

TELETYPE DESIGNATORS CHANGED TO THREE LETTERS

Teletype designators for all communications stations in the United States have been changed from two to three letters effective March 1, 1948. Manual of Operations B-4-11, entitled "Location Identifiers," lists the new designators and is now being distributed.

Change over to the three-letter identifiers has been in process for several years and has been done, in so far as possible, so that the identifiers correspond phonetically with the station names.

This is the first complete over-all change of teletype designators throughout the nation and has been done largely because the available combinations for two letter designators were becoming (Continued on page 11)

STATION MANAGERS SELECTION PENDING

How soon personnel can expect an announcement of the names of those chosen to fill the new station manager positions throughout the region is dependent upon whether Washington will advertise for bids in other regions for the five CAP-12 positions at Anchorage, Annette, Woddy Island, Nome and Fairbanks, the Station Manager Selection Board said this month.

If provisions of the National Promotion Plan require advertising for bids for these positions in all of the other (Continued on page 33)

HULEN NEW ASSISTANT REGIONAL ADMINISTRATOR

Permanent appointment of Allen D. Hulen as assistant regional administrator of the Eighth region was announced February 2 by W.P. Plett, regional administrator. Mr. Hulen has been acting in that capacity since the middle of December when E.M. Jacobs, former assistant regional administrator, was transferred to the Third region.

The new assistant regional administrator has been with the CAA almost 18 years, beginning in December of 1930 as (Continued on page 33)

ADMINISTRATOR WRIGHT RESIGNS FROM CAA

Eighth region administrative personnel expressed regret this month at the resignation of T.P. Wright, Administrator of CAA, who is leaving the government to assume the directorship of the Cornell Research Foundation of Cornell University at Ithaca, N.Y. His resignation is effective in March.

"The staff of the Eighth region regrets to lose Mr. Wright as CAA administrator," Regional Administrator W.P. Plett said. "He has been progressive in ideas and in action, and this and other regions have benefitted by his aggressive and able leadership." MAR 10

The aviation industry of the United States has been almost unanimous in its praise of Mr. Wright as CAA administrator. (Continued on page 34)

MUKLUK TELEGRAPH

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CAA ASKS SAFETY REGULATION REVISIONS AS FURTHER STEP TO AID ENFORCEMENT

The difficulties of enforcing Safety Regulations in Alaska which have prevailed since the establishment of CAA in the territory are gradually being overcome through staff increases and progressively concentrated effort of available personnel, and further steps have been taken to attempt to improve overall flying safety through recommendations to the CAB for revisions of certain Safety Regulations in Alaska, Regional Administrator W.P. Platt said this month.

Difficulties in enforcing Safety Regulations in the territory have stemmed from two main causes, Mr. Platt said. They are 1) lack of an adequate safety regulation staff in previous years, and 2) the current applicable Safety Regulations in their direct relation to Economic Regulations.

The first cause has been alleviated considerably through an almost 1000 percent increase during the past seven years in the safety regulation inspector staff, which now numbers 21 authorized positions. In addition, field station personnel have been requested to cooperate in safety enforcement by forwarding information to the Safety Regulation branch on possible and probably infractions of the CAR. This, he said, has assisted materially in the enforcement of safety standards. Furthermore, there has been a concentrated effort of all available personnel in carrying on an active and energetic educational program for the industry and all those concerned with aviation in the territory.

"All of these efforts have resulted in our having a safety record comparable to no other region considering the great amount of flying that is done in Alaska," Mr. Platt said. Field station personnel particularly, as well as others concerned, should be commended for their cooperation in this program and should be encouraged to continue their efforts until the entire regulation policy is stabilized."

Mr. Platt pointed out that the Regional Office is not asking field personnel to "play cops and robbers," but only to assist in promoting and maintaining safety in the air. He said that a great many of the comments from field personnel are used for educational purposes as well as for actual enforcement in specific cases.

In regards to the second point, the direct relationship between Safety Regulations and Economic Regulations has made proper enforcement of the former extremely difficult. To correct this condition the CAA has recommended, through the Washington Office, to the Safety Bureau of CAB that certain revisions of Safety Regulations for the territory be adopted which will clearly set forth safety standards with a minimum regard to the economic status of a carrier. --(Con't on next page)

WHITTAKER GOES EAST

G.A. Whittaker, acting superintendent of the Airways Operations branch, left February 11 for Washington, D.C., to attend an Airways Operations Service conference which will meet from the 18th through the 20th. He expects to be gone several weeks.

SAFETY REGULATIONS (Con't. from page 2)

These revisions would result in the placing of all operations in specific categories, Mr. Platt said. They would require all operators using Class 1 airways with "transport type" aircraft to maintain the same safety standards, whether they be scheduled, non-scheduled or contract carriers.

A second set of safety standards would cover all operators using "transport type" aircraft on off-airways routes or on airways not fully equipped with all navigational aids. The strictly "bush" operators using primarily single engine aircraft would be covered by a third category of safety standards.

Action is now pending on these recommendations, which have been in the process of formulation by the Eighth region for several months, and it is anticipated that a draft release will be circulated to the industry for comment in the near future. If and when adopted, the new regulations will supersede all previous parts of the CAR, namely 41 and 42, and will be known as Part 45.

"We recognize the seriousness of the problem of maintaining safety standards for flying in Alaska, especially in view of the fatalities caused by recent air accidents in the territory during the past year, in which certain of our own personnel were lost," Mr. Platt said. "All personnel of the region should be encouraged to continue to do their utmost to carry out the responsibility that is CAA's to help make air travel one of the safest means of transportation."

FOUR ATTENDING TELETYPE SCHOOL

Class Eight of the Teletype School, which convened February 2 and will run through the month, is being attended by three men from Anchorage and one from Point Barrow.

The Anchorage men are Frank Faynor and William Z. Hudson of the Anchorage Station and Irwin Knight of the Regional Office. Harold Caldwell is attending from Barrow.

The following communicator assignments have recently taken place:

NEW ASSIGNMENTS

Emil Weaver	Anchorage
Jack Wright	Anchorage
Ambrose Morrison	Annette Island
Fred Whaley	Annette Island
Paul Haas	Annette Island
Robert Hill	Kodiak
Phillip Zagozewski	Kodiak
Causby Strong	Anchorage
John W. Turner	Anchorage
Gleason White	Kodiak
Curtis Tyree	Kodiak
Paul Palmer	Juneau
Lloyd Riley	Juneau
Lloyd Schuler	Juneau
Glen Reynolds	Juneau
Forrest Thomas	Juneau
Howard White	Kenai

RE-ASSIGNMENTS

Lola Larson	Yakutat
Dale Hojem	Tanacross
Darrell Charest	Tanacross
Zelda Caudill, nee Sims	Nome
Edwin Klopp (as ERAC)	Anchorage
Joel Wing (as ERAC)	Anchorage
James Russ	Juneau
H.J. Doebler	McGrath
C.S. Holland	Anchorage
J.L. Cummings	Juneau

CIVAIR CLUB TO DISTRIBUTE ATHLETIC SUPPLIES TO FIELD

A variety of projects including a membership drive, issuance of copies of the recently-approved by-laws to all Anchorage area personnel, plans to distribute surplus Army athletic equipment to field stations and a Valentines Dance marked the activities of the Civair 8 Club during the past month.

As of the middle of February, 250 membership cards for 1948 had been sold. This is approximately half of the number of personnel in the Anchorage area and almost reaches the 275 total sold in all of 1947, the first year of the club's existence. Marilyn Wisslar, secretary of Business Management, was in charge of selling membership cards. They may be purchased at any time during the remainder of the year from Irma Lebbin, Civair 8 Club secretary, Ref. 8-90.

The club's by-laws were revised by the new executive committee and officially adopted for the first time at its February 2 meeting. Copies of the by-laws have been made for all Anchorage personnel and are now being distributed together with a memorandum explaining the aims, purposes and projected activities of the organization, according to Frank Berry, chairman of the executive committee. The accompanying memo was prepared by Virgil D. Stone and Robert T. Williams, members of the committee.

Royal Peters has been appointed in charge of the committee to arrange for the distribution of surplus Army athletic equipment which has been turned over to CAA. Mr. Peters asks field employees to write to the Civair 8 Club executive committee and request any items which they want specifically in order to help him make a distribution list.

Following are some of the major items included in the list of available equipment: 28 pair of 16-ounce boxing gloves, 1 pair of punching bag gloves, 3 punch-

MEMBERS AND GUESTS ENJOY VALENTINES DANCE

Approximately 150 Civair 8 Club members and their guests attended the Valentines Dance at the Ambassador Club February 13 which was highlighted by the introduction of the seven candidates for Fur Rendezvous queen.

Arvilla Underland, air traffic controller and one of the queen candidates, drew numbers for door prizes. Grant McMurray, Performance Standards chief, won four theater tickets and Paula King, also a queen candidate, was awarded a box of chocolates which she generously passed around to the crowd.

Peggy DeHart, Payroll, was given an ivory letter opener and Jake Holzenberg, Communications Maintenance, won an ivory cigarette holder. Both of the ivory pieces were brought from Gambell by John Daws.

Royal Peters was chairman of the dance and was assisted in decorating the club with an attractive Valentine theme by John Daws and Wes Rose. Connie Clayton was in charge of tickets and Pat Powell prepared the dance posters.

The Civair 8 Club executive committee has promised that the next dance will be "on the house."

There was a young lady named Carol
Who liked to play cards for apparel.
Her opponent's straight flush

Made the young lady blush;
Now Carol's apparel's a barrel!

-- Unknown Contributor

ing bags, 18 volley balls, 3 medicine balls, 4 badminton nets, 5 jumping ropes, 3 games of Cavalcade, 1 game of Snake Eyes, 3 sets of Bingo, 3 sets of Dominoes, 11 sets of Checkers, 16 Check-erboards, 6 darts and 3 target boards.

JACK JEFFORD COMMENDED FOR PORT HEIDEN FLIGHT

Adding further testimony to his fame as one of Alaska's most skilful pilots, Jack Jefford, chief of CAA's Airways Flight Inspection staff, received a letter of commendation last month from Regional Administrator W.P. Plett for his outstanding landing of NC-62 at Port Heiden the night of January 2 when he flew nine men from Anchorage to the station to aid in the rescue of two of the station's personnel lost in a blizzard.

Jefford took off for Heiden in spite of the fact that the field there was closed due to adverse weather conditions and a snow-drifted landing strip in order to land the rescue party and a snow jeep, which was picked up at Malnek enroute.

The presence of the jeep at the station made possible the rescue of Leslie E. Brooks, Port Heiden MTC, from the CT site early Saturday morning. The other men lost in the storm was Richard B. Mills, communicator, who was found frozen to death a few hours after Brooks' rescue.

Administrator Plett's letter to Jefford says in part: "I am advised that the landing was successfully accomplished only through your unusual skill in handling the aircraft, and thorough knowledge of and ability to analyze weather conditions prevalent in this area."

"The fact that you were able to accomplish this landing at night and under such adverse field and weather conditions placed the rescue party in a position to undertake the rescue of the two employees at least eight hours earlier than otherwise would have been possible, if at all, as it is understood that the brief lull in weather conditions in this interval was followed by a more severe storm which would have precluded landing of any aircraft for an extended period."

"This office feels that you extended yourself far beyond the requirements of

EMPLOYEES CAN NOW KEEP OWN RECORD OF LEAVE

So that each employee in the Eighth region can keep his own record of the amount of annual and sick leave he accumulates, the Accounts division has issued individual leave status records to all personnel.

The amount of leave credited to each person as the end of the calendar year 1947 is shown, and from that each employee can figure how much leave he has coming at any particular time by adding leave accumulated since the end of the year and subtracting the leave taken. A chart is attached for the purpose of recording leave taken.

Permanent employees earn 26 days of annual leave a year, or one day each two week pay period. Temporary employees earn 30 days of annual leave a year, or two and a half days a month. Sick leave for both permanent and temporary employees is earned at the rate of 15 days a year, or one and one-fourth days a month.

your official duties, and in so doing conducted yourself in a manner in which the organization is proud, and for which we desire to commend you.

