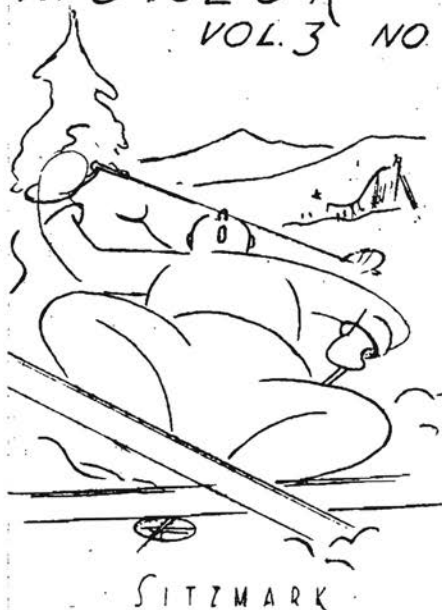


MUKLUK TELEGRAPH

VOL. 3 NO. 1 January



UNALASKETS

December 23, 1944

Dear Mukluk Telegraph:

In reading last month's Muk-Tel I was shocked to find out that the dear old newspaper was on the verge of being shut down due to lack of contributions. So much was I shocked that this fine piece of journalism should come to an end, that I am dropping my peanut butter sandwich (that comes in number 10 cans) and rushing to the mill to dash off some malarly.

Some months ago a new method of communication was set up at this station. It seems that the marvel of the age, Radio, lacks the necessary privacy and

(Continued on page 3)

GREETINGS FROM THE
DIRECTOR OF FEDERAL AIRWAYS

All Federal Airways Employees:

This holiday season marks the eighteenth year of the Airways Organization. It has grown from a handful of employees in 1927 to the 7,000 men and women that are known to the whole world.

Your representatives have carried your work to the 13 nations at Chicago and your procedures and standards which represent your work have been accepted by all of these nations in the interest of a unified standard of air navigation for the future.

This darkest of war years has made us all feel a little more tolerant of the Army's and Navy's ever changing demands upon us, but it should be gratifying to know that we have accepted every job required of us and have been carrying on to the best of our ability.

It has not been an easy task. There has been dissension as well as criticism of our superiors which has in some cases made it more difficult to carry on in harmony.

I plead to each one of you in the spirit of Christmas, and preparatory to a new and better year to come, to take stock of your organization; compare it with other government organizations, then I am sure you will permit me to repeat that together the five divisions of Federal Airways can win the respect of the World Aviation as they have won their place in U. S. Aviation.

The world can do without a five cent cigar - what it needs above all material

(Continued on page 1b)

Publisher M. C. Hoppin
Manager and Newsboy Jack T. Jefford
Editor Dorothy Revell
Art Editor Vivian Chevillon
Sports Editor Allen B. Morning
Printer's Devil James L. Hurst
Night Editor Lawrence P. Rogers
Correspondents All CAA Personnel
Censors Those Men

OUR ANNIVERSARY ISSUE

This issue marks a rather special occasion - the second anniversary of the "Nukluk Telegraph".

The original thought in the minds of the Regional staff in initiating this publication was to create a media for the dissemination of news and ideas throughout the Region. Some stations have contributed some excellent material for the "Nukluk", but we rarely hear from others. It is felt that all stations should contribute their bit to enable the "Nukluk" to fulfill the purpose for which it was created. Why not send in at an early date, for editing and publishing, any material which you believe would be of interest to our personnel. This is your paper and we need your contribution.

We are starting a new year, one in which we face many uncertainties and also one in which many of our hopes and desires will be fulfilled.

At the beginning of the year it is my desire to extend to you my appreciation for the services and cooperation you have rendered the Regional Manager and the Civil Aeronautics Administration in the performance of your duties. I hope that the year of 1945 will be filled with happiness and good fortune for each and everyone of you.

Marshall C. Hoppin,
Regional Manager

But that nosy cocker spaniel won't say another visit to HQ for a good long time. Seems he showed up the other eve and the 300S op put him to work on dog tftl.

HQ wishes to use the good services of the Auktel to thank all and sundry stations for their Christmas cards and good wishes, and to wish you all a mighty happy New Year. Right now we are experiencing the time-honored letdown that rolls around right after the festive season. And it was quite festive this (or should we say "last"?) year, too. Last month we told you we'd let you in on just how we spent the coke kitty, so here goes: All watches munched happily for a good three-day period. Of course, the sandwiches, cranberries, potato salad and other "perishables" vanished before the 24th, but the fruit, nuts and candy lingered on. Rumor has it that the custodial force was glad to see the end of the refreshments, particularly the nuts, but the rest of us think it's pretty quiet around here without the noise of nutshells being cracked between long-suffering uppers and lowers.

Can't be sure whether the big news has penetrated to the hinterlands -- but it would bear repeating in any event. Yossir, Arnold R. Hogg, came back to Alaska just once too often. This time he really went off the deep end and now "Santy Claus" Hogg is no longer the eligible male at HQ. The lucky winner -- tftl checker Shirley Parsons. The wedding took place on December 16 at the home of the bride in Anchor Vile (sounds pretty ritzy, huh? For the benefit of the uninitiated, Anchor Vile is the new FEMA subdivision, and companion piece to Safe Haven) and was followed by a gala reception. The Hoggys are planning to go Outside in February, but no one is taking bets that they'll be back.

The mid watch is no longer the place to find a sleepy communicator with his trouser cuffs full of cigarette ashes. There is such a concentration of pulchritude on the mid that Strongmen beg on bonded time for a spot there. The QREI turning up about 5 AM is rumored to be on electric razor moving down the 5 AM shadow.

