

TRAINING PROGRAM SUSPENDED
TEMPORARILY AT OKLAHOMA CITY

ORGANIZATION OF AVIATION GROUP
COMMENCED AT CONFERENCE

With the graduation of Communicator Class No. 22 in Oklahoma City the latter part of November, the training program has been temporarily suspended and the contemplated recruitment of Class No. 23 held in abeyance.

At present, communicator staffing will be held at approximately the current level with moderate fluctuations taken care of by other means. However, the Communicator Training Section will remain in readiness to answer the call for additional recruits in the event the training program is resumed later.

Members of Class No. 22, ten men and one woman, will be on duty at their points of first assignment in December.
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VHF CREWS NOW WORKING ON NORTHERN ROUTE

VHF test crews, both radio and civil engineers, have now transferred their operations from the southeastern area to the northern route. At this time, survey crews are running tests from Fairbanks to Kenana to Tonana to Ruby to Galena, also from Fairbanks to Kenana to Minchumina. Severe cold weather has seriously hampered the progress of these crews; however, they are now set up and tests will be underway in the next few days.

As for those tests which have already been completed, a survey from Annette
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The CAA sponsored two-day Alaska Aviation Conference held in Anchorage December 12-13 ended with plans for the formation of the Alaska Air Transport Association. The new organization will meet semi-annually in Anchorage, the first meeting scheduled for sometime in January, when officers will be installed.

Proposed officers and members of the Board of Directors are as follows:
President, Marshall C. Hoppin, Anchorage; Vice-President, Jack Carr, Anchorage; Secretary, John Manders, Anchorage; Treasurer, Hakon Christensen, Anchorage; Board of Directors, Robert E. Ellis, Ketchikan; Sheldon Simmons, Juneau; William Hunz, Nome; Frank Waley, Nome; Ray Petersen, Anchorage; Arthur Woodley, Anchorage; Al Jones, Bethel; Alvin Plett, Fairbanks.

The conference was well attended, from 80 to 90 persons representing various phases of the aviation industry registering for the two-day session. It was the first meeting of its kind to be held in the Territory.

At the first day's session, which opened Thursday at the USO building under the leadership of W. P. Plett, Regional Administrator, talks were given by CAA, CAB and Weather Bureau personnel outlining the functions of their particular branch. Committee meetings were also held at which representatives of the aviation industry discussed their problems with CAA, CAB and Weather Bureau consultants.

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Published by Eighth Region
 CIVIL AERONAUTICS ADMINISTRATION
 ANCHORAGE, ALASKA

December 1946

Vol. 4, No. 9

CHRISTMAS MESSAGE

Christmas, in the world's first full year of peace in many, is about with us and we are soon to ring down the curtain on the year 1946.

This has been an eventful year. We have crossed the threshold from an era of war tension to one that we all hope will be a lasting peace. We have been through portions of the post war cycle and can glimpse faintly the prospects of the future. I believe I can say without reservation that the minds of all Americans are made up to tighten their belts and undertake the tasks before them with the same determination that our forefathers had in building the United States.

The operations of our official Regional family have experienced the results of this period. The transportation tie-up, the acquisition of military facilities, the implementation of the first stage of the reorganization plan and the acute housing shortage at field stations and generally have all caused unusual conditions. I sincerely appreciate the fortitude and effort shown by all of you in meeting these problems, and hope that you will continue to exert every resource at your command in meeting the future, and in promoting better relationship between our fellow workers.

To all of the old "sourdoughs" and to the newer "cheechakos" who have made this past year successful I, and members of my immediate staff, wish you a MERRY CHRISTMAS and A HAPPY AND SUCCESSFUL NEW YEAR.

W. P. Plett
 Regional Administrator

MESSAGE FROM OPERATIONS BRANCH

To all personnel of the Eighth Region Airways Operations Branch I wish to express appreciation for the faithful manner in which you have assumed and accomplished the many additional duties and responsibilities that have fallen your lot during the past year.

Indeed, I feel you should be, and no doubt are, proud of the position you are holding in relation to the development of aviation in the Territory of Alaska and through Alaska to distant points throughout the world. Your contribution to this end during the past year has been more than any other time. Definite progress has been made through refined procedures plus revisions to equipment and operating arrangements. However, in the final analysis, you are the employee who operates the equipment and thus holds the key to satisfactory service to the airmen.

The entire Operations Branch Office staff joins me in wishing you and all members of your family A MERRY CHRISTMAS and A HAPPY NEW YEAR.

Allan D. Hulon
 Superintendent, Airways Operations Branch

From time to time certain people in and about the Regional Office have cast loose remarks about my typing. So that everyone may know that this is all unnecessary, I have decided to give a Short 1 course lesson in the fundamentals of typing as practiced by myself;

HOW TO TYPEWRITE

It has occurred to me that more people ought to know how to type, write, or rather more people ought to know the correct way to do said same. Most anyone can struggle along with one finger, picking out the keys laboriously, but that, as we all know is very slow and painful.

It does not take long to learn the right way, and after you've mastered the fundamentals it's merely a matter of practice. I, myself have only been typing for a year. I took one of those courses and within a month had my fingers whizzing over the keyboard at a terrific clip. Now, I can look around the room, or read from a sheet of paper and know my fingers are picking out the right keys. True, I do make a mistake now and then but that's only natural, and I'm (somehow I keep messing up that apostrophe) making less than I did when I used to "pick and pray".

Now, the first thing you've (There I've got it) to learn is the "home keys", and they are as follows: A, S, D, F, for the left hand, and by the last hand I mean all four fingers and not the thumb (that comes in later). These fingers are placed on the keys in the most comfortable position, usually the "pinky" on "A", the fourth finger on "S", third on "D" and index on "F". The right hand goes on J, K, L, or; in exactly the reverse order, meaning index on "J", third on "K" fourth on "L" and Pinky on colon or semi-colon which are combined on the same key.

Carl Bassler, Chief of the Fixed Aeronautical Communications Section, will be the Acting Chief for the Communications Operations Division during G. A. Whittaker's absence from the Territory, which will probably extend beyond the first of the year.

Jerry is taking some annual leave to be with his wife and children in Seattle. He left here December 2nd.

NC-90 ADDED TO REGION'S AIRCRAFT

Another plane, NC 90, has been added to the Eighth Region's fleet of aircraft recently. An AT-7 Beechcraft, it completes the Region's quota of this type aircraft.

B. Putnam, Superintendent of Airman, Aircraft & Flight Optns. Branch, went outside in October intending to pick up a Grumman amphibian in California. Its condition was such that it did not seem advisable to bring it to Alaska without first doing considerable conversion work. The airplane, stationed in the British West Indies with the RIF for the past four years, was strictly a tropical airplane. The Beechcraft was finally located and brought to Anchorage by Mr. Putnam the middle part of November.

Now I can hear you saying to yourself, "What about the thumb?" Well, they cover the spacing bar and in an emergency you can use them on G and H respectively.

From these home keys your fingers operate all over the board from "A" your pinky moves up to "Q" or down to "Z" and the rest of the fingers do the same, or rather I should say move to the keys nearest them. O.K. that's all you need so START NOW!

N. A. Lowenstein
With apologies to SA T EVE POST

APOLOGIES FROM SITKA

I pull the shades down and quietly steal to my place at the typewriter to secretly put forth a bit about this long delinquent spot. 'Tis that ashamed we are for not letting the rest of the folks in on what goes at this, the umbrella spot of the world. We never meant to be so careless, but then what with life full of duck hunting, deer hunting, fishing, etc., we didn't think. We were jaded from our satisfied stations by something very extraordinary, which we know should be shared with the rest of the strike bound territory.

"One dreary, rainy day when our spirits were very low from lack of our daily supply of vitamins or something, we had heard the tale of the unhappy groceryman for so long it had ceased to be even interesting conversation. We were resigned to the fate of no meat, (hunting wasn't so good for us yet), no eggs, no butter, no whatever it was you needed.

"Well, we perked up our ears as the tinkle of sleigh bells was heard in the distance, and in one voice we exclaimed, 'It can't be!' But soon the bells grew louder and we could hear the shout of the driver. We all flew to the window and there to our surprise came good old Saint Nick. He circled around and drew to a halt right side of our door. We quickly asked (shoved) him inside with his large pack. He told us he had heard we needed some meat and since he wasn't quite ready with the toys he was making an excursion to investigate.

"Well, we all being of age or thereabouts asked him to take off his beard and set a spell. Would you believe it he did just that and to our surprise out came the handsome profile of our good, tried and true friend, Mr. Fred Yenney. Yes sir, and all he had to say was that playing Santa was an old story with him and that it was a good idea when you go

visiting nowadays if you want to eat-take along some grub. We all agreed and thought what a way to make an inspection trip pay off.

"Well, we all ate our fill. If you have been without the wonderful smell of hamburger and onions cooking for very long,--well, you know what we mean. We feasted.

