

MARCH 1946  
Vol. 4, No. 3

CAA 8th REGION

ANCHORAGE, ALASKA

COL. JACOBS APPOINTED  
ASSISTANT REGIONAL ADMINISTRATOR

EIGHTH-REGION LEADS  
IN VICTORY LOAN DRIVE

We are happy to announce that Col. Bryan M. Jacobs has been selected to fill the newly established position of Assistant Regional Administrator in the Eighth Region. Mr. Jacobs returned from Military furlough on February 14th to his former position of Superintendent of Safety Regulation in the Seventh Region and at the same time was transferred to this Region and promoted to the position he now holds.

Many of us knew "Jake" in the States and feel that his selection is one that will meet the unanimous approval of everyone in the Eighth Region. His first official act was to ride NC-14 from Seattle to Anchorage and thus became one of us on the day after his return to duty. After a few days in getting his family and household effects to his new home, he immediately stepped in as Acting Regional Administrator while Mr. Matt is in Washington attending a conference of Regional Administrators.

We regret that Mr. Jacobs is not available at this writing so that we could give you some of his background, but you may expect it in an early issue under the heading "Man of the Month".

The final results in the Victory Loan Drive reveal that the Eighth Region attained 127% of its quota. This outstanding record enabled the Eighth Region to lead all the other eight regions and placed it at the top of the list. We not only lead all the other regions; but we are now in receipt of a letter from Katherine D. Nordale, Regional Coordinator of the Interdepartmental War Savings Bond Committee, advising that we also topped all government agencies having more than 100 employees in the Territory of Alaska. For your information the following excerpts are taken from the letter:

"I am sending you by airmail under separate cover a mounted photograph of President Truman, presented by the Interdepartmental War Savings Bond Committee in recognition of the outstanding performance of the Civil Aeronautics Administration for Alaska during the Victory Loan Drive.

"Of the Government Agencies in the Territory with more than 100

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CHANGE TO VHF FACILITIES TO BE  
GRADUAL, CAA PROMISES

WASHINGTON, D. C. - The change from low frequency to very high frequency radio for aircraft communications and signals will be beneficial and relatively painless. T. P. Wright, Administrator of Civil Aeronautics has promised all private fliers.

Concern about the change which many thought would require a sudden and sizable investment on the part of all fliers, is not well founded. CAA officials emphasize. The change will be gradual, all existing equipment will continue in use and retain its value, and an interim period in which both VHF and low frequency equipment will be in use will be recognized. Eventually, after a matter of several years, all communications along the airways, and signals for radio navigation will be in the very high frequency bands, which will be better in all respects than that in use today. In particular, it will be beyond the static belt.

Today, the private flier transmits to CAA ground stations on 3105 kilocycles, and listens to traffic control towers on 275 kilocycles. This equipment represents thousands of dollars investment, and it will not be disturbed. The CAA will continue to operate these services on these frequencies.

In addition, the existing low frequency ranges will be available for use by the private flier, since his receiver covers the 200-400 kilocycle band.

Any plane with this equipment has all CAA airway aids and communications facilities available, and they will be available for several years.

However, 400,000 to 500,000 airplanes within the next 10 years - if most forecasts are accurate - will produce a crowded condition about which something will have to be done. Anticipating the crowding of these radio channels, the CAA has made plans for eventual and complete change to VHF equipment. Already, transmitters are installed on the ground which can be used by planes fitted with very high frequency equipment. This VHF

equipment gives better results, and also relieves the 3105 kilocycle band which, in congested areas, is already crowded.

Radio manufacturers have plans to make the transition from low to VHF in a simple manner. They will build a five-channel transmitter covering the 131 megacycle band. Originally, only two frequencies will be covered in this transmitter: 131.9 kilocycles for communication from plane to traffic tower, and 131.7 kilocycles from plane to airways station. Later, as these channels become crowded, three other channels can be made operative by the simple addition to the transmitter of one crystal for each one.

On the ground, VHF transmitters for talking to planes, will be in the 119 megacycle band. Transmitters already are installed at CAA towers, and are being used to communicate with planes in congested areas in order to relieve the low frequency tower channels. At CAA airway stations, there will be transmitters on 111.1 megacycles.

The private flier now equipped with a receiver which covers the 200-400 kilocycle band, can get airways, airport traffic tower, radio range and weather transmissions.

CAA officials emphasize that no major, decisive or expensive changes will be required of the private pilot.

-Office of Aviation Information, 2-11-46

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 VIRGIL STONE RETURNS  
TO FIRST LOVE

Mr. Virgil Stone has been appointed to a new position established as a part of the reorganization, that of Assistant to the Regional Administrator for Private Flying. In accepting this position Mr. Stone is returning to his first love after having progressed through the Eighth Region of the CAA from Airports to Airways Engineering to Signals and most recently Chief of the Mechanical Maintenance Unit.

A month marred by serious incidents--the rumrun aground and break-up of the S.S. Yukon caused much anxiety and some concern. Candidate for the nearest person in the world is the one that lifted CAA'er Alexander Ross' cash possessions while he and his family investigated the situation just after the ship went aground. The Mayor and others directed strong condemnation against the steamship company.

Another bad incident this month was the disappearance of Carl Martin, well known pilot, while enroute Anchorage to Maknek. Extended search has failed to disclose his whereabouts. It is hoped that, like our contemporary Joe Tippets aboard the ill-fated I-12 craft in 1943, Carl may eventually be located and rescued.

A bright spot was the first post-war Fur Rendezvous, which appeared to be much of a success. Of interest to CAA'ers was Ralph Westover's (Branch 50) performance as Kangaroo Court Justice. All persons of the appropriate gender without some form of whiskers were duly tried and sentenced, to the edification of an interested public via a public-address system set up in front of the City Hall. Various were the excuses presented for bald mugs, but Judge Westover was not impressed, and imposed fines upon prima facial evidence impartially. Excuses ranged from declarations of inability to grow beards to modestly stated desires not to put Anchorage males to shame by prolific growths. One went stated he was only 40 years old and therefore too young, but hoped he might grow a beard at 90. An embryo lawyer defending a victim, when asked if he had been admitted to that bar, replied he had been in every other bar in town.