"Please extend our appreciation to the members of the flight crew who accompanied you on this trip and helped make it possible.

"By copies of this letter to Mr. Enberg, chief of Aircraft Service division, and Mr. Jackson, chief of Air Transportation section, this office is extending commendation to these men and their staffs for the cooperative parts which they played in the success of this flight."

Jefford received earlier acclaim as one of Alaska's top pilots last year in Jean Potter's book "The Flying North," an entire chapter of which was devoted to him.

SOC Speaks of Efficiency Ratings!!!

The Senior Overseas Communicator stepped in unsteadily through the kitchen door at 5:45 PM. Mrs. S. glared at him and took a deep breath preparatory to releasing a caustic remark, probably to the effect that she knew he got off duty at 4 PM and why didn't he move his bunk over to the blank station, and was he married to that mob of bolsheviks over there, etc. Before she could get underway, however, the SOC took the floor with his alibi.

"Tell you how it was, honey baby," he began hurriedly. "The forecaster made a rather intemperate statement concerning the probable low temperature for tonight and it got around to the Conservation Department, and the boss game warden called up and said he was worried as this here species was already almost extinct in Alaska and would we kindly help him -- so we had to run all over the west slope helping him round up the brass monkeys and getting them inside for the night."

The next day, the Perpetual Trainee inquired how the SOC got his two big black eyes.

"Tell you how it was, sonny boy," began the SOC. "My peepers have been giving me some trouble for quite awhile, so I have had to depend on my smeller. I wad down on my hands and knees, tracking a big snowshoe bunny and came up on the critter unexpectedly. Could have happened to anybody, huh?"

"While we're on the subject," he continued, "it is nice to know there is actually a promotion policy in the division, but if you ask me (which of course nobody does) it still puts too high a premium on grey whiskers. Anybody can get old, even without trying, and it's no special distinction. Now you gotta discriminate between the guys who build up 45 seniority points in the entrance

grade, just barely holding the minimum requirements for the position, and the guy who is looking ahead to an active career in the division even though he may be the type who could make a living some other way?

"There's only one way, Bud, just one. That's the old efficiency rating. Efficiency ratings from now on are going to be tough. It's your only protection against the aged incompetent falling into a position where he'll be able to foul up the whole system daily and make the lives of the good men (and women) behind the mike and Kleinschmidt miserable.

"It's a mortal cinch that longevity isn't the foundation for the type of vision required to build the super airways system we are hoping for in Alaska. So, some of us are laying awake nights trying to figure some method of rendering the most careful, fairest and most comprehensive efficiency ratings possible in the limited time normally allowed for that annual task in the Eighth region.

"Now get the heck out of here and start mending your ways, because tomorrow I have to make out an unofficial warning rating for you and a couple of your no-count buddies, so you can mend your evil ways before the day of judgement rolls around."

With this, the SOC took a long pull out of a bottle of type cleaner in the lower right hand drawer and curled up for a short nap.

I think that I shall never see
A girl refuse a meal that's free,
A girl with hungry eyes not fixed
Upon a drink that's being mixed;
A girl who doesn't like to wear
A lot of junk strung in her hair.
Girls are loved by fools like me
'Cause we don't like to hug a tree.

TWO BOYS FINED \$200 FOR SHOOTING CAA CABLE

CAA has received a check for \$200 from the parents of two 11-year old Fairbanks boys to pay for damage to the main control cable at Weeks Field which the boys shot out with rifles January 17 in one of a series of many such instances of CAA cables being damaged by gun fire throughout the territory.

The cable went out during bad weather at Fairbanks and the two boys were immediately apprehended in the vicinity of the place where the cable was damaged. They denied having anything to do with it at first, but later admitted their guilt upon questioning by law enforcement officers, according to Frank Gray, Fairbanks station manager.

According to one report over the Anchorage radio station, a Pan American plane was preparing for a landing when the cable went out and had to circle the field for an hour in the bad weather until emergency repairs could be made. The incident also received considerable publicity in the Fairbanks Daily News-Miner in a news story and an editorial, the latter of which pointed out the extreme potential danger to aircraft when communications facilities are put out of order as well as danger to personnel in the area of the shooting.

In a letter from Regional Administrator W.P. Plett to Mr. Gray commending him for the prompt action of station personnel in apprehending the boys and the general manner in which the incident was handled, Mr. Plett said, "Publicity of this sort is exactly what we hope to accomplish by prosecuting this case. Your prompt action in having the boys apprehended and following up the matter is to be commended. Similar difficulty has been experienced at many other stations throughout Alaska and it is hoped that the publicity derived from the case at Fairbanks will reduce further incidents of this nature."

ROUND TABLE DISCUSSIONS BEGUN FOR RANGE CLASSES

Taking advantage of the presence in Anchorage of station CLMO's and MTIC's while they are attending Radio Range school, the Regional Office has begun a series of round table discussions for each class with branch and division heads in order to discuss mutual station problems, according to Instructor Frank Merrithew.

The first of such discussions was held for Class 3 which was in session from January 26 until February 6 during which time it met with representatives from Property, Personnel, Accounts, Procurement, the Warehouse, Transportation and the Communications and Plant and Structures branches.

The group discussions proved so satisfactory that those attending the class volunteered to meet at the Warehouse one of the Saturdays they were in town to straighten up old station records and business. The arrangement is also very helpful from the Regional Office point of view, according to Executive Officer E.L. Newman, who said that several of the suggestions from the station supervisors had already been put into effect as a result of the discussions.

Class 4 convened February 19 and will run through March 3. Those in attendance are Waldemar E. Johnson, MTIC, Iliamna; Raymond A. Bird, CLMO, Kodiak; Preston L. Stocum, MTIC, Moses Point; Raymond C. Hensley, MTIC, Tamarcross; Charles R. Marchant, MTIC, Sitka and Walter G. Sunden, relief maintenance technician.

It is hoped the VHF equipment will be installed and in operation by the time Class 5 meets.

"What does a bride think when she walks into the church?"
"Aisle, Alter, Hymn."

AIRWAYS INSPECTION

- S.A.S. FINALLY GETS
- NEW PLANE HOME

Starvation Air Service is pleased to report the arrival of its Grumman Duck at Merrill Field. The somewhat unconventional design of the aircraft aroused considerable interest at stops during the ferry flight from Adak and at Merrill Field.

For the benefit of those who were unable to address questions or unkind remarks directly to the flight crew, but who intend to at the first opportunity, Bill Clayton and Jim Pfeffer want to make it clear that they did not make the airplane themselves. Orville Wright is not the pilot, the long rope is for the anchor and is not a kite string, it is not a device for drying laundry -- and to the person who asked "What is it?" there is no polite answer.

An emergency night flight to Nukmuk was made January 23 by Jim Hurst and John Freeland accompanied by a doctor, nurse and medical technician to bring a desperately sick child, the daughter of a CAA employee, into Anchorage's Providence Hospital. It was an attack of appendicitis that sent Morgan Davies and Dr. Sogn to Skwentna on January 14.

Norseman Specialist Fuzz Rogers, who recently transferred back to Anchorage from Juneau, passed on his masterful touch and hard-earned know-how to Bill Hanson in Norseman NC-407. You can expect to see Bill around the Interior in this so-called one ton truck of the air. Of course, after Bill climbs in the payload drops to something in the light pick-up class.

Filing flight plans by radio is usually a time-saving convenience, especially on a freight shuttling run. But when Jim Pfeffer flies NC-14 (which is usually spoken of in the same breath with Jefford) with Bill Jefford, Jack's brother, in the crew and Clayton, Kelly, K.K. Kellner and Klokkevold aboard, ra-

HARRIET SCHAEFFER FLIES OUTSIDE TO MARRY

Harriet Schaeffer, whose dimpled brunette presence has graced the Mail & Files room for almost four years, resigned from CAA this month and went Outside February 7 by Northwest Airlines to become the bride of Harold Avery, U.S. Army Air Force, who is stationed at Rapid City, South Dakota.

To add to the excitement of an already important occasion, this is Harriet's first trip Outside. She was born in Kotzebue and attended school at Eklutna. She came to Anchorage in 1940 and met Mr. Avery who was stationed here with the Army.

Not all farmers are dumb in all fields.

Radio communications take on the aspects of a conversation on a rural party line. Pfeffer says if Karabelnikoff had been on board he would have tossed in the sponge.

Mr. and Mrs. Jack Jefford are back from a week's trip to Western Alaska in their Stinson Voyager. They report that such places as Point Hope, Kotzebue, Elephant Point, Mountain Village and Hooper Bay are ideal vacation spots, especially in the winter time. After a few days spent in these villages, a person appreciates such luxuries as running water, bathrooms, thermostatically controlled furnaces and above-zero temperatures, and is eager to get "back into the old grind."

Although it was a vacation trip, Jefford says that by flying around the country in a small private plane and talking to residents in some of the more isolated settlements he was able to renew his acquaintance with the ever-changing problems of the small bush operator.

POTOSKYS FROM KENAI ON RECRUITING TOUR

According to word received in the Regional Office, Romayne and Norma Potosky, man and wife communicator team from Kenai, are receiving considerable newspaper and radio publicity on the East Coast while on a communicator recruiting tour arranged for them by Washington while they were visiting Outside on annual leave.

The Potoskys went to the States in January and while in Washington CAA's Office of Aviation Information arranged a tour for them to recruit aircraft communicators for Alaska. They began February 3 in New York City when they appeared on the "We the People" show.

They have since been on several television broadcasts and have appeared at numerous public meetings in major East Coast cities. An indication of the type



"Most of these stories you hear about the effects of working around 'RF' currents are false."

(--Third Region 'Flight Log')

GET MONDAYS OFF

CAA employees who have noticed with dismay that three of the holidays observed in the federal service fall on Sundays this year, may once again take heart. The Mondays following George Washington's birthday, February 22, Memorial Day, May 30, and the Fourth of July have been designated as holidays for government employees, the Personnel division has announced.

of newspaper publicity the Potoskys have received was shown in lengthy clippings sent to the Regional Office from the New York Herald Tribune and the Washington Times-Herald, both of which were accompanied by large photographs of the couple in their fur parkas. An Associated Press wire photo of them appeared in a local Anchorage paper and apparently had wide circulation in the States.

As the couple has been instructed to refer all interested parties to the communicator training center at Oklahoma City, it is not known yet in the Regional Office how great a response there has been to their tour. The length and extent of the campaign will be determined by the response to it on the East Coast. In addition to recruiting single men for communicator positions, the Potoskys are also doing a limited amount of recruiting for mechanical maintenance and radio technician personnel during their public appearances.

The man and wife team entered on duty in the Eighth region in January of 1944 at Aniak after training in Seattle. They have been stationed in Nome, Anchorage, Minchumina, Gambell, Unalakleet and Kenai. A tall, attractive brunette from Boston, Mrs. Potosky is a former fashion model. Mr. Potosky is from Washington, D.C., and was an instructor in the Civilian Pilot Training program before joining the CAA.

HAINES

FINALLY INVADED BY LONGER HEM LINE

Personnel at the station have been trying to get in a bit of skiing between rain showers, but what with the rain melting all the snow it's a bit of a problem. The SS Alaska arrived in town December 26 on its Santa Claus run and our illustrious Chief Machin startled the passengers on the boat by zooming up to the dock on skis with his St. Bernard "Brandy" in harness towing him.

Numerous CAA heels were flung with wild abandon at the Chamber of Commerce New Year's Dance in the high school gym. This affair was rendered slightly more festive with the usual New Year's assortment of noise makers and torn paper that people insist in flinging in each other's faces.

Approximately half of the ladies were wearing formals and they were joined by the remainder, in conventional length garments, in a collective glare at the chief's wife who had broken down and purchased one of those new half-max-length dresses which dress designers in Paris, Hollywood and New York have whipped out to plague unsuspecting husbands everywhere.