"We take this means in thanking Mr. Yenney from the bottom of our twr to the top, and extend to him a hearty welcome anytime. All other traveling personnel take note."

We are patiently waiting the return of our CAC Youppi. He has been Outside since September 1st. That same date was also the EOD of W. Volz and E. Volz from HQ, and T. Kessler and P. Kessler from Summit. Here to greet them with open arms (56 hr. week no more why not?) were C. Strickland, J. Strickland, and W. Boblenz, Acting Chief. We are all wondering how CAC Youppi will act with so many ACCOMS. Wasn't like this in the old days. Hope his long vacation don't make him too civilized, 'cause most of us have been up here so long we just naturally don't take to city folks,--what with their shined shoes and slicked down hair.

Well, everyone has hung up their umbrellas and donned their fur caps, so I think it's time I put up the shades and get to work.

Hope to keep you informed in the future of all excitement, pleasant or otherwise, from this dreamers' paradise. Until then I remain -

THE SITKA DRIP

P.S. If by chance this makes the Xmas issue we wish everyone a very Merry Xmas and a HAPPY NEW YEAR. VOXSITKA

Ham radio operators of the "Alaska Amateur Net" have decided to change their net frequency from 3940 KC to 3860 KC effective January 1st.

The Alaska Amateur Net is an informal get-together of Alaskan and Canadian amateurs at 6:30 p.m. AST daily on 3940 KC. It accomplishes several things such as relaying messages free of charge and bringing about goodwill between various localities in the North. To date most of its operators are CEA personnel; however, any Alaskan or Canadian station is invited to take part.

The following stations have taken part in the net activities:

KL7EU	"Mac"	Anchorage
KL7ES	"Elmer"	"
KL7CG	"Ham"	"
KL7CX	"Carl"	"
KL7CA	"George"	"
KL7DA	"Buell"	"
W2RYK/KL7	"Frank"	"
KL7DQ	"Howard"	"
KL7CP	"Pappy"	"
KL7EH	"Ray"	"
KL7EJ	"Bill"	"
W8JCU/KL7	"Mac"	"
KL7FE	"Roy"	"
KL7FC	"Pete"	Kodiak
KL7FN	"Jim"	Komer
W5LEF/KL7	-----	Fairbanks
KL7FU	"Pierre"	"
W1LEV/KL7	"Leonard"	"
KL7GP	-----	"
K7IUN	"Leon"	"
V88AO	-----	Lake LeBarge
W7CXI/KL7	"Frank"	Illiamna
K7HKB	"Hugh"	Ketchikan
KL7CI	"George"	Northway
KL7FR	-----	Nome
KL7GM	"Bill"	Cordova
KL7ET	"John"	Unalaska
KL7EA	-----	Juncoak
KL7DE	"Tom"	Yakutat
KL7DB	"Ber"	Valdez

Editor's Note: See Fairbanks news for more "ham" activities, page 12

Salutations to the Eighth Region, from the YO maintenance staff. Yes, it has been a long time, and really no excuse for it either, unless we are allowed to plead the enervating effects of the summer climate. That season having passed, and the last mosquito,--and Norton Sound having been safely tucked under a blanket of winter snow, the debris of the recent storms and other impediment eliminated until next season, we have more time for contemplation, --and expression.

The YO staff is currently undergoing a number of changes. Carol Vollmer, recently of JQ, has already succumbed to the lure of a P-3 at KE. Well, into everyone's life a little snow must fall, as the Alaskan version has it. Abbott Genoux is about to fulfill the same capacity at KE. We, too, have heard rumors of that Navy chow. Good luck to both of them. Emmett Burns, from the CT site, has decided that the grass looks greener down in the states, and is outbound for SA about the first of the year. Don't know just where he is going from there, but he assures me the days will be warmer and the snows not so deep. We are now awaiting the arrival of a new member of the mechanical staff, since Mr. Pasoli decided that KE offered greater opportunity. He has been missed since his departure.

During the past weeks, our Cape Nome receiver site has become an outpost, consisting of some five and a half hardy souls, - and numerous ptarmigan and Arctic hares. Though deprived of its enterprising MTIC, Walter Sunden, who has been in Nome for much needed dental attention, it has continued to function efficiently, through the efforts of a fine staff, and occasional visits by mechanical maintenance in one small snow jeep. Thanks, boys.

(Continued on page 6)

(Continued from page 5)

Nike Guzzy, cable splicer, who has just arrived from HQ, will soon be traveling this route in the snow jeep, looking for some thousands of ohms which have been disappearing from our Cape Nome cable. He, too, might be heard to comment occasionally on the efficacy of outdoor life in the far North.

At the YO transmitter site, feverish preparations are under way, or in various stages of contemplation, to foil the icy grip of winter on antennas and transmission lines. It is surprising how inefficient a transmission line becomes when buried beneath three feet of drifted snow, and what happens to the carefully calculated impedance of an antenna system when conductors are magnified by an inch thick coating of ice. All of which foregoing is a look down the wrong end of times telescope, as it were, into the narrow confines of the Arctic night. In another issue or two, it will be time to turn the glass around. We'll let you know what we see.

K. Fundaun of Nome and Chester Crawley of Umiat have consolidated the operations and communications branches. The young folks sure kept it quiet.

The ladies' bowling league now convenes once a week, the members consisting of Miss Sims, Miss Abbott, Miss Seifert, Mrs. Crawley, Miss Larson, Mrs. Generaux and Mrs. Robbins. Mr. Robbins remains on watch in the gallery.

Alleviating the housing shortage hereabouts proved simple enough, after all. It was only necessary to substitute a personnel shortage.

ERAC Otto Unger is anticipating a transfer to the states as soon as a replacement becomes available for him. Mr. Unger has returned from Point Barrow to Nome, where he is replacing an operator awaiting replacement.

Jesse Jones of the communications branch is anticipating a transfer to maintenance as soon as a replacement is available for him. With his considerable knowledge of typewriter repair work, coupled with many months of experience at Circuit 825T, Mr. Jones advises that he hopes to develop a typewriter capable of running open during electrical disturbances and of saving from time to time, "Send a few RY, please."

Fred Epler is mastering the violin-cello between watches and will entertain at a concert in the near future, as soon as a replacement becomes available for him.

Among recent visitors to Unalakleet, Moses Point and Nome was Robert J. Schmidt, formerly of Anchorage. Mr. Schmidt will make his home in Nome, though it looked for a spell as if he might be planning to make it in Moses Point.

A very interesting farewell party was held last week in honor of Mr. and Mrs. Frederick J. Tharp, formerly of communications. Mr. Tharp poured.

Victor Vinson recently had the bad fortune to freeze a toe while hunting ptarmigan.

Members of the Nome Bid-a-Wee Social Hour Club, composed of both communications, operations and commissary personnel, are learning a fascinating new parlor game said to have originated in the fashionable salons of Anchorage. Played with three small cubes, an ordinary fountain pen and a pile of blank checks, it makes for a brisk, entertaining and educational evening. Unfortunately, it's the name of the game that eludes your correspondent, whether he plays it or only writes about it.

And if Keith and Alice Carter get that transfer to Sitka, the Robbinses hope soon to be Middleton Islo-ing it, as soon as replacements become available for them.

There seems to be little of outstanding interest in Anchorage the past month. Just developments in the usual political-economic rat race.

An election was held, - "yes" or "no" for an automatic telephone system and 10,000 KW power plant. The telephone deal went over, but the power plant lost out by seven votes and the city fathers are thinking up new angles to present for another vote. Power shortage continues of course, and most days the Federal Building operates on emergency plant for a part of the day.

The shipping strike in Seattle continues, and prices remain 'air-borne' or higher. A number of stories were published, and many more circulated, of excessive mark-up in Anchorage. Whether it was the publicity or not, we wonder why some merchants dropped the price of turkey from \$1.35 or thereabouts to \$1.00 per pound a couple days before Thanksgiving. Could have been an oversupply that wasn't moving fast enough.

Northwest Airlines is flying in prefabricated sectional houses for employees. Reports 23 of same are being flown for erection ASAP in Anchorage.

The scare of aircraft operators being tossed off Elmendorf Field has abated somewhat as agreements were removed by the military; however, the agreements contain the same 30-day notice provision for revocation.

The city ice rink (ball park to summer residents) is being made ready, with new warming shelter and management. Meanwhile the several small skating spots in the government housing projects have been much in use.

The CAA-sponsored general aviation conference, scheduled for December 12-13 in Anchorage, will endeavor to answer

Two amateur radio operators of the Sixth Region at Santa Monica, California, would like to make some contacts with Alaskan stations.

Jim Road, Assistant Regional Administrator, W6CHC, is operating on 29.110 mc with a 500 W. output, and is on the air from 5:30 to 7:30 PST evenings.

Frank Allen, Acting Superintendent of the Flight Operations Branch in the Sixth Region, W6SPL, is on 29.3 mc and 29.2 mc with 20 W. He can be contacted only on week-ends, from 3 to 5 p.m. PST.

