

YAKATAGA OIL HAUL RUGGED

It certainly has been a beautiful summer at Yakataga--lots of berries, the gardens were only fair though, too dry. There has been plenty of excitement too, so many visitors. As previously reported, we have had members of the US Geological Survey and American Museum of Natural History. The geological survey crew is still working in this vicinity.

Dewey Eyerley returned from 26 days annual leave in the states August 17. He has his full report on high prices and the fact that he was glad to get back to Alaska. Welcome home, Dewey!

"Bill" Nickok dropped in for a brief inspection of the station about the middle of the month and, besides being educational, his visit was a pleasant one. Come again soon Bill, certainly does us guys in the field a lot of good to know that we have such pleasant chaps at the helm in the RO.

The VHF crew has undergone some changes. Ted (Unk) Young left for HQ to meet his wife. Hope you can bring her with you next year, Ted. Phil Stern had to take off for HQ with a bad knee. Larry Courlie replaced Ted and Larry and Johnnie Basley were the only VHFers left at the time of this writing. Johnnie is really getting Larry fat with his cooking. That boy can really cook, will make some nice girl happy, soon? The Courlie, Basley and Thomas Mining Co. went into operation last Sunday. Immediately closed for one week on account of sore backs. Anyway Larry and Johnnie got some pictures and a sample (?) for their trouble.

A CAA survey crew consisting of Lee Robinson, Justin Wennerstrom and Bob Tietjen have been with us too, hard at work laying out a road and building site for the VHF installation. Vic Murphy was here for a short while, long enough to become involved in the big oil haul described later in the article.

Johnnie Johnson was out cutting weeds under the diversity antennas one day not long ago when he looked up and saw a black bear sitting there watching him. Not thinking much about it, Johnnie went

on cutting weeds. A few minutes later he glanced up and saw another bear watching him, then another and another, four in all. This was too much for Johnnie and he threw down the scythe and came peddling up to the station for a gun. When advised they were only black bears and were quite harmless, Johnnie replied, "You know it, and Ah know it, but do the bears know it?"

We will wind up this month's report with the story of the "32 Mined Oil Haul." On the evening of August 23, the first day of your scribbler's annual leave, an LCT bearing 320 drums of fuel oil for EE arrived on the beach. The station tractor was inadequate, requiring the cargo to be unloaded by hand. Only five men from the station were available, some of which had already put in a full day's work or were about to. The situation looked very dark indeed.

A VHF inspection party consisting of Mr. Hooper, Mr. Aldridge, Mr. Fisher and Mr. Mike Peterson had arrived at EE late afternoon and had been up on the ridge inspecting the proposed VHF site. When these men learned of our difficulty they all stopped forward and volunteered their assistance. This group included the Yakataga VHF crew and members of the engineering crew.

Unloading started about 8 P.M. The drums were rolled from the LCT onto the beach, then rolled up the beach about 50 yards (and that is LABOR) where they were stored above high tide until they could be moved later. Even some of the gals from the station were out rolling drums. This went on until the last drum was rolled out at 2:30 A.M., and it was a very weary group of callers that returned to the station about 3 A.M. that morning. It was really swell the way those men from the regional office, the VHF and survey crews, pitched in to help station personnel. It makes a fellow glad to belong to such a small organization where even the "Big Shots" aren't afraid to bend down and do a lot of hard dirty greasy labor to help out their fellow workers when the occasion demands. Thanks a lot, fellows.

-- "SNOOPIE"



CAA CAMERA FANS URGED TO ENTER PHOTO CONTEST

Only a very few pictures have been entered in the Civair & Club's Photography Contest, according to Walt Smith, committee chairman, who reminded CAA camera fans to hurry and submit entries before the December 10 deadline.

"With such a large number of amateur photographers in both the field and Regional Office of CAA, the poor showing to date is very disappointing," Mr. Smith said. "It seems most people are hesitating to submit pictures because they feel too many experts will be competing, so ironically enough we've had almost no entries."

"If every camera fan in CAA turned in just one or two of his best shots, we could have an excellent contest. Competition is still wide open and the deadline is the tenth of December," he said.

All CAA employees are eligible to submit pictures in any or all of the four classifications, black and white scenic and candid and color scenic and candid. Color pictures may be prints or transparencies. A first prize of \$5 and first and second honorable mention will be awarded in each classification. An additional \$5 will be awarded to the over-all best picture.

Winning contestants in the black and white classifications will also receive an 11-by-14 inch mounted enlargement of their prize entries. Entries should be submitted to Walt Smith, Photo Lab, Ref. 8-55.

CIVAIR CHRISTMAS DANCE TO BE LONG DRESS AFFAIR

CAA ladies will be able to take their formals out of moth balls and dress up next month, as the Civair & Club's Christmas Dance, December 12, will be a long dress affair, according to Margaret Silliman, co-chairman.

The ball will be held in Pioneer Hall and will start at 9:30 P.M. and last until 1:30 A.M. Tickets, including admission and refreshments, will be \$1.50 each.

Other committee members are: George Karabelnikoff, co-chairman; Robert T. Williams, Ed Fisher, Bill Thomas, Lanson Harvey and Gil Joynt, refreshments; Bill Forrest, tickets; Ken Kellner, Jerry Howard and Elmer Titus, clean-up; and Bill Clayton, Dick Pastro, Helen Gullings and Arthelle Evens, decorations.

CAA FAMILY IN CRASH

A CAA communicator at Juneau and his family were among the 13 persons killed in the crash of a Pan American DC-4 on Amette Island October 26. They are John Richard Robb, his wife Peggy and their baby daughter Jill.

The Robb's were returning from annual leave, during which they had visited Mr. Robb's family in Rochester, New York, and Mrs. Robb's family in Everett, Wash.

Mr. Robb was 24 years old and first came to work for the CAA January 1, 1946 in the Eighth region at Juneau. He was discharged from the Navy August 20, 1945 with the rating of a first class radio man, having served from March of 1942.

MUKLUK TELEGRAPH

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NEW COMMISSARY SYSTEM

Success of the new "cash" system now being established at all field commissaries depends largely on MTIC's sending in requisitions, letters of transmittal and money corresponding exactly in names and amounts, according to Norm Lowenstein, Commissary head.

During the past few months, officials say they have not received one end-of-the-month report from the four stations already on the new system which was correct. Either the totals of the requisitions, letter of transmittal and money are not the same; purchases are listed on the transmittal letter for which there are no requisitions or money; requisitions and money are sent in for which there is no listing on the letter of transmittal or any number of other combinations of errors. This necessitates rechecking of all purchases, retelling of all papers involved and additional changes being made to the purchasers, or money being credited to their accounts, as the case may be.

With all the field commissaries going on the new system, if monthly accounts are not sent in correctly, bookkeeping at the Regional Commissary will become almost impossible. Due to the slow mail service to many stations, it is not feasible to send all the money, requisitions and transmittal letters back to the stations for correction.

In order for the new system to work well, it is imperative for MTIC's to make certain of the following when they

send in the payments and covering papers to the Regional Commissary at the end of each month:

1) that the totals of the requisitions, the total on the letter of transmittal and the total amount of money (checks and money orders) is in exact agreement, and

2) that there is a check or money order and a requisition, identical in amount and name, for each purchase listed on the letter of transmittal.

Establishment of the new "cash" system in all field commissaries becomes effective with the issuance of Parts I and II of a manual of instructions prepared by the Commissary as part of the new book of Administrative Publications.

Part I deals with the general policy and purpose of the Commissary and Part II covers instructions to field personnel for Commissary purchases. In the near future, Part III, covering action at the Alaska Supply Section, and Part IV, covering action at the Regional Commissary will be added to the manual.

Prices for commissary items are the same at each station and are listed in a catalogue issued several times a year by the Regional Commissary. They are based on minimum retail prices in Anchorage, in accordance with Department of Commerce Order No. 30. It is hoped to issue the catalogue quarterly in the future so as to take into account fluctuations in wholesale prices, Mr. Lowenstein said.

The following communicator appointments and selections recently have been made:

APPOINTMENTS

Patrick Daley	HQ
Dennis Belfy	SG
Joseph Pacquette	HD
William Burns	KG
Otha Lassiter	KG
John Erce	KE
Gerald Root	LU
Edward Hilliard	LU
Armando De Jesus	LU
Leo Thoenes	OF
Donald Dubois	OF
Marshall Davis	OF
Donald Genseman	OF
Clifford Hurst	VY
Gordon Hurst	VY
Harold Jester	JD
Lee Carofano	JD
George Waddell	HQ
Joseph Lacroix	HQ
William Jones	HQ
Robert Logan	HQ
George Gillingham	ZG
Joseph Frydlo	IJ
Bud Dodge	YO
Fred Vanderbosch	YO
Milton Schabel	YO
Richard Mills	ZG
Loren Lassiter	HQ
Frank Yavre	HQ
Charles Moon	HQ
Kearney Benefiel	HQ
Henry Steck	KG
George Wood	QJ
Marcus Levy	FX
Albert Gray	YC
Ferdinand Koetz	FX

SELECTIONS

A. Dufresne (as CACOM)	OF
Frances Abbott (scat)	JE
Zelda Sims	JE
Frank Scott	JE
Maurice Drew	AO
Eugene Litz	AO
Francis Johnson (as CACOM)	NE
Joanna Kollier (Bahnhub)	JS
Otto Unger (as CACOM)	KA
John Mattson (ERAC)	JE
Victor Vinson (ERAC)	FX
William Fowler (ERAC)	FX
Richard Timmerhoff (ERAC)	FX
Richard Stein (ERAC)	HQ

STENOGRAPHIC POOL BEGUN FOR THREE DIVISIONS

A stenographic pool combining clerical help and station files for three divisions in the Regional Office, went into effect November 17. Offices affected are the maintenance divisions of both the Communications and Plant and Structures branches and the Communications Operations division of the Operations branch.

Mrs. Alice Grossman, formerly of Contract and Procurement, is in charge of the pool, which will maintain from six to ten clerk typists and stenographers as the work load demands. All station files for each of the three divisions will be combined from now on, according to Nathan Stowell, management analyst.

"The pool will utilize time wasted under the former method when clerical help in some divisions were not busy while others had too heavy a work load," Mr. Stowell said. It will also decrease the number of persons needed and eliminate duplication of the large station files formerly kept separately by each of the three divisions."

The pool is under the supervision of V.E. Knight, chief of the Plant and Structures Maintenance division, and is located in rooms 320 and 321 on the second floor west wing of the Federal building. The chiefs of the three divisions affected will each retain a personal secretary.

Richard Pence	ZZ
Kenneth Crewdson	PM
William Steward	JD
Kenneth Carl	KP
Paul Danner	RM
William Seward	RM
Joseph Kinney	KG
Patricia Seifert	KG
William Mullaly (as OCCM)	HQ
William Stahlhut (as OCCM)	HQ
Laurence Ekstedt	UW
Mildred Horsfall	UW
Willis Avery (as SACOM)	JE

ALMOST 300 ATTEND CAA HALLOWEEN DANCE

The Civair C Club chalked up another gay social success Halloween night with its costume dance in Pioneer Hall which was attended by from 270 to 280 persons, according to A.V. Carroll, dance chairman.

More than half of those in attendance came in costumes ranging from the beautiful to the ridiculous. Prize for the best woman's costume went to Alberta Bigelow, traffic clerk at the Anchorage Station, who was captivating, though unrecognizable, as a scarecrow. Men's prize went to Harry Hegdahl, ex-CAA communicator now working for a local airline, who was equally unrecognizable with false teeth, a garishly painted face and a parka. It was not determined exactly what Mr. Hegdahl represented.

The idea of a costume ball seemed popular with CAA people as most of the costumes were excellent. Frank Swanson, whose orchestra furnished music for the affair, told committee members it was the best turn-out of costumes he has seen in Alaska.

