

CIVIL AERONAUTICS ADMINISTRATION

MUKLUK TELEGRAPH

ADVENTURES OF CAA SURVEY CREW AT SHUYAK INCLUDE STORMS AT SEA, SEARCH PARTIES, NEAR SHIPWRECK.

A proposed two weeks trip to Shuyak Island, northern-most of the Kodiak group, to survey a possible site for a VHF repeater station and make radio transmission tests to Homer and Woody Island, turned into a three weeks adventure of storms at sea, search parties for lost and strayed personnel, and near shipwreck in Shuyak Straits. CAA employees concerned were Frank Yurg and Woody Hamilton of ANF Plant and Structures, and Ray Downing, Emmitt Boone and Harold Johnson of ANF Communications.

The party, under supervision of A. E. Peterson of Communications Engineering, flew to Kodiak on NC-214 on October 7th and boarded the YMS 434, a Navy minesweeper detailed to the group as living quarters.

The ship anchored in a small bay near Point Banks on the north-eastern tip of the island. The radio equipment was set up and contacts and recordings started with Homer and Woody Island.

The following Sunday night the ship went to Kodiak, forced to leave the bay by a storm which the crew declared to be the worst they had encountered since the typhoon off Okinawa in 1945. Returning to Point Banks on Tuesday, the tests were continued until Friday afternoon, when the ship was again driven out by a storm. This time they went to Red Fox Bay, in the strait between Shuyak and Afognak Islands. Mr. Peterson had left the party at Kodiak to return to Anchorage.

Saturday morning was fair and warm, so Woody Hamilton and one of the sailors went ashore at the cannery at Port Williams to hike across the island to Point Banks, a map distance of twelve miles.

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# MUKLUK TELEGRAPH

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ANCHORAGE, ALASKA

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## REMEMBER THIS--

If you work for a man, in heaven's name Work for him. If he pays you wages which supply you bread and butter, work for him; speak well of him; stand by him and stand by the institution he represents. If put to a pinch, an ounce of loyalty is worth a pound of cleverness. If you must vilify, condemn and eternally disparage--resign your position, and when you are outside, damn to your heart's content, but as long as you are a part of the institution do not condemn it. If you do that, you are loosening the tendrils that are holding you to the institution, and at the first high wind that comes along, you will be uprooted and blown away.--Elbert Hubbard.

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## MAGAZINES WANTED FOR DISTRIBUTION TO FIELD STATIONS

Have you any old magazines? A drive to replenish the dwindling supply of magazines kept at the hangar and at the air freight depot for distribution to field employees is hereby initiated. Contributions from any of you will be appreciated very much.

As you know some of our CAA outposts have irregular mail service, and whenever a CAA plane visits one it has been the custom to take along a stack of magazines to hand out to our employees.

Those of you who work in the Federal Building may leave your contributions at Room 212, Mail and Files Unit, and they will be delivered later to the Air Transportation Unit or the Aircraft Service Section.

## CAN. FACILITIES AT MOSES POINT

### DAMAGED BY RECENT FLOOD

That the Moses Point radio range and communications might become inoperative without warning due to high water was the content of a message received by the Regional Office October 26th at 10:10 a.m. Moses Point, located on Norton Sound, was experiencing the effects of the same storm that did such extensive damage at Nome. The next day, at 270750Z, Moses Point went off the air, its power and control lines between the airport and range facility washed out.

Full reports of exact damage at Moses Point have not yet been received from station personnel or the Construction Division pole line crew assigned to the repair work there. However, when communication was finally restored a series of messages describing the flood were received by the Regional Office. Quoted in part they give a vivid picture of what happened.

"Boundary lights not operative until further notice - Water now completely covering landing strip 18-36 and flowing between houses 3 and 4 - Runway 6-24 usable - Avoid driftwood south side - Power lines still holding but may go out any time unless water recedes - All personnel safe and fairly comfortable - Bulk of commissary supplies safe - Entire stock of shipped in fuel oil safe - Heat and lights now operating all houses - Request authority 16 hours weekly overtime all maintenance personnel."

Follow-up reports from the LTIC at Moses Point after the first message of the impending storm gave the wind velocity at about 33 m.p.h. and gaining. Weather Bureau records gave no indication of severe winds on the 26th as the maximum was 36 m.p.h. with strong gusts. At 2:53 p.m. on the 27th it had increased to 40 m.p.h. with strong gusts and snow squalls. While this wind velocity is not alarming, still it can

## AIR ROUTES MANUAL AWAITING

### FINAL PRINTING IN WASHINGTON

North Pacific Civil Air Routes Manual (temporary) Part Two, which was distributed in Alaska in October, is now in Washington, where production is being withheld pending a "shakedown" of Parts One and Two of the manual. The Office of Aviation Information expects final printing of both parts in multilithographic form the first of the year.

### PLETT RETURNS FROM CONFERENCE IN WASHINGTON, D. C.

W. P. Plett, Regional Administrator, returned November 18th from Washington, D. C., where he attended a Regional Administrator's Conference. The dates of the conference were from November 4th to November 7th.

hit far out on the shallow waters of Norton Sound and push a huge volume of water onto the beach, causing terrific damage.

The first message from Moses Point on the 26th requested Galena to issue Notam when they were no longer heard and unable to be contacted. At 10:40 they followed with another message stating they might go off the air at any time and that it was impossible to get spare transmitter from CT for emergency operations. As a last resort they would try to contact HQ or GQ using amateur call. At 12:10 p.m. on the same day Moses Point messaged that water was starting over the runways, that they could not get to Range or CT, that from the lower end of field the water was washing heavily along pole line.

These messages created a tense condition at headquarters, RO personnel realizing how little help could be given from this end in the emergency. On October 27th the Regional Office sent messages to Galena, McGrath, Nome and Unalakleet to inaugurate continuous guard and endeavor to maintain communications with Moses Point.

## PLANNING AND CONTROL INTRODUCES

### MEMBERS OF ITS STAFF

One of the babies of the recent CAA reorganization was the Planning and Control Staff. The basic functions of this staff are coordination of work between the ANF branches and the control of funds.

The Chief of the Staff is Allan E. Horning, formerly a patrol pilot with the Flight Inspection Unit and Assistant Superintendent of Airways. Mr. Horning's secretary is Anne Dimond, former secretary to the Chief, Plant and Structures Maintenance Division.

Mr. Horning is assisted by Ralph E. Westover, formerly of the Airways Engineering Branch, and William Forrest, also formerly of Airways Engineering Branch. Christine Warber has recently been added to the Staff, having been discharged a short time ago after three and one half years of service in the WAVES.

The Engineering Data Unit, under the Planning and Control Staff, is made up of Agnes Umbs, Marjorie Honey and Adele Pollard.

The Planning and Control Staff is at home in rooms 246, 247, and 248 of the Federal Building.

### GOODWIN TO RETURN FROM STATES

#### FIRST PART OF DECEMBER

J. E. Goodwin, Chief of the Budget and Planning Office, is outside on official duty and annual leave. He expects to be gone most of the month of November, spending a week in budgetary conference in Seattle and the remainder of the time with his wife and her family in the state of Washington.

Another member of the Budget and Planning Office, Vivian Morris, has just returned from a visit with her family at Portland, Oregon.

## BOOKKEEPING MACHINES TO BE INSTALLED

### IN PAYROLL AND ACCOUNTS SOON

Payroll and Accounts are to undergo a change in bookkeeping procedures the first of the year when two new Burroughs Accounting Machines will be installed. The Regional Office has been advised the shipment of machines is due in Seattle during the early part of November.

One of these machines will be used for payroll preparation. The typing of the payrolls, the pay slips, and posting to the personnel cards will be accomplished in one operation, thus eliminating the laborious task of typing all payrolls in quadruplet and hand posting to the personnel cards.

The bookkeeping machine installation in the Accounts Unit will provide not only more rapid recording and reporting, but also a daily status of each allotment account. Formerly, the ledgers required manual operation to develop unobligated balances, and consolidated reports thereon were available only on a monthly basis.

After installation the status of any one account, group of accounts, or entire appropriation can be determined in a matter of minutes, rather than as a result of hours of detailed computations. Two skilled operators, a regular and an alternate, have been selected to operate the machine in Accounts.

The adoption of the machine procedure will provide an up-to-minute fund picture, which is quite an important phase of government operation in this fund-conscious period, besides saving time and tedious work.

### HOW WOULD A CAMPER GET A BLISTER????

As a helpful hint for preventing common infections, one region has outlined the care of a BLISTER, for the instruction of its employees in a safety campaign.



Thanking all those nice people who have been sending manifests with their freight. The "hay" has been coming in by the volume from ALMOST all stations, to these our thanks and blessings, to the others a humble plea, "PLEASE".

With due respect we submit the following:

#### the "FRIGID DIGIT"

as the name par-excellence for CAA aircraft now known as NC-5. We believe we speak for the many passengers who have shivered under her hospitality.

