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CAA BIA REGION
SIGNALS FROM THE
COMMUNICATIONS BRANCH

ANCHORAGE, ALASKA
55 - PLANT AND STRUCTURES
CONSTRUCTION DIVISION

The change of titles of our Branch from Signals to Communications was somewhat unexpected to many of our field personnel; however, we still can emit signals from our Communications Branch. From time to time we will try to keep field personnel posted on our programs and happenings, through the medium of these signals.

Many new projects are ~~not~~ being activated in the improvement of our services. One of these is the Sisters Island VHF repeater station. The island is located about 20 miles southwest of Juneau and about 15 miles southeast of Gustavus. It is the largest of a group of small islands known as the Sisters Islands. We are planning to erect a VHF repeater station on this island that will serve on the Juneau-Gustavus VHF circuit. The island affords an ideal location, since it is practically line of sight from both terminals. The circuits will be on 40 megacycles. In addition to serving as a VHF repeater site, Sisters Island will ultimately have a far marker station

Shortly after January 1, authorization was received to proceed with all work in connection with converting Army operated airports to civil operation by the CAA, the airports being Annette Island, Yakutat, Nalmark, and Northway. In order to provide temporary living quarters at these places for the CAA personnel, the Construction Division is dispatching crews as fast as plans are approved for the conversion work. At present Engineers Howard and Glover are at Annette Island, where they have mess halls operating and are getting their feet on the ground, in general, for actual building construction. Engineers Lovell and Walsh will be going to Nalmark at an early date to review the work requirements at that point. Actual construction work will probably not start for 30 days. Engineer Reiton is just completing an engine generator installation at Tanacross to allow the decommissioning of the Army post power plant. This arrangement will effect savings of fuel oil as well as allow the power distribution system to be fed from the CAA engine generator building.

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IQ QUOTIENT
January 30, 1946

We have more or less been holding up this month's entry to see if we would get the CAC back in one piece before going to press. However, except for estimating that he is somewhere between Butte and Big Delta, neither "Tundra Topics" nor the regular grapevine has netted much information.

As forecast in the last issue, Roy Delaney took the family outside and bought a little yalle Stinson and is now flying back with wife and two little girls from what was no doubt a swell Christmas home with the folks. All hands are standing by for the grand arrival of N449127, and a full account of the trip will be forthcoming eventually.

One great benefit to all accoms both here and at surrounding stations will be the pensioning off of our beloved Carrier Pigeon and the commissioning of the Greater Minchumina Airbourne Relay Service. From now on the mid operator will accept any and all leftover traffic from circuit 305 and attempt delivery in the new aircraft. Rates as follows: 25¢ for week-old routines, 50¢ for day old priorities, and one buck for OP stuff, and no questions asked.

Except for seeing how close you can come to the KQR 303 entry without buzzing him off the air, there isn't much doing in the way of savage amusement. Our weekly orders of water softener and hamburger are coming thru quite well from Fairbanks, and the mail is as always --- scanty, late, missing, and generally the most cussed topic in camp. Yeah, us too, Aniak. (By the way, NZ, is it true that Opal Hall broke her leg? How about an entry in Yee Mukluk?)

Personally, we are still shuddering and wincing from that lousy pun about the stings and slings of outrageous fortune -- in the form of THOSE MEN. Has another year slunk by? Are we again to be prodded and poked and measured (God

forbid) and catalogued and timed and terrorized by men carrying briefcases? Galena, thou hadst the right idea; anti-freeze would be a great improvement over Bee Manuals.

Arrivals and Departures Department stars Glenn Smith, who is here to doctor up our generators. On the social side, he makes a swell fourth at bridge and a demon pinochle opponent -- in fact, our spies report that in a recent three handed game he held a hand of 1500 trumps and the following nite 600 queens. In addition to that good luck, he seems to be thriving on Frieda Harry's cooking -- which is no surprise. Whenever we can't stand our own cooking we wander over to the Harry establishment, looking our hungry best.

Horses and Women Department: Reference recent Big Delta and Nenana Mukluk mutterings. Concerning an unequal distribution of the sexes, we suggest that by a careful swapping of one horse (as advertised in IQ Menoa) for one woman, the unattached NG females would acquire the untethered men of IQ for better or worse -- who knows? What happens to the horses at NG? AIMYAKWENEA DOP-REORGANIZATION?

Paid Advertisement: We will pay you money for your help in locating just one Heat Ball in the HQ Commissary. Even if it is the one left over from the famous "Ride of the Terror", we'll take it!

We used to think we had friends down in Southeastern Alaska, but we began to wonder after the last mail contained the following pneumonia preventive, which, when carefully compounded and swished, produced remarkable results. We pass it on to you, our friends, with the hope that you will try it. Formula: one part sweet cider gently covered with three parts Jamaica rum. Stir and stand back. This old family recipe can also be used as a general cleaning agent if you run out of carbon tet.

Speaking of recipes -- nobody asked for the mincemeat cookie formula -- but is anyone interested in mincemeat ice cream? (Well, yah gotta eat something!)

Well, the Draft Board was willing, the CAC is away -- and we'll see how much gets past the censor. QRU & CUL.

(Short comments of Anchorage happenings and news which may be of interest to CAA'ers throughout the Territory)

A local contractor with a bank roll of a few hundred thousand recently wrote a nationally known (US) manufacturing concern indicating that Alaska would be a bountiful market and a willingness to finance considerable stock. The reply was, "We do not do business with foreign countries." Oh well, it takes time for news to travel; we only acquired this territory in 1867.

To the amazement of myself (I'm probably behind the times), it was learned the Anchorage schools lock doors whenever classes are not in session, including the noon-hour. This brought forth a complaint from the Postmaster that the kids were using the Federal Building corridors as a playground before and after school as well as at noon. With no bias for either side it is submitted that when most of us went to school the doors were open but they had to browbeat us into going inside at any time. Perhaps the new generation is advanced, or something.

In connection with the current reorganization within the CAA, a publicity release was made to the local news sheet. This was a brief statement of what the reorganization was intended to accomplish, but it came out captioned "Plett Denies Shake-Up"; which showstopper perhaps that the sensationalist trend among news-mongers has reached Alaska.

This column would not be complete without mention of the Anchorage Classic, the Fur Rendezvous, February 27, 28 and March 1, 2. Following a mayoral edict that all males would be subject to the whims of a Kangaroo Court if found without whiskers, beards, etc., or a reasonable facsimile thereof, the resultant growths on the physogs of CAA personnel in Anchorage is amazing. The sights in the corridors of the Federal Buildings, as executives and what-have-you dodge in and out of office doors will make strong men shudder and women faint.