"Lomb's Haran" or the "Glamour Pat-

that some method had to be devised to cope with the situation of slip to shore communication. It was discovered that by inserting a 150 W. bulb in the front porch light of Quarters #2 and closing the switch it would light up the front of the house to the required brilliancy to be seen many miles away. A finer addition was then added in the form of a telegraph key to apply and extinguish the light. During the following weeks stacks of traffic was handled between the supply ship and shore. On one occasion during a storm when a barre and tugboat were adrift fully loaded with men on board drastic decisions were relayed by means of this device.

One wonders at this station why the mail contract is invariably given to nonexistent carriers. Either some mailboat pulled up on the ways in the Yukon Ave to the river's being frozen, or to some airline without planes. In digging through past records it was found that the mail service to this village was 90 percent more reliable during the heyday of the Dog Team.

Unalakleet this winter boasts about a heated garage complete with cement floor and grease pit. Believe it or not, this structure is high enough to permit the entrance of a D4 "cat" no matter how it tries to stand on end and knock the roof off. During a recent cold spell it was warm enough inside said structure that SAE 30 could be poured instead of handled with a putty knife.

At this year's Christmas play given by the school children of this village, it was strongly suspected that the person playing the part of Santa Claus was the U.S., due to that "missed too many boats" laugh.

The most oft heard expression at Unalakleet; "Hey Nick, wasn't Jafford supposed to come in today?"

Representative of
"How Man on Tokon Fols"
Section 05

rol" are synonyms for the girls' protective association formed to keep the wolves in check.

Kodiak (Woody Island)
Dec. 5, 1944

"MERRY BE HOLE GRAS"

Merry Christmas! And speedy recoveries from all the celebration of the holiday season - - - - -

We have several delayed arrival and departure returns to file at this time. Celebrating Christmas at home after spending several months on Woody are volunteers re-acting Chief Dale Shroyer, Fido T. Novotny, Adrian Gardner, John Crofford, Frank Weinrauch, Keith Scott, and Carl Tutino, the latter being better known as La Guardia Field Tutino. We know that those boys are very happy to be back in Uncle Sugar, and we wish them every success as they return to duty there. However, it is anticipated on our part that several protruding abdomens will be much slimmer in the face of the stern rationing they will encounter. We know!!!!

Taking their places in what appears to be a very amiable manner, are a number of ACG trainees from the Seattle Training Center, in the persons of Tor Robertson, Margene Shelton, Richard Inman, Dick Maggin, Joe McFarland, Barbara and Charles Wister, Beatrice and Norla Crum, and Adelaide and Rudolph Jankel. It was noticed recently that Tor Robertson, while struggling desperately to read weather groups, strength one, through FM and QM five, finally, with torrents of blasphemy on operators and equipment in general, threw up his arms in futile resignation to his fate, and uttered these unforgettable words, "Give me liberty or give me Middleton Island." We are now contemplating Robertson's departure for Middleton and offering him our deepest sympathy. (Guess he's never heard of sea gull eggs and canned salmon.)

More than anyone else we are going to miss Mrs. Warner (Cockie), who for more than nine months craced our table with the finest ofibles this side of SA. She has gone to FF for a much needed rest and is expecting to return to OF shortly.

Since the arrival of Chief Sherrod Kendall with his limitless supply of Van Dykes, the newest equipment installed at the station has been a row of gas masks which hang just outside his office door, for the benefit of those who would brave the stogie smoke screen.

Dear Muckluk:

"I just couldn't believe it. But, so help me, it was just like I said. They'd even whistle at you. And stare! You'd think that they hadn't seen a man in years. And I guess they hadn't. Man, Minneapolis is a man's paradise. If there ever was one." So spoke Controller Floyd West upon his return from a month's outing in the States.

Looks like Chief Bill Kelly doesn't eat his moose meat this year. And it isn't because he didn't try. He kept the JS's busy but his gun wasn't. He had stories such as the one about the buck he spotted at sunset with a whole slug of horn sticking up in the air, but after loading "lost the moose in the bush." He reported there were "dozens of cow mooses" on the last days of the season, "but no bucks near safe landing spots." So no mooses.

Controller John Maw got his year's ice skating over with in one evening. And it only cost him ten bucks to find out that his arm wasn't broken, but just somewhat bruised.

And, to finish out the gossip about the tower crew, Controller Al Lockett does a little ad-writing on the side while "sweating-out" the arrival of his wife and two little boys from Boise for a Christmas re-union.

The entire crew at Merrill Tower get together with a Merry Christmas to all you other CAAs. And, if this doesn't get in print before Christmas. Then Happy New Year. And just in case it is a little past January 1, 1945, may your Easter be pleasant.

Sincerely yours,
ZHQ

The latest style in facial adornment is being fashioned by Dick Inman, in the form of a lush growth of black manly beard. We have appointed a bodyguard for Inman, just in case he is mistaken for one of those vicious Kodiak boars, especially during his wild and frantic attempts to untangle the numbers on 302. The bodyguard has been made necessary

Continued on page 5

"PATE DE FOIS GRAS"
(Continued from page 4)

due to recent gun-toting episodes by various characters round and about. At this writing it appears entirely plausible that the fashion is to be taken up by others, although objections have been registered by the lady OP's, that these persons not be allowed to roam about the premises during the hours of darkness. Suggestion: Tie cowbells around their necks.

The Weather Bureau, in a generous mood, allowed us a few days of packing house weather, during which our oversize mud puddle became the rendezvous of potential Sonja Venies and competitors to Trick and Track. Our graceful (and some not too graceful) artists (?) of the silver blades could be found at any hour of the day or night, sliding across the ice in a horizontal position, or nicking themselves painfully up and counting their bruises. To add to our enjoyment of the moonlight skating, our natural rink was flood-lighted with huge spots, and we're all waiting for the next cold spell so we can again enjoy the ice and wainers and marshmallows around the fire. (No doubt liniment bottles will still be in use from the last time).