As further proof that the flying machine is here to stay, 80,000 gallons of diesel and stove oil plus 3,000 gallons of gasoline and 40 drums of lube oil were flown into ZZ and RJ recently. This involved approximately 90 trips. Pilots Wayer and Hirst playing YO-YO. It's the Skwent-oil-little-inch, but what to call the Yakataga run?

Some old and some new:

We are now known as "The Air Transportation Unit 8-220", but are still 'Operations' in the same place and way. Tom Rich recently joined the crew as storekeeper. He is a veteran who received his discharge not long ago, and until he came north made his home in Oregon. Tom is a married man and has four children who will join him here

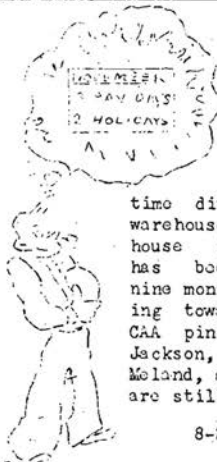
The happy crew at Merrill Tower is all agog about the engagement of its beaming (that is, on the beam) "Danny" Ward, to Florence Dressler of Seattle, Wash. Judging by her picture in last week's Seattle newspaper, our boy "Danny" has excellent taste.

Alaska's only female airport traffic controller, Vivian Lerner, is now Outside on annual leave. Her little pro-winter sojourn will take her to California and possibly to the East Coast. Vivian will be back in time for winter skiing and ice skating.

Our old chief, Jim Humphries, now on military leave, at Ft. Richardson, paid us a social visit last week. Jim expressed his approval for the Army's physical conditioning program....

We have a bit of winter advice for Walt Bear, controller who recently purchased an automobile. Use Plenty of anti-freeze..in the car...that is.

Well, Fairbanks, we hit the 13,000 traffic count again!



as soon as adequate housing is available. William "Bill" Gorder having sailed the seven seas with Uncle's Navy now spends his time divided between our warehouse and his gal's house in Palmer. Bill has been with us about nine months and is working towards his ruby star CAA pin. Flight Confuser Jackson, Manifests Happy Meland, and Stogie Evans are still trying.

8-220 Formerly 44Tare

CRCS ANCHORAGE

HOLIDAY HI-LITES

About two weeks before Halloween the three girls on the evening watch at the Anchorage Station got to talking-- "Wouldn't it be fun to have a Halloween party?" Great enthusiasm was shown and supervisor McGowan was immediately consulted.

Next to be approached was Mr. Berato. More enthusiasm was not shown by anyone.

As plans for the big party progressed suggestions as to games and prizes were offered by the personnel of the station. Finally the night of the party arrived. The evening watch in particular was very impatient for midnight to come--as the party started at midnight of November 1 at the Veterans of Foreign Wars Hall, which was rented for the purpose.

"Hey, when do we eat?" was the first comment heard as the door to the hall was opened. Then someone else answered-- "Everybody dance--the music is so fine." (Records were donated by Shirley Underland, and the record player by C. G. Cecil).

"Ten-hut!!! Aw, comon let's pay attention, please." When everyone's attention was finally attracted, an evening of games took place. First, musical chairs was played. "OK, Lola, let's not hold on to the chair, now." Despite everyone's warnings, the winner was Lola Berato.

"Let's have some of you fine strong men put the chairs in a circle, please." "What's cooking?" "We're going to play 'Itsis Bitsis'." Wasn't Fred Weyer the most unusual looking Jack-o-lantern? Thanks ever so much, Fred, for being such a good sport.

"First come, first served!" was the command from the kitchen. What a scamper there was for food.

While eating, our once esteemed commander, Harry Magdahl, turned auc-

tioner---"Harry, you did a very good job---Why don't you---Achooooo---who put that soap on the floor?---As I was saying, Harry, why don't you hit Lucky Strife for a job---"

Soap and all, everyone enjoyed themselves very much and I think everyone will agree that a lot of the credit of the success of the party goes to Shirley Underland, Esther Neil, and Elna Brandt. Thanks, girls, for showing us such a wonderful time. (It turned out to be a sneezing good party, folks, and is the beginning of better things to come.)

## VITAL STATISTICS

Newton Fisher	Transferred to SG, September 30
Lillian White	EOD October 4, formerly of KVM
Hubert Knittle	Resigned October 6
LaVerne Hite	EOD October 10, formerly of KEDZ-RM
Howard Engel	Transferred to KP, October 15
Irene Hooks	Resigned October 21 due to illness
Newton Fisher	Returned from a tour of duty at SG Oct. 24
Lila Jones	EDD October 24, formerly of KIWU-UW
Margaret Vaughan	EOD October 28, clerk-steno
Earl Fuquay	Resigned October 31, plans to join Navy
Theodore Hoeffel	Has been confined to the hospital for an operation. Good luck, Ted, we all hope to see you up and around soon.
Bernice McNeil	Clerk-steno and general flunky around Berato's office, resigned November 6 to go Outside, we hope, an existing rumor to the contrary is unfounded.

"Yep, things are really different nowadays," soliloquized the Senior Overseas Communicator, picking up a pencil between his teeth and initialing a service dispatch while holding a phone in each hand, meanwhile shaking his head vigorously in answer to a query from the traffic clerk.

"How come you're so busy today, Soupy?" inquired the Sympathetic Eyestander.

"Well, it's like this," replied the SOC between deals. "Duke is in the hospital, Josephine is on sick leave too, -has a rather bad hang-nail, Angies permanent didn't come out good and she had a nervous breakdown, Iggie got stewed and his CW couldn't get him up so she called in and reported him sick, (which he was when I saw him last night), Gloria will be late on account she is busy with a hot necking session in the boy-friends car outside, while Alce and Maria just didn't show or call in.

"Now I remember when a man could come in and expect everybody on the job every night, back in the old days. Everybody was allowed just two days a year for his annual binge, and this had to be arranged at least six weeks in advance. AWOL was unheard of. Just one day AWOL was a cinch for a Cautionary, and I've seen a supervisor with twelve years seniority canned for letting it happen a second time.

"And competent! Why, the Bureau would no more think of administering the oath of office to an unqualified man than they would of cutting off their red tape! How well I recall the pride and satisfaction with which I viewed my shiny new Aircraft Communicators Certificate when it was first hung on the wall of the station. It represented months of study, and years of practice on radio and teletype, tape reading, etc., and it also held up the shining  
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Eighth Region Communicator Class Number 22, consisting of 11 individuals, was enrolled for training at the Oklahoma City Aeronautical Center on October 21st. Anticipated graduation date is November 22nd.

As has been generally publicized in the past few months, basic training comprising a six months "start from scratch" course has been discontinued and all Center training is now limited to people with previous communications experience and is for orientation only.

Within a period of approximately four weeks an attempt is made to familiarize each class with as many fundamental CAA procedures and with as much basic knowledge of CAA operations as is possible in that short time. Consequently, upon initial entrance into the organization as an aircraft communicator the new employee has at least a limited CAA background from which to start.

"WILLIE THE WINE"

WINEBRENNER

EOD YO Jan. 1, 1941  
TSFRD DK Nov. 7, 1946

R. I. P.

1st REGION

# ANNETTE ISLAND

Annette Island  
November 5, 1946

## MUKLUK TELEGRAPH:

Well, to start off let us all (at this station) sincerely express our sorrow in that we have not kept time with requirements of a good paper to publish any and all news, from all stations, by our failure to send in a bit of info.

Won't attempt to go backwards and bring up dead items that probably wouldn't be of much interest to anyone anyway, -but we would like to say that we sincerely appreciate the work that was done here by Construction (G. Howard) and Radio (Wentworth) Engineers. Their fine work has made our work and living conditions a lot better than formerly even though there is still a lot to be desired.

We would like to drop you a complete list of all station personnel, but we have over 70 gainfully employed people and that would mean extra writing and it so happens we like to take it easy. But what with the new air to ground positions, getting all dope off 301 for Weather Bureau (Joe), the usual snarling ops getting in each others hair or riding maintenance, outside of that we're just plain lazy.

Never a dull moment, tho. Thought the other night we had a rocket ship landing. Lo and behold, what do we have? A silly DC-3 landing with one engine on fire. No damage, -only an engine blew up, and seeing as how it was a freighter nobody worried much except us. Guess we were the most excited; tho pilots didn't seem to mind at all.

Seen not so long ago when a wind was hitting up to 50 per, -the CLMO and his boys at the end of a runway with the

crash truck, and following each bird in even though they couldn't keep up with them. Wonder if they really expected something? Not much trouble, -a few of the ships bounced a little, -one clear off the runway-missing lights by a hair-course there was a crosswind and anything could have happened. Anyway, it's nice to see that the boys were on the job and riding hard on our airborne traffic and ready to do something if called upon.

