder on!

And where do you think my right ear was? It had obligingly hit the ink

thingamajig and turned on the ink flow! (I have stiff ears.) My honor was saved by a foot and an ear. Of course the operator clapped his hands, braved and quoth, "An amazing performance." The MTIC, still from the day South, danced up and down gleefully screaming, "Atta boy -- If you can't beat 'em, join 'em!" I bowed graciously and with great dignity.

Now, while the above described exhibition was purely accidental, it suddenly dawned on me that herein lay my solution to special acknowledge. So, therefore, instead of slowly strolling in the orthodox manner to ask a spec (like that) I practiced day in and day out until I could leap gracefully across the room, slide with complete precision to one table, bank off it to a strategic position half under the tape recorder, with my foot hitting the switch every time--and my right ear never missing the ink thingamajig. No more was I ungainly in doing so. In fact I was the ultimate in torpsichorean grace. And, above all, no longer was my honor to be questioned by the noble CEMO. And, above above all, no longer did I miss a WK special which was so necessary to the hundreds, yes millions, of DC-179's calling for it daily.

Now, B.S. (short for Brother Slone) in all sincerity, and with the milk of human kindness just oozing from me (not that unmentionable stuff you speak of) I offer you the above as a solution to your problem--a solution known to no one but me, and the operator previously mentioned, who after my third demonstration was soon heading in a southerly direction musing a moose. Jocular old thing!

(Continued on next page)

CAA GIRL IS INTERESTED ONLY IN SEEING GEORGE

The soldier boyfriend of Lola Nelson, Mail and Files girl, was selected to be chauffeur for General Dwight Eisenhower during his recent visit to Anchorage. Lola saw her friend driving down Fourth Avenue in an Army car the afternoon after the general's arrival and told her excited friends in Mail and Files about it.

"Did you see General Eisenhower?" one of them asked eagerly.

"No, I didn't look for him; I just wanted to see George," Lola replied.

There was a young lady named Banker
Who slept while the ship was at Anchor.

She awoke in dismay

When she heard the mate say,

"Now hoist the topsheet and spanker."

A pink elephant is a beast of bourbon.

LETTER TO SLONE

(Continued from page 16)

An aftermath of my accomplishment is well worth recording. When coming to Sitka and standing watch with Jo Vols I was somewhat chagrined. I hear the old familiar splutter on the circuit and know a special is somewhere between Mene and Annette Island, so proceed to salt its tail in the before described manner. Jo caught me just as I was sailing out the window for a 60-foot drop and said, "That's so cute, but in what Bible do you find it?" I then explained to her my secret--and what do you think she asked me? She had the effrontery to say, "Why that's wonderful -- but why don't you just leave the tape run?"

But I think she's silly--don't you?

--Helpful Jerry

GLOSSARY:

QRN -- A big noise

QRM -- Ditto

MTIC -- QRM plus JRM

CEMO -- Old tattle tales

CEMO MAKES RELAY TRAFFIC STUDY AT ANCHORAGE STATION

The Central Monitor Office, in a particular kind of relay traffic study, this month involving a comparative analysis of the handling of relay stations traffic relayed from one circuit to another. The Anchorage Overseas Station was the guinea pig in this initial study, which ran for approximately ten days.

Traffic relayed from one circuit to another was watched with an eagle eye, even to the point of clocking the movement with a stop watch, and all the details of circuit-to-circuit relay observed, each being noted according to its importance.

An over-all study has been undertaken to develop plans, if possible, for improved traffic distribution systems within the larger stations. Efficient internal distribution at such stations, having a multiplicity of circuits is important, otherwise the speed of operation of the circuits themselves becomes somewhat nullified.

The Anchorage Station, being but one flight up the stairs from CEMO, was the most convenient one for the first study. If, out of this present study, there comes valuable data leading to an establishment of the most effective local distribution system possible for the Anchorage Station, studies also will be conducted at other large stations.

Considerable benefit is expected from these investigations of CEMO and it is planned to pass on to the field these benefits when the practical application of various conclusions can be effected.

LOST: a brown covert cloth topcoat belonging to Bob Isaac at the Civalir Club dance August 16 at the Ambassador Club due to a mix-up in check tickets. Finder please contact Mr. Bacon, Contract and Procurement, Extension 21.



NEW EMPLOYEES

MONTH OF JULY

MIDDLETON ISLAND

REPORTS IN MUKLUK FOR FIRST TIME

ANF PLANNING & CONTROL STAFF

Rachel P. Rollin, clerk.

ANF PLANT & STRUCTURES BRANCH

William H. Burton, general mechanic, Maintenance division, Northway.

Edward A. Carr, general mechanic, Maintenance division, Bettles.

James R. Heay, general mechanic, Maintenance division, Galena.

Arthur C. Jenkins, general mechanic, Maintenance division, Northway.

Duncan C. Williams, general mechanic, Maintenance division, Tanacross.

Robert W. Tistjen, civil engineer, Engineering division.

Homer G. Nordling, airways engineer, Construction division.

Maxine V. Mulvihill, clerk-typist, Maintenance division.

Beth Henley, engineering draftsman, Drafting section.

ANF COMMUNICATIONS BRANCH

Alfred Letcher, maintenance technician, Maintenance division, McGrath.

Walter J. Karplus, maintenance technician, Maintenance division, Ft. Barrow.

Hermann N. Kurriger, general mechanic, Engineering division.

AIRWAYS OPERATIONS BRANCH

Orville C. Johnson, airport traffic controller, Annette Island.

Robert W. Blum, airport traffic controller, Anchorage.

Robert F. Arney, airport traffic controller, Anchorage.

Karl M. Hoffman, airport traffic controller, Fairbanks.

James W. Carver, Jr., airport traffic controller, Anchorage.

Charles G. Detrick, airport traffic controller, Anchorage.

BUSINESS MANAGEMENT BRANCH

George J. Mansfield, aircraft mechanic, Aircraft Service division.

Flora G. Merrithew, fiscal accounting clerk, Accounts division.

Walter Lee Jenkins, Aircraft mechanic, Aircraft Service division.

Bess R. Goodrich, operator of radio devices, Property Management division.

Ruth A. Bennett, clerk-typist, Personnel division.

Richard W. Bloom, aircraft mechanic, Aircraft Service division.

Melvin W. Peterson, accountant, Property Management division.

Jeanette Mae Holstgraf, files clerk, Correspondence & Files staff.

(Editor's note: MUKLUK feels as if this is some sort of an historic event to have received a contribution from Middleton Island, the first from this tiny dot in the Gulf of Alaska according to our rather incomplete records. One of the smallest CAA communications stations, it is definitely the most isolated, served only by CAA transportation. At present there are only four CAA people there, Communicators Bill Soward and Francis Chance and MTIC W.H. Johnson and his wife.)