Although more than half of the people attending purchased their tickets at the door, making it difficult to estimate the amount of refreshments needed, there seemed to be a sufficiency, thanks to the ingenuity of George Turdeau, chief of refreshments, and his helpers, Richard DeFord, Thomas Cianfrani, Robert Knuckey and Robert Pinegold.

Others contributing to the success of the party were Ralph Westover, MC, and Eugene Mars, ticket taker. Special commendation goes to Messrs. Pinegold, Turdeau and Carroll, who turned out early the next morning to clean the hall.

Highlight of the dance was the first public presentation of the new Civair C Club banner, designed by Robert T. Williams, personnel officer. About six by four feet in area, the banner consists of a white figure "8" with wings and the

WRIGHT AND LANDIS THANK PERSONNEL FOR SUGGESTIONS

A copy of a joint letter from T.P. Wright, administrator of CAA, and James M. Landis, chairman of the CAB, thanking all CAA and CAB field personnel for suggestions submitted for the revision of Part 60 of the Civil Air Regulations which went into effect October 8 was received in the Regional Office last month.

Part 60 of the Safety Regs deals with air traffic rules for all aircraft and had been under revision by the CAB for about six months prior to adoption of the final revision August 8.

The letter said in part, "We wish to thank the field personnel of the CAA and CAB for the many constructive suggestions they volunteered when this revision was under consideration. Many of these suggestions were incorporated in the new Part 60 and we regret that it was impossible to adopt all the ideas submitted -- the majority of which were very valuable, but not applicable.

"The Regulations as they now stand represent the best thinking of both the industry and our agencies and we know that field personnel will display the same fine spirit of cooperation in their enforcement that has been shown in their revision and that they will be uniformly applied throughout all the Regions.

"As aviation continues to grow and change, it will, of course, be necessary to revise this and other parts of the Regulations, and constructive suggestions for improvement of the Regulations from those intimately connected with the problem will continue to be welcomed."

words "Civair" above and "Club" below in gold letters. The background of the banner is blue. Special thanks was also extended by the committee to Marjorie Chamberlin who cut the material for the banner and Mrs. Ralph Rich who sewed it in order to have it ready for the dance.

TELETYPE AND RADIO RANGE CLASSES BEGUN NOV. 3

The four members of Class Six began their training in the Eighth region's newly-combined Teletype and Radio Range school Monday, November 3, in the school's new quarters in the west CCC building behind the Federal building.

This is the first class since the graduation of Class Five June 13 and the first to receive radio range maintenance training in addition to teletype maintenance training. Ed Jarvis continues as teletype instructor and Frank Merrithew, formerly of Communications Engineering, is in charge of radio range training.

Members of this class are Francis Hall, Kenai; Harold Ervin, Talkeetna; Jack Woods, Anchorage and James Whitney, Homer. During the first four weeks of the five-week course, students attend a one-hour daily lecture on radio range theory and spend the remaining seven hours each day on teletype maintenance instruction. The fifth week will be spent entirely on radio range laboratory work.

Equipment used in the radio range class is that which was used in the Eighth region's first radio range, installed at Ruby about seven and a half years ago. It is complete with transmitter, tuning houses, coupling unit and control equipment and was installed in the school the first of this month by Bill Knight and Ray Rivers of Communications Maintenance.

Students for the Teletype and Radio Range school are selected from the field stations in order of the amount of teletype equipment to maintain at the stations.

A separate VHF school will be established also in the building in a few months for personnel selected to man the region's new VHF repeater stations. Maintenance training on carrier teletype and carrier telegraph equipment used in

DEPARTMENT OF COMMERCE EMPLOYEES BOOKS ISSUED

Employee handbooks, setting forth personnel policies of the Department of Commerce, are now being distributed to all personnel in the Eighth region, Robert T. Williams, personnel officer, announced this month.

The books were published August 1947 and are to be issued to all employees in the Department. Personnel are urged to keep the books as a reference on matters of general interest to all employees and are cautioned not to lose or throw away their copies, as only a limited number were received.

Among subjects covered in the handbook are: the civil service pay scale, including a chart covering all P, SP, CAF and CPC positions; efficiency ratings; disciplinary action; offenses and penalties; veterans grievances; employee organizations; leave regulations; retirement and leave regulations.

NORTHWAY VHF CIRCUIT COMMISSIONED FOR ARMY

VHF transmitting and receiving equipment was commissioned at Northway on air-ground-air channel 126.18 mc. October 20 at the request of the Army Air Force to provide communication with P-80 aircraft being ferried to Fairbanks from the states.

Jet fighter planes, P-80's are equipped only with VHF radio. The circuit was installed on a temporary basis to be used only until all the planes are brought to Fairbanks. Arrangements were also made for Northway to make half-hourly weather broadcasts over the VHF circuit at eight and 36 minutes after each hour during this time.

point-to-point communications will be given. This school also will be under the supervision of Mr. Merrithew.



HOW TO DO ADMINISTRATIVE WORK FOR THE GOVERNMENT

To do administrative work for the government, you need an office, a desk with two oak boxes and three buzzers and a secretary in the next room.

As soon as you have seated yourself at your desk in what is supposed to be your office, eight men from a large moving van appear in the hallway to move 20 more government administrative assistants into your already crowded office. For the first few days, you sit quietly and hate one another.

Finally a crew of six men plug in your telephone. By this time you have learned your secretary's name, so a new secretary is assigned. They then change the number on your office door. As a result of this action, and because all government offices and all government secretaries look alike, you wander into the wrong office when you come back from lunch. You work in this new office for three days before your secretary is able to find you, whereupon you are returned to your office and chained. At this point, you are assigned a new secretary whose name sounds like Arrchavattat.

You are now ready to go to work. This determination leads you to look into the two oak boxes on your desk. People come into the office periodically and place papers into one of these boxes. It is your job to get them out of that box and into one of the other boxes. It is the other one from which, by the Grace of God, they will go to someone else.

Procedure: Put the junk into two piles on top of your desk. Try each day

to get some of it changed over from one pile to the other; then you can go home. Next day get most of the stuff back into the other pile, dribbling some into the "Outgoing" box, also being careful to dribble a little into the wastebasket. Be sure to check your name off the route list, or they will bring the damn stuff back to you. By this time a new accumulation will be found in the "Incoming" box.

In time, the piles get so high you decide to report sick and stay home a few days, hoping a lot of debris will vanish during this absence. It won't. And when you return, the piles are two feet higher, the position of your buzzer buttons have been changed, your telephone has been disconnected, a new secretary has been assigned to you, three more desks have been placed in your office and your name is no longer on the door.

A note will be found on your desk addressed to Joe. It reads, "It's on my desk, terribly important. Know you are just the man for the job. You handle it this time. I'm just swamped. If you must reach me, I'll be in conference at the Club." At this moment you open the lower left-hand drawer of your desk and a squirrel jumps out.

Obviously, the only thing to do is to hold a conference. A conference is a slightly organized method of wasting time. Habitual conferees usually lead unhappy home lives and prefer to sit in the office and jaw one another than to

(Continued on next page)

EIGHTH REGION GETS TEN NEW ARMY TRUCKS

Ten new six-by-six trucks at Port Hueneme, Calif., have been acquired by the Eighth region and are awaiting shipment to Alaska for distribution to field stations. Fred Yenney, Plant and Structures Maintenance division, said this month.

The trucks were transferred by Washington directly to CAA from the Army and are unused. They will have radios installed in them, cargo bodies put on and will be equipped with front-mounted snow plows. Some have tropic canvas cabs which will be replaced with metal cabs.

Five of them will go to stations in the Bering Sea area and five to stations in the Interior, Mr. Yenney said.

I had sworn to be a bachelor;
She had sworn to be a bride.
But I guess you know the answer;
She had nature on her side.

HOW TO DO ADMINISTRATIVE WORK

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go home and be jawed. At the conclusion of the conference, one must say, "In my opinion, we should scrap the whole project, ask for another million and start over again. I only received 16 copies of the shipping directive."

Being bling from the poison gas you have been in, you whistle for your seeing eye dog and stumble back into your office. The piles on your desk are much higher, for your desk has been placed on top of a coca-cola dispenser. The building has only 15 stories; so you can't jump to your death. Your secretary would shoot you, but of course she is not there.

Since it is now 3:30, you curl up with the squirrel in the desk drawer and sleep fitfully until dawn when it starts all over again. --"Region Air"

PNA SUES ALASKA AND NORTHERN AIRLINES

Pacific Northern Airlines this month filed suits in Third District court against Alaska Airlines and Northern Airlines objecting to what it termed "flagrant" violations of CAB regulations in regard to non-scheduled flights from Anchorage to Seattle and to points within the territory.

A.G. Woodley, president of PNA, declared, "the violations have now become so numerous and so flagrant that PNA has decided to appeal to the court for immediate relief." PNA has lost over \$6000 as a result of Northern and Alaska airlines' non-scheduled activities the past three months, the suit contends.

THREE NORTH POLES, AIR FORCE DISCOVERS

Air Force planes have made more than 100 flights over the North Pole from Alaskan bases in the past 12 months and have discovered three magnetic poles, according to CAA's Office of Aviation Information.

Until Air Force planes invaded the Arctic in large numbers last year, it was believed there was but one magnetic pole -- on Boothia Peninsula, 1750 miles northeast of Fairbanks. More than 1000 variational readings, however, showed there was a magnetic field elliptical in shape and consisting of three poles. The major pole is on Prince of Wales Island, in northwest Canada, with other poles on Boothia and Bathurst Island.

COMMENT FROM THE UNEDUCATED SOUTH DEPARTMENT:

Virgie: "The 'Mukluk Telegraph' says Fairbanks Center Personnel are learning to smoke salmon."

TJK: "Wonder which end they light."

--Sixth Region "Aero-Antics"

JOE WALSH HAS ADVENTURE AT SEA

A story of howling winds, stormy seas and eight days of being tossed around in a 50-foot boat on the Bering Sea during a trip which normally takes 24 hours was told by Joe Walsh, Plant and Structures engineer, in a report of the adventure which he brought back to the Regional Office recently.

Mr. Walsh boarded the Vicky C., owned and skippered by A. Castell, at 8:45 P.M. September 4 at Nome on his way to Gambell for the installation of a sanitary system in the control building there. In addition to Mr. Walsh, there were two other passengers and a crew consisting of the skipper, his 14-year old son June and Duffy O'Connor's boy Eddie. Following are excerpts from the day-by-day report which Mr. Walsh wrote:

"We plugged along at about seven knots and about 1 A.M. were opposite Sledge Island. It was foggy and we couldn't see the island. We fought a heavy sea and had bad cross-currents and a 40-mile wind until eight in the morning when Castell finally decided it was no use to buck it any longer.

"We only had 50 miles behind us and the sea was coming over the boat so bad only part of the time could we see the bow. It was impossible to get from the wheel house to the forward cabin, ten feet away, because of the heavy sea. The waves seemed mountain-high and the wind was whistling around the cabin so we could hardly hear each other talk. After turning around it only took us six hours to reach Sledge Island where we found a nice quiet spot in the lee of the wind."

Mr. Walsh then tells of eating a steak dinner prepared by the skipper, the first since leaving Nome, and finally turning in for some sleep. The next day the boat got underway again "with high hopes of being in Gambell in 24 hours." With a fair wind and the sea behind them, they made good time until seven that night when they ran into a head wind again and high seas. Within

ten miles of Savoonga on St. Lawrence Island, their first stop, they had to turn back at 3 A.M. the next morning, September 6.

They rode with the sea until rounding the northeast cape of St. Lawrence Island at 6 A.M. and the water became smoother. As there was such a gale from the northwest, Skipper Castell decided they might be able to reach Gambell by going around the south side of the island. However, there they also found heavy seas, decided this route would be impossible and found a quiet spot in which to anchor. That day was spent eating, reading and talking. They got Savoonga weather on the radio, reporting 30-mile northwest winds, decided they couldn't hope to get underway again until the wind changed and went to bed.