The Rendezvous marked the award of a new Nash automobile and an \$11,000 house. CAA'ers were not among the lucky persons, but all did contribute many dollars in the attempt. Regarding prizes and such, we quote from the Anchorage Times, "During the months from May 1945 to May 1946, approximately \$170,000 in cash or tangible goods will have been won in Anchorage." And the Monana Ice Pool is in the offing.

We are informed by Mr. Holte, Superintendent of the Alaska Supply Section (formerly Alaska Projects Depot), that material is difficult to purchase and in most cases impossible. So if you people in the field wonder why that long-handled monkey wrench which was back-ordered some time ago has not been received, it is not because it has been lost in the shuffle, but because it just can't be had. Some improvement is expected now that the strikes are being settled and relaxation of OPA price ceilings should bring some scarce articles out of the manufacturers' warehouses.

Mr. Eugene Clark has returned from military furlough and has taken the job as Bob Jackson's assistant in the Air Transportation Unit. Those of us who remember Gene from his Property and Service days wish him lots of luck in his new job.

We also have Jim Pfoffer back after his return from the service, his latest assignment having been flying the "Dimp" from India to China. His many friends will be happy to learn that he has returned to duty as Chief Pilot of the Contract and Lease Unit.

The last issue of the Mukluk reported Arnold Francis as being in Washington attending a property management conference. While he did not get all the answers he did get sufficient information to allow us to start some action, and we may look for a gradual tightening up of regulations on property in the next few months.

The Audit Unit has been practically deserted, what with "Mank" Lilly on the sick list, Genevieve Ekron outside on emergency leave due to serious illness in her family, and several others on leave, both sick and annual.

The Payroll Unit should be complimented on their shoring during the past season of holidays for not having missed putting out our pay checks on the day they were due. The Accounts Branch is entitled to a part of the credit in speeding up the vouchers, particularly the Disbursing Unit, where all checks are prepared.

March 15th Blues: "A perplexing problem is how to support the government and a wife on the same income."

HI, all you CAAsers and Tallettes. Here we are with the deadline staring us in the face again, a head full of nothing to draw an article from, but we wouldn't want anyone to insinuate that we were one of those stations who would let the good old Klukuk go to the dogs for lack of contributions (for shame, for shame, no) so will cook up a space filler if nothing else. (We can talk now, as this is our second consecutive entry.)

You stations with your veterans don't have anything on us, because we are getting our share of on-service-men too. It seems like choosing up sides, as Communications is getting the Army and Maintenance the Navy. Besides WIC Carrigan (Navy) and Communicator Cousy (Army), whom we mentioned last month, we now have FRE Rok (Navy) plus a good-looking wife, and Bird (Army) without a wife, altho we received word a couple days before his arrival that Mr. and Mrs. Bird were arriving. Dunn who was the most surprised when we asked him where his wife was. Tried to send him back to get one, but he said he didn't even have any good prospects. Come on, you good-looking single gals, bid on QG. He is a very eligible and handsome bachelor.

There seems to be some controversy as to who is the best dog-team driver in the CAA here, but there is no doubt about who is the worst -- Bert Jones wins hands down. Wynne Kalm will cast her vote twice on that. The definitely deciding factor was the ride over to a PAA plane t'other nite. On a recent trip to EK, Wynne had promised a PAA stewardess a dog-sled ride, as she had never even seen a team. On the next flight in, Bert, with Wynne acting the part of ballast in the sled, started over to the plane with Len Stahl's and Len Stahl's team. After being a god on every corner of the dyke (there are three -- count 'em -- three), she decided to return to quarters via ambulance. Hence the unchallenged possession of the booby-prize by Bert.

The acquisition of that team can't go without honorable mention either. Seems that Ken and Lou got tired of trying to steal a dog-team from the natives, as the natives outsmarted them by letting them keep the dogs until they got them good and fat, then stole them back in the middle of the nite, so they went legal and bought some dogs. Since that time they

have been the recipients of a couple more dogs and are caring for Earl Alden's dog from Moose Point - until later time as Earl can get him shipped out, so they have a right smart seven leg team with one spare that they can't find a place to hitch. They would also have a nice choir if the dogs could learn to carry a tune. In fact, the TIC has been heard expressing the wish that if they ever do learn to carry a tune, they carry it a long way from GQ before dropping it.

Our local Walter Winshell tells us that we have three storks circling over the quarters now, and the housing committee circling around under them with double-barrelled shot-guns. Don't know what the outcome will be, but the housing committee, with a determined set to their chins and a wild glare in their eyes, insist they will have to "keep 'em flying" until the housing shortage is alleviated.

