

August 1948

RENTZEL AND PARTY MAKE ALASKAN TOUR

Civil Aeronautic personnel of Alaska were very impressed and honored by the recent visit of its newly appointed administrator, Delos W. Rentzel, and also Assistant Secretary of Commerce, John Alison.

Walter P. Plett, Eighth Region Administrator, introduced Mr. Rentzel to the audience gathered in the High School auditorium, and gave a brief welcoming address.

Both Mr. Rentzel and Mr. Alison were on a tour of Alaska not only to become acquainted with its various expense programs and problems, but also to help solve some of the individual needs of the many people living here, and connected with CAA. According to Mr. Rentzel, his ultimate goal is to advise, get the materials to work with, and further any other phases of aid to the Territory.

Mr. Rentzel said he is extremely interested in the promotion of safe, dependable air service, broader communications systems etc., for a better Alaska. He commended all branches on a big job, well done, in spite of the high cost of living and the terrific housing situation. In commenting on the latter, he assured CAA'ers that he will do all he possible can on his return to Washington, to alleviate the situation.

This was Mr. Rentzel's first trip to Alaska, and he was able to see many of the obstacles to be overcome. He was most pleasant and genuinely sincere in

(Continued on page 15)

MICHAEL BAKER TO DESIGN NEW FAIRBANKS AIRPORT

The Fairbanks Airport can now be considered more than a pipe dream. After the revision of many bids, the final award was made to Michael Baker Jr. Inc., of Rochester, Pennsylvania. This contractor was selected for out low basis bid of \$135,000, and also for several qualifications etc., that will be required for the undertaking.

According to Ralph A. Rich, Chief, Contract and Procurement, two representatives of the Baker firm will be in the area to discuss plans for the final "go ahead", which will probably be underway before this goes to press.

The \$135,000 includes survey, design and inspection for two years. A separate quotation was requested from each bidder, to cover the inspection of the project after a period of two years, per man per month -- provided the job will take that long. Baker's bid for this was \$1200. Estimated time for the completion of pre-construction work is 60 days.

Bids were opened August 2, and the following seven were submitted: Thomas B. Bourne Associates Inc., Washington D.C., \$188,000 and \$1900; Gustav Karls, Seattle, \$194,000 and \$2900 (per month); Flora Engineering Co., Cheyenne Wyo., \$267,000 and \$1800; Airways Engineering Consultants Inc., Washington, D.C. \$245,000 and \$3000; Willis W. Batcholler, Seattle, \$248,000 and \$750; Marshal C. Hoppin and Associates, Anchorage, \$202,000 and \$900; Dewitt C. Griffin and Associates, Seattle, \$377,000 and \$1400.

(Continued on page 18)

MUKLUK TELEGRAPH

Published by Eighth Region
CIVIL AERONAUTICS ADMINISTRATION
Anchorage, Alaska

August, 1948
Label Stubbs, Editor

Vol. 6; No. 8
Ref. 120; Phone 77

VHF AVAILABLE SOON

WASHINGTON--Airplane owners will be able to buy low-cost VERY HIGH FREQUENCY radio navigation receivers by the end of this year under a competitive-bid development contract, it was announced by Civil Aeronautics Administration.

The new omni-directional radio ranges will soon become standard airway equipment throughout the United States, and will permit fliers to navigate visually, using indications from the range.

Airborne radio sets will also receive VHF communications from the ground, and will receive the localizer indications of the CAA Instrument Landing Systems.

The National Aeronautical Corporation of Ambler, Pa., has signed a contract with the CAA for development of the low-cost receivers. It is believed that the retail sale of the equipment will amount to about \$400. Installation, antennas, and taxes will be less than \$100, and a total cost to the private flyer will be under \$500.

About 400 omni-directional ranges will cover the United States with these signals by late 1949. Nearly 100 such ranges are operating now, and the number will be increased to 250 or 300 by January 1. CAA has announced that it will operate the omni-directional VHF range and the low-frequency ranges until the VHF program is completed and aircraft generally are equipped for VHF reception

COMMUNICATIONS SCHOOL NOW IN SESSION AT ANC

Several "Visiting Firemen" are attending the VHF and Carrier school, which opened August 9, and will last for three weeks. The following men are here for the course, and are listed with the station from which they came, and also the assignment they will take after leaving school:

Waldemar Johnson, Iliamna to Narrows Pt.
John Curry, Yakataga to Sisters Island.
Fred Biosmeyer, Summit to Sunset Cove.
Raymond C. Hensley, Tanacross to Thano.
Arthur Gould, Nome to North Dutch Isld.

and operation. Then the low-frequency ranges will be discontinued, and all civil aircraft navigation will be done with VHF ranges.