Anchorage seems assured, with the approval by City Council of a franchise of 20 years duration to the Matanuska Valley Lines, of bus service throughout the city and outlying sections. The franchise is subject to confirmation by voters soon. The concern will be known

As is always claimed, the new year came in with a bang. But, so as not to allow the young stripling in the slippers to run away with the show and garner for himself all of the attendant publicity, Communications Inspectors' Merrill and McMurray, with a bang bang, also donned their official diapers, and with MCH in high gear, snuggled after the infant without delay. Their initial momentum carrying them in one jump as far as the tip of the Alaskan penhandle, Annette Island was honored with the first greetings. Moving northward, the inspectors are administering a curry-combing to Southeastern Alaska and are extending their reach to the region of the Alaska Gulf Coast. Circumstances permitting, they will extend to as far as Kodiak, after which most any station in the "pan" itself may rate a "frying".

Many new faces are being encountered by the inspectors on their current tour. The new employees of our organization should feel free to contact these representatives of the Communications Operations Division regarding any problems or possible misunderstandings, or regarding any questions apt to develop as a result of their as yet limited acquaintance with the Civil Aeronautics Administration. There is much to learn on a first meeting with an agency as large and as widespread as ours, and it cannot all be assimilated in a short time.

Field Inspection hopes to cover in the next few months as many stations as conditions will allow.

BASSLER WINDS CONFERENCE

C. J. Bassler, Chief, Fixed Aeronautical Communications Section, is presently in Edmonton, Canada, attending a conference with Department of Transport and Army representatives concerning the continued operation of long line tele-type facilities.

as the City Transit System, and has been rendering excellent service for several months at 10¢ a head. Service includes trips from government quarters areas to Merrill Field for watch changes.

What Chief, at what station, upon learning of the link trainer program, dispatched, "Expedite shipment of Link Trainer"?

P E T E R S B U R G

Christmas comes but once year, and Uncle Jim sends a contribution to the Nuktal, but once in two years, so here goes with our biennial effort.

Summer has gone, even from this southern clime, but it was well spent. Sid Yetchum and his rissus enjoyed a sunny week up the Stikine River. Strange to relate, they report that the weather improved almost immediately upon leaving Petersburg!

If the fishing is really as good at Salt Chuck as Vernon and Mildred Coulter intimated at the end of a week's sojourn there, it must be GOOD, but guess, I don't believe it. Fishing just CAN'T be that good.

Forest Injun, we have nothing but envy for the lucky maintenance man who will eventually be stationed at Indian Point, just a half dozen miles from Salt Chuck, while we communications personnel and personella languish here in town, 35 miles from where the REEG one that got away hangs out.

Said Ralph and Christine Jennings, just before their departure for a vacation in the sunny south cot it's much nicer in Texas in the wintertime — not so unbearably hot then woot. Said Ralph and Christine after their arrival in Texas got 'em're BLEEEPPING woot. Hurry back to Alaska, folks, and get warmed up.

Puzz spent his summer chasing mice out on the muskeg. No, he hasn't missed too many boats; he's the station cat, all fourteen pounds of him, and it takes a lot of mice (not to mention shrimp, milk, round steak and crab) to feed him. On second thought, though, some Alaskan residents (not CAA personnel, of course) might think that any cat that would leave a cozy home downtown to come up to the CAA station of his own accord, and stay 24 hours a day every day, MUST have missed too many boats.

We hear via Crapvintel that Walt Sundeen, erstwhile operator in charge of the UJ Signal Corps, is now working for CAA in Big Delta. Congratulations, Walt and congratulations, CAA, on snaring Walt for our organization. We'd like to think that our sales talks were at least partly responsible for this new addition.

Partiact sicut these old eyes have

seen in many a moon was the "tracks" Panair One left behind on a recent frosty day. Thank you, Panair One, for going directly over UJ so we could get full benefit of your vapor trail.

Re "wildlife: UJ has it, plenty of it. Thirteen deer have been seen from the station window in one day, and a flock of twelve or fifteen geese hangs around regularly, not to mention several pair of mallards which quack their way out of the muskeg ponds when startled (or vice versa) by communicators walking to or from the station during hours of darkness. The catch? Oh, yes. UJ station is in a game reserve.

Hardy as a barnacle on a bottom (skin's bottom, we mean) is Vern since he bought a boat. Rumor hath it that no one who accompanied Vern on one of his hunting season jaunts to that certain spot got not more than six miles from UJ woot came home without venison. Just shows what \$58.23 worth of gas will do in a twenty foot cabin runabout.

We regret that due to circumstances "beyond our control" we were unable to send the same Christmas card picture of UJ to all stations and had to compromise with an assortment of views. However, we think everyone must surely agree that UJ has a right plentiful stock of that stuff called scenery. Also that stuff called muskeg. Note to WERO observers: Devil's Thumb, 8077 feet high, which loomed in the background of most of the UJ pictures, is SO handy for determining whether clouds are / or otherwise — that is, on the forty-odd days per year that we can see it.

Our best to those nice people at WBU/SK, who put our lil' ol' rx on the ckt and give us a long list of other rx in exchange.

Since Kelly and Estes arrived in town with their crew, there's been a lot of activity, both here and at Indian Point. Guess it won't be many months before we start receiving broadcast discrepancy reports. Hil.

We are looking forward most eagerly to the arrival of Mr. Beckett, our new ATIC, from Nore. (If you see him, don't tell him, but we got WORK for him to do).

ACCOO—odatingly yours,
Muskeg Mike

Fello again. Faking three issues of Klukuk running is some sort of record for WH.

We're kinda losing touch with the old gang. Where are you guys and gals of classes one and two, Seattle? How about it? We'd like to hear where you are and what you're doing. Now let's not go into this business of answering letters. Congratulations, Ed and Delphine, J.S. Aren't little boys fun?

What do you know! We are now on that 48 hour week, which we were beginning to think was a myth. The one day off we have had was spent catching up on our sleep and planning what to do with our coming days off. Now we are thinking along these lines: To really enjoy ourselves on these idle days we will need a few items, such as (1) a movie camera, (2) a projector, (3) a 35 mm camera to make those beautiful little colored slides, (4) an outboard kicker to get us up the Takotna (snowshoes will do at present) and (5) last but not least, a boat to mount the kicker on. How you can readily see that this is going to call for no small amount of cash, and what with the old checks showing that a day's overtime really amounted to more than just time put in, how in blazes are we going to have our cake and eat it too?

There is one angle we may be able to work out. Due to circumstances, they are now enforcing the law forbidding minors in McGrath bars. This is seriously affecting two of our sherale "infant" accors, and we have about convinced them that rather than have someone appointed as their guardian to accompany them on their nightly rounds, they give up the brass rail, stale drinks and smoky atmosphere for the healthful outdoors, and buy a boat and kicker for me to borrow. Really tough on the kids, not being able to enter the bars, since most of the dancing, gambling, drinking and everything that nice young girls like to do is being done in the bars these days. They have the sympathy of everyone here, and we think that popular opinion may eventually swing things to where they may be allowed inside the places — if they don't bother anyone. Personally, I'm holding out for the great outdoors — and a boat.

