

MUKLUK TELEGRAPH

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Mabel Stubbs, Editor

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PILOTS URGED TO FILE FLIGHT PLANS

Beginning a flight without a flight plan is asking for trouble, case histories presented in a recently issued safety bulletin of the Civil Aeronautics Board show.

"One of the easiest ways of getting into trouble is to ask for it," the bulletin warns. "Records of the Accident Analysis Division of the Bureau of Safety Investigation have a surprising number of cases of pilots who did just that. To be more specific, they took off on flights of various lengths to various places without leaving a single word behind with anyone as to where they were going. And they never got there. Search for them was held up because obviously it could not be started until they were known to be missing and then no one knew where to look.

"If these pilots had filed flight plans, the end results of the various troubles might not have been as bad. Some would not have died, and in most cases an untold amount of family anguish would have been prevented."

Four histories of cases where searches were delayed, in some cases with fatal results, because flight plans had not been filed, are given in the bulletin. Instructions are given on how to file a flight plan with the nearest Civil Aeronautics Administration control tower or communications station by filling out a form or by radio or telephone.

The bulletin, numbered 184-49, is on sale for 5 cents a copy by the Superintendent of Documents, Government Printing Office, Washington 25, D. C.

AIRWAYS OPERATIONS

Stella Odham and her husband spent the Christmas holiday at Mt. McKinley Park. She reports there was practically no snow but the temperature, 30 to 40 below, kept everyone indoors most of the time. This was their first trip to the Park. A trip to Fairbanks is in the offing for the Odhams but they are holding out for somewhat milder weather.

Mrs. Lorraine Robar Gilliam is leaving her position "to do homework". She has been Mr. Pettito's secretary down in Air Traffic Control for the past year.

To keep him home nights, Gail Kosbau gave her husband Howie a motor tool for Christmas and he is now busily engaged in cutting and polishing ivory.

E. N. Borato, Communications Specialist is touring Southeastern Alaska in connection with air/ground operations, etc. Stuart Williams is trying to keep warm up in the interior regions of the Territory doing the same type of work as Mr. Borato.

Earl F. Hiccock, Airways Operations Specialist is representing the Regional Office at the OFACS Conference in Seattle. The meeting was scheduled for January 9 through the 13th. Virgil Lamb, Chief Overseas Communicator from the Anchorage Station is attending the conference, also. While there the men will compare notes with other overseas foreign airways communications stations and discuss every possible operation of the various stations. Attending will be Chiefs from Honolulu, San Francisco and Seattle and each will contribute much to the betterment of present procedures.

John Moyers, Communications Specialist, is a brave man. This month he was visiting the Far North and his trek included Point Barrow, Umiat and Bettles. If he is sampling weather similar to that Anchorage had at Christmas time we don't envy him.

Yes, Airways Operations has sand in their shoes this month. Perhaps our next issue will find them all bedded down for the winter in good old Anchorage.

Also under the heading of Airways Operations Division is Aircraft Communicator Deway Byrly of Anchorage. He started out his temporary assignment as Acting Station Manager at Fort Yukon with a bang - which bid fair to decommission him temporarily. He was cranking the engine on an Onan 5 KW generator (the kind with the free wheeling crank handle) on November 15, when the engine caught, the crank flipped off the pin and struck him on the left side of the mouth. He had several teeth splintered and broken and a lacerated upper lip. The doctor at the local hospital did a careful stitching job and we understand from our reporter that "Deway's mug will be as handsome as before", once the missing teeth are replaced.

WAREHOUSE WAILS

Someone once told me that all roads lead somewhere, but I'm beginning to believe that they all lead back to the Warehouse. There have been so many instances of this that it just can't be coincidence any more. Someone leaves us either for a new job, to go Outside, or something, and we just begin to become accustomed to not seeing them when suddenly, you look around and they're back again.

The latest proof of this is Harold Bales. After working here for over a year Harold left us for a job with the Army. Then a little over a year later, he's back. I often think there's something wrong with us - judging by all the new people, but just about the time I'm sure of it someone comes back. Think it was McArthur who said, "I shall return". We might adopt that as a slogan for the Warehouse.

Bill Williams, in Army Parts, transferred to Merrill Field and Ray Wiscock the Mail Man, will take his place. Otherwise the place is the same.

Our Christmas party was very quiet this year. We had a nice little tree but I must admit the thing seemed dwarfed after we piled all the presents under it. We had coffee and cupcakes as refreshments. I think that we were all a bit disappointed that no one received a really unusual gift. The most novel was a painted Bar apron for Mr. Young. Everyone else received very practical gifts -- cigarettes, gloves, scarfs, cologne, bubble bath and such.

We have all decided that the area around the Warehouse is at least ten degrees lower than any place in town. On Fourth Avenue before climbing on the bus, we might even begin to thaw out and believe that maybe summer might not forget to come after all; then we climb out to come into the office - darned near frozen to death. I personally feel a little silly trotting around with my long handles on, but to those who may smile and perhaps feel a bit sorry for the poor frost-bitten thing underneath all the clothes, I can only invite them to visit us down here.

Our snow shoveling expeditions are growing more numerous with each record-breaking snowfall. I feel so sorry for the poor fellows. They come back into the building; feel so proud of themselves to have finished shoveling the entire roof and are just beginning to warm up again when they look out the window and see the soft white flakes gently falling. I'd still like to try my sun lamp idea.

We're all sniffing and sneezing with the usual winter colds. To hear us, anyone might think that we were all refugees from a sanitarium. If anyone could discover a sure way of keeping colds from spreading, he'd make a fortune in the Warehouse alone.

--JACKIE JOHNSON

P&S ENGINEERING

The Editor finally got through to the long unheard-from Engineering Branch and I find it is my duty to make a mild splash in print to help fill up the gaps in the "Lukluk".

The biggest thing that happened here in December was the Christmas party. The secretaries of the various branches in the Loussac-Saga building had the dubious honor of preparing for it, and we're quite proud of the results. About 88% of the personnel turned out for it, complete with silly gifts. A huge buffet was set up, complete with sliced ham, cheese, Polish sausage, smoked salmon, potatoe chips, peanuts, pickles and olives. Liquid refreshments were served from another table and mistletoe was hung in the most convenient door. Joe Yosenki stationed himself at said door and caught every girl who thoughtlessly (or otherwise) went by him.

Lee Connors tried out his new flash attachment on his camera in the hope of getting some good blackmail shots - but all he got was one mad scramble of people. There is one good picture of Red Wilkins modeling the "medium-sized" falsies he received, but none showing him using the lovely hair brush he received (you have to know Red to appreciate the brush - no hair!)

Mr. Crowe, of 8-51, enjoyed his gift - a bottle of Old Crowe. It didn't go far though, what with 70 people clamoring after him for a wee sma' bit. There were many more silly, nonsensical gifts, but I can't possibly list them all. Everyone seemed quite pleased with their gifts, and were happy about the party - at least there seemed to be a glow over the place.

