

## CAA ASSOCIATION TO BE CALLED 'CIVAIR 3 CLUB'

### WASHINGTON OFFICE AUTHORIZES NEW POSITION FOR 8TH REGION

The position of Regional Medical Officer has been authorized for the Eighth Region by the Washington office, and it is expected that appointment of the new staff member will be made within the next few weeks.

Under the general direction of the Regional Administrator, the Medical Officer will be responsible for carrying out the policies and procedures as outlined by the Director of Aviation Medical Service in the maintenance of prescribed physical standards of airmen. He will also supervise health programs within the region that may be established by the Administration.

### CAA LEASES TOP FLOOR OF LOUSSAC-SOIGN BUILDING FOR REGIONAL OFFICE PERSONNEL

Some relief is now in sight for the crowded office conditions experienced by many Regional Office personnel. A lease has been signed for the entire top floor of the new Loussac-Sogn building, being constructed on the corner of Fifth and D Streets.

The completion of the building has been delayed because of the shipping and carpenter's strikes, but it is now expected that it will be available approximately June 15. A total of 24 offices will be available there. These  
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### SNACK HUT TO BE OPENED SOON, DANCE PLANNED FOR APRIL 11

The newly organized recreational and welfare association for CAA employees will be known as the Civair 3 Club. This name was chosen by the committee after reviewing the questionnaires which were recently submitted to all Anchorage personnel.

The original plan of publishing several of the most popular name suggestions in the MUKLUK for a final vote had to be set aside because it was thought possible to have the Snack Hut in operation before the next issue of the MUKLUK was distributed. The organization had to have a name before membership cards could be sold, and it was necessary to start the membership drive immediately to obtain funds to cover expenses incurred in establishing the Snack Hut.

Over 200 questionnaires, which were circulated as a result of the first meeting of the committee, have been returned. They indicate that the suggestion of a snack bar was extremely popular and that dances, excursions, picnics and fishing trips were favored by the majority of the people. Some interest was shown in each of the activities listed, and some other very good suggestions were received.

After reviewing the questionnaires, the committee decided to concentrate first on the snack bar, and to proceed with plans for a dance to be held  
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# MUKLUK TELEGRAPH

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CIVIL AERONAUTICS ADMINISTRATION  
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## MUKLUK NEEDS YOUR SUPPORT

"SURVEY SHOWS LACK OF NEWS FROM STATIONS THROUGHOUT THE REGION." Do you recall the content of the story which carried that head in the October issue? The MUKLUK endeavored, through a tabulation of the number of news reports from stations during the year, to point out that representation by stations in the MUKLUK had been poor and that their cooperation was needed if the publication was to be a successful project.

We've been pleased with the backing some of the stations have given the MUKLUK in recent months, but still 10 stations reporting out of 45 is not a very good percentage. At no time have there been more than ten stations represented in one issue. In this issue we have first reports from Homer and Big Delta, but there are still 18 stations from which we have had no word. Aniak, Bethel, Cordova, Farewell, Fort Yukon, Gulkana, Gustavus, Iliamna, Middleton Island, Moses Point, Shoop Mountain, Shungnak, Skwentna, Tanana, Umiat, Pt. Barrow, Sand Point and Unalakleet have not submitted news reports in 14-months.

To those stations which have been faithful with their reporting to the MUKLUK we say 'thank you'. Your efforts are appreciated. Since publication of the MUKLUK was resumed in October we have had regular reports from the Anchorage station (they apologize for not having one for the March issue); Yakataga has had four reports, Fairbanks, Haines, Kenai, and Kodiak, three each, and Annette Island, Nome, Sitka and Summit, two.

Besides your regular news reports the MUKLUK wants constructive criticism. What do you want to read in the MUKLUK? What regular features do you think should become a part of each issue? Would you like a question and answer column, a photography column, a humor section, more cartoons? Remember, it's your newspaper.

A printed publication would be more desirable than the present mimeographed sheet for the use of pictures and illustrative material would, of course, add immeasurably to its interest and appeal. Inquiries have been made as to the possibility of getting the MUKLUK printed, and though facilities which would come within our financial limitations are not available at present, it is hoped that a printed publication will be possible before the end of the year. It would necessitate financing by subscription. However, when cost data is obtainable the report will be presented to you for your approval. In the meantime, until we can get the MUKLUK printed, would you like the present heading, or another, printed? And would you be willing to kick through with a few shckols to finance it?

## CENTRAL COMMITTEE DISCUSSES EFFICIENCY RATING SYSTEM WITH REGIONAL COMMITTEE

The Central Efficiency Rating Committee paid an official visit to the Eighth Region during the first week of March to discuss the rating system with the Regional committee. Its members were C. M. Lample, chairman, Edward J. Gardner, Mrs. Christine S. Fox, and Norman Hodgkinson.

In the course of the discussions, in which all phases of the efficiency rating system were reviewed, it was pointed out that the responsibility for administering the efficiency rating system in the Civil Aeronautics Administration is vested in the Director of Personnel of the Department of Commerce. The Central Committee of the CAA represents the Personnel Director of the Department in all matters pertaining to efficiency ratings. Likewise, the Regional Committee represents the Central Committee in the Regional Offices and reports direct to the Central Committee.

The Civil Service Commission has considered certain basic principles in developing the uniform efficiency rating system. The first is that efficiency ratings of government employees are required by law, with the object of improving the public service and decreasing the tax burden. The second basic principle is that the making of efficiency ratings is a direct management responsibility shared by every administrator and supervisor from the department head down to the first-line supervisor. Thirdly, an efficiency rating must be an appraisal by competent authority of the effectiveness of an employee in performing his official duties and discharging his responsibilities. The fourth basic principle is that it is not only in the public interest but also in the interest of the employees that efficiency ratings be fairly and honestly made to reflect the true facts of work performance.