Well, we lost a man — darn it! Not

that we are bad losers, but we hear from the fermes that man is one thing that the planner of McGrath left out. Ten, "Wolf" Unger flew the coop and went racing to MO. Bet he wishes he were back in WH now, and so do we, Otto. Doesn't seem right without you. Hope they treat you right up there.

WH now has a combination village and GAA fire department with siren and everything. The siren was acquired locally at the stag party held to organize said department, and since this party was only the first of a series to further this organization (boy, are the winnin' jealous!) gosh only knows what we'll acquire next time — besides hangovers.

We here at WH had a bit of life's little "drawer" unfold before our eyes this month. An air rescue — no less. Jim Hurst in NC 5 did a very nice job of bringing in his ship from over UT, on one motor during heavy icing conditions. The following day Jim was in the control station sweating it out — beginning to show the terrific strain. Not an aircraft was heard on the guarded frequencies. Things were really looking low when into the room with reassuring calmness floated Jefford's voice, "McGrath Radio, this is NC 14. Tell Jim everything is okay; landing to rescue him in 15 minutes." Well, the sudden surge of relief must have been too much for Jim. He turned red in the face, jumped up and took a bite out of the wall, and then, becoming more composed, he managed to gulp, "There's a pal for you. I knew we could depend on good old Jack to get us out of a tough spot like this." Well, this all goes to show there is a certain tie and camaraderie between pilots.

Yes, quiet pervades around here since NC 5 spread her wings and took to the air again. We had mechanics all over the place. Shirley, June, and Mary exerted themselves to make the visit pleasant for the boys, dancing evenings, making coffee, etc. Course, it could have been the proximity of the station or the fact that they tore down the nose hangar before they discovered NC had sent ther an engine minus a piston or something, that led the fellows to sleep on the station floor, but we'd guess blond and beauteous June, standing mid, was the greater attraction.

Bye now.

January 4, 1946

While observing one of the many New Year's resolutions as set forth in a pretty complete list compiled by the better half (this one an out-and-out order having to do with disposing of this and that accumulated during the years past) ran into quite a number of treasured Nik-Tels, got to browsing through them, and when we came out from under, we discovered it wasn't the heat in the attic; our faces were red 'cause that wasn't no writtens from T' to speak of, and quite a fur piece of time 'been said writtens; and too, there doesn't seem to be any other excuse for such laxity other than the fact we been just a rite ORI and short-handed for quite a spell now — that is, short-handed where it does the most harm and least good.. So, we added a PEU to our list of resolutions which read, "Get that CP letter to Nik-Tel, even if it does mean overtime over and above," 'cause there is sure plenty to write about that has happened at T' since T' last burst out with an item. Evertime we get a good reporter, said reporter writes ONE article and — poof — off he goes into another part of the Eighth Region or Stateside or summer. So bear with us, you good readers, and we will do our best, as we are far from able to compete with those efficient word twisters who do such small jobs for their respective reporting points. First, PEU HARRY NEW YEAR ALL and we hope all had a very merry Christmas.

A report on the present staff, starting with the oldest and ending with the newest: CAC Mill DeFord, FTIC Ray Menslow, ACCO Russ Wilkins, ACCO's Louise and Bill Weese, JON Art Wall, SG Bill Holmes, SG Leo Evans, SG Van Inskeep, (Maintenance leads Communications in the game so far, but it is still hoped Communications will at least tie her in the near future.)

Mita Hall (you recall the report sore tire back) returned to loving family and friends who missed her greatly during her absence in Anchorage. Art has just recently returned from Iadd Field, where he was taken due to sudden illness, but is bright and chipper as his usual self now. Jimmy and Ricky Hall, small sons, are doing fine, thank you, and advise Santa was swell to them.

Jean Fuquay, with little Jill, left

our midst and now resides in Sunny California. Earl stuck it out for a spell, but decided he must get nearer his family; so he ups and gets transferred to HQ. How about it, Earl? Then we going to hear from you? We hear from Jean quite often; she risses ol' TV and says she might call on us one of these days.

Russ Wilkins and family, wife Dot and son Bobby and their pedigreed pinscher, slipped into T' on wings one fine day in the nick of time. Russ says he is a fur piece from home but by now feels more at home here and intends remaining with us for quite a spell. We sure hope so, Russ. An orchid to you; we all like you-all a heap and want you to stick with us.

As soon as the Wilkins family could get settled and had three or four meals' supply from the commissary, Earl Fuquay said, "Goodbye, yorse guys and gals; I'm off for the South, HQ. BCU sore tire," and SWISH, he was gone. (Hey, Lyle, how'm I doing? This the dope you want?)

Then one day, kinda sudden like, Gail Chandler says to Bill, "Honer, that precious little package we been expecting is being sent PEU SPL; you better make haste for transportation." We did; that night a giant KOSAIRC arrives TV and whisks Gail to FX. Shortly after, rother and son doing fine. But we were shortly to be greatly saddened. Bill took ill suddenly and had to be roved to FX hospital fast. We all think a lot of Bill, don't we? CP; let's write to him. His address, Willard Chandler, Lausal Beach Sanatorium, Seattle, Washington. Bill is doing fine and we hope to have Gail and Bill with their new son back with us here at TV soon. (Make it soon, Bill, as you can cure have this job of reporting; you did a swell job while you did it.)

One day the snow was snowing, the ceiling wasn't, and what communications were left on their feet were about to throw in the sponge, when through the overcast and snow came a buzz; a lil aircraft pulled up to our door and lo — we have Bill and Louise Weese with us. Oh, happy day! The snow stopped, the ceiling lifted, and we said to ourselves, "Luck is with us again and we can carry

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Here it is 1946 already. Can't think of a better time for this first article from a new station.

Naknek is really a swell little station, although when I first walked into the control building, it looked like a convention of the I.A.F.S.H.H.R.R.C.B.S. I.O.R., which, decoded, means International Association for Seeing How Many Radio Receivers Can Be Stacked in One Room. Bet some of you folks think I'm exaggerating! Well, I am, slightly. Anyway, I'm used to the place by now and I can find my own way around, so it doesn't look so bad. We feel sort of guilty being down here basking in all this warm sunny weather, where the flowers bloom and the grass is green the year round and the birds sing gaily in the shade trees, where the people stroll in the parks or drive leisurely along the four lane highways, while you poor unfortunate souls have to put up with the cold and misery of that cold and rainy weather.....Darn, I thought I set that alarm clock!

There's plenty of excitement around here, too. Just about any time you can find an argument going on as to whether the CAA or the Army operators are the better. At the present time we are sadly outnumbered, but we are slowly gaining on them. Every now and then one of these verbal brawls ends up in a contest, and they usually come out about even. If they wouldn't make us stuff cotton in our ears and stand around beating on tin cans or whatever else is available, and would let us send right-handed, we could win hands down. Help!!