Through the combined efforts of SHK and others, we are enjoying weekly dances, which so far have proven to be a real source of fun for all. Jive for the rug-cutting is being furnished by the "Riders of the Purple Tundra", and is simply out of this world. In case the (orchestra) should be overbooked, due to overlarge doses of "spirits de bois", we have a fine selection of modern dance recordings.

In the near future we hope to see Woody Island referred to as the "Sun Valley" of Alaska, what with all this here recreation and stuff like that there. We know that after this write-up you will all be bidding on OE, and several large hotels will be under construction immediately. Vorsahl!

QW-----and now if we add these few lines, salvaged from back traffic, File X, and discarded tape from 301X.

Definition of a radioman: Someone who is either coming on or going off watch--

On Alaska: There are three sides to Alaska - Inside, Outside, and Porningside. And it has been said, "If you don't get Outside darn soon after you get Inside, you will end up in Porningside!!

Also we have writ a pome which we would like to recite same -

TRIALS AND TRIBULATIONS OF A RADIOMAN

Entered on duty at seventeen past eight.
Got road off cause I was two minutes late.
Sat down at the mill to sign on the log
And stepped on the tail of the station-house dog.

He let out a yelp, and no need to say--
My nerves were shot for the rest of the day.

The log sheet was full to the very last line

And I searched in vain, another to find.
Conied the sequence and sighed with relief
But -- no tape*, no sequence, Oh God!
Good Grief!

So -- QP, QV, and QQA
Were mine to send for the rest of the day.

They brought me dispatches of innumerable groups.

Displaced courses and broken down loops.
Routines, specials, notars, OP's,
Asking if I would move the things, please
I looked up in disgust and just said

Hell - no. --
I would if I could, boys, but I just
went TELNO.

*For easier encipherment of above, it might be said that we at Woody copy all sequences on a perforator, and the strange little hole-filled tape reels out by the mile, while we sit wondering what kind of weather the little holes really indicate!!!

CAC Kendall has been heard advising that fever complaints have been registered at Woody Island against his odoriferous stogies, then at Anchorage. He seems to think this is due to the more hardy type of "op" that is found in the field. It seems that most of the emctrs at HQ are of the fragile type and inclined toward steno's spread from lack of exercise. He is considering bottling an appropriate amount of cigar for shipment to HQ, so the boys can taper off on pure air gradually. It is feared that too sudden a change might collapse a few lungs on the frailier specie found at HQ,

In those days of news reports and rumors, Old Slim passes on to readers of the "Luchluch," his latest rumor - to wit-

RUMOR

Absolute knowledge, I have none, but my sister's washer-woman's son, heard a catfisher, sitting on his cat, say to a laborer, holding his hat, that he had a letter last week, written in the finest Greek, from a Chinese ecclie in Timbuktu who said that the niggers in Cuba knew, of a colored man in a Texas town, who got it straight from a circus clown, that a man in the Klondike heard the news from a gang of South American Jews, who heard directly from a Fernal Rake, whose mother-in-law will undertake, to prove that her husband's sister knows, and it's written in the finest prose, that she has a son who has a friend, WHO KNOWS WHERE THIS BUSHBARBELL END.

ANOTHER RUMOR: It has been rumored that Bill Peterson, Eng. of 99, is "that way" about a certain tall, statuesque blonde in the drafting department. But who isn't? Ask Buck Webb!

John Davis says that a gentleman is a wolf with his ears pinned back, but - who the hell wants to be a gentleman?

Spelling of Davis -- Mr. and Mrs. Davis of the C.A.A. at Menana are now "Exp. King". Davis says he needs a mechanic's helper, so we hope it's a boy.

An operator does not have to be crazy to begin with, but it surely helps a lot. Ask Estman of Moses Point.

Bill Connolly, Sr. Gen. Mech. of 99, is leaving for OUTSIDE to spend the Holidays with his parents at Long Prairie, Minnesota. The Season's Greetings, Bill.

MYSTERY

Stubb Stubbins of 99, says, "When young Stubb gets in his prime he'll win the ice pool at Menana, and start a sheep ranch in Montana and a"

REASON: Old Klondike wonders why Eng. Otto Nelson never throws a stone

when he is near a Native Village.

We understand that Eng. Leon Athey received his commission as an admiral in the C.A.A. Navy. He studied at Galena, navigating the muddy Yukon in a rowboat and kicker, to the range and return. Ahoy, Skipper.

The Old Klondike has his rood eye on a blonde school teacher at Menana. Not much competition now as all the GI's are gone. More anon.

Glenn Larson, former R.I.S. at Moses Point, now of Menana, is competing the Miasma home from "Outside" before Christmas, we hope.

LOST OR SPYED: Where is that old food spoiler Bill Brush? Where are Concrete Jack Wells and Garlic Gus Barks? Tubby Granger, THE Engineer, has not been heard from since Old Slim and Tubby were visiting a certain place in Juneau, last Sept. Is my face red?

OLD PROVERB: Never do today what you can put off until tomorrow.

POT FOR TODAY

I have a sister who works in a powder plant.

Thirty bucks is all it pays. But when you work in a powder plant, there is always a chance for a raise.

A THOUGHT FOR TODAY: A place for everything and nothing in its place.

Old Slim met a buxom lady acquaintance in Anchorage the other day who rushed up to him and said, "Oh, Slim, I've lost 20 lbs." Old Slim looked her over and said, "Don't worry, honey. You didn't lose it. It's still tagging along behind." End quote.