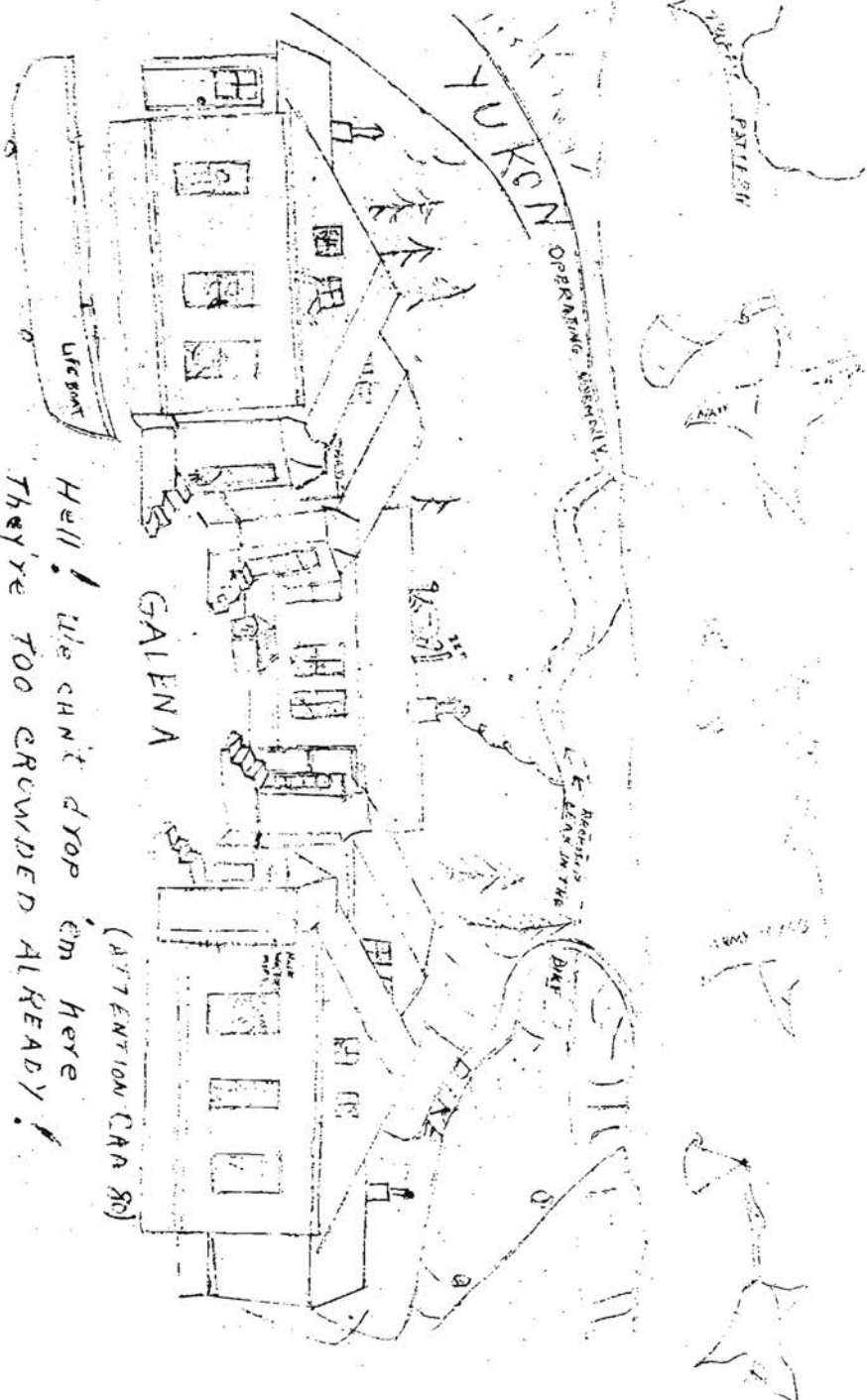
Things got rather reminiscent of the old "Russian Pipeline" days here, during a recent cold snap. Idd's cold weather test moved two B-29's, two P-51's, two C-47's, four C-47's, two B-17's, and two flight plans on a P-80 down to our fair city to make some experiments. We all had fun and lots of excitement keeping track of them.

Recently during a showing of one of our movies, a local native boy who had a reputation for short-shearing heads of hair was kidnaped by a couple communicators and held at the point of a bottle of coke until he had performed said operation on those gentlemen, who are now the Honu Brumhills of the camp. These girlish bobs the boys have been wearing were blazed onto the lack of clippers, but after a PAA crew were entertained with the usual Galena hospitality during a de-icing stay here and had to spend a few hours looking at these unsightly men creatures, a pair of clippers was brought in from the land of the whites and contributed by PAA to the cause of manly beauty in Galena, so if we can get our two ex-Navy men to take good their brags we should again be able to tell the sexes apart at quick glance.

Lower those shootin'-arms, men; them ain't coyotes, them is hoomans (more or less). Yep, since Xmas a blanket of  
(Continued on Page 7)

Hell ! We can't drop 'em here  
They're TOO CROWDED ALREADY !

(ATTENTION CAR 80)



Birth Date: February 23, 1908  
Birthplace: Atlanta, Georgia  
College: Alabama Polytechnic Institute,  
BS in CE, 1934  
Hobbies: Photography, hunting, fishing,  
flying, skiing  
Place of Residence: "Jefford Country  
Club" at 1126 G St., Anchorage

Employment Record (CAA): Began in 1937 as Junior Civil Engineer assigned to Salt Lake City with Art Radfield to select sites for beacon and range stations on relocation of the Los Angeles-Salt Lake Airway, the same work on relocation of the San Francisco-Salt Lake Airway, and the completion of the Salt Lake-Omaha Airway. In 1938 assigned to the location of the El Paso-Pueblo Airway and later in that year to the location of the Cheyenne-Great Falls Airway; late in the same year, with Buzz McKean, on the location of the Omaha-Bismarck Airway. In 1939 assisted McKean in the location of the Cincinnati-Washington Airway. During the summer and fall of 1939 was engaged in the survey, design, and finally the construction of airports at La Grande, Oregon, and Arlington, Oregon. Early in 1940 assigned to the location of the Los Angeles-San Francisco Coastal Airway, which was to have been a VHF airway but on which construction was postponed on account of war. In the summer of 1940 assigned to the selection of locations for fields and ranges on the Cheyenne-Huron Airway. Promoted to Assistant Engineer in May 1940. Late in 1940 and early in 1941 was assigned to select locations for instrument landing systems for the Oakland Municipal Airport and the San Francisco Municipal Airport. Came to Alaska in July 1941 and was assigned to the Engineering Unit. Promoted to Associate Civil Engineer in August 1941. Did location work at Homer, Port Heiden, Tickel, North Dutch Island, and completed various miscellaneous assignments. Promoted to Chief of Engineering Unit in February 1943, to Chief of Airways Engineering Branch in January 1944. Present title, Superintendent, Air Navigation Facilities Plant and Structures Branch.

"Hoop's" yearning for adventure took possession of him at the termination of his first year in college. After a short whirl at truck driving in Mobile, Alabama, he headed for England on a tramp steamer, where he won the first round in learning how to earn a living the hard

way. After his stay in England he returned to the United States and helped engineer and build an 8-inch gasoline pipe line from Texas to St. Louis. He returned to school at Auburn, Alabama, in 1931 and stayed until his graduation in 1934.

Hoop's popularity in the ranks of the CAA has occasioned favorable comment and added the two-word prefix "eligible bachelor" to his name.