"Sept. 7: I woke at five and heard the wind howling and the rain coming down in sheets. The boat was rocking a lot so I just stayed in the sleeping bag as it was the warmest and driest spot on the boat. About nine we all piled out and got the coffee pot going and had a breakfast of bacon and eggs. We had to watch our coffee and eggs as the boat was rolling so badly it was hard to eat without spilling things. After breakfast I went up to the wheel house and tried to pick up some weather on the radio. All I could get was Bethel, and they had fine weather.

"All day long we just sat around and watched the sea go by and the thousands of ducks and geese and cormorants sitting on the water. They were swimming around in great flocks and weren't flying at all, which was a good indication that the wind was bad elsewhere for they were on their way south and no doubt just as anxious to get out of there as we were....(That night)....the wind was howling a gale and the rain was coming down hard. It was a very miserable night to be sitting out in the pitch dark in a 50-foot boat just tossing around."

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According to the report, things remained the same the next day, September 8, with Savoonga still reporting high winds. At noon the FBV from Nome flew over, evidently looking for the Vicky C. "They circled us a few times, evidently counting heads, and we waved to them and they then headed out for home. It did seem good to know the folks at home would know we were still safe and sound."

The next two days the weather was the same and the passengers and crew of the Vicky C. spent the time eating, listening to the radio, dozing and listening to the skipper tell of his many adventurous years in the Arctic.

September 11 the FBV came back again. The plane got the weather from Gambell by radio and the Vicky C. put a boat ashore with the two boys in it. The plane dropped a note to the boys, telling them that Gambell weather was improving and ought to be good by the time the boat got there and asking them to signal if everything was all right. After having trouble with a run-down battery, the crew finally got the engine going again and the boat headed once more for Savoonga.

"We had fine going until we got around the cape and out into the open sea again. There, again, we ran into strong winds and a heavy sea. We could not stand up without holding on to something and the sea was coming over the boat so hard that most of the time we couldn't see the bow. Waves were coming from all directions, due to the cross-currents and that made the boat toss terribly. After two hours of just rolling and pitching and tossing about and making no headway at all against the



wind and waves, Castell decided we might as well turn around and try the south side of the island.

"We could see the waves dashing 50 feet in the air against the rocks along the coastline and I was certainly glad that Diesel engine wasn't missing any beats. We had no sails on board. If we had I would not have been the least bit concerned. Castell, being the old salt that he is, could pull out of most any tough spot as long as he has a sail."

After rounding the cape the weather was fair again, according to the report. Then followed the tricky business of getting the boat through waters with many rocks and shoals. After midnight, the skipper went to bed and his 14-year old son took the wheel and guided the boat through the dangerous waters.

"Sept. 12: After breakfast we just sat around and watched the shoreline go by and watched the many millions of ducks of all kinds swimming about. Some of them were so fat they couldn't get up enough flying speed to get off the water when we came by so they would dive to get away from us. Southwest Cape soon came into view and when we neared it we saw many hundreds of sea lions on the rocks. We went up quite close to them and could hear them bellow. It seemed there were thousands of them for the rocks were simply covered with them."

Mr. Walsh reports he then turned in for awhile and awoke about noon as the boat was in sight of Gambell. They dropped anchor at 1:30 P.M. and some natives came out in skin boats and took the men and baggage ashore. After getting situated and unloaded, the passengers bid the skipper goodbye and went ashore to shower and clean away the eight days of dirt that accumulated during the trip when fresh water could be used for drinking only.

"It was a nice trip," Mr. Walsh said at the end of his account, "one I would not have missed for a million dollars, but I wouldn't give a nickel a dozen for any more like it."

HAINES

WRITES ABOUT PERFORATOR GISMO

The following little bit of information might (I say might) possibly one day be included in Baker Six and Seven-Eighths. It appears to have been written by some disgruntled ACCCM for the benefit of his co-workers, and when included in B 6 and 7/8 might be titled: "How Not to Load a Perforator."

As the pilot said to Dobbie, "This is a suggestion, not a criticism." (Anyway, I don't know who did it.)

In order to load the perforator, one must remove the wooden gismo in the roll in order to place same over the comparable wooden gismo on the perforator which is fastened down with a spindle in the middle and the mustard on top. That is fine -- remove the wooden gismo if you must (and you must or you won't get anywhere) and throw it away, take it home to the wife and kids or save 15,000 and send them into the Regional Office, for which you will receive a nasty letter from the Warehouse, or do anything you like with it. It makes no difference to me.

But then we come to the cardboard gismo which is inside the roll and was around the wooden gismo. (The wooden gismo by now, I presume has been disposed of, leaving a hole surrounded by the cardboard gismo like a doughnut, only harder.) This cardboard gismo, like the wooden gismo, was built by the Consolidated Gismo Co. of Gismo, Mich., and was designed to be left surrounding the hole which is the result of removing the wooden gismo.

If one removes the cardboard gismo from the hole left by the removal of the wooden gismo, the hole is then too large to fit correctly on the wooden gismo on the perforator with the spindle in the middle. As a result, the roll of tape hangs on the wooden gismo and does not revolve freely and the tape becomes tightened throughout its length on its

path through the perforator and soon exceeds its tensile strength and the only thing left for it to do is break. Which it did. Twice. In the middle of a sequence. The fact that I didn't miss the Seq is due, no doubt, to my great manual dexterity in rethreading the tape in the perforator in the amazing time of seven minutes flat, and the fact that the tape broke after I had poked my weather.

But it could have broken before which is just a matter of seconds, and you might be tempted to say, "What is a few seconds between friends?" But the point of the thing is, that if it had broken before I poked my weather, then we would no longer be friends. Anyhoo, the roll with missing cardboard gismo is now stashed away in the tape cabinet in hopes the chief will dash off a requisition to the Consolidated Gismo Co. of Gismo, Mich., for a new cardboard gismo or just throw the damn thing away.

It is interesting to note that the wooden gismo on the perforator with the spindle is not manufactured by the Consolidated Gismo Co. of Gismo, Mich., but by the Consolidated Gismo Co., Pty., Ltd., of Rockhampton, Queensland, Australia.

The above gismo takes the place of the usual Haines poem, due to the fact that the walls of the smokehouse, on which the composing is usually done, were being painted.

Dobbie Stadt has submitted her resignation effective November 20 and will pack up her bug, close down her restaurant and depart for Oregon. She couldn't find a house without holes and so figured that there was no percentage in spending all her salary on fuel oil.

-- CARL SHUTE

A shoulder strap is what keeps an attraction from becoming a sensation.

ANCHORAGE ASTERISKS

High spots of the month were not so high....When you look back over a month, many incidents lose their seeming importance with the perspective of time. So that as it may, various important and not so important persons continue to spout off about statehood for Alaska. Early last month no less a person than "Cap" Lathrop defended his anti-statehood stand on the very logical grounds that it could not possibly be financed with the known present territorial income.

Anchorage visitors will no longer have to find a place to flop. The city council has approved a request for bars and night clubs in the city to remain open all night week days -- and the city jail is always open!

The ASS (Alaska Steamship) "Serving Alaska" seems to work in reverse. A barge line was formed to serve Alaskan ports at a 35% reduction in freight rates. All set to go, the barge line was stymied when our "Serving Alaska" friend protested to the Maritime Commission mostly on the grounds that ASS would lose business.

On the way to better rates for Alaskans are Alaska Airlines and Pan American; both companies announced decreased air freight rates to Alaskan points during the month.

Grade school children in Anchorage are lucky--or are they? Due to lack of facilities, grade schools operate in two shifts, 9 to 12 AM and 1 to 5 PM; thus each child gets four hours schooling per day.

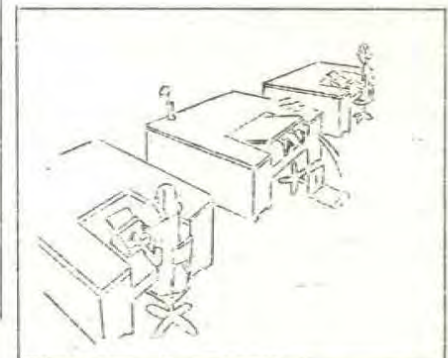
The CAA Halloween Dance is no doubt ably reported elsewhere herein. The pay-off for three heroic souls was getting to bed between 6 and 7 AM and then hitting the deck at Pioneer Hall at 8:30 AM to clean up the joint. Some of that hi-powered punch was left, which helped.

What price justice in the municipal court? We give you the case of John Doe charged with rifling the pockets of another man. The person whose pockets were fished testified in the trial that the culprit was a friend of his for ten years, and welcome to anything he had. Result: fined \$50. Second case: A woman called the police late at night after returning from work, pointed out a broken door lock and disclosed a man under her bed. The charge: breaking and entering. The result: case dismissed.

CAA'ers should glance at the coming year's calendar. Forty hour week workers will find it a lean year for holidays at Uncle's expense; just two after Jan. 1, 1948 -- Labor Day and Thanksgiving. And Jan. 1, 1949, falls on a Saturday, too.

Motorists can copy: We hear tell of a new car, the Davis, manufactured in Los Angeles, 58 HP engine, 116 MPH, \$995 FOB L.A. Glitch may be the three-wheeled design.

I had a little worm,
His name was Motor;
I put him in a box,
And out bored Motor.



--Saturday Evening Post

ACCOUNTS

GIRLS SPEND WEEKEND AT TALKEETNA

The Accounts section has settled down for the winter now, we hope, after an almost complete turnover in personnel. We'll miss our old friends but also feel lucky in acquiring new girls like Alice Brown, Lucille Wood and Ethel Risoff.

Georgia Carr left us October 31 after 15 months as head bookkeeper. She said she hadn't made up her mind whether to go north and get that fish-wheel or take another flyer outside. We bade her a teary farewell at the La Femme Club that noon. To brighten such a sad affair as Georgia's leaving we threw in a "Happy Birthday" for Frances King, chief of the Disbursing unit.

By the way, Frances became a proud grandmother November 2. A long-distance call from Virginia, from son-in-law Pete, brought the glad tidings of the arrival of Hugh King Peterson, six pounds. We have all been sweating it out these many months with Frances and Hugh and now we can all relax. Seriously though, we're all very happy for the new grandparents and know they'll spoil the child just as all grandparents spoil all grandchildren.

Sylvia Von Curler is quite the "figure" in Accounts these days. With a "DuBarry Couse" in one hand and armed with carrots, apples, oranges and pure, cool water during "snack time" she's really making us gals conscious of our waist-lines...These gals with perseverance!

Evelyn Hedlund just returned from a six weeks vacation in Chicago, where she and her husband visited relatives. They had a nice flight out, but driving back over the highway the mud just about bogged down their spirits as well as their car. Yes, we just about lost 'em. But no wonder - on a short drive out of Chicago to the country (40 miles) she and Lervey bought a dozen fresh ears of corn on the cob for 35¢; apples, two pounds for 29¢ -- Gee, what a place to shop for that Thanksgiving dinner!

Dorothy Gschwend and your reporter spent an interesting weekend at Talkeetna a couple of weeks ago, where Dorothy renewed old acquaintances and I met some swell new friends. Ed Musgrove, chief communicator at the CAA station there, tried to explain what Ed Shields was doing in all the clatter and bang of the station and we tried to explain to him what all those numbers meant on the payroll sheets. I don't think we cleared away much haze either way, but it is fun to know how the "other half" works.

Theda Musgrove put on the coffee pot when we returned from our "field inspection" and told us all about the big wedding party they had for Joanne Behnub and Edward Hollier. We called on Betty Shields and would like to have kidnapped one of those beautiful little brown-eyed girls of hers.

The highlight of the weekend was the school-house dance Saturday night. Every one was there, from the pretty prin school teacher to the miners in hip boots, with a generous sprinkling of kids of all ages. We want to go back there for sure! Maybe to make the next "Inkluk Shuffle."