After all those gentle (?) hints we have been receiving from Ye Ole Muk and Company it would hardly be right for us just to ignore them. We trust we are breaking a record of some sort however, by deciding to boat out a couple of lines of newsy phrases-- believe this is the first time in Middleton Island history it has entered the pages of MUKLUK. Really, though, this tale is such a report we just hardly have time to think of beating on the typewriter.

Bright and early one morning a few weeks ago we witnessed the launching of our first boat. W.H. (Johnny) Johnson, MTIC, did the honors on the building end and really turned out a nice little job. 'Tis only natural we were all anxious to see it launched and to try our luck at catching a whale -- or something even faintly resembling a fish. On the launching and the first day were Boat's Captain Johnson and SACOM Thomas Robertson.

If you have ever had the opportunity, fate that is, to visit this little isle of paradise you know that the surf makes it almost impossible to launch a boat. The gentle swells that day were only running about two to three feet however, and after a little mishap in which both of our swashbuckling seamen were dampened a bit the boat proceeded on its way out into this great Pacific. We were pleased, but not surprised, to see

that our MTIC knows his business when it comes to throwing boards together and coming up with a boat, as it took to the water like a duck.

Cheering section for this big event consisted of Mrs. Johnson who stood on the beach and watched our two mariners glide out to sea, not far, but out in that direction anyway. Several trips have been made since with Johnny and ACCOM Bill Soward trying their hands at fishing. We will have to admit that our attempts weren't too successful, but we did catch a few that were quite tasty. Now, to end this report on fishing, we advise that all ye who attempt to get out to a fishing boat anchored not far from shore when the surf is running four to seven feet high -- think twice before launching ye old boat. Experience, and gallons of water, taught us that it doesn't work so well.

The arrival of Beach-879 the last of June brought us another operator in the person of Francis L. Chance, ACCOM from the Oklahoma City training center. At the time of writing he has been fully adapted into the Royal Order of Item Jig Lovers and is doing very nicely. Francis came to us after a long stay with the Coast Guard and was a welcome sight to our old eyes.

July the 11th and Beach-809 took away our chief, Tom Robertson, who resigned to attend radio mechanics school in the states and to visit his mother who was seriously ill. We want to wish Tom all the best of luck and hope the illness of his mother was not too serious. Also, since we are on the topic of people leaving our little isle, MTIC Johnson and Mrs. Johnson are soon to take their leave of Middleton and journey to the states for some annual leave before returning to take up duties elsewhere in the territory. We really hate to see these two leave, and wish them all the luck in the world.

THE ANCHORAGE STATION

(Continued from page 7)

The Anchorage Station, and other CAA stations throughout Alaska, are also often called upon to handle personal emergency messages. In many isolated places in the territory CAA's circuits are the only means of communication and are used to handle emergency messages pertaining to "life and death and the safety of property."

These messages cover a variety of events and are very spasmodic, but occur on the average of one or two a week, Mr. Berato said. In many cases of illness, CAA has sent its own planes to bring stricken parties to medical aid or carry aid to them.

Recently the station received a message reporting an accident to a resident of Gulkana. Within two hours after the message was received here a doctor had been flown to the village in a CAA plane.

Another instance of this type of emergency occurred recently when a car containing several college boys from the East on their way to Anchorage was badly wrecked on the highway near Sheep Mountain. The first messages reporting the accident were sent over CAA circuits and the Anchorage Station immediately notified agencies which hurried both an ambulance and a helicopter to the scene.

A large part of the messages handled by the station consists of regular administrative traffic. These are the messages sent to and from the regional office to personnel in the field regarding CAA business.

Sometimes the tricks of atmospheric conditions cause the Anchorage Station to perform strange duties, according to Mr. Berato. "One day last year we gave weather data to a flyer between Shanghai and Tokyo," he said. "He wasn't getting it from the stations in his vicinity, but it came in clearly here. We just called him and gave him the information. Several times we have called the tower at Honolulu and told the controllers there they were being called by planes in the area."

"The life of a communicator at the Anchorage Station is a busy one," the chief said. "The circuits are generally operating at full capacity, requiring constant vigilance on the part of each communicator in an effort to maintain near-perfection in all operations. Communicators are shifted from one circuit to another every two weeks according to ability and experience. They must be certificated to man an air-ground position."

Present requirements for a CAA communicator are that he be a veteran and able to send and receive 30 words a minute and touch type a minimum of 35 words a minute. Because of the housing shortage, only single men are being taken. Communicators begin at a CAF-5 rating and receive additional pay for one day a week overtime and night duty.

Right now the station chief is eagerly searching for girls to be traffic clerks. Duties are varied and interesting. (Continued on next page)



"I'm operating on a patient with a seven-room ground-floor apartment!"

--9th Region "Trade Winds"

ANCHORAGE STATION

(Continued from page 20)

ing, he said, and consist mainly of typing and collecting and distributing the incoming and outgoing messages. A traffic clerk starts as a CAF-3, but with a day a week overtime and night pay her net income is more than that of a CAF-4, according to Mr. Berato.

Being a man concerned with the well-being of his communicators, Chief Berato is very proud of the "Communicators' Kitty" which he, Sherrod Kendall and Eugene Mars began five years ago when they were all communicators.

The three men began the kitty by donating \$10 each to buy a supply of candy and soda pop refreshments to have handy for communicators on duty. Profits were put back into the kitty until it now boasts a large refrigerator stocked with ice cream bars and pop and a candy dispensing machine. Profits are kept in an entertainment and communicators' welfare fund and now amount to some \$350.

The kitty has been a source of finance for many notable communicators' parties, Mr. Berato told us proudly. Not the least of these are the yearly Christmas feasts when a large table is spread with everything from roast turkeys to nuts for anywhere from four or five days to a week. The food is purchased with kitty funds and the communicators' wives roast the turkeys. These Christmas feasts cost about \$300 each.

The kitty has financed three large parties at Lake Spenard during its existence. One was a barbeque which reduced the funds by a sizeable \$400. At one time there was \$800 in the kitty, Mr. Berato said.

Kitty funds are also available for loan to communicators in financial difficulty. "We have loaned money to destitute communicators many times," the chief said. "Lots of them arrive here

FIRE INTERRUPTS DICTATION OF CURIOUS CAA OFFICIAL

Imagine this CAF-3's surprise when in the routine course of transcribing the morning's dictation from a dictaphone she extracted the following:

"TO: Director, Aeronautical Center
FROM: Supt. Operations Branch, E-75
SUBJECT: Execution of 'Distant..... (pause)...I had an interruption here. A man from ACS came into the office and jumped out the window. The ACS garage on 2nd avenue is on fire...er, ah, 'Distant Range Monitoring and Acknowledgment of Responsibility' Form Letters..."

The record is on file and all doubters are cordially invited to Room 28 to listen to it and hear tell how, curiosity having overcome his dignity, Mr. Grant McMurray shortly followed, via the window route, to the scene of the conflagration.