Well, Army beat the Navy, but we must all run interference together against the Japs. Some of those days this war will end and the final whistle will blow. The game will then be over, and, tho we now know the winner, we will have to add up the score. Until that time, BUY MORE WAR BONDS. Until next month, I am yours, Klondike Slim.

A LETTER FROM THE
CHIEF OF THE ALASKA'S ENGINEERING BRANCH

January 1, 1945

ALL ENGINEERING BRANCH PERSONNEL:

On beginning a new calendar year and with the approach of a new construction season, it is timely that we take stock of our activities to appreciate our past accomplishments and to plan ways of improving our service in the future.

Our letter of greetings for the past holiday season carried to you the praise of the Office of the Chief for your accomplishments, and made it clear that we appreciate the strain of war time conditions under which you are working. We mentioned that these changing war time conditions make it absolutely necessary that we keep our program flexible in order that we can direct our efforts at just the right place at the precise time to do the maximum good. It was pointed out that the ease and speed with which we can shift from one lineup to another is a measure of our efficiency as an organization.

There have been times when some of you boys have wondered about the ultimate goal and just what we hoped to accomplish through the investments that we have made in our huge program. Aside from the tremendous aid to the war effort, our work is rendering great benefits to the Territory of Alaska as a whole and to civil aviation in particular. Whether or not we are able to realize the full extent of all these, keep this in mind and carry on.

Some of us at times question the need for so much record keeping in our organization, and we often hear the comment that if we were not so involved in filling out forms we could actually accomplish more work. In order to understand the why of record keeping, we should review very generally the financial phase of a government agency. The funds on which a government agency operates are allotted to that agency by Congress on the Budget Bureau's recommendations to that agency's budget request. These are public funds, and our national laws protect public funds by requiring that any agency expending them be held strictly accountable for the funds' being properly expended for the purposes

for which they were allotted. All of the forms you fill out go into the making of records, either directly or indirectly, showing the justification for budget requests, the appropriations made accordingly, the allotment of the appropriations to authorized projects, and the expenditures of the funds within the limitations proscribed. This is a just accounting that we must make for our use of funds belonging to the nation. A clear understanding of these purposes will explain why we require so much accounting of our activities and why we are constantly endeavoring to perfect our system of records.

There have been times when some of us have questioned the apparent lack of cooperation between the branches. It is my firm belief that this is brought about more by the competitive spirit between the branches than it is by any real lack of cooperation. This competitive spirit is a natural phenomenon and a healthy symptom in that it indicates the individual's interest in his work. Properly understood and directed into the right channels, this competitive spirit becomes an esprit de corps. Improperly understood and not coordinated, competitive spirit can result in friction. Properly understood and coordinated, it makes up the region's esprit de corps. Let us make our work the best in the Region and understand the other fellow's efforts to make his work the best.

We note a great improvement in our coordination between field personnel and the office. This has made work for both field and office personnel much easier and should be encouraged to the fullest extent. It is noted, however, that there are still a few activities in the field of which the office is unaware. You are encouraged to communicate more with the office, particularly in matters that have not been previously arranged or are not clearly included in the schedule of work items. It is highly desirable that all plans be discussed with you before commencing the construction season, and in all cases where circumstances will permit this will be done. There will be times, however,

(Continued on page 3)

When plans are made after you have gone to the field or when changes are necessary in the plans and we do not have the occasion to discuss all this with you. Plans sent out to you should be studied very carefully in order that you will have a clear understanding of the intent. At times there will be structures included in the plans which you do not understand the use for and it is not always necessary that you go into all the ramifications of the purposes. However, in any event that structures should appear on the plans in locations that are not at all feasible, or if you fully understand the purpose of the structure and can offer suggestions for better methods or better locations for coordinating it with other functions at the station, your comments, criticism, and questions are invited. For more specific information on this, you are referred to the description of the duties of the position of Associate Airways Engineer, which goes on to state that under the general supervision of the Chief of the Unit you will have considerable latitude for independent action and decision, serving as a supervisory field engineer in connection with the initiation, execution, and final acceptance of construction contracts. The description goes on further to say that you will visit the sites on which bids to navigation are to be established and make physical inspection of the sites to determine whether the proposed project will be carried out in accordance with the plans and specifications, and you are to recommend any changes in the plans and specifications as are found necessary or desirable because of changes in site conditions or construction methods occurring between the original survey and the time of commencement of actual construction. For the Civil Engineers these same terms are not outlined exactly in your description of duties. However, you would be expected to perform the same functions at any time that you are in the capacity of a Resident Engineer. These duties are stated broadly, but are intended to make you responsible for the intelligent carrying out of our plans, and you are expected to use initiative in all phases of your activities. You are reminded again that any new item desired to be

added to the schedule of a construction program must have the approval of this office before any work can be undertaken on the new item. This is important since it is necessary to set up funds for the additional work, and in any event that the funds should not be available or that the new work should not be approved, the person initiating the work could be held personally liable for the cost. This is not intended to restrict in any way your suggestions for improvements, but it is the channel that must be followed in instigating changes in plans or any new work.

Our operations could also be improved considerably between our Resident Engineers and Resident Maintenance Supervisors. It is requested, therefore, that on the opening of the construction season the Resident Engineer explain to the Resident Maintenance Supervisor the program for the year, showing him the plans and explaining the purpose of the structures, possibly the order and manner in which they will be constructed, and the most efficient manner in which they may be operated or maintained. It is believed advisable that the Resident Maintenance Supervisor be kept informed briefly on the status of construction, and upon completion of any item, that he be conducted on an examination of the structure and explained all of the salient features. In the event that a structure must be left uncompleted it would be well to explain to the Resident Maintenance Supervisor why it was necessary to leave it uncompleted, to what extent it might be used in its temporary state, and when it is expected that work can be resumed and the structure completed. We have seen reports emanating from some of our stations criticizing the Construction Unit severely for leaving items incomplete when it appeared that all the materials were on hand and that there was no reason for not completing the item. It is believed that an explanation to the Resident Maintenance Supervisor will give the whole station a better understanding of the situation. You are reminded again that you are a representative of the Regional Office while you are in the field, and we will expect that you exercise every opportunity to promote better personnel relations through your dealing with others.