-- GRACE SINCLAIR

Georgia Carr upon entering the post office at noon one day was confronted by a young gentleman who had been frantically reading over the building directory in search of the Health Department. Now Georgia, after a full lunch, was not too alert and could not help the man, excused herself and returned to work, where she asked the members of Accounts:

"Just where would you go to get a birth certificate for your baby?"

Mrs. Frank Merrithew (Flora), brightly volunteered, "I would just go to the General Delivery Window!"

-- CLEA HARVICK

SPEER AND FINEGOLD GET REGIONAL OFFICE POSITIONS

Two former chief aircraft communicators have recently transferred from field assignments to administrative positions in the Regional Office. Vincent Speer, Kodiak, and Robert Finegold, Cordova, are now airways operations specialists in the Operations branch.

Mr. Speer came to the Eighth region in June, 1941, by way of Nebraska and Missouri, where he was also employed by the CAA. His first Alaskan assignment was at Kodiak in the early days of that station, after which he passed progressively through the Anchorage station as aircraft communicator and the Northway, Fairbanks and Kodiak stations as chief aircraft communicator.

Being at one time from the "show me" state, Mr. Speer had to see for himself if Alaska was a good place to be. Apparently he has seen. Mr. Speer and wife have purchased a home in Anchorage.

Mr. Finegold entered on duty with the CAA in the Third region and subsequently came to the Eighth region in June, 1942, for assignment to one of the most beautiful spots in Alaska -- Haines. From Haines he went to Gambell as chief aircraft communicator, and then in the same capacity to Yakutat and Cordova with an interim period of interstate and overseas communicator duty at Anchorage.

Diving into Mr. Finegold's personal history, in which there are some things of interest, we came upon the believe-it-or-not fact that Bob was not only the first CAA employee married at Gambell, but he and his wife, Irene, were the first white couple ever to be married there.

Irene came all the way from Michigan for the event; Jack Jefford, our handy man, was best man and Pat Goodrich, wife of Communicator Walton Goodrich (Juncos) was matron-of-honor. The groom has regrettably forgotten who gave the bride away, but he knows he got her, which was

CIRCUIT AT UNALAKLEET COMMISSIONED SEPTEMBER 23

Circuit E458 was commissioned at Unalakleet for the necessary accommodation of Alaska Airlines September 23. E458 is an air-ground circuit for supplying communications services to air carriers in addition to the regular radio range channels.

The frequencies employed at Unalakleet are 2946 and 5672.5 kcs. and the hours of operation are currently 16 hours a day on Monday, Wednesday, Friday and Saturday. The service is a requirement in connection with the CAA certification of Alaska Airlines over the Anchorage-Nome route. Other stations on the airway also supplying E458 communications are Anchorage, McGrath and Nome.

TWO AND TWO ARE FOUR

EDITOR UNKLUK TELEGRAPH:
REFERENCE THE HULEN TEAPOT TEST OVER THE VALUE OF 2 AND 2, HERE IS THE STRAIGHT COODS ON IT. WHILE IT IS CONTRARY TO MY POLICY TO ARGUE WITH HULEN ON ANY QUESTION, I MUST CONCEDE HE HAS SWUNG AROUND TO THE WINNING SIDE THIS ONCE, ALTHOUGH HE MIGHT CHANGE OVER WHEN HE READS THIS.

FACT OF THE MATTER IS, THERE ARE TWO TWO'S, THEREFORE PLURAL, AND THEREFORE THEY ARE FOUR (Q.E.D.)* HOWEVER, THEIR SUM IS FOUR. DAVE'S CONCLUDES IN THIS, AND WHAT BETTER AUTHORITY COULD YOU ASK.

-- YE 'OL S.O.C.

*(Q.E.D.) The SOC is a very erudite gentleman. This is a Latin symbol appearing in texts and means "that which was to be proved." --Ed.

the most important thing, of course. Travel opportunities being very limited on St. Lawrence Island, the Finegolds had to be content with a walk down the beach for a honeymoon. They have two boys, ages one and three, and the family expects soon to take up residence in Anchorage.



CAA'S SANTA CLAUS RUN

It's a long hop to the nearest grocery store at many of CAA's isolated field stations in Northern and Interior Alaska; but thanks to the annual "Santa Claus Run" of Jack Jefford, and his Flight Inspection staff, Christmas dinner tables at these places are loaded with as many tasty fresh holiday items as those in the more-populated parts of the territory.

The "Santa Claus Run" begins about a week or ten days before Christmas, when Jefford and his six CAA pilots start out on their now-traditional deliveries of Christmas food bundles by air to CAA personnel at 20 or more field stations who otherwise might dine on canned sausage and dried prunes come December 25.

The food is packaged for delivery by the Regional Commissary, which sends out dispatches to the stations a month or more before Christmas requesting that orders be sent in. Among delicacies delivered to the doors of our hardy CAA pioneers are turkeys, cranberries, green produce, candy and nuts. The Commissary is already beginning to assemble orders for this year's Christmas dinners.

The Flight Inspection staff began the Santa Claus Run about 1941 when CAA had only Cessna planes with which to make deliveries. During its six years of operation so far only one of the stations on the run has been missed, and that is Moses Point which couldn't be reached in the 1944 Christmas season because of bad weather.

The Flight Inspection staff now has a fleet of planes and a staff of pilots to fly its Christmas deliveries that makes the original Santa Claus and his reindeer seem like a very haphazard arrangement. NC-14, the first DC-3, was acquired in May of 1943, NC-5 arrived in November of 1945 and NC-62 joined the fleet in the summer of 1946. In addition to the "Dougs" there are two Beechcrafts and three Norsemen.

The pilots who fly these planes are Mr. Jefford, Jim Hurst, Morgan Davies, Charlie Wayer, "Fuzz" Rogers, Jim Pfeffer and Bill Hanson.

This year for the first time turkeys will also be delivered to some stations for Thanksgiving. "We won't be making any special Thanksgiving trips," Mr. Jefford said, "but if any stations have requested birds and we are going that way we'll put them on board." The first of the Thanksgiving deliveries went out November 13.

The first years of the Santa Claus Run were the most exciting, according to Jefford. At that time the stations were more isolated than they are now, with few, if any, personnel owning their own planes and commercial air service much more limited than it is now. In those days when a CAA plane, loaded with Christmas goodies, descended at any out-of-the-way station, it was an event which caused all the people in the community to come out and watch.

All the stations are on the run except Fairbanks, those in Southeastern (Continued on next page)

(Continued from page 14)

and a few others which have access to local food supplies. The run lasts for a week or so and is broken down into regular organized trips. One of them is to Bethel, Aniak, McGrath and return. Another is to Kenai, Homer, Maknek, Fort Heiden, Iliamna and return. A trip to the north takes in Galena, Tanana, Bettles, Gulkana, Northway and Big Delta. The only overnight trip is the one to Nome which also stops at Gambell, Kotzebue, Farewell, Moses Point and Unalakleet.

Favorite food item among the Christmas deliveries seems to be the fresh green produce, according to Mr. Jefford. "They can always bake a ham or something," he said, "but fresh green stuff is the real treat."

Even more important than the fresh produce, however, are the real, genuine Christmas trees which the pilots take on their run to Nome, Moses Point, Kotzebue and Gambell, where no trees grow. "The trees we first took into Gambell in 1942 were the first trees the Eskimos there had ever seen," Jefford said.

The pilots got the idea of including trees in the deliveries to these places after stopping in Kotzebue in 1941. "One of the radio electricians there had made a make-believe Christmas tree," Jefford explained. "It was a broom stick fastened in a wooden base with slanted sticks stuck into the side of it. He had covered it with green cloth and cut tobacco cans into spiral strips for decoration."

It is traditional now in the Regional Office for men from all the branches to go out a few days before the Nome run and gather enough trees so each CAA house in these treeless Arctic stations can have one. CAA also delivers a tree to the native school and one to the minister each year at Gambell.

Although only one station has been missed so far in the six years of the run, Farewell came close to it that same year, 1944. The weather there also was too bad to try a landing, so the plane

came back on in to Anchorage, arriving about 8 PM December 24.

That night one of the communicators at Farewell was taken seriously ill and the Flight Inspection staff prepared to go back to the station and make an emergency landing in spite of the bad weather. The Christmas bundles were loaded back into the plane and a crew was gotten together which included Edna Thompson, who works at the CAA hangar, and A.V. Carroll, operations specialist.

Miss Thompson, who is a registered nurse, was at a Christmas Eve party when the emergency message came through. She came along anyway, appropriately dressed for a Christmas mercy errand in a long white gown, Mr. Jefford recalls.

Meanwhile there was another emergency at Farewell. One of the mechanics had caught his fingers in a diesel engine fan and had them cut badly. The plane landed at the station this time, hopped over to McGrath and back to pick up a replacement for the injured mechanic and arrived back in Anchorage about 4:30 AM Christmas day. But Farewell had turkey for Christmas dinner that day.

Although the Santa Claus Run is a very nice thing, it isn't the liesurely sort of holiday affair usually associated with the dropping off of Christmas packages at peoples' houses.

"We don't have time to stop and have tea and tarts with the people," Mr. Jefford said. "When it's 30, 40 and 50 degrees below and the days are only a few hours long, we try to get in and out as fast as possible. We call them on the radio before we land to get ready for us and stay at each place just long enough to unload. The stuff in the planes would freeze if we tarried, in fact we have to cover it every time we open the doors."

He says the Santa Claus Run has more the air of a "hi-ball express" than a Christmas party, but after all, old St. Nick himself has to get around pretty fast to make all the stops on his run.

NC-14 FLIES EAST

It doesn't seem as if many fellows have been on the air lately, as only one report (from KL7MK) has been received this month. In fact, KL-land has been so dead we've heard that W's are beginning to complain about it. Could be that "fall slump"?

Russ, the OM at KL7MK, reports the following, via Jack at KL7CL: He sez, "Hello to Schofield and Juffman." And also, KL7ED, Moses Point, is doing FB with his 2-wave vertical on 40. And he had a couple of nice QSO's w/ KL7IS-Dick at Shungnak. He, also, is using a 2-wave vertical.

KL7JI at Moses Point, and also Dick, is 590X thr in YO, but Chat, KL7HX at Point Home, heard him QRK-2 a couple of weeks ago and that he was over on the other side of Alaska. Actually he was just trying to load his rhombic on 40 mtrs. Got an RST 599 out of KL7KU who is Paul at KPQD in Anchorage.

KL7JS over in UW is on 80. Russ, KL7MK, tried to work him cross-band but 7JS couldn't read him so he thinks that he was probably having skip trouble and jumping clear over him. KL7MK also called CQ the other evening and the first call brot in ZL2FI and ZL3CV.

Most all stns hv bn rptg aurora trbl and poor condx to the states the most of last month, altho the past week condx on ten hv bn gud with the MUF often going above 50 mc/s.

Hv seen in some of the magazines that drastic changes in commercial tickets hv bn planned and may soon be in effect. FCC hr in HQ concurs. Biggest effect will be in radio-telephone licenses. It is planned to have at least three new grades of broadcast tickets, and highest will include an examination on television. This grade will allow the holder to be chief in any and all stns of any power, but only holders of this grade will be allowed to be chiefs in stns of

CAA plane NC-14 was flown to Oklahoma City by pilots Jim Hurst and Jim Pfeiffer October 28 to have its wings changed. Herb Enberg, chief of the Aircraft Service section and John Froeland, aircraft flight mechanic, accompanied them.

more than 50 kw. Thr are like provision in the lower grades. Next month, I will try to have more detailed data on these licenses, as at present the FCC hr in E has not read the new licenses or exams.

Nearly everyone has heard of the two fellows piloting sub planes 'round the world, Evans and Truman, but do know how their traffic and progress reports to their home base in Washington D.C., were handled (or does anyone care?). Anyway, amateur radio again came to the rescue.