WANTED: A CARTOONIST. NO SALARY. HOWEVER, GOOD OPPORTUNITY FOR SOMEONE WHO WANTS TO LEND HIS ASSISTANCE TO A GOOD CAUSE. FOR FURTHER INFORMATION CALL EX. 120, NEWS-STAR EDITOR.

all questions of both private and commercial aircraft operators, and promote better understanding and coordination all along the line.

Anchorage has a tabloid (aren't they all) weekly news sheet. This one's avowed intention is to print "bits of news not printed elsewhere". Quite on the Taltor Winchell style, the paper contains many comments such as "Why was a certain person seen doing a certain thing at such and such a time" complete with details of personal appearance, etc., which leaves little doubt in minds of the person's acquaintances of his identity.

Just at the deadline we receive word that Seattle has decided to end the shipping strike. Could it be that the fact Portland was to begin loading five vessels for Alaska had any influence?

OFACS - ANCHORAGE

"Speaking of war service employees and trainees, etc.," growled the Senior Overseas Communicator, "just reminds me that this month saw the end of a well-known institution in the Anchorage station.

"Aircraft Communicator Lola Berato turned in her resignation in order to go into the jewelry business. One of the very first graduates of the first class to come out of the Anchorage Training Center, she went to work on the mid watch in the Fall of '42, when there was really a war on. By bearing down heavily on the practice she soon qualified for her CAT-6, the then equivalent of our present overseas communicator grade. At the time of her resignation she had more time in at Anchorage than any other operator present with the exception of the bull of the woods, to whom she has been married these many years.

"For an aircraft communicator job, give me a fat young sailor every time, but I'm forced to admit, if there ever was a female who rated advancement beyond the CEF-7 stage it was our late

lamented LB. R. I. P., and may she prosper in and enjoy her new racket."

The SOC looked about him with his little, bloodshot eyes, picked up the bull whip threateningly, and continued,

"So you see, kids, you can do likewise if you want, but if you don't get the blankety lead out of your feet and get those operating speeds up, and pass some exams around here, so help me, I'll heave yez all in the ash can and put the lid on."

Whereupon the Senior Overseas Communicator leaned back in his chair and snored peacefully.

The station Christmas card for this year is the culmination of several ideas that originated back in 1942 when K. E. Ruhle (a voluntary six-month cmctr at that time) turned in a penciled sketch that really told a story. We have been toying with it ever since trying to get a good drawing, etc., but no luck.

This year we decided to try a commercial artist and see if he could bring out what we have been trying to convey. We think he did a good job. Incidentally, Mr. Ruhle is back at the station as a permanent fixture after an absence of four years. We hope you will like the card this year and find it worthy of a permanent place in your station. Anyway the personnel roster might come in handy.



MORE ANCHORAGE
STATION NEWS
ON PAGE 14

THROUGH THESE PORTALS

PASS THE LOST PEOPLE

BETTER DEAL EXPECTED WITH

LOWER DECK SHUFFLE

More things happen around this place. The personnel turnover for the last little bit has been nothing short of remarkable.

One day recently we acquired a new blue-print operator to replace Juanita Goodsell, who was infanticipating. The acquirer's name was Lucille Tomlinson. Comes Mrs. Tomlinson one morning announcing that her husband, who is an engineer, had received travel orders to Shanghai, China, and that they were leaving the next day. We have replaced her with Maxine Hollifield, who will remain hitched (we hope). Her CMI is also CAA.

Comes also Lillian (Mrs. C. Morgan) Holmes, who has been drafting for us for several years. C. Morgan has taken a transfer to the Island Paradise (Hawaii, not Attu) and Lillian is also transferring as a draftsman.

Paul Porter, who has been Chief here for about 18 months, has also transferred to the Ninth Region. He EOD in the Fifth Region in 1940, came up here in 1943 as an Engineer in the Construction Unit and served time in the Happy Isles (the Aleutians, not Hawaii). Went back to the Fifth Region's Construction Unit, and, then, liking Alaska, came back in 1945. Now he's going to Hawaii to the Construction Division. Apparently he prefers grass skirts to growing moss.

Ruth Mead is the new steno. Her husband works in Communications Engineering. Maybe the best solution to the personnel problem is to keep the CAA in the family.

The new boss-man is Edmund J. Prusak, ex-GI. Drop in and say hello.

Nita Jenkins Witt has been purloined by Communications Engineering to replace Ruth Trucsdell, who was also purloined from the Drafting Section. Jane Culvor

Though you may think so, personnel of the Communications Operation Division are not playing a game of hide-and-go-seek with you. True, you're finding the right people behind the wrong doors, but it can all be attributed to a major floor space reallocation in the basement of the Federal Building.

The re-shuffle took place primarily to give the Fixed and the Mobile Aeronautical Communications offices better physical access to each other in the coordination of functions requiring paralleling action. These two offices often work together in the directing of communications services, and the relocating of their offices should add to the convenience and eliminate the necessity of frequent resorting to the telephone. Also, it places those offices in better relation to that of the Chief of the Division. As a part of the upheaval, personnel direction for the division was absorbed by the Performance Standards Staff and the offices combined.

Nothing short of a floor plan or a list of room numbers and names would explain in detail the present habitat of each unit. Drawing a floor plan would be too tedious for us and listing of room numbers and names would be too bothersome for you. The various division offices will be there in their present locations - if you don't wait too long - and, if at first you don't succeed in finding the right individual, try the next door. He may be behind it.

(heir apparent to Culvor Interiors (plug)), has been added to the force just recently.

Of the oldies, that leaves only Mary Mealey, Marie McDonald, Gregg Keave, and Edgar and Laura Davis among those present. Hope they like it here.

We learned, in a book entitled "Meteorology for Pilots", that when dry air reached a certain level it cooled to a moist adiabatic and then condensed to cloud formations or precipitation. That's what it says in the book in big letters. I would like to add a paragraph relative to Alaska: "Everything pertaining to air up to and including the stratosphere is of the moist adiabatic variety. If it isn't in the form of water it will be either ice crystals or snowballs. The moist adiabatics in Alaska are like the black bear. If they aren't raising hell with somebodies' camp they are on the prod to do so."

We had a spot of sunshine here the other day, but the sno-go came by the shack and plastered the windows shut - so back into hibernation. Ed Shields, being in the capacity of weather brew, kept a SPL current to go outside and check up. By that time it was zerp zerp again so to date the SPL is still current.

Everybody knows what Mark Twain says about the weather, but John Sheldon and Sol Brososky, station mechanics, will tell you that guy never herded a sno-go or cat around a snow laden air field. "A Sr. General Mechanic," quoth John, "fortified with enough sno-gos can create the frothiest snow storm ever conceived in the annals of snow storm history. By the simple flip of a switch he can turn it off." On the plotting boards of these two able snow removers is what will be known as a "snow deviator". Fundamentally, it consists of a huge worm rotor suspended over the length of the field. It can be raised or lowered from a trough built into the strip. It will be powered by five D-C cats hooked in series to turn the rotor 4000 RPM..so when it snows the deviator is put into motion and by the immense action of centrifugal combustion all the snow

flakes are enfolded in this veritable tornado and funneled to the south end of the landing strip. negotiations are now under way to forge the rotor in Paul Bunyans blacksmith shop.

The personnel at AO seem to be shaping up for a long winter. Any snow-bound evening will find Myrt Swim holed up with Bach, Beethoven or Brahms complete with beer, squaw candy and Jo. His selection of good music is only super-coded by his love of good squaw candy. Ed Shields is knitting little things. He is expecting a boy about March, making it one and one. M. Jeanne Murphy, a recent now-comer to the operations division, is holding down the mid trick and in off hours is an ardent skier. "She's short, plump, and good lookin'", says Rocky Cummins, the local fur king.... Wonder if she'd go for a mink coat. Sol Brososky is equipped with 50 gallons of salt silver salmon, a keg of corned moose and two quarts of tequilla...the tequilla he had to buy. He is now pre-occupied with eating, drinking and reading spine-tinglers (by courtesy of Musgrove's lending library). MTC Ervin plays wet-nurse to all the local broadcast receivers...his off hours are well taken. Together, with his weekly allotment of 20 to 30 cents, his pockets are always stocked with sundry resistors, condensers, tube bases and bits of broken wire. His slogan is "Always try to fix it yourself first...I don't want anything easy."

Well, here comes the holidays. Turkey at a buck a pound and booze at ten dollars a pint...Would you guys like to have our recipe for roast young spruce hen and maybe how to boil the alcohol out of potato peelings?

MUKLUK DEADLINE
EIGHTH OF EVERY MONTH

The contract unit has been busy preparing invitations to bid for a job at Makneki. Work to be done there includes construction of apartment buildings and a new engine generator building, and reconstruction of the control building. Bids were opened last week for construction of VLF facilities at North Dutch Island and Whittier.

Ralph Rich has returned from an eight day business trip to Seattle and Portland. He had the unusual assignment of arranging cargo shipments by boats.