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CAAer SURVIVES  
YUKON DISASTER

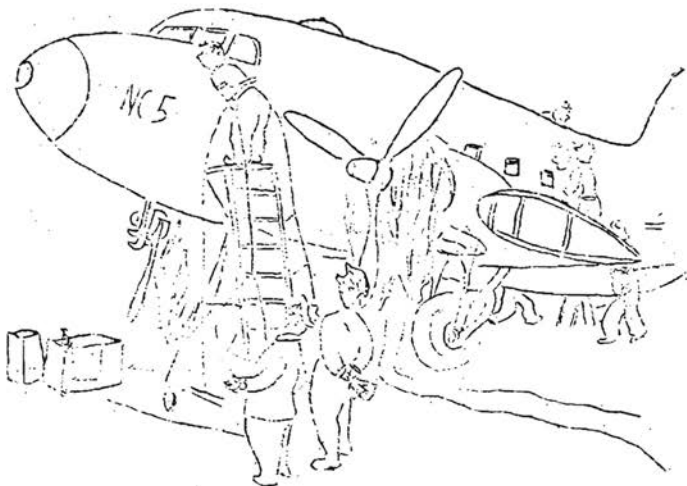
On February 4, 1946 at 4:15 AM the SS Yukon, southbound from Seward to Seattle, met with disaster when she plowed into the mountainous side of Johnstone Bay. Among the many passengers aboard were Mr. and Mrs. A. M. Ross and three small children. The following is quoted from a letter recently received from Mr. Ross:

"It is very difficult to express the feeling that takes place when you realize that all you possess, even life of your loved ones and yourself, may be snuffed out in a matter of seconds. Luckily this feeling does not last long as you go about assisting in the rescue of those who are so near to complete disaster. That feeling is also greatly relieved when you meet so many others who are in the same situation, many are so much worse off than you are. So you join together and await what may come. With the rescue of life itself, it is hard to think of your material losses. Even at this date we can think only how thankful we are that five out of five came through in good condition. Our hearts are heavy for those who perished. Mrs. Ross and I wish to thank the many kind folks, a number of them we know we have never met, for the generous contribution sent from the Anchorage office. Coming at such a time, it is not only a direct financial aid, but it brings such peace of mind to know that we are remembered by those we left behind. It is indeed an act that we shall never forget. Such is the spirit that has made the CAA the organization it is today and will have such an outstanding effect in the future."

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Sweet Voice on Phone: Clerk, there's a rat in my room.

Clerk: Make him come down and register.



*Trip Cancelled?*

**Q SILT AND SEDIMENT**  
(Continued from page 4)

coyote parkas and mitts has about engulfed the local gentry. Len Stadt had one from way back, then Cort Jones bought himself a set for Xmas. Harry Proctor thought the outfit covered up enough of him to make him real purty (delusion, but then he's happy) and glaringly broke out in same two weeks later, and Chief "Pappy" Kulm's is now in the making. Getting all the live dogs and dead coyotes gathered together surely causes a mite of permeation. (Uh-huh, malodorous, no end.)

Some stool pigeon told Mammy Kulm that, during her recent tooth-losing stay in FX, Pappy had held the ex-Nome glammar girl Marge Obach in his arms. (Confidentially, he was only lifting her down from NC4 during a short stop on the way to Q, says Ken.) To make a long story short, we are now carrying Ken's food to him when we feed the dog team.

Time to light also was rare musical talent, previously sadly lacking in the community, with the arrival of the Carigan luggage and musical instruments. Almost any nite you can find Rufe and Marge sitting on the floor a-strumming and a-humming with an occasional contribution from one of the Raks. Wish they would make a few public appearances and

lighten our pathway the while.

Geof Bird annexed two things immediately upon his arrival. First off he got a nice cozy spot on the mid watch to work in, and next he took over the ping-pong championship with hardly a struggle. There is some conniving going on among the competitors to get it back, but the general opinion is that it is going to take some doing.

We would like to add a line here to welcome Vince Speer to his new job on the other end of the line from us. We hope he likes it and that it likes him. He did a swell job at RM, and we feel sure FX will be the better for his being there.

The Couey family evidently have taken quite a liking to the place (wait till they have been thru the flood), as they are making long term plans. Hugh is already talking about planting his garden come spring, and Arliss goes around with a welcome smile lighting up our existence.

It's about time for Dobbie Stadt to come by with her dog Gyp, to be followed shortly by the other two day watchers, so we had better give the old dit dah dit dah dit and get this place in shape for them, so we will have no derogatory criticism flung our way. Nite now.

Things are not what they used to be. 37 has been replaced by some infernal machines called tltps. Boy, how those things eat up paper, ring bells, clatter and bang and keep one on the jump! Then Tana Joe and Jane pulled out, and in parting said, "Here are all the gadgets we used for weather. They're yours; you can take wather reports in between times." So said gadgets were moved from thunce to hence, set up, and at first had us all running around in square circles, trying to figure which was what and why. We are still rushed, but doing OK.

We see in the good old Muk that our dear colleagues from different parts of the territory are trying in a vain sort of way to build up their part of the country and, we suppose, to draw some of the flock over their way. Well, you know that we don't have an outstanding mountain peak to look at, but ours are beautiful to us; or an ideal fishing, boating, or skiing place around right close, but we have all this at a near distance to use — if we had the means and time to get to 'em. But then we sort of figure that that isn't the most important part of life, for tho we don't have all of those things right in our laps to brag about, it is for sure that what we don't have right close is within seeing distance, and some day we will get to it. This thought makes up for a lot of what we lack, and still pulls weight in our way of thinking, for, we quote, we don't have strong, bad winds to cut through one as he or she struggles toward from work; we don't have that old cold, wet weather that chills one to the bone and then slaps one in the face like a wet towel that has had its wetness solidified; we don't have the waves knocking and swishing at our back doors trying to wet us up a bit on their merry way by. We do have the Tanana River, peaceful at this point; and we don't have to worry about said river's getting nasty, trying to uproot us in the spring and chasing us all over the back 40 where we had hoped to raise truckin and stuff. We sort of figure that when you put all these things on the scales for a balance, we at T' come out quite some bit to the best, so, in our own humble ways, we are very happy in ourselves and our surroundings, and we still keep the hope alive that some day our close-up surroundings will be improved in landscape as they have been at other stations at a close distance. (How'm I

doin, boss?)

At first, just a rumor, then a confirmed fact. You have all heard of HAY'S being back on 10 meters? Yeah, well, it seems that our MTIC and our CAC nearly went slap happier than their usual selves and ended up dit dipry and dash daffey trying to get sorething hay-wired together and ready for the starting gun. The confirmed fact is that they logged their first QSO's the other night and now hold the proud record between them for the shortest distance worked on 10 meters over the longest period of time; the distance, from Ray's to Fill's and back, and the time, from about 9 p.m. until after 10 p.m. They advise they will get out of their own back yards as soon as the band revives, as right now it is deader than that mackerel you have heard about, and they are both too QRL during daylight hours to do anything about it. So they are just waiting for the days to get longer.