## TELETYPE SCHOOL TO GRADUATE SECOND CLASS OF MAINTENANCE PERSONNEL DURING MARCH

Members of the second class attending the Teletype School will complete the course of instruction approximately March 21, according to Edwin Jarvi, instructor. The class convened February 17.

Included in the second group of candidates are Malcolm C. Nickerson, Fairbanks; Douglas J. Urness and James G. Rogers of the Anchorage station; and Charles D. Innes, Kodiak. Mr. Innes is transferring to Big Delta upon completion of his classwork.

The Teletype School was established in January for training of maintenance personnel as funds were not available to send them to the Teletype Corporation school in Chicago for training.

Maintenance personnel in the first class, which convened January 6 and graduated February 3, were Bertram E. Monty, Kodiak; David W. Mercer, Nome; and Wilbur P. McDonald, Anchorage.

## COMMUNICATORS OF CLASS NO 24 TO BEGIN TRAINING MARCH 24

The Communicator Training Section of the Oklahoma City Aeronautical Center is making arrangements for the recruitment of Class No. 24 as soon as Class No. 23 is completed. Tentatively, Class No. 24 is to begin training March 24.

A survey is now being conducted in all continental regions to determine the number of available communicators who have been furloughed recently.

The seriousness and importance of the efficiency rating program are obvious when considered in the light of these basic principles. Knowledge of these basic principles by all employees will aid in a complete understanding of the aims and objectives of the efficiency rating system.

# NOME

## YO OPERATIONS

The recent balmy springtime weather has brought the Nome communicators out of their winter hibernation and before we all go back in to finish out the winter a note or two to the MUKLUK seems in order.

A few of the more hardy girls, the outdoor type, have been found out on the ponds wearing skates and skiing on the hills. Looks like it will be necessary for the men to invest in some of this equipment and show the girls a bit of competition.

Nome also has a couple of bowling teams, CAA Men and CAA Women. We are in the league play at the Air Base where there are three alleys. No comment on number of games won or high scores. Its lots of fun though. General procedure on a night when the men play is to call a taxi and ask the driver to stop by the Board of Trade and pick up most of the team. Some of the players maintain they can make better scores when they can't see the pins. So far no one has bowled on the wrong alley. One of the games coming up will be between the CAA Men and the CAA Women; it is expected that five requests for transfer from Operations and Communications will be filed should the men lose this game.

Transfers - ah yes, they are always on the hook. Present list is O. R. Unger to CEMO, Jesse Jones to our maintenance staff. Kirsti Crawley is resigning to go to Aniak where Chuck Crawley is MITC. Ann Ufer and Maggie Miller just bid on Summit again. "Nome is OK, but we like to move around."

Mike Peterson showed up at Nome again and after looking the place over decided it was the same old Nome. So far Mike has been a good fellow without causing the communicators too much trouble - no knots in the Kleinschmidt tape as yet.

You know it is really funny to see these Feather Merchants come to town and try to dispose of all our liquid refreshments in one night. We have been trying that for years and found out long ago it is impossible.

You might try the Bering Sea Club next time you're in Nome. It is our ritzy joint for drinking and dancing. Orchestra on Saturday nights. If you don't like the records on the juke box just see Grant Nelson and he will try to pick out your favorites.

D453 wants to know if anyone has any dope on a B-29.

## YO MAINTENANCE

I had intended to say something about those Nome snow drifts, but at the rate they have been disappearing, it seems doubtful if they will be worth mentioning by the time this goes to press. But then, you can't tell. It is still several months till spring. So, looking out from behind our favorite snow drifts,--but then, who wants to talk about the weather. It's a beautiful day in Nome.

Much has happened here since we last appeared in those columns. We have had several changes in personnel. Abbot Generaux is now at PZ, and Gene Isley has departed for the balmy climate of Sisters Island. Burns from the CT site has returned Stateside, and Bob Bruce has been at Bethel long enough to appreciate the quiet cloister of the YO DT site from which he departed. Mighty fine boys, all of them. We miss them here at YO, and wish them lots of luck. We have gained some able men from down SA way. Morin, Sanders, Jensen and Welch got here just in time to enjoy the fine weather we have been having, and Verne Jacobson, ex-VY, and back from the  
(Continued on page 29)

McGRATH AND CORDOVA SELECTED  
AS FIELD MONITOR STATIONS

McGrath and Cordova have been chosen as field monitor stations for circuits 305 and 304 respectively. Operating in the Eighth Region in addition to and in conjunction with the Central Monitor Station at Anchorage, they will be referred to as Sub-monitors.

The field monitor stations for Service B circuits were established in accordance with the new Chapter B, Part 8, of the Operations Service Manual of Operations.

Satisfactory geographical location for the best reception of radio signals on each circuit was an important factor necessary to consider in the selections. Not overlooked, however, was the caliber of performance of personnel at the two stations finally selected. The respective Chief Aircraft Communicators and the personnel under their supervision can consider it a recognition of good operation that their stations were selected for this special duty.

JUNEAU CONTROL TOWER  
COMMISSIONED MARCH 1

The Air Traffic Control Tower at Juneau was commissioned March 1st.

Dan Ward, recently of the Anchorage tower and Boeing Field, is Chief Controller. Other members of the staff are Paul McConnel, of the Seattle Airway Traffic Control Center, and Jim McGhee, recently of the Anchorage tower and various army control towers. For the present time McConnel is remaining at Gustavus to supervise approach control operations for that area until such time as the Sisters Island VHF link is completed.

CAA EMPLOYEES AT WOODY ISLAND  
MAKE PLANS FOR ORGANIZATION

Plans were formulated recently for an association of CAA resident employees at Woody Island to take over the active operation of the mess hall as well as procurement and distribution of groceries to CAA employees. Articles of the association have been drawn up and are now with the Executive Committee there for final revision and adoption by members.

Al. Hulen, Superintendent of Operations Branch, made two trips to Woody Island during the past month to investigate mess hall and commissary procedures and to help with plans for the association. He was accompanied on the second trip by H. P. Noggle, Regional Attorney.