From the time the flyers left Shemy in the Aleutians until they landed at Elmendorf Field in Anchorage, progress reports and other pertinent data were obtained from ATC by KL7HU and relayed to KL7AH, who in turn relayed them, A-on ten meters, direct to W3WED in Mary land who stayed in constant touch with the flyers' managers and wives. After their arrival in Anchorage, the flyer contacted their wives directly on Jack's rig (it consists of a messner Signa Shifter directly driving an HK-257B and a Belliersforts! SX-42).

Jack (KL7AH) is one of the local RI's. Condex were gud up until Friday November 7, and we could work W3WED direct from about 1100 AST to 1630 AST. An end fed long wire, about 60 feet of the ground, was used for the antenna.

I would appreciate more news from the field, OM's, so shoot me a line or let me know who you are working, how d and condx are, who you are and what you are doing or planning to do with your rigs. Tanks Chums and 73 fm

-- DAVE W. CROCKETT

MC GRATH

ENJOYS DANCING PARTIES

With circuit 301X receiving facilities installed, Ed Grinstead has departed McGrath for Anchorage headquarters. He enjoyed his barbed comments and easy efficiency during his short stay here.

Kenneth Hager was a recent visitor on a tour of maintenance inspection, and Ernest Putnam spent a few days here assisting Grinstead.

A new TIV transmitter to be used on E458 is being installed by Dan Rogers and Buck Webb. The new transmitter should relieve the broken nails and shortened tempers resultant of hasty dialling from 305 to E458.

Halloween was the occasion for numerous parties and dances. "Lena the Hyena" was awarded first prize at the masquerade and proved to be Dorothy Slone when unmasked.

The Firemen's Club Medical Benefit dance, efficiently managed by John Cooksey, SGM Allen I. Slone and Oscar "Flying Cowboy" Winchell, was a huge success enjoyed by the entire populace and a plane load of passengers enroute to Nome. Proceeds will be used to maintain the first aid room, located at the home of Florence Winchell, registered nurse.

Vern Domogalla reluctantly returned to duty from an annual leave spent hunting and loafing to allow the former June Gadd to vacation with husband Paul Gaisel.

Dorothy Bryant's name has been added to the roster of certified air-ground communicators and she celebrated the event by becoming a "Kid-watch Mabel."

LaVere, alias Clarence L. Estes, is busy studying for certification exams. After addressing him as Clarence for two weeks with little or no response, we found his mama calls him LaVere.

Mr. and Mrs. Raymond Schneider recently entertained with a house-warming at their home in the village. Schneider, general mechanic, comes to McGrath after spending 18 months at Shemya.

BEGINNING:

MUTTERING MIT MOE

"Look Daws," said Mohayre, blinking his beautiful green eyes acisily and rustling the pages of the last issue of ISUKLUK, "why don't you give that editor person a break and let her know what does in the region as you move your rheumatic bones around?"

"What say, chum?" queried the traveling mechanic, tentatively raising his head and lifting his beard out of the way as he reached for a cigarette. "You mean--me--er--write something?"

"Yah, you know," continued Moe, "like when we saw Rosenau down at Heiden - and the Potosky's and that nice lunch they kicked together for Jim Pfeiffer and us at Unalakleet -- oh, and about Joe Gerth at Kotzebue and those Northern Lights -- Aw, there's a thousand things you could say. Maybe some of those other characters in the Eighth might like to know what we do and see bouncing around."

"Humm, not a bad idea--let me think a minute," said the TM, closing his eyes and muttering in his whiskers, "Stads, Kulus, Fran Abbott, Robbins, Dave Dishaw, Rose..." and on that thought a rising crescendo of snores caused Moe to shake his shaggy head with a baleful look, turn around three times to flatten the tundra grass and collapse with a sleepy grunt alongside his master.

NOTE: Mohayre, pronounced "Moe-hair," is an ex-Gambell Siberian Husky of somewhat doubtful lineage, the closest connection probably being a bedraggled, moth-eaten batmat. At the expense of much patience, Moe learned to bark in English and his pithy, peripatetic musings will appear in a forthcoming issue.

-- JOHN DAWS

Audrone Lind was elected president and Marie Carver, secretary-treasurer of the McGrath Women's Club at the November meeting. Plans are now progressing for the community Christmas party which is sponsored annually by the Women's Club.

-- ANN M. DOMOGALLA

GALENA

WELCOMES GENTLEMAN OF WEATHER BUREAU

If someone would check up on the present personnel at Galena, he would find that only one of them spent the winter here last year. Good old Rufe stuck by to guide the young ones through the winter. Such is the job of MTIC.

Kearney and Winn Kuhl departed after an extended visit at GQ for their new jobs at Big Delta. Couey, after a leave in the states, reported in at Juneau way down in the Tanana Belt country. Dick "Trader" Stein made his grade seven, and two days later transferred to HQ as relief communicator. Guess the Regional Office was looking out for the welfare of the Anchorage citizenry, as we hear he turned up at Farwell a couple of days after leaving here.

New personnel recently arrived here are the new CACOM Bob Boblenz and wife Pat from Sitka. After one good look around the station the new chief said, "Oh well, we're here now so we might as well stay." Ralph Euffer, wife Rose and sons Dick and Jimmy arrived after a quick trip from Fairbanks in time to catch everyone unprepared. They declined to make a statement.

George Wood of Texas and Harry Hurt from the Oklahoma City training center have arrived, and both agreed it would be a cold winter without adequate clothing. Seems as though the training center boys haven't been around the territory much during the winter and recommend sending new communicators to Alaska without any cold weather gear. For now personnel who haven't lived in Interior Alaska, it would seem proper to recommend some long handles, wool shirts, wool socks, mitts and overshoes, to say the least, instead of advising them to wait until they arrive at their new stations (maybe 200 miles from the nearest store where clothing can be obtained) to get their winter clothing.

Harry has decided to give a course of instruction to the old sourdoughs on the gentle art of ping pong, while Ed Jones and his dog team are giving the light snow the first test. Mrs. Jones brought

Michael Loren home from Fairbanks and the only thing Ed has taught him so far is to yell "mush." Tosco had been looking forward to the first of November to return to work, while Ed will change the diapers on the dogs and teach the boy to mush.

Don Slonecker is peacefully waiting for the spring break-up so he can try his new outboard to see if it works as well on the boat as it does as a mixer. His wife claims it is nice, but a little awkward to start.

Odis Spikes and George Wood are the students of Ed Jones in their ventures toward making a good ham. Spikes holds the title of being the only communicator to receive his weather certificate in time to sign it and return it to the Regional Office.

The Weather Bureau has moved in and we hope they will stay for a long time. None of us were looking forward with much relish to taking those observations these cold winter days and nights. Officer-in-charge Norm Laurich of Kotzebue, assisted by Paul Fullerton of Bethel and Fairbanks, Manuel Holt of Barrow and Claire Sasser of McGrath, all came in and set up operations and have now taken the complete job upon themselves.

The gentlemen of the Bureau, being ex-Army pilots, spend a good deal of time "hangar flying" when they should be home with their families. The whole group is now settling down for the winter and are prepared for the cold weather and snow ahead. With the families all going inside for the winter, only one will not be hearing the patter of little feet on the floor. His only comment is "I've been too darn busy with my new chief's duties." Such is the bitter fruit of success.

In the maintenance department, we have John Sheldon and family from Talkeetna, Ed Cook from Summit, Ross Cook from Bettles, Jim Hay and family formerly of the USATS down the chain and Claude Spande, fresh from Seattle.

SAD SACK OF THE RADIO SHACK

"THE GREAT DAY"



CEMO FINALLY SPEAKS

Twas ust vun September morning
Ven der sun vas peeping out
Dot CEMO went a-fishing
Acht! You shud have been about.
Der vas Mayer, Turner, Robbie
Vilde and Yessie too
Dot went a-fishin' on dot trip--
Now don't you wish twas you?

No wife nor husband accompanied dem
Now don you tink dot fun?
I tell you 'bout dot trip ve took,
About each individual vun.
But first I tell our tale of vee
Und why ve wish ve didn't go.

Cud ve help it cause der sun stop shino
Und te in-jack der clouds recline?
I say ve no cud help it...NO!
Dot it decided it vud snow.
Ve shiver and ve shake as ve sit
on der lake,
Der knights of old wouldn't a-been
so bold
As to sit on der lake and quake.

So vot did ve do, ve leaf it to you;
Der vives, der husbands, dey doubt
vat ve say.
Ve come right home ven ve got away,
Ve do vat ve do, ve do vat ve say,
But like der rule, dey bray and dey bray.
However, ve be tired of abusss,
Ve no haff the time now to give
der excuses.
So now to der yingles and yangles ve go,
Und maybe you see why ve haff
to go slow.

Der vas an old man named Mayer,
Who for der gals had a particuler flair.
He said he went fishin',
But vas out with two chickens,
So his wife pulled out half his hair.

Der vas an old rooster called Turnna,
Whose wife declared that he sprurda.
He also went fishin'
And since has been vishin'
That she hadn't been quite so burnda.

Der vas a young lady named Yessie,
Four liddle fish did she catchee.
They vere of such size
That all of dem lies
In der bottem of der lake at Wasilee.

(Continued on next page)

the following selection was written
for, and dedicated to, two girls at
Merrill Field....

LAMENT OF A DISILLUSIONED YOUNG MAN

To those who follow in our wake
And decide to quit "for a woman's sake."
(For those who have found that
"One and only")
Here kind and considerate women
I never knew,
Of these the world has far too few,
Their charm and grace and gentle touch
To a lonely man mean very much.

Though they possess these attributes,
They can be monsters, beasts, yes --
-- and even brutes.
Nature's beauties can be a deadly species
This we know if we study the "SEX."
To have her is a taste of hell or heaven
Like the dice game's Number Seven.

And when you pick up the dice --
or pick up a dame --
It's still just luck if you win the game!

one of whom answered with this
pertinent, though not original,
jingle....

Women have many faults
Men have only two--
Everything they say
And everything they do.

SITKA

WANTS TO FILL ALL HOUSES BY CHRISTMAS

Can anyone tell us the difference between "rain showers" and "intermittent light rain"? Well, it doesn't matter anyway as the rain has been pushed into the background this past month with the wind running rampant. In fact one hardly gets a chance to get wet -- a rain shower comes up and before it has a chance to precip, it's over the hill.

Well, like we once said, never a dull moment in Sitka. We have all begun holding our breath for the 48-hour week coming up since the departure of Mr. Halsten from Sheep Mountain. Think we will make it this time. Wonder what's holding up Mr. Smith of Fairbanks? Bet he'd like to know too. Hmm--well we are very patient people down here and surely

CEMO

(Continued from page 20)

Der was also a lady called Willie
Said "A-fishin' I'll go willie-willie.
She fell in der lake
Came up with a shake
Now, isn't our Willie silly?

And last, but not least is young Robbins
Vent a-fishin' mit two liddle bobbins.
All he caught vas a cold
Our story is told ---
Mama whacked him til' his head
was a-throbbin'.

The vuns ve left behind
To do der dirty work
Were Phil DeFord and Unger too.
Der jobs dey did not shirk,
Dey piled up discrepancies
And worked away like beavers,
Vhilo, sad to toll, der rest of us
Came home with chills and fevers.

- also ran -

There was a young man called SHK
Who had a pipe in which he burned hay.
One day to his surprise
His wife blackened both eyes
And allowed he could sleep in the bay.

if we just hold on we will be fixed up pretty.

We have some changes, some temporary and some permanent. Mr. Marchant, MTC, is Outside in the sunshine, we hope, and Mr. Sunden, late of Cape Nome, is acting in Mr. Marchant's absence. A very nice fellow, Mr. Sunden. We wonder how come he is still single with all the nice gals up Nome way. We haven't any eligibles here on Japenski but the town of Sitka is blooming. We'll see what we can do.