Communications received a delayed Christmas present last night in the form of transportation; thanks to those concerned. When Chiefie put the baby away in the utility garage, it was noted that opening and closing that overhead door should require at least two men, and a small boy with good lungs to stand by and cheer 'em on. After a certain length of time the baby was inserted in its stall, pause, the overhead door moved toward the section meant to be the closed point, slowly, then with a great rush — bang! — the door snapped shut; but chiefie was not quite quick enough, as it is noted he is a might foggy and a wee lump appears atop his dome today; Guess the car will remain in the garage for a spell until that door is tamed down, huh, chiefie?

Well, dear readers out there, while peace and quiet still prevails over this part of our little world, we shall tear ourselves away from this clattering machine, bring this newsletter to a close, and let the peace and quiet continue. We shall retire for the time being, but not for long, for we shall gather together another mess of stuff and attempt to string it together like this and hope that you all will derive as much enjoyment reading it as we have writing it. So, until then, for all of Tanacross,

The Tana-Yag



DRIPPINGS FROM THE FAUCET (SLOW LEAKS)  
OFACS Anchorage KCMV-KIS-HQ

MARCH 1946

Introductions should be in order.... Follow Communicators of the Eighth Region, we should like to have you meet "Elmer" and "Elsie". One day not so long past we ambled into the station to see a great crowd of broken down tape pushers gathered near Circuit 30LX. Upon pushing our way through the enthralled crowd our gaze fell upon the sleek shiny new black Elmer. Elmer is our new automatic Klein-schmidt perforator. All we now have to do is insert a piece of Baudot Tape between his teeth and he brings forth the finished product, a nice piece of Klein-schmidt for our hungry transmitting head on 30LX. (Did I say "all we have to do---"? I should have said all we now have to do is untangle the 30LX operator from the mountains of various and sundry tapes he invariably disappears beneath.)

One of the outstanding things regarding Elmer's personality is his terrific voice. He demonstrates its sonorous qualities when running low on tape. Just can't imagine where Lola Berato's mind could have been the first time this gruesome buzzing began. She screamed "Happy New Year everybody!"

It wasn't long until Elmer began to be moody and stubborn, so now we have installed not far from him his mate and standby, "Elsie". There's only one glitch. No one has yet figured out how to get our sleek new operators to sign discrepancy reports.

MacGowan is wondering just when he can leave to go to Washington, D. C., to present his "latest and most unusual" idea for the improvement of our services to the aeronautical public. Mac's new idea is in relation to radio ranges. He desires to have put into operation a radio range that will, instead of transmitting CW "HQ HQ" and relative intensities of quadrant signals, transmit by voice "How Queen, How Queen", "Twilight A", "Moderate N, Moderate N", etc. The voice is to be an exact replica of Ed's. (She's the new ATC gal with the glamour voice.) I suggest that none of you hold your breath while these negotiations are taking place.

Incidentally, JS and RM, anytime you desire to drop in at the station we'll be only too glad to show you all those bodies floating around without any heads.

HQ had the following new personnel enter on duty since the last publication of the Mukluk:

Chester F. Clark from the Army  
John J. Carter from the Navy  
Ethel Henderson, a transfer from Annetto  
Phyllis Hanson, a transfer from Annetto  
R.T. Alonis from the Army

Transfers:

Earlone Day to Woody Island  
Clara Mansell to Woody Island  
John J. Fimlott to Findlay, Ohio  
Richard W. Pence to Moses Point

RECONVERSION  
January 21, 1946

In order to appreciate reconversion one would have to be attached in some manner to HQ station. I can't believe anyone has dared to write an uprising paper from HQ since reconversion began. That was about the time we received our new COC by the unfamiliar name, E. Berato. But things have changed so, and now the stern features are hidden behind a fine crop of mixed black and white stubble, I venture forth and risk my enviable position; in short, I shall dish the dirt.

As I mentioned before, until you see HQ Reconversion....you ain't seen nothing'. Of course we are all in hopes the end will be worth the sacrifices, but sometimes we wonder.

About the time Mr. Berato took the reins at HQ, things were really beginning. The traffic was hitting a new high each day and the personnel a new low. Practically every day the Army disembarked from another point of essential information, and they (those men) would grab another poor soul from the depths of HQ station. About the same time the RMS started putting in new teletype circuits, new voice channels, and numerous other new gadgets to become familiar with. Well, of course with things going along so nicely someone from the immortal chambers must have looked in, for now started a new string of men, telephone men I think they were  
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supposed to be. They hooked up phones until they couldn't find a spot to hang one. You were connected from your circuit to AEC, Alaska Airlines, Pacific Northern (formerly Woodley Airlines), remote receiver site, transmitter sites, and even FCC got a line in. Note on bulletin board told you, "Deliver all aircraft reports coming into, leaving, or in the AEC area." The area is wherever the guy in ATC decides he wants it for that day, or maybe I should say its also marked out on a map for you if you have time to find it. Well, with keeping Al and FEA happy about their ships and trying to keep the guys and gals on the circuit from thinking you are asleep when you are really taking a letter for Al or somebody else, you think of reconversion and sigh.

Well, things keep going along; never a day goes by but you see changes. You learn to never sit down to a circuit and think you know the laces. You grab all scraps of paper and read frantically to see what's new. When you think you have it, changes, you sit down and start to learn all over again the new way. Of course, it may be prewar, this new way, but it still confuses you. You go home feeling you have at least kept the schedules for the day. Next day the bulletin board advises you that CEMO doesn't think so; refer B-?, paragraph ?. That brings to mind a fact I don't believe has been reported on. CEMO ain't like it used to be. They have a full crew twenty-four hours a day now, with all the modern equipment and lots of time on their hands, which they use to good advantage, either copying a circuit or on some other social way. The mid-watch has learned a lot from them that the days before had to learn a way back there.

The personnel has taken on a different margin, what with the entering on duty of a number of ACS and AACS veterans. They are doing ok, but find they have to be broken in as did we trainees, since nowhere else in the world do they do things as they do in the CAA. But it makes quite a difference around here; no more lonely gals; plenty of guys on each shift. In fact, the margin may swing to the guys soon, since some of our gals are departing for OP. Maybe the rumor that they are going to rid HQ of all fem operators isn't just a rumor, but they'll be sorry. That with the time on their hands when there is no reconversion and gals. Oh what a horrible thought!