The following communicator selections and appointments have recently taken place:

SELECTIONS

Herbert Blomberg	HQ as OC
Milo Rousculp	HQ as OC
	(temporary)
Dobbie Stadt	VN
Donald Thomas	XV as CAC
Arvilla Underland	HQ
Donald Waits	HQ
George Wilkins	IU as CAC

APPOINTMENTS

Anthony Giambruni	OF
Glen Harrison	OF
Robert Hicks	HQ
Otis Hill	HQ
Donald Hobart	HQ
Paul Leonard	OF
Wayne Miller	VY
Darrel Nelson	HQ
Ernest Proctor	HQ
Brown Spencer	HQ
Samuel Stinchcomb	HQ
Howard Trafton	HQ
Charles Thomas	HQ

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So many things of a not-so-startling nature have been eluding us that we just haven't had time to tell 'em all.

In the first place we're busy compiling a list of prerequisites for that famous Alaska Bush Pilot's License. We've had so many phone calls regarding the BPL that we've decided to oblige the public. A few honorary memberships in the exclusive organization are still left and may be applied for.

Secondly, the Rendezvous has left in its wake three pale-faced bearded guys who go around scratching non-existent stubbles. Gee, but those beards were nice while they lasted...guarantee of 20 extra minutes sack-time every morning. Boss-man Leon nearly de-eared himself chopping his muttons off with a 14-inch scissors...(Pictures to illustrate). While we're mentioning the boss, have you heard about his LEGS? Yep, party things, on display last week in the Ice Show's Bearded Ballet.

The weather, too, has put forth; everything in Manual N has been noted.. snow grains, ice grains, pellets, hail, drizzle...and some stuff not easily identified...must have been a whiskey nimbus. (Rare.) Brothers Stolz and Bear have taken the five-bottle cure up at Curry and heartily recommend it for the week-end...the one right after pay-day, Controller V. Lerner has taken the "shock" treatment, and is now reported doing well. That's thirty for now...and meet us in the Round-house, there ain't no squares in there.

CIVAIR 8 CLUB  
HARD-TIME PARTY  
APRIL 11

B. Putham, Superintendent of the Branch, returned this week from Washington, D. C., where he attended a Policy Refresher Course for Safety Regulation personnel. Mr. Gretzer, of our Fairbanks office, is at present attending an In-Service Training Course at the Aeronautical Center in Oklahoma City.

An inspection trip of the ground and servicing facilities and a flight check of instrument procedures in the Aleutian Islands was recently made by Mr. Darlington, Mr. Seely and Mr. Fuqua to obtain data on facilities for air carrier operation.

E. S. Gull, Chief of the Airman Division, is in the states on extended annual leave on orders from his physician. He and his family are at Culver City, California. N. J. O'Brien is acting chief during his absence.



COURTESY: FLIGHT LOG

# ANNETTE ISLAND

Well, we've not forgotten that you're trying your level best to keep us on the ball in advising you of the status of things in general down this way....

During the past month we've been frozen out, burnt out, and rained out. We have also been assisting a six-man crew, headed by E. L. Graves, of the Regional Office in taking an inventory of army property. They completed their assignment here the end of February, going to Yakutat, where they will be engaged in the same type of work.

Changes in operations personnel include the transfer of CAC Valenticic to HQ and the addition of Herbert Bridges. Darn sorry to see Augie leave, but we feel mighty fortunate in getting another good CAC. Accom James Keogh is going to try commercial life for awhile - he'll be sorry... Marilyn Salvoson changed her name to Dorning, so now it is Mr. and Mrs. Floyd Dorning. We wish them many happy years together.

Maintenance has picked up the following personnel: MTIC Richard W. Gross from Aniak, MTIC Clarence W. DeBorde from Bettles, MT George J. Fischer transferred from the Weather Bureau at Kotchikan, MT Alvor Johnson, MT Julius W. Martin, MT Gordon G. Young, SGM Chas. W. Bonat, and SGM Paul H. Hanson. MTIC Frank Nelson has transferred to the Regional Office, and John Cathy to MTIC at Sand Point. John Dezell and John Roberts are transferring to MTIC at Barrow and MTIC (relief) at Anchorage respectively. Guess this covers all the recent changes in so far as my feeble mind is able to recall.

Everyone is getting slicked up for the big dance in the gym Thursday night (February 27). The presence of the inventory crew from HQ, pending departures of Roberts, Dezell and Keogh seemed reasonable enough for throwing out the fatted calf and cutting the rug. We have a new outfit to give out with the soft sweet

stuff, or rather a half of a new outfit since our friend AC John Andrews was so rudely taken away from us and detailed to an emergency assignment at Galena. Our present set-up has a string of ditties that can go on and on into the night, with Gross tickling the ivories (or stomach Steinway-he kicks the gong on either), DeBorde strumming the guitar, Pvt. Chas. Hutchins beating the drums, and Pvt. Art Groner blowing away on the trumpet. Course with a lot of other odds and ends of equipment and free lancers setting in, you can bet we'll have fun.

Movies have been few and far between lately. However, we have just this date acquired a new series of four and will show them as soon as possible.

We'll have to give you the up-to-the-minute dope on basketball (we also play pool and ping pong). A hard fought, well-played basketball game took place February 20th at the Recreation Hall between the Metlakatla Athletic Club and the local USCG-CAA-USA team. The final score was 44 to 39 in favor of the local team. High point men for the game were Booth with 16 points for the visitors, and Finnegan with 19 points for the local team. The local team enjoyed a 10 to 8 lead at the end of the first quarter and a 21 to 17 lead at the end of the first half. At the end of the third quarter the M.A.C. were leading by the score of 29 to 27. However, in the final quarter the local quintet garnered enough points to overtake the M.A.C. and win the game.

The Metlakatla team and spectators were transported to and from the game by the Coast Guard. It is felt that these games promote friendship and good will between the residents of Metlakatla and the residents of the base.