Seen the other day was one fine technician handing out dog biscuits to all four-legged animals that called upon the new mother. Occasion, 6 new cocker pups, two blondes and four black. And now we find one being fed with an eye cropper, -tenderly cared for by Ann. Anyhow, it's quite an addition to the cook-house, and six happy folks are awaiting the day when they'll become proud owners. Congrats to Bowoy on the dog biscuits. All the rest of us called and merly paid our respects to the mother.

We can't fail to mention our last dance - what with local talent giving out with good stuff. No canned music for us any longer. We would like to take this means of thanking Communicator Andrews for his fine work and midnight practice in getting together a band that will be the envy of all Alaskan stations some day. We hope the boys from RO, Yonny, Breon and Sam Kelly, enjoyed their first night with us - not to skip Charlio and his co-pilot of MC-214. Over 90 people attended this party sometime between 9 p.m. and 3 a.m. All have expressed a desire for a report. Well, we will have more of these dances to be wedged in between other recreational activities.

In the two months or so that the Recreational Committee has been set up

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# ANCHORAGE ASTERISKS

(The following column of comments on Anchorage news is similar to one which appeared in issues of the MUKLUK the first of this year, and is again presented for the interest it may have to CAA'ers throughout the territory.)

With much puffing of chest Anchorage proclaims itself the crossroads of the world, after award of a US-Orient route via Anchorage to Northwest Airlines; but of greater interest is the military edict that aircraft operators cannot retain hangar space at Elmendorf Field. The aircraft operators cannot operate DC-4s from Merrill Field, so this fair city appears to be faced with the familiar 'put-up-or-shut-up' affair and must arrange for adequate landing facilities or relinquish the recently won 'crossroads' appellation.

Familiar, too, are the signs of development which inevitably accompany the growth of a U.S. style city: Within the past month the Little Theatre group produced its second play, *Arsenic and Old Lace*, and became a going concern as incorporation papers were granted. The play was good, and the enterprise contributed to by CAA'ers. A second wonder was the endowment of a perpetual foundation by E. J. Loussee, well known Anchorage business man. The fund is available for expenditure on "recreational, cultural, scientific or educational projects" at the discretion of a Board of Governors. Mr. Loussee expressed himself quite simply as he said: "Everything that I earned came from here and I want it used here." Few CAA workers have reached the stage where such magnanimity is possible, but we can say, "All hail to a good Alaskan." And so Anchorage grows up, together with inadequate housing, lack of electric power, exorbitantly high prices, few sidewalks, paving and sewers, and a chief of police indicted by the Grand Jury.

A possible bright spot appears with the formation of the Anchorage Coopera-

tive Association whose aim is: A decrease in the cost of living in Anchorage. Probably specializing first in groceries, the organization estimates that a 15 per cent reduction over current grocery costs will be possible. It appears a golden opportunity for all Anchorage inhabitants finally to do something about local high prices. Talk won't do it, but subscription to the Coop may. Several prominent CAA'ers are active in the association.

Well advertised was the approximately three to two vote for statehood in Alaska's recent voting. A worthy ambition; but imagine operating this vast territory under the usual political-governed pattern. An exhaustive study of economics seems indicated. Alaska can be ruined as a place to live by excessive taxes and malfunctioning public officials. Worthy of note is that only in sections containing the larger towns, with political cliques, was the vote greatly in favor of statehood. The trappers, miners and small communities west and north of Fairbanks voted the question down.

On the financial side two items worthy of mention occur, -namely, relinquishing of OPA price controls, and the shipping strike. The former has brought about the inevitable skyrocketing of prices to be expected. Many merchants do not hesitate to charge 'all the public will bear' for exempted merchandise. Intermittent shipping strikes throughout the summer and the current two-and-a-half-month strike also cost Alaskans much. Merchant's shelves grow bare, to be restocked by 'air-borne' goods. Thus, a one pound can of beans usually costing 16¢ has added 30¢ air freight plus perhaps some mark-up on the freight.

The above two items are of little comfort to salaried government employees, for the fixed salary guys, such as you and I, are always the ones who suffer in any sort of inflation.

Dear MUK:

First in order of importance is our thanks to the outgoing editor of yo MUK who managed to do a pretty neat job in spite of difficulties, one of which was news from Makenek. Then to the new editor, 'best of luck and congrats on your first issue!--the new format and mast are swell.

The survey indicates that Makenek has been among those missing in most issues of the MUK, but we're so young, you know. You can think what you like; either we don't know how to write or we've been too busy to do so. At any rate, here goes on a new deal:

The geographical and psychological location of Makenek can be likened to that of a bathing beach; People who would like to go swimming but haven't quite got what it takes to brave the cold water lie on the beach; those who would like to take a whirl at the 'Chain' and can't muster the courage to ask for it, come to Makenek. (But they don't lie!) Makenek Airbase, location of Army and CAA, is about fourteen miles above the village of Makenek, a fact which causes some confusion as the only reliable transportation between the two is by air or water--both of which are subject to strong currents and tides in this locale. Makenek Village is made up of natives, fishermen and cannerymen in addition to the merchants and pilots who make their livelihood catering to natives, fishermen and cannerymen. Makenek Airbase is made up of GI's, Officers (3), and CAA personnel as a permanent population, and frequently representatives of Coast and Geodetic and Fish and Wildlife bids with us for awhile. The total permanent (?) population is roughly seventy souls, all lily-white, all happy.

Housing is a mere word here, although there are six standard quarters build-

ings and the Army and CAA share proprietorship of about seven hundred buildings of various sizes and shapes in the area; thumbnail sketch--'Huts and shacks connected by ruts and tracks'. There is one Army family here at present, but plans are progressing to improvise more suitable quarters and some of the die-hards among the GI's are planning to bring their families up. Looks like we may have a school here yet, although we have only one eligible candidate so far.

We have quite a bit of travel through the base--no landing field at the village--so we serve the folks of the Bristol Bay area who for some reason or other, don't seem to cater to float ships. Four scheduled airline stops per week, with passengers and mail plus two scheduled army planes with APO mail service assured to all. Movies as frequently as the weather at OTHER stations permits; an Army operated mess-hall with fine grub and lots of it; a PX with certain privileges for CAA personnel; travelling Chaplains from the Chain and from HQ drop in occasionally--all of which contribute to the high morale of our inhabitants. Good radio reception, too,--note: in broadcast band ONLY! And then the fishing is something to write home to the folks about--will send a copy of this MUK to the folks thus killing two birds with one stone.

The rainbow trout in the Makenek Lake run around 25 to 30 inches, with the record for this summer at 34 inches. The lake is only about six miles above the base and can be easily reached by a one hour drive over a lovely road, or float ships to and from the base are fairly easy to catch. The Army maintains a 'rest camp' up there with boats and sleeping accommodations so that the CAA'er who can dash up for an hour or two won't get lost. The fish are plentiful and vicious fighters. Rest your soul, but sure wear out your arms.

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Closer to home is King Salmon Creek, just beyond the range site. It boasts a pretty fair salmon population and they can be taken on spinners small enough to handle with a fly rod--and when the fish weighs between 10 and 15 pounds--that's something! For full fishing information, watch Smith's wife--when she starts muttering, "Drool like a fool"--then, they are hitting.

Guess best we go through the personnel roster for the information of those who came in late: C.C. Frank Smith and wife Hazel, to Naknek in July by way of Seattle, Summit and Northway, with stops in between; Ruth and Carlton Mariner, 'old hands' at Naknek, having helped take over from the Army last December, after putting in a stretch at Farewell; Don Waits, Fred Shellenberg, Harold Griffith and Joe Kinney, all vets, who have been here since January loving (?) every minute of it. Our newest arrival is Rudy Robsel, ex-navy, who stopped off for a few days at Annetto, heard the truth about Naknek from Augie Valentic and then hustled right up here. That was way back in September. At the moment the Mariners are out on leave enjoying a little medical attention, and at the same moment the Smiths are straining at the leash.

Naknek weather is NOT bad; it just blows a little, but it does that up at Big Delta; it rains a little, but it does that down at Annetto; it's just a little cloudy, but it's cloudy anyplace when the sky condition is just right.

As you've no doubt noticed--the presence of those trout has a dampening effect on ye scribe's mentality at times and during one of our recent swoons we compiled a poem about the importance of Naknek Airbase for the edification of those who like their words 'mtered'. Any similarity to other attempts at this style made within the last thirty days is purely coincidental.

Up the river from the village  
Down the river from the Rapids  
Somewhat west and north of Katmai,  
Far above the town Ugashik  
Lies the famous Naknek Airbase,  
Sprawls a wealth of huts and houses,  
Runs a net of roads and trails,  
All of Naknek, mighty airbase.

There the roar of mighty airplanes  
Swooping down from out the heavens  
Keeps the beaver in their lodges,  
Terrifies the wolves of Naknek,  
Halts the leaping of the Salmon,  
Makes the Trout forever fearful,  
Stops the ptarmigan from clucking  
Geese and ducks are forced to shelter.