Mr. Butcher, late of Port Haiden, is mechanic for Sitka and Biorka. He will relieve Art Hall for a long-awaited vacation. He and his wife and three children are welcome additions to our village. Frank White is still batching out at Biorka, patiently waiting his relief so he can join his wife and three girls in here. The family moved in to put two of the girls in school this fall.

The Halbasch's arrived October 1. They came to us from Northway, and what was Northway's loss was our gain -- nice people. Of course, we knew them when, and looked forward to their arrival. Ey, how Judy has grown.

We have a goal -- all houses full by Christmas. One to go after the arrival of Mr. Halsten. Of course it is reserved for Mr. Smith -- hope he can make it. There are ten houses in Igorotti Village and all were painted inside and out this summer and are just waiting to be lived in.

Mr. Youppi, our chief, is on vacation. He's staying home and enjoying the privilege of sleeping in each morning. Of course, the lights over town are burning more brilliantly than ever--nothing like a vacation among friends.

Well, everyone just stopped holding his breath. Mr. Halsten arrived with wife and baby. Sure looks good to us. More about them next time.

-- YOUR SITKA WIND-SOCK

PERSONNEL OFFICER'S CORNER

TYPES OF CIVIL SERVICE APPOINTMENTS

As the Personnel division frequently receives questions from field personnel inquiring about the various types of civil service appointments, the following brief summary of the several kinds of appointments held by personnel of the Eighth region may be of general interest.

At present all positions in Alaska are classed as "excepted positions." That is, the employing agency is not required to fill such positions through the regular competitive civil service procedure. However, the agency may fill excepted positions through the regular competitive procedure by the transfer, reinstatement, reassignment or promotion of persons who may be eligible for such action by virtue of their competitive (permanent) status. Positions may also be filled by transferring, reassigning or promoting persons with War Service status. Positions in the Eighth region have been filled through all of the above methods; therefore, at present CAA employees in Alaska are serving under the following types of appointments:

- A - Competitive (permanent) appointments
- B - War Service Indefinite appointments
- C - Excepted appointments under Schedule A-1-ix of indefinite duration
- D - Excepted appointments under Schedule A-1-ix of temporary duration specifically limited to periods of one year or less.

The application of regulations dealing with such matters as retirement, leave, reduction-in-force, employee rights in connection with removal actions, periodic salary advancements and eligibility for transfer to positions outside of Alaska may differ according to the type of appointment held. Following are the more important ways in which the different types of appointments may affect employees of the Eighth region.

- A - A person serving under a Competitive (permanent) appointment is subject to the Civil Service Retirement Act; is considered permanent for leave purposes; is given preference over war service and temporary appointees under reduction-in-force procedures; may not be removed except for such cause as will promote the efficiency of the service and will be given the opportunity

to reply to charges; is eligible for transfer or reinstatement to other positions in the federal service for which he is qualified; is eligible for periodic within-grade salary advancements.

- B - A person serving under a War Service Indefinite appointment is subject to the Retirement Act; is considered permanent for leave purposes; is given preference over temporary employees under reduction-in-force procedures; under CAA policy may not be removed for cause without being given the opportunity to reply to charges; is eligible for transfer to those positions in the federal service for which he is qualified and for which the Civil Service Commission has not yet held competitive examinations and established registers of eligibles for probational appointment; is eligible for periodic within-grade salary advancements.

- C - A person serving under an Excepted (Schedule A-1-ix) appointment not limited to a period of one year or less is subject to the Retirement Act; is considered permanent for leave purposes; is given preference over war service employees and temporary appointees under reduction-in-force procedures and is on equal standing with a permanent employee in this regard; under CAA policy, will not be removed for cause without being given the opportunity to reply to charges providing he has completed one year of service under such appointment; is not eligible for transfer or reinstatement to positions outside of Alaska which are in the competitive federal service; is eligible for periodic within-grade salary advancements.

- D - A person serving under a Temporary Excepted appointment (Schedule A-1-ix) specifically limited to a period of one year or less is not subject to the Retirement Act; is considered temporary for leave purposes; is in the lowest general retention group under reduction-in-force regulations; is not eligible for transfer to other positions; does not have the rights in connection with removal action provided for the other kinds of appointments listed above; is not eligible for within-grade salary advancements.

Until quite recently a number of CAA employees in Alaska were serving under appointments known as a "temporary indefinite appointment pending the establishment of a register." Upon instructions received from the Civil Service Commission all appointments of that type held by Eighth regional personnel stationed in Alaska were converted over to excepted (Schedule A-1-ix) appointments of indefinite duration. Converting those appointments had the effect of making the employees eligible for within-grade salary increases and subject to the Retirement Act.



CAA. SPORTS

SIDE KICKS NOW HEAD WOMEN'S LEAGUE; SECTIONAIRES BREAK RECORDS OCTOBER 29

Side Kicks, CAA wives, have climbed from fourth to top spot in the women's bowling league with 25 wins and 15 losses during the past month's play. Noseeum's are second with 24 wins to 16 defeats and Personnel is third with 23 wins and 17 losses.

Audrey Farmer, Federal Five, heads the list of individual standings with an average of 133 for 30 games. Arthelle Evans, Merrill Field, is second with a 132 average for 30 games.

October 22

Personnel moved up from second to first place by taking 4 points from Merrill Field. The Sectionaires split two each with Accounts, bringing the bookkeepers down from first to second spot. Mercedes Salas, Sectionaires, took both high single and high three for the night with 193 and 462.

October 29

This is a night the Sectionaires won't forget. They took 4 points from the Federal Five in a scoring spree that gave them team high single and team high three honors for the season so far with 701 and 1960 and moved them up from eighth to seventh place. Alice Repman, of the Sectionaires, also proceeded to smash existing individual records by rolling 195 for the season's individual high single and 484 for the season's high three. The Side Kicks took 3 from Personnel, moving up from fourth to

third and putting Personnel in a two-way tie for first with Accounts.

November 5

The Side Kicks continued their rise to the top by taking 4 points from the Federal Five, putting them in a two-way tie for first with Accounts. Accounts stayed on top by taking 3 from Personnel and shoving the latter team down from a first-place tie to third place. Arthelle Evans, Merrill Field, took high single honors for the evening with 161 and Connie Clayton, Noseeum's, took high three with 438.

November 12

The Noseeum's came up from fourth place to a two-way tie with Accounts for top spot. The Side Kicks dropped from the top into a two-way tie for second with Personnel.

November 19

The Side Kicks took 4 from Accounts to climb back up to first place, and Accounts tumbled from a first place tie to fourth spot. Personnel and Noseeum's split two each to put the Noseeum's second and Personnel third. The Federal Five climbed out of the cellar into sixth by taking 4 from Merrill Field, and the Sectionaires dropped back into last place by losing four to Payroll. Individual high three honors for the evening went to Dorothy Meredith, Noseeum's, with 444; and Irma Lebbin, Personnel, took high single honors with 169.

KLONDIKE GANG TOP TEAM IN FIRST ROUND OF MEN'S LEAGUE; DUFFEY TURKEY WINNER

The Klondike Gang wound up winner of the first leg of the three-part CAA men's bowling season following play November 14 by winning 24 and losing 12 games during the first round. The Prop Busters placed second for the first leg with 22 wins and 14 losses.

New high scores in all but team high single and team high three classifications were racked up since the last issue of MUKLUK. They are: Dick Stryker, Pentodes, high single with 256; Bill Clayton, Prop Busters, high three with 572 and Gil Joynt, high average of 172 for two nights' play. The Prop Busters' 865 for high team single and 2316 for high team series still stands.

October 24

Dick Stryker of the Pentodes racked up a record high single with 256 this night. The Prop Busters stole into first place by taking 3 points from the Sad Sacks; and Sherrod Kendall of the Klondike Gang had the high series for the night with 548.

October 31

The Klondike Gang moved into first place by whipping the Kee Birds; while Elmer Titus of the Dirt Stiffs hit 543 for weekly high three and Bud Chambard, Muskeglers, and Bill Clayton, Prop Busters, tied for high single with 203.

November 7

The Klondike Gang retained first place by knocking off the Sad Sacks for 3 points. A newcomer to our ranks, Gil Joynt, took both high single and high three with 201 and 548 to bring his average up to 172 for the top spot.

November 14

This last night of the first round wound up in a tight race, the Klondike Gang winning the first leg of the title by taking 3 points from the Safe Hitters while the Prop Busters held second place by taking 3 points from the Stock

Chasers. Bill Clayton, Prop Busters, broke the season high three with a strong 572 series and Bud Chambard, Muskeglers, hit 226 for nightly high game.

November 21

All twelve teams started the second round of the season by rolling for poultry prizes. Howard Duffey, Safe Hitters, took high honors, winning the turkey with a 30-pin increase over his average. Nate Stowell, Kee Birds, actually won all the booby prizes but was awarded only the pound of weiners for a 32-pin decrease under his average.

George Cutler, Modulators, hit 301 for second lowest series and won the pound of hamburger, while Bob Pedderson, Etherites, won the lollipop with the second lowest game of 61 pins (Stowell hit 61 and 257 for low single and low series).

A chicken was awarded to the man on each team who rolled the greatest increase over his average. Following are the winners:

NAME	TEAM	INCREASE
Ben Mayfield	Stock Chasers	29
John Turner	Klondike Gang	9
A. Howard Francis	Fixits	17
George Perina	Kee Birds	16
Ben Linder	Modulators	5
Ross Seely	Safe Hitters	6
Jim Carter	Etherites	24
Dick Stryker	Pentodes	Even
Bill Clayton	Prop Busters	15
G. Karabelnikoff	Dirt Stiffs	13
Burleigh Putnam	Sad Sacks	6
Bob Becon	Muskeglers	28

The Fixits, Etherites and Stock Chasers started the new round with perfect slates, winning four points each to tie for first place. Bud Chambard, Muskeglers, hit 243 for second high season game and Bill Clayton again took weekly high three with 548.

-- GENE SCHARNEK

GUSTAVUS

LOSES DUFFY DUFESNE

Looking through the old copies of MUKLUK, we see that Gustavus was last heard from in the month of June. Someone has been slipping on this deal -- 'taint me either, as my arm was twisted last month by Bob Thomas of Yakataga to get the ZZ report into the editor's office before the Eighth.

There have been a number of comings and goings this month at Gustavus. Byerley arrived from Yakataga, via Cordova and Juneau. Took only three airlines to get him here, plus three days. Weather was good, too. Had some very nice visiting in Cordova and Juneau with ex-Yakataga CAA'ers.

Duffy Dufresne gave Byerley a few hours' notice, instructions where to find a couple of forms and took off for annual leave, heading for the state of Idaho via Maine to visit relatives here and there. The dormitory boys were very happy to see him go for one reason alone -- they didn't have to eat his spaghetti chows anymore. PMA will be happy to do same, however, if they become weather-bound. We all hope Duffy made out OK on his leave. On his return (approximately the middle of November) he stopped at Gustavus enroute to his new station, Kodiak. All Gustavus personnel are wondering who will crack the whip with Duffy gone!

We lost a very nice MTIC in the person of Ralph Anderson who is heading for Washington, D.C., to take up studies with CREI. Hope to see Ralph and wife back this way next year. Jim Vrooman is the lucky man who stepped into Ralph's boots. He, wife Betty and the Junior OP (baby girl) arrived in Gustavus from Fairbanks last month. Can see that Fairbanks lost a good man. We are now looking for Jim's right-hand man, Mr. Jones. Jim is the boy who is looking the hardest, and I can understand why with this stack of equipment surrounding me.

TWO NEW FORD SEDANS ACQUIRED BY REGION

Two new cars, both 1947 six-cylinder Ford sedans, were assigned to the Eighth region last month.

One is a "desert sand" color and has been assigned to Fred Pollard at the Maintenance Shop for use by all branches for highway travel only. It may be secured by appointment through Blanche Brown of Property Management. The other is dark blue in color and has been assigned to the office of the regional administrator.