Enjoying Christmas vacation with her family in Des Moines, Iowa, is Marilyn Wissler. Marilyn is secretary to the Executive Officer.

Betty Isbell of the Traffic Unit is expected back on the job again next week. Mr. and Mrs. Isbell and son have been visiting relatives in Miami and Jacksonville, Florida.

Mrs. Sally Flax returned December 9th to her job as Status Clerk after an absence of two weeks. Sally submitted to an appendectomy at Providence Hospital.

BACON BRINGS HOME THE BIRD

The big and small game in the vicinity of Talkeetna rested easier last week as the Robert Bacon family departed for Anchorage. Actually, Bob was a little disappointed that the moose season was not open (Mrs. Bacon is deadly accurate with a rifle). Bob enjoyed his vacation though - sleeping until noon each day, then getting his exercise by trudging over the countryside on snowshoes (And elbows), a new experience for him (And the snowshoes). Hunting was confined to ptarmigan. We know Bob will be proud to turn in his annual report to the Game Commission showing one Ptarmigan killed. A more accurate report would claim

credit for one-half Ptarmigan because it was hit simultaneously by a fellow hunter. The impact dropped the bird like a soggy mentloaf!

Accompanying Bob on the trip were his wife and small son, and also his father-in-law, E. F. Hickok, Chief of Operations Inspections. They were guests of Mort Swim, CAA Communicator, and his wife, Jo. Mrs. Bacon's activities were restricted somewhat in that her ten-months old son developed a severe case of cabin fever. He still flashes a wild grimace which he picked up on the train ride--maybe he is just showing off his new tooth.



"....Oh, the plot was OK, but did you ever see such an utterly flagrant disregard of Civil Air Regulations, Part sixty?"

THANKS FOR THE REPORT, FAIRBANKS!

We note from the survey which accompanied our last copy of the MUKLUK TELEGRAPH, that Fairbanks is "in the red" in the amount of news items submitted for publication. In the event you think nothing ever happens here, we hasten to correct such a misapprehension.

The light burning every night in Station Manager Frank Gray's basement indicates the hours Frank spends with his "ham" radio station, (worked 31 countries in first three weeks on the air). Every day he reports another QSL received, the latest from Paris, France - that is, while last month it was Monrovia - that one we had to find on a map - it seems it's in Liberia. MTIC Bill Cowles is another ham operator who spends his leisure hours pushing the buttons and turning the switches which bring in the QSL cards by the dozen each day. We keep wondering what will happen when he finishes his new rig of 350 watts, just about 10 times the size of his present rig! Fairbanks ACCOMS Myrtle Nordtvedt and Ruth Gustafson were thrilled last Sunday when they talked, via Bill's radio, to Barbara Olmstead and Phyllis Score, - now in Honolulu having transferred from Fairbanks, - surprised, too, to learn that the girls over there are homesick for Fairbanks - does that mean we can't believe all we see in those glamour posters of Waikiki? Frank and Bill aren't the only ones at this station who make amateur radio operating their hobby. There are several, - Malcolm (Nick) Nickerson, KL7AQ; Patty Brazil, KL7DT; James (Duffy) Duffield, KL7GE; and Stan Joffcoat, WSKPY/KL7. So if you tune in on Saturday or Sunday afternoon, you are sure to hear any or all of the above calls coming at you.

Moose hunting season is on again, which reminds us that SGM Ernie Carlson and MTIC "Brock" Glascock got their limit of caribou during the last season. Bill Cowles and Rose Cowles accompanied them at that time and it was during that

expedition that Bill earned himself the distinction of being the only person to fall out of a sleeping bag.

"Patience and Fortitude" is the theme song of our Maintenance crew as they work tirelessly in their efforts at the unglamorous job of keeping the goods rolling and equipment operating, in a temperature of 40 below zero. May we nominate them as our "Men of the Year".

The new interphone connecting the offices of CAC Spoor and CLMO Joffcoat with that of Frank Gray is giving us no end of trouble. It seems it practically requires the services of a licensed radioman to operate same. Unless the above named agree upon a uniform procedure for throwing the switch to talk, it looks like the feedback will have us all tearing our hair.

We are sorry to lose the services of Chief ATC Bill Bowen. Bill, who has been the Chief at the Weeks Field Center for three years, is being transferred to the New York offices of the CAA. While we will miss him in Fairbanks, we want to wish him the very best of luck in his new assignment.

FILLERS FROM FX RADIO - It has been quite a while since the last report from the dot on the Chona so will introduce you to the crew: Vincent W. Spoor, CAC, Melvin S. Majerus, SAC, Palmer Bahl, Lanley Carls, Joyclyn Chambers, George Clyde, Charles Coleman, Kenneth Crowdsen, Glenn Davis, William Fowler, Roland Gilmer, Ruth Gustafson, Ray Hanken, Bob Hoffman, Ralph Huffer, Harry Jenkins, Jr., Walt Jenkins, Eldon Jowett, Neil Johnson, Don Johnston, Florence Majerus, Shirley Mooers, Loron Mooers, Robert Motsinger, Elinor Newton, Joe Newton, Myrtle Nordtvedt, Walter Parker, John Pfeffer, Carl Rhoads, Harry Smith, Berna Stewart, Carol Winnington, Elene Youngstrom.

(Continued next page)

Among the "gone but not forgotten" are George Stattman, who is now in the Seventh Region, Jeanne Murphy, who transferred to AO, and Margaret Miller and Ann Ufor, who are in YO. Vonnie McDaniel and his family dashed off to Arizona and the Bert Seivors went to sunny California. Bill Ellis is with Pan American; Gen Sneed, Ed Babcock, Byron Ames, Franklin and Mary Marshall have all deserted us. Patricia Blackburn went back to her home in Illinois. Marjorie Scario is replacing Wilma Gilmer, who recently resigned as clerk-stenographer.

Some minorly person has defaced one of the United States Government calendars by marking PAYDAY across the Saturdays of every other week. The print is large and in some cases followed by an exclamation point. Perhaps instead of complaining about this, we should be very thankful that the day before payday and the day before the day before payday are not marked also. Oh, well, we always admire people who show a marked interest in their jobs.

That new Oscar machine occupies an honored spot in the teletype room (on the floor). One of the maintenance men had a little trouble finding the slot for the slugs and nickels, and then complained because he never did hit the jackpot. He was relieved to know that the red light remains out on tilt.

We face a gloomy future. Why? Mainly because some one finally threw away that much-prized pan that has scorched many a juicy morsel. Of course, it was battered out of shape and it had only a big hole where its handle used to be, but the last six layers added so much flavor to canned soup, that you would never recognize it as the same brand that Mother used to open.

There has been an acute shortage of mouse traps here so Bob Hoffman spends his nights sitting up waiting for the little animals to start walking. He drags himself to work mornings weary, and red-eyed from lack of sleep (?) and

tells us how he used a .38 on some poor defenseless mouse.

No one knows for sure what Bill Cowles accomplished on his trip to the Windy City. It was an appropriate place for Bill to go, but the only thing he has mentioned about his stay in Chicago that rings true is the fact that he had a police escort show him part of the town. (Are bribery and fines under the category of "tips" when they are included on an expense account?)

Last year we inherited an old Army car to haul the bodies to and from the station. At first it didn't run very well, but you should see it now. It consumes only two quarts of oil daily and smokes and snorts as it rattles off down the road. There is no window in the door on the driver's side, but it really doesn't matter because the door automatically swings open on all the curves. Frost shields could be put on the windshield, but it's not necessary because there are holes and cracks enough to peer through. The rear seats have some exposed springs which have formed the vicious habit of grabbing some unsuspecting ACCOM as he is about to pile out. A small wrecking bar is used to open the rear doors--from the outside, that is. During a three day period the drivers had four flat tires and one blowout, but there is nothing wrong with the tires that a new set wouldn't cure. All in all it is a good outfit. It still runs even though no one has discovered why, and, what is more, it's better than walking!

Here is a contribution from the lads at Ladd:

We're the rough and ready fighting fools
on blood and sweat we thrive
In the chick at eight fifteen and some-
times after five.
The staccato of our typing and the pound
of the rubber stamp
Makes music of the battles that we fight
throughout the camp.

(Continued on page 26)

(AIR TRAFFIC CONFUSION)

ANCHORAGE STATION

Ray Pottito is happy these days. "Mike", his wife, arrived home last week after an extended vacation in the States. Welcome back, Mike!

Another arrival of a different sort--the Kurt Tillinghast are proud mother and father now. Kurt, Jr., made his appearance on November 16th, weighing eight pounds and ten ounces. From the clever announcements the "new model" has all the latest improvements and is the last word in design. Quote, "Must be seen to be appreciated." As both Lynn and Tillie are pilots, we expect Junior to solo any time now!

Roberta Watson, Pete's secretary, has found a house in town at last. She was a patient gal, contending with all kinds of inconveniences living out Spencer way. Even a movie was practically out of the question. You will have to make up for lost time now, Roberta!