So much for the party. Back to general run-of-the-mill talk. We have one new man to report this month - Owen Rye, who worked for us back in 1947. He's been in Fairbanks attending school and just lately working on the new airport up there. We're always glad to welcome back old, familiar faces.

Jack Alcock resigned in December, causing many broken hearts among the female species. It was also a loss to his bowling team. However, Perry Holzgraf is going to take Jack's place - on the bowling team, that is!

Both Henley is resigning in January. Both has been with us for over 2 years and it will seem a little less bright with her gone - her ever-ready smile will be missed by many.

Ed Daigle, from 57, has been transferred to Engineering. The phrase about losses and gains is appropo here.

Andy Earles is vacationing in Minnesota at this time. I wonder if he's freezing to death - they tell me it's quite nasty there in Winter. I don't see how it could possibly be any colder than it has been in Anchorage.

That's it for this time.

--DOROTHY MEREDITH

CRUMBS FROM THE COMMISSARY

We have made a New Year's Resolution, and this is the beginning. Did anyone miss us?

NEWS ITEM: M. D. Hutchens, our Accountant left January 6 for Bethel, Aniak and McGrath. He is going to change the latter two stations from Payroll Deduction to Cold Cash. Which takes care of the Territory -- now we get everyone's money.

The boys out in back, Woody and Howard, have had added responsibility on their tender young shoulders -- snow removal from the roof. We are trying to keep the Commissary dry. If we have much more snow, we will have a steamheated indoor swimming pool this spring. When you come to town, bring your own swim suit.

Air Transportation sneaked a couple of Barrow trips in on us when we weren't looking. With 24 hours notice the lettuce leaves and carrot tops were flying through the air like mad. But we made it, and Barrow got their Christmas turkeys and vitamins in spite of it. Other than that little episode, everything has been running CAVU.

ITEMS FROM THE BUTCHER SHOW: NOW AVAILABLE 1/4 pound packages of dried beef -- and very nice -- 42 cents per package. Also 40 turkeys, mostly hens, a few toms, 9 to 12 pounds. Hens - 8 cents, toms 75 cents per pound. Plenty of lamb chops going at 95 cents per pound. HURRY, HURRY, get 'em while they last.

Incidentally, we haven't heard from you on our query about the milk-makers. We have to know your wishes before we can order them. Even if you aren't a bit interested, please fill out the memo and send it in. We are still waiting.

The men conquered the women--we had a bowling match last month. The gals got a 100% handicap and still couldn't out-bowl the fellows. But the latest word is that the same thing will not happen again, even if we have to put glue in the balls. We will keep you posted.

Laura, Eva Nell, Corinne and Anne have started taking vitamins in preparation for the annual inventories, soon to arrive from the stations. Don't be too rough on us, we sent you all new catalogues for Christmas presents.

Ben Mayfield, the Chief Wheel in the Commissary Warehouse, has been spending all his time on jury duty. He returned from his vacation the first of September, and went on duty the next week. Some people have all the luck.

I now leave you with this clever quip, "Good bye".

--The Cracker Crumb

P&S. MAINTENANCE

We received a Christmas card from "Jack" Dias who is on vacation in sunny California and we thought some of you might be interested (and surprised) as WE were, so learn that Jack got married while he was Outside. We are expecting him back in a couple of weeks, complete with bride and a California tan...

Wade Privett has also been on leave for the past two weeks. He was in the office one morning and reported he's all ready for his next assignment, so he should be headed for Galena within a short time. Albert McDonald will also be headed towards Galena in the near future. His next assignment is the survey of power lines at Fairbanks and Galena. A Howard Francis returned from a quick trip to Chicago and reported that it was raining there when he left. Since this paragraph seems to be devoted to cable splicers and electricians, this is a fine place to say "Welcome" to Mr. W. C. Mau, who will be working with Mr. McLain on Field Lighting. Mr. Mau is an electrical engineer and was associated with the Matanuska Electrical Association before he joined forces with us.

We don't expect that Myron Stevens will be available for field assignment for awhile. "Steve" was working down at the Shop on assignment and dropped a chunk of iron on his foot and broke FOUR TOES. He came hobbling in the office the other day and said he thought he'd be able to report for 'inactive' duty around the middle of the month...and from the looks of the cast he's carrying around, it will definitely have to be inactive duty.

Harry Nelson just returned from a field trip; he visited Yakutat, Juneau, Haines, Sitka and Biorka and made it back to Anchorage just two days before Christmas.

Branch 59 office personnel had a very nice get-together on the evening of December 21 at the Legion Log Cabin...served egg-nogs and stuff, danced to canned music and introduced each other to each other's mates...We think those off-hour get-togethers are really good ideas...which reminds me that Wally Reid can really rhumba, can't he? Or was that a rhumba, Wally? Anyway, we are planning on another party at another time and hope that those who were unable to make the last one will make a special point of getting to the next one.

--PAULINE MARTENS

PRE-RENDEZVOUS NOTES

Nip: Yep, I had a board like yours once, and when I realized how it made me look, I cut it off, b'gosh.

Tuck: Wal, I had a face like yours once, and when I realized that I couldn't cut it off, I grew this board, by heck!

PERSONNEL ACTIONS

NEW EMPLOYEES

AIRWAYS OPERATIONS DIVISION

Jennie A. Adams, Clerk-Stenographer, Anchorage
Richard A. Bisel, Jr. Overseas Communicator, Anchorage
Charles A. Floyd, Aircraft Communicator, Port Heiden
James W. Haines, Aircraft Communicator, Annette Island
E. Wallace Knight, Chief Aircraft Communicator, Northway (transferred here from Wake Island in Region 9)
Joseph T. Lacroix, Aircraft Communicator, Woody Island
William J. Stewart, Aircraft Communicator, Naknek
Fern H. Warren, Clerk-Typist, Anchorage

ANF COMMUNICATIONS DIVISION

Gordon B. Ashby, Maintenance Technician, Fairbanks
Paul T. Kortum, Maintenance Technician, Fairbanks
Wayland B. Lipscomb, Maintenance Technician, Anchorage
Victor R. Pezzoli, Maintenance Technician, Anchorage
Larry P. Taranoff, Maintenance Technician, Galena

ANF PLANT & STRUCTURES DIVISION

Hobart Hefley, General Mechanic, Anchorage
Arthur J. Schmuck, General Mechanic, Anchorage

BUSINESS ADMINISTRATION DIVISION

Richard J. Dziuk, General Mechanic, Anchorage
Kathryn Hackett, Clerk-Stenographer, Anchorage
Marvin L. Heikes, Chief, Office Service Section, Anchorage
Charles C. Parsons, Aircraft Mechanic, Anchorage
Virginia Leo Polk, Operator Office Devices, Anchorage
Wilford N. Woods, General Mechanic, Anchorage

RESIGNATIONS

William R. Boblenz, Chief Aircraft Communicator, Airways Operations Division, Northway, transferred to Region 9.
Kenneth F. Johnson, Maintenance Technician, ANF Communications Div., Fairbanks, transferred to Region 9.
Merl M. Storme, Aircraft Communicator, Airways Operations Division, Konai, transferred to Region 9.
Charles R. Whitfield, Aircraft Communicator, Airways Operations Division, Woody Island, transferred to Region 9.