We'll try our utmost to have another bit of news for you next month.

## CAA PILOTS TAKE STEPS TO FORM FLYING CLUB

The results of a general meeting held last October of all CAA personnel in Anchorage who were interested in the organization of a flying club has finally born fruit.

A committee, composed of J. L. Connors, E. G. Fisher and K. S. Perry, is drawing up articles, by-laws and safety rules for a permanent organization. Members of the temporary committee were appointed at a meeting called March 10 by K. S. Perry, chairman of the advanced flying club organization committee. A name for the new club is to be selected soon.

Additional meetings are to be called within the next few weeks, at which times the organizing members will pass on the organizational structure, establish membership shares, dues, hourly rate charges and make plans for the purchase of a suitable plane.

Both private pilots and student pilots are becoming members, even some who are just starting their training. The club will have a limited number of members; however, there are still several memberships available.

## SANFORD PETERSON APPOINTED COMMUNICATIONS INSPECTOR

Last month's issue of the MUKLUK reported the selection of August Valentinic as Communications Inspector. As a matter of fact, Sanford Peterson was selected at the same time for the other inspector vacancy existing in the Communications Operations Division. Being unable to release Mr. Peterson from his duties at Juneau immediately following his selection, the Division withheld mention of it. "Peto" is now in the Regional Office learning the ropes of his new job.

(Continued next col.)

## EIGHTH REGION PERSONNEL TO ATTEND ILS SCHOOL

F. S. Davenport, maintenance inspector, and E. R. Pierre, MTIC at Yakutat, both of the Communications Maintenance Division, and E. E. Greene and C. S. Bartholomew, radio engineers of the Communications Engineering Division, will represent the Eighth Region at the Fifth Advanced Instrument Landing System Class which begins March 31 at the CAA Aeronautical Center, Will Rogers Field, Oklahoma City, Oklahoma.

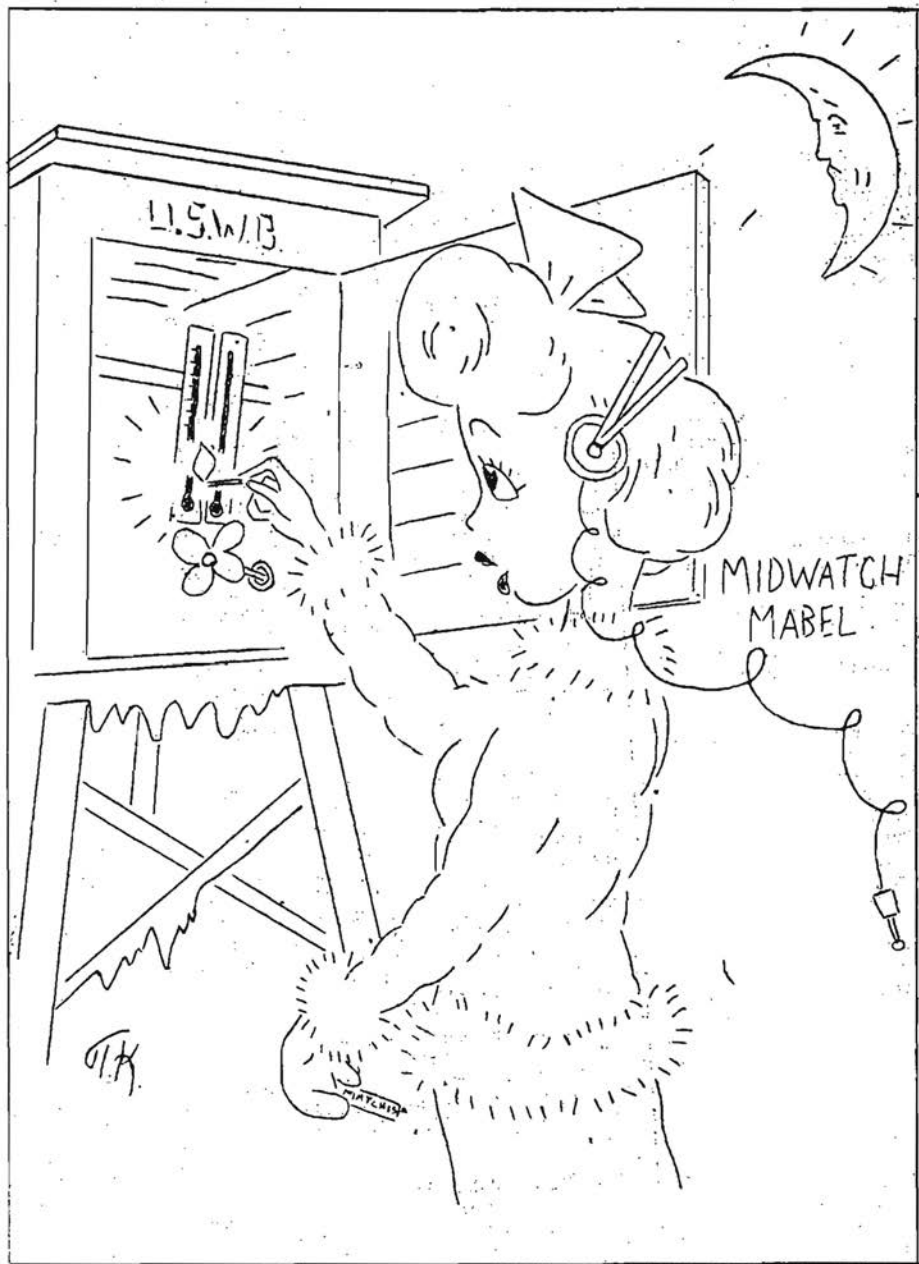
These men were selected for attendance on the basis of their grades in the screening examination given as a prerequisite for admission, and in accordance with the policy that preference for attendance is given those whose work includes installation or maintenance of ILS equipment.