Would you be interested in knowing who's who around here? If you wouldn't, then don't read this paragraph. Let's see now -- our CAC is August P. Valentic -- we just call him Auggie, cause if you try to pronounce that last name too close to chow time, you are liable to miss a meal. Then there are Ben and Dora Paul and family of two cute kids, lately of WH. You can see that Jerry takes after his old man. When he gets in the station he has more fun twisting knobs and pushing switches. They are going to start him out on CW next week. Carlton and Ruthie Mariner just barely got in under the wire. They have been serving time at LU. You can see we have

nothing but high class operators down here. Oh yes, there's another character around here name of Dick Keegin. I don't know where he's from or what he does! I guess he is just the local bettieneck. Until recently we have had three Eracs out here, namely Larry Bahls, Kermit R. Sloan, and Ernie Beach. Just a bunch of fugitives from a freight train ride. I think these Eracs would make good wrestlers, cause they're so darn hard to pin down. (Thought that one up all by myself.)

Then in the Maintenance end of this thing there are more people than you can shake a stick at. Lee Hammarley and wife -- he is a traveling Maintenance Inspector who's been running this show -- and now Jim Whitney is here to take over the Maintenance spot. Don and Mrs. Baker are very recently from Uncle Sugar and have taken to Alaska like a duck takes to water. Guy and Lody Wilson and wives are here, as well as Mr. and Mrs. Heyne. Leave us not forget Ronald F. Johnston, who is another one of those traveling guys, and Al Withrow and family. All fine folks, and I can personally vouch for the poker playing ability of some of the male members. Warning to all you poker fans: Loe Hammarley either deals a mighty loose deck or he is the luckiest guy that ever held two pair -- of sevens.

Some of us Accoms down here got our heads together, and we are going to start a novel club. It's going to be the National Association of Doodlers, Alaskan Branch. The club is intended primarily for radio operators who sit around and diddle with a pencil or pen on anything that's handy, from the NCAAG file to the "B" manuals. If you would like to be a member of this fine organization - no professional artists allowed - just send us a half dozen or so samples of your work, along with 37 box tops from Crunchies, the breakfast food that snaps, crackles, and pops, even in powdered milk. If your work passes the critical eyes of our judges and the box tops aren't marked, we will send you free of charge your membership pin and secret code book and your official certificate of membership. This offer is good for a limited time only, so don't

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Joseph T. Tippetts, Superintendent of the Communications Branch, was born December 11, 1913 in Arimo, Idaho, of Scotch-English descent. His grandparents came west in 1847 and were among the original settlers in Utah and founders of the Mormon Church in that state. Joe is president of the Anchorage Branch of the Mormon Church.

He was married September 9, 1936 to Miss Alta Mahoney. They have two boys, John, 5, and David, 2 years old.

Joe started with the CMA in the early part of 1937, and arrived in Anchorage May 5, 1940. Since joining the CMA as Junior Radio Operator, he has advanced to Assistant Radio Operator, Senior Operator, Operator in Charge, Principal Radio Electrician, Chief Radio Electrician, Maintenance Supervisor, Airways Engineer, Maintenance Inspector, Assistant Chief Signals Branch, Chief Signals Branch and Superintendent of Communications.

Joe takes a lively interest in all community affairs, is a member of the Lions Club, and is active in all benefit drives and welfare work. His hobby is amateur radio. In Alaska, the word "amateur" should be omitted, because he is an expert amateur radio "artist".

On January 5, 1943 Joe was a passenger on a Terriner-Brudson plane when an engine failure and a severe down current drove it into a mountain top in the vicinity of Boca de Cuadra inlet east of Hatcher. One of the passengers, Miss Susan Hatcher, died of injuries, and the pilot, Harold Miller, froze to death while trying to find help. Joe and one companion fought their way to the beach thru heavy snow and sleet. After 29 days in the wilderness, with the temperature hovering close to zero, they were picked up by a Coast Guard boat and led to safety to the remaining survivors. Joe's friends, if you want to know how it felt to be hungry, just ask Joe. He can tell you in no uncertain terms. He lost 50 pounds on that trip, and proved that Americans have more guts and ingenuity than any other people on earth.

Joe's accomplishment of dovetailing integrity, punctuality and initiative in his daily life has made him thousands of friends in Alaska. Congratulations, Joe, on your outstanding performance.

delay — get yours now — be the first in your community to own one of these beautiful and valuable pins. Act!!

In closing (it's way past my bedtime) I would like to take this opportunity, on behalf of the whole gang here, to thank you all for the swell cards, and though it's too late to wish you a Merry Christmas, we hope you all have a very happy and prosperous New Year. Aren't

By the way, my name is Ditty, Durdum Ditty — So long.

TANACROSS WAGGERY
(continued from page 6.)

on once more."

Irma DeFord's never-fail bread method still holds forth at TV. Filly and Ricky are tickled pink to have Bobby "fillins to play with. Was kinda tough there for awhile after David Swan left.

You all know, of course, that Dorothy and David Swan departed for Uncle Sugar some time ago, and Buck joined them just recently. They all bade their greetings and farewells on the way through this section, where they resided for quite a spell at one time.

Ray, our PTIC, feels much better today, but not so well as he will feel upon his return to duty after necessary repairs to his chain clippers. Mr. Jarvi pulled into TV today and will take over the duties of being run ragged, as Ray has been, until Ray's return from FX. Ray is taking along Jerain, Mrs. Ray, for a needed check up, and they intend to depart via the Moon in the morning. Please, FX, do us a favor and look after these two babes in FX, and see that they are not taken in by those city slickers, cause we want em back at TV, hale and hearty as is their usual nature. Don't let em drag any lil' clouds back with them when they are ready to return — soon, we hope.

We have also been advised that the Henslowers are taking Lee and Irma Trane along, as Lee is in need of repairs to a bad stomach. Keep em all under your wings, FX, and treat em with kindness. They are all shy and dote on the kind nectars in life, the kind kind.

The Tanacross

The last time JQ showed up in the NUTTEL it was over the sig of our Wondering Wolf. Since he has taken up winter quarters in GQ, we'll have to see what we can do for ourselves.

A short history of the inevitable personnel changes should make a good starter. In August Bob Schmidt left YO to become JQ CAG. September was the month Epllers left for JB. Curtis Jones was traded for the Mertens from MG in October, and Barbara Merten resigned after arrival here. The first of December saw the arrival of Vernon Foster, ex-Navy. By adding Jim Toale we complete the communicator list, though he comes under permanent fixtures.

Oh yes, here's an important one. On January 19th Foster took over the mid watch and we went back to a 43 hour week.