Far and wide the fame of Naknek  
Spreads with no exaggeration,  
And the Army's V. I. People  
Hurry there on calls official,  
Keston to the base inspection,  
Scrutinize administration,  
Check and note the operation,  
Of this vital airbase, Naknek.

Thoroughly they check this airbase,  
Huts and halls so long abandoned,  
Sites and roads almost forgotten.  
Not one thing escapes attention.  
Even trace the truth of statements  
Made by Army and civilians  
About the size of trout and salmon  
To be seen above the Rapids.

This they chiefly make their duty:  
Trace and kill the harmful rumor;  
Bring to light untruthful stories;  
Remove the glamor from King Salmon;  
Reduce those trout to slender minnows  
With their implements of warfare--  
Folse and lines and shiny spinners--  
Grim and stern in line of duty.

With the thoroughness of soldiers,  
With the zeal of Christian martyrs,  
Descend they on the Lake of Naknek--  
Grim and stern in line of duty.  
Fearful that they find it falsehood,  
Hopeful that the rumor's true,  
Troll they daily in the Dumbo,  
Fish with conflict of emotions.

(Continued page 19)

One of the biggest jig-saw puzzles of the organization is finding the Personnel Section. This entails the climbing of many stairs, after which you arrive at our little ponthouse. Next is the painful process of finding an individual employed in our section.

The entrance is Room 311, where two stern-faced, forbidding stenos slave away on a couple of broken down typewriters at the same time waiting for prospective employees to try to crash into the domains of Gene Scharnak and Wilma Higby, whose hideouts are in the west end of Room 311, and into the sanctuary of George Perina and Robert Williams, who luxuriate in the spaciousness of Room 312---door locked. The guardian of Gene and Wilma is Dorothy Meredith, a very charming Los Angeles maiden, Eleanor Tierney is the blonde steno who makes vain attempts to trip people before they interrupt the solitude of Mr. Williams and Mrs. Perina; she's always on the wrong side of the desk though.

Now we are ready to jump across the hall to Room 308, where the 141 files are kept. When you enter the room a little voice greets you and you immediately look around to see who said it, your eyes eventually alight upon an equally small figure, Mary Bonecutter. Don't ever try to kid that gal 'cause she has access to your 141 file (Personnel File) and knows all about you. A good spot for a blackmailer. Also confined in Room 308 is Dorothy Barkle, a comparatively new arrival, from Utah, who takes care of Retirement Refund, Classification, and a morale building program (unauthorized). Last two persons in our Section are Dorothy Spencer and Dorothy Price, two charming chicks it pays to be nice to. They are the girls who make up the actions which give the additional figures to your pay check. Dorothy Spencer is a California lassie, while Dorothy Price is strictly

The Communications Operations Division has completed a new edition of "Eighth Region Field Station Directory, A Tabulation of General Information Concerning Airway Communications in the Territory of Alaska" and copies have already been distributed. The previous issue of this directory was in December 1943.

The purpose of the directory is to acquaint prospective bidders in and out of Alaska with factual data regarding climate, transportation, medical care, supplies, housing, schools, highways, recreation, etc., at each Eighth Region communication station.

With local conditions always subject to change, certain details contained in the directory may be somewhat at variance with actual conditions because of the time it has taken to compile the information.

a corn belt gal....P.S. They have informed me that they are very fond of Lounsbury & White candy. To me that sounds like a very strong hint. Tough I can't take one.

Now all of you loyal people should know who can answer what questions on personnel. Beautiful place to get lost isn't it?

Since November 1st there has been a large white cloud floating over Anchorage. In the center of it are two figures, one of which looks like George Perina and the other bears a very close resemblance to a feminine railroad worker. Our section is terrifically suspicious, but of this date George just isn't talking. It looks as if November 12 (when George returns from vacation) will have candy and cigars as the Order of the Day.

## TWO-DAY CONFERENCE IN ANCHORAGE

## TO TAKE OVER NEW DUTIES

A conference of representatives of all the aviation industries in Alaska is to be held in Anchorage December 12th and 13th. It will be the first time in Alaska's aviation history that such a meeting has occurred.

Invitations to attend the meeting have been sent to all airlines, both scheduled and non-scheduled, fixed base operators, flying schools, Chambers of Commerce, mayors, city managers and, in fact, everyone who has any connection or who might have any interest in the advancement of aviation in Alaska.

V. D. Stone, Assistant to the Regional Administrator for Flying Development, has been named chairman to work out the details of the conference.

Among the subjects which will probably be discussed by different members of the Civil Aeronautics Administration, Weather Bureau and Veterans' Administration are:

1. Civil Aeronautics Administration's responsibilities as outlined in the Air Commerce Act of 1926 and as amended in 1938.
2. Radio aids to navigation including the conventional low frequency range, use of instrument landing systems, aerophores and WEP.
3. Air Traffic Control.
4. Flight plans particularly as they relate to the private flyer.
5. The personal flying development program.
6. Air Marking.
7. What is being done to provide servicing facilities at Civil Aeronautics Administration airports.
8. Part 42 of the Civil Air Regulations. Proposed changes of Part 60. Safety rules and regulations.
9. Federal Airport Program.
10. Weather forecasts. Latest developments in electronic observational

Wilks E. Cruse, who has been in the states since August, will officially transfer to the Oklahoma City CAA Aeronautical Center in the near future. Mr. Cruse, as Chief of the Training and Performance Unit and later as Chief of the newly organized Performance Standards Staff, has been in charge of communicator training in the Eighth Region since October 1942.

His new job will be that of supervisor of communicator training for the entire CAA. Mr. Cruse has already arrived in Oklahoma City preparatory to taking up his new duties there. Arriving with him at Oklahoma City was his bride, the former Marcella O'Brien. The marriage took place on September 16th at St. Matthew's Cathedral in Washington, D. C.

Mr. Cruse and his bride first met while she was an employee of the State Department and Wilko was on special detail to the Washington office in connection with the preparation of aircraft communicator certification examinations. They are both Westerners, Marcella's family living in Portland and Wilko's in Seattle. Mr. Cruse had been a resident of the Territory since December 1938, making Juneau his first Alaskan home town.

## PILOT, 84, REINSTATES CERTIFICATE

An interesting and unusual aviation event in the Sixth Region, Santa Monica, was the performance of James W. Montee, age 84, in reinstating his private pilot certificate. Mr. Montee learned to fly when he was 60 years of age.

methods.

11. G. I. training program.
12. Search and Rescue Program.

As yet a definite place of meeting in Anchorage has not been decided, however, it will be either at the Pioneer Hall or the USO building.

Perry McLean returned from Outside and the office is agog - not with tales of the Legion Convention in San Francisco, but with chatter over the Packard he drove back over the highway. Is it a beauty! Some lucky winner of the Shrine raffle will soon be behind the wheel and the Crippled Children's Hospital benefitted. Perry is enthusiastic about the highway and gained a pound or two from the delicious steak dinners at the inns in Canada.

Bill Peck answered the call of the sea and is back in the marine business. Said something about missing too many boats....very punny!

Wally Reid is farthest from the home office being on an assignment to the far Aleutians--Attu and Adak.

Port Hiden is the new home of the Ben Holmans. Ben is working there as general mechanic and his wife as cook. At present Wesley Rose is praying them a visit while he checks the refrigeration. Yes, refrigerators, out on the cold, barren Aleutians...Errrr.

Sam Kelly and Fred Yonney packed their bathing suits and started on an inspection of the banana belt, South-eastern Alaska.

The office force, not to be outdone; decided on a change of scenery and Dave Dishaw was selected interior decorator. His color scheme was approved, and now the walls are a soft Aleutian green with hand grenade red in the wall brackets.

Vivian Esch prepared a birthday dinner for husband Garry (down warehouse way) and then took the next day off. Don't be mistaken; it was annual leave.

'TIS RUMORED THAT MUKLUK'S NOME REPORTER WILL HAVE NEWS FOR THE NEXT ISSUE.

Loon Kaplan is back on the job as Chief of Merrill Tower, after two years service in Navy control towers in the New England states. Loon was chief of the control tower for about six months prior to his service in the Navy.

"WYATC"

Oh, my wife is a creature I seldom see,  
'Cause she works on the night shift  
just like me.  
From those 56 hours we need a reprieve,  
When she comes on then I have to leave,

I pound my ear while she ACCOES away,  
But when she gets home then I cannot stay.  
I'm off to the station where the duties  
are legion,  
We've sold our souls to the dear old  
Eighth Region.

At first she thought she would write me  
a letter,  
But then had an idea that works much  
better.  
For now if she wants to say "Darling,  
how's tricks?"  
I find it all entered on form Four  
Oh Six.