The March 31 opening of the school marks the resumption of these classes following a nine-month period of inactivity occasioned by the moving of the Center from its former home at Fort Worth, Texas. Shortages of building materials and the huge amount of work involved in moving and reinstalling the equipment used in the study of VHF and low frequency ranges and ILS components account for the long delay. With the move now apparently completed it is believed that four ten-week classes will be held each year. The attendance quota for each region is four technicians or engineers per class.

After a six year enlistment in the Army Signal Corps, Peterson entered the CAA at Golva, North Dakota, where he eventually became the Chief Aircraft Communicator. He first saw the light of day in the Eighth Region at Kodiak. Then came Northway, Farowell, Nome and Juneau. He was Chief Aircraft Communicator at the latter three stations.

Peterson is married and has two children.





# HOMER BY THE SEA

It's time someone did something about this situation at Homer. Everyone here being too illiterate to write an article for the MUKLUK in the regular way we had to use our ingenuity, and we are all full of ingenuousness. What we are doing is getting some good man on the end of a bug and he is sending like mad and some other good man is copying. That's one way of getting this article written. Our conscience is bothering us, and besides you all might forget Homer is still here. We want to express our thanks to the Keen Eye Klan for mentioning us last month. It was such a thrill to see our name in print. Yah, sure, we sure tank you.

We are still weeping over the departure of Lylo Baxter, who can't wait to get back to Montana and the sheep. The fact that Ruth is there makes him a little impatient, too. But we do miss his smiling face, his good work, his poker, and that sweet little 40-hour week he took with him.

Back on a 48-hour week now you will find Frank Campbell and Dan Larson holding down the mid-watch six days a week. They like to watch the dawn come up. In his free time Frank is building a boat in his attic. But don't worry! He's going to put it together outside. Dan, in his spare time, takes pictures of Marle Crump asleep on the davenport with a toddy bear, and Bea Crump making faces while drinking her milk. He also makes things out of plastic, and rides on his motor scooter, which is really a super duper thing. It will go 100 miles to a gallon of gas and will go 30 miles per hour. It hasn't done any of those things yet, but then, after all, it's being broken in.

On the evening watch are Bea and Marle Crump. They live with Dan and Marie Larson and Fred Elling all in one house. You've heard that poem:

"There was an old woman who lived  
in a shoe  
She had so many children she didn't  
know what to do,  
So she sent them all to live in  
house number two."  
And in May there is going to be one more  
little Crump. Poor little house.

Fred Elling and "Coke" Nelson work the day watch now, and they really work. When they get home they're so tired it takes an hour or more to recuperate. It doesn't take Fred long to gain back his vitality if someone mentions poker to him. He goes down town to play though. He doesn't like to take all of our money from us poor hard working CAA employees. Coke just gets home from work in time to start entertaining his two little boys, who are at an age when entertaining is the hardest.

So that everyone can have at least one day off Marie Larson works relief shift. We think it is very nice of her. In her spare time she rides behind Dan on the motor scooter.

Chief of all this is Herschel Price. He has just recently become a "Ham" and has been very QRL getting set up. Now he can talk to Jim Sherry without ringing the telephone. They should have a lot of fun seeing each other. So far Herschel has just got CW, but he will have voice before long. He also takes pictures. He and Dan and Marie are going into competition to see who can get the best color slides.

Jim Sherry has been our acting MTIC for months and months now, and has been doing a swell job. He will be happy to have less work to do, and will be glad to see our new MTIC, Bird, come flying down.

Mechanics John Dillinger and Jim Graham have been working trying to get our  
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COMMUNICATOR REQUIREMENTS  
FOR EMPLOYMENT IN ALASKA

With the resumption of communicator recruitment for Alaskan assignments, a revised general information circular on the subject was issued which incorporates several changes now applied to the appointment of new personnel.

The revised circular lists the present entrance requirements which were made effective following the cessation of hostilities and which generally correspond to those previously applicable before the war. In addition to the primary operating requirements of 30 words per minute in radio-telegraphing and 35 words per minute in typing, an applicant must have had practical experience in one of the following activities; (1) Aeronautical communication, (2) Radio communication other than aeronautical, (3) Aeronautical dispatching, (4) Air traffic control, (5) Flight radio operator, (6) Military or airline piloting, co-piloting or aerial navigation, or (7) Possess a commercial pilot's license.

Attention is also called to orientation at the Aeronautical Center, Oklahoma City, which is, of course, for familiarizing new personnel with Eighth Region procedures and mode of communications. While it is not mandatory that familiarization training be administered in each case, such will be the policy except where, infrequently, circumstances do not warrant it, or where the prospective employee resides in Alaska.

A list of requirements for communicator certification is included and which refers to the various theory elements in which written examinations must be passed. Promotion to a higher grade, however, is not solely dependent upon attaining a certificate, but is also conditional upon an employee's satisfactory performance in the entrance grade. In this connection, all communicators employed after Feb. 1, 1947, will be required to remain in the en-

McMURRAY GIVES VIEWS ON  
OUTLAWING HOMING PIGEONS

We believe you have all heard of the recent Congressional action at Juneau looking toward the discontinuance of Civil Homing Pigeons in favor of the Civil Aeronautics Administration.

For the benefit of you bushmen who are not abreast of current events one of our alert Territorial Solons has uncovered an old Alaskan Statute establishing Homing Pigeons at various points throughout the Territory to aid Aimen forced down and in need of aid. The Statesman attacked the measure quite vigorously and is currently stumping to have the law revoked. The timely subject has caused much discussion among thinking Alaskans, and herewith are the sage comments of Mr. Grant A. McMurray culled from an interview on this momentous question:

To the question "What are your views on pending legislation to outlaw Homing Pigeons?", the indomitable, indubitable McMurray replied without the slightest hesitation:

"Woel noo, I'll taol ye laddie, I dinna think we should be tae hosty aboot this thing. Those kindly bairds are oxtremely thruffy craitures. Doshing aboot in airplanos is all verra weel; howivir, ye must raemember there be a substantial differrence betwixt the price of 100 octane gas and the price of pigeon feed. My pairsonal odvise is tae examine the mottor verra thurrally and not stompede the taxpayers intae a hosty decision. Oxtremely thruffy craitures, yus, yus, there be noo doot aboot it."