Well, it seems I am up to about Christmas time in this summary. It was a nice time; lots of nuts, candy, oranges, and apples. Smokes of all kinds, and the cigars were good ones too, I hear. At least they added a pleasant hazy atmosphere and made the outdoors seem more beautiful than ever. We had the prettiest Christmas weather possible; just enough snow and just the right temperature. All people having families were told to stay home for Christmas, and the others held down the fort. This was truly appreciated, since many hadn't been home with their kids on Christmas since before the war. The cards from all over the Eighth Region and from various spots on the globe from former sufferers of the Eighth Region made a colorful picture on the bulletin board, and much time was spent admiring colorful scenes from the field stations. Wouldn't be surprised if there were some changes made in the future on account of those pretty pictures.

This reconversion makes me think about the kind of reconversion, or whatever they're calling it, in the upper chambers. Are they installing gadgets that make for more perfect operations? Have they a machine which says "No" and means it and "Yes" and means it, or does it still garble occasionally and say "Maybe"? Have they installed an adding machine which adds 2 and 2 and gets 4? We hope so -- and another thing we hope is that they install a machine that will deliver apples to you fellows out there in the wilderness when you order apples.

Well, that about brings the reconversion program up to date. Things can't get much worse around here, so next report will probably be about how serene the atmosphere of HQ is since reconversion.

ELMER

P. S. Aspirin is now being furnished the communicators from the coke kitty.

#### DID WE SAY THAT?

Before Joe Tippets and his boys sue us for libel, we'll confess that we made a serious typographical error on the front page of our February issue. We missed our approach on the letter "t" and spun in on "t". The first sentence of the second paragraph of the article from Communications Branch should have read, "Many new projects are now being activated in the improvement of our services." We're sorry, 85.

VHF LINK

Considerable interest is being evidenced in our mode of communication between Anchorage, Kenai and Homer. For general information our VHF link between those locations has been completed and the operation considered very satisfactory. Circuit 319 now terminates at Homer insofar as point-to-point high frequency communications is concerned. At Homer 319 material is placed on radio VHF teletype transmitted direct to Anchorage through Kenai. In addition to having teletype circuits available in this service, schedule F telephone service is also provided. In effect, now, personnel at the communications stations at Anchorage, Kenai and Homer may pick up their desk type phone and talk conveniently with each other. This circuit is noise free and amazes one in its efficient performance. We are now rushing the completion of Sitka, which will be provided the same service on this circuit.

VHF point-to-point facilities are a distinct improvement over other methods of communications in Alaska, and as time progresses it is planned that other links in the region be placed on this mode of operation. One of the important features of VHF circuits is that adjacent stations must be within line of sight transmission to assure constant signals. When stations are over the horizon, or mountains and terrain of any appreciable altitude are between two points, it is impossible to get direct signals through since VHF is highly sensitive to reflection from terrain and is so directional in transmission path that it does not follow the curvature of the earth for long distances. It will be interesting for personnel to follow VHF developments since radio science at the present time is making extensive research in this method of operation, and the findings are surprising even to the most learned in the profession.

The following article, from the New York Times dated January 31, 1946, is quoted for general information:

"AIRFIELDS GET RADAR TO WARN OF STORMS. Sixty-five small radar sets capable of detecting approaching storms are now being installed at forty air-

fields in the United States and twenty-five fields overseas, Col. Thomas S. McMoran, deputy chief of the Air Force Weather Service, disclosed January 30 at a joint session of the American Meteorological Society and the Institute of the Aeronautical Sciences at Pupin Laboratories, Columbia University.

"These small radar units will be able to picture the approach of storms and squalls, thus providing ample warning in localities where rapid weather changes are commonplace. One of the sets will be located at Mitchell Field and all are expected to be installed in time for next spring's thunderstorm season.

"The use of radar in studying the 1945 hurricane at Orlando, Fla., was described by Lieut. Col. Harry Wexler, attached to the headquarters of the Air Force Weather Service at Langley Field. Colonel Wexler said the radar scope enabled them to detect the hurricane, which traveled slowly, twenty hours before it arrived, and permitted them to study details of the turbulence as no one ever had been able to before.

"Emphasizing that radar supplemented but did not displace regular weather stations, Colonel Wexler pointed out that even for powerful radarscopes, short-range weather forecasting of six hours probably would be maximum.

"Five hundred aeronautical engineers and meteorologists attended the day session of the fourteenth annual meeting of the Institute of the Aeronautical Sciences and 150 more joined them at the evening sessions."

NEW PERSONNEL DURING THE MONTH OF FEBRUARY (FIELD): Roy F. Downing, Maintenance Technician in Charge, Unalakleet; Ralph E. Walker, Maintenance Technician, Anchorage; Ed R. Hogue, Maintenance Technician, Annette Island; Samuel A. Elliott, Maintenance Technician, Annette Island; Lester R. Griffey, Maintenance Technician, Bethel; Lelorne A. Phillips, Maintenance Technician, Cordova; William R. Porter, Maintenance Technician, Fairbanks; Theodore W. Ross, Maintenance Technician, McGrath.

NEW PERSONNEL DURING THE MONTH OF  
(Continued on Page 12)

SIGNALS FROM COMMUNICATIONS  
(Continued from page 11)

FEBRUARY (REGIONAL OFFICE): Jean R. Ruffcorn, Clerk-Stenographer, Communications Maintenance; Raymond A. Rivers, Maintenance Technician (R), Communications Maintenance; Allen G. Carlow, General Mechanic, Communications Engineering.

ALLEUTICINATIONS

"The wind blew for forty days and forty nights and then came the seagull bearing a blade of tundra grass" -- oh well, he had to wear smutthin. Quotes are from "Gone with the Wind", Alaska edition. "Hank" (Coming, Mother!) Olsen and yers trooley have been holding forth for the past period at Chirikof. Hank sez the phrase should be "holding on" instead of "holding forth". He should know, as he spent three weeks prospecting for one diesel shack buried in the sand. He located it using a pair of cow's antlers (yeah, they grow antlers on Chirikof) as a divining rod. Chirikof is the only place in the world where ya hafta allow for windage when tuning up the radio range. At the famed Pump Room you get flensing fowl on a spit; on Chirikof, it is macaroni on a fork, cooked to a squirm over a candle, and it is still foul. By the way, have you tried our sand sauce? Well, don't, unless you want sauce like two sheets of sandpaper cut for a stroll when you walk.