Smitty is the proud possessor of an apartment--in Anchorage, too! It has a real kitchen with a stove in it, and his wife, Bob, is making good use of it. They have been feeding DD the most delicious food, etc. That Dorothy gal really hits the jackpot on dinner invitations!

Rumor has it that Jim Sword and his pilot roommates will be "evicted" from their beautiful-view-of-the-Inlet apartment. We're sorry. It was a sweet set-up. Oh, the wonderful food they cooked! Hope you can find another apartment, boys, but how about the moon or a million dollars? That seems like a fair comparison.

Don't mention the numbers four, five or six to Bob Jens or Herb Stanley. Somehow that hurts a little. You didn't hock Mr. Berato's car by any chance, did you? Well, lots better luck next time, folks!

Clara T. Mullaly, Betty J. Mayo and Agnes G. Carpenter EOD as traffic clerks November 17th

LaVerne Hite, ERAC, temporary duty to JD

L. M. Berato, resigned November 30th

C. K. McGowan, annual leave

L. M. Jones, resigned October 31st

Newton Fisher, back to duty from SG

T. Koefel and S. Underland still convalescing from appendectomies.

HS is CHQ's self-appointed goodwill emissary to the local communications station, and we must admit that since he has taken over, relations are tops. Of course he hasn't gotten around to good-willing the male members of the communications staff, but give the boy time!

After reading in the CAA Journal about proposed establishment of ATC centers at different points south, that little old wanderlust tugs at us. Larry Cunningham says he's available for San Juan any time. Now just what has Puerto Rico got that Alaska--well, never mind--anyway I'll bet Larry would miss ice skating. He has been practicing on the side. Forgot to ask Bob how his ice skating is this year. His little son, Michael, approaching the year-and-a-half mark, will probably soon be taking lessons from his dad!

Guess that brings us up to date. Everyone had a nice Thanksgiving, with turkey dinners in the majority. Jim bragged about the goose they had. See what I mean about food in that domicile? Haven't asked anyone about their Christmas shopping yet, but there aren't many shopping days left so better hurry. Happy Holidayze, everyone!

KENAI RAISES ITS VOICE

AFTER LONG SILENCE

Dear Mukluk:

We are kinda ashamed of the poor showing Kenai made from January to October in the MUKLUK news survey, but - you know how it is. Get a sheet of paper in the typewriter, then wonder how to start the scuttlebutt rolling, and finally give up and decide we haven't anything to write about anyway - and leave the job to the empty other stations - who also leave it to the rest!!

First off - looked up the word "news" in the dictionary, and found it listed as such: "Recent tidings; a report on a recent event; fresh information; the new or recent events reported." So far, nothing new has happened, and if it has, it hasn't been reported, but will try to make the best of a bad situation.

Kenai has been enjoying very balmy weather, with only a couple of slips below the zero mark and only one inch of snow on the ground as compared with about two feet last year at this time. The mechanic seems very happy over the lack of snow, but the rest of us would like to get at least enough for good skiing. So far, our outdoor exercise has been limited to ice skating on the beaver dam and hiking here and there. Indoor exercise still remains the same-poker sessions!

Kenai personnel has undergone a little change since our last report to the MUKLUK. The Ed McDades departed JS for Baker, Oregon, and Jim Elder deserted for Skwentna on the Yentna. Newcomers are the Jordans from Yakutat (much fun), and Joanna Bahmub from Talkeetna (also much fun). MTIC Hall has been at Kenai for approximately one year, and Lawtons, Thompsons and the Wrights stay on forever! Thompsons shook the hayseeds out of their hair and made a trip stateside in August. After five weeks of civilization de-

ecided JS and Alaska were far superior, and hurried back to the sticks and the hayseed!

Don't believe everything you read in the field station dictionary about Kenai such as: "Highways: None except for road into town and airport, a distance of about one mile." Part of the Alaska Road Commission has been headquartered in Kenai for approximately six months, and we now have a good road of about 15 miles in the direction of Seward. The report is that we will be able to drive to Seward this winter, - if we have the cars to drive! Forchance RO will let us give the snow jeep a trial run to Seward and return! By next summer we'll probably be pestered with Anchorageites all the time - which reminds me: A lil ol cub landed at JS, and the pilot came in and says, "I'm from the Anchorage Station. Is this Anchorage's remote receiver site?" About that time, the opt on watch was not enjoying the "receiver-ship" and almost ~~the~~ ~~the~~ ~~the~~. If you know what I mean!

Harken to my words, all ye stations! Be glad you are not located so close to Anchorage as is Kenai! For the past week CAA planes have been zooming all over the territory delivering turkeys and other goodies to the stations - and here we sit, the day before Thanksgiving, with no turkeys, no goodies, and darned little to eat. Ah, no, such is life - more vienna sausages for Thanksgiving!! Even the moose know there is a meat shortage, cause they sure are making themselves scarce around here.

NOTE: To the Bureau of Census DC3's. Regarding your request for a name for MC-5. We hopefully submit our suggestion. We think she should be called "AMBER", because she sure gets around!!

KEEN-EYE KLAN

WAREHOUSE WAILS

There are plenty of headaches in any operation - but for a real eighteen-carat, diamond-studded howler we give you Exchange and Repair.

That a plan so streamlined in its inception still moves so sluggishly is due to many factors, chief among them the long delay on factory deliveries. Parts that have been on order for months have not reached the Warehouse so can't be sent out for on-the-spot repairs. Consequently, into the Maintenance Shop comes much equipment which might, under ordinary circumstances, be repaired at the station.

But the Shop itself is hampered here, for chances are it lacks not only the needed parts, but also parts for the lathe to turn them on. So we see the mechanics literally making machinery out of hunks of raw metal.

Shop equipment is good, the personnel superior, but the entire layout is terribly under-manned considering that this manufacture of fine parts is such a time-consumer. Few local firms will take on any work.

In the States, care of CAA vehicles is let on a contract basis to various commercial organizations. But this is Alaska - too new, too rough, too busy - and so the burden of fleet upkeep, too, falls on the Maintenance Shop.

An even more binding brake on Exchange and Repair movement is improper treatment of the well-known hay; and here's where you field men can help a lot. If it's humanly possible, of course, make the repairs out there; but if an item must come in, try to get the paper on it straight. You know as well as we that nothing holds up any government procedure like lack of the proper paper.

If you'll take care that it's off to a good start at your end, chances are everything will fall smoothly into train along the road; so next time you send an item in check yourself on the following points.

First, make certain the red tag is securely attached and completely filled in - especially the lines indicating "Sender's Analysis of Condition" and "Invoice Number". Any information you can give is invaluable to a shop already hopelessly over-burdened.

Next, be sure to enclose the blue packing slip, for this will cover orderly procedure of the item through repair even though the incoming paper, which is the Warehouse authority for shipping out a replacement, may be delayed enroute.

Last, there's our old friend nomenclature. Give all available data on your 411, especially when you are Holding for Replacement. Send a complete description of the article, name plate data, and part and catalog numbers wherever possible.

Sorry if we seem a little school-teacherish about this; but just come to the Warehouse some time and look at the Exchange and Repair table.

Here's an item invoiced out of one station, but shipped from another (figure that one out); this packing slip bears one number, red tag a different one; that box of nozzles (or what were nozzles before they fell in the cement mixer) is innocent of any identification at all - tag, slip, shipping manifest or return address.

Maybe it's no wonder the former Exchange and Repair clerk scratches endlessly on the wall at Hornsby's:

"Box of nozzles for repair -- Return at once, Heaven knows where."

Wedding bells rang out late in the afternoon of November 20th when Fred Yennoy and Helen Wells were married. They returned to the Annex just at closing time to announce the nuptials and receive the congratulations and best wishes of their Maintenance friends. Barney Crosby and Alice Yennoy were the attendants.

Mr. Rana left for Galena with a black beard and came back (just in time for Thanksgiving) with a frost-white beard. Pretty cold up there. His parka and shockpaks (also long handles - he says) came in handy for the 28 below zero weather. He reported good food. The cook spread a tasty meal with delicious pre-Thanksgiving turkey.

The sunny South beckons to Mr. Lane, our expeditor. He plans to be sunning on the beaches of California on Christmas day. We'll miss those humorous quips about our frigid weather. From now on, it will be Lancy Harvey who will be keeping the work stacked high on the typist's desk, and be searching the Warehouse stocks and field station records for those gilt edge Cat parts, and such.

An Addition to the Annex made its advent: Cold water; clear, cold water. A bubble fountain relieves the drought.

Wesley Rose departed for Yakutat to check the refrigeration. Do they close the refrigerator door in winter, in Alaska?

Fred Pollard, Superintendent of HQ Maintenance Shop, says there is one advantage in having all Regional Office cars and trucks parked overnight in the Shop yard: It saves driving all over town to collect those "hard starters". He can push and pull to get them started on those cold mornings, right in his own back yard.