Seems the unwritten law in Haines was "Hold That Hem Line and to Heck With Paris Until We Get Outside!" Now that the dike has been "Pearl Harbored" it probably will turn out to be every woman for herself -- and let the wardrobes fall where they may! In the final analysis, however, skirt lengths are neither here nor there, whether long or short, as long as peering out from beneath them is a pair of oversized overshoes.

Being one of the fortunate holders of Manual Unit B-4-I (Fall and Winter contractions), and Supplement Nr. 2 thereto (at least that's what the chief told me) it became my painful duty to make the additions, deletions and changes contained therein, by the well-known hand entry method. Having completed this little task in the amazing time of three

weeks and two days flat, I can truthfully say that in my opinion the guy who dreams up the aforementioned additions, deletions and changes to be made by hand entry must be at least a C.I.F.-19. No man could or should work so hard for anything less in the way of salary.

Add item in the "PLEASE MR. HULEN CAN I HAVE SOME ANNUAL LEAVE DEPARTMENT:" All operations personnel are familiar with the practice of propping up that little milled wheel on the keying head with a pencil during periods of idleness. An unidentified communicator at this station was smoking a fag while transmitting his weather in the sequence and was holding the pencil in his hand together with the cigarette. At the end of the transmission he stuck the pencil in his mouth and put the Camel under the bar that holds up the wheel. It then slipped under the wheel and reconversion set it. Egad! Pipe tobacco (maintenance advised). Upon being informed of the incident, Marty Cordes protested his innocence with "Don't look at me. I smoke Marijuana."

Has "Time" Snafu

We've been wondering if any other stations in the region have a Snafu regarding time like we have here. The town of Haines is in the 135th meridian time zone, but due to some hangover from the war the town is running on 120th meridian or Pacific time instead of Yukon time.

This makes for all sorts of happy little situations, such as Midwatch Marty Cordes, who lives in town, starting to work Sunday morning and arriving on the job Saturday night of the week before. Of the four families living at the station proper, two go by town time and two by station time. To keep things straight whenever anyone from CAA mentions the time of day, he always adds "town" time or "station" time.

(Continued on next page)

LOLA NELSON BECOMES BRIDE OF WAYNE CLINTON

Lola Nelson, Mail and Files, was married February 7 to Wayne Clinton, Army Air Force, in an evening ceremony at the Church of the Open Door and is currently enjoying a three-week's honeymoon at home in Anchorage. She will return to work the first of March.

The bride wore a princess-style gown of white net over satin and a half-veil caught with a crown of tiny flowers. Her only attendant was Christine Oswald of Fort Richardson. Wilson Clark, Army Air Force, was best man. The Reverend John Gillespie officiated. Lola came to work for CAA shortly after her graduation from Anchorage High School this past June.

HAINES (Con't. from page 13)

We have been considering the plausibility of erecting a sign on the road from town, something on the order of "WELCOME TO CAA. YOU ARE NOW CROSSING THE INTERNATIONAL DATE LINE. SET YOUR WATCHES BACK ONE HOUR."

Upon receiving a flight plan on local aircraft, in order to inform the agent and post office, the communicator must translate from Greenwich to local to Pacific time, and by then the plane is buzzing the station.

The CAA and the town of Skagway, which are situated on either side of Happy Haines, have long cursed it in regards to this situation, but whenever you mention it to anyone downtown he always mutters something about daylight saving time, orders another beer and starts talking to the guy on the other side of him.

I had quite a laugh when I received my income-tax withholding statement. In one of those little boxes it says "Federal Income Tax Withheld, If Any," and under that is \$906.20. "If Any!" My Gad! What do they want, my blood?

WILL BE BACK SOON

Gail Kosbau, secretary of the Communications Operations division, is recovering very satisfactorily from an operation January 31 and will be back at her desk sometime in March, according to her husband "Howie." She came home from the hospital February 9.

NEW DESIGNATORS

(Continued from page 1)

exhausted. The designators are originated in Washington and have been selected to fit in with international operating procedures.

The new identifiers for the 45 Alaskan stations manned by CAA personnel are:

Anchorage.....ANC	Middleton Is....MDO
Aniak.....ANI	Minchumina.....LHM
Annette Is.....AIN	Moses Point.....MOS
Bethel.....BET	Naknek.....AKN
Bettles.....BTT	Nenana.....ENN
Big Delta.....BIG	Nome.....NOM
Cordova.....CXD	North Dutch Is..NDI
Fairbanks.....FAI	Northway.....ORT
Farewell.....FWL	Petersburg.....PSG
Fort Yukon.....FYU	Pt. Barrow.....PBA
Galena.....GAL	Pt. Heiden.....PTH
Gambell.....GAM	Sheep Mountain..SMU
Gulkana.....GKN	Shungnak.....SHG
Gustavus.....GST	Sitka.....STK
Haines.....HNS	Sloventna.....SKW
Homer.....ROM	Summit.....SIT
Iliamna.....ILI	Talkeetna.....TKA
Juneau.....JNU	Tanacross.....TSG
Kemai.....EMA	Tanana.....TAL
Kodiak (Wdy Is).NHB	Umiat.....UMT
Kotzebue.....CTZ	Unalakleet.....UNK
McGrath.....MCG	Yakutat.....YAA
	Yalutut.....YAK

The reason there were fewer wrecks in the horse-and-buggy days is that the driver didn't depend wholly on his own intelligence.

HOW MANY NELSONS ARE THERE?

Kilroy is practically a shut-in compared to 'Nelson' in the opinion of some of the field personnel in the Eighth region.

In fact the situation is getting so bad that some of the field employees are wondering if the organization is positively permeated with Nelsons, or if the Nelsons that do work for CAA spend all of their time traveling from station to station.

As one communicator told MUKLUK, "It seems that almost every day a dispatch comes through saying 'Nelson' is on his way somewhere. It has even reached the point where one day I saw a message saying that 'Nelson' was coming down to replace 'Nelson.' For gosh sakes (being a communicator, he didn't swear) how many Nelsons are there in CAA?"

Always happy to be of service in important matters, MUKLUK went to the Personnel files and found that there are only 12 Nelsons in the Eighth region as of February 13, 1948. (There were 13 until February 7 when Lola E. of Mail and Files changed her last name to Clinton.) Two of the Nelsons are women, three of the nine men are on traveling status and all of them spell their names "son." Here they are, in alphabetical order:

Clarence A. Nelson, aircraft communicator, who hangs out at Homer and has been with us since May 4, 1942.

Darrell M. Nelson, another communicator, who is stationed in Anchorage and has been getting his paychecks from the Eighth region since Feb. 17, 1947.

Edward W. Nelson, maintenance technician, who is also stationed in Anchorage and is the newcomer of the group, having signed up Jan. 21, 1948.

Francis A. Nelson, Jr., one of the three traveling men who are causing so much confusion to our good men in the

field. He is now a relief maintenance technician working out of Anchorage, but called Annette Island home from the time he entered on duty Jan. 5, 1945, until November of 1948.

Gerald J. Nelson, associate aircraft communicator and another Anchorageite. He has been punching teletype tape in Alaska since July 15, 1945.

Grant H. Nelson, general mechanic who has been tinkering with CAA equipment at Nome since Nov. 26, 1945.

Harry J. Nelson, airways inspector who has been kept pretty much in Anchorage since he joined up June 1, 1947.

James R. Nelson, aircraft mechanic also of Anchorage who came to us along with the Holiday Season Dec. 23, 1946.

Kathleen K. Nelson, clerk-stenographer in Anchorage who has been pounding CAA's typewriters since Aug. 1, 1946.

Lorraine M. Nelson, well-known red headed operator of CAA's link trainer in Anchorage, who began as a lowly communicator at Gustavus in 1945 and moved to the big city in August of 1946.

Ned E. Nelson, airways engineer and another traveling man out of Anchorage. Ned E. has probably caused more of this confusion than any of the other Nelsons because he has been moving around CAA stations longer, since July 2, 1942.

Ralph E. Nelson, another relief maintenance technician working out of Anchorage, who has been stationed at Bettles, Gustavus and Skwentna in the short time he has been with the Eighth region since Feb. 21, 1946.

It will probably surprise those in the field to learn that the Johnsons in the region outnumber the Nelsons by two (since Lola E. got married) and in addition

(Continued on next page)

CRUMBS FROM THE COMMISSARY

Valentines Day has come to pass
But fond memories linger on.
A box of chocolates was my fate,
I say, where has my figure gone?

Your crumb spent Valentines Day munching happily on chocolates and reading cards from friends. "Butch" Adams presented his wife with a large box of candy a little early. No ulterior motives, really, and he only ate half of the box. Indidentally, this candy was the Queens Anne variety similar to that stocked by the Commissary (plug) and must have been very good because everyone is "scales" conscious now.

A curious man approached Butch one day and asked if he had any "Bull Tram." Butch asked the man how much he wanted. When the man replied two pounds, Butch said, "No, but that's a lot of bull -- trim."

The Commissary has been honored by visits from MTIC's who were in town in connection with the Range and Teletype schools. Our friends (?), the MTIC's, were curious about personal commissary accounts. Some went home in barrels and others just lost a shirt or so.

Norm Lowenstein, Pete Peterson, Ben Mayfield and Selmer Holte recently made a trip to Bethel. This turned out to be quite an excursion with "surface-borne" Peterson demonstrating the ill effects of air sickness, while "airborne" Lowenstein acquired some tall tales to bring home.

NELSONS (Con't. from page 12)
tion there is one Johnston. There are only eight each of Joneses and Smiths, however, plus one Schmidt, one Schmitz and no Smiths. There are five Browns (and another "with an e") and six Petersons. And as far as the records show, Kilroy has never been here.

Wilma Gregory, the former Miss Strom, has joined forces with the Commissary and has already adjusted herself to the "Morningside Methods of Procedure," known only to Commissary Grumbs. Trying to be accomodating, we arranged her desk at an angle facing the clock. Happy ticking, Wilma!

Butch said to tell all you field personnel that if you aren't completely satisfied with your meat shipments, please send your complaints to him. He smokes Chesterfields; he satisfies.

Fresh frozen foods have arrived and all orders can now be filled. Clarence has been sorting through the shipment and when he emerged from the freezer he stated: "It's cold in there!" While freezing in the freezer, he recited this poem: "Once there was a little bug,

His name was Algy.

Algy saw a bear,

The bear was bulgy,

The bulge was Algy...blame it on the freezer, we couldn't help it.

Several comments have come to us recently from station MTIC's. It seems they are hesitant in making out orders as they do not know exactly what the HQ Commissary has in stock. Therefore, we will print a box near each of our columns listing the special items of the month. Look for this feature to see what new merchandise has arrived at the Commissary.

Guess I'll put it in low and head back to the cell, so just grind my gears and call me shiftless.

-- THE CRACKER CRUMB

MERCHANDISE NOW AVAILABLE
Fresh Frozen Fruits & Vegetables:
Strawberries, Raspberries, Rhubarb, Peaches, Asparagus, Broccoli, Cauliflower, Cut Corn, Corn on the Cob, Peas and Squash.

COMMUNICATIONS ENGINEERING

We hear Buck Webb is playing Paul Bunyan at Whittier. He's busily chopping the limbs off the tallest tree in the area to make a pole on which to mount a Sloping-V antenna for the new Anchorage-Portage VHF test. (This circuit will replace a part of the landline between Anchorage and Whittier.) The man helping Buck, from the ground, is Dan Rogers.

Betty Ann Stracener had a short vacation in Seattle when her husband had to go Outside on business.



In this first leap year since the war, it is more important than ever for the men of our country to be as attractive as possible. Joseph Yesenski, feeling the need of his fellows in Alaska who are unable to get first-hand information on the latest men's clothing developments, personally toured the shopping centers in New York City and brought back several samples of the most recent styles which he will soon be seen wearing on the streets and at the social gatherings of Anchorage.

Mr. Yesenski advises that the most practical wardrobe for the young businessman is as versatile as possible. He suggests several suits harmonious to a common color scheme so that the jackets and slacks may be used interchangeably to create an entirely different costume.