We feel our legislators should digest this verra sage advice before enacting any further restrictive legislation on Homing Pigeons.

trance grade six months before being eligible for promotion.

Original assignments to stations are determined by the Regional Office.

# WAREHOUSE WAILS

The FBI found Dillinger; Alley Oop found the Gory Gulch state robbery loot; and one of these days CAA is going to find the missing oxygen and acetylene tanks. We say this because we're probably the world's biggest sucker for a bad bet.

In our naive way - and after a look at the books --we believe the territory from Sharktooth Shoal to Wales must be littered with these orphan children of the welder's art. How you can lose a thing half as big as a bathtub and heavy as Primo Carnera is something to wonder at, even in Alaska. (Of course, the Warehouse mislaid a furnace once, but we won't go into that). In the face of all good sense, however, the fact remains that these tanks disappear as blithely as dandelion fluff on a summer breeze.

Now when a rented tank is not returned within thirty days, Northern Commercial Company (of which perhaps you have heard) begins to collect a little item called demurrage. This is merely the ten-dollar way to describe the same thing that happens when you're late with your income tax. You gotta pay. Doubtless the gentlemen at NC are fairly happy over this bit of nest-feathering, but it stands to reason that when they're in the oxygen-acetylene business they might prefer the tanks to the dough.

Here we run into another idiosyncrasy of NC. They don't seem to like it if we turn in just any old tank. They want the tank they sent out, serial number and all, and no nonsense about it. Most especially they're likely to burst into tears if you try to give them one of these containers turned over to CAA on shipping documents by the War Department.

These tanks were turned over at the same time as the airfields, a procedure which seemed simple enough at the time; but the whole Army deal has worked out

with the graceful precision of a gang fight on the Lower East Side. For when Army containers were grudgingly accepted to counteract demurrage on NC's regular Linde tanks, that company's Seattle connection got its back up and refused to re-charge them. Now - just to get into the act - the Army is demanding them back. Well, they're coming back as fast as we can rake them in, and are being turned over to Fort Richardson with our blessing.

That's only half the story though, for the various branches of NC don't speak to each other about acetylene and oxygen tanks. Why the dark secret, we don't know, but if you turn in a tank to the same company at Farwell or Nome or Ipekatuk, no whisper of it will reach the ears of the Anchorage store. Which leaves the tank-carrying that serial number on the Anchorage books forever, doing its daily bit to increase demurrage and make a confused situation further confounded.

But there's a rainbow over the hill, for CAA is going to buy tanks outright from the War Assets Administration and service them itself. Under the plan, each station will have an allowance against which to place requisitions. When a tank is empty it will be returned to the Warehouse and a new requisition sent in. That's the whole procedure. Some of the tanks already have been delivered at Seattle, many more are on the way, and when a sufficient supply has been obtained the new system will operate.

Until that happy day, stop trading tanks around with the different branches of NC and send those bearing the proper serial numbers in to Anchorage for re-charge.

And while you're at it, have a look around the back room. If you locate  
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(Cont'd from page 12)

PUBLISHED BY OPERATIONS

any strays, send them in too. They all belong somewhere; and the sooner they're located and returned, the sooner we can all go back to sleep and forget War Department Waywardness, Northern Commercial's Intra-family Reticence, and that old Shylock Demurrage.

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Remember back a couple of years ago when the electric pump broke down? You ordered a replacement and the Warehouse couldn't supply it. They couldn't supply a substitute, either. And they can't supply it yet.

Well, obviously, by now you've acquired a substitute somewhere, you've patched up the old rig into working order, or you've got the muscles of Gargantua from pumping by hand...in which case you probably won't mind continuing.

Since this is so, the Warehouse is starting a campaign to clean up the old out-dated repair-and-exchange paper.

In charge of this project we find Walter Williams, a guy who's sweated out some of the worst field-to-warehouse problems ever to arise in the Eighth Region; and we warn you here and now he's going to get results.

If we've sent you a brand new piece of machinery and you haven't returned the damaged item you were holding for replacement, you better watch out 'cause this bogie man will get you sure. He's going to send letters, dispatches, pleas, prayers and threats until either the equipment or a lost property certificate comes in.

Similarly, he's going to needle you until you cancel any or all repair and returns that have become obsolete because you've substituted satisfactorily.

You just can't win with Williams. He's stubborn as a brush salesman and

Something new has been added.

Beginning to make regular appearances is a monthly circular letter entitled "Service A Recordability Reports". With data gathered by Central Monitoring and published by the Operations Branch, it is a compilation of the reception and transmission efficiency of each communications station on the hourly sequence circuits 302, 303 and 319.

Through the medium of the now circular letter each station can tell exactly where it stands with each of the remaining stations on that particular circuit with respect to communications efficiency and also its over-all efficiency with respect to the entire circuit.

Heretofore, some knowledge was periodically available on the degree of station and circuit operating efficiency, but was not issued to the field at frequent and regular intervals. Month by month each station can now follow its "rise" or "decline" in the shifting positions of efficiency, and where conditions have caused abnormal fluctuations, perhaps be able to offer constructive suggestions for improvement. This regularly disseminated data should be of high interest to communicators and be an incentive to strive for as great a degree of efficiency as can be attained through personnel operations themselves.

persuasive as a carnival barker. So resign yourselves to helping him clear up the mess. That outdated paper is already as good as in the closed files.

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This hurts. It seems that once upon a time the Warehouse asked you guys to use serial package numbers. Since then, with a very red face, we discovered that our own package numbers have not been running serially. But we still think it's a good idea - so good we promise that from now on our numbers will run in meticulously proper order, and ask again that you try it out yourselves.