The Chief's little boy climbs up the  
stairs,  
Kneels by his bed and says his prayers.  
"Bless Mommy and Daddy and the atom  
bombs,  
And please send my Daddy some more  
ACCOES."

(Authors name upon request if accompanied by a self-addressed envelope and \$50.00 to cover cost of packaging and mailing. Tear the top off the nearest MTIC and send to CAC, VN.)

# WAREHOUSE WAITS

A few years ago, when the Regional Warehouse was a ramshackle building borrowed from the Alaska Railroad, when Arctic williwaws played tag through holes in the roof, when Superintendent Nae and Storekeeper Young took turns feeding the old coal-burner--a clerk-stenographer-stock girl-typist looked into her crystal ball and won the Nenana Ice Pool.

Today that dilapidated building is a huge modern warehouse staffed by thirty people and stocking thousands of items. But they're still using the good old crystal ball.

You see, that trick comes in mighty handy in puzzling out requisitions. Suppose you fellows need a battery, and so you order a battery--no size, no voltage, no nothin'. Just "One Battery". Don't gripe when that six-volt storage number doesn't fit your flashlight.

Seriously, though, proper nomenclature on requisitions would speed the Depot work by half, for this is a truly tremendous operation. Thirteen thousand items are covered by cards at the Maintenance warehouse--eleven thousand more at Construction. And the entire set-up is expanding every day. These items must fill the needs of more than fifty radio stations, which should give you some idea of the difficulties involved in filling inaccurate or incomplete orders.

When an engine breaks down or a tube fails at some remote station, everyone at the Depot is fully aware of the importance of getting the equipment back in commission. And they work hard toward that end; but it's not much use if you don't let them know exactly what you want.

Suppose you send a rush requisition; "Transformer for TLA transmitter". You

know which one you want--the Depot knows only that it's one of fifteen listed on the cards. If you'd break down and say "Transformer, Filament, for TLA Transmitter, Thordarson, Part T9, Federal Number F-31059-1, Type T47483", you'd save a lot of wear and tear on the crystal ball. What's more, you'd get the right transformer.

But transformers aren't the half of it. Nuts, bolts, screws, lamps, fuses, gaskets, gears, relays, condensers, coils...thousands of articles, and very few of them interchangeable. Also, every error entails a long series of corrections.

CMA is a part of the United States government, a multi-billion-dollar business; and that business carries with it tons of unavoidable paper work. The government belongs to the people, and the people rightly demand an accounting of what is being done with their money. For that reason many duplicates must be made of each paper, responsible persons must check and approve shipments, clerks must keep accurate records.

So you see why proper nomenclature on your requisitions is more than desirable--it's essential. If you get the wrong part, the overall picture of Depot stock is short in one spot and long in another; a station that really needs the missent item may have to go without; and YOUR equipment is still down.

That's the Regional Warehouse today. Twenty-four thousand items...fifty radio stations...and only one crystal ball.



## AND STRUCTURES BRANCH

NOVEMBER 1ST AT EPISCOPAL CHURCH

Seems as though the Plant and Structures Branch has been left out of this rag long enough, so we'll try to inform the rest of CAA how "The better half lives". (???)

By the way, anyone who doesn't fly nowadays just isn't in the know. Kempton has wings--he soloed on that lucky ticket that awarded him flying lessons. If you want to sell chance tickets on anything, just come to Kempton's office--he'll buy one!

Buck Culver and his pretty blonde wife have been vacationing in Iowa. Mrs. C. took the newly-acquired hubby home to show him off to the folks. They arrived home a week ago.

Dan Scotchfield and family have also been out in the wide world on annual leave. By the time this little publication is published, Dan will probably be back to the old grind again, as is Scott Donaldson, who has just returned from a trip Outside.

Congratulations are now in order for Art Brandel and Glen Neitzert. Art was recently married in Seattle, and Glen, better known as "Fuzz" Neitzert, was married very recently here in town. Quite a reception followed, we hear.

The housing shortage has spread to our Branch in earnest--during the summer months the chiefs of the divisions have managed to keep lots of their men in the field. Now, however, the situation is different. Cold weather is driving them homeward, and consequently, we have about three men assigned to each desk... oh, it's cozy, all right! The people in the Engineering Division are enviously eyeing the Construction Division's offices. They think that perhaps there could be a swap made? (Besides, Construction has a good view--scenery, etc.!)

The marriage of George Perina, Assistant Personnel Officer, and Miss Marcella Gacke, formerly a CAA employee, was solemnized the morning of November 1st at the All Saints Episcopal church here in Anchorage.

Marcella is now Personnel Manager for the Alaska Railroad, leaving CAA the first of the year as Personnel Assistant to take over that position. George has been employed in the Eighth Region since 1940.

They are making their home in the Gibbs Apartments, 707 F Street.

Now, we come to that column that could be well called the "Ho's Ho" in the Plant & Structures Branch.

LOST: David Wodgwood, Dan Lappala, Beverley Carlos, Norra G. Dodge

GAINED: N. A. Thompson, W. C. Hamilton, W. O. Frey, P. W. Holzgraf, K. H. Moody, C. Stoker, J. E. Daigle, P. J. Whelan, E. C. Daalman, Millie May Cuddy, Lucille Tomlinson, Mrs. Ada Woberg, Ruth Mond, Ed Prusak, Jane Culver.

Then, of course, we have those three lucky, lucky people who will soon be journeying to that warm, sunny place they call Honolulu. Everyone is wondering just how Mr. and Mrs. C. Morgan Holmes, Glen Neitzert, and H. Paul Forter will look in those filmy grass skirts! Of course, they have to get there before they model any. Right now they're awaiting word from Washington as to what their next move will be.

On the brighter side, it appears that there is a pyromaniac in our midst. Anyhow, recently, someone spied a wastebasket burning brightly in the corner, and took preempt action. Result: one ruined wastebasket. Mr. Whelan was so disappointed when someone told him the joint was fireproof.....



A T C  
(AIR TRAFFIC CONFUSION)

Jim McGhee has been with us for the last few weeks, undergoing strenuous training and expects to leave soon for Juneau, where he will go into the Tower. After handling several hundred Army aircraft per day while out in the South Pacific, Jim should be ready for anything. Good luck, Jim!

Our one and only Jim Sword is enjoying all the comforts of home life in his new abode which he shares with two P.N.A. pilots. The menu of the day seems to be steaks and roasts. How about it, Dorothy? Can he cook? Watch your waistline, Jim.

Tillinghast, our boss man, is still pacing the floor, wondering when the big event will take place. Take your time, Tillie, nature will. I understand there is some talk of two to one it's a girl.

Bob Jens tells us the ice skating pond is about ready for the trail run. How about the butter and rum, Bob. On hearing about hot buttered rum, Tillie moved into No. 32, Safe Haven.

With the arrival of our first snow, we see the boys varnishing and waxing their skis, getting ready for the coming winter sports. Watch for stiff legs, sore ----- and red faces. Heard a good one the other day on a very prominent member of our good control center. Won't mention any names. It seems as though he was out on a little ski trip and came upon a beautiful trail all packed down and leading in the general direction he wanted to go. Says he to himself. I will fool the other fellows and boat them down. He did. Faster, faster, he thinks this is swell, but alas, to his surprise he is looking into space. Unable to stop he made a record jump off the end of a professional ski jump. Don't know how he landed. Ask him. Which end up, Tillie?

FOUR 2ND REGION OFFICIALS KILLED  
IN AIRPLANE ACCIDENT

The Second Regional Office, Atlanta, Georgia, lost four of its key officials in an airplane accident September 10th. They were Benjamin L. Weinberg, Superintendent, Airways Operation Branch; G. Clinton Hawkins, Superintendent, ANF Communications Branch; Russell A. Young, Superintendent, Airman Branch; and Robert E. Boring, Budget & Planning Officer.

PETRY-WALSH PASTRO-KISTNER

The Anchorage Station reports the marriage of two of its personnel recently as follows:

Elizabeth Petry, ACCOM, to James Walsh  
Eugene Pastro, ACCOM, to Emily Kistner

LALLY EXPECTED BACK IN DECEMBER

H. W. Lally, Chief of Audit Unit, expects to return to his work the latter part of December, following an absence of nearly seven months.

"Hank" went Outside in March to undergo an operation.

Clyde (Smith) Smith is still running around trying to find an apartment. Smitty will learn the hard way.

Larry (Pop) Cunningham seems to be in the grove with the pasteboards. Hope his luck holds out.

Our Big Chief, Ray (Pete) Potitte, has been spending his evenings, while his wife is Outside, on his hands and knees refinishing the floors in his apartment. He said that the tall glass on the floor beside him contained tea. Far be it from us to doubt his word. By the way girls, don't rush up to help him as his full attire is a beautiful pair of blue shorts.

So after a tough day herding B-29s around with ceiling four hundred and visibility one eighth mile most of the day, -I don't feel like saying no moe.