This column is new to the pages of the LUKLUK, but will be featured from time to time as the service of any CAA employee merits recognition by his fellow workers.

For our first "Honorable Mention" we pay tribute to Mrs. Agnes W. Bennett, Aircraft Communicator at Gulikana, who was recently given official cognizance from the Regional Office for commendable performance.

The commendation from the Superintendent of ANP Operations Branch to Mrs. Bennett reads in part:

"Information received from your chief aircraft communicator, indicates that you have completed one hundred tours of eight hour watch duty on Circuit 302X without one chargeable communications irregularity report."

"This office wishes to commend you on this fine record of accuracy, and attention to the pertinent detail that you have displayed in the performance of your assigned duties."

The thanks of Maintenance goes to the field stations. As you know, the procurement of urgently needed repair parts continues to be our biggest headache. The continuation of the maritime strike and other strikes has not only depleted shelves of Anchorage supply houses but also those in Seattle. In some cases, only through the assistance and cooperation of station personnel in shipping and trans-shipping emergency parts from one station to another has equipment been kept operative. Such cooperation is greatly appreciated by all concerned. Thanks.

KEQT/VN - HAINES

Well, I hear the FX Chamber of Commerce is reading "WEEDS" these days. Just goes to show the far reaching effects of the Maritime strike. No boats, no newsprint, no newspapers, no news. What to do? Read MUKTEL for the next two years until the strike is over. If my guess as to why the FX Chamber of Commerce reads "WEEDS" is correct and they do need some newsprint, we have some old obsolete "B" manuals around here that have one blank side on some of the pages. (If no one is looking they can have some of the new ones, too.) And still speaking of FX--Hi'ya J&E--the latest box score on lost travelers is now two planes and five cars that finally reached FX after an unwilling detour via VN.

With the arrival of Ted Young and John Esley of the Engineering Division the local VHF program is under way. Five minutes after landing they had grabbed several hunks of old packing cases and had thrown them into some semblance of a small shack to house their equipment. Whitey, the Chief, has already formed himself into a waiting list of one for this edifice and is changing the Haines housing qualifications to 3 stard CAA Qtrs bldgs and 1 packing case apartment, -1 room, 6x6x6. Everyone from the Chief's dog, (who insists on standing the mid-watch, sleeping on the mike switch with his eyes open and having nightmares all the while), down to the MTIC, was wondering how the Engineering Division was going to work Lena Point with a 100 ft. antenna over a 1200 ft. hill without a signal bendler. Guess they must have brought their own as they not only successfully worked Lena Point, Juneau and Skagway, but also the 12th Naval District in California.

Latest addition to Haines is a roller skating rink. The school board in conjunction with the city council purchased

50 pairs of skates. When these are strapped on the pedal extremities of the citizenry, the amplifier cranked up to full gain while the forgotten record scratches on, the skates hew to the line and the citizens fall where they may on the crowded high school gym floor. The problem of maintaining horizontal equilibrium was more or less solved years ago what with practically everyone having ice skated at some time or another. With the discovery of one local lad who is an old rink rat in good standing, having wasted a good many years of his life in various Washington skating rinks, classes are under way in the rougher points of skate dancing. While the skating is a welcome addition in itself, it also takes the place of the bowling facilities at the old Chilkoot Barracks that were lost to the use of CAA and the citizens of Haines when the post was taken from Kenneth O'Barra and given to the Veteran's Alaska Cooperative Co., a New York outfit. Approximately four members of this organization are now in Haines, but so far nothing much has been done towards opening the post except closing the bowling alley.

The outlook for ice skating is quite bright what with a large pond on the edge of town having been bulldozed clear of obstructions and a promise of lights for night skating.

The communicating picture was brightened somewhat and the housing situation was darkened to a like degree by the arrival of ACCOM Bill Hayden and wife Rita. Bill only recently walked down the gangplank of some seagoing craft with a Navy discharge in one hand and in the other a solemn vow never to stand another mid-watch. He is now standing the Haines mid-watch. Times are tough all over, says Hayden, uqot. Lois, our other night op, can tell anyone who

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THE LURE OF THE YUKON

This is a simple and factual tale which needs no mention of names except that of the principal character - Skookum the Cat. The people in his life could have been you or me, or anyone.

In bygone years there was a little GAA station down the Yukon. Skookum was a local product; his Mother a brown and white lady of unknown antecedents, a family pet of local townspeople; his Father, likewise of obscure background, had typical 'tiger' markings. Parental identity seems quite certain as these were the only felines in town. Skookum had 'money' markings, a mixture of colors with golden yellow predominating.

So little Skookum was presented to a GAA family, and soon exercised all the prerogatives of a favored pet, which cats seem to know by instinct. This was indeed the life of Riley, - plenty of attention and food, a big well-heated house to roam in winter, and all outdoors in summer with nearby brush in which to catch birds and mice.

Like an only child, Skookum became quite spoiled, but compensated by exhibiting a number of amusing idiosyncrasies and steady affection. He learned to play simple games such as stalk the stalker. This was sometimes not so good as he might decide to play when the people were otherwise occupied, and would launch an unsuspected attack as one passed a doorway. He appeared to dislike a bouncing or rolling ball and would labor as much as two or three hours chasing and catching a ball. He became quite proficient at catching a ball in the air, gauging speed and bounce and meeting the ball at heights up to three feet.

A favorite sleeping spot was in the bathtub. Breakfast was not complete without dry puffed wheat. He learned time - the time his master came off

watch, and would ask to be let out at that time to journey along the path to the control station. One night the master worked overtime (no extra pay in those days), and Skookum went all the way, a half mile, and meowed at the control station door. He often accompanied the people on walks of more than a mile; The rigors of winter bothered him little except that the tips of his ears froze at 30 and 40 below; by his second winter his ears were flat across the tips instead of pointed. His love life is unknown as there were no female inhabitants of feline genus, but it is suspected some rabbits may have had a bad time.

At two years of age Skookum weighed 18 pounds, wore a size 12 collar, and had little fear of man or beast. With a little encouragement he would pursue huskies. He appeared to have developed the art of tracking, much the same as a dog; he was seen several times to apparently follow his master's trail by scent without previous opportunity to sight direction of travel.

Then, in the beginning of his third year, came tragedy - his people moved to Fairbanks. Skookum had an airplane ride, which he disliked, but worse came fast. Rousing was scarce even then, and his people first stayed with friends who had two small children and a small dog. Skookum had never before associated with either species very closely. As a guest, which he appeared to realize, he accepted the situation as best possible, avoided dog and children alike, and sought seclusion beneath the stove. Efforts to induce play and a display of tricks were soon abandoned as he, while willing to start, refused to brook interference from the dog and kids.

Within a week a dwelling was found, Fairbanks style with wood and coal stoves and no running water. Skookum (Continued on page 25)

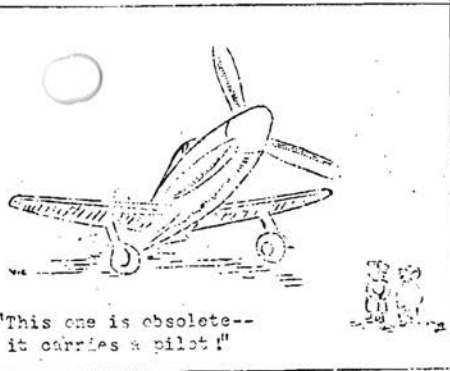
"THE MAIN COG"

"Please leave the door open." If you are one of the many "fortunate" individuals who have the opportunity to come to Room 212, or better known as Lail & Files, you'll recognize this notice, and for the rest of you, we'll use the statement as an opener for our column.

Now that the door is left open, let's gaze into this room that fairly bursts with activity, and, we do mean activity.

The whirring sounds which attract our attention to the west end of the room, is none other than our mimeograph machines forging ahead at full speed on some "Rush" job no doubt. They are manned by Pat Buchman and Billy Underwood. Don't let the names fool you as they are a couple of nice dark-haired girls who do a good job in getting out the "info".

Desks in the center of the room are dominated by our chiefs, Norm Lowenstein, one of our top-notch bowlers??, and Stella Stall, who is back in her former position again after an absence of almost a year.



"This one is obsolete--
it carries a pilot!"

Courtesy Third Region "FLIGHT LOG"

Might mention here that though the P.O. is downstairs, packages are distributed from second floor, so-o-o-o it means that sacks, and not paper ones, have to be lugged up the stairs. So if any of you fellows are expecting packages, drop around and give a hand in hauling them up.

Now over to the east section of the room we discover the mail section. That 'lil blonde behind a filing cabinet (that is the cabinet in the middle of the room) is our competent and good-natured mail clerk, Annette Podness. Assisting her are two buddies, Lila Glenn, recently engaged to Pfc Henry Ford, and none other than Stop-and-a-half, Maggie.