JQ is pretty much like a stateside station with its teletypes instead of CW circuits. No fuss, no strain; just tear it off. Toale will come into the station, reach over and beat on the dead key with a dreamy look in his eyes. Guess he thinks of the days that used to be. Those of us that long for the dear dead daze of brass pounding complain largely of the automaton impersonality of these noisome monsters that pound and bang from dark to dawn and vice versa. Just can't help but harken back to the era of the friendly but VEBCTEN gab fest, listening to the friendly chatter of a salt fist down the line that one recognizes immediately as belonging to old Joe Phultz from Kokomo. He's one of the guys you used to ham with on four megs back in the good old days. Then there was always the joy of a healthy horselaugh directed towards that freshman accor just up from SA who tacked six extra dots onto everything just for good measure. My gawd, you thought, did I ever sound like that? We're usually forced back from our reveries by a recap of OP traffic handled over these newfangled gadgets, proudly displaying an average delay of two minutes, forcing us to admit that the machine age is indeed upon us. One thing for sure -- the ham bands will soon be filled with fugitives from long-line communications.

Speaking of hams -- JQ was fortunate enough to fall heir to one of the best recently. We're speaking of our latest

addition to the Maintenance department, Walt Sunden, K7GBF. After five years with ACS he finally saw the light (may be it was the dawn of peace) and scrapped his OD's for an SPS job with the CAA. 24 years of age and single (MG gals please note). Walt is a proficient technician as well as a fifty wpm CW man 'Stoo bad that Operations didn't see him first!

We recently started to overhaul the JQ station description (to be included in a regional folder designed to lure unruly prospects from Uncle Sugar) and noted that the old description failed to take cognizance (picked that one up from the RC) of our "Big Delta Shall We Gather at the River Elbow Bending and Polper Society", which meets nightly or oftener at the Post Civilian Club. Talk about swank; those devotees of the Stork Club or the Pump Room should see our setup. We boast of the shiniest and best supplied bar in Alaska, with potables and set-ups at club prices. The bar is flanked by a cozy little dance floor with a glittering juke box which plays free-for-nothing. Sorry folks -- no bids open at JQ; you'll have to wait your turn.

Reckon you have heard about our buffalo. Fosters had heard about them before they left the States, but didn't expect to meet them on the road coming here or have them hanging around their back door. They get to be a bit of a bother at times when you have to chase them away from the station door and the instrument shelter. We had a good long antenna for 1513 kcs, but saw that passing the station one day on a young bull's horns (I could say that's no bull, but won't). Then there was the show a young one put on one night when he got his head stuck in a garbage can. We had a few of them die a while back when they got to drinking a mixture out of barrels that was intended only to fight fires with. Seems this provided a brand new excuse for missing a weather sequence once -- had to chase them away from the barrel outside the station door.

Merten seems to be getting a bit rusty on his navigation. One dark night when the wind was really whooping it up he took a sight on the instrument shel-

(Continued on page 11)

By way of starting the New Year right and assuring our far-flung cohorts that all is well in the long-silent Habesna ice-box, we give, Main item of interest to most people who don't do such things is the recent trip to the broad, lusty world known as "Outside" by CAC Speer and wife (left the dog here). The Speers departed down the Alcan via our new bus service, which makes our arterial only slightly less busy than Third Avenue, Seattle. From Whitehorse to Skagway by train and then into Seattle by boat. They report that after rousing SA they found out about "wartime conditions", transportation problems, etc. But they browsed around California, Utah, and Missouri before becoming too battle-browsed, and stopped off in SA for just a little while on the return trip to see Mark Mason, ex-PM accom, and family. From the stories they bring back, it would seem that just cause they've had their leave now they want to discourage anyone else from going out, but we know that isn't true.

And, of course, Speer had to be away when CAC EK was awarded, and came home to a merry life of combined packing and un-racking. Now we're all sweating out NOLB for the trip that will be RI's loss and EK's gain. Accom and Chiefs with their families come and go, but it's surely rugged to lose people that are good friends and good neighbors. Oh well, maybe that's why we get the differential. And now we are all looking forward keenly to Mr. Jackson's arrival, anticipating getting him and the Missus caught right up in the local social whirl so he can better understand what a really tough racket it is standing a watch up here, but from what we read in the WB's Borealis Breezes, life at UB isn't all time and time and a half either.

In the interim, the WBRO pulled a strategic maneuver and shipped us two of the nicest girls! They really shipped them up here to be observers, but it's a small community. Yep, that was a smart move; more shrewd observations made around here for the next week or so! Kisses Brannan and Geiger, both from Florida (Geiger was as far north as New York once), have proven to be a most delightful addition to our community, and we wish them a long stay. Accom Apple still has a spl in his eye which he filed the day he first met Brannan,

but in the meantime he requested consideration for an Eric job and goes around with a drawn look on his handsome map, hoping the RO doesn't take him seriously either.

Jorgensen has been casting covetous eyes Woody-ward, as has been TIC Linticum. Treat 'em easy, Guiley; they'll be kinda brittle for awhile in that climate. Dan and Marie Larson took a long look at the IJ bid, a shorter look at the map of Alaska, and then started larving in grub for a long stay with us. The Smiths just don't seem to have any energy at all, at least along the same lines that the RO has energy, so they will undoubtedly be here a while, too. The mechanic situation is thriving with the addition of Jimmy Saddler, George Parker, and Jerry Cadden to the staff, to supplement Nels Lindstrom, who's been here since way last August. Cadden's contribution of four brings the total O-o year old group up to an even dozen; all young, all healthy, and all full of EBxxx enthusiasm.

Gosh, we had a lot of Speerit while Speer was gone; almost forgot to tell you about our combined CAA-WBO Recreational and Mutual Benefit Association. Place, formerly Base Officer's Club. Opened officially Thanksgiving night; President, Kenny Apple. Other officers; yes, well, anyhow, we really have a fine set-up, more or less regular supply of potables via secret sources, Apple's record-player plus an amplifier, furniture and refrigerator plus BARxxx counter by courtesy of the Army, and, of course, that takes us back to Geiger and Brannan again, but we desist; after all, we're not isolated, ya know. Xmas Eve we had a big welcome home party for the Speers, but we found out the next day they were still in HQ. No wonder our spirits were so damp. New Year's Eve we did it all over again for them, and made it a costume or "come as you are" affair. Among the goofy getups was that answer to everyman's dream -- Marie Larson simply didn't have time to dress, it seems, and came in her nightie -- very nice nightie, too! Brannan and Geiger came as girls from Florida who are in Alaska, throwing convention to the winds and worrying only about getting "SAID" in their mugs -- my, my. The Smiths were also celebrating two years in the territory. Who

(Continued on page 11)

The safari was small; the hunt short; the success doubtful. January 30, 1946 NC 14 left his normal course of duty to taxi the length of Yakutat field in pursuit of one each wolf (the legal bounty type of animal). Having waited three years for the knock of opportunity, the caliber of this animal was not questioned. He was there. Captain Jack manning the gun in the escape hatch was prepared. Rogers at the controls was maneuvering our Sky King in a safe circle to come in on the kill. WERCO -- WHEROO screamed the hunter-pilots (the only wolf call they know was obviously not opportune).