Chirikof is where Saranof made White Russians outa Red Russians; this was the place where they sent prisoners convicted of felony when they committed felony. I got that straight from the seagulls. I wud've got a corroboration from the seals but we weren't on speaking terms. After surviving stack upon stack of sour-dough hotebakes served at a alarmingly frequent intervals, we finally departed this Paradise Isle (the censor is a meanie, the censor is a mean---(cuch!))

Over at Sand Point, Mister Charlie Obce Bunnell, who is acting Chief Ladies' Man of the Organization (CLMO) has been feverishly tying bits of field wire together in order that the Aleutian breeze will have smutthin to tear up, having already kayosed the regular central line. Barrow, we expect an introspective from our Inspector, irrespectively, and we are expectantly awaiting his arrival at HQ.

Well, as we say in the Aleutians, that is how the wind blows, the only difference being that out there it is cold air. We remain, non campus cements,

Williway Willie

COMMUNICATIONS MAINTENANCE DIVISION  
3-95

It has been brought to our attention that one cause of failure of fuses F-1 and F-2 in the THV CA-1318 R. F. Channel may well be the carelessness on the part of a Maintenance Technician in allowing his arm or other part of his body to short out the 5,000 volt supply.

Such practice is to be avoided because the Administration frowns upon excessive fuse failures and is especially to be avoided when one's hands are damp, because the T113 transformer in the CA-1315 power supply is apt to be burned out.

On second thought, however, we feel that perhaps our complaint may not be well-founded, inasmuch as component failures would not exceed one per Maintenance Technician and could, therefore, be tolerated.

The only point which now remains to be settled is whether or not Maintenance Technicians come under Guarantee Replacements or are to be considered expendable items. You will be advised in this regard at a later date.

COMMUNICATIONS ENGINEERING DIVISION  
3-99

Communications Engineering Division has been invaded by a new staff of women, the newest addition being Ruth Truesdell, who was borrowed from Drafting to take Joan Walker's former position. Joan resigned February 1.

Not to be outdone by the women, three new men have been employed by this division, Brandon Wentworth, a former Major in the Army, arrived in Anchorage February 1 to adopt a new title, that of Airways Engineer. Edwin J. Grinstead, formerly a Chief Aircraft Communicator at Gulkana, transferred and entered on duty on February 10, also as an Airways Engineer. Allan G. Carlow entered on duty March 1 in Seattle as a General Mechanic

(Continued on page 15)

## OPERATIONS BRANCH

ANOTHER SERVICE "A" CIRCUIT SOON TO BE ASSURED

A major reorganization of Circuits 318 and 319 (formerly carrying the military designators 3A77 and 3A78) is under way, which will put this organization under the weather collection business as far west as Dutch Harbor. The reorganization places all westward CAA stations on Circuit 319. Dutch Harbor will continue to be operated by the Navy. Stations presently on 319 are Pomer, Kodiak, Seal Point, Dutch Harbor, Iliamna, Nakagaki and Port Heiden. Heiden is presently operated by the AACS; but it is expected that the CAA will operate this station in the near future.

NEW BC(2) IN OFFING

Field stations will be glad to learn that the Fourth Edition of Chapter B, Part 8, Section 2, of the MAPOP is in the last throes of completion and should be in the mails within a foreseeable length of time. Several major instructions have been removed and incorporated in 8-C-27, leaving BC(2) strictly a weather directory. It is believed that this new directory will prove easier to keep current as well as being more comprehensive as to weather context and schedule times of transmitted material. Regional circular 8-C-27 is also due for some enlargement upon receipt of recommended recommendations from certain field stations concerning operating procedures.

CIRCUIT 300X BEING LOADED UP

When reactivation of many landline circuits in Canada and eventual relinquishment of relay duties by U. S. military personnel on landlines, the using agencies of the Canadian landlines are looking to Circuit 300X for assumption of full Service C duties between Alaska and the States. In preparation for assumption of this duty, material is gradually being scheduled to Circuit 300X which will eventually load that circuit similar to the busiest Service C circuits in the States.

TRAINING AND PERFORMANCE CHIEF IN WASHINGTON

Bill Cruse recently took off for the national capital to confer with A-83 on

various communicator training problems including revision of current training course material. He now has a forwarding address, The All States Hotel, and has removed his belongings from telephone booth No. 5 at the Baltimore & Ohio depot. In his absence, Communications Inspector Kendall holds down the swivel chair in Cruse's office behind a dense cloud of cigar smoke. In this office, Room 61 of the Federal Building, you will also find Ruth Green, who has taken the place of Marjorie Robinette, recently transferred to the Seattle office. Ruth is busily engaged in disrupting Mr. Cruse's filing system, which was an excellent one up until now. Room 61 is also occasionally visited by Inspector Mc Murray, but whether for Kendall's good advice or for the cookies he sometimes finds on the desk or to see Ruth, we have not yet determined. Mr. Cruse's Washington detail is expected to run for at least sixty days and perhaps longer.

NEW COMMUNICATOR GROUP ARRIVES; MORE TO COME

Fifteen war veterans, having completed the customary five weeks orientation training in the Seattle Training Center, recently arrived in the Region, most of them complete with wives. Representing war time duty in the ACS, the AACS, and the Navy, they are a sharp looking bunch. Another group of approximately the same number has just entered on training and will be due out for assignment in Alaska in about five weeks. The remnants of the final trainee class (Class 13), half of which have already graduated and are on the job, is nearing the end of its existence and will eventually fade out as its members are released at irregular intervals for assignments to the field. No further trainee recruitment is contemplated.

WHITTAKER'S SECRETARY PAVING FUN

Marjorie Chamberlin, the radiant disposition who greets you from behind the secretary's desk adjacent to Mr. Whittaker's office and tells you if and when you can see the Chief or his assistant, is back where the tall corn grows and where they raise girls like Marjorie. We anticipate her return from Iowa in a few weeks after a well deserved vacation. In the meantime Gail Kosbau will tell you if and when.

CAA TO ESTABLISH TRAINING AND  
MAINTENANCE CENTER AT OKLAHOMA CITY

WASHINGTON, D. C. - After careful appraisal of several sites the Will Rogers Field at Oklahoma City has been chosen as the location for several important Civil Aeronautics Administration activities, T. P. Wright, Administrator, announced today (2/15/46).