(Continued on page 10)

About the showiest thing around these parts of late is Bernice Evans' new fur coat. It am beautiful! She and the CAC took off for JD for Thanksgiving with the new coat and had themselves a time. We don't think that they brought on Summit's recent weather, but something sure covered the joint with Thor's disdain. Most of the rest of us drips can be thankful we ain't got the same. Just decoding the stuff makes you think it's Indian or Eskimo summer here, to say nothing of Kotzebue and its corpse.

Another thing of interest is the latest feat of Capt Koskey. It am rare and cute as the dickens especially with the designated personnel added. What I am driving at is a double "Chick Sale Edition" for Morten's twins. They ain't got the idea but sure to appreciate it anyway.

The last edition of the Mukluk should be sufficiently appreciated to inspire all of us to contribute more to the Mukluk and that means keeping it going. After all, we each and every one of us enjoy it and look forward to it, so get in there and pitch. You know, once you get going you can think of lots of things you want us to know, and who in this Bizzy old world does not like to sling a little stuff. Seriously, let's keep it going. All of us can't write like some of these guys that missed the boat and should have been authors but we can still get off the same news to others that is int resting to us, and keep track of each other.

For Xmas, MG is getting her face lifted and we don't mean maybe. If they keep going (Gorhart and Connelly) it will be right over her forehead. It is sure a fittin' time, as our one year anniversary is Dec. 12. The shack is practically bulging with lovely new revrs, etc. Aside from cornering the weather equipment everything is working in fine. The emets have stars in their eyes every time they inspect one of the new revrs. When the job is finished we should have a house-warming or something.

This summer the CAA gals helped with the Menomoni team USO, and from May to September there were about 2700 boys who

had a lot of fun. Thanksgiving Walter Davis showed his Kodachrome slides (of which he has a fine collection) at the Mission, where the town gathered. The next doings coming up will be a town get-together and the CAA gals will do the refreshment honors, plus cards and lots of fun except for the poor blokes on the evening watch. So you see we're right in there pitching.

The Anchorage party sounds like it should be a real doings. Wouldn't we all like to attend--formals and all. But the men at MG could not come anyhow! The reason, and a very disgusting one to the gals involved, is this--the CAC has a mustache--to say the least, and Morten has something all over his puss. He admits that he wants to look morn. His better half calls him Boris now (with apologies to Kerloff) and Frankenstein. Mrs. Koskey is just as happy as Mrs. Kuhl must have been, because her man is still civilized. These are not coming off until Spring, either, whether the "House of David" at MG itches or not. Mr. Davis, our new SGM, was somewhat put out when he learned that Arley and Morten had a head start on him, so Dorothy, too, has joined Bernice and Barbara in the cold shoulder act and has held special caffen meetings on what to do and quote, what in the Hell can we grow, unquote. Mrs. Hursey, Glenn's far-away-in-Uncle-Sugar wife, will not come home to barbarism, either. Glenn is still clean shaven and R/Sing on the side. The canine personnel around here are receiving more affection, too???

Getting back to the time of year, we all think that the Commissary article was a pretty nice deal. It is comforting to know that they are looking out so conscientiously for the isolated guys. Thanks, gang. T'ain't that we are particularly put-away, but we all got friends to think about. We guys around here have all agreed on getting together for Xmas dinner, and have all drawn names so that the adults (?) will have a thrill, too. Malanute Slim will probably be with us, too. We had Donnelly and him all figured out to join us Thanksgiving, but we guess they drank their thanks,

(Continued on page 10)

Some days prior to the death gasp of the year 1944 - ten days to be exact - the following epic poem was received in the Regional Office in toto by a fanatically determined celibate of the Communications Branch, apparently in an effort to storm his singleness of purpose.

Whether it be considered lampooning, satirical, sardonic, or just plain satanical this dame's attempt to storm the fort, so eloquently phrased, so efficaciously propounded, neither naughty nor nice, should purge from the heart of the most virulent bachelor any pandemonium of resolve regarding his continued state. Commendable for its sanity, commingled with some deviltry, we suspect, it is here presented for your judgment of its power. Verbum sat sapienti. "A word to the wise is sufficient."

In case you have forgotten a fact that's very plain,
May I remind you, sir, that 10 days still remain
in which it is quite proper for a modest maid like-me
To make good use of Leap Year to get herself a "he".

I've looked the whole field over, and thinned and weeded out
Until I finally know just what I am about.
And that is why I now present for your consideration
An itemized account of my wifely qualification.

As you can see, I'm innocent and young and mighty sweet,
I'm also blond and blue-eyed, gentle and petite.
I've many other virtues, and here are just a few
I've jotted down to prove my point that I'm the girl for you.

I don't talk much and love to listen;
I can cook and sew and make white shirts glisten.
I'd never complain about life in the sticks
Nor fuss about your frequent trips.

If they sent you to home for a few days' work
And you stayed several months, I wouldn't be irked,
I'd sit quietly home and keep the fires burning
And patiently await the date of your returning.

If you go out with the boys, I won't rant and rave,
Your health I'll look after, your money I'll save.
Life with me will be blissful and free from all strife,
For I'm that mythical creature -- a perfect wife.