Ahhh, only two more girls to go, so let's go over to those two forms pecking into a file drawer and see what's up. Harriet Schaeffer, who so capably had taken over Stella's job when she was Outside, is our student, spending her evenings in business college delving into the depths of hieroglyphics, pardon me, I mean shorthand.

Who's that huddled over the floor? Ah, I see now. There is a file drawer down there and it's Rosemary Bloom, who seems to be mumbling something unintelligible under her breath. I got it, it's the men who don't sign their initials to their names on dispatches. 'Sorta confusing you know, to have several people of the same last name and no initials attached. Savvy? (Too many Andersons, Petersons, Nelsons, Williamses, McLains, not to mention the Downing boys, who have the same initials.)

This has been only a glimpse of what goes on behind the closed door of 212, I mean the open door except on a Monday, following a week-end (in which) the heat has been turned off, as it's really cool. Ohhh! That draft - -Brrrrr---

WOODY ISLAND WHISPERINGS

After some direct and pointed urging by the new editor of ye old MUKLUK, it has fallen upon these bent shoulders to keep dear old "OF" in the columns of said journal. OK, you asked for it. Some mighty wielders of the pen have trod on this green gem of the North Pacific, so I have heard, therefore, I will not try to compete with them.

Seems as though there has been some changes around these parts since OBOE FOX last put out its head in the MUKTEL so here goes for them. Carl and Margaret Gully have gone into the interior where CFG has assumed the duties of CAC at PM. Luck to you, Gully, though you won't need it. Eotter pull in those sharp ears, though. They tell me they trap wolvs up north for their hides. Mary E. Fletcher, our little (?) dutch gal from Pennsylvania, has taken all of her back to the states and a certain GI. His battles are just beginning, but we will still bot on Mary. Ther, too, one Borneice Shudinis-better known as Skoots - terminated' cob November 30th and headed back for the hog killin' pen in Omaha. If she kills hogs like she broaks hearts the meat shortage is in for an awful beating down there in Uncle Sugar. Clarence N. Jorgenson, one time ERAC at CE, will be leaving us come December 8th. Jorgy fixed up some of those things a GI would like to do to the man that used to tell them about that nice little detail known as extra duty or such. Yep, he sat on a Lt. Cmdr. My Goodness, with all those resignations wo should be getting some new ACCOMS down this way. Hope they are as nice and competent as those that have stacked it and went away. RO take note.

That brings us up to date on the leavings and arrivings, only there hasn't been any arrivings of late. We keep hoping, though.

Got notification the other day of the wedding of a former Woody Islander in the person of Dick Haggin way down there in Juneau. Those of us that remember Haggin or met him in his travels through Alaska--and he did get around, but won't anymore--wish to extend the heartiest wishes of many years wedded happiness. We won't go as far as one of our converted GI's does when he hoists one though, he says, "I hope you live forever, have a fit every five minutes and a baby every year." New subject. (Got that from the Navy; the 'new subject' part of it, I mean.)

With the evacuation of the above mentioned "used to be CAA'ers", UNDERLAND and MEU--what a name to spell--MEUVISSEN will be occupying quarters in the dorm soon. Another nice addition to our well kept harom over here. But we try to treat 'em right; managed to get Joseph T. Frost married off to one Clara R. Mansoll, and working on a couple more at present...even got one guy to buy a rock.

Been some high class interior decorating going on around here lately, what with Litz, Matteson and Inman going over their rooms. First Litz got some grey for the walls and some red for the ceiling, then Matteson got some red for the floor and left the ceiling, and Inman got some green for the walls and floor and ceiling and ivory for the ceiling and floor and walls. He claims 'he had some extra hands on the deal, though, so maybe that accounts for the speckled effect. Guess that under this heading would be a good time to tell one and all about our new conveyance from the dock to the control station. Our new (former GI) carryall got a real coat of paint in the tried and true colors of the CAA--orange and blue. Well, it's black, but blue sounds better with true, don't you think? Thanks to Bob Boyd and our enterprising CLEMO, Jay Dobrin, it is

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(Continued from page 21)

a welcome change from the open air taxi we endured for so long. Now if they can just find a way to heat those leather cushions....

Oh, yes, better I don't forget the whing ding we throw for Jorgy and Skeets as a farewell party. Had a visitor from HQ in the person of Shirley Underland. Why don't more of you strangers come to our parties? Or did you hear about the last one? It was a rarin' tearin' good time for all. How is the paw by now, Jorgy?

Well, let's count up our bruises and see how we stack up now. We have lost Shudinis, Jorgenson and Fletcher via the resignation route, with no replacements. Ethel Moore is in Uncle Sugar on sick leave, eta unknown at the present writing, and those two babos from the land of the Vikings, -namely, Veronica Hooser and Virgel Ewig are Out-side on annual leave. Boy, I hope Mr. Platt or somebody wrote Santa Claus about our shortage of help down here. Those 48 hours sure are being stretched.

Let it be known to all concerned that we have rpt have the best mess hall cook in Alaska. How sh^e can do all that work, make it taste and look so good, and still have a good kind word for all that come through her domain is beyond the scope of this writer. Takes real fortitude to go on a diet, doesn't it, Litz?? She really put out a spread for Thanksgiving, but each and every one of her meals seems like eating a holiday repast. So help me.....

Maybe old man winter had something to do with it. He did us a good turn week before last by putting a nice smooth layer of ice on Elephant Lake just below camp here. Everyone has taken a whirl at it, including Mukluk- the oldest resident on the island next to Manning and Inman--and so far only one injury of any great scope has been reported. MUKLUK, by the way, is the duck-huntingest, retrievingest, friendliest dog for many a mile around,

at least so says Inman and Chaffin, as Muk kept them from getting wet this past Fall. Oh, yes, that casualty was Mrs. Walter Westman, wife of that popular young man from West Woody. She was unfortunate enough to fall and break her wrist on the last lap around the pond for the night. How do you like doing dishes, Walt?

DECEMBER 7TH, 1941. Where were you at the time of Pearl Harbor day? Yes, that was exactly five years ago tomorrow. That is the day that changed the lives of so many people. Remember? If someone would have told me that five years from that date I would be up in Alaska picking dots and dashes out of the ether, I would have recommended him for the little house with soft padding all around. I still think that we should change that phrase that Mr. Churchill uttered when he said, "Never before did we owe so much to so few," to "Never before did we owe so much to so many." Or am I just getting rock happy? Anyway, those who went and fought and died, as well as those who went and fought and lived to come back to this war weary world know that they had a job to do and did it. All because of not being ready for a world dictated to by one man. May they find the peace they so diligently fought for.

Oh, Oh, here comes the beer truck, with the first beer we have seen since the boat strike went in. Guess you know where I am going. QRU QJZ QJC. That is a promise for next month, too, Mr. or is it Miss Editor?

KLZG/OF

EDITOR'S NOTE: Miss Editor. Her name is Marjorie Jencks. However, by the time you receive this issue of the MUKLUK the name will be Mrs. Robert Palmer. You don't remember it, but Marge helped a bit in getting the MUKLUK started, the first two issues, back in 1943, carrying her name as Editor. Then she resigned to return to newspaper work in the States. But once having lived in Alaska, -well, you know the rest of the story.

AIR TRANSPORTATION UNIT

NC 214

Bells rang, lights flashed the bail-out signal, Hurst turned one each air-minded passenger into a ground loving man. Jim said he touched the button by accident.

NC 14 made an unscheduled stop-over at Yakutat.

NC 5 returned from SI with two new motors and will be stopping in on you again.

Magazines have been coming in from all the Anchorage persannel. Thanks kids, and keep it up.

During those rush war years we just found out that 5,000,000 pounds of freight was handled out of this unit, who's tired?



One way or another we hope to visit all stations before Christmas with cargo to gladden the heart of St. Nick himself. Peto, Bill, and Neal cut 70 odd, all shapes and sizes, but still Xmas trees for you northern stations. The Commissary hints at a supply of foasting material so it looks like it will be a

MERRY CHRISTMAS
to all

8-220



NEW EMPLOYEES - MONTH OF NOVEMBER

Benjamin R. Holeman, General Mechanic, ANF Plant & Structures Branch, Maintenance Division, Sector Maintenance, Juneau

Mrs. P. Lucillo Monahan, Assistant Clerk, Business Management Branch, Accounts Section, Accounts Unit

Stuart R. Perry, General Mechanic, Business Management Branch, Property Management Section, Warehouse

Thomas F. Rich, Storekeeper, Business Management Branch, Transportation Section, Air Transportation Group

Susan K. Sekoly, Clerk-Stenographer, ANF Operations Branch, Communications Operations Division, Office of Chief

Mrs. Ada M. Woberg, Clerk-Stenographer, ANF Plant & Structures Branch, Construction Division, Facilities Section

Samuel P. Ailak, General Mechanic, ANF Plant & Structures Branch, Maintenance Division, Sector Maintenance

Mrs. Frances C. Boll, Clerk-Typist, ANF Planning & Control Staff

Mrs. Helen P. Clements, Clerk-Stenographer, Business Management Branch, Transportation Section, Traffic Group