## PERSONNEL OF STATION NAMED

CERVENKA TO SUPERVISE

## IN "GUSTS FROM GUSTAVUS"

VHF WORK IN 3D REGION

Well, frans, we just got the MUKLUK TELEGRAPH and we see that we are listed among the missing for the year, so reckon as how it is about time this small or large oversight were corrected and the only way to apparently do that seems to be to dash off a little chit chat.....

Presume we should give a breakdown on the crew:

MTIC...Ralph (Andy) Anderson, formerly  
Sheep Mountain

RMS...Ralph (Ralph) Nelson, formerly  
Bettles

SGM...A. V. (Pete) James, formerly  
Adak

Mech...Archie Chase, local sourdough  
CAC...A. (Duffy) DuFresne, from Uv-  
Seventh Region

AC.....I.M. (Monty) Coleman, from JE-  
Seventh Region

AC.....Joel (Joe) Wing, from Bruin Bay

AC.....Alta (Beta) Corbett, SA training  
center

AC.....Martin (Martin) Schultz, SA train-  
ing center

CTLR...Bernadine (Bernadine) King, FX  
center

Well, there they are except for the local homesteaders who fluctuate in and out occasionally.

We are just losing Dick Pierce today via PNA to VY, and we can truthfully say, "Sorry to see you go, Dick, you did a good job." Dick was MTIC.

Bernadine has hopes of leaving within about a week as there is to be a replacement here for her soon to take over the stupendous task of approach control.

Some of the local hunters were fortunate in obtaining a little of the delicious meat known as venison, so we have been lucky in being allowed to share in the gleeful consumption of same. Now most thoughts are turning to the

In the September issue of the Third Region Flight Log, mention is made of Frank J. Cervenka, former Eighth Region employee. One of three selected to head temporary sub-sections in the Communications Engineering Division, Mr. Cervenka will supervise work in the VHF Range Section. Mr. Cervenka was Chief of Radio Establishment in the Eighth Region for several years, coming here in December of 1941. He transferred to the Third Region in 1944.

possibility of some wild turkey?? for Thanksgiving and Christmas. We hope.

There lives a man in the wide, wide  
world

By the crowded town and mart,  
And his eyes are sad and his heart not  
glad

In the beautiful calm of day.

Yet a place was made in the walls of  
time

That could set his soul on fire  
Yet his life unwinds and he never finds  
This home of his hungry heart.

If you should meet this man of the  
hungry heart

Play the moddlers part  
Tell him the best from all the rest  
Is a spot in Alaska known as Gustavus.

Hum, how did that ever got in here? Gad,  
throw da bum out.

Well, PNA is about due to stop so will buzz along for this time and hope to see you each issue.

Oh, yes, Monty says greetings to the Editor of MUKLUK TELEGRAPH from the former Editor of the Seventh Region ON THE BEAK. Also hello to any possible friends he might have in the region.

## PERSONNEL CHANGES EXCEPT ONE

(Continued from page 11)

With the exception of the Disbursing Unit, Accounts Branch has had personnel changes, new employees and transfers, in all units recently.

New employees in the Accounts Unit include Mrs. Georgia Carr from Seattle, Washington; Mrs. Lucille Monahan, Washington, D. C.; Roberta Smith, San Pedro, California; Mrs. Evelyn Hedlund, Chicago, Illinois. Mrs. Adele Pollard transferred from the unit to Engineering Data.

The Audit Unit has one new employee in Bette Baker, from Alameda, California. New employees in the Permanent Payroll and Time-Sheet Payroll Units are Mrs. Agnes Barkdall of Coos Bay, Oregon, and Gertrude E. McVicker of Reno, Nevada.

Returning from annual leave recently were Helen Van Klouk, Travel Voucher Clerk, who visited in Illinois, and Inez Culver of Time-Sheet Payroll, who vacationed in Iowa. On annual leave now are Miriam Joan Smith of Time-Sheet Payroll, and W. K. Chamberd, Chief of the Accounts Branch. "Bud" is spending a two and one-half months' leave with his parents in Seattle.

Mrs. Frances King, Leave Records and Bond Clerk, expects to leave December 14th for a two month's vacation in the states.

WOODEN SHIPS-IRON MEN(Cont'd from page 7)

hope of a raise to the enormous salary of \$2600 per annum, provided sufficient funds could be wangled for the reclassification, which at that time was moving into the earlier stages of the primary phase of the first step.

"Then came the war, and things haven't been the same since. Training centers turned out a grist of high school kids, retired polo players and vacuum cleaner salesman at a satisfying rate, and released them in all their innocence on the flying public. Aircraft communicator certificates were issued those who could speak English. After checking up on some of the operating speeds accompanying those certi-

Then that conflict of emotions Turns to wonderment and awe  
When they hook the Naknek Rainbow;  
As they try so hard to land him;  
As they swear and toil in laughter  
With the thrill of fighting Rainbow;  
With the loss of skin from knuckles;  
With the strain on office muscles.

With the knowledge that the rumor  
Is at last a fact and proven,  
Comes the camera into action,  
Comes the dash up to the cabin  
For a bite of Bread and coffee--  
Then madly back into the Dumbo.  
Loser mind investigation;  
Gone the thoroughness of soldiers.

Come the stern determination.  
No longer grim in line of duty.  
Gone the zeal of Christian martyrs--  
Only object now the Rainbow!  
Get submerged your shiny spinner--  
Useless now are forms and records.  
Target for today the Rainbow.  
NOW we know the truth of Naknek.

Down southwest of Iliamna,  
Closer to the Bay of Bristol  
Where the great land of Alaska  
Joins unto the giant Aleutians,  
Swoops to land a mighty airplane,  
Parts the line crew from their coffee,  
Wakes the Captain and Lieutenant--  
**V.I.P. ARE GOIN' FISHIN'!!**

Floates, I quietly tore mine up into narrow strips and used it for adding machine tape. It was rough, but I kept reminding myself that there was a war on, and finally got it all used up, then went back in the Navy, where the comparative peace and safety soothed my shattered nerves and made me again my old carefree self.

"The outlook isn't too pessimistic now. Well, see you later."

With this the Senior Overseas Communicator smiled crookedly at the Sympathetic Bystander and dashed away to the patch board to try and nurse in some signals for the discontented service A operators.

(Continued from page 1)

EIGHTH OF EVERY MONTH

A group of the sailors said that they had hiked south from Point Banks one day to a point where they could see the Strait and that the travelling was good. It turned out later that they had seen a different channel. The ship returned to Point Banks, where the radio equipment was dismantled for return to Kodiak on Sunday.

On Sunday, two men went ashore and hiked inland without seeing any sign of the men, but no concern was felt for them until that evening. Early Monday morning a party consisting of Boone, Yurg, Ensign Hunter, and a sailor named Sherry went ashore to search southward. The ship then went to Port Williams, where a party of five crew members searched northward, returning just after dark. At about 2200 Ensign Hunter reached the ship after a heroic struggle across the island with news that the sailor who had gone with Hamilton had been found after leaving Hamilton with an injured knee on a peninsula on the north coast of Shuyak, that Boone and Yurg had taken the sailor back to Point Banks, and that Sherry, accompanying the Ensign, had played out just before dark and had been left on a bald hilltop, within sight of Shuyak Straits. Sherry had been instructed to stay there until a party from the ship came for him. In the meantime, a PBY search plane had picked up Hamilton and flown him to the Navy hospital at Kodiak. He has since returned to Anchorage.

The ship made a night run to Point Banks, picked up the men there and returned to the Strait, where a party consisting of Downing, Johnson, and two crew members searched the general area where Sherry had been left, with no results except for hearing one shot, which could have been fired only by the missing man. Darkness prevented further search. Upon returning to the beach the party found the wind and currents too

Copy for the MUKLUK continues to come in late, often a week after the deadline. Circle the 1st of the month on your calendar and make an effort to send your copy in early. It would be appreciated.

strong to return to the ship and were forced to make a three hour scramble over the boulders and ledges along the shore to find shelter in an abandoned cabin.

The next day, Wednesday, Boone and Yurg again searched the area, finding the very hilltop where the man had been left, but with no results. On Wednesday and Thursday two parties of Marines, five men to a party, arrived from Kodiak and began a systematic search of the whole island. On Friday, after the search parties were ashore, the ship made a run to Point Banks on the chance that Sherry might have reached that point. On the return trip they were caught in the tide rips at the east end of Shuyak Strait and struck and slid off an underwater rock, but no great damage was done to the wooden hull except for a section of keel.

Early Saturday morning a tug arrived from Kodiak with provisions for the YES, and since the CAA had been advised that their men were not needed any longer for the search, they returned to Kodiak on the tug and then on to Anchorage on October 29th. A check with the Navy just before departure revealed that the sailor was still missing and the search was still in progress.