The following is an interesting post-war anecdote which has received only limited publicity:

A GI working at a railhead in India had been severely reprimanded for taking over duties outside his domain without orders from headquarters. He promised to reform.

Not long afterwards, headquarters received a startling telegram: "Tiger on loading platform eating lieutenant. Wire instructions."

"I'm fed up on that," cried the baby, pointing to the high chair.

Lowell Trump is about to take the fatal step at the time of this writing. Yup, he's getting married. The only delay is that he needs a bit of time off to get the job done and has been spending the month waiting for Duffy to get back to Gustavus.

Would like to make pertinent remarks on other inhabitants of Gustavus which might be of interest, but will have to be around a bit longer before that can be done. This doesn't add up to much, but will suffice to let you know that Gustavus is still around -- and on the job.



NEW EMPLOYEES

MONTH OF OCTOBER

BUSINESS MANAGEMENT BRANCH

Ellin E. Ball, clerk-typist, Property Management division.

F. Jaunita Woberg, clerk-typist, Property Management division.

Virginia M. Shaw, storekeeper, Property Management division.

Imogene M. Olson, clerk-typist, Property Management division.

Alice D. Grossman, clerk-stenographer, Contract & Procurement division.

Alice M. Brown, clerk-typist, Accounts division.

Minta A. Smith, payroll clerk, Accounts division.

ANF COMMUNICATIONS BRANCH

Beverly L. Hunter, clerk-stenographer, Communications Engineering division.

James P. Entrekin, general mechanic, Communications Maintenance division.

Bill R. Jefford, general mechanic, Communications Maintenance division.

Paul Hargraves, maintenance technician, Communications Maintenance division.

Robert W. Holmquist, maintenance technician, Communications Maintenance division (Bettles).

Warren P. Flechtner, maintenance technician, Communications Maintenance division (Woody Island).

AIRWAYS OPERATIONS BRANCH

Pauline P. Cross, traffic clerk, Communications Operations division.

Charlotte H. Collins, traffic clerk, Communications Operations division.

Esther P. Birdsong, traffic clerk, Communications Operations division.

ANF PLANT & STRUCTURES BRANCH

Jesse O. Morris, general mechanic, Maintenance division.

Jack I. Hadfield, general mechanic, Maintenance division.

William A. Ott, general mechanic, Maintenance division.

James Murphy, general mechanic, Maintenance division.

William R. Hopson, general mechanic, Maintenance division.

GULKANA

REPORTS FOR FIRST TIME

This may come as a shock to some people, but after the slight hint Gulkana received recently we think it's about time we came into the limelight for a short debut. According to recent history this is the first time this has happened so perhaps we're sticking our necks out by trying to break the spell.

For the benefit of the uninitiated, Gulkana, locally known by the 'oldtimers' as "Dry Creek," is located on the Richardson Highway about 200 miles from Igarka, 19 miles from Copper Center, six miles from Santa Claus Lodge, 80 miles from Paxson Lake, nine miles from Galena and about 3000 miles from the Los Angeles city limits.

The climate here seems to be kinda nice, as we have very little rain and a great deal of sunshine -- warm too, last summer, that was. We hit an all-time low last winter, minus 68, but that didn't last long.

As this is sort of an introductory article, perhaps we'd better pass out the dope on who's who at XV. Operations is headed by CACOM D.W. Thomas and family, lately of Farewell. As for the Junior Brass Pounders, there are L.L. Batten, an ex-GI from Montana, and family; the Bennetts, man and wife team from Oregon, and M.W. Benningfield, an ex-GI from Indiana, and family.

In the maintenance department, we are at present MTIC-less as Ted Allenbaugh transferred with promotion to the position of CMCO at Nome. At the moment the acting Electron Chaser Jack Moore is pinch hitting as MTIC (if we don't get a new one pretty soon we're going to vote Jack in permanently). What with fighting the diversity receivers and scratching the scratches out of the 304 keying relay he seems to keep pretty busy. Then of course there's the matter of a temporary governor on the cat to fool

HELEN MATHEWS MARRIED

NOV. 8 IN BELLINGHAM

Helen Mathews, Plant and Structures Engineering division, became the bride of Robert L. Bailey of the District Engineers the evening of November 8 in Bellingham, Wash., home of the groom.

Due to a sudden change in plans, the former Miss Mathews made a hurry-up trip Outside for the wedding, having received a wire at 6 PM and boarding a plane at 9 PM November 6. The Baileys will return to Anchorage to make their home the latter part of this month.

with in his spare time; and even with all that he seems to get around pretty well, considering his aged and decrepit condition.

We also have a new general mechanic, Don Holman, who came with his family from Port Helden. To complete the roster, there is general mechanic John Hubek, an ex-GI (no one knows where he's from, but the general trend of suspicion is that he owned the original homestead that the field is now on and the only way the government could get it was to hire him as well as pay the \$12 for the place).

We have had quite a bit of activity lately with the Bennetts going on annual and getting lost on the Haines Cut-off on the way to the states. Batten just got word that he got his bid on Juneau.

And the other day, none other than General Eisenhower honored us with a visit. He seems to be a pretty good Joe and quite congenial as he posed for pictures for station personnel. We had more gold around here than Fort Knox. Things were in quite an uproar that day, and us trying to sleep after the mid too. "Oh well, you work your fingers to the bone, and what do you get?" (Bony fingers.)

-- H. W. B.

CRUMBS FROM THE COMMISSARY

Hic! Oh excuse me, it must have been the "nailhead" punch I had at that Halloween dance. Please, don't even whisper, my head can't stand it.

The Civair dance was really a gay riot. Among the "spooks" seen there were: Norma Lowenstein and Walkie Talkie, Mel Peterson and Ball & Chain, Wayne Woodhead, Alice Reymen, Bernice Currie and other crumbs. A fee of \$1.25 seemed pretty steep until you tasted that punch and then nobody seemed to care what the price was.

In a dispatch received here a few months ago, Galena asked the CAA to buy some cows with more hind quarters than front quarters. In reply, we have this to say: We will wire Luther Burbank who will immediately cross-breed a "cow pony" and a steer. The off-spring will then be a "cow-post." In Latin, we learned that post means behind. Therefore, we now have cows-behind, and that's a lot more hind quarters than front quarters any day.

In answering all the stations asking for steaks and hind quarter cuts, we make this plea: When we order our meat from Seattle we get an equal amount of hind quarters and front quarters. This being the case, it will be necessary for field personnel to be satisfied with roasts and hamburger as well as steak. If everyone will order roasts and front quarter cuts, then we will be able to supply every order with hind quarter cuts. In other words, "No roastes; No steakes!"

Believe it or not, the Commissary has actually received some letters that are complimentary. Everybody down here is on the verge of a nervous collapse from the shock, but it is true. It seems that some people really appreciate our services and to those poor morons, we give a rising cheer of thanks. Hooray!

I was just paid to place the following statement in this article, so I shall now do so: Clarence McCarthy asks, "Why don't I get a raise?"

The butcher came bobbing out of the cell long enough to make a few simple requests to the field employees. In making out meat orders, it would help a lot if you would specify meat cuts and sizes -- such as, 10 lbs. Pork Leg Roast, or 2 each Frying Chickens. This way there will be no mental work attached for our poor idiotic butcher and he will then be able to watch the clock closer so as not to be late for lunch.

It isn't easy for Ben to purchase all the fresh produce requested by station employees and now he is thinking of cultivating a garden in the warehouse. Of course, there isn't any dirt there, but that won't stop Ben. He'll probably plant the seeds in the flour or something handy.

By now most of the station commissaries are starting operations on a cash basis. The station MTICs are cautioned to make a double check to see that requisitions, transmittal letters and money are all in exact agreement. This will prevent confusion in handling all three here.

I suppose I should tell you about the big fight in the cooler last week. It was two old stale pieces of bread trying to get fresh.

Oh well, blow out the candle, Mom, I'm coming home lit!

-- THE CRACKER CRUMB

"She treats her husband like a Grecian God."

"How's that?"

"She places a burnt offering before him at every meal."

BETHEL

INHABITANTS' PECULIARITIES DESCRIBED

This opus in illiteracy has to do, primarily, with the lives and times of the aircraft communicators at one of the larger blotches on the fair epidermis of Alaska. A place where, for reasons without rhyme, during summer months mosquitoes and rain persist, and during the other seasons (winter) the wind blows, snow falls and, as during the other season, the counting of passing stern lights is the prevalent pastime.

As this has to do mainly with aircraft communicators, I shall delve briefly into the characteristics of these much-harried and sometimes ingenious individuals who are the calcium in the backbone of CAA. To the casual glance they look no different than the average pore-spattered husks that constitute the greater bulk of humanity.... gross canard, I assure you!

Inside these noble bodies beats the heart of a lion and lies the soul of a poet. Communicators are generally complacent individuals, given to occasional wild bursts of hysterical laughter, drinking to excess, gambling away their paychecks, boating their wives and children with beer bats, employing a wonderful and ingenious code which they utilize in calling each other "lid" across great distances and living mostly according to the Morris Plan. They have a hell of a good time!

A communicator, if asked to help haul oil or other proletarian tasks, is continually going on or coming off watch. His off-duty hours are spent in telling everyone who will listen what a horrible person the man he relieves is. He is extremely sensitive about his work, and if wrongly accused about an unchecked number or misplaced dispatch his rage reaches gargantuan heights.

His place of employ is a wonderful place. Therein one may find a series of beautiful machines, each producing its own distinctive burp, buzz, beep or squeak, all doing their best to add to the general air of mechanized cacophony.

His work is tedious, exacting and very unglamorous and, with the possible exception of one aircraft communicator in Punxutawney, Penn., who screamed to high heaven and the public prints for three weeks that he was the sole possessor of a pair of chinchilla-lined amputee absorbers, he desires no publicity.

In this particular place, Bethel, these afore-mentioned noble and profligate citizens reside along with equally noble and profligate citizens of the Weather Bureau and some others of small talent and great strength, namely mechanics, MTIC's, etc.

The communicators here are watched over by a gimlet-eyed disciplinarian bearing the official title of CACOM. This, translated freely from governmental jargon, serves merely to designate a king-sized over-paid communicator. This individual is the target of much ridicule from the peons who bear the brunt of his thwarted personality and is told many times during his waking hours to "Drop dead!"

The communicators themselves represent a Share-Croppers Americana; Talkative Jerry Loban, who never has a serious moment and is forever pulling a ridiculous story from his grab-bag of humor to the amazement and delight of all; sky reserved Al Petsel, who seriously collects hybrid corn specimens from his native Iowa; studious discriminating Paul Moland, who has made a chain-pull operated water closet; gruff exacting Dick Bryan, who has seriously undertaken a vast-reaching frost forecast to determine the possible extent of damage to his carefully-planned citrus grove.

The community that harbors these Freudian characters is a lovely little speck of blight on the banks of the mighty Kuskokwim River. It has been named, according to my McGuffey's Second Reader, Bethel.

Bethel, whose sole resident for a great number of years was an amphibious (Continued on next page)

(Continued from page 30)

Bedouin named El Beth. And for years and years the place proudly bore the name of its first citizen. However in later years an influx of pseudo-intellects and dogmatic career people, whose righteous trend of thoughts couldn't stand the E before the B, changed the name of this fair hamlet to Bethel. For which the noble nomad, El Beth, seeing his life's work shattered by morality, folded his tent and silently drifted back to his camels, wanderings and harm.

The village now would cause aged El Beth to pray to Allah for strength to bear this insidious wound to his character. Completely commercialized, it holds forth with stores, moving-picture palaces, airline offices and one democratic bistro, the proprietor of which is a jolly Irishman named, by some great mystery, Swede Johnson. Swede, however, swears this is a gross error and will spend hours showing his collection of clay pipes, shamrocks and Bushmills.