There was a young lady from Meino
Whose face was exceedingly plain;
But her dad had a cellar
They say was a holler,
So the boys came again and again.

with not enough money to get settled in Anchorage until their paychecks start coming in."

The kitty also used to be used to present a \$20 gift to each communicator who got married or had a baby," Mr. Berato said. "But we had to stop that because it almost broke the bank. One month we spent \$100 for baby and wedding gifts.

"However, we still have our parties," the chief said, leaning back in his chair and smiling, "and you might tell the readers that there are big times planned for the future." Your reporter wondered if this last statement might be intended especially for those girls who are thinking of becoming traffic clerks.

COMMUNICATION MAINTENANCE

By MARJORIE CHAMBERLIN

Vernie Huffman says he doesn't know why everyone is making such a fuss about flying saucers -- he's been on the receiving end of flying saucers for years (also plates, platters, etc.)

Maintenance Inspector Lee Hammarley is making an extensive trip up the highway to perform semi-annual maintenance inspections of highway stations.

George Lennon made a quick trip to Menlo Hot Springs recently to repair communications equipment at the Weather Bureau station there. He reports the watermelons are still pretty small, but it looks as if there will be a good crop later. Maybe the equipment will need servicing again, George.

Homesteaders Jake Holzenberg, Vernie Huffman and Ed Jervi are putting in long hours these days to get the roofs on before winter, and Housebuilder Walter Peterson is entering the home stretch with the painters at work now.

Best dressed man this month has been Ray Anderson, who has arrived at the office every morning complete with flower in buttonhole. His flower garden must be extensive, for so far we have noted nasturtiums, bachelor buttons, painted daisies (he was accused of hand painting them, but denies it), sweet peas and chrysanthemums. And he always has a fresh one in the afternoon. Not to be outdone, Livingston showed up one day with a sweet William in his buttonhole, but says he's more interested in vegetable gardening, particularly his turnip greens.

Relief Technician Paul Packett arrived back from an extensive sojourn at Fort Hiden the other day and left immediately for the states on leave. We guess Colorado will look mighty good to him after Fort Hiden.

ILLIAMNA CHIEF HAS TROUBLE WITH NEWLY-FIXED PLANE

The man who wrote "Everything Happens to Me" may have competition in Larry Bahls, chief communicator at Iliamna. Larry took his plane, an Aerona, over to Naknek some time ago where he had it overhauled and all fixed up in top condition. He went over to pick it up after the work was done and proudly climbed aboard to take the rejuvenated machine back to his station.

As he happily taxied down the runway for a take-off he hit an obstruction with his plane and broke the propeller. Mr. Bahls hitched a ride back to Iliamna and left his beloved aircraft at Naknek for two weeks further treatment.

And then there was the cannibal's daughter who liked the boys best when they were stewed.

Ray Rivers recently took the shortest annual leave on record. He asked for the afternoon off--said he thought he'd go home and catch up on his sleep. About two minutes later a priority message arrived requiring Ray's attention, so Lee Hammarley started out in pursuit, overtaking Ray about half way home. Hammarley swears that Ray was walking along asleep already. Anyway, he spent the afternoon accumulating a rush order of materials for the antenna installation at Point Barrow, and a few days later trucked them to Fairbanks for transshipment to Barrow.

A number of our field personnel stopped in the regional office briefly the past month enroute to new stations, or going or coming from leave. Among them were Ted Allunbaugh of Gulkana, Leslie Brooks of Port Haiden, Charles Perricone and F.E. Killian of Unalakleet, John Lind of McGrath, George Morin of Nome, Ralph Walker of Sheep Mountain and Fred Blossmeyer enroute to Summit to report for duty after returning from military leave.

EMPTYING OF LAKE GEORGE PHOTOGRAPHED BY GEORGE CUTLER

One of the most unusual geological phenomena in the world, the emptying of Lake George, was observed and recorded on film last month by George Cutler of CAA's radio lab and Earl Simons of the District engineers.

It is believed that less than 50 people have ever actually watched the periodical emptying of the lake, one of the few in the world that are self-emptying, according to Mr. Cutler. It is located about 50 miles by air from Anchorage at the source of the Knik River.

The lake is filled by the melting of the many glaciers in the vicinity and is dammed on the lower side by the side of Knik Glacier. When the lake rises high enough the part of the glacier which holds it gives way and the water, filled with huge ice bergs, pours through and down into Knik River. The emptying of the lake takes about ten days. The larger, or lower, lake empties completely. It is from 300 to 400 feet deep and about three by six miles in area. The two upper lakes do not empty completely, due to protective sand bars deposited there by the glaciers, but drop from 50 to 60 feet during the process.

According to the Indians, the lake used to empty only every 15 or 20 years. It was recorded to have emptied in 1892, 1914 or '15 and in 1934. However, recently, and no one knows exactly when, according to Mr. Cutler, it has been emptying every year.

It was expected to go the last part of August or early in September this year, but on several reconnaissance trips over the area, Cutler and Simons decided it was high enough to begin emptying the last of July. They were flown in to the lower lake July 24 by Ward Gay of See Airmotive and got there three days before the lake started to go.

The noise which accompanies the emptying of the lake with its many ice bergs and the breaking of the glacier is tremendous, according to Mr. Cutler. He said that during the whole time it was emptying, the longest period they were without the overwhelming noise was 15 minutes.

Huge pieces of ice as large as two-story buildings were floating in the lake and were stranded on the shores as the lake receded. After the lake had gone down the two men walked on part of the lake bed 150 feet below their original camp site on the shore.

Because of the complete emptying of the lower lake, they had to hike about eight miles over rugged terrain to one of the upper lakes to be picked up by the plane. Four days after the two men first landed on the lower lake with photographic and some food supplies, the plane returned with 400 pounds of additional supplies. Mr. Simons' wife, Charlotte, who formerly worked for CAA in Property Management, visited the camp on this trip.

During their 16-day stay, Mr. Simons took about 1500 feet of 16mm colored movie film and 70 or 80 four-by-five color slides. Mr. Cutler took about 80 35mm colored slides, and they each got 50 or 60 black and white pictures. Needless to say, they are anxiously awaiting the development of the film, Mr. Cutler said. Mr. Simons plans to edit and title the movies and show them publicly.

The west side of the lakes where the men had three different camps is game reserve country. They reported seeing 27 black bear, some of which they photographed as close as 50 yards, and many mountain goats. They returned to Anchorage Saturday, August 9.



CAA SPORTS

MERRILL FIELD TEAM MAKES SHOWING IN CITY PLAYOFFS

Overcoming a slow start at the beginning of the season, CAA's Merrill Field softball team forged ahead to become one of the league's three strong teams to compete for the championship of the City Softball League Playoffs. The Merrill Field nine suffered its second defeat and elimination from the playoffs Monday, August 25 in an exciting 5-2 contest with the NCO club.