Fifty death bearing shots spit out into the frosty air. In the center of the bullet-peppered circle sat our gray-coated adversary. In his all too apparent hangover condition the attack seemed unwarranted. Besides being noisy to his aching head this human branch of the species should be filled with more understanding on the last Wednesday of the month. Thus his cry of disgust carried his thoughts across to the two men.

Their fury thus deflated, King Chris returned his crew to duty and Juneau, leaving "Wolfie" to be skinned by the hands of the station personnel. As to all wolves, his time of accounting had come.

Captain Jack "Wolf" Jefford, as he will henceforth be called by the men of the OIA -- the feminine branch has long established the fact --- will proudly display his "bush" on request and ten cents, one thin dime, one tenth of a dollar. Step right up...Right this wayLadies first.....

else remembers New Year's Eve, 1943???

Golly, almost forgot -- before the party New Year's Eve, the Speers were guests of the Acoons at dinner in the station (all seqs entered as skjd) and we were so hospitable we didn't even force a speech out of him. Ch, it's a great place, H, and resembles other stations mainly in the impermanence of the personnel, we guess. Well, anyhow, everyone is fidderin on staying right here, by gum, until they get a transfer.

tor, put his head down, and started off. Well, as I said, his navigation must be rusty, because he failed to figure in his wind drift and ended up at the rain gauge. Another windy story that's getting slightly worn is the one we use when late for work -- "Couldn't help it; there was more of a head wind than I figured on."

After Q took over the WX observations from the Army, Schmidt and Teale hung their certificates up on the wall when they were received. Cortis Jones didn't have his with him, so one morning we found this up with the genuine ones.

CERTIFICATE OF COURTESY TO MAINE BEAVER

THIS HONORARY, HONORARY, AND HONORARY
CERTIFIES THAT
CORTIS L. JONES
IS ADJUDGED COURTEOUS TO MAINE
JUST AS WILD AND WAREHOUSED GUESSES
AS TO WHAT THE BEAVER IS DOING
AS ANYONE ELSE.

CORTIS L. JONES

Signature of Guesse

LIGHTNING THUNDERBOLTS

AURORA BORAVINSKI

CORNELIUS SPERATALATUS

It seems this blow has lasted long enough, so I'll just crawl back up in the hills until next time.

BERRY

NORTHWAY

(Continued from page 10)

Visitors have been the exception lately, although Mecers, Carroll and Holzenberg from the RO made a tough landing here early in December. Mr. Carroll did kindly agree to allow us to charge our discrep for a missed pibal seq to "Interference from RO personnel", so our unearned run average hasn't suffered.

Well, the AD, the Permafrost outfit, and the Army have all seen fit to deactivate; so do we -- so long.

NORTHWAY/BI

BUSINESS MANAGEMENT BRANCH

The Business Management Branch is assuming its added responsibilities as set up in the new organization chart and in the not too distant future we hope to be operating strictly in accordance with Circular No. 8-ALL-1, Supplement No. 2.

Arnold Francis, Acting Chief, Property Management Section, left for Washington on the 31st of January to attend a Property Management conference starting February 4. He will probably be away from the office a month or more, stopping at the Alaska Supply Section on his return trip.

Mr. E. L. Graves has been detailed to the Property Management Section and is working at the Regional Warehouse getting the records in shape so that the Army auditors can pass on our methods of keeping track of materials and equipment taken over from the Army. Several other employees have been detailed to this work.

We have lost the services of Mr. C. F. Pierce from the Contract and Procurement Section but have gained Mr. Vernon L. Jacobsen, who has just returned from military leave.

Due to the lack of approval of the final organizational structure the Transportation Section has not yet been activated, and for the time being we will continue operating these functions under the previously authorized setup.

CONSTRUCTION DIVISION
(continued from page 1)

Engineer Kelly reports that the new SRRA job at Duncan Canal (Petersburg) is progressing very nicely and his general work up to date has been clearing and grubbing of the area on which the station will be constructed.

Authority has been received to proceed with work at Galena for relocating the CM quarters buildings to a point that will be safeguarded from future floods. It is proposed to relocate the buildings inside the dike area. In general we are attempting to put all our eggs in one basket (dike). Engineer Grainer will soon be on his way to Galena to get information as to the availability of

materials that will be required in relocating the buildings.

Engineer Fanning is still carrying on with the water system work at Gulkana and hopes to be through with this work in the very near future.

The reorganization program created a rearrangement of space in the west wing of the Federal Building which we hope will allow our office work to be handled more efficiently.

The S.S. Yukon passenger list included employees of this division en route to Annette Island as well as two ex-employees en route to the continental United States. As of this writing, no details are available as to their welfare, and everyone is anxiously awaiting further information.

Elmendorf Tower...Elmendorf Tower....
This is Oboc Love Two Two..Oboc Love Two Two...Am approaching field..Am approaching field...Give landing instructions.. Give landing instructions....

Oboc Love Two Two...Oboc Love Two Two ...This is Elmendorf Tower...Do not come in...Do not come in...Ceiling zero..... Visibility zero...Do not come in...

Elmendorf Tower...Oboc Love Two Two.. Am coming in..Am coming in...Please give landing instructions...Please give landing instructions.....

Oboc Love Two Two...Elmendorf Tower.. Ceiling zero...Visibility zero....Do not come in...Do not attempt to land....

Elmendorf Tower...Oboc Love Two Two.. Fuel supply very low...Fuel supply very low...Please give landing instructions..

Oboc Love Two Two...Elmendorf Tower.. Ceiling zero...Visibility zero....Do not attempt to land..Do not attempt to land.

Elmendorf Tower...Oboc Love Two Two.. Am losing altitude....Fuel supply exhausted.....Atomic bomb aboard....Have atomic bomb aboard...Please give landing instructions...Give landing instructions please.

Oboc Love Two Two...Elmendorf Tower.. Repeat after me...Repeat after me....Our Father who art in Heaven....

EXPERIENCES ON THE MAIUK SPECIAL
TO POINT BARROW, ALASKA
January 24, 25, 1946

By T. H. Forrest

(The following is excerpts from an interesting article about the special Alaska Airlines - Fair Rendezvous trip from Anchorage to Point Barrow and return. To regret not having room for the entire report. To read the rest, contact Mr. Forrest of the AIT Planning and Control Staff, Reference Number 70.)

.....At about 7:15 we took off (from Fairbanks) for Point Barrow....Flying a MATW course of about 300 nautical, just about kept us even with the rate of sun rise on the horizon, and for hours the eastern sky was the most gorgeously colored that I have ever seen anywhere. We soon approached and passed the Iukon River, but on account of the high elevation were unable to qualify as real sourdoughs as supposed to do. We then flew over a solid range of mountains so closely packed together, stretching to all horizons, that any landing would be impossible.....

There seemed to be several hundred miles of perfectly flat snow covered tundra after leaving the mountain range, with no sign of grass or animal life of any kind. I began to wonder how close to Barrow our course would bring us, but at about 10:30 I looked ahead on the starboard side and could see a dark object which appeared to be water. This later turned out to be the Arctic Ocean.....