The largest store in Bethel is, of course, the Northern Commercial's Den of Borgia. This is perhaps one of the largest buildings in the village, the Northern Commercial being adherents of

the old policy, "To heck with quality, give 'em size!" However, the NC store has a delightful back-room where one may purchase various types of potables, all of which have the kick of a spotted mule and are guaranteed to be not less than FOUR MONTHS old. This added attraction somehow seems to be responsible for a sort of Bacchanalian migration to Bethel. Little more in favor of the hamlet may be said.

Of the strong and untalented, most harried and most cursed is the LTIC, Robert Douglas Bruce, who swears he is of Scotch descent. Most of the time this man is the recipient of banal accusations of being a great many things, most of which are too harsh to be written here.

Next in line for being harried is harsh, demanding Dade Griffey who is a strict adherent of the "Back to Scotland Movement," via a series of empty Johnny Walker bottles. The mechanical maintenance personnel consists of three men who take great delight in stealing stoves from the control building, tearing up field lights and other spirited pranks.

They are: Ken Lohnes, the guiding light of mechanical maintenance; Ed Dimock, an expert on types of green vegetation and Hank Shombel, a consumer of Hemo. Hank who says, "The stuff is loaded with vitamins!" consumes in the neighborhood of one jar of Hemo daily and figures that in the event of a food shortage he will have enough vitamins in store to see him through three weeks of fasting. His favorite quip, upon entering the "Snake Ranch" (the lovingly bestowed title of the residence of Messrs. Moland, Shombel and another individual of no particular distinction or talent) is, "Well, I guess I'll have a vitamin or two!"

And that is a picture of Bethel as presented by an unbiased and slightly befuddled observer of stern lights. So I'm leaving this infernal machine now and think I'll enjoy a steaming hot cup of Hemo - Have you had your vitamins today too, Mr. Borden?

-- B. W. INGALLS



"No thanks -- you couldn't get me into one of these things!"

-- Christian Science Monitor

PLANT AND STRUCTURES

CONSTRUCTION—

Engineer G.W. Howard has completed his season's work at Bethel and is now at headquarters. Menning Johnson accompanied Howard from Bethel and is busily engaged in settling his family for the winter.

John Fanning arrived from Maknek and is making preparations for his departure to Manila. Edgar Deigle replaced Fanning at Maknek and will probably be there until the middle of December.

Arno Erickson has returned to Kodiak after a short visit in Anchorage to gather equipment and materials for the Shuyak VIF program.

Mrs. Ann Oldaker is again at her desk after a brief illness this past month.

Joe Walsh has returned to Anchorage after a week's special assignment at Nome. Ned Nelson is also back at HQ after completing his assignment at Igoose Point.

Also back in town are Harold Tarbert, after completing miscellaneous utility improvements at Minchumina, and John Goetz, following a week's trip to Cordova and Hinchinbrook.

Our office is again brightened by the presence of our chief, George K., who has returned to Anchorage from an annual leave trip to Fairbanks. He came back on duty Monday, November 10.

J. Leo Connors, acting chief in George's absence, made two brief trips, one to Whittier and one to North Dutch in the company of R.J. Sommers, contractor.

Ralph Kleckovold is making an extended inspection of the Southeastern VIF project. Warren Wilkins returned to Juneau following a week's assignment in the Anchorage office this month.

ENGINEERING—

The middle of last month Elmer Daalman spent a few days in Gulkana inspecting the water system and obtaining data for record drawings.

A few days later William McDaniel made an inspection of material and quantities relative to the Lena Point access road. October 20 Scott Donaldson returned from an inspection tour to Maknek with special reference to plumbing, heating, water supply, etc.

Andy Earles also made a short trip to Maknek the first of this month to inspect CAA facilities now under construction, with special reference to electrical work.

Jerry Kempton, Dan Setchfield and Vlad Barnuta are on annual leave. Kempton is in the process of building a new house, Setchfield is making "revisions" on his present structure and Barnuta is driving down the highway to the states and Mexico. Ed Fisher has been acting chief of the Engineering division during Kempton's absence.

Ed Griffin is temporarily acting as resident engineer at Barrow Point. Bob Matzen is in Juneau assisting the resident engineer. Bob Blackwood has been in St. Ann's Hospital in Juneau for a physical check-up.

Leigh Robinson and Bob Tietjen are back in the office after completing the Yakotaga VIF survey. This was a long and difficult assignment and the boys are glad to be finished.

Charles Evorn has completed a two months assignment at Point Barrow making Weather Bureau improvements.

K.K. Kellner made a routine inspection trip to Kodiak this month, and George Allen made one to Unalakleet.

-- MARY SYKES

P&S MAINTENANCE

Maintenance finally made it! At last we are happily (?) settled in our new quarters. Except that we're still hearing an occasional "Did anybody see my --? I know I put it in the top drawer of my desk before we moved upstairs--Has anybody seen my top drawer?!" But we figure it won't be long now.

Have any of you girls seen the lovely costume jewelry made by Tom Aldous of our division? We don't know how he does it, but he claims it's a "cinch." It certainly is different. Anyone interested in having a look is cordially invited to drop in anytime.

It seems hard to believe, but after many months, our "Happy Family" is finally united again. Mr. Kelly was the last of the flock to wend his way home. We would have taken odds against his driving both ways over the highway - and just as we surmised, he and his family flew back. There were two good reasons why we suspected a two-way trip over the highway would be just one way too many. The first was Sammy, age 3, and the second, Susan, age 2. Mr. Kelly says, "Boy those kids sure were glad to get back home." Hmm -- sure it was those kids, Sam?

It's certainly strange to look into Mr. Dishaw's office and see Dave sitting at his desk for a change. For the past few weeks he has been so busy supervising the pounding of nails, placing of partitions, painting of walls, moving of personnel and furniture, etc., etc., that his desk collected nothing but dust and his "incoming" basket collected lots of correspondence. But with the able assistance of Mr. Rose and Mr. Thomas, Dave is finally getting caught up.

We've a feeling that Mr. Knight won't care about taking another trip for quite awhile. He really had that "Home Sweet Home" look in his eyes when he finally returned from his travels.

NEW FURNITURE ARRIVES

Attractive new extra-large walnut desks and occasional leather chairs were installed in the offices of the regional administrator and assistant regional administrator this month. The desks formerly used in these offices will be assigned to other offices in the organization and the old chairs will be used in the conference room.

Mr. "Refrigeration Expert" Daws has returned from a five-weeks trip. He reports he got to Kotzebue just in time to welcome Karl Z. Nielsen, former traveling mechanic, to his new assignment as permanent station mechanic at KP. From there Mr. Daws went on to Galena, completed his assignment and returned to HQ. As the weather was a trifle inclement (to put it mildly, says Mr. D) his return to Anchorage was delayed quite a few days.

We wonder what our new neighbors thought of us when they heard our cavalcade of new mechanics, recruited by Mr. Knight while he was in Seattle, marching up and down the hall the first Monday morning after we moved into our new offices. We had nine men, marching back and forth between the basement and penthouse for quite a few hours, but we now have them all straightened out and flown away (oh, we did rail a few) to their new homes at various stations throughout the territory. We hope they'll be well satisfied and stay with us for a good long time. They impressed us as men who know their business.

Jean McCrea, who formerly made news as the recipient of numerous lovely courages during the past few months, has left us and gone to work for the railroad.

More news next month. Things are happening all the time.

-- PAULINE MARTENS

BUDGET AND MANAGEMENT NEW TITLE OF DIVISION

Effective the first of this month, the title of the Budget and Planning division has been changed to the Budget and Management division. The reference number, 8-175, remains the same.

This corresponds to the consolidation of the Washington Office of the Management Analysis Service and the Budget Service into the Budget and Management Service. Mr. J.E. Goodwin is chief of the division in this region.

BIG DELTA TESTS BEGUN

Continuous radio propagation transmissions on 3020 kc. were begun at Big Delta last month for the benefit of the Central Radio Propagation Laboratory in Washington, D.C., and the University of Alaska which are making tests. This is the first in a series of such tests with Big Delta which will be made over a period of several months.

WANTED, PIANO, to rent or keep for storage. Excellent care guaranteed in nice warm home. Contact George Frasier, Property Management, CAA Ex. 60.

A Sunday School teacher was showing her class a picture of the Christian martyrs in a den of lions. One little boy seemed especially sad about it. "Gee," he exclaimed, "look at that poor little old lion way in the back -- he won't get any!"

A flea and a fly in a flue
Were imprisoned, but what could they do?
Let us fly said the fly,
Let us fly said the flea,
So they flew through a flaw in the flue.

PAULINE MARTENS PLANS VACATION TRIP OUTSIDE

Pauline Martens, secretary to the chief of the Plant and Structures Maintenance division, will leave with her husband December 1 for the states for a three months vacation.

The couple will drive outside over the highway and will visit Mr. Marten's family in Iowa enroute to Boston to spend Christmas with Pauline's family. During their vacation, the Martens plan to motor through eastern and central parts of the states "looking for hot weather." Pauline will be replaced by Nell Erickson during her absence.

STELLA STALL LEAVES

Stella Stall, former head of Mail and Files, has resigned from CAA and gone outside for medical treatment. She left October 28 and plans to return sometime in the future if it is possible. It has not yet been determined who will replace her.

CLARK MARKS RETURNS

Service Representative Clark Marks of the Aircraft and Components division arrived back in Anchorage the first of this month from a month's training in Airmen's Course No. 2 at Oklahoma City followed by a vacation with his family in Corpus Christi, Texas. Mr. Marks was checked out on all types of single and multi-engined aircraft during the course which is especially for flight engineering inspectors.

MISS WISSLER ON LEAVE

Marilyn Wissler, secretary to the Executive Officer of Business Management, enjoyed a visit of several weeks at home with her family in Des Moines, Iowa, this month. She left Anchorage October 29 by air.



PICTURE BY HOOPER WINS CIVAIR PHOTO CONTEST

Grand prize winner in the Civair 8 Club's Photography Contest and also first place winner in the black and white candid division was a picture of a babe taken by John C. Hooper, superintendent of the Plant and Structures branch.

Other first place winners, each of whom won \$5, are E.C. Dealman, black and white scenics; Ed Seiler, color scenics and G.E. Allen, color candid.

First and second honorable mention in the four divisions were won by the following: black and white scenics, John C. Hooper and Ed Seiler; color scenics, Margaret Trimmer and Benny Linder; black and white candid, L.G. Dana and Ed Seiler and color candid, Marie Adams and Jim Pfeiffer. The entry from Mr. Dana of Nome was the only one from the field.

CAA personnel who viewed approximately 70 of the top transparencies and about 40 of the best black and white entries at a display arranged by the committee December 18 agreed the three judges had a difficult task choosing the winners. The display contained many excellent and unusual pictures in regards to both subject matter and beauty.

The judges, who wish to thank all who submitted entries and to assure them that great pains were taken to select the best pictures to the best of their abilities, were Walt Smith and Hermann Kurrieger of the Photo Lab and Walt Williams of the Warehouse.

AIRPORTS BRANCH CLOSED PERRY AND CUSACK LEAVE

The Airports branch in the Eighth region will be deactivated by January 1 upon instructions from Washington due to failure of the Territorial Legislature to pass proper enabling legislation for the territorial government or municipalities within the territory to participate in the Federal Airport Act, it was announced this month. K.S. Perry, superintendent of the branch, and James H. Cusack, chief of the Airports Planning division, are being transferred to the continental United States.

(Continued on page 3)

CIVAIR 8 CLUB OFFICERS ELECTION UNDERWAY

Following sponsorship of the Christmas Ball and the Photography Contest as its last official functions, the present executive committee of the Civair 8 Club is currently arranging for the election of a new committee to head the Regional Office employees' organization for 1948.

Executive committee members from each of the four largest branches are now being elected by the respective branches and this group will meet soon to elect various officers from its ranks. So far Royal Peters and Dick Pastore have been chosen from Business Management and Dave Dishaw from Plant and Structures. The Communications and Operations branches have not elected their representatives as yet.

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