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CIRCULAR 8-FOO-2

Effective date: September, 1912

TO : Anyone

FROM : Sheer lack of news

SUBJECT: Early Type Voltmeters

The early types of voltmeters employed in the maintenance of transmitting equipment were, for the most part composed of two common types of gear, generally available.

1. One each Technician (preferable human or near-human).
2. One piece of chalk.

These voltmeters, while of simple construction were subject to rapid deterioration, component parts were not always available, and the readings obtained were not entirely accurate. However, the objectionable features were somewhat nullified by the many times spectacular, but always interesting results obtained.

Chalk marks were drawn at one-foot intervals on the floor. The Technician then grasped the voltage point in question. The distance the Technician was thrown or hurled indicated the amount of voltage present...for example, the five-foot mark represented a reading of 5000 volts, the ten-foot mark represented a reading of 10,000 volts, and so on.

If the Technician was knocked unconscious, (or more so than usual), it was customary to add 2500 volts to the indicated reading. If the Technician was hurled through a wall or integrated with equipment in the path of his trajectory, it was usual to arbitrarily set the value of voltage found at something over 15,000 volts.

It is interesting to note that most measurements of voltages over 15,000 were generally consummated by the surviving Technicians going out for a beer or two, the while quietly shuddering and mutually agreeing that something ought to be done about it.

Ima Whizz, Supervisor

All personnel please save space in your files for 8-FOO-3 which will be printed in the next issue.

PERSONNEL ACTIONS-

(Continued from page 8)

RESIGNATIONS

AIRWAYS OPERATIONS DIVISION

Domenic Abitabile, Aircraft Communicator, Port Heiden
Warren E. Baer, Aircraft Communicator, Anchorage
William J. Bell, Aircraft Communicator, Aniak
Anna M. Fountain, Clerk-Stenographer, Anchorage
Philip A. Hall, Aircraft Communicator, Bethel

ANF PLANT & STRUCTURES DIVISION

Edward C. Fletcher, Civil Engineer, Anchorage
Robert I. Hill, General Mechanic, Galena
Herbert A. Thomas, Jr., Civil Engineer, Anchorage

BUSINESS ADMINISTRATION DIVISION

Blanche C. Brown, Chief, Property Record Section, Anchorage
M. Wiona Browning, Time and Payroll Clerk, Anchorage
Donald A. Carlquist, Aircraft Mechanic, Anchorage
Alice E. Kincaide, Mail and File Clerk, Anchorage
Elizabeth C. Parayes, Clerk-Stenographer, Anchorage

ANF COMMUNICATIONS DIVISION

Kenneth G. Hagamen, Radio Engineer, Anchorage

***** WHO'LL BE NEXT?

Following Bob Graner's fall into the ice hole, reported in the last issue of Ekluk, Jack (John H.) Meyers had a similar experience. This brings up to almost 20% the number of specialists who have fallen in the Arctic Ocean at Kotzebue during the past three months.

SHOP SHAPE



DRAMA ON EXTENSION 12

Time: Winter.

Place: Maintenance Shop (also known as the "Motor Pool", which it isn't, and the "Garage", which it is more than).

Characters: Just that; CHARACTERS - from Uptown and Around.

(It appears to be any quiet day in the life of the Shop. Everything is in order at the office, with the telephone dusted. Then our drama opens. Note: Voice at Shop end of wire is always Calm, Courteous, and Cooperative.)

8:01 AM: R-r-ring

Voice From Uptown: I must have missed the pick-up this morning. Could you send C-1492 up to me at the Federal Building?

8:03 AM: R-r-ring

Voice From Uptown: P-p-uff! I just missed the pick-up at the Loussac-Sagn building. Will you send up C-1775?

8:05 AM: R-r-ring

V.F.U.: Need a tow on C-1812 on Fifth Avenue near the Spudnut Shop.

8:08 AM: R-r-ring

V.F.U.: Where in h is my car? I called at least 7 minutes ago and it still hasn't arrived.

8:11 AM: R-r-ring

Voice From Commissary: Gotta get a load out to Merrill Field. Battery dead. Give us a tow?

8:14 AM: R-r-ring

V.F.U.: We left C-2000 (B.C.) at the Shop yesterday at 4:30 for a major overhaul. Is it ready yet?

8:15 AM: R-r-ring

Voice From Merrill Field: C-1865 won't start. Emergency. Need a tow.

8:17 AM: R-r-ring

V.F.U.: C-1898 has a flat tire in front of "Blondies".

8:19 AM: R-r-ring

Voice From Tents: Just located the watchman's truck in snowbank. Needs a tow.

8:21 AM: R-r-ring

Voice from Administration Building Merrill Field: Lost the key for C-1900. Emergency. Hurry!

8:22 AM: R-r-ring

Voice From Warehouse: Can't start the dump truck. Gotta get those ashes moved.

8:24 AM: R-r-ring

Voice From Sticks: Need chains on C-1929. Stuck on way to CT Site.

8:27 AM: R-r-ring

V.F.U.: Don't like this C-1949. Send up new Renault, C-1950.

(At this juncture, Shop phone is cradled with undue force and sound of body is heard falling on cement floor).

THE END

And so it goes, on and on, through the morning, the afternoon, and on into the next day and the next. Each of our one Chief, one tow-man, and one driver wished to come in multiples on such days. Sometimes we wish the automobile weren't here to stay. But we could keep dog teams a-mushing right well and with less headaches. There is, of course, always that bright anticipation, for "If winter comes can Spring be far behind?"

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SHOP SHAPE-

(These events, the car license numbers and the voices on the telephone probably are pure fiction and intended as such, and do not necessarily refer to real characters, living or dead, animate or inanimate. If they sound other than phony, it may be a mere coincidence. Furthermore, any expression of Shop reaction has been deleted perhaps because of certain government restriction on Freedom of Speech and of the Press. Any opinions either stated or withheld are just that and do not necessarily reflect the spontaneous inclinations of anyone.)

THIS AND THAT

On our casualty list this time is Myron Stevens. While he was working on that *??(88# Federal Wrecker, a big jack fell across his foot and broke four toes: Can't understand how it missed that elusive fifth terminal digit of the foot - the one next to the littlest, but it did. Understand Stove will have to wear a cast on that foot for several months...Swede Bralby won't tell us what he really got for Christmas...Chief Fred Pollard unveiled a startling tie at the Tom and Jerry Christmas party...Burning question of the moment: Why does the furnace go out on the coldest morning?...We are flooding the market with our rebuilt motors-Ford, Chevrolet, Dodge and GMC...Here's wishing us and all of you the best of everything in the New Year, and may each section be blessed with brand-new vehicles. Amen.