Mr. Yesenski chose for his business wardrobe: a beige gabardine, a brown tweed in a medium-hard twist fabric and a brown suit with fine white pin-stripes. Any of these jackets may be worn with any of the slacks to achieve an entirely different sports ensemble. Shirts, ties,

Ernie Greene and his family are back in Anchorage after spending the holidays with their parents in Washington and Oregon.

That left Ed Grimstad as our only wanderer. He was Outside on business and returned about the 15th of the month.

At Whittier, Ted Young and Tom Sides are turdging up a mountain dragging a toboggan loaded with radio gear. Sounds like an apprenticeship for would-be trappers.

"THE NEW LOOK" FOR MEN

socks and handkerchiefs chosen for one suit will blend with any of the other suits or sports combinations. Thus, Mr. Yesenski has acquired a protean wardrobe from a minimum of different garments.

For wear with any of these business or sports ensembles, Mr. Yesenski selected a beige gabardine topcoat and a snap brim felt hat in a slightly darker shade of brown. These may also be worn with either of his drabber suits on all but the most formal occasions, which is not too pressing a restriction in Anchorage.

To lend that sparkle so valued by Alaskan men to his wardrobe, Mr. Yesenski has chosen a variety of ties in the smart gay new colors and designs. He especially favors party-colored stripes, as they are always in good taste yet add that bit of dash so precious to the man-about-town.

To complement the chic of his wardrobe, Mr. Yesenski has purchased a 1948 Nash, in dark green with white side-walled tires.

-- JOAN WALKER

CMCTAS. MAINTENANCE

HOFFMAN NEARLY "MOST UNPOPULAR"

Carl Hoffman very nearly earned for himself the title of "Most Unpopular Man" while attending teletype school. After constantly dinning into the heads of his students the importance of protecting the teletype machines from dust and dirt, Ed Jarvi, the instructor, picked up a pair of coveralls which Carl had draped over his machine for protection -- and quantities of salted peanuts fell out of the pockets into the machine. It is reported that Jarvi had that "Give Me Strength" look on his face, and Carl was restrained by his fellow students from diving under the work bench.

Approximately 20 new maintenance technicians recruited by Maintenance Inspector L.E. Hammarley in the continental United States have reported for duty to the BIRTH region during the past month and will be assigned to stations throughout the territory.

Bill Knight engaged in "Operation Lost Luggage" last month, and the battle lasted for several days. Everyone in the division got so interested in its progress that he had to issue daily bulletins. He would commence early in the morning to call the office of the local airlines concerned, and after being tossed about from one person to another would finally end up in a blind alley with no more information than, "The man in charge of lost luggage is loading a plane right now." (Or unloading, as the case might be.)

On the fourth day Bill was getting impatient and decided to skip all the middlemen and go direct to the airline's president. He got the president on the phone with much less trouble than it took to get the baggage man. This led to several phone calls between Bill and the president of the line, which we all feel may lead to a lifelong friendship. When the luggage still failed to materialize, none of us blamed Bill at all when he left town early one morning.

P.S. The luggage is still lost.

KENAI

ENJOYS SEWARD ROAD

It has been a long time since you have heard from us, but since the departure of the Mad Swede we have been putting our efforts elsewhere. (Not Smoky Joe's Bar, either.)

But getting down to brass keys, we were sorry to see the Thompsons go, although we were fortunate in receiving in exchange for them the Potoskys. Another arrival is Mrs. Hollier, formerly Joanne Bahrub, who has become the wife of an Alaska Road Commission foreman here, not to forget the construction crews, under Engineer Johnson, which are installing approach lights and the VHF antennas for the Kodiak teletype circuit.

The Potoskys left on annual leave January 2 for points east and will probably be back by the time this comes off the press, at least we hope so.

Everybody who can is taking advantage of the road to Seward with all its scenic splendor and fine fishing. There is hope that by the end of the year we should be able to make it down Homer way.

The Klan would like to dedicate this piece to the Koskeys at Tanacross and let them know we miss their chirp chirp on 315.

So in closing may we leave this reminder of a pilot's last words, "Be Careful! Fly Low and Slow."

-- THE KENAI KLAN

Many of our Maintenance Technicians in Charge from various field stations have been in the Regional Office the past month or two, either attending range or teletype school or going through Anchorage to enter on or return from annual leave. Attracting the most attention was MTIC R.C. Jameson of Minchumina with a luxuriant red beard in startling contrast to his brown hair.

-- MARGE CHAMBERLIN

SITKA EATS CRISP FRIED HERRING

It's an old fashioned custom in Sitka that when the first boat load of herring comes in the town whistle blows and everyone grabs whatever he can find and runs down and gathers in as much as he can carry home. Then the fun begins. Bright iridescent scales begin to gather in bunches on most anything and everything around, and some poor soul is chosen to do the dirty work. But when it is all done, what a dish! Fried crisp with a nice green salad, they are really something to make us forget our troubles.

Ah me, troubles. Well, Inspector Sanford Peterson just departed our happy midst. Really wasn't so bad, didn't hurt much. No foolin, we enjoyed his visit very much and hope he comes back again sometime.

As I was saying a couple of months ago, we wondered what the Regional Office would think up to disturb our peace and get us off the 40-hour week. Well, after long and tedious thinking, it came up with the idea that Juneau needed the Halbaschies more than we do -- so they are spending a couple of months in Juneau and we are working 48 hours a week again. Clover? NO? Judy, the Halbaschies' little girl, is a guest of the Halstens while her folks are gone.

I don't believe anyone has mentioned the new washing machine at Sitka. Even if someone has, it still rates double praise after so many years of the old way. It's unbelievable what this new gadget can do. Thanks a lot, Santa.

Speaking of Santa, he certainly had a time here at Sitka, every house filled to the brim. There are 17 little ones, from nine-month old Doug Smith up to 16-year old Roberta Volz. Everyone of them had a good visit from the Old Saint.

For us older kids, Chief Youppi and wife Nancy held open house with everything included. Does Nancy make good Tom & Jerries! For New Years it was a

INTERNATIONAL NOTAM SERVICES NOW OFFERED

An International Notices to Airmen service is now being performed in the Eighth region by the Central Monitor office, although on somewhat of a restricted basis because of personnel limitations.

These notices cover the Asiatic area south to Shanghai, Western Canada and parts of the States and contain information similar to that in the bi-weekly NOTAM published for Alaska, such as flight conditions, field conditions and available communications services. The international notices are distributed in two ways, in a section of the bi-weekly NOTAM and through inter-regional dispatches which give latest conditions at stations which have a bearing on international travel.

The actual designation of CEMO as an International NOTAM Office was done the first part of November, according to C.J. Bassler, chief of the Fixed Aeronautical Communications section, although CEMO has been handling similar international notices for some time.

half-and-half affair. About half of the personnel stayed on the island and were entertained by the MHC (heard it was fun, especially the 4-5-6). The rest of us went to town and enjoyed the celebrations at the Moose and Elks clubs. Reminded us of way back when. It was a nice way to start out a, we hope, prosperous happy year.

We bow our heads in shame for having missed the January issue of MUKLUK. Really intended to make it with good wishes and all, but somehow, something got in the way. It's the first time we have missed, though, in almost a year.

While we are patiently waiting for the big decision of who gets what in the station managers' jobs, we leave you with this thought, DON'T CHANGE ANYTHING UNLESS YOU CAN IMPROVE IT.

-- JO THE DRIP

ANCHORAGE ASTERISKS

It's hard to say what received the most publicity the past month. Three major subjects were shipping rates to Alaska (as usual), the Anchorage Police Dept. doings and income tax cut bills.

Maybe not too interesting, but the latest development in the first subject is action to create a port authority for Anchorage. Said authority would negotiate for dock construction for direct shipments to Anchorage. Three firms have indicated interest to enter into such negotiations, among them our present high-rate artists, the Alaska S.S. Co. and the Alaska Transportation Co. Also interested is the new barge line, Alaska Freight Express Corp., now claiming to deliver freight at a 35% savings in rates.

Along with all this, it appears the Fire Island ocean dock and railway trestle to Anchorage are moving ahead. Work has been in progress under the direction of Alvin Engle and a 3000 foot runway has been built and five miles or so of access roadways. The island is 14 miles WSW of Anchorage.

Most times it's thick, but sometimes it's thicker -- The place is the "Chili Parlor" and the charge, "operating a bawdyhouse." Posting bail for the four women charged, at \$500 a crack, were two members of the city council.

Twenty-three wines were shipped to Seward with, it is claimed, a promise of work. Mayor Keating of the Gateway City immediately shepherded the crew back to Anchorage, threatening to charge the return fares to the local Police Dept.

We thought it would happen. Yep, someone picked a fight, with a perching meter. Result: one busted mitt and a \$16 fine for slugging a meter.

And the month's police news wound up with the entire detective force, three men, being fired for "inefficiency." Don't ask me to explain -- "Strange things are done..."

KL7CL has moved and was off the air, but is back on now at the new QTH. Jack loaned his 1000V supply to HU and is running his rig off his KX42 power supply and is feeding a hunk of Ray wire with his sigs. Now he's looking for some 300 ohm twin-lead for a 10 meter folded dipole.

KL7AM-Robbie sold his xmtr recently and had just settled back for some listening when a guy walked in and bought his receiver too. Now he's both deaf and dumb!

KL7HU finally got on the air on 40 meters with p.p. 807's and a weird V.F.E.C.O. -- amplifier/multiplier set-up and a BC-612C receiver. The VFO is a mixer type using two oscillators, both running all the time. The mixed output is on 3.5-4 megacycles. Works FB!

KL7OC thought he had the latest, but see he heard OP the other day.

W4MCU got his stuff from Outside and will be on soon.

-- 73 for now,
DAN W. CROCKETT

Your visits to Anchorage for fun and frolic will no longer enjoy (?) all night bars. A ministers' group went to bat with the liquor dealers and the city council with the result that the 1 AM closing is back for week days and the 2 AM for Sundays and holidays.

We see the Kodiak merchants are resorting to Anchorage tactics and violently protesting the Navy Base permitting civilian employees purchasing at ships stores. How did that deal come out, Kodiak? I lost track. By the way, thanks for the plug in last month's MUK.

A plan to improve international relationships, or something, appears to be that of shipping 100,000 cats to Europe. Seems the rats are becoming too much for the local brand. Only American alley cats are wanted.

UNALAKLEET

"UNKLE WILLIAM SEZ" STORK WELL KNOWN HERE

While charging through the annual clean-up of the filing system, we ran across the old title "Uncle William Sez" under which Unalakleet offerings to the columns of MUKLUK used to be forwarded. It seemed a sacrilege to mark the valiant old heading "obsolete" and consign it to File 13, along with such unimportant papers as B Manuals, 8-ALLS and B-C's, so what's to do but send another article in and keep it waving. There isn't anything around here reminiscent of the old days when "UNK" was writing before, except the "New Look," and the less said about that is still too much.

Along with the many new faces, other changes have come to this CAA area during the past couple of years. The communicator and radio technician personnel have doubled so that our six-apartment apartment building and three quarters buildings are all filled to overflowing. The stork is a well-known bird along Amber One and has left Chief Slone at McGrath alone long enough to visit the Charles Perricones (MTIC) and Cortis Joneses (CACOM) within the past few months, leave a couple of girls and make trial flights in for the Irving Ungudrucks (ACCOM), Harold Ivanoffs (SGM) and Arthur Upicksouns (SGM) anticipating scheduled runs in the near future.

If this keeps up we will be having some of the housing problems of other stations, which we have enjoyed being without in the past. So far we have managed to keep our four single communicators, Frank Toon, George Scott, Fitz McCoy and Gerald Root, still single or things would be out of hand.

MTIC Perricones has been in the big city getting range educated, so we have been able to see our country cousin Maintenance Tech Frank Killian once in a while. Well-known to you hams, Frank lives up on the river bank by the range

site, accessible only by boat in the summer and snow jeep or dog team in the winter.