Although it may seem strange that anyone could be lost for such a length of time on an island only five miles by twelve miles, it must be remembered that the area is unmapped and is covered by muskog swamps, lakes, and dense forests with underbrush of Devil's-club, bushes and berry bushes; visibility is rarely over 50 yards, and the only dry wood is in the center of the few fallen trees.

# NEW EMPLOYEES

## Aircraft Communicators

Ernest G. Brooner, ANF Operations Branch, Communications Operations Division, Communications Stations, Yakutat

James P. Channing, ANF Operations Branch, Communications Operations Division, Communications Stations, Skwentna

William L. Hayden, ANF Operations Branch, Communications Operations Division, Communications Stations, Haines

Richard L. Hladky, ANF Operations Branch, Communications Operations Division, Communications Stations, Moses Point

Dale T. Hojem, ANF Operations Branch, Communications Operations Division, Communications Stations, Juneau

John C. Kidian, ANF Operations Branch, Communications Operations Division, Communications Stations, Skwentna

Mrs. Marie M. Larson, ANF Operations Branch, Communications Operations Division, Communications Stations, Homer

Gerald W. Loban, ANF Operations Branch, Communications Operations Division, Communications Stations, Bethel

Edward E. Meyer, ANF Operations Branch, Communications Operations Division, Communications Stations, Juneau

Sam H. Roberson, ANF Operations Branch, Communications Operations Division, Communications Stations, Yakutat

Harold C. Warner, ANF Operations Branch, Communications Operations Division, Communications Stations, Juneau

## Airports Branch, Superintendent

Keenath S. Parry

## Airport Traffic Controllers

Gerald A. Goebel, ANF Operations Branch, Air Traffic Control Division, Airport Traffic Control Tower, Fairbanks

James A. McGhee, Airways Operations Branch, Air Traffic Control Division, Airport Traffic Control Tower, Nome

Daniel A. Ward, ANF Operations Branch, Air Traffic Control Division, Airport Traffic Control Tower, Fairbanks

## airways Engineers

J. Edgar Daigle, ANF Plant & Structures Branch, Construction Division, Landing Areas Section

Carl E. Stoker, ANF Plant & Structures Branch, Construction Division, Facilities Section

## Airways Engineers, Radio

Chris Berger, ANF Communications Branch, Engineering Division, Landlines & Spec. Equip. Section

Parker W. Negus, ANF Communications Branch, Engineering Division, Landlines and Spec. Equip. Section

Milo M. Schneider, ANF Communications Branch, Engineering Division, Landlines & Spec. Equip. Section

Irving S. St. John, ANF Communications Branch, Engineering Division, Landlines & Spec. Equip. Section

## Civil Engineer

Norris A. Thompson, ANF Plant & Structures Branch, Engineering Division, Landing Areas Section

# NEW EMPLOYEES

## Clerk

Mrs. Agnes Irono Barkdoll, (Payroll & Leave), Business Management Branch, Accounts Section, Payroll Unit

Both Holcomb, Business Management Branch, Property Management Section, Warehouse

## Clerk-Stenographer

Beverly C. Carlos, ANF Plant & Structures Branch, Construction Division, Facilities Section

Lucille E. Elam, Business Management Branch, Transportation Section, Traffic Unit

Myrtle H. Klobucher, ANF Planning & Control Staff

Charlotte E. Steele, Business Management Branch, Alaska Supply Section, Contract & Orders Sub-Unit

Mrs. Margaret L. Vaughan, ANF Operations Branch, Communications Operations Division, Communications Stations

Mrs. Roberta A. Watson, ANF Operations Branch, Air Traffic Control Division, Office of Chief

## Clerk-Typist

Mary-Beth Ayerst, ANF Communications Branch, Maintenance Division, Field Station Maintenance, Fairbanks.

Dean J. Everetts, Business Management Branch, Traffic & Property Sub-Unit, Alaska Supply Section

Mrs. Evelyn M. Honning, ANF Communications Branch, Maintenance Division, Field Station Maintenance

Mrs. Ruth C. Mood, ANF Plant & Structures Branch, Construction Division, Landing Areas Section

Mrs. Gertrude E. McVicar, ANF Plant & Structures Branch, Engineering Division, Landing Areas Section

Mrs. Mildred L. Pace, ANF Communications Branch, Communications Maintenance Division, Field Station Maintenance, Woody Island

Mrs. Helen Tengesdall, ANF Communications Branch, Maintenance Division, Field Station Maintenance, Annette Island

Mrs. Lucille M. Tomlinson, ANF Plant & Structures Branch, Engineering Division, Facilities Section

## Engineering Draftsman

Robert G. Mausolf, ANF Plant & Structures Branch, Office of Superintendent

Edmund J. Prusak, ANF Plant & Structures Branch, Office of Superintendent

## General Mechanic

James E. Ambler, ANF Communications Branch, Communications Engineering Division, Installation Section

Willis Pildor, ANF Communications Branch, Maintenance Division, Maintenance Shops

Frank H. Frey, ANF Plant & Structures Branch, Maintenance Division, Facilities Section

William M. Kuchenbuch, ANF Communications Branch, Maintenance Division, Maintenance Shops

Kim B. Ransier, Business Management Branch, Property Management Section, Warehouse

Walter T. Smith, ANF Communications Branch, Engineering Division, Radio Installation Section

# ANNETTE ISLAND

(Continued from page 8)

as a 'pay-as-you-go-plan' it has cost members approximately \$6.00 each, and we've had what we consider a return of 500% at the least on our investment, not to count the hours of fun and good companionship resulting in a place to gather outside of our rooms and homes. We will give out with more dope on our recreational activities as the weeks roll by, and we find time from dit-dadits, sparks and wrenches. We have rod-men, gun toters, musicians, magicians, wall flowers, jitter-bugs, pilots (lic. too), flying club activities, school (8 in class, 29 children on island, -GAA, PAA, and Coast Guard), etc.

Seems like Communicator Mrs. Gates received a surprise on watch the other night - it being a solemn occasion as another birthday rolled around. Result, -she hopes to start another hopechest with a fiew in mind towards the eventual commissioning of VHF circuits.

Our Chief's Chief of Technicians (Radio Maintenance) has just about let out his last howl. He has done been selected for a travel job. We wish Nelson the best of luck and sincerely hope he gets filled up on travel and some day decides to settle down again on King George.

We also wish to welcome to our fold Mrs. Tengedal (although not new on the island) as permanent clerk-stenographer. So happens if you really want to know what's going on in Maintenance ask Francis and you'll find him yelling 'Helen' to get most answers. Seems as though maintenance files are so complicated (even though the Dewey decimal system is in use) only she can find the proper record with the least loss of time.

Wonder who the maintenance man was that took time to figure how the Region and stations operated. We are sending

# NEW EMPLOYEES

## General Mechanic

Paul L. Wise, Business Management Branch, Property Management Division, Warehouse

## Maintenance Technician

Lewis J. Dale, ANF Communications Branch, Maintenance Division, Field Station Maintenance

Frank V. Leewe, ANF Communications Branch, Maintenance Division, Field Station Maintenance, Galena

Jack Moore, ANF Communications Branch, Maintenance Division, Field Station Maintenance, Gulikena

Alva C. Osborne, ANF Communications Branch, Maintenance Division, Field Station Maintenance, Fairbanks

William H. Ward, ANF Communications Branch, Maintenance Division, Field Station Maintenance

Jack S. Woods, ANF Communications Branch, Maintenance Division, Field Station Maintenance