Robert: "Let's give the bride a shower."
Dan: "Count me in; I'll bring the soap."

Novice driver from Uptown: "What should I do if the brake ever gives away?"
Fred Pollard: "Steer for something cheap."

At the time of the year when many of us are looking forward with bright resolutions we have one who looks to the Past with this dirge of

Remorse

I'm old and gray,
I have regrets -
Not taking drinks,
Or playing cards;
Or wasting dough;
Or chasing girls;
Or too much food;
Or midnight whirls -
The only sins
I now regret
Are those I've not
Committed yet.
(Borrowed)



THEY DID IT AGAIN

On December 19, 1949 at 9:29 PM, a message was received at the Anchorage Station directed to Tenth Rescue Squadron, Elmendorf AFB containing information that Roger Bolton a thirteen year old boy at Homer appeared to have a fractured hip. There followed quick action.

A message filed by Station Manager Gulley at Homer was received at 9:29PM and forwarded to Captain Haldiman of the Tenth Rescue, by Overseas Communicator Otis Hill, requesting immediate transportation to Anchorage for a thirteen year old boy reported to have a fractured hip.

At 9:45PM Captain Haldiman advised it would be unwise to attempt landing at Homer that night due to field conditions as reported in Notice to Airmen dated December 19th, and further requested that Mr. Hill ascertain if field conditions remained as reported, and how serious the boy's condition. The above information was forwarded to Homer at 9:48PM.

At 10:15PM Homer advised there was no change in field conditions, and that DC-3's were using the field daily with no reported difficulties. Nurse Hewlett advised that the patient had what seemed to be a simple fracture and did not think it was compound; the patient was quiet in a stretcher, but unable to move. OCOM Otis Hill delivered this information to Captain Haldiman at 10:15PM.

At 10:21PM Captain Haldiman notified OCOM Hill to advise Homer that the Tenth Rescue would pick up the patient the first thing the following morning. Information was then forwarded to Homer at 10:26PM.

The patient arrived at Elmendorf AFB December 20th at 9:50AM.

Such incidents are routine at the Anchorage Station; however, it is very comforting to those isolated stations in the field to know that expeditious handling such as the above may mean the difference between life and death. You will note from the times given that all communications and final decisions were handled in just 58 minutes.

WESTMAN WAS WINNER

The CMA Booster Club would like to announce that the drawing for the sewing machine was won by Mr. Walter E. Westman Jr. of Kodiak, who was in Anchorage at the time, attending tele-type school.

This machine had been on display for several weeks in the Federal Building and caused much concern to everyone holding a ticket for the drawing. Many hearts were broken when the announcement was made that Walt Westman had won.... but they were soon mended when Mr. Westman said he had a little daughter who might have run short of fancy little dresses if he hadn't won this machine. He said he and Mrs. Westman had been having all kinds of trouble with their ancient one and at the time he was in Anchorage it was POWNO.



Aviation Safety demands this picture be given as prominent a place as the insulting one we printed in December. If they thought that was bad, take a look at the above.

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The libellous action of the editor of *Makluk* will be overlooked by the Office of Aviation Safety on condition that the picture on page 22 (Dec.) be explained as that of an inspector 5 reorganizations back.

CAA WORD STUDY SEEKS TO ASSIST PILOTS

"What's the good word?" is a question receiving serious study in the Civil Aeronautics Administration's psychology branch.

Millions of words are radioed each day from CAA airport traffic control towers and communications stations to pilots across the Nation and over the oceans, and it is important to safety that pilots hear them correctly the first time they are spoken.

Wartime research revealed, however, that some unknown factor gives certain words a much higher degree of intelligibility than others, and the CAA psychology branch now is attempting to construct a standard vocabulary for aeronautical communications that will take advantage of this "Factor X."

First step is to determine the 1,000 words most commonly used by CAA ground personnel in giving instructions and information to pilots. This is being done by analyzing recordings made in CAA towers all over the United States.

Next, the psychology branch will rate these 1,000 words for intelligibility. As it shapes up now, 100 or so will be words already rated in the course of wartime experiments. The rest will have to be evaluated by CAA on the scale established by the experiments.

Finally, an effort will be made to find substitutes for any commonly used words which score low on intelligibility.

The project has particular timeliness in light of a request from the International Civil Aviation Organization that the United States recommend a standard English vocabulary for use in world flying.

The psychology branch is headed by Malcolm McCormick, and operates as part of the CAA Office of Aviation Safety's Medical Division, under the general supervision of Dr. W. R. Stovall.

--CAA JOURNAL

ISSUED REPAIR CERTIFICATE

The first certificate authorizing a foreign repair agency to perform work on United States aircraft has been issued in Mexico City by the Civil Aeronautics Administration to Compania Mexicana de Aviacion, S.A.

The certificate was presented by R. S. Stadden, deputy chief, maintenance inspection, Fourth Region, CAA, to Aaron Saenz, president, and A. M. Morales, chief of maintenance department, acting on behalf of the company.

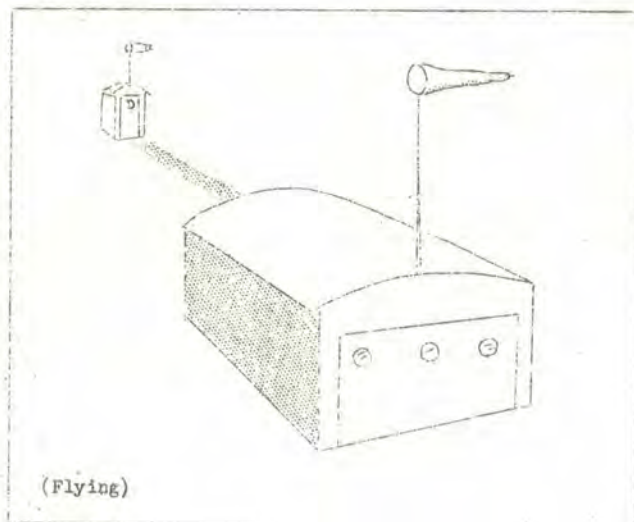
"Issuance of foreign repair station certificates," Mr. Stadden explained, "will enable our aircraft operators to accomplish the maintenance and repairs necessary to get their planes back into service without undue delay, in areas where no United States repair stations are functioning."

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NAVY's PRAYER 1949 AD
(Revised)

Our Father who art in Washington, Truman be thy name
Thy Navy's done---The Air Force won.
On the Atlantic as in the Pacific
Give us this day our appropriations
And forgive us our accusers.
Lead us not into temptation;
But deliver us from Mathews and Johnson.
For thine is the power, Oh B-36
The Air Force forever and ever,
Air Men



P&S. CONSTRUCTION

On the far Northeast corner of the Loussac-Sogn (3rd floor) building, you will find the "Do-Mor" office chair occupied by Ken Kellner's "protage" Ed. E. Nelson while Kellner and his family are enjoying the "Lazy Old Sun" in Phoenix, Arizona.