The low-cost receivers made possible by the contract between the CAA and the National Aeronautical Corporation will give private and non-scheduled fliers most of the navigational advantages that now are enjoyed only by the pilots of large, scheduled planes. The contract provides for delivery of ten completed receivers to the CAA in October. These receivers will cost \$1,970 each, which indicates the expense of design and development.

--OFFICE OF AVIATION INFORMATION

CIVAIR 8'S BEST AND BIGGEST DANCE

Considering your fun and enjoyment, the Civair Club has arranged for you to meet your friends and fellow workers at its biggest and best dance of the year.

With the Merrill Field hangar selected as the dance floor, the Weather Bureau and the CAA invited, and the priced admission no more than you would pay for a pound of hamburger and slightly less than a pound of ground round, the Civair Club cannot think of a better way for you to spend a happy and enjoyable Friday evening of dancing, than on September 17th.

General Chairman is Nate Stowell, with Connie Clayton as Vice Chairman. On the Publicity are Perry McLain and Lance Harvey. For arrangements, J.E. Goodwin is Chairman, with music arranged by Dick Pastro and Charlie Knobler. Margaret Trimmer will handle the decorations for the occasion. Prizes will be arranged for by Harry Watson and Marilyn Wisser will be the Chairman for Special Events.

Master of Ceremonies will be Allen D. Hulen, and Al will be his own pilot. Hollywood and NBC couldn't equal the celebrities we have right here in Anchorage. Posters will announce more on this dance very soon, but right now we want to introduce those on the various committees who are working to assure you of a fine time, and to make you proud of your association with the Civair Club.

Tickets will be under the General Chairmanship of Norm Keith, and the handling of tickets for Merrill Field will be done by Arthelle Haight. Ticket sales for the Loussac-Soga building will be in charge of Dorothy Meredith. Sales talks and distribution of tickets for the Federal Building will be done by all Division and Section Stenographers. The Warehouse and Commissary tickets will be handled by Burt Marsch -- and what a

WHISTLING IN THE DARKNESS

Dallas -- A pilot, while flying in total darkness, during a night thunderstorm, near Midland, picked up his microphone and shrilly whistled. In the distance runway lights stabbed the dark as if by magic.

This may sound unreal, but it is the invention of a young Dallas engineer. Many small airports can't afford to give 24 hour service, and this fact made the young man start thinking of the possibilities of lighting the field from the air.

Two years later, Vernon L. Mallory issued a patent on his "pucker gadget", which American Airlines has tested very successfully at Midland. Here's how it works: A receiver is installed on the unattended field. The pilot using a dime store whistle or an automatic electronic whistle, blows a high note into his microphone. The high sound enters the receiver, causes an electrical contact and the lights come on.

The lights stay for a certain length of time, then turn off automatically. This allows the pilot to turn the lights on from the air, land and walk away. CAA is studying the invention now. American Airlines has been testing it two weeks and reports excellent results under variable conditions. Continental Electronics Company, in Dallas, for whom Mr. Mallory works, will manufacture the new equipment. --CROSS COUNTRY NEWS

selling personality he has. We'll bet everyone from the Warehouse will be present, as well as the Commissary. Fred Pollard, Superintendent of the Maintenance Shop will have the responsibility for that sector.

For further particulars on this dancing night, contact your nearest chairman and don't forget there is a splendid Dance Program arranged for you on Friday the 17th of September.

OLD FAITHFUL "SHUTES" NEWS - FROM GULKANA

Seeing as all of the rearranged personnel have arrived except one lone trainee from OKC, 'tis about time for a list of station personnel. Not news, but it allows me to mention everybody's name in one fell swoop. Thereby making them happy. Then I'm all set for six months until something new replaces the Station Manager program and everyone gets a new station. Sole remnants of the old GKN guard are the Bennetts and Holemans. "Pappy" Holeman is the big "Wheel" of Mechanical Maintenance.