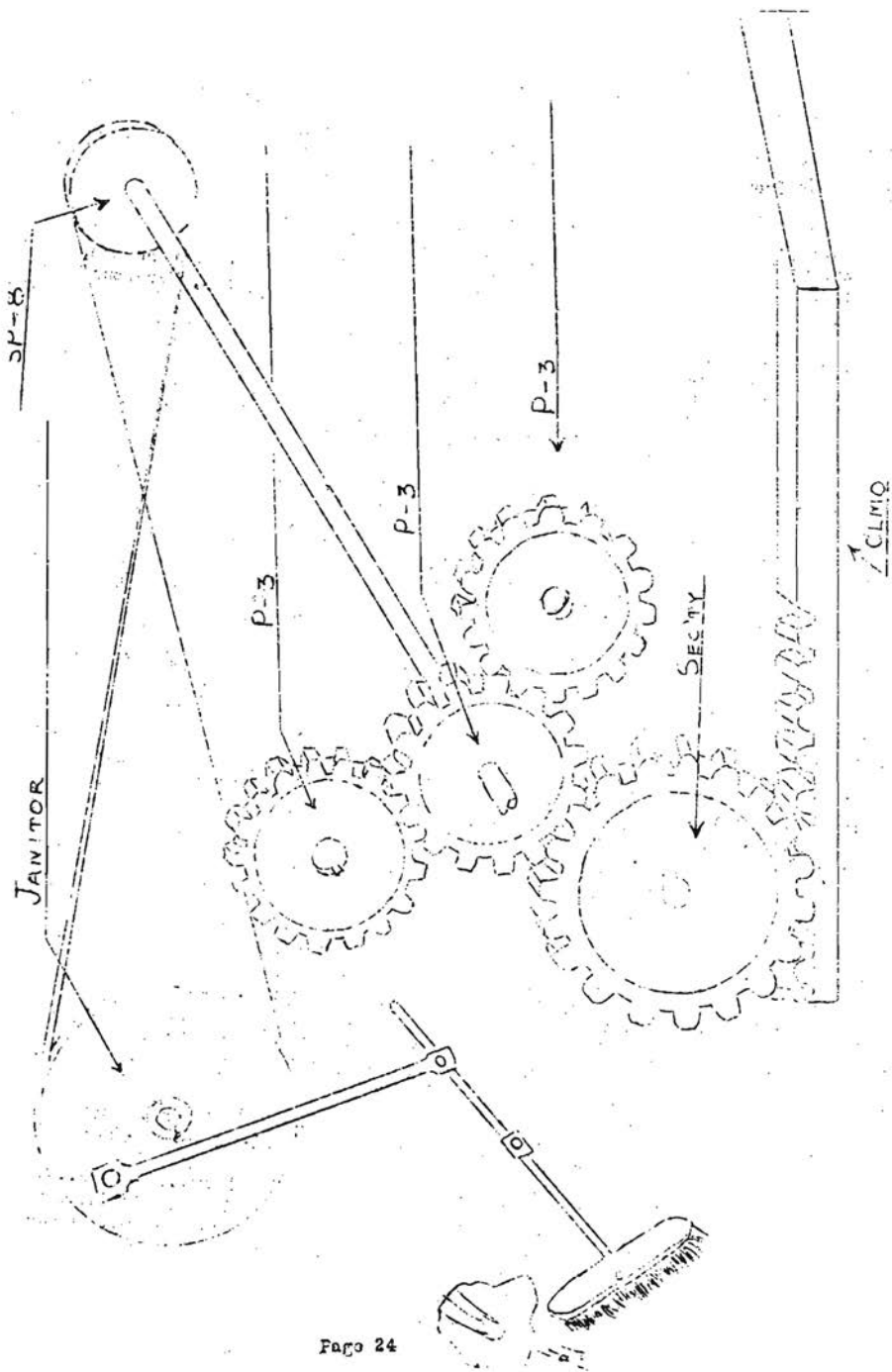
the drawing with the hope that it can somehow be traced on a stencil and published for all to see.

Well, this is yours truly now as over - and we'll be seeing you again.

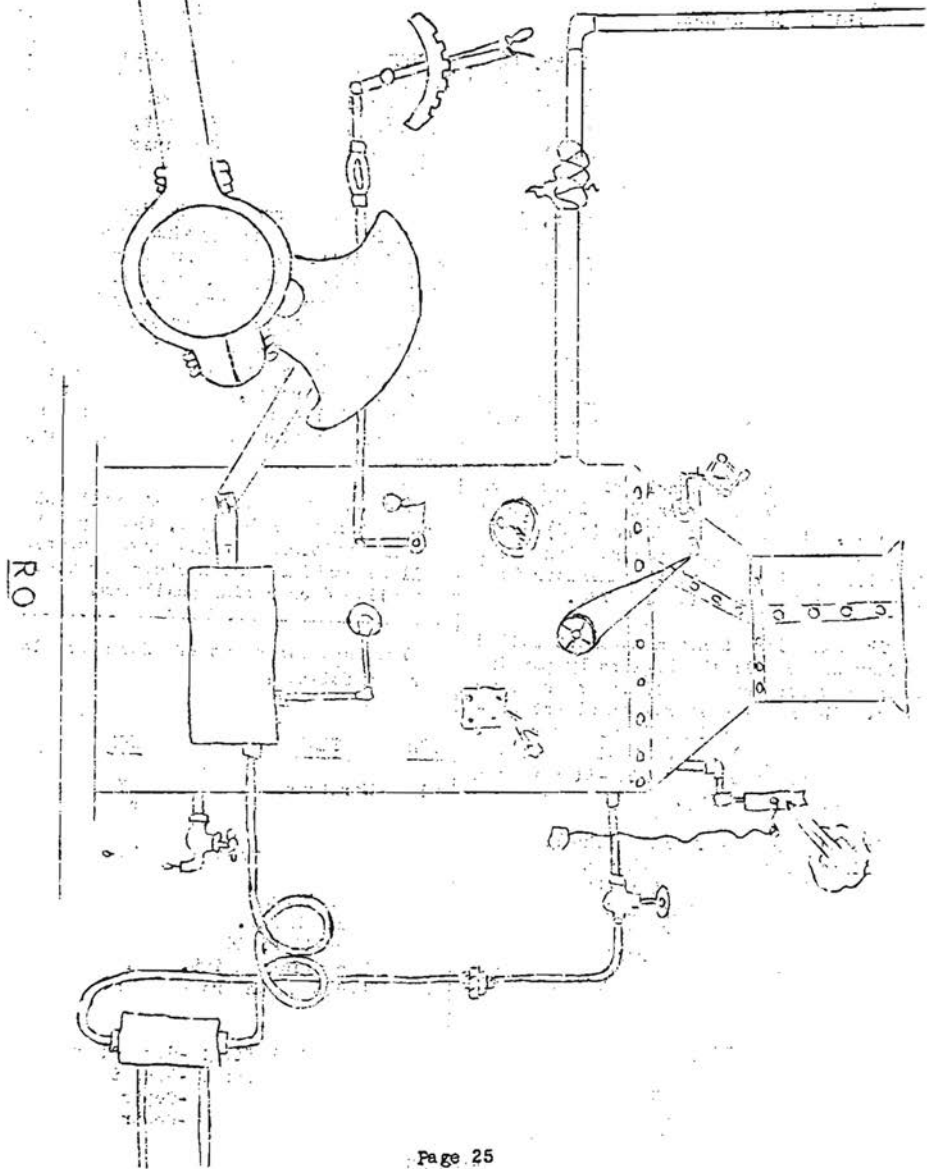
Annette Island, Alaska  
SBRZ-DT-P-T-FM-VHF\*

\*SBRZ-DT-P you all know...T-tower....  
FM you know...VHF Air to Grnd..if we think of anything else we are doing we'll add it next time.

EDITOR'S NOTE: SEE NEXT TWO PAGES FOR DRAWING SUBMITTED BY ANNETTE.







BCYLERS NEAR END OF FIRST

THIRD OF SEASON

In a vote taken October 30th, the CAA Men's Bowling League decided to split the 27-week season three ways and have a roll-off between the three winners at the end of the season to determine the championship.

The fourth night of the season, Gene Clark (103) went on a scoring spree and hit 212 high single and 508 high three, helping Accounts take three games and team-high three of 2149.

Contracts had a big fifth night with a 778 high single and 2262 high three, led by their lead-off man, Gene Scharnek (230), with a 565 for individual high three.

The sixth week found little change in either the standings or the individual records, although Gene Clark (183) broke his own high single record with 213. Merrill Field also tied Administration for second high single with 768.

The Alutian Lanes management pulled a fast one on all the keepers by putting brand new pins on the alleys the seventh week. The net result was an almost complete reduction of individual averages. Ernie Greene (37) had high single of 180 and Bill Clayton (238) hit 481 for high three for the evening.

The eighth week found Warehouse still in first place, where they have stood since the second night of the season. Nothing spectacular happened except that second place is shared by three teams. High single of 195 was rolled by Rufus Jones (80) who also had high three with 534.

VHF AIR GROUND SERVICE

BEGINS NOVEMBER 5TH

VHF radiotelephone air ground service was officially inaugurated November 5th at the following gulf route stations; Anchorage, Cordova, Yakutat, Gustavus, and Annette Island. Communication is on 118.3 megacycles.

The date marks the beginning of an extensive VHF air ground program intended initially for air carrier convenience; however, all types of aircraft operators are expected to ultimately take full advantage of it. Northwest Airlines on their Seattle-Anchorage route are the operators first utilizing this new service, Pan American on their Seattle-Juneau route will enter VHF communication in Alaska at a later date.

For the time being and until other arrangements can be made, the operation of VHF positions at CAA ground stations will be combined with other previously established operating positions.

The standings as of November 13th were as follows:

<u>FSN</u>	<u>TEAM</u>	<u>WON</u>	<u>LOST</u>
1	Warehouse	23	9
2	Contracts	21	11
3	Engineers	21	11
4	Administration	21	11
5	Accounts	17	15
6	Operations	16	16
7	Radio Maint.	12	20
8	Merrill Field	10	22
9	Mechanical Maint.	10	22
10	Radio Engineers	9	23

Individual High Single	-Gene Clark	213
Individual High Three	-Gene Scharnek	565
Team High Single	-Contracts	778
Team High Three	-Contracts	2262