His recent letter tells how thoroughly he enjoyed his day at the Salad Bowl parade and football game. Miss America was there, too. Mrs. Kellner enjoyed the parade; young David, the bands, while Papa enjoyed the Queens.

While at the races, Mrs Kellner liked a mare named "Loyal Sue" in the 5th, but Ken wouldn't bet on her and the "old goat" came romping home to pay \$78.80 for a \$2.00 ticket....Ken's horse is still running.

The Kellners are expected to return in time to meet the expiration date for payment on their Federal Income Tax.

Mr. and Mrs. G. W. Howard, Resident Engineer of the Fairbanks International Airport are vacationing Outside. Gerry drove his new "Study" Champion down the highway - we're wondering if he's going to make it back.

J. Leo Connors returned from a Cordova inspection trip, wearing the usual Cordova Clem look. Engineer Boyanchock has completed an apartment building at Cordova and is returning to Anchorage for reassignment.

With construction of the Fairbanks International Airport having ceased for the season, several CMA engineers have returned to the Anchorage office - Herbert Noble was transferred to Annette to assist Engineer Kerr. Leigh Robinson has been assigned to an Anchorage job, and Martin Leuchtenberger was sent to Homer. Adrian Howett is Acting Engineer, in the absence of G. W. Howard, and at this writing is enroute to Anchorage.

With temperature at 41° below zero the SRA Range project at Bettles was brought to a close with Curt Evers and his construction crew returning to Anchorage, December 23. Evers is now on an assignment at Homer.

Bornio Reiten will install the first of five proposed airways beacons, at Point Retreat, with the one to be installed at Sisters Island. Bornio departed for his construction duties on January 3.

With the completion of three apartment buildings at Maknek, Engineer Wilkins is in preparation for his return to Anchorage.

When we inquired, why all the gloom in the Materials Section, we learned George Allen is at Yakutat with W. R. (Bill) Weber, checking and segregating material concerning 150 foot steel towers...Cheer up, girls, the Boss will soon be back.

Speaking of Bill Weber, he is the boy the Branch sent to Bethel on November 17 to accomplish further work on the drilled well. Having completed his work, he returned to Anchorage and was designated to accompany George Allen to Yakutat. (Continued on page 20)

ANNUAL CIVAIR -

(Continued from page 1)

First prize for the men was a traveling alarm clock in a beautiful leather case, won by Don Youmans; and the mens third prize, won by George LaCaille, was a hunters knife and axe set with a hand-tooled leather case. In the womens division, Mrs. Henry Nowman won a square, gold and mother-of-pearl compact, while Mrs. J. E. Goodwin won a donated gift of beautiful shell jewelry. This last gift was presented to the Civair 8 Club party representatives for an additional door prize by Tom Aldous and the Club wishes to thank Mr. and Mrs. Aldous for their very kind and generous gift..

A great deal of hard work always goes into a large party and all committee members deserve a real 'Thank You' from Civair members and guests. Norman and Romaine Potosky (Anchorage Station), well known to all CAA'ers were general chairmen of the affair and spent days and weeks on intensive work and planning to make this dance one to be long remembered. No effort was spared on the part of the Potoskys and Civair 8 Club to work out every detail and give the party a very personal touch - making everyone feel as if he or she were an honored guest.

Duke Vautier, Mary Ann Mandy, Steve Salas and Beth Henley made beautiful posters for each of the CAA buildings and Duke also did the lay-outs and art work on the 'handouts'. Alberta Bigelow assisted with the posters and added that certain something that most of us could never attempt. The climax of this art work was reached, we believe, in the very elaborate and beautifully executed Christmas stencil that Duke made, showing our Alaskan wintery mountains, a lone cabin and original verse lines that seemed to say just what each of us feels at Christmastime.

Mabel Stubbs was chairman of Publicity and handled press and radio releases. We should like to add that both the newspapers and radio stations were most generous with their time and space, thus helping everyone to keep abreast of the progress being made for the dance.

Decorations were supervised by Lionel Maddeford with the able assistance of 'Flyboys' Jim Hurst and Speck Reynolds. We are also grateful to an additional list of helpers on the decorations: Jo Edwards, Norma Tumbelson, Mercedes Salas, Jerry Roguszka, Mickey Novak and Fred Capel. Two unusual features of the Log Cabin decorations were clusters of huge, five-foot silver sandles (silvered by courtesy of the Hurst Air-Bourne Cellar Enterprises Corporation) and a whole bird cage (Yes!) full of mistletoe. This clever inovation (suggested by a woman, no doubt) was hung in the very center of the dance floor, and we wouldn't say the Log Cabin would have to have the floor refinished, but we're certain that it was totally bare of wax before the night was over!

When ticket sales were obviously going well (and a sell-out certain) your party committed decided to go all-out and have a local restaurant provide trays for a buffet in the downstairs lounge. This reporter did not learn the times the table was replenished from the restaurant (by relays of taxicabs) but the table seemed to become bare awfully quickly. The Refreshment Committee worked so hard and those good people will probably never again volunteer for duty. Everyone must agree that they did a very exceptional job of keeping the four hundred people supplied with drinks and food all evening...and until LATE in the EARLY morning. Mr. A. V. Carroll was Chairman and captained the 'liquid' team of Don Knuckey, Ken Ruhle, John Williams and Whitey Machin. Mrs. Ruhle very graciously assisted at the buffet table. (Continued on page 20)

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FLIGHT OPERATIONS CHIEF

Mr. W. Winfield Scott has arrived to assume the duties of Chief, Flight Operations Branch, which Agent E. M. Skousen has been ably performing since last August when R. L. Barner departed for his now assignment in New York City.

"Scotty" was born in Excelsior, Minnesota, on March 9, 1906, and learned to fly in Santa Maria, California, at Hancock College of Aeronautics. He went to work as a co-pilot on Western Air Express in 1936, was a captain for three years, and in 1939 came to work in this Branch and its successor, Flight Operations Branch, in several Regions; the latest position was Chief in Region Seven. During his CAA service he also served eleven months as Chief Instructor in the multi-engine school at Houston, which was a forerunner of the Aeronautical Center at Oklahoma City.

His hobby is pistol shooting, target variety, with a very fine Colt .22 Match Woodsman; as a self-appointed sponsor, the undersigned invites competition wherever and whenever interested parties find him with the time and "The Pistol".

Mrs. Scott and their daughter, age eight, are coming north when the Seattle school term is completed in June.