Following a 13-5 win over Northwest Airlines July 24 and a surprise 8-6 defeat at the hands of the ARR in an eight inning contest August 5, Merrill Field ended the regular season in sixth place with six wins and five losses.

In their first playoff game August 5, the boys from Merrill lost to Petersens, regular season champs, 15-3. Each team got 16 hits, with Bob Jens and Herb Stanley of Merrill accounting for three each.

Merrill Field came from behind to take a close 7-6 victory over the Alaska Air Command August 14 in a nin-inning game which eliminated the Army team from the playoffs. George Karabelnikoff and Ted Rogers hit in the tying and winning runs.

Merrill beat Hopkins 7-5 August 19 to account for its second playoff victory. August 20 the CAA team got revenge for its earlier defeat by Petersens by taking a close 7-6 contest to eliminate the Flyers from the playoffs. Heroes of the game were Jim Johnson who hit a homer which turned out to be the winning run and John Turner who caught a fly doop in

(Continued on next page)

CAA FEDERALS END SEASON IN TIE FOR SEVENTH SPOT

The CAA Federals completed the regular City Softball League season as one of three teams tied for seventh place with five wins and six losses to its credit. The Federals garnered a win from PAC by forfeit when that team dropped from the league, and received another forfeit from the NCO club July 29.

Also tied for seventh place with the CAA nine were the Lions and the Alaska Railroad. In a series of preliminary contests to determine which two of the three teams got into the city league playoffs, the Federals dropped both of its games to end the season's play.

(Continued on next page)

FIRST GIRLS SOFTBALL TEAM LOSES FOUR OUT OF FOUR

The CAA Girls Softball Team completed its first season with four losses and no wins in a series of two games each with the Alaska Railroad and the District Engineers.

In the first game, August 8, with the ARR the feminine nine made its best showing, holding the season's champs to a 4-0 score. August 13 the girls from CAA were walloped soundly by the post team 23-6. The railroad made up for the first close game by trouncing CAA 26-4 August 20. In the last game of the season, August 22, CAA again was defeated by the District Engineers 20-10 in a game which was close until the last inning, with both teams alternating in the lead the first part of the contest.

CAA WOMEN BOWLERS BEGIN SPLIT SEASON SEPTEMBER 10

Officers for the CAA Women's Bowling League for this season were elected at an organizational meeting August 14 and are Arthelle Evans (212) president, Margaret Silliman (200) vice-president, Connie Clayton (5) secretary and Grace Sinclair (185) treasurer. A sergeant at arms will be elected at a future meeting in order to have an uneven number of officers. There was a tie vote at the first meeting.

League teams will play every Wednesday night at 7 P.M. beginning September 10, each team rolling three strings a night. The season will be split into two parts with the winners of the halves meeting at the end of the season. It will be a handicap league.

Teams expected to compete in the women's league are Accounts, Payroll, Administration, Personnel, Merrill Field and a combination team from the rest of CAA.

CITY ASSOCIATION ORGANIZES

Two CAA bowlers were elected to offices in the Anchorage City Bowling Association at its annual election of officers July 31 at the Aleutian Gardens. They are Bud Chambard (180) as one of the vice-presidents and Gene Scharnek (230) as an executive director.

The Anchorage City Bowling Association is an affiliate of the American Bowling Congress and is the official men's bowling group in the city.

It was decided by unanimous vote to have all leagues in the association sanctioned by the ABC and to hold an all-city tournament in the spring of 1948.

MERRILL FIELD SOFTBALL

(Continued from page 24)

left field to end the game while Petersens had the bases loaded.

In a total of 16 games played this season, Merrill Field won nine and lost

ED FISHER NAMED PRESIDENT OF MEN'S BOWLING LEAGUE

Plans for this season's CAA Men's Bowling League were begun at a meeting August 18 at which Ed Fisher (200) was elected president, Robert T. Miller (230) vice-president and Gene Scharnek (230) re-elected secretary-treasurer.

League play will be every Friday night at 7 P.M. with the first games scheduled for September 12. This season will be split, although it has not yet been decided into how many parts.

Handicaps will be established for league play, although they have not been definitely determined yet either. Trophies will be awarded the championship team and the top individual bowlers and several surprise parties will be held during the season.

There will be ten teams in the men's league, drawn both from separate divisions and throughout all of CAA. Team names have not been decided upon, although they will be "fanciful" and not according to divisions.

Those who have not signed up for the league yet or who wish more definite information are asked to contact Gene Scharnek, extension 103.

CAA FEDERALS

(Continued from page 24)

The first loss was August 5 when the ARR came from behind in the last inning of the game to squeeze a 8-2 win over the Federals. On August 11 the Federals lost to the Lions 5-1 to keep the team from the playoffs.

In a total of 13 league games during the season, the Federals accounted for five wins and eight losses, including the two wins by forfeit.

seven. Pitcher for the entire season was Howie Kosbau of the Anchorage Times, who caused the last 15 men at bat in last Monday's contest with the NCO club to go out in a row. Catcher for the last seven games was Tommy Miller from the Post.

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MOSES POINT TELLS A STORY ABOUT A COMMUNICATOR

It is truly an ill wind that blows nobody good. A couple of days ago the wind blew a boat up on the beach and in sorting out the wreckage the skipper discovered a sack of mail that he had been carrying around all summer. In the mail was a memo "About the Mukluk." It seems there is some kind of CAA paper being printed down in Anchorage which is desirous of information from the field stations.

It seems to us they could get lots of information from that man who signs all those little greetings "CEMO." That is one office that knows all there is to know about everything at every place. If you don't believe us, just try missing a weather sequence on circuit 305X and then sending without the proper FSN form and see for yourself.

For the enlightenment of all concerned, the roster of Operations personnel reads as follows: ACCOM Joe Strickland, ACCOMS Corinne (Swingwatch Wife to CACOM in Spare Time) Strickland; Francis (Day-watch Retired Navy) Johnson; Richard (Ex-Army Operator Eveningwatch) Pence and Richard (Greenhornet Midwatch) Hladky. Communications personnel are: LTTC Preston "KL/BD" Stocum (Antenna Stocum, he is known as on account of putting up a new antenna every Sunday); Mechanic Oscar Wall, chauffeur for the Snogo, and Mechanic Ed Fulp.

Oscar spends all winter pushing snow off the runway into Iron Creek and all summer hauling it back up, insisting it is the best water this side of Portland, Oregon. Ed spends the first 17 hours of his day trying to get the water to run in one house and shut off in another. He spends the other 26 hours holding down a monstrous mechanical monstrosity labeled "generator" with one hand and cranking furiously with the other trying to get up enough steam so the operator on watch can dial up Channel 51 and deliver

an OP that got lost and strayed in. Far, more steam is built up than by the generator---Oh, no, it won't work and we still have the relay. Anyone coming up with a better model, practically new, OP or better Comparison please advise immediately so we can get rid of the bleeding thing.