Among the units which may be moved to Oklahoma City in the immediate future are the Standardization Center, which gives special training to CAA inspectors; the General Aircraft Maintenance Base for the Midwest, which is planned to service CAA planes; and the Signals Division school, which teaches the newest developments in radio and teletype to CAA personnel who maintain national airway navigation aids.

The Will Rogers Field was chosen because of its convenient geographical location, good airfield facilities, excellent flying weather and the facilities for efficient and economical centralization of all CAA training activities, Mr. Wright said.....

Immediate plans call for operating the Signals Division school at Oklahoma City. Eventually, Mr. Wright said, it is hoped to put all the Federal Airways schools and similar CAA activities in this central location.

-- Office of Aviation Information

CHQ

Please forgive us for still being on the subject of whiskers, but---. Last week Kent Tillinghast, sideburns and mustache in fine trim, gave an outstanding performance for the visiting Disney photographer. Speaking of pictures every one here has good snapshots of their handsome beards; that is, everyone except FR and DD, the "femmes" of CHQ. Jim Humphries and Bob Jens take the prizes for the fullest growths. Ed Brown gets one for his Vandyke. Homer Lotier finally decided on sideburns and has his picture to prove it.

Now that the Fur Rendezvous celebration is over and the men are clean-shaven again, life at CHQ has more or less returned to normal, whatever that is. The CAVU weather has been cramping our style and cutting down our traffic count, but we have hopes of a front moving in or fog or something.

On the serious side, Ray Petite left for the States to visit his mother, who is ill. We hope she will be better by the time he arrives. Homer Lotier, with the assistance of Jerry Wheeler, Secretary, will carry on while Mr. Petite is away.

Al Lockett, our faithful mid-watch man, has resigned. He has an advertising business in Anchorage, to which he will devote all of his time. We wish him every success! As yet there are no volunteers for working a steady "graveyard"

Skiing is a popular sport among us, Helen Schlotzhauer has been going to the Army Ski Bowl at Arctic Valley quite regularly and is by now almost an expert skier. The "Meadows" is popular with the Browns, Jenses, and Humphries, I understand. The Tillinghasts were seen watching the ski jumping at the City Bowl.

Visitors to the Center during the month included the John Keiths of Skwentna, two Army lieutenants from the Aleutians, George Williams, radio engineer. Visitors are welcome; so do come to see us sometime.

SWITCHBOARD TO MESSAGE CENTER

The Regional Office switchboard has been relocated in the Message Center in Room 59. During most hours you will still hear the pleasing voices of Mrs. Harry Watson and Marie Anderson but may also hear strange ones as with integrated operations the girls swap off and perform both switchboard and teletype operations. The switchboard remains open now from 7 AM to 11 PM during the week.

HOO DUNIT?

It happened at Annette Island:

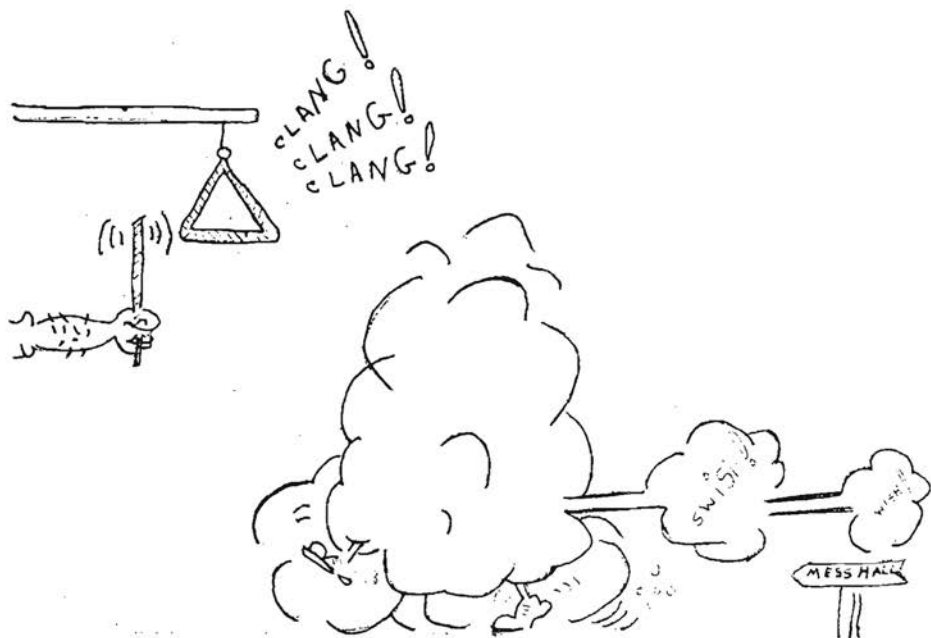
"ATC, this is broadcast-- Army 5678 over Five Fingers at ohhhh three at five thousand--- estimates KG at five two."

"Roger-- ATC."

"Say, ATC, whatcha doin-- just sittin around?"

"No; I'm talking to a Communications Inspector."

"Ch1-----" (Silence)



McMurray inspects Annette Island

**SIGNALS FROM COMMUNICATIONS**  
(Continued from page 12)

in installation work.

This month has proved to be a regular "open house" for the men in the field. We have witnessed the appearance and departure of Ted Young, A. E. Peterson, John Easley, Frank Drew, Harold Teichrow, and Joe Yesenski.

Two inspection trips were also completed this month. One was made by T. N. Wiley to Naknek. The other was made by R. R. Stryker to Juneau, Annette Island and Yakutat. Mr. Stryker and his wife are now in flight to New York, where they plan on visiting relatives and enjoying a month of relaxation.

**EIGHTH REGION LEADS IN DRIVE**  
(Continued from page 1)

employees, your Agency topped them all by reaching 127% of its Victory Loan quota."

The employees of the Eighth Region are to be congratulated upon their effort in making this splendid record. Now that the Victory Loan Drive is ended we should not lose sight of the fact that the purchase of bonds through the Payroll Savings Plan is not only an excellent savings plan for employees, but puts our funds to work for our Government. Those of you who are not already participating in the Savings Plan and would care to do so either fill Extension 33 or write the Bond Clerk for a card to fill out.