# BIG WIND FROM BIG DELTA

We can take a hint. You don't have to hit us with a fender! When ye editor takes to underlining JQ's delinquency not with two red lines but with three, it's time we stir from our lethargy and produce.

It's been so long since an effort of this sort has been attempted that I had to dive into about a year of old MUKTELS to kind of get the swing of things.

The personnel lineup seems to be the first order of events, so below are those to be sympathized with, - listed in order of their importance!

BILL PEACOCK - (With sunken eyes, cheeks and chest - all due to trying to make headway against our famed east wind) "And I don't mean you Jaahn". Bill is also our #1 trapper.

BOB MILLER - He's sunken, too, but from the rear - resulting on a flanking movement against the wind. Bob also traps - just what for - we're still wondering.

ARTHUR HALL - (The boy from Patee), "Cherchez La Femme" a delightful addiction to a smoker - oui oui!!

HELEN FLYNN - The old woman in the shoes she had so many kids she didn't know what to do. And standing watches, too, feature that!

VERNON FOSTER - Our boy horticulturist and/or gentleman farmer. Nothing is more comical than to see him in his white coat, white wheelbarrow, neatly lettered "DSC" on the side, out talking to the wild horses. Last reported seen pleading with the strawberry roan, but to no avail. All the horse would do was nod from side to side - heads that is!

JIM TEALE - Old carrot top himself. The original buza boy. He sez he can trace

his descendents direct to Icarus. Warning to all ACCOMS: When you hear X92749 blasting the ether - run for cover! Specializes in barrel rolls and beaver trapping.

DON BAKER - The dentifrice kid. The original wax tester. No drinkee, no smokee, no swearee. Ye manager of the Big Delta wroakoe shopp. Our motto "If we no fixee; we fixee so you no fixee." Love that men!

JOHN FLYNN - The big blow from WQ. From latest report the contest is a draw. He can blow just as hard from the WNW as the wind can from the ESE.

Our social life would be of interest, no doubt, to all. First we have drinking, then dancing, and then for variety we have dancing and drinking. All at the Big Delta. "Shall we gather at the river elbow bending and ankle twitching society" - otherwise known as the norther lite club at the Army area - the gathering spot for all who have not become solitary drinkers by now. And it goes on and onnnn and onnnn. The only tragic thing about our club is the weakness of the building structure. The more we drink the stronger we get; and inversely the weaker the building gets. By six in the morning all participants have placed themselves strategically around the wall to hold it up, and there are those that dutifully lay on the floor to keep it down! After four or five hours of this leaning one apparently becomes accustomed to this posture, for we notice everyone leaving is leaning shoulder to shoulder on his way home, and comradely hauling those by the collar who have become incapacitated due to their long duty on the floor.

## TITS AND TATS

Messrs. Teale and Foster flew into FX February 14th, Mr. Foster to treat (Continued next page)

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his ulcer at the Wonder Bar, and Mr. Teale to check his at the medical clinic.

Mrs. Peacock is now at home convalescing from an appendectomy.

Mrs. Foster is now home after a general check-up and a week's sojourn in FX.

Mrs. Miller is also at home after treatment in FX for a nose ailment.

After a very intense investigation it has been ascertained that none of the above infirmities can be attributed to our social life.

Mr. Flynn made a trip to TW and PM over the week-end. Carl Gully of PM serves a nice hiball, yes, indeed! You would do well if you dropped in for a chat with Mr. Gully; he's one interesting character. Of course, the fact that he comes from Montana probably explains all this. Fill Deford was also visited, and you ought to see his 'Hamalladium'. He's even got QSL cards from Mars and some of the lesser planets! Some of his friends must have sent him all those cards. Who's ever heard KL7AD on the air!

## JUST STUFF - BY WINDY

Now I have seen everything. The last paragraph on the first page of the revised regional circular 8-C-27, dated January 31, 1947, came as somewhat of a shock. Apparently the old master is slipping. This paragraph brings to mind another letter in the way distant past. That's OK, Ralph! I'm getting old myself - the old punch is gone. I've now exchanged it for a paunch and getting along nicely, thank you! We'll have to get together sometime and write our memoirs. Let's make it about twenty years from now - then we can retire and the old bogey can't scare us any longer!

Inspector Trudeau passed through the other day on Wala for PM. Gave me a

great big smile and a wave of the old hand. Guess I'm getting along OK. That's the first smile I've got out of an inspector in years! Of course, getting out of HQ for awhile would make anyone smile.

Who's that charmer' down Kodiak way that all the boys are raving about. It's getting so that all you hear on 75 phone anymore is "Arvilla", "Arvilla". If I could be assured of an introduction, Fred, maybe I could be prevailed upon to keep quiet about the night of the slippery streets in Anchorage. SHHHHHHH!

Wonder why Jack Jefford and Bill Hanson ran for cover under NC-14 the other day. Heck, that was the best landing I've made in the "Yellow Peril" for weeks. Notice they got out their little black book and put their heads together afterward. Wonder if it was a note to the aero inspector or were they just admiring my technique and putting it down for future reference. Could be, guess a guy can get awfully rusty flying one of them big box-cars all the time!

We don't like to brag and all that stuff, but while Snag and Northway were getting their 70 and 80 minus temps we had 38 below with a 30 to 40 mph wind. Who can top this one! I don't know, but maybe it's a very doubtful honor. I betcha there's none at Santa Monica who would swap with us. I mean anyone who could get past a psychiatrist. Even the forecaster at FX, on their KFAR forecasts, speaks fondly of JQ as the windiest spot on their weather map!

Oh, well, we all love our windy little garden spot. Just think when it gets too monotonous we can always go fly a kite -- and I think that's what I'm going to do now.

Now, editor, aren't you sorry?

BONU  
BREEZY

Editor: "No!"