ACCOM Pence and family disappeared along with the snow in the early spring on vacation. The next we hear they were in Seattle doing all these things we sit around on midwatch and dream about (CEMO, disregard, please). Pence finally had to come back to the far north to keep from burning to death in that torrid Seattle sunshine. Now after almost a week of the usual NW weather he is still ten as a gingerbread.

ACCOM Hladky views ACCOM Pence's stories of the wonderful Seattle country with a wee bit of doubt and tells a small story of his own about what can happen to a boy from the tall corn state of Iowa...

It seems Hladky got himself all demobilized and reorganized, or something, in Seattle a year or so ago and was innocently strolling around doing a little serious thinking about the future when some city slicker steered him into a big office resembling a travel agency (but definitely not). A very nice gentleman there talked him into a trip up to the wonderful territory of Alaska---the last frontier, land of the famous gold rushes, etc., all travel at government expense, etc., please sign here and there is your plane waiting.

First stop was at the city of Anchorage where a delegation of nice gentlemen met the plane (it was not a Charter of Commerce committee as it at first seemed). They led him to the big Federal building and introduced him to some more gentlemen who seemed very familiar

with the territory. These men offered him a very highly recommended tour, still all at government expense, up to Norton Sound and a few weeks vacation in a furnished government quarters building, groceries at a very nominal sum. In return for all of which he was to assist some people already there with the operation of a communications station for the Regional Administrator.

The idea did not seem so bad when told, after being in town 30 minutes, that the chief of police was outside the door with a charge of vagrancy. So Hladky signed the 23 forms in triplicate which he did not have time to read and the very nice big gentlemen stopped twisting his arm and loaded him on a plane for Moses Point.

After a year of assisting in the operation of the station for the Regional Administrator, Hladky was a perfect example of a happy, contented communicator. He had the nice home for wife and son that had been promised and could go down occasionally and lug home enough of the commissary items that were too heavy for the Army to carry off. He had not a worry in the whole, white, snow-covered world. The idea of no pay seemed a little odd, but then most everything else in the place was a little odd, so he was not surprised. The eight-hour seven-day a week shift wasn't too bad and his budget was in perfect balance -- no pay, no expenses.

Then one day the perpetual overcast got caught in a windstorm and went over to Unalakleet for the weekend. The mail plane finally arrived with a year's accumulation of six letters, one of which changed the ACCOM's life completely and destroyed all his blissful contentment. It turned out that one of those papers he had hurriedly signed and not read had stipulated that any small change left over after sundry wickducting and de-holding was to be deposited in a bank in the city. Now the bank would like him to move some of it someplace else so they can sweep the so and so floor.

NEW STATIONS

(Continued from pg. 1)

sites for family units with children under school age.

The first CAT-operated Ground Controlled Approach system in the territory will be maintained at Egegik as well as Instrument Landing System facilities. Both GCA and ILS are systems providing for the landing of planes as instruments in bad weather. GCA makes use of radar and is operated by crews on the ground who view the position of the planes on a screen. These ground crews converse with pilots by radio and instruct them in the landings.

Unlike GCA, ILS instrument landings are planned and are observed by the pilots themselves. Essentially ILS is a radio approach patch which in the air follows at a glide angle to get the position for landing. GCA and ILS are used separately, although many fields have both. GCA ground crews at Egegik will receive special training for their work and it is hoped that both GCA and traffic control operations can be handled by the same personnel.

CAT's facilities on the Alutians will provide both military and civil communication services. Commercial airlines to be served will include Northwest Airlines and Reeve Airways.

Was was Hladky, money in the bank, more piling up every day, budget all shot... But even a country boy learns from experience and the next unsuspecting pilot that landed was invited to a cup of coffee. He staggered out a few minutes later with a little pile of paper which said "Pay to Receiver..." and then that stuck out at a queer angle which was untwisting like a rubber band -- and there was aircraft. ACCOM Hladky came out of the rackus with a talented flight again and one very good ground station (Really).

CRUMBS FROM THE COMMISSARY

YAKUTAT

SPEAKS OF VHF, FLYING AND POKER

Those men in the white jackets have left that door open again, so we decided to sneak out and let you know what goes on around the food shack.

The resignation of Dick Lobdell came as quite a blow to the crew down here as there is no one now to tell us those wild tales at coffee time.

Norm Lowerstein has recently come into possession of a big headache--that of superintendent of the Commissary unit. Norm has worked around these parts before, so he is already accustomed to the atmosphere.

Carl Newsom has left the Commissary, but was replaced by Ben Mayfield, formerly with the Warehouse. Carl said he resigned to go fishing, but we know the real reason was that he was getting a free ticket to the M.S. Nut House.

Our crew has its ups and downs, but lately it has been mostly down with the influx of quarterly inventories. Hazel Jenkins is in charge of these and when they come in is supposed to price them. It seems this is such a task that when she finally gets them priced it is time for the new ones, so there she goes again.

Marj Ballard has transferred to the Airport Planning division, but because her heart belongs to the Commissary, Marj alternates her days and spends one down here and one uptown. It's slightly confusing and we expect to see a mix-up any day. Alice Regmen will be taking Marj's place soon.

Woody was rendered inactive the other day at noon while indulging in a friendly game of softball. While running to base he slipped and hurt his ankle. He had to lay off work for two days but he is back now as good as new. So are the doughnuts.

It seems that almost everyone around here has a cold now, all first caught one Monday morning. What a mess--and that must have been.

The Commissary and Warehouse are contemplating joining forces to enter a softball team in the leagues. As yet it hasn't been decided whether it will be a girls team and all the boys will wear dresses or a boys team and the girls will wear male attire. It is expected the team will enter big league competition and maybe go professional.

Everyone around here is talking Blue Cross Hospitalization Insurance. With all the strange people here one can't afford to take chances and that insurance is really a good deal.

When CAA sponsored its dance the 15th the Commissary was represented by such personalities as "Lightfoot" Currie, "Don't Dog Me Round" Cakolkoff, "Tapping" Woodhead, "Waltzing" Ballard, "Charleston" Adams, "Swing-It" Regmen and "Jazz-Time" Jenkins. Other notables were in attendance.

Eleven new filing cabinets arrived here recently from the states. They have been on order for so long a nervous break-down was in order when they finally arrived.

Jo Aultman transferred to the Drafting section and is now torn between two loves. However, she does find time for us once in awhile. Jo has been accepted for college in Colorado and will be leaving soon to cram for more knowledge. She's getting elite and we'll never be able to understand her when she returns.

There is a new butcher here now. He's Dave Adams. Dave has bright red hair and finger (the saw slipped and now we call him "Stub" for short). Seriously, (Continued on next page)

We think it's high time for the best station in the region to be represented in MUKLUK. Like many others, we have been content to read about the goings on at other stations without bothering to advertise our own.