Of the communicator team of Agnes and Layton Bennett, when she isn't on duty, "Lou" is extricating the Jr. Operator from the power supply of Layton's ham rig. Fortunately, the Junior Operator is a chip off the old block, so his resistance is high and his capacity nil, and he doesn't get hurt. As for Layton himself, when he isn't cluttering up the 20 meter band with spurious radiations he is probably off somewhere in his Luscomb fishing.

The remainder of the personnel, beginning with the higher income brackets, are Station Manager/WTIC Allenbaugh who was either imported to GKN or exported from NOK; CACOM Johnson, formerly of GST and now the scourge of the O'Hara Bus Lines; CECTKS MWTNC "Hank" Ostrosky who EOD from the east coast of the States (I noticed that Hank received the fifteenth lesson from Charles Atlas in last week's mail. Next month they send him the muscles); Robert Finn, the guy who does all the work and knows all the things that "Wheel" Holeman gets paid for, and bringing up the rear on the mighty midwatch is Shute, formerly the Haines Hermit, and now the Gulkana Ghoul.

With the arrival of CACOM Johnson, 75 percent of the GKN operations personnel are hams. KL7LV, KL7KQ, and KL7RZ, Bennet, Johnson and Shute. That is to say

Bennet and Johnson are hams. Shute has a card from the FCC that says he is, and a pile of junk in the attic that by its inability to carry further than the control station says he isn't. Haven't been able to figure out why the rig does not work unless it's all those fine old business parts that Bennet sold me.

Not that I'm unhappy with the deal, but anybody that would sell his Grandma a Budd oscillator and swear it was a kilowatt final, well you can see what I mean. Incidentally, if anyone needs any lead for sinkors Bennet is your man. I guess Layton saw an add in the National Rifleman magazine selling some .45 and 30.06 ammo at a wonderful bargain, so he ordered about 2000 rounds.

Several months and some freight charges later the ammo arrived in a small box and there sat Layton contemplating his 2000 lead pellets. No cases. No Primers. No powder. Looks like someone got the load out at Bennet's expense. Even at that, I had better watch him, or he'll try to sell all 2000 pellets to me for my transmitter.

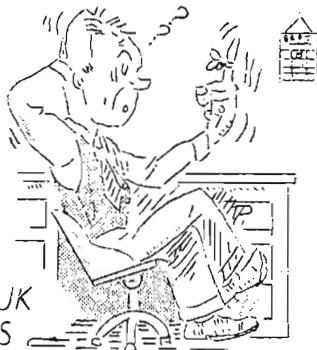
A glance through the pages of history reveals the truth of "The evil that men do lives after them, ----". Scoundrels and cutthroats, villains and bounders, rascals and plain everyday varmints have left their marks in the sands of time. In a prominent niche in the halls of infamy, along with Benedict Arnold, Lord Haw Haw, Judas Iscariot, Robert Ford, and Feistlebaum, Midwatch Marty Cordes will outshine them all.

How well I remember the day, when alone and friendless, surrounded by a blissful aura of ignorance, he EOD at Haines. Gently I took him by the ear and into his thick skull attempted to pound a glimmering of intelligence as to the functions of C.A. Then mysteries of weather were unfolded before his mouth-gaping awe. The handling of FPS and

progress reports was explained in simple terms as his IQ demanded. So tenderly I guided his shaking hand upon the bug as he laboriously and painfully built up his code speed from a solid six to a fair fourteen words per minute.

And what is my reward? After building him up from a low type moron to a first class imbecile, after clasping him to my bosom Cleopatra fashion, he turns upon me like an asp and sinks his fangs, when my back is turned. But I need not continue. Merely scan the Haines entry in forthcoming MUKLUKS and cluck your tongue in sympathy as mental rigor mortis sets in. But I will continue. The remark that station efficiency has increased 50%; that is merely due in its entirety to the influx of teletype.

Had I remained, efficiency would now have increased -- 100%. Anyone who is cursing the new weather bureau forms has Cordes to blame. He made such a mess of the old form 1130a that the weather bureau gave up in disgust and devised this new and more comprehensive thing. They figured that with everybody starting from scratch and fouling up the detail, Cordes wouldn't look so bad in comparison. And as for the idea that they gave me the boot -- it was no less than Station Manager Machin himself that soiled the knees of his dungarees one day and begged me to stay. (He was only a CACOM in those days. Any ACCOMS wanting to go now would only get a mild "Think it over old man.") --THE GULKANA GHOUL



CAA MEN, CITED

Letters of commendation have been sent to two CAA men at Nenana, for the valuable assistance given by them, in the search and capture of two escaped criminals.