A LETTER FROM THE CHIEF OF 8-50
(Continued from page 8)

NAN GEORGE DECEMBER DOPE
(Continued from page 9)

and through your explanations to them of
your activities.

So much for the details of business.
We wish to congratulate you now on the
strength of the organization that we
have built into the Airways Engineering
Branch. Let's celebrate by having a
glorious new year.

J. C. Hooper

judging from a few clues taken in on
Slin when he finally did show up.

This mill is all worn out. Usually
it is subjected to higher class stuff,
so will QRT with a big, right from the
heart--Merry Xmas from all of us to all
of you, followed by an even better and
happier new year in a straightened out
world. -- NAN GEORGE

Room 7 of the Merrill Field CAA Building has been a popular place since the Link Trainer arrived. Harry Gray has been kept busy installing the new "plane", adjusting it, training instructors, and giving a bad time to those trying to learn more about instrument flying.

Fuzz Rogers was a victim of our changeable December weather. He started out in NC 5 the first of the month, held over in Farewell and McGrath during the period of intense cold. Finally, when the temperature rose to 40 below, he made the trip from McGrath to Kotzebue in his unheated plane. He later arrived in Nome in time to have the ice melt from under his ski-equipped plane during a violent storm. Fuzz hadn't expected to need pontoons on this trip, and so could do nothing but wait for his lake to drain and freeze over. He finally came to Anchorage on NC 14 for Christmas, returning later for the plane.

Al Morning has returned to Anchorage after a trip to Seattle. His stay in that city was prolonged somewhat when he broke a bone in his left foot and was laid up for a time. Al hasn't been doing much talking about the accident, but we do know that it did not occur in line of duty.

The Santa Claus trips were highly successful. With two exceptions, all isolated stations at which it was possible to land with the equipment available received their Christmas supplies before the big day. An attempt was made to reach the two exceptions, Kotzebue and Mosos Point, but weather conditions prevented a landing at either of those stations. Morgan Davies and Harry Gray dropped sacks on lonely Middleton Island on the Friday before Christmas, and the next day visited Iliamna, the last station on the list. Al Morning flew in from Seattle in time to deliver groceries to Homer.

Jack Jefford and Bill Hanson returned from a four day trip late Christmas Eve, promptly changed from their red Santa Claus suits to their white orderly uniforms and hopped off in response to an emergency call from Farewell. They

December 23 at 10 a. m., "B" Peggert was united in marriage to S/Sgt. Robert Everly of the Air Force. "B" came to Anchorage from Eureka, Montana and Sgt. Everly is from LaPorte, Indiana. They are making their home on L Street.

Ella Clossen left shortly before Christmas for her home in Connecticut after being employed by the CAA here since April.

Ruth Melchiori, a recent arrival in Anchorage from Iron River, Michigan, joined our force the first part of January.

Arrived back in Anchorage at 1:30 Christmas morning, after a rugged trip over the mountains.

Jim Hurst is happy to be back in Alaska after 2 1/2 months spent in various states of the U.S. While he was Outside, Jim travelled extensively, part of the time with our old friend NC 12, hobnobbed with the aristocracy of two continents, became an honorary member of the Checktowaga, N. Y. volunteer fire department, and acquired a new -- or rather, a different -- airplane, NC 25L. Alaska will make the acquaintance of NC 254, a converted Hudson bomber, as soon as the hangar crew give it an intensive course of treatment.

NC 14's recent trip to Nome was a very profitable one - for a certain Nome taxi driver. Jack, Fuzz and Bill didn't do so well.

According to the old saying, "turn-about is fair play", so we really should not complain too much because APD is taking Floyd Lashbrook away from the Flight Operations Office. After all, we stole him from APD in the first place. But all the same, two too many ex-officers are to be found at 22 1/2 Eastlake North. Mildred Mackett Patterson left us over five months ago, and now we're losing Floyd. Dick Harelson, formerly of the Depot, is taking Floyd's place.

FOUND at Regional Depot: One trunk. Owner may have same by identifying.

by

Chandler B. Griggs, A-65

Government agencies have been an integral part of man's burden ever since the early days. An old document found in an Egyptian tomb, translated and published in the Engineering News Record four years ago, tells how an Egyptian Flood Control Commission went about preventing a dike washout at Cairo. With apologies to the author of that fable, here is how the CAA might meet a similar crisis.

It seemed that the Chicago conference was over, and the "five freedoms of the air" were an accepted fact. One day one of Gene Sibley's teletype operators rushed breathless into a big office in the Commerce Building and threw himself before the Administrator saying that a flight of 24 Lockheed Constellations was approaching from Ireland and wanted to land using the new Falls Church VHF range. So the Administrator gave the man a street car token and told him to get back to the machine and keep close watch for more messages. Leaning back in his chair, the Administrator found the button which summoned his staff, and pushed.

"Gentlemen," he said, "we are faced with a limited emergency. The Administrator of Irish Aeronautics, John Dolan, just sent a TTX saying that a flight of 24 Constellations is approaching. They are using VHF equipment, so I want that Falls Church range on the air. Tell Bull Durham not to worry about those big rocks in the driveway, and you may leave off the last coat of international orange, or even the roof sign if necessary. Get to work on fundamentals. If you succeed in commissioning the range before the Irish get here, we'll have the Press Section put a notice in the paper about it. If you fail, - - - they'll be unable to land and Dolan says he'll give me hell."

So the staff adjourned to the snack bar in the basement and began to think. "First," they cried, "we must provide for the necessary integration at all levels of the Bureau." So they consulted their planning chart, and decided to write up an agenda and call in all the Branch Chiefs of the seven regions for

conference.

With this attended to, someone cried, "Our next need is for Basic Data." "Agreed," chorused the staff, "Don't make a move without calling for basic data." So they called upon all five divisions of the Bureau of Federal Airways to investigate and report.