Months ago he, wife June and the four young Killians went up and hibernated, only to be smoked out on rare occasions. There were two fellows, McCoy and Scott by name, who tried to make it back from up there on foot during the first of the freeze-up and were practically disowned for breaking up a good poker game with their smoke signals for help. Seems they got on a little island on the tundra and the ice went out on all sides of them. When they were long overdue the poker game broke up to start a search. Killian looked out from his end and spotted a fire and upon investigation was informed by code signals sent with a flashlight of the poor boys' plight and instigated the rescue.

Fortunate This Year

We consider ourselves quite fortunate this year when we compare our condition with that of a year ago. Then we had three cats, a snow jeep, jeep and a Ford truck all on the sick list. As a matter of fact, the only piece of running equipment was the road patrol. The water was frozen in the two quarters buildings at the control site and there was no water or toilet facilities at the range site quarters building. The maintenance men did a good job during the summer and we think we will make it through the winter with only the small unavoidable discomforts we can't anticipate.

We are all in the throes of Income Tax Evasion around here. After figuring up all the angles and submitting our forms, we start wondering about the how-come on the out-come of our in-come and hope those fellows in Tacoma will figure it the same as we did.

Do any of you know if there are any kind of telephones available for these

field stations besides the crank type? So many of the operators here have been shoving in their dull pencils and turning the crank that they keep us busy answering the phone on false alarms. Do you suppose that is a sign of something?

Also we notice a new sign hanging in the control building. We have a hole through the side of the operating room which was made by a 45 revolver. The sign hangs right next to this hole and says, "The only out for a midwatcher." If you hear Unalakleet has been renamed the Morningside of Alaska, think nothing of it.

We used to have a club here that met on Thursday nights for the purpose of making CAF-7's out of CAF-5's for the first four hours or so and then went into higher mathematics for the rest of the evening, that of peek-at-ur-hole-card and try to make ten out of five.

Camera and Darktown Poker Club

The boys now have the exams pretty well under control and have acquired cameras, so now the excuse to meet and lose our money is called the "Unalakleet Camera and Darktown Poker Club." Come around any Thursday and bring your spare change; you may get rich. The meeting place is usually at the Joneses' and you can tell how Cort made out as the boys usually get cake and coffee the nights he wins, but get sent out in the cold without a bite unless they have contributed. Some racket.

Getting stationed at Unalakleet is as good as a home economics course. Along with having passed their certification examinations, the single fellows have progressed to the stage of baking pies, making it easier on the housewives who at first contributed so often to keep the bones and skin from rubbing together.

There is a new city rising about four miles from Unalakleet. It now consists of a spring of water, one tent and a press agent. It is called Aukerman's Camp and the population consists of Dick Aukerman and Jerry Root intermittently.

Can't see what the attraction is, unless it's the trees. They are quite a rarity down this way. Dick and Jerry make regular pilgrimages up there. Must be planning on continuing it for some time too as Dick purchased a sled first, then five dogs for transportation. The dogs will be able to pull the sled next year if Dick can afford to feed them that long.

Frank Toon once made the rash statement that he could teach a dog code. Dunno how true that is, but he has become the laziest communicator in Alaska by training Midge, Mickey Horsfall's dog, to work the push-to-talk switch for him while he does the talking. You stations on 305 have probably heard a few extra remarks or had Unalakleet out off in the middle of a message lately as Frank doesn't have the dog completely trained when to, and when not to, but he assures us the dog will know as much as he does in another month. Personally, we didn't think the dog had that far to go to begin with.

We have decided not to let Mickey Horsfall and Irving Ungudruk work together anymore. Mickey is relief operator and has been on with Irving on days Saturdays. The past few weeks they have been mixing up devils brew instead of taking the weather observations, and it hasn't been safe to venture forth in the ensuing storms. We lost the station stove pipe in the last one and nearly froze to death.

Many of you will be glad to know we got a Christmas letter from Clair Myers, ex-Eighth region relief MTIC, from Dover, Delaware, and he seems to be doing fine. Life is a little more sane around here since he has been gone and we miss him.

Unalakleet now has three day a week mail service. Tomorrow is one of the days and this has to be rechecked for mailing. That means so-long, gang.

Doing housework for 40 dollars a week is domestic service; but doing it for nothing is matrimony.



CAA SPORTS

SAD SACKS WIN SECOND THIRD BY LANDSLIDE

The Sad Sacks continued a winning streak to win the second leg of the three-part season January 30 in the CAA Men's Bowling League. The Sacks chalked up 29 wins to 7 losses during this second stretch. The Muskeglers placed second with 26 and 10 and are currently leading the league in the third leg. The Klondike Gang were winners of the first part of the season.

January 23

Bud Chamberd (160) hit 197 for high single and 521 for high three. The Sad Sacks retained their hold on first place by winning 4 points from the Prop Busters and hitting 841 for high single and 2308 for high three.

January 30

The Sad Sacks took 4 from the Etherites to clinch the second leg of this season's championship. They had 29 wins and 7 losses, while their closest rivals, the Muskeglers, finished with 26 and 10. The Muskeglers hit 771 for high single and 2169 for high three, taking 4 from the Pentodes in their attempt to overhaul the Sacks. Elmer Titus (51) had high single of 225 and Max Clark (59A) hit high three of 549.

February 6

The Prop Busters, led by Bill Clayton (44) and his 509 high three, won 4 from the Bee Birds to start the last round of the season. Max Clark hit high single of 195. The Etherites rolled 762 for

CAA MEN WIN TEAM AND DOUBLES EVENTS

Although the CAA men did not retain their 1947 championship, they did well in the Anchorage City Bowling Tournament, winning two places in the team event and one in the two-man event.

The Etherites hit 2923 to take second spot in the team event and 450, while the Prop Busters received 315 for their 2886 total, which was good for fifth place. The two Boos, Perkins (206) and Williams (230), teamed together in the doubles to roll 1176 for sixth place and \$4. -- GENE SCHARNEK

high single and the Muskeglers, 2199 for high three.

February 13

The Stock Chasers took 3 from the Prop Busters to allow the Muskeglers to move into first place by winning 4 from the Modulators. Ken Barrett (80) hit 210 for high single and Bob Tietjen (51) rolled 531 for high three. The Klondike Gang knocked over 849 for high single and the Dirt Stiffs accounted for 2264 for high three.

February 20

The Muskeglers retained their third-leg lead by taking 3 points from the Sad Sacks. Bill Clayton hit 193 for high single and 523 for high three, and the Klondike Gang rolled 812 for high team single and 2246 for group high three.

-- GENE SCHARNEK

CAA WIVES KEEP LEAD IN SECOND HALF OF SEASON

The mighty CAA wives kept a firm hold on the lead in the second half of the CAA Women's Bowling League during the past month, although it began to dwindle the past few games as the working girls applied more pressure.

January 26

Side Kicks took 4 from Accounts to make it a three-game lead over the second-place Noseums, who in turn took 3 from Personnel. Merrill Field took 3 from Sectionaires. High honors for the evening went to Payroll with 1733 for high series, Personnel with 648 for high single, Valla Herche (Payroll) with 421 for high three and Lucille Rich (Side Kicks) with 160 for high single.

February 4

Side Kicks continued their victory march by white-washing the Sectionaires to make it a seven-game lead over their nearest contenders, the Noseums who lost four to Merrill Field. Payroll took 4 from Accounts; and Federal Five took 3 from Personnel. The Federal Fivers took high team honors with 1810 for series and 687 for single. Dorothy Meredith (Noseums) rolled individual high three with 467 and Alberta Bigelow (Personnel) took high single with 167.

February 11

Giant-killing Merrill Field took 3 games from the mighty Side Kicks, who continued to remain on top, however, with a healthy lead. Noseums and Payroll tied for second, taking 3 from Sectionaires and Personnel respectively. Federal Five took 4 from hapless Accounts who began a firm hold on the cellar. Noseums took team honors with 1898 for series and 633 for single. Connie Clayton (Noseums) and Patty Thiel (Personnel) each rolled 419 to tie for individual high three. Dorothy Meredith chalked up 161 for high single.

BIGELOW AND LEBBIN BRING HOME CITY HONORS

Two gals from the Personnel team brought honor to the CAA Women's Bowling League this month by bringing home prizes in the Anchorage Women's Bowling Association Tournament, Feb. 14 and 15.

Alberta Bigelow (34) and Irma Lebbin (90) teamed up in the women's doubles to win third place with a total of 1091. Alberta continued the good work to take second in the singles with a score of 235, including handicap.

BREAKS INTO PRINT

Merle Young, member of the Stock Chasers and head of the Warehouse, made the January issue of the American Bowling Congress official publication, "Bowling." Last fall Merle shot three successive games of 111, which is an unusual feat and entitles him to membership in the exclusive Triplicate Club. To date, only 203 bowlers in the country have accomplished this trick. Congratulations, Merle. -- GENE SCHARNEK

February 16

Payroll took a three-game chunk out of the Side Kicks' lead, whittling it down to 21 wins and 7 losses. The pay clerks took over undisputed second place with 18 wins and 10 losses and Noseums dropped to third spot by virtue of a four-game defeat at the hands of Federal Five. Personnel took 3 from Merrill Field; and Sectionaires took 4 from Accounts, low team on the totem pole by ten games. Personnel took team high three with 1825, Federal Five took team single honors with 633 and Alice Regman (Sectionaires) rolled individual high single with 174. Irma Lebbin (Personnel) rolled a high individual series of 479 to increase her already high season's average to 134.

PAYROLL

"THE VITAL" OFFICE OF CAA INTRODUCES SELF

Payroll, as everyone knows, is the vital part of CAA; after all, that pay check is the important thing we are all working for, isn't it? And if you're wondering why the checks are continually being routed wrong, etc., all we can say is you're darn lucky to get paid at all considering that most of the routing is done by "three little 3's who have lost our way" -- a long time ago, in fact.

We're actively campaigning for more CAF-4's for poor payroll clerks, and for 5's for those who have already attained the heights.

G.D. Burgess, our arbitrator, will be back from her Arizona vacation by the time this is read....E.J. Clark has returned from extended leave. Poor lone man in a den full of women, he's what is known as "eligible," but hardly any of us are. He was heard to mutter, "I'm either going to have to get married or transferred." Wonder what brought that on?

Harriet Bowen will be leaving us before long. She's one of the pledges in our newly formed SPFFC, that's why..... Martha Jo Kellogg's husband must have good taste. Have you noticed the ankle-strap shoes -- four inch heels -- oh, so lovely! He just up and sent to the States for them. A nice husband to have, hmmm?....Agnes Barkdoll can't figure out just where she is supposed to be. One day she works payroll, next day she audits what she worked the day before. Even comes to work and can't find where her desk is. Sorta payroll-clerk-at-large, so to speak.

Lillian Pollard, the leave clerk, may have time to attend to her actual duties now that all personnell have the new forms on which to keep track of their own leave. She used to come to work, get set to really reel it off and -- buzz, the phone. She answers it. Someone is

just curious to know how much annual leave he will have a week from next Friday, provided he takes only one day off between now and then, and he "doesn't think" he took off any time last pay period, just in case he does decide to take a week or so off three or four weeks from now. If you're any good at figures, kids, you can all figure your own now. And if you aren't, Lil is still with us.

Florence Liffick, the balance wheel in here, must have the soul of a saint. She gives out with sensible answers to the most asinine questions, the kind that only a payroll clerk would ask in the first place....Nancy Smith has lived in Alaska longer than any of us, and she knows where Shungnak is, and that Bethel and Bettles are not the same place; and besides, she brightens up one end of the room considerably.

Valla-with-the-beautiful-hair-Hercha is the gal who is responsible for all you maintenance tech's and half of the communicators getting paid. If any of you have come by some unearned overtime pay, thank Valla. She says, (quote) How did I know I was supposed to read the fine print on all the memos I get? (unquote). In the event she ends up in jail for wrongfully appropriating funds, the least you fellows can do is to remember her.