For those who might be interested, the VHF link between Yakutat and Gustavus was commissioned recently on a temporary basis and is now being used for traffic. So if anyone has been wondering how we have relayed their traffic without being heard ourselves, now you know. Incidentally, this circuit works wonderfully well. Just like a land line. All we have to do to get Gustavus is pick up the phone and ask for "Duffy's Tavern." So far, Duffy has always answered.

The "Yakutat Tower," commissioned in May, has finished its shake-down period and is now going strong. Tower personnel sound like old veterans when answering "landing instructions please" requests. What with this activity, we now have everything in the book -- Yakutat Tower, Yakutat Airways, Yakutat Radio and just plain Yakutat. Undoubtedly we are called by other names as well, but we won't go into that.

COMMISSARY

(Continued from page 28)

Dave is a welcome addition and also a prospective coffee maker. The other day at coffee time, Nancy asked him for six pork chops and said she wanted them lean. Dave's bright reply was, "Which way, to the right or left?"

Hazel Jenkins is now posing as Christopher Columbus, and when asked why, she had this to say: "Everytime I go back to the stock room for more supplies, they always say, 'Christopher Columbus, are you here again?'"

Here come those men again so, as the razor blade said to the throat, "I'll take a short cut."

-- THE CRACKER CRUMB

Speaking of air-ground activity, aircraft E460 is the smoothest road to fit within our experience. The towers are sounding more like road signals every day and are really doing a bang-up job. The pilots were the first to recognize this. Delays can almost be counted on your little fingers.

We have about 18 ex-GI's and a couple of others here that are trying to take flight instruction, but so far the instructor has not put in his appearance. Guess the article in last month's MUKLUK is the answer. When he does show up, we have already warned the tower--it won't be safe up there and they had better close shop.

We are all looking forward to the time when the Yak-Yak oil runs begin with the hope of raising our standard of living back to that which we were accustomed when they finished last year's hauls. For you that don't already know, the secret of winning from Jim West is to shift back and forth between straight draw and lowball.

We wonder whatever became of Kenny Hageman. He came down here early in July of last year for a two weeks job with one change of clothes. By hard work and diligent attention to detail he finally developed enough drag in the regional office to get back to Anchorage about nine months later. He really put the Yakutat equipment on the map, tho, moved everything but the heater and we were always surprised to see it in the same place when we came to work. He was a nice guy to have around.

(Ed. note: The first thing Kenny did when he finally came back to Anchorage was throw away those clothes. He was temporarily transferred to the Planning section of Communications and has been there drawing pretty pictures for five months now. He says to tell his old friends at Yakutat he's much gratified to learn the tower is working so well.)

LAKE MINCHUMINA

HAS FINE TIME FISHING FOR PIKE

Where there's smoke there's fire

Smoke from the Kensi peninsula and other fires eclipsed our magnificent view of Mt. McKinley and the lesser peaks of the Alaska Range for days last month. We at Lake Minchumina enjoy our beautiful scenery, colorful sunrises and sunsets. We thought they would never get around to putting out those fires!

In and Out

New arrivals at our happy little station are the Chesney Jamesons, MTIC family from Gambell. Let's see now, there are Bruce, Sandra and Baby Larry in addition to Mister and Missus. Rosemary and Bobby Osborne were on hand to welcome the new children and wasted no time in getting acquainted. Departing soon afterwards was MTIC Bill Whitworth for Outside on annual leave, promising to return to Alaska and his new position as traveling MTIC. We'll be seeing you, Bill!

Boating and Fishing

Communicator Chief Cliff Uzzell finished his outboard runabout, christened it "Denali" after Mt. McKinley and was well pleased with its performance on the lake soon after the ice was out. He and his Missus have been exploring all around the lake in the boat and have discovered some interesting picnic spots, beaver houses and picturesque old trappers' cabins. Cliff counted eight moose on his trip down the Muddy while on leave and has marked a spot for good duck hunting this fall.

Pike fishin's good down on the Spit. Almost every evening you'll find our entire population down there enjoying the sport. Uzzell missed a stroke and that put Jameson one up on him. Before the competition became so keen Cliff says he caught so many he had to devise a hook that would catch 'em but, with a twist of the rod, would let the fish fall off to go scot free again. Such backbreaking labor, taking the hooks out of the

fishes' mouths! "You should see their teeth and feel their bite to appreciate that story," he says.

These babies go for most any kind of lure, but prefer your favorite spoon when they decide to take it "Rock, line and sinker." There's been a gold mine of fishin' gear lost down on the Spit.

It's not unusual to find the guys and gals down there picnicing till midnight. Kay Osborne has discovered the Scarpfire Baked Potato and thinks they're wonderful. Ever try 'em? If you can't wait until they're done down in your oven of hot rocks, just build up your fire and throw the spuds in. So they come out a little black! We still insist they're delicious.

How Does Your Garden Grow?

Communicator Bob Osborne, Mechanic Ed DuRand and Cliff Uzzell have turned farmers for the season. We see them making regular trips to their garden plots to look over the "crops" and make mental calculations of the expected yield come harvest time. Ed takes the prize when it comes to putting them in the ground. Nothing slow about that boy. If the potatoes don't make good, the boys will have plenty of the usual excuses ready to offer us when we're out of potatoes again.

We've had lettuce and radishes thus far from our gardens but it looks as if we'll have to wait a spell for tomatoes from Bob's tomato patch. We've all been watching the growth of her first little green tomato -- which will really come high if there isn't about a bushel more of them. We have been enjoying wild Lombardian greens and are looking forward to berry picking, time which promises to be soon for we've noted a decided blush on the cranberries. We'll soon be scouting around for good patches of blueberries, salmon and raspberries. Hurry up with the Avocet, KC-14, and

while you're at it, we could use the order of fresh meat and vegetables we've all been so eager for.

Recent Visitors

Jack Daws spent a couple of days with us and got in on some good fishing and our 4th of July picnic. We hope he'll be returning soon to get better acquainted and to fix up our big ice box. We gotta have a Moose Keeper when September rolls around for our men have their eyes on Moose Pasture hoping to get their limit. Hurry back, Jack!

Visitors stopping with us at this writing are Robinson and Wennerstrom who were initiated into the "Pike Gettin' Society" the other night down on the Spit. They did alright, too, but Jameson brought home the prize catch of the season, measuring 33 1/2 inches long and weighing eight pounds, Uzzell's running a close second of 30 inches and seven pounds.

Mosquitoes, you say? Well, we've had a few drop in to sing us to sleep but, Honor Bright, they haven't been bad at all this year. Last statement was at the request of the Minchumina Chamber of Commerce. Ouch! Would you kindly pass the 612, please?