Technical Development adjourned to Indianapolis for testing, but referred all matters to their 1933 report entitled "Analysis and Recommendations for a Bureau Program."

Signals Division gazed into their crystal ball and concluded that the transmitters would surely be delivered in 60 days, but more funds were needed since the budget estimate did not include funds for rotating equipment, or for a vacuum cleaner for the air filter unit.

Communications Division came up with a report that the 24 Constellations were half-way across the ocean and wanted to know the frequency and course orientation of the Falls Church range. This report was tabled for further study, however.

The Air Traffic Control Division pointed to their scheme for stacking the incoming planes over fan-markers, and wanted to know if the green-painted Irish planes would look good coming in over a Red Airway.

The Airways Engineering Division set an Associate Engineer to computing Great Circle-bearings on Ireland, with a view to reorienting the tower. His calculations were mislaid for a while, but finally were found among a pile of mail control slips, (Form FPEA-99).

In conformance with a Standard Practice, all the information submitted was converted to fit on a standard data sheet, and handed to the statisticians in Burko's Bureau of the Budget, who reconciled the conflicting estimates by

(Continued on page 13)

establishing a standard base factor. This factor consisted of the project code number multiplied by $(\pi i)^n$.

In the meantime Signals Division suddenly remembered the 9th Region and prepared a request for travel authority (Form 113) for a radio engineer to come from Honolulu and put in the fuses and stuff.

All this time the Alaska Liaison Officer was decoding teletype messages from the Irish fliers: "MIA D3A A 18Z 171345Z LS/LPT A-30. OMF MALIBEX. WIRE NOT SHOPPE FOR CHOCOLATE MILE STAIRS FOR CRE S. DIRAP ASSAP TO RORIS 291345Z ON FALLS CHURCH. FREQUENCY AND COURSES PD4. O'Malley."

The Administrator dictated an inter-office memo (Blue Form 5 1/2 half size, carbon copies full size) to all concerned calling attention to the fact that the emergency was getting less and less limited all the time, and reminding them of the dire consequences of their failure. The staff refused to rush into action, however. "If a thing is worth doing," it was written in the CMA Journal, "it is worth doing well." With that pronouncement the staff waited for a Supplemental Form 24 and 24a and a round robin from Airways Engineering.

The Public Utilities Section reported that the Virginia Electric and Power Company had read over their power contract and had written in suggesting that EAMF funds instead of WAMP funds should be used to pay for the non-recurring charges on the pole line extension.

The Standards & Specifications Section's sub unit on Grass Sowing and Grass Mowing on Intermediate Fields also reported, but their reports were confidential, so little is known of their findings. It was rumored about the office, however, that the ANC committee was joining with them in experimenting with the soy beans as a money-making crop for VHF sites.

The next step was to prepare a Master Plan of all the VHF airways, blue on one side of the airway, yellow on the other. Traffic Control sent out bids for traf-

fic controllers who could read Irish Horse Code.

While the Master Plan was being prepared by Information and Statistics, prior to distribution to the regions, the Bowie Better Business Bureau wrote in to say that there was an angry buzzing in the vicinity of the Bowie fan marker site; it had been going on for days. A small boy found a parachute dropped from one of the planes and containing a scrawled note in Gaelic, which when translated read "We're stacked up 2 1/2 deep. Peel us off, peel us off! Food supplies completely exhausted; gas supply sufficient for only two days more. Kindly expedite reply."

Whereupon Construction Section dug up an old Form 1105-A report which indicated that the acid for the batteries for Falls Church had been missent to Denver. The call for Irish traffic controllers was going unheeded, in spite of a radio appeal for man and wife teams at \$6,000 per year and quarters. At last someone wrote a letter to the Army asking for a surplus ack-ack gun to shoot the Irish down before they starved to death.

BO-LING
(GIRLS)

<u>Team</u>	<u>Pinfall</u>	<u>Won</u>	<u>Lost</u>
Choochalos	10,930	23	13
Timber Tippers	11,575	20	16
Kitty's Kats	10,000	14	22
<u>High Pinfall</u>	<u>One Game</u>	<u>Three Games</u>	
Timber Tippers	423	1139	
Choochalos	414	1044	
Kitty's Kats	370	1020	
<u>High Individual Score</u>		<u>Score</u>	
<u>One Game</u>	Tina Kapsanis	178	
	Ann Modjeska	150	
<u>Three Games</u>	Tina Kapsanis	420	
	Tina Kapsanis	352	
<u>High Strikes</u>	Tina Kapsanis	74	
	Jo Osborne	55	
<u>High Spares</u>	Mina Maddox	91	
	Jo Osborne	78	

You'd never know the old drafting room, these days -- all of the desks are filled with busy draftsmen -- I mean draftsman and draftswomen. Steve, our one and only male "pixer drawer", is holding up pretty well. Maybe that's the requirement for a man to work in the drafting room -- have an understanding wife and don't go near CAA parties. No other male we've had has met those requirements.

We have Mary Wentworth (she's already engaged, boys) handling the machines in the blue print room -- while Mae Dishaw is in the States. Ethel Gerring, of warbling fame, is the other half of the team until Mae gets home.

And there are two new girls at the drafting desks -- Bernice Bonds of sunny Cal, and Greg Howe, also of the liquid sunshine state, but more recently of Seattle. Steve, incidentally, also hails from Cal, but then everyone knows that all good Californians come to Alaska.

By now, of course, everyone is acquainted with Boss Cooper - little Bathie's better half, we call her.

We had cigars and candy the other day, because Marie and Hovvick had a baby girl. Marie will be home with the little one, so we won't be seeing her around, except at the local stores, pushing the baby carriage, no doubt.