Esther Chambers is a nice girl -- but she asked to be payroll clerk, imagine that! She just couldn't stand to argue with people who thought they had "a lot more leave than that." Can you visualize anyone who doesn't like to argue? Well, that's Esther.....Then there's Frances King, our disbursing officer. She must count checks to put herself to sleep nights, all those figures going around in her head all the time....Wilma White is her, apparently, able assistant. She

(Continued on next page)

GENERAL AIR CARGO CHARGED ON 16 COUNTS

The current CAB hearing on CAA's requested suspension or revocation of the Air Carrier Operating Certificate of General Air Cargo is the first of its type ever held by the Board, H.P. Noggle, regional attorney, said this month.

Reported violations by General Air Cargo of the Safety Regulations were culminated by a trip January 23 from Portland to Anchorage which violated seven or eight of the regulations. Among them were being 3000 pounds overloaded and carrying eight passengers when there were seats and safety belts for only five.

The CAA petition requesting suspension or revocation of the company's certificate lists 16 counts against the airline, one of which is consistently allowing its pilots to fly in excess of the maximums under the Safety Regulations.

General Air Cargo's violations were considered sufficiently extreme for the Administrator of CAA to order a 30-day emergency suspension of the company's certificate January 28 in order to protect the public. This is the first time CAA has taken such action against the operating certificate of a non-scheduled airline, in Alaska or the States, Mr. Noggle said.

January 30 CAA filed a complaint with CAB asking suspension or revocation of the airline's certificate, without which it cannot operate. CAB began its hearings Tuesday, February 17 in the CAA Conference room of the Federal building in Anchorage and will hear further testimony in Portland Wednesday, Feb. 25.

Mr. Noggle emphasized that such suspensions are not meant to be "punitive" and are ordered only to protect the public from flying on planes which operate

MISS PETERSON WEDS ON VALENTINES DAY

A Valentines Day wedding at the First Baptist Church in Anchorage united in marriage Elfrieda Peterson of CAA and Fred Neese of Anchorage at 8 PM February 14.

The bride wore a pale blue dressmaker suit and was attended by Irene McSorley. Frank Janacek was the best man. The couple left the following Monday for a week's honeymoon at Mt. McKinley Park.

The new Mrs. Neese has worked in the Regional Warehouse for the past six months and has been in Anchorage a year and a half.

PAYROLL

(Continued from page 22)

is so quiet that's about all we know about Willie, except when she types her typewriter doesn't go clickety-clack, it goes b-z-z-z-z-z, she's that fast.

Peggy DeHart is the gal who can pick up a message, look at the darn thing, then look you straight in the eye and say it says here J. Jones worked at Port Heiden but was transferred to Cold Bay, effective today, and that he worked four hours overtime on the third of February, when what it really says is: REUMES 32410052 WILL DROP J. JONES ZG 2348 PERIOD WILL PUP J. JONES DI 2448 PERIOD 4 HRS O.T....etc. Wonder how she does it?

And last, but not least -- ohh, no -- there's me. I pick up the tag ends, sweep cigarette butts out of the vault and stuff like that. And if there is a mistake -- well, you can just bet I'm the one who did it.

-- ARLENE LATIMER

in violation of safety standards and which are considered unsafe. General Air Cargo has been operating from Portland to Anchorage for about a year.

FAIRBANKS

CENTER

LA RENZIE SCOOPS COAL

August LaRenzie scooped half of Fairbanks when he purchased two and a half tons of coal for \$9. Most of us peasants have been paying \$18 for one ton. When last seen, Auggie was still scooping. It seems his coal was strewn very untidily at the extreme edge of his property and he had to make the last lap via shovel. When he finishes shoveling he promises to write an open letter to the vendor entitled, "Where You Can Put Your Coal, Lump by Lump!"

Contrasting with Auggie's pique, however, is the pride of our two happy pappys. Leading the field is Clyde Smith with ten new arrivals, one two legged and nine four legged. The former is his lusty new daughter Celeste -- the latter being nine "approximately" Cocker Spaniels. Eight of the pooches have become part of the past (and Chena Slough). The remaining pup (the best swimmer of the litter) has found a good home with Bill Murphy of Weeks Tower.

The other pappy, Karl Hoffman, lowered his income tax with a new boy, Daniel. Karl is one of the hardest working men in the center. He hopes his next will be a girl.

Unperturbed by these marital blessings is Bachelor Oldroyd. Jack gave all the girls in Wyoming the benefit of his annual leave. After a six weeks' sojourn he returned, sporting a new Ford and a smug grin. Since his return he has confined his Ford and grin to a gal in Communications. What about that girl in Wyoming, Jack?

Awestruck by Jack's tales of the Old Country, Leon Kaplan immediately took leave and will explore the United States. He plans extensive research on the fairer sex. Leon has always been fond of education.

Our other traveler, Bill Grotts, Christmassed with friends in Galena and Ruby. "Sourdough Willie" conversed fluently about people and activities in Galena but is quite vague about that last night in Ruby. It seems he isn't quite familiar with the ways of the wild, the turmoil of the tundra and the roar of the roadhouse. Willie now wants a transfer to Ruby where he has been offered Chief. But of what?

Our safety expert, Bob Blum, brandishing a gun in the kitchen of his home preparatory to a rabbit hunt, was asked this question, "Is that gun loaded?" He replied by blowing a hole in the ceiling, which was a neighborhood attraction for some time. Oh, well, nobody is perfect.

TOWER

"ZEBRA" AND "MIKE" FOUND

A great mystery has at long last been solved by our "embryo controllers"! They have found that the 'zebra' and 'mike' are merely slang words of the trade and are now using them so profusely they embarrass most of the oldtimers in Fairbanks! Regardless of time, place or person, our youngest additions are putting in a 'zebra' here and there with a dash of 'mike' added to suit the taste. (Woe is us!)

During the past 30 days, our fair place of employment was generously salted with visiting dignitaries from HQ in the forms of Norm Baxter, Pete Pettite and Kent Tillinghast. Naturally, everything was nicely dusted down, swept out and our Sunday-best phraseology was trotted out for its annual airing. It was amazing how well they stood up under our hospitable reception. For awhile everyone thought Tilly was going to burst into tears -- he was that appreciative! Yes sir, he's our boy! In spite of the fact that he doesn't like our dogs.



Besides our new men who are now proudly strutting around displaying their newly-won Junior Ratings, others have broken into the news columns. William I. (Our Bill) Murphy gets our first attention.

For months on end Bill had been talking about his coming leave, to be spent on the sunny shores of the Pacific down California way. Naturally, there were those of us who shot daggers when he wasn't looking and otherwise turned green with envy. But at last the day arrived -- NGOS Day it was called (Murphy's Going Outside Day). Well, Bill went out and is back, and the strange thing is that no one can get him to talk about his trip. We had naturally expected him to be gone for some time, but shortly after he left there came a night letter advising that he would soon be among us again. Elapsed time in the Sainted States, ten (10) days!

Gerry (Clerk) Goebel (sounds like Gable) is sweating out the reception of a number on his new car that is awaiting him in Seattle. It seems the old Territory won't issue him a license for the car without the motor number -- isn't that awful? Meanwhile, Gerry is champing at the bit and jumps a foot every time someone addresses him. It looks as if he has ideas of grandeur, with his mind refusing to operate "locally."

It was somewhat of a treat for this operator when NG-62 put in to Fairbanks for fuel and a passenger a while back. Bill Clayton came up to the Tower and we discussed the "passing parade" at HQ, much to the appreciation of Yours Truly. As usual, Pilot Paret had his mind on the nose bag and promptly upon landing sought out the local greasy spoon in an

effort to satisfy the inner man. Apparently Jim succeeded as he sounded rather pleased and comfortable when they departed for Bettles in a cloud of dust - snow dust, that is! (Tsk, tsk, your correspondent hasn't seen the bare earth since he left Anchorage back in November. Just for the record, this is not, I say again THIS IS NOT the Banana Belt!

While Pettite and Tilly were in the Tower they had a discussion on the percentage of pleasure and work involved when one is chief of a tower. Pete claimed it was 75% work and 25% pleasure while Tilly maintained it was 5% pleasure and 95% work. Time went on and the argument waxed hot and heavy when things were abruptly halted by the entrance in the Tower of Prinster. One of the new men at FA, who had come in to empty the wastebaskets which were overflowing.

Pete, not knowing the new man but wishing to find out just how he viewed this sort of thing, stopped him, told him about the argument and asked him for his unbiased opinion of the matter. The answer was entirely unlooked for. Prinster stated that as far as he was concerned, it was 100% pleasure, and nothing else! When asked to explain why he figured this way he said, "Well, if there was any work attached to it, Graner would have me doing it!"

-- CHADDON (Chaddis at HQ) ZFX



"I always thought Jim was bragging when he said he could fly the crates they came in."

(Sixth Region 'Acro-Antics')

WAREHOUSE W-A-I-L-S

What's happening across the tracks at the warehouse this month? There's always news!

Wedding bells have rung again, this time for Elfrieda Peterson, our little tyrist, who marched down the aisle with Fred Neese on All Sweethearts Day. Good luck, you two, and best wishes for a most enjoyable married life.

We lost one of our good men this month, Ned Griffin's helper William (Bill) Fausch. There was a sudden need to take a trip to the hospital and have an appendix removed. Bill was also the writer of this page. Inheriting the job is M. Lorraine Ozanich, who recently joined the Warehouse staff from the Stenographer's unit.

"For Heaven's sake," as Arthur Godfrey says, somebody said "let's go" and 'lo and behold we have lost a few more men. Namely, Jack Ommert, Edward Walsh, Bud Logan and Alfred L. Ricchi. That was a nice bunch of boys, and losing the "Waverly Four," as they were known, is very sad. Where they have gone, and why, we don't seem to know.

February 7 we lost another man, Alton D. McEuen. He is returning to Spokane, Wash., via the Aleskan highway. Mac came to the Warehouse last November and we think the weather man got him down a bit. His wife worked at the Weather Bureau and it may be that she had been peeking into the future. Good luck, Mac, on your trip and don't forget to shave before you hit the U.S. soil.

Station Managers, MTIC's and CLMO's: Here we go again on our old cry of REPAIR AND EXCHANGE. Items in bad order are sent to the Warehouse for repair and exchange. That is good, but what about those red tags? Yes, they are being put on fine and dandy, but they are not always filled out. There is a place on the tag that gives instructions. How about it, fellows?