Sympathy

Our deepest sympathy goes to Bob Osborne and Magdalene Uzzell for the loss of their father soon after Father's Day. Bob has just returned from Seattle where he attended the funeral.

Trips to Town

Ed DuRand made a trip to Anchorage with an aching tooth. Kay Osborne and Baby Diane went to Fairbanks for medical attention. All are home on the lake now and are well and happy, we are glad to report.

In closing we want to mention that Nan and Vince Madden, oldest CAA residents here, are still with us helping to hold down Ye Olde Forte with a smile.

CQ *will*

By GEORGE WILLIAMS

KL7EW-Gene A. West, MTIC at Annette Island, is now in business on 75 and 20 meter phone with 130 watts and a long wire antenna.

Annette Island has a growing colony of amateur radio operators. To date we can name KL7CB-H.B. Johnson, communicator; KL7LE-Alver Johnson, maintenance tech; KL7LJ-Ben Myers, maintenance tech; KL7PN-C.V. Preston, communicator; W7KYT/CL7-Leon D. Lewis, communicator; KL7HA-Lloyd Lovasson, communicator and KL7EW-Gene A. West, MTIC. Merrill A. Perkins and John Andrews, communicators, will shortly join our ranks as brand-new CQers, that is, if they have been good boys and studied their ham radio faithfully before going up against the examination board.

KL7CX-Carl Hoffman is making a South-eastern tour and will no doubt be heard via his new sonar exciter.

KL7JK-Dick Pence is now back at Moses Point, however no signals have been heard as yet.

KL7LF-Dick Stryker, Anchorage, is laying a few plans to start radiating a few signals shortly.

KL7EW-Hervey Aldridge, Anchorage has a nice new ten meter, three element beam to try out when ten opens up again.

KL7BH-Ray Anderson, Anchorage, will be applying for a W3 call, we hear.

The call letters of Dan Crocket, of the Anchorage transmitter, were printed in error last month. They are KL7HU, not KL7AN.

We just saw Jameson scan the skies for the familiar old signs of KC-14. Can it be he is anxious for his Ham rig 'n' stuff to arrive?

-- SUZY I. QUE

PLANT & STRUCTURES

BRIDEGROOM GETS HECKLED

By MARY SYKES

Since the marriage of our Ken Kellner, every afternoon as the Freedom Hour draws nigh, the men in Construction and Engineering cast uneasy, baffled, yet eternally hopeful, eyes in the direction of the new groom. And every night comes the oh-so-casual "How about a game of pool, Ken?"

And Ken? Never a waver, never a backward glance into the days of his youth with the pool-shooters. But with a happy, contented, dreamy look of the future in his eyes, he dons his hat and gingerly slips off down the hall to meet the little wife. And while the Construction and Engineering clan wish the best of all good luck to Ken and his on-coming bride, now and then if you look on fully when the work is being put away, you will discern on the faces of his old cronies a nostalgic, wistful longing for the days that were. That is all except Connors, who merely says, "Don't rush him."

Elvira Thorne has resigned her position as secretary to the Chief, Plant & Structures Division, to return to the states with her husband.

Amos H. McLean left August 7 for Cordova and Eganbrook to relieve Joseph Holloy, who has resigned. The Construction division regrets losing Holloy as he was a congenial fellow worker.

J.E. Doigle, discharged upon our fair city from Palena and after a mad camera-buying spree, departed for Cullmans. Says he will take movie of the brunette natives there.

John G. Fanning, resident engineer at Naknek, spent a week in town getting his month-end underway. John has assumed the duties of the messhall operator in addition to his engineering work.

Keith J. Dunbar arrived from Homer about the 1st where he will be the
(Continued on next page)

ANNETTE ISLAND

HAS POST OFFICE ALL ITS OWN

Annette Island, Alaska, now officially has a post office all its own with the new address of Annette, Alaska. The new post office's location is in the hangar, making it convenient for all of us.

The month of June had its traditions fully carried out by Annette Islanders. The first to be married was our very popular school teacher and nurse, Glenda Springer, who married a well-known CAA man, Frank Nelson, June 3 at Anchorage. They spent their honeymoon at Russian River. Beverly Bestland, ACCOM, married Don Wolfe, tower operator, in the Duncan Memorial Church at Metlakatla June 20. A reception was held at the home of Mr. and Mrs. Elmer Parks. The Wolfe's spent their honeymoon in Prince Rupert. Roy Isaacson, ACCOM, came back from his vacation in the states also with a new bride.

After the month of June, July quieted down considerably. We welcomed back Howard Johnson and Leon Lewis, both ACCOMs, who returned in a small sail boat from the states. They had attended school for the past six months and were glad to return to Annette. They probably will be on the ham bands again when we have a few calm days.

A.L. Francis, our CIMO, and his family are enjoying a vacation in the states and are expected back here before the end of August. E.H. Reiten, resident engineer, has a construction crew at Annette to build apartments for the Weather Bureau, so the population of Annette Island will go up another degree. We are glad to welcome back E.H. Reiten and Paul Nelms, both no strangers to the folks here, and to welcome Mr. Reiten's charming wife to the island.

Annette Island personnel are more than a little air-minded. We take pride
(Continued on next page)

HOMER

ENJOYS SUMMER GARDENS AND PICNICS

It can't last forever, but it seems as if it might. This balmy weather, we mean. Day after day of bright clear mornings, with one or two cloudy days a month to bring us much-needed rain.

Gardens are really coming to life now and we can buy all the local grown cabbage, lettuce and celery we want besides having things like radishes, green onions, endive, parsley, chives, Swiss chard and strawberries from our own gardens. Not all of us are lucky enough to have all of those things, of course, but most of us manage to obtain them, one way or another. (We're not speaking of "moonlight requisitioning," of course.)

The Mill to the west and north of Homer is covered with bright patches of red fireweed. It is a spectacular sight and new meat for the color camera fans, of which there are an abundance in Homer. John Dillinger, mechanic, recently purchased a Clarus, Frank Campbell has a Spertus, Dan Larson a Kodak, Marie Larson an Argus C-8 and Herschel Price a Mercury--all 35mm. Between them there should be quite a collection of color slides. Dan Larson has a new projector which he is anxious to demonstrate, so we ought to be able to have a show soon.

PLANT AND STRUCTURES

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resident engineer. Oh fateful day! when Keith saw someone reading "The New Mexico" magazine. Keith promptly wheedled the magazine away from the reader, found himself a nice quiet corner and is still in a kind of dreamy mood. He says that is his land--with red buttes whose peaks were chopped off by some angry God who hated heights.

Harold W. Farbert arrived in town with his crew from Northway. There's never a dull moment in Construction. It isn't just the daily work--it's the moving in--and the moving out. The crews going out, the crews coming in, and those eternal pleas for checks that inevitably aren't ready.