I had noticed before landing that the ice pack was several miles out from the fringe ice and realized that there would be very little if any polar bear hunting under these conditions, and that furthermore our time was going to be very limited if we were expected to take off the following morning. However, the weather was so cold that few in the party were giving much thought to polar bears and were more interested in keeping other bares covered, as exposure to that wind for only a few minutes would be very serious, and it was impossible to get warm again after uncovering the hands.

.....After waiting in and near the plane for about one-half hour, were told that a Mr. Shea had gone up to Barrow 5 miles away to make arrangements for transportation and sleeping quarters. About an hour later, several dog teams arrived and after piling our baggage on,

we started for town. It was about dinner time and the team rode pretty good time since the dogs were headed for home.

The team stopped in front of the Indian School and we entered and were cordially received by Mr. and Mrs. Wilson, the teachers of the school. We were given plenty of hot coffee and home made cookies. It was decided that some of the party (about 6 or 8) could find quarters at the school and the balance would have to bunk at the Post Office. I phoned the Weather Bureau and they had accommodations for one only, so I had my driver deliver self and baggage down there.

I was hospitably received by Mr. Evans, the chief of the station...After cleaning up a bit and being assigned quarters upstairs, which were very comfortable and clean, I came down to a supper prepared by Mr. Benchley, one of the assistants, and myself. We had fried shoe fish from Kotzebue with mashed potatoes and sweet corn and sliced peaches (canned) for dessert, with hot tea and home made bread, all of which was very much appreciated.

....We all went up to the Native Dance and Songfest at the Indian School. The place was crowded with about 300 natives besides our party. There was a native orchestra sitting on the floor in the usual manner with wildly gesticulating native dancers in pairs and threes going through the various dances. Our boys sat on an Indian Snake Dance which was very realistic except for the feathers, but it went over big with the Eskimes as their dances did with us.....

(Next morning) we started for the field against a strong head wind of about 30 miles per hour, and at zero minus 20° it was a rather uncomfortable combination. Our teams had already made one round trip to the field at 0500 with the pilots to start the engines. The six dogs were very tired and insisted on turning back to warm many times and would have to be re-directed by the driver. They would slow down to a walk until some one of us would hop off the sled and then they would trot a little and then slow down again.....

Captain Larry Flahart and the second pilot Curry had been at the field since 0500 trying to get things started but using the Navy heaters, double tarps over the cowlings, and hot oil, but without any success. Capt. Larry expected

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PLANT AND STRUCTURES
MAINTENANCE DIVISION

Harry S. Melvin, Airways Engineer, spent some time at Juncos assisting and advising personnel at that station in snow removal problems. Snowy weather conditions, shortage of equipment and manpower created a temporary emergency at the Juncos airport.

Harry Nelson, Airways Engineer, spent several days at Wood Island advising CMC Lohrin in regard to power plant maintenance.

Fred Kenner, Airways Engineer, went to Fairbanks to consult with Roy and Lyle and Green Co. officials relative to the transfer of the Ruttles landing field from the Army to the CMC.

The Survey Property Unit (33) has moved from this office to the Federal Building to become part of the Survey Property Management Section, under the supervision of L. L. Francis. Among those who have moved are W. E. Hoffman, J. W. Alexander, E. I. Graves and Alice Becker.

MAINTENANCE DIVISION
(continued from page 13)

to get the engines turning over by 1200, some went over to the Ferry dock to work up and the dog team departed for Barrow.

At 1200 they had the starboard engine turning over and then set the next fire for a take off at 1300. We rustled all the grub out of the plane and, after throwing it out in the Ferry stack, proceeded to de-water it, as there was no transportation back to Barrow where food could be obtained. We had frozen pickles, fried chicken, apples, and cris washed down with plenty of beer, as melting the stuff was too slow a process. In fact, that particular snow is hard like cotton and does not submit to melting readily.....Finally about 1345, Capt. Larry Flebert came over to the stack and ordered all members of section two over to the plane for the take-off, and we did not lose any time in complying.....

We then took account of stock of the various tumbles and souvenirs which included one polar bear skin shot the previous week when the sleds were in. The natives left at Barrow because of the shortage of food. There were two large skins of blackbirds here about seven feet long from which the famous whole

bone baskets are made, and many of the bows had secured ivory bracelets from the natives.

.....arrived at Wokos Field about 1700 in a snow flurry. We had not sighted any living thing since leaving Barrow, although I watched very carefully for a caribou herd reported as being about 30 miles south.....

CMC

Thompson in the Center is spending full time growing and cultivating beards --- a record, that is, except Nelson, Solletbauer and our newest arrival, Harold Davis. Bob "Wolf Man" Jens, Jim "The Hooper" Richards, and Al "nobody else his, because he works and to night all the time" Leclott are leading the parade with full, wild, unattended growth. But Solletbauer, who has probably increased in weight since his recent marriage, has cleared a path to his mouth, which leaves a pair of low-slung sideburns and a slick mustache. Ed "Brown with the Red Russian" Brown has cultivated an admirable first growth consisting of a reddish mustache and a black patch flecked with white. The effect is sandy but pleasing (to him).

Since the advent of beards, Division Chief P. White's visits to the Center have been less frequent. Is it because we scare him, or is he sensitive about that chin "fiber" of his?

ANCHORAGE DIVISION

Manpower problems had to be solved and Communication Station within the last thirty days are:

J. Suits, from Erie to permanent position
Stuart Williams
Ivan L. Owsing
Robert Chack
William F. Parkinsor

Transfers are as follows:

Howard Engel to KP
Davis and man to Training and Performance Unit as link trainer instructor
Larry Fletcher and Patricia Hill to OI
Karel Eason has resigned and plans to enter the hotel business. He is going outside to attain the necessary education as a prerequisite for this type of work. (P. S. We thought he already had it.)

COMMUNICATIONS BRANCH
(continued from page 1)

erving the Gustavus field as an additional aid to instrument and low visibility flights. Also, eventually it is planned that a beacon light will be erected on the northerly tip of the island to aid in night operations through this area. Sisters Island will have a combined living and equipment quarters building suitable for a maintenance technician and family. The housing arrangement has been cleverly designed to afford comfort and convenience to its occupants. The commissioning date of this facility will be officially released later.

... ..

Each month hereafter we will publish all changes in duty status of Communications Branch personnel, both office and field; however, to afford an opportunity to see who our co-workers are throughout the region, we are showing our complement as it now stands.

OFFICE OF SUPERINTENDENT

Joseph M. Tippets, Branch Superintendent
Mildred H. Moriarty, Secretary

COMMUNICATIONS MAINTENANCE DIVISION

OFFICE OF CHIEF

John W. Livingston, Division Chief
Bernice E. Salkold, Clerk-Stenographer
Maintenance Inspectors - Leon D. Hammarley, Walter K. Peterson, Carl O. Sennell
Maintenance Technicians - James G. Sherry, Clare H. Myers, Paul E. Puckett, Clifford E. Holden, O. A. Rasmussen, Jr.