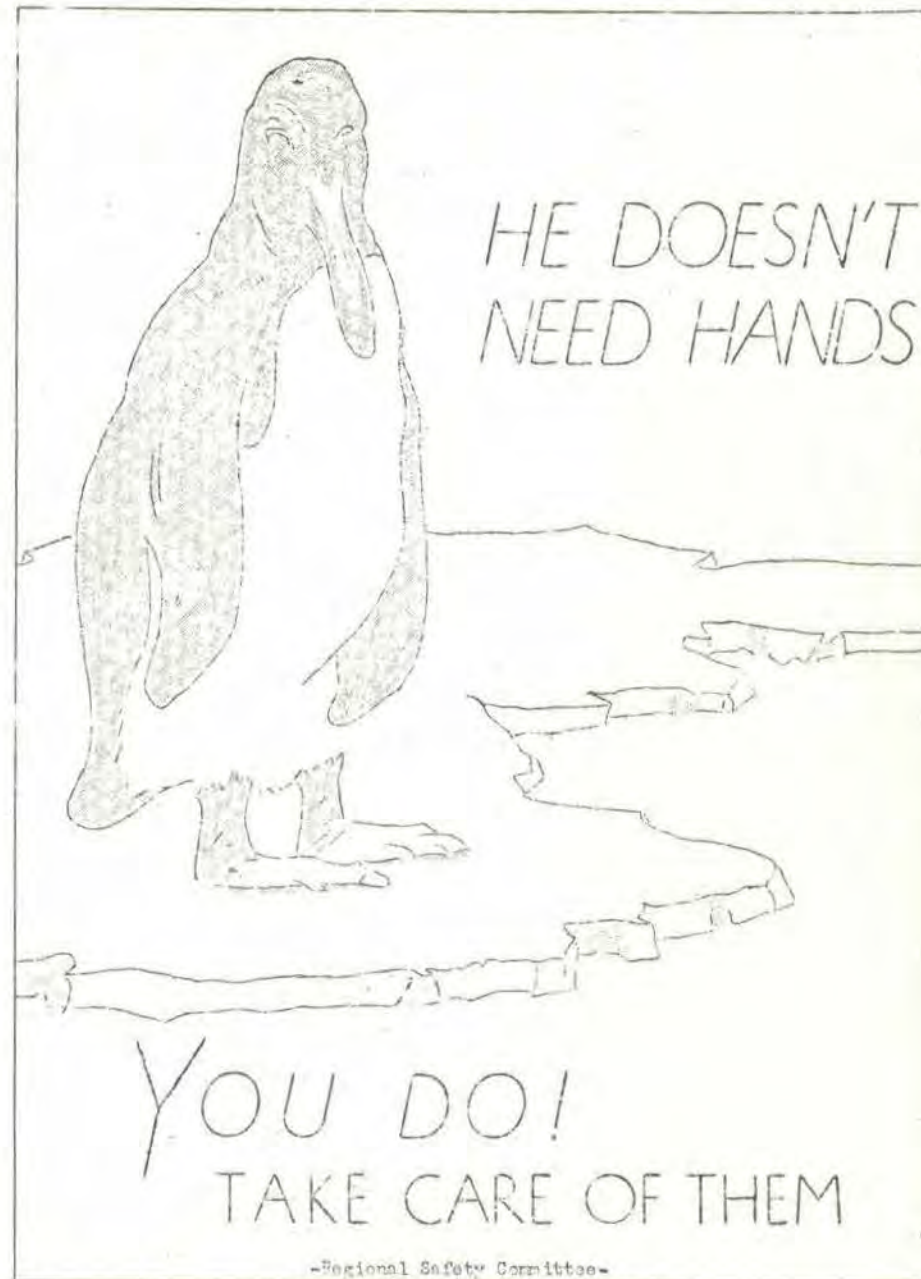
Nope, I'll not get off the subject of REPAIR AND EXCHANGE. Please, to repeat the old cry, place RED TAGS on all items and on the red tags note outgoing invoice number, condition of article and date it was shipped. Messages sent in to divisions requesting Repair & Exchange should have your next outgoing invoice number included, and in return your division will make out the invoice for you.

There have been many instances where both the division and the station make out the Repair & Exchange invoice, which of course causes confusing duplication. When this happens someone always has to wreck his brain and try to figure out what has happened. Keep your boots on, fellows, the Packing slip and Suspense will reach you in due time and the work will not have to be repeated by two different offices. There are only a few stations doing this, and with a little more cooperation there ought to be less trouble and crying from the Warehouse. Let's work on it.

Back in the store room can be heard the old familiar "Where shall I find it?" "Where shall I put it?" Which is another way of saying we have a new bunch of boys to break in. They are: Keith W. Spokane, Edward L. Craig, Nick E. Lyons, Van B. Martin, Norman A. Southerland, Richard Feake, William N. Gibbs and William Young.

Ah yes, friends, Annual Requisitions are beginning to flow into the Warehouse. They are all supposed to be in by March 1, -- 1948, that is. How about putting on the heat and getting them in. Give us the Requisitions and we will try to furnish the supplies.

One of those bright sunny days this month caused Mabel Stubbs to wonder why the sun wasn't getting through to inside. She found a dirty window was the reason. She washed her window and the other girls followed suit. Must be Spring! -- M.L.O.



PLANT AND STRUCTURES

CONSTRUCTION

During the month Arne Erickson arrived at Unalakleet with a crew to assume the duties of resident engineer and Ned Tolson returned to Anchorage from Gustavus. Ken Kellner and Ralph Klokkevoid made inspection trips to Yakutat, Middleton Island and Cordova.

J.B. Daigle is now resident engineer at Gustavus supervising ILS and V.T. installations. This will be CAA's first ILS installation in Alaska.

Don D. Kerr is in HQ from Juneau after many months of assignment at Petersburg. Lee Connors made inspections at Petersburg, Juneau, Lena Point, Harrow Point, Sunset Cove and Thane during the month and Harold Terbert is back at work after several days annual leave -- and still a bachelor, Ima.

Bernard E. Locke, airways engineer, has joined the Materials Section Staff. Mr. Locke transferred to CAA from the Alaska Army Engineers. Lyle E. Bont, airways engineer, is another new employee in Construction. Mr. Bont comes to us from Southern California where he worked on the Morris Dam at Azusa. He is sold on Alaska and says the friendliness of the people more than compensates for the rugged living conditions.

We're really concerned about our Chief, George E. All those wrinkles around the eyes -- it makes us wonder. Always it's the same too-innocent answer, hockey. Remind me to see one of those beat-on-black-n-blue guys and draw my own conclusions.

--E.S.

Landlady showing room to new Anchorageite: "Is a whole, this room is quite nice, don't you think?"

New Anchorageite: "Yeah, but as a room it's not so good."

MAINTENANCE

Fred Yonney is still enroute from Seattle to Unalakleet with inspection duties to perform at the southeastern stations prior to returning to Anchorage.

Sam Kelly has been on assignment at Yakutat for the purpose of inspecting dock and other facilities at that point. He recently returned from an inspection trip to Gulkana and Sheep Mountain. Sam is diligently applying himself to the organization of his safety program, which he hopes will be adopted in the Eighth Region.

Frank Turner has returned to HQ after a winter vacation in Southeastern United States which included visits to Hot Springs, Ark., and other points in the Deep South. He went back to Montana to overhaul river transportation units for use during the coming transportation season. William E. Thomas is in Fort Heiden to replace broken corner insulators on one of the range towers at the station.

Perry McLean is the proud grandfather of little Sharon Ann, recently born to his daughter, Beverly Scranstad, who was formerly employed by Alaska Airlines.

Dave Disko is awaiting transportation to McGrath for the purpose of inspecting that facility. Jackie Livesey is the latest addition to Division 59 in the position of clerk-stenographer.

John Dava and Frank Frey have been on assignment in Gambell for the past two months. Dava is expected to return to HQ soon, but Frey will complete an assignment in Nome prior to his return. They are probably full-fledged citizens of Gambell by this time.

Ray Snyder recently returned to Nome from an assignment at Wales in connection with rehabilitation of Weather Bureau generating equipment. Fred Ballard

(Continued on next page)

P. & S. ENGINEERING

About half the men in Engineering are out on field trips, so we haven't had much doing this month. Even the topic of beards isn't exciting. We see more "CO" buttons around than beards.

That bristly fuzz that "Doc" Titus had came off after a couple of weeks. Ed Seiler still has his mustache and sideburns (on him, they look good!) and Vic Murphy has a nice little bit of blonde vegetation on his chin. "Mac" McDaniel looks like Uncle Sam with his whiskers -- or a southern Colonel. He'd look right at home with a mint julep in his hand and a "you all" on his lips.

Leigh Robinson really had a growth on his face when he left for Yakutat. He reminded us of a little ol' bear. Bob Tietjen looks much better without a beard, we have all decided. He has too nice a smile to be covered with whiskers! "Griff" has come through with quite a face-full of intricate growth, and Homer Stalnaker is sporting a neat Van Dyke. Ernie Waschenfelder and his beard look like Abraham Lincoln. Daal-mann looks -- uh, well -- different with his mustache and chin whiskers. Frankly they all look like flea beds to me!

To get away from the subject of beards for awhile, I think I should mention that we had two new men start to work for us this month, Frank Dewey who is going to work in the Soils Lab and Emmett North who'll be back in the Engineering room.

Civair 8 membership cards went like hot cakes over here. I believe we had very close to 100% sign up. But then, engineers have always been good sports about things like that.

What with all the winter sports, our department has been very lucky in having no casualties as yet. Dorothy Meredith tried the slopes of Grandview a Sunday or so ago and came back all intact, which is unusual for her. Speaking of skiing, here's a little "free" verse to help fill up space:

One day I ventured forth to ski
Never dreaming what could happen to me.
I slipped and slid and often fell
And before I finished was weary as --
well!

I couldn't get up when I fell down.
I felt more and more like a silly clown!
With body all aching and sore spots
galore
I was bound and determined to try it
some more.

I followed the instructor when he
"snowplowed,"
And when he did a "christy" I cried
aloud:
"That was very very neat and very very
swift --
But now get me out of this damned
snowdrift!!!"

-- D.J.M.

MAINTENANCE (Cont'd from page 28)

is now occupying his time at McGrath and the Lower Kuskokwim River stations. Myron Stevens is at Fort Heiden assisting personnel during the adverse conditions occasioned by storms in December and January. Don Bogi returned from his assignment at Iliamna and has proceeded to Haines.

Who is it that so cheerfully gets out of bed at 3:30 in the morning to report

for work on the furnace in the Maintenance Shop? He must be working for a raise.

Ira Jeffords of the Maintenance Shop recently returned from annual leave and a jamboree at various points in the territory. We wonder if we can expect the annual request from him to the regional administrator for that promotion to engineer -- which he "ain't got yet."

-- N. ERICKSON

GULKANA

CHIEF GIVES STATION RECORD PLAYER

Welcoming the New Year with its second contribution to MUKLUK, Gulkana (Dry Creek) extends greetings to all Alaskan CAA stations, crosses its fingers and makes its Number One Resolution -- to contribute full support to the new Dry Creek Temperance League recently organized by C. Peck, T. Ross, M. Benningfield and B. Holeman.

At least we still have our memories, including the past Yuletide Season which was celebrated at the station on Christmas Eve by an open house at M. Benningfield's and a progressive open house on Christmas Day throughout the camp. Everyone appeared to be well-treated by Santa, especially Daddies Holeman and Ross who were delighted to discover the Jolly Elf had left trains and plenty of mechanical equipment beneath their sons' trees.

It was also noted that "Pa" Holeman was most excited by the arrival of a man-size bike. By his own confession, however, it was revealed that the shiny vehicle is son Benj's goodbye present from all the boys at Port Heiden, to whom the whole family says a happy "Thank You," as there is a definite transportation problem at Gulkana -- and two wheels are certainly better than none.

One Christmas package appreciated by all the station personnel contained the latest contribution to our Stork Club equipment. This, a glamorous new automatic record player, was presented to the station by CAC Don Thomas and family and we are all looking forward to a big initiation party in the near future.

More excitement for the holidays was provided by the Thomases when the arrival of Richard Warren Thomas was announced on New Year's Day. Born on December 31 in Providence Hospital in Anchorage, Richard is now "at home" in Number Four Quarters, Gulkana, with proud parents and sister Arlee after

spending the first ten days of his life in Anchorage.

To start the New Year out right, MTL Charlie Peck left for Anchorage January 2 to attend the Range Course Alignment School. Mr. Peck, with wife Mildred arrived in Gulkana to replace T. Allenbaugh, now in Nome, early in October. Other personnel changes since our last report include the transfer of M.T. Te Ross from Skwentna to Gulkana and the transfer of L. Batten, operator, to Juneau.

A new interest has sprung up among the technical minds at the station. Serving Gulkana "in the Valley of the Wrangell Mountains," ham station KL7LV, owned and operated by Leyton Bennett, is creating quite a stir. The "stir" seems to be over the power transmitted by the five-watt outfit which to date has been the means of contact with many other Alaskan CAA outposts.

According to Bennett, Unalakleet is the farthest point reached so far and his two newest contacts have been made with Middleton Island and Summit. For any other hams who might be browsing through this word-maze, Bennett's hours on the 75 meter band are generally from midnight on, which, it is claimed by a few of his neighbors, is plenty as several experimental attempts have proved that the little five-watt job comes in "loud and clear" on the broadcast bands of nearby radios.

Bennett assures us, however, that this is nothing to what his latest project, a one-half kilowatt station, will produce and hopes he can make up for the radio interference by establishing a super shopping service between the States and Gulkana with the aid of his brother, also a ham, in Seattle. To make everyone feel happier, however, he reassures us that this latest creation is "in the future" and maybe by that time the whole camp will have migrated

(Continued on next page)



NEW EMPLOYEES

MONTH OF JANUARY

AIR COMMUNICATIONS BRANCH

James H. Banks, radio technician, Communications Engineering division.