--Burleigh Putnam,
Chief, Airman, Aircraft and Flight Operations

MERRILL TOWER

Were you to visit this facility these days you would find a group of busy beavers. Everybody is either sporting a manual of operations or in an argument about some fine printed footnote in same. The morale is up a notch so all differences are settled short of using firearms. The change is particularly noticeable - because anyone will tell you that it's no little accomplishment to switch from comic books and westerns to manuals or from an interesting discussion on WOMEN to an up to date breakdown of VFR minimums or the like. It should be attributed either to an exceptionally happy holiday season for all personnel or to the acquirement of a walking and talking Rule Encyclopedia in the person of Chief, Bob Graner.

Here's a splendid example of our progress. The other night one of the controllers let his gaze accidentally stray across the runway and noticed the tetrahedron lights flashing on and off. He jumped up and said, "The Tet is inoperative; you'd better send out a Notam." He was dutifully advised that this was due to the fact that the field weather conditions were below minimums and not mechanical failure. Today he is one of the best servants for the public (in the Tower, Knucklehead - not in a restaurant!)

Incidentally, Bob Graner says he is very interested and happy in his new job, which is probably to the displeasure of Regional Office personnel - because you see our gain is their loss. Perhaps they are crying in their beer - correction, I mean beard. Speaking of beards, we were all advised to grow one in order to obtain a more mature look.

All Merrill Field (Tower) personnel join in thanking all CAA facilities for the many Yuletide greetings sent our way.

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ANNUAL CIVAIR-

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Marilyn Wissler was chairman of tickets and sales began shortly after plans were underway. Assisting her were: Martha Jo Kollogg, Alberta Bigelow, Shirley Underlund, Bob Hartwig, Herb Stanley and Burt Marsch.

The new Civaair Audio-Amplifier system was set up with 'mike' and turntable back of the 'bar'. Records were played...as time permitted, and the system was very useful in advising the downstairs table parties of the intermission entertainment and door prize drawing times.

We had quite a distinguished group of ticket-takers at the door who worked in relays. These men were: Allen D. Hulen, Henry L. Newman, Virgil D. Stone, Robert Williams, Selmer R. Holte, Jerry Kempton, R. R. Stryker and George Karabelnikoff. (If you think it isn't 'work to 'park' yourself on a little stool and take tickets for an hour when you could be dancing with the glamour gals - then we invite you to try it sometime. Bids are open for the next party).

If you vaguely remember flash bulbs popping, it wasn't your vision...it was a live photographer who came in to photograph the party and guests. Mabel Stubbs has the 'proofs' and orders for copies may be placed with her. Many of these pictures were excellent and if you were 'taken' we suggest you take a look at the results.

P&S CONSTRUCTION-

(Continued from page 17)

When Bill Schoenover, Construction Superintendent, walked into the office on December 23, with his sixteen inches of chin whiskers, we all thought it was Santa Claus with soot in his beard. Bill said that's what the Bottles weather does for a man. We couldn't persuade Bill to retain his brush for the Fur Rendezvous - there's a boy who believes in fair competition.

And it shouldn't be too long before we will have J. Edgar Daigle back with us again. Daigle spent the holidays with folks and friends in Montana - said he was going to Montana to enjoy some REAL winter weather. Upon his return, he will leave Construction for Engineering Branch, 8-51. In losing J. E., we're glad to know he is only going midway down the hall.

I hear the mukluk editor calling so I guess this is it - for further details drop in at 8-57.

Cheerios! GOLDUST ANNIE

It may be only rumor but we hear that because of the unmerciful beatings that have been administered to the Mule Train mules, the Anti-Cruelty Society is considering court action against Bing Crosby.

YAKUTAT

There are no resolutions for the New Year to report, but since we have almost an entire new staff - "wheels" that is - and it does seem to be a good time for a new loaf, Yakutat is finally getting around to submitting its portion for the Mukluk.

With the completion of the new apartment buildings sometime in October, our straw boss, Bob Jackson, arrived from Anchorage to assume his new duties as Station Manager. Next, Jim and Betty Vrooman arrived from Gustavus, only to return to Juneau shortly after, to await the arrival of their new daughter. Jim, officially known as MTIC, relieved Cal Hurst, who couldn't wait to leave for Anchorage; don't know why, unless he thought wife, Vickie, was having too much fun there alone. "Joeko", Cal and Vickie's questionable malemute, looked lost for awhile, but was soon howling as usual and doesn't seem to mind anymore. Dick Pence at Tanageross may be interested in knowing that "Joeko" has never gone near another airplane since his flight from Yakataga to Yakutat a year or so ago, when Dick was transferring to Sitka from Yakataga. We believe he brought the pup down to Yakataga from Moses Point so the mutt seems to get around okay. It looks like Paul and Mariel Griffith will soon be on their way to Northway where Grif will take over as foreman of general mechanics. Lyle Harbe and family recently took a transfer to SLC after four months at Yakutat, but don't know why - surely Salt Lake City has nothing to offer that Yakutat can't top.

The Moss Hall and BOQ closed with the completion of the new apartment buildings and the fellows soon learned that there was more to cooking than making a pot of 'jee'. However, most of them are able to wangle an invitation to dinner fairly often by looking hungry. Quite often, that look has a foundation.

The Christmas and New Year's parties turned out to be tops. Naturally, the New Year's Eve party was the best of the two. We want to thank the Entertainment Committee for the wonderful floor show. It was well planned and those who participated worked like troupers to put it over. The show consisted of four acts. Act I: Earl Oksendahl, Weather Bureau OIC, Floyd Morgan, maintenance, Ed Finch, communicator, and Guy Amsden, ACS, doing a skit which one finds hard to describe. Dressed as a chorus line they did a dance long to be remembered here. Act II: Jack Booth, maintenance, and Dorothy Hutchinson, CWA school teacher, with a hill-billy routine that went over nicely. Maybe we can get Jack to sing again sometime. Act III: Adie Folkner gave us a tap dance which brought to light that Broadway has nothing on Yakutat. She was good. Act IV: Edna Difalco, Weather Bureau, with a hula dance that strained our eyeballs. She hails from Honolulu so we got the real McCoy. It was pleasing to the eye and enjoyed by all. Our Master of Ceremonies was Gerald Clark, CWA, and he did a fine job of entertaining us. Thanks again, folks. Of course, the usual bad feature that follows every party turned up when some of the boys had to get up and go to work the next morning. However, with an exception or two all turned out looking a little worse for wear but somehow managed to make it okay.

For quite some time now, and it looks like it will continue, the scheduled VHF shutdown daily plays h--- with the communicators; but if the Stateside boys and Alaska boys can decide which ones are to use which frequencies and at what times, things may take a turn for the better. The main drawback, of course,

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YAKUTAT-

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is weather, and sometimes its like pulling teeth to get any weather out of a station that does have their teletypes operating normally. But you surely can't get away from the fact that the radio-teletype is really nice when things are going right so it more than makes up for the time when it isn't.