# AIRWAYS FLIGHT INSPECTION STAFF

Seventeen ranges were flight checked by the members of the Airways Flight Inspection Staff during the month of February. One of them, Galena, was given two official checks. The first, a routine check, was made on February 11. Then, after the crash of a Wien Alaska Airlines plane a few miles southwest of the station, Hurst and Pfeffer checked the range again on February 25, finding it normal. The two Jims then continued north to check the Umiat range.

Wayer and Clayton have returned from an extended inspection trip to Attu and way points. On the way down they checked Iliamna, Naknek, and Port Heiden ranges, following the disappearance of an Army B-29. All three ranges were found to be within tolerance.

An oil drum fell on the leg of a CAA employee at Galena and caused an unscheduled night flight by Beechcraft 90579 on February 7 and 8. Wayer and Freeland picked up Ross Cook, who had suffered a broken leg, and delivered him to the Fairbanks hospital at one o'clock in the morning.

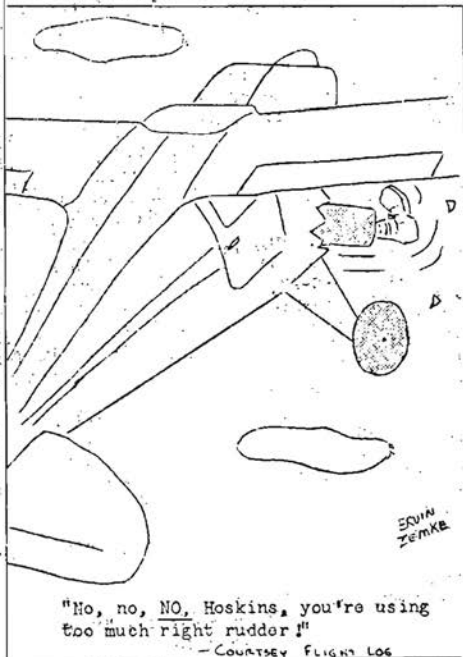
As a result of the unprecedented cold and deep snow, an unusually large amount of emergency supplies, particularly food, have been delivered by plane. Some of the stations that normally receive their provisions by rail or by truck had to be supplied by air when the deep snow blocked the tracks and roads.

Hurst and Pfeffer, in addition to flying food to hungry station personnel, transported four snow jeeps and trailers in NC 214. A snow-jeep and trailer was taken from Galena to each of the following stations: Aniak, Bethel, Farewell, and McGrath. The tracks had to be taken off the jeeps before they would go into the plane. A loading ramp and a block and tackle helped with the loading.

Rogers has spent the better part of a month in central and western Alaska in connection with the VEP survey.

NC 214 made a trip to Seattle to bring Chris Lemple and his party of Washington efficiency rating experts to Anchorage, stopping at Annette Island and Juneau. The crew reports that they had good weather for the Anchorage-Seattle trip, but encountered considerably lower ceilings on the return journey - particularly in the Bubble Room.

Manson is enjoying a couple of weeks annual leave in the States. While he is away, Flight Mechanic Greiner is occupying his place on the right side of NO 14's cockpit.





## LARGE CONSTRUCTION PROGRAM

PLANNED BY CAA FOR SUMMER

In accordance with the added demand for services required of the CAA due to the continuing increase of air transportation within the territory, this summer will see a large construction program throughout the territory.

Surveys of VHF communication are proceeding satisfactorily and the next few months should see the construction of VHF facilities at all stations between Anchorage and Annette Island, Juneau and Skagway, Anchorage and Kodiak. Contracts have already been let for construction at North Dutch Island and Whittier, and contractors have been requested to bid on Hinchinbrook and Cordova.

Contracts are also being prepared at the present time for seal-coating of runways at Nome, Northway, and for the repair of all facilities that were damaged by the flood at Bethel. Modifications are also planned at Anchorage for new teletype stands, construction of a new engine generator building and other minor improvements. Work will soon get under way at Kodiak for construction of a new water system for resident personnel as well as improvement of the road and construction of a new utility building to replace the recent fire loss. Additional work is also under way on the construction of new temporary quarters. The access road to the Kenai range will be improved and also a 5,000 foot Beverage antenna installed to improve low frequency communications.

Congress has appropriated \$189,000 for the improvement of water supply and sewer systems at practically all stations and the majority of this work will be completed during this working season.

The first instrument landing system in the Eighth Region will be constructed at Gustavus. It has been reported before

## VHF CREWS COMPLETE TESTS

BETWEEN RUBY-GALENA-TANANA

VHF tests were completed between Ruby and Galena and Tanana during the past month. It has been determined that a circuit direct from Ruby to Tanana was not satisfactory. A site intermediate between Ruby and Tanana has been tentatively selected at Birches, but tests are not possible at this time due to lack of accommodations.

Also, during the month, tests were started between Minchumina, Farewell and McGrath as well as Sheep Mountain to Gulkana. Survey parties have recently been assigned to the Nome - Golovin-Moses Point - Unalakleet circuit and tests will probably be started within the next few weeks.

Personnel assignments are as follows: Emmitt Boone, Minchumina, Irvin St. John and Harold Johnson, Farewell; Joseph Yesenski and Robert Lead, McGrath; Ted Young, George Donaldson and John Easley, Sheep Mountain-Gulkana; Larry Gourlis, Nome; R. Tonison Walker and Phillip Stern, Golovin; Parker Megus, Moses Point. A. E. Peterson will supervise the tests on the Nome-Golovin-Moses Point-Unalakleet circuit.

but bears repeating, that the first VHF omni-directional range in the territory will be constructed at Anchorage. The newest type CAA neon approach light lanes will be installed at six stations this summer. The actual locations of these lanes has not yet been determined. Finally, of course, the conversion of the Naktok Army Air Base to CAA facilities will be completed.

At the time of this writing, the Congress of the United States is reviewing the budgetary requests for the CAA, and upon approval and passage of these requests a great deal of additional work will be authorized. The MUKLUK will keep the readers advised on further plans.