Joseph A. Bannon, maintenance technician, Communications Maintenance division (Annette Island).

Frank Fayner, maintenance technician, Communications Maintenance division.

Stanley E. Gruener, maintenance technician, Communications Maintenance div.

Neil A. Haun, maintenance technician, Communications Maintenance division (Woody Island).

Charles T. Johnson, maintenance technician, Communications Maintenance division (Unalakleet).

Marvel V. Mathison, clerk-typist, Communications Maintenance div. (Juneau).

Mary Beth Rhody, clerk-typist, Communications Maintenance div. (Fairbanks).

GULKANA (Continued)

to the Firth River, which at the moment appears to be a topic of pressing interest among the male contingent on the station.

As like this is all the dirt that can be dug out of Dry Creek for this month, so in parting we might say that now Gulkana is definitely on the milk run. Anyone traveling down the Highway and expecting to make an overnight stop at said station should come prepared with a bit of that new Cabin Fever Formula recently concocted by Holeman and Co. For your information, it is sold at all beverage counters and comes in two sizes, the larger, of course, being the most economical.

Garth H. Hansen, maintenance technician, Communications Maintenance division (Annette Island).

James P. Murdoch, maintenance technician, Communications Maintenance division (McGrath).

Richard T. Roberts, maintenance technician, Communications Maintenance division.

Charles H. Shurtleff, maintenance technician, Communications Maintenance division (Fairbanks).

Cecil I. Warner, maintenance technician, Communications Maintenance division (Port Heiden).

Phil F. White, maintenance technician, Communications Maintenance division.

AIRWAYS OPERATIONS BRANCH

Ardayes M. Duff, clerk-stenographer, Performance Standards staff.

Richard H. Brammon, air route traffic controller, Air Traffic Control div.

Donald W. Frantz, air route traffic controller, Air Traffic Control div.

Andrew T. Prinster, airport traffic controller, Air Traffic Control division (Fairbanks).

BUSINESS MANAGEMENT BRANCH

Alton D. McEuen, general mechanic, Property Management div., Warehouse.

Carl T. Rentschler, storekeeper, Property Management div., Warehouse.

Mae S. Walker, clerk-typist, Property Management division, Warehouse.

Marjorie M. Mucciacciaro, clerk-stenographer, Personnel division.



SCREAMING WITH THE STREAMLINER

Because of bad weather causing cancellation of airline flights, and because of the proximity of the flight path to the bombing and gunnery area south of Fairbanks, two members of Air Traffic Control decided to save time and ride the Alaska Railroad "Streamliner" to Fairbanks.

The first sight of the so-called "streamliner" should have changed the travelers' minds, as the train consisted of a day coach (vintage 1907) and the club car, with an anemic looking yard engine on the head end. Following is an account of the trip as taken from the records:

Being stalwart Alaskans, we boarded the train, took one look at the overcrowded coach and proceeded to the lounge car. That car, to all outward appearances, was a troop car with its face lifted. The interior wasn't so bad, however, as the forward part was a diner and the rear a small lounge and bar. This looked pretty good so we settled down to pass the time on the short, uncomfortable trip.

All went well for awhile. The sight of moose and ptarmigan and a heavy snow storm helped pass the time and got our minds off the problem of trying to regain our seats. A roller coaster has nothing on the thrills of riding on the Alaska Railroad.

Early in the afternoon as we were approaching Chulitna the train came to a sudden halt. We were advised that the road was closed by a snow slide and we would either remain where we were or return to Curry. As we were only passengers and not running the railroad, we stayed there for seven hours. If you don't think it is tiresome sitting in one place that long, take a trip on the A.R.R.

At least we didn't have to starve. We had 'roasta biff' for lunch at \$1.25. We had 'roasta biff' for supper (same critter) at \$1.50. Don't know what the extra charge was for, unless it was storage.

We tried to stretch out in the lounge car and get some sleep but the railroad personnel ran us out about one o'clock as they seemed to have top priority on our sleeping accommodations. The rest of the trip was made sitting up in a poorly ventilated, obsolete cattle car which the railroad calls a coach. The seats were hard and if you braced your feet, which you had to do or be thrown in the aisles, you could push the back down a little and recline, after a fashion. If you were lucky, or unlucky, and went to sleep, the back of the seat would snap up and toss you on the floor. Then the whole process would be repeated.

At 7:15 the next morning we crawled into Fairbanks, the trip on the luxurious streamliner taking only 23 hours.

To furnish an appropriate climax, the streamliner took so long our reservations for hotel rooms had been cancelled and we were out in the cold. After trying every place to rest our weary bones, we were very lucky to obtain a room, if it could be called a room, in a slightly glorified flop house. Outside of the cockroaches stomping their feet all night and the steady breeze which blew through the room, it was not too bad. We can now understand why there is a sign at the desk notifying one and all that the place is off limits to military personnel.

We believe that one of the requirements of becoming a Sourdough ought to be to take a trip on the Alaska Railroad's streamliner. Just one way -- as you couldn't survive the round trip.
-- R.P. and K.T.

HULEN APPOINTMENT

(Continued from page 1)

a radio operator, a position now termed aircraft communicator. He entered on duty in the Eighth region in November of 1939, shortly before its official incorporation as a region, as Communications Supervisor, a position similar to the present chief of the Communications Operations division.

Following a reorganization in October of 1941, Mr. Hulen became chief of the Communications branch. He was appointed superintendent of the Airways Operations branch in 1946 and remained in that position until his appointment as assistant regional administrator, the second man to hold that position in the region.

The friendly, well-known executive first learned to be a radio operator during a six-year enlistment in the Navy from 1924 to 1930. He then went to work for CAA in Salt Lake City, where he stayed for seven years. Tours of duty in Reno, Rock Springs, Wyo., and back to Salt Lake City followed. In 1938, when CAA was reorganized from 13 districts into seven regions, Mr. Hulen was transferred to Seattle, where he worked for a year before coming to Alaska.

He says he likes Alaska best of all the places he has been stationed be-



"No, No, Winston! -- the leather ones!"

(Air Transport)

STATION MANAGERS

(Continued from page 1)

regions, final selection of the station managers will not be made until about April 15. As in the case of the five stations mentioned above, the manager at Juneau also will be a separate position, but will be filled in accordance with the Regional Promotion Plan.

At the remaining stations in the territory, the station managers will be chosen from among present supervisory personnel in the field, such as chief aircraft communicators, ITIC's, CIMO's, etc., as additional positions for station managers are not now authorized. Those designated as managers will assume the responsibilities of the positions in addition to their regular departmental duties.

The board is now considering applications for these "designated" manager positions. It has not been decided whether the names of persons chosen will be announced as soon as selection is made or if the appointments will wait until the names of managers for most of the stations can be announced at once. This decision should be made before the next issue of MUKLUK, the board said.

Members of the Station Manager Selection Board are: Henry L. Newman, executive officer, chairman; H.P. Hoggle, regional attorney; J.C. Hooper, superintendent of the Plant and Structures branch; H.E. Aldridge, superintendent of Communications and G.A. Whittaker, acting superintendent of Operations.

cause of, among other things, the hunting and fishing. He has a wife and a nine-year old son, "Dougie."

G.A. Whittaker is now acting in Mr. Hulen's former position of superintendent of the Airways Operations branch. Various chiefs in the Operations branch are acting in rotation in Mr. Whittaker's position of chief of the Communications Operations division.

WRIGHT RESIGNS

(Continued from page 1)

tor. The January 14, 1948, issue of the 'American Aviation Daily' said, "...Industry generally has lauded Wright as being the best administrator in civil aviation history."

In his letter of resignation to the President of the United States, Mr. Wright gave his reasons for leaving as a need to increase his income above the salary Congress appropriates for the position, the unlikelihood of promotion and the "fine outside offers" he has received, of which the one at Cornell he will accept.

His letter says in part: "I would like to take this opportunity to commend the work of my associates in the Civil Aeronautics Administration. The letter of congratulations you wrote to me, for my associates in CAA, on the occasion of the 20th anniversary of the signing of the Air Commerce Act, served as an effective stimulus to all of us to carry on the challenging responsibilities of the job and to 'meet them in the same spirit of forward-looking public service and with the same special skill which has characterized all the activities of the Civil Aeronautics Administration.'"

"I have been in a position to learn that the persons who compose the CAA are a remarkably fine group of public servants, performing difficult tasks in the several fields of our agency in an effective and efficient manner, all in the public interest for the orderly advancement of civil aviation in this country and abroad."

In a letter accepting Mr. Wright's resignation, President Truman said in part: "During the seven and a half years which you have spent in Government Service you have given unsparingly of your talents and time to help win the war and subsequently to develop a strong civil aviation industry. To war production activities you made a notable contribution, and it was my pleasure to

ENGINEERS TO DANCE

CAA engineers who are members of the Society of American Military Engineers (and their wives) will be interested to know that the group is making plans for its annual Spring Formal to be held March 18 at the American Legion Log Cabin. Members and their guests are invited to the ball which is regarded as one of the outstanding social events of the season, according to J.C. Hooper, president of the society.

BLANCHE BROWN OUTSIDE

Blanche Brown, Property Records, went Outside to Denver the last week in January to be with her sister who is seriously ill. She plans to be gone about a month or six weeks.

award you the Medal of Merit in token of your distinguished work in that field.

"In the direction of the development of civil aviation as Administrator of the Civil Aeronautics Administration, you have continued to give outstanding services.

"It is with great regret, therefore, that I accept your resignation. I can understand, however, that you feel it to be necessary in view of the conditions outlined in your letter, and in view of the further opportunities for service to the people of the United States which you anticipate in connection with your new position."

As a souvenir from this region, the administrative staff is sending a picture-plaque to the retiring administrator which bears a message of good wishes in his new endeavors and contains photographs of the regional administrator, assistant administrator, regional attorney, personal flying development assistant, five branch superintendents and the chiefs of the Planning & Control and Airways Flight Inspection staffs in addition to a picture map of Alaska. It was prepared by Walt Smith and Herman Kurriger of the Photo Lab.



MEDICAL OFFICER LEAVES NEW POST MARCH 12

It was hoped to announce in this issue of MUKLUK the establishment of Dr. Oliver R. Kendrick in the position of Eighth Region Medical Officer in which, among other duties, he would be available to field personnel for emergency medical attention; however, the doctor left Anchorage four weeks after his arrival due to the almost unanimous opposition of the local medical profession.

With the exception of two local physicians who gave Dr. Kendrick all possible assistance, certain others made it clear they would not cooperate with him or extend even usual professional courtesies.

The stand taken was that there were enough doctors in Anchorage to care for the medical needs of the vicinity and that any more would not be welcome, especially a government doctor.

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APRIL FIRST PARTY PLANNED BY CLUB

A new type of entertainment will be presented by the Civair 8 Club for its members at the April First Party at the American Legion Log Cabin which will feature the showing of colored slides and movies followed by refreshments, informal dancing and skits.

Admission to the affair is free and it will be for Civair 8 Club members only and their dates (husbands and wives)
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TWO SHEEP MOUNTAIN MEN DIE IN CRASH

Two CAA employees at Sheep Mountain, Ralph E. Walker, station MTIC, and Clifford M. Kirkellie, communicator, were killed Saturday, March 6, in the crash of Walker's plane on Lyle Lake about seven miles west of Eureka.

There were no witnesses to the accident and the cause is unknown, according to H.M. Duffy, acting chief of the Airman division, and Fred Powell, chief of CAB's safety division, who are investigating the case.

The two men took off about 2 PM Saturday from Sheep Mountain in the small Aerona which Walker had purchased from the Jack Carr Flying Service January 23. They had planned to take only a short ride as Kirkellie was to go on duty at 4 PM.

The downed aircraft was first sighted about 3 PM by an O'Hara bus driver who reported it at Gulkana. As the crash occurred about a quarter of a mile from the highway, the driver did not see that the aircraft was damaged and just thought it might have been blown over while moored on the ice.

EASTER MAR. 28