Mrs. Agnes G. Carpenter, Traffic Clerk, ANF Operations Branch, Communications Operations Division, Communications Stations

Mrs. Maxine L. Holifield, Clerk-Typist, ANF Plant & Structures Branch, Construction Division, Landing Arocs Section

Beth Henley, Engineering Draftsman, ANF Plant & Structures Branch, Office of Superintendent, Drafting Section

Mrs. Vera R. Johnson, Clerk-Stenographer, Business Management Branch, Property Management Section, Warehouse

Mrs. Nadine R. Kringlie, Clerk-Stenographer, Airways Operations Branch, Communications Operations Division, Office of Chief

Paul I. McConnel, Airport Traffic Controller, Air Traffic Control Division, Airport Traffic Control, Nome

Mrs. Clare T. Mullaly, Traffic Clerk, ANF Operations Branch, Communications Operations Branch, Communications Operations Division, Communications Stations

Mrs. Betty J. Mayo, Traffic Clerk, ANF Operations Branch, Communications Operations Division, Communications Stations

Blanche I. O'Connor, Clerk-Typist, ANF Communications Branch, Maintenance Division, Field Station Maintenance, Nome

John L. O'day, General Mechanic, ANF Plant & Structures Branch, Maintenance Division, Sector Maintenance, Port Heiden

Mrs. Katharine E. Odum, Clerk-Typist, Business Management Branch, Property Management Division, Regional Warehouse

John D. Peterson, Radio Engineer, ANF Communications Branch, Communications Engineering Division, Landlines & Spec. Equip.

Roscoe H. Robey, Maintenance Technician, ANF Communications Branch, Maintenance Division, Field Station Maintenance

Mrs. Florence Sawyer, Clerk-Stenographer, ANF Plant & Structures Branch, Construction Division, Facilities Section

Mrs. Rose Snyder, Clerk-Stenographer, ANF Plant & Structures Branch, Construction Division, Facilities Section

Betty E. Tuttle, Clerk-Typist, ANF Communications Branch, Maintenance Division, Field Station Maintenance

CATTAILS - Continued from page 19
took little interest except to appear pleased with the lack of children and dog in the house, but otherwise displayed no liking for the place or its surroundings. He would occasionally wander around the lot, but seemed to have slight interest in anything.

After several weeks another house was found with somewhat more extensive grounds and running water, but also minus CAA-house comforts such as rugs, overstuffed furniture, and plenty of warmth.

Skookum stuck it out into early summer, still displaying little liking for his surroundings, and by now refusing to play in his usual manner at any game or to perform tricks.

Then Skookum departed, where or whence will probably never be known. One slight clue was a report of friends, known to Skookum, who said a cat resembling him came to their door late at night of the day he disappeared. They fed it milk, outside of the door, and in

the morning it was gone. They lived west of Skookum's dwelling. Perhaps Skookum started a trek back to the little CAA station on the Yukon and all the comforts, privileges, and freedom it meant to him.

I'd like to think he made it, but two rivers to cross is a large undertaking for even Skookum the Cat! I can only pay tribute to a valiant cat-soul who went forth, I like to think, for what he wanted.

HAINES - Continued from page 18
is interested that a ceiling light with 4 inches of snow on it gives a pretty low ceiling.

The lad who ground out all those hot rumors in the army must have landed somewhere around Haines. We hear that after one has been in CAA long enough to earn two service pins with diamond stars, and providing one can still bat out 70 on a hand key the RO will present the happy chappy with an Eagle Scout badge. Now I have something to live for.

(Continued from page 13)

IN PENNSYLVANIA

With polished shoes and polished seats
we fought for everything
We are the Coke Machine Commandos of
the A A C S Wing.

Our Axis foes did shiver and quake they
did demand,
If they did o'er encounter our great
chairborne command.

We're the general order heroes of all
the operations

We don't know much of rifles but we
know our regulations.

We strike our blows with pen and ink
and make the typewriter sing

We're the Coke Machine Commandos of
the A A C S Wing.

The Buckslips come unceasingly and
special orders too - -

The bulging files denote our might
they'll burst before we're through.
Grenades and bombs were out of place
upon our battle field

But if it was made of paper 'twas a
weapon we did wield

We're the U.S.O. Guerillas and Freedom's
bell we'll ring

We're the Coke Machine Commandos of
the A A C S Wing.

MUKLUK FROM TOWER - Well, now, if Mer-
rill Tower is trying to get our goat,
for their information, we don't have
one - it's too cold here. We just hope
you heavy thumbed guys don't get cal-
louses on your fingers. We DO have ex-
cuses for our lower traffic count -
smoke, fog, ice fog, 11 inches of snow
on runway, and temperatures from 30 to
40 degrees below, while you people are
taking sunbaths in your above zero tem-
peratures.

A glad welcome to Gerald Goebel, who
replaces Controller Reilly. Jerry in-
sists his last name is pronounced
"Gable" - could it be that his first is
"Clark"? And one wouldn't be so very
far from wrong judging by the number of

"Hap" O'Bryan, Aeronautical Inspector
of the Airman Division, is in the East
spending a vacation.

He and his wife left here November
15th to visit at their former homes in
Pennsylvania. They expect to return the
middle part of January.

girls dogging his footsteps. We think
he's cute, too. Now, now, Casanova,
don't lose your temper.

Woods Tower personnel are reaching
for a high intellectual plane as in one
case, shown by "Joe College" Bill Cas-
sun, attending the U. of Alaska. Darn
these English students, a fellow ain't
got a chance. There I go saying "ain't"
again. French, according to "Cass", is
really smooth. That sounds more like
the description of the instructor, who
might be a "YL".

Amidst aches and groans we are enjoy-
ing skiing when the temperature isn't
too low. Sunday, the Tower Chief, Bob
Graner, was observed zooming down the
hill. Hey, you are supposed to stand
up, not sit down on the splinters of
wood, Bob. The grace of the maneuver
performed was more like a cow in a tree,
with spills, rolls and, I swear, a loop!
We all wish he would hurry up and learn
to ski or break his neck. This antici-
pation as to whether there will be a new
chief is getting us - better keep a re-
quest for bids handy, we may have a Chief
vacancy.

After going through the MUKLUK three
times, still can't find any mumbblings
from ZKG. What's the matter, Parks?

Well, if anyone has actually read
through this far, we wish you one and
all a MERRY CHRISTMAS AND A HAPPY NEW
YEAR!

(Continued from page 1)

(Continued from page 1)

Island to Skagway via Narrows Point, Duncan Canal, Sunset Cove, Thane, Juneau, Loma Point, Haines and Skagway has been concluded with exceptionally favorable results.

Detailed plans are now being drawn for the repeater stations along this route, and contracts for the construction of the necessary buildings will be let as soon as plans can be put together.

It is expected that in the immediate future CAA will be able to lease cable services from Juneau to Skagway, and ultimately to Whitehorse and Fairbanks, thereby providing a maximum service between Juneau and Fairbanks within the next two or three months. Eventually, of course, this system will tie into VEF from Juneau to Annette Island and thereby permit full coverage over this long route.

Bids have been accepted for the construction of the Whittier and North Dutch repeater stations, and it is expected that the contract will be let shortly. This will provide for full coverage of CAA circuits from Anchorage to Whittier, North Dutch, and ultimately into Cordova via Hinchbrook.

COMMUNICATOR TRAINING (Cont'd from page 1)

They have been assigned to the following stations:

Dorothy M. Brotherton	Yakutat
Stanley F. Brotherton	"
Robert F. Dibble	Gustavus
William A. Fowler	Fairbanks
Walter B. Parker	"
Allan C. Hall	Naknek
Terrence E. Rossiter	"
Chester E. Sanders	"
Robert L. Sampson	Summit
William H. Soward	Middleton I.
Stanley R. Sacks	Menana

Friday was spent in further committee meeting, and in the afternoon a general assembly was called. At that time, the various committees submitted their resolutions to the conference as a whole. The committees, together with the chairman, were:

AIR NAVIGATION - W. J. McKnight - Supr. Ground & Comm. Fac. (Orient Division) Northwest Airlines, Minneapolis

AIRWAYS OPERATION - Jack Scavenius - Mt. McKinley Airways, Inc.

AIRPORTS - W. E. Hendrickson - Mayor, Juneau

LEGISLATIVE - Clyde R. Ellis - Mt. McKinley Airways, Inc.

ORGANIZATION - Marshall C. Hoppin - Alaska Airlines, Inc.

PERSONAL FLYING DEVELOPMENT - Velma Carr - Jack Carr Service

SAFETY REGULATIONS - George C. Perry - Alaska Airlines, Inc.

WEATHER SERVICE - Daniel Sowa - Northwest Airlines, Anchorage

CIVIL AERONAUTICS BOARD - R. J. Bartoo - Alaska Airlines, Inc.

Those committees presented a total of 30 resolutions for consideration of the group attending.