RADIO AIDS MAINTENANCE SECTION

Raymond P. Anderson, Acting Chief

RADIO COMMUNICATIONS MAINTENANCE SECTION

Kenneth P. Hager, Acting Chief

LAND LINES AND SPECIAL EQUIPMENT
MAINTENANCE SECTION

Jacob A. Holzenberg, Acting Chief
Frank C. Berry, Airways Engineer
Edwin A. Jarvi, Maintenance Technician
J. Harold Shields, General Mechanic

COMMUNICATIONS ENGINEERING DIVISION

OFFICE OF CHIEF

Hervey E. Aldridge, Division Chief

Eleanor L. Hinkle, Clerk-Stenographer
Maxine G. Ripley, Clerk-Typist

RADIO SECTION

Turner W. Wiley, Acting Chief
Ralph E. Walker, Airways Engineer

RADIO PROCUREMENT AND MATERIALS GROUP

L. Elmer Danes, Airways Engineer

LAND LINES AND SPECIAL EQUIPMENT SECTION

Radio Engineers - Ted R. Young, A. E. Peterson, Brandon Wentworth

RADIO INSTALLATION SECTION

Richard R. Stryker, Acting Chief
Airways Engineers - Francis H. B. Herri-
-ton, George T. Williams, Melville A.
Cran, Norman W. Arlin, Joseph A. Yesen-
-ski, Heldon A. Berry
General Mechanics - Harry L. McElwain,
Frank A. Drew, Wallace A. Tolman, Harold
F. Treichrow, G. L. Hughes, John H.
Basley

FREQUENCY MONITORING GROUP

George E. Cutler, Airways Engineer

ANCHORAGE - George L. Merrill, CLIC
ITIC's - Carl A. Johnson, Wilbur A. Rob-
-inson, Robert L. Williams, Kenneth V.
Westenbarger

Maintenance Technicians - Theodore Aus-
-tman, James G. Roberts, Edwin P. Polisky,
Harold H. Ervin, Robert J. Shimek, Wil-
-bur P. McDonald, Douglas J. Urness, Theo-
-dore G. Evstedt, Odell F. Brown, Theodore
T. Opler, Marie Westenbarger, James R.
Judge

ANNAK - Francis A. Hall, ITIC

ANNETTE ISLAND - Roy C. Anderson, CLIC
ITIC's - Francis A. Nelson, Jr., Evert
A. Rottenhouse, Edwin J. Volkman
Maintenance Technicians - John A. Rob-
-erts, Gene A. West, Ralph E. Anderson,
Paul A. Gray, Robert C. Schar, William
B. Dill, Earl I. Abramson, Robert C.
Bovey, Harvey L. Tengestahl, Robert L.
Krudson, John Degell, Harold G. Klets

BETHEL - Bertram L. Hackenberger, ITIC

BETTLES - Clarence W. DeBorje, ITIC

BIG DELTA - Arthur O. Smith, ITIC
Walter R. Sunden, Maintenance Technician

(Continued on page 10)

COMMUNICATIONS BRANCH
(continued from page 15)

RICHLAND ISLAND - Charles R. Marchant, ITIC
Frank B. White, Maintenance Technician

CORDOVA - William J. Barber, ITIC
John D. Stockdale, Maintenance Technician

FAIRBANKS - Frank Gray, CMO
ITIC's - Willis H. Cowles, Lester L. Glascoe
Maintenance Technicians - Morris R. Griswold, Donald W. Hagen, Richard W. Gross, Herbert D. Brazil, William E. Boughton, John Linthicum, Allen H. King, Malcolm C. Nickerson, Alfred A. Mauling, Rose N. Cowles

FARWELL - Eli Daniels, ITIC

GALENA - Rufus H. Carrigan, ITIC
Walter A. Rak, Maintenance Technician

GAMBELL - R. Chesney Jameson, ITIC

GULIKANA - Edward N. Allenbaugh, ITIC

GUSTAVUS - Ernest R. Pierce, ITIC

HAINES - Raymond E. Wiseman, ITIC

HOMER - George W. Henke, ITIC

ILLIANA - Francis E. Millian, ITIC

JUNEAU - Leland H. Dunlap, ITIC
Roy G. Clift, Maintenance Technician

KOTZEBUE - Joseph L. Gerth, ITIC

MCGRATH - Raymond A. Bird, ITIC

MIDDLETON ISLAND - Waldemar M. Johnson, ITIC

MINCHUMINA - Roy Butler, ITIC

MOSES POINT - Phillip M. Argall, ITIC

NAKNEK - James E. Whitney, ITIC
Maintenance Technicians - Alfred W. With-
fow, Donn F. Becker

NEKANA - Aaron J. Stegink, ITIC

NOGE - Charles P. Feck, CMO
ITIC's - Theodore Harhat, John R. Tucker,
Alexander Sturrock
Maintenance Technicians - William D.
Whitworth, David Lerger, Robert D. Bruce,
William H. Preston, Clifton L. Caudill

NORTHWAY - George H. Sargent, ITIC

PETERSBURG - George P. Beckett, ITIC

SAND POINT - Jack S. Baldwin, ITIC

SHEEP MOUNTAIN - Fred Serrell, ITIC

SKOENIA - Kenneth A. Warren, ITIC

SLEMIT - Wayne A. Brown, ITIC

TANACROSS - Raymond C. Hensley, ITIC
Larley V. Smith, Maintenance Technician

TAKANA - Judson R. Lanier, ITIC

UNALASKET - Sam A. Amato, ITIC

WOODY ISLAND - Justus E. Dobrin, CMO
Donald C. Reukauf, ITIC
Maintenance Technicians - Peter M.
Deveau, George H. Warren, Richard A.
Pace, Malcolm L. Manning, James D. Jones

YAKATAGA - John F. Curry, ITIC

YAKUTAT - Carl E. Schlichtig and Rex A.
Spencer, Maintenance Technicians

LINK TRAINER PROGRAM RESUMED

The Regional Office Link Trainer program, which has been retarded due to lack of instructors, is to be reactivated shortly on what is hoped will be a full-time basis.

Instruction will be handled by Miss Doris J. Anderson, former Women's Air Service Pilot who came to CAA following disbandment of the WASP's early in 1944. Miss Anderson completed aircraft communicator training at the Seattle Center and has since been assigned to the anchorage station. Her experience includes considerable military piloting in addition to instrument flight instruction.

Coping with the intricate job of trainer maintenance is Odell F. Brown, new maintenance technician who came to CAA from the armed services, where he has been assigned for several years as a link instructor-technician.

Station personnel, whose work requires a knowledge of the radio range systems, travelling through Anchorage may avail themselves of Link training while at the Regional Office by making the necessary arrangements through their Division Chiefs.