The two men are Clifford E. Holden, MTIC, and Stanley Sacks, ACCOM. In a letter from United States Marshal, Stanley J. Nichols of Fairbanks, it was reported to the Regional Office that Cliff Holden kept valuable contact with the station and boat, via walkie-talkie. The same time, Stanley Sacks, piloting a CAA plane, circled the area and located the abandoned boat and escapees.

The letter from the U.S. Marshal's office states, "Those men, in giving a lot of their time so generously, helped greatly, and I am commending you for having such splendid personnel in your department." A copy of each letter was placed in the permanent personnel file of the two Nenana men.

ELAINE CAMPBELL LEAVES TO BE MARRIED SOON

Elaine Campbell of Maintenance Division, marked August 6 as her last day of work for CAA. She left shortly after that for a two weeks' trip to Minnesota to visit her parents.

Upon returning to Alaska, Elaine and Ralph Nelson, relief maintenance technician will be married. A definite date was not available but the wedding will probably be the latter part of September or early in October.

Miss Campbell has been secretary to J.W. Livingston since February 10, 1947. Mr. Nelson was formerly from Ketchikan, but has been stationed in Anchorage while working for CAA. They plan to live here.

DANGER



IT ONLY TAKES ONE SPARK
TO IGNITE GASOLINE FUMES!

- Regional Safety Committee -

SNORING ARTC DIES IN CHAIR

(With Apologies to Edgar Allen Poe)

Once upon a midnight dreary
One controller, weak and weary,
Musing o're and old ANC-IFR-ER;
All at once began to snore.

Suddenly there came a tapping
As if someone gently rapping;
Rapping on the Centor door.

Ah, how distinctly I remember,
It was in the bleak December
And that poor soul's every member
Twitched with violence from his snore.

He woke at once, our young controller
Woke from that awful snore
"Tis a visitor," he murmured
"Only that and nothing more."

"Tis a visitor" he murmured,
"Only that and nothing more,"
Stumbling o're that cursed volume;
He threw wide the Centor door.

'Twas no visitor that evening
Standing in the open there,
'Twas the monster from the station;
One largo cog; B.F. Nayer.

"Ah," said he, "I've caught you napping,
Cautious you on the fair and square,
Napping in the Centor yonder;
Son - for this you got the chair."

When they strapped him in the hot seat,
Bolted down upon the floor.
'Fare they throw the switch to fry him,
Quote the young man, "Nevermore;
Never in the Centor snore."

ROBERT "SHMO" ARNEY
Air Route Traffic Control Centor

BARROW MANAGER VISITS INUKLUK

The other day we met a very young, and friendly fellow from Barrow, Alaska and started firing questions at him concerning the activities at his particular station. In our own subtle way (asked him point blank) we discovered he is 22 years old -- which seems to be a bit of an achievement for such a youthful person to be a station manager.

Roy Roose says they have a limited amount of recreation, but there is always the movie. The seats are wooden, and evidently are made of HARD wood, because by the time you have sat through a full-length feature you are ready for a nice soft feather bed. There is usually a different attraction each night, and a lot of them are English movies. He said anything can happen and usually does! If you sit too near the back, where the seats are nearer the roof of the building, and the HEAT, you perspire like it was July in (Pardon the expression) --- Hades, even in the dead of winter.

There is no fishing right at Barrow, but one goes inland for that. There are no whales this year, except for the small white ones. There is a native festival each year there are whales, and during this period they have blanket-tossing, a feast, dancing, and baseball games. The natives usually win the Tug-O-War, while the white people are the most frequent winners of the ball games.

The ice hadn't gone out at the time Roy was here, but broke up the last week of July. The summer season is a very brief one at Barrow, and the ships dash in and out to deliver the much needed food, medical supplies etc., before the passages are again blocked by Old Man Winter. The winters are long and pretty rugged sometimes, especially if your quarters aren't insulated properly. If there is a strong wind, it will whip through your bedroom window and blow out a match at fifty feet (more or less).

(Continued on page 18)

KORDOVA KAPERS

Kopy rights for the following Kordova Kapers are held by two members of the Power Watch, Hollinger and