All the folks around Yakutat are pretty pleased and proud of themselves these days; reason - our new recreational association. We decided that it was high time something was done about organizing our entertainment since our community is rather shy on nightclubs, theaters, etc. The result is a brand new recreational club, as yet unnamed. At the present time, we are all 'racking our brains trying to dream up an appropriate handle so maybe we'll have something to report in the next issue.

This seems to be a good opportunity for us to really give a big vote of thanks to our maintenance gang here at YAK. Those fellows really lead a rough life...particularly with the "UNUSUAL" cool weather we've been having here lately. Nothing but frozen pipes and heating difficulties all over the place..topped off by the consistent cries for "hotter" hot water and more heat. Those boys really deserve appreciation.

Now that we've reminded you that Yakutat is still on the map, guess we'll sign off for this time. Be seeing you again soon.



"We'd better break it up, fellows. It'll be daylight soon."

CAA MAN ATTENDS ARCTIC SURVIVAL COURSE

Francis M. B. Merrithew of the Communications Maintenance Branch was one of a group of 74 Army and Navy airmen who recently attended a week's course at the Arctic Indoctrination School at Mark Air Force Base in Nome. The object of the school is to teach airmen how best to survive in Arctic weather in event of a forced landing.

After 2 days of lectures the students, provided with suitable winter clothing and survival rations, spent 3 days and 3 nights out on the shore west of Nome constructing temporary and more permanent shelters in the snow and learning the basic fundamentals for living in the open during cold weather.

The first night was spent in "snowshoe shelters" constructed of parachutes and rubber tarps supported by two pairs of snowshoes. The next day in a 40 mile wind groups of 4 men dug more suitable shelters. These consisted of a main chamber 7 feet in diameter dug in the snow and covered with parachutes and tarps. Lateral holes were dug by each man from this chamber to hold a sleeping bag. With 48 mile gulls outside airmen were comfortable. Most of them however were glad to return to the Base and revel in beefsteaks and the modern comforts of the Officer's Club.

Mr. Merrithew as Training Officer on the Alaska Wing Staff of Civil Air Patrol attended the course by invitation of the U. S. Air Force to assemble material and to obtain first-hand information for similar courses which will be given airmen in Civil Air Patrol. He strongly urges that CAA traveling personnel take every opportunity to acquaint themselves with the Air Force regulations for air travel as well as with the basic fundamentals of Arctic survival principles.

ZANG-NELSON VOWS EXCHANGED

Miss Mary Zang, daughter of the late Mr. and Mrs. Joseph Zang of Tyrone, Pennsylvania, and Mr. Darrell Nelson, son of Mr. and Mrs. James Nelson of Stratford, Oklahoma were married Tuesday December 20.

The ceremony took place at the home of U. M. Culver for whom Mary has been secretary for some time. The Culver living room was attractive for the holiday ceremony with pine, holly and white candles. Mrs. Culver was matron of honor and Kenneth Warren was best man.

Following the wedding a reception was held for 25 guests. The table decorated with white mums and candles was centered with a beautiful bride and groom cake. Individual Groom's cake tied in individual servings with silver and blue ribbon was also served.

Mr. Nelson is an Air Traffic Controller at Merrill Field and Mary will continue to work as secretary in ANF Planning and Control. The newlyweds plan to take their honeymoon trip next summer and are making their home in Anchorage.

TIDBITS FROM NORTHWAY

Howdy folks; how you all? Phew, Brrr...move over, and let me get my feet to that fire. Now, that's fine and as soon as I get a wee bit comfy I'll tell you all about the recent goin's on in this neck of the woods. It won't be much, but then there never is much happening anyway.

The first thing right off the bat is the fact that ACCOM Roy Nixon, who is bound over to Anchorage, left old Northway for Anchorage December 6 and took a plane for the good old state of North Carolina. He is enjoying annual leave before reporting for duty at the Anchorage Station. Our school teacher, Sadie West is in the States for a little medical attention and hopes to return sometime this month. Johnnie Sanford drove to Anchorage and arrived back all in one piece and looking no worse for the wear.

The wife (War Department, that is...hope she doesn't see this in print) arrived home in December from a two weeks hospitalization at Fairbanks. The 2 girls and I are mighty glad to have her back home to put that feminine touch on the food bag. Teddy Burton drove her and Etoile (that's my baby girl, and Etoile is her name; w-o-l-l-l, it IS) to Fairbanks.

After a big round of hand shaking and "hate to see you go", "been nice knowing you" and all that sort of rot, Lee Radomacher coozed out on December 10 and left our peaceful little spot of nothing. (We like it though). He will resume his duties as a Communicator and we wish him all the happiness in the Banana Belt section of Alaska. Lee is a very able ACCOM and Kenai is getting a darned good barber, to boot! Before long we will either have to buy a fiddle or a dog license.

ACCOM Nowt Funkhouser returned in December from an emergency leave. He was called Stateside by the death of his Father. Nowt has the sympathy of us all.

DOGS, DOGS, DOGS...How we love the affectionate animal. Why not? Who else can you haul off and smack in the puss and get away with it? Huh? You can kick him, half starve him and he will always crawl back to take a loving lick at the hand of his brutal aggressor. Now there is love and devotion that should be imitated by human beings and we could all lie down and sleep in peace. Seeing as how we don't all practise it, we may as well be thankful for those traits in a DOG. Seriously, if you want to get my "dander" up, just start mistreating a dog. BOUND or common curr, pedigreed or not - I can't TAKE it! Being a little runt, there isn't much I can do about it except fume and sputter and fly off the handle and count to 10 or 20 before I say too much and get a black peeper.

Day before yesterday we had a slight breeze to the tune of 40 or 50 miles an hour with occasional gusts to 60 or more. Then my jeep took up the habit. It runs along at about 20 miles per hour and the speedometer shows gusts to 60.

I assume you all know Frank Jensen...you don't??? Well, Frank arrived in Northway in December as our new UTIC. He hails from Nome and 'lows as how it is a good place to be...FROM. He have been trying awfully hard to give him

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NORTHWAY-

and his family a good impression of real hospitality on this side of Alaska. The weather man put in his six-bit's worth and showed the temperature way down to 68 degrees below the Goose Egg. However, Frank is favorably impressed and is certain he has made a good move. I hope so, POSS.

The Women's Club had a get-together December 23 and when this happens and the women all "bunch up" the men feel like outcasts. This is a weekly gathering and as usual the NICKLE-ante got underway at the new WRECK Hall and Library. This writer stayed home only to learn that he should have been there because as it was, he MISSED something - WHAT, I don't know! But if they say I missed something, then I did!

The fact that Christmas has come and gone reminds me that we should all be cognizant of the fact that there are only three hundred and some odd days left to do your shopping for next year. The Christmas spirit was great at Northway. We all got our share and more...but then it only comes once a year y'know. The 4-H Club had their annual party at our house and it reminded me of my younger days when I watched the youths having such a wonderful time. Some time I'll tell you about my youth...but then that's a long story.

Another of our fair citizens visited Anchorage recently - "Tinie" Sarsen and his family. They drove the circle without any troubles except they got caught in the "shoppers" rush...you know how it is. Everyone is always in a heck of a hurry.

Ted Allenbaugh and his family were also in Anchorage the latter part of December so Ted could see a dentist. It seems one of his "chompers" decided he was entirely too cheerful and did something about it. Maybe it was his sweet tooth that was suffering from over-indulgence at Christmas...anyway, Ted (our Station Manager) suffered a painful left jaw that looked for all the world like a Copper Head had bitten him. For the enlightenment of anyone who doesn't know what that is, it's a SNAKE, and a very poisonous snake at that. My home State - Texas - is infested with them; sometime I'll also tell you kiddies a snake story.

Bob Werlein and his family gently slipped away for Fairbanks last week. Bob is the Officer in Charge of Weather and also "depitty" Game Warden here.

Well I believe this is about all the dirt I can scrape up from our locality, so will hope to be back again for the next issue. Be sure to put the cow in the barn, lock the smokehouse and put the cat out.

---JOHNSIE

FOR SALE: 1 Model 70 375 Cal Lyman receiver sight, \$105.00. 1 Model 70, 30.06 Ackley improved Alaskan Scope, \$180.00. Both of these rifles are in excellent condition. Also hand loads, loading over 30 calibres both standard and wildcat. Pacific and Hollywood loading equipment. All letters answered. Write to: Eugene W. Borato, Box 326, Anchorage.

FOR SALE: Boy's black, 4-buckle overshoes, size 1 1/2-2, worn twice, \$3.00. Call Oldaker, CAA Extension 56.

CAA GRANTS MEXICAN-

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"Authority to issue foreign repair station certificates was provided by Civil Air Regulations Amendment 52-1, which became effective March 10. It will permit certification of stations if their personnel are deemed competent by the CAA, even though they do not hold CAA mechanic certificates. The foreign stations must comply with all other technical requirements for United States repair stations, such as having an adequate inspection system and a stockroom which provides for the proper storage and segregation of parts and materials.

"Certificates are issued for 6 months and holders must maintain such records and make such reports with respect to United States registered aircraft as the Administrator finds necessary."

--CAA JOURNAL

TED YOUNG ADDRESSES ENGINEERS

Ted Young, Chief, Radio Laboratory, was the speaker at a recent meeting of the Anchorage Radio Engineers Club. His subject was VHF Repeater Stations and Associated Equipment.

Mr. Young spent several months as a CAA Inspector at the factory making this equipment, as well as considerable time on VHF radio surveys throughout the Territory which qualified him to make a most interesting talk before the group of engineers.

Descriptions of components and circuits were made more clear by having a VHF receiver and a transmitter exciter at hand so that actual equipment described could be examined.

TO THE READERS OF MUKLUK;

Your Editor wants to take a few lines to thank all of you for the time and effort that you have given to the paper. It is with great regret that I see Mukluk being buried, and no doubt if you look carefully you will see a few tear-stains between each line. It is the desire and hope of those in charge of the publication to make our Eighth Region Newsletter a paper that we may be proud of - being both interesting and informative. Until it gets under way it will be somewhat smaller than Mukluk has been but Station Managers and Division-Chiefs are urged to see that his particular section has highlights sent in each month.

We have several contributions for Mukluk that will not appear in this final issue due to the fact that they arrived after the paper was finished and awaiting mimeographing. We are sorry we couldn't include them.

Please send articles for attention; 8th Region Newsletter, 8-5. Deadline for news will be the 20th of each month and it must be adhered to in order to get editing, etc., done before the end of each month.

--Mabel Stubbs

NOTICE

This issue of MUKLUK TELEGRAPH sings the Swan Song for this particular type of paper.

We have no apologies to offer for its discontinuance. There has been some feeling, both from the Field and Regional Office personnel, that it serves no particularly useful purpose. Its demise is no reflection on your Editor, Mabel Stubbs - she has worked conscientiously and diligently in the assembly and publication of the news sent or brought in to her. In addition she has had to carry other Regional office work.

A new publication in the form of a newsletter will be substituted. This newsletter will contain information and items of interest from various sources, including field stations. It is our plan to make it educational and informative in nature.

The success of the newsletter type of paper must of necessity, rely upon the contributions of Division and Branch Chiefs and Station Managers to make it successful. The highlights from field stations will probably constitute a source through which much of our material will be obtained. Thus the field stations will not only furnish Regional Headquarters with their own particular items of interest but through this newsletter matters of general concern or interest can be relayed on to others. Also through this newsletter there will be an opportunity to bring you hi-lites of national importance.

We wish to thank those who in the past contributed many interesting articles for the Mukluk Telegraph. Your cooperation has been appreciated. It is our hope that you will find the new publication both interesting and educational.

--THE PUBLISHERS

The following bit of verse was brought to us by an employee who dug it out of his old Mukluk files. We are reprinting it in the hope that you will enjoy it even though you have read it in an ancient volume. It will no doubt make the field engineers very happy and perturb everyone in the Anchorage office - but that's the chance we are taking. All in fun, y'know.

THE BALLAD OF CHARLIE MCGOFFUS

A field engineer named Charlie McGoffus,
Worked all day in the field and all night in the office
Checking contracts and vouchers and estimates, too,
To be picked to bits by the Anchorage crew.

For the boys HQ in their double-lensed specs,
Their sallow complexions and fried collar necks
Care not for the time nor the money they waste,
If a carbon is missing, a comma misplaced,
And they bounce back a paper with ill-concealed jeers,
To harrass the hard-working field engineers.

To get back to Charlie - he struggled along
'Til an ache in his head told him something was wrong.
He went to the doctor, and "Doctor", said he,
There's a buzz in my brain, what's the matter with me?"

Well, the medico thumped, as medicos do,
And he tested his pulse and his reflexes, too.
And his head and his heart and his throat and each lung,
And Charlie said "Ah" as he stuck out his tongue.
The doctor said, "Gosh, what a narrow escape,
But a quick operation will put you in shape."

"Your brain's overworked like a meter run down,
And you're flirting with death every time you turn 'round.
I must take out your brain for complete overhauling,
In the interim, take a respite from your calling."

So Charlie McGoffus went under the knife,
He struggled home brainless and kissed his own wife,
While old Doctor Loomis and two other men
Were putting his brain in order again.

Well, the weeks rolled along and Charlie McGoffus
Never called for his brain at the medico's office.
The doctor got worried, gave Charlie a ring,
Said, "You'd better come over and get the damned thing."
"Thanks, Doc, I don't need it," said Charlie McGoffus--
"I'm being transferred to the Anchorage Office."

So Charlie now wears a fried collar to work,
And he hides in the lairs where the auditors lurk.
And his letters bring tremors of anger and fear
To the hearts of each hard-working field engineer.
And the pride and the joy of the Anchorage office
Is the brainless, predacious, young Charlie McGoffus.