Everyone survived Christmas and New Years all right, in 71 -- and we didn't need a Bromo bar, either. We're all just good kids? We'll sign off now....

GREETINGS FROM A-40
(Continued from page 1)

things is cooperation, tolerance and honesty with each other, and I am sure we are capable of meeting if not leading the World in its demands of us.

Please accept individually my best wishes for your happiness on Christmas, and may we look forward together to a brighter and better world to live in.

Sincerely,
THOMAS B. BOURNE

1944

Construction Unit was glad to furnish quarters for the Christmas party of Airways Engineering Branch and the Units thereunder (and for all of the CAA who were attracted here). We were proud of our snow decorated tree (soap suds applied by Vivian Chevillon and decorations by Arlene Capelle and Dorothy Hildre), and Perry S. McLain as Master of Ceremonies in calling out the names of recipients of presents. The refreshments were no mean part of the party. The women personnel of this and Materials Unit thought the men of Construction Unit made mighty nice Santa Clauses in going together and presenting each girl with a credit card for purchases at Betty Paris Shop. There was no particular hard work or one person in charge of the affair - a sort of "each one do a little something", and we thought the result was a good construction job.

With construction engineers coming and going, many now taking their first annual leave or planning leave, the office buzzes with activity. We are sorry to lose Perry S. McLain to Maintenance; he is their gain and our great loss.

BOWLING
(MEN)

Team	Pinfall	Won	Lost
Engineering	7454	14	7
Maintenance	5932	12	9
Commissary	7232	10	11
Administration	7212	9	12
Radio Establishment	7666	9	12
Communications	6954	9	12
<u>High Team, Single Game</u>			
Engineering - Ed Fisher, Capt.			492
<u>High Team, Three Games</u>			
Radio Establishment, Dick Stryker, Capt.			1218
<u>High Individual Game</u>			
Harvey Aldridge			156
Francis Meyer			156
<u>High Individual, Three Games</u>			
Bud Chambard			316
Harvey Aldridge			316

PROCLAMATION

As a United States Department of Commerce Civil Aeronautics Administration Senior Airways Inspector (Flight) and self appointed keeper of the "TERROR", more commonly known as MC254, and pursuant to the authority vested in me by Assistant Director of Federal Airways Order Number A-456-B-456-C-123-C-1, I, James Aloysius Bolivar Brittlebottom Hurst, United States Department of Commerce Civil Aeronautics Administration Federal Airways Senior Airways Inspector (Flight), do declare and proclaim the emergency regulations and subsequent amendments thereto prepared and distributed by Executive Secretary Dorothy the Brain Revell, adopted by me to govern all activities, remarks, etc. in and around the "Terror". Person or persons violating said restrictions shall be subject to the extreme penalty. A loaded 45 is provided.

00.00 EMERGENCY REGULATIONS

00.01 Wisecracks

00.02 The term "Clunk" shall at no time be used.

00.021 The names Lockheed 254, MC 254 or the TERROR are permitted.

00.03 The remark "Nice lookin' job, Bub. Did you build it yourself?" is strictly prohibited.

00.04 The remark "By God, what is it?" will be permitted until February 1, 1945.

00.05 The use of the term "Nuts" in the vicinity of the Terror is permitted only if the person using the term has in his possession a bag of pecans or similar fruit of an edible nature.

00.06 The remark "Nice lookin' pile of junk" is strictly prohibited (besides, as a wisecrack it stinks).

00.07 The term "some crutch" will be permitted during the lunch hour provided the person making said remark does so with a friendly smile on his puss (Chussy cat grins not included).

00.08 The term "that thing" is prohibited.

00.09 All profane and obscene terms are permitted by radio men (genius with wires) only. This is considered necessary to morale when removing excess wiring.

00.10 Unassigned

00.11 Unassigned

00.12 Unassigned

10.00 OPERATION

10.01 In the interests of safety (collision by overtaking aircraft), all flights of the Terror shall be dispatched prior to or at least 1 hour 35 minutes following the departure of the Douglas, and at least 1 hour plus 25 minutes following Beechcraft departure. Arrangements are being made for tow service for the Bellanca, Fairchild, General Inspection Stinsons, etc.

(a) In the event that it is an extreme emergency, the Terror may be dispatched within one hour of Douglas' departure. However, in this event a cleanup crew shall be provided for the Douglas to remove soot and other debris kicked up by the Terror in passing.

10.02 Should it become necessary to maintain any operating speed specified by any of the aircraft mentioned in part 10.01 (such as formation flight, block to block elapsed time, etc.) the flight shall be conducted with one prop feathered (flaps and wheels down also permitted).

10.03 The use of two stage blowers or any other device invented subsequent to these regulations to obtain a competitive speed on any aircraft mentioned in part 10.01 is prohibited. Removing wing tips, sacrificing payload and installing jet propulsion also prohibited.

10.04 to 10.12 Unassigned

20.00 REPAIRS AND ALTERATIONS

20.01 All engine instruments shall be removed immediately and thereafter engine operation shall be the responsibility of the hangar boys.

20.02 The throttles shall be converted to the two position type (off and wide open).

20.03 A device shall be installed to automatically engage the gyro pilot when the horizon becomes obscured.

20.04 A one direction transmitter with type A-1 profane emission shall be installed with automatic replies for Air Traffic Control queries.

20.05 A pilot seat of the more comfortable type shall be installed and immediately adjacent thereto a stewardess' seat with a stewardess of the more comfortable type.

20.06 Cabin heaters shall be removed and ventilators opened to discourage passenger travel. This is in accordance with the Department of the Interior's Stay-at-Home policy. (Don't you know there's a war on?)

20.07 to 20.12 Unassigned