Picnicing has been going full swing. Everyone in CAA has gotten together for a couple of "feeds" this summer. The first one was called a "crab feed," but so much other food was brought and consumed by the time the fishermen returned with three little crabs we weren't much interested in them anymore. Last week we had another picnic. We ate spaghetti and forgot about crabs.

Bill Lowe came and everyone got acquainted with him, but that's about all. He took one look at his "quarters" and decided Homer wasn't for him. We hope Victor Vincent who is coming from Nome to replace Bill will like sharing an unfinished attic with an other fellow and the year's supply of groceries.

The Dykstras arrived here in good shape and glad to get a tropical climate. They are happy except for the housing. The super apartments at Unalakleet spoiled them for dormitory quarters, we guess.

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ANNETTE ISLAND

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in the fact that we have a thriving flying instruction school right here on the island. Ex-military personnel taking advantage of this fine opportunity are: Rodney Benningfield, private license; Gordon Young, private ticket; Julius Martin, student license; Ben Myers, private license; Harvey Tengesdal, private ticket; Charles Stack, student license; Jack Goolsby, student license and Joe Adair, student license.

Others are: Carroll Matthews, student license; Claude Preston, private license; John Andrews, student ticket; Floyd Dornier, student license; Lloyd Lovasen, private license; Forrest Perkins, private ticket; Charles McLennon, student license; John Mattson, private license; Richard Gourde, private ticket; Lawrence Daily, student license; Fred Bergfeld, student license; Darrel Cherest, private license and Woodrow Eymann, student license.

CONGRESSMEN HERE

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The group left for Mt. McKinley on an airways flight inspection tour Friday, August 8, in MC-62 where they viewed from the air the CAA stations of Skwent-na, Farewell, McGrath, Minchumina and Summit. Original plans to land and inspect the stations at McGrath and Minchumina were changed due to a delay in starting time.

After landing at Mt. McKinley several members of the party took a side trip on the speeder to Healy. They all continued to Fairbanks on Saturday. With the exception of Mr. Hulen and Mr. Newman who returned to Anchorage, the group boarded an Army Transport Command plane Sunday and flew over Bettles, Umiat and circled the Pt. Barrow station where they saw the year's supply of oil being unloaded from ships.

The plane then headed for Nome in increasing bad weather where they landed with a ceiling of 300 feet and visibility of one mile. They were welcomed by Nome townspeople at a luncheon in the Wallace Club where the visitors received miniature pokes of sand and gilded mugs. They later toured the town and vicinity where they viewed the damage done by last winter's severe storm.

While in Nome, Mr. Platt accompanied Representatives Harless and Carson on a tour of CAA facilities there where they observed all phases of the operating procedure with the exception of the remote receiver at Cape Nome. The men were shown the radio range site, communications transmitter, control quarters and living quarters, where they were acquainted with the crowded living conditions of many personnel. The party left Nome at 5:50 P.M. Sunday and returned to Anchorage at 8:15 P.M.

"The Congressmen were impressed with our problems of CAA here in Alaska," Mr. Platt said after the tour. "It is only through such first-hand observation by members of Congress that we can impress them with the importance of aviation in the economic life of Alaska, as well as the importance of Alaskan aviation in international trade routes."

STELLA STALL BACK FROM EAST

Stella Stall, head of Mail and Files, returned August 21 from a month's trip east on the Northwest Airlines' Minneapolis route. She visited New York, Greenfield, Mass., and other New England points on this, her first, trip East.

HOMER

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Most discussed subject of recent days has been the proposed flooding of the slough which lies between the airfield and town. After several delays the owners of the land signed leases. It is expected we will have a good sized lake here within a couple of weeks. The original idea was to keep the water pipe to the houses from freezing during winter, but it will make an excellent landing field for float planes in summer and ski equipped aircraft in winter. Also we hope to get some good ice skating in there next winter, and maybe the water will even warm up enough for swimming in the summer.

By next issue there should be news of Vince from Nome and Jim Whitney, also from Nome. Whitney will be our new MTIC, replacing Ray Bird who has gone to Kodiak to be CLMO.

Jim Sherry is acting MTIC again and is really a busy boy, what with house-building and other things that go with getting married. He was able to take several days leave before Bird left, but still has a long way to go on his house. His worst worry is that his wife-to-be will find out about Cleo! She's only a picture (he says) but what a picture!

"Also through this tour, the Congressmen were able to see the importance of CAA operations in the military security of the territory as regards to air activity," Mr. Platt said.

During the Congressmen's stay in Anchorage, from August 5 to August 7, Regional Administrator Platt was present at many of the meetings and civic gatherings as "a government witness on behalf of the proposed airport for Anchorage."



September, 1947

FEDERAL BUILDING WORKERS TRADE EACH OTHER OFFICES

It looked as if almost everyone in the regional office were playing musical chairs, without the music.

The long-awaited, often-revised reshuffling of offices in the Federal building to make use of space vacated by offices which had earlier moved into the new Loussac-Sogn building finally began Friday, September 12. Many persons formerly in the basement were moving up to the second floor, and many of those already upstairs were moving down the hall a few doors. A few offices stayed put, and their workers calmly carried on in

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DEATH OF G. J. PAULIE IN EAST JARVIS

Personnel in the regional office were notified of the death in Pittsburgh September 12 of G. J. Paulie, assistant superintendent of the Airports branch, by a wire from Mrs. Paulie to Mrs. Virgil D. Stone on that day.

Mr. and Mrs. Paulie had gone to Pittsburgh early in August where Mr. Paulie entered a clinic for treatment of an old illness which had re-occurred. The funeral was held September 14 in Swissvale, Penn., home of Mr. Paulie's mother.

According to Mrs. Stone, Mrs. Paulie does not plan at present to return to Anchorage. Mr. Paulie is also survived by a daughter, Freddie, who lives in Charleston, South Carolina.

CIVAIR 8 CLUB PLANNING GALA HALLOWEEN DANCE

A gala Halloween Dance the night of October 31 is the next event to be sponsored by the Civair 8 Club, according to Marjorie Chamberlin, secretary.

The party will be a costume affair and will be held in the Pioneer Hall at the corner of Sixth and C streets. A.V. Carroll, of the Operations Inspection staff, has been selected as general chairman of the dance.

Funds through the sale of tickets for the dance will be used to provide refreshments and a light snack lunch, which will be served in the hall on the main floor of the building. Dancing will be on the second floor to the music of Frank Swanson and his orchestra, who played for the club's Hard Times dance in the Ark last spring.

SNACK HUT MAY OPEN

The Civair 8 Club's long-talked-of Snack Hut may be established within a month in one of the quonset huts behind the Federal building.

Club members are now making plans to acquire one of the huts, and as soon as definite arrangements are made will try and get in operation within a few weeks. Although plans for a Snack Hut were begun last spring, shortage of space has prevented it from being organized as yet.

The huts do not have central heating or plumbing, which will necessitate the use of a space heater and disposable paper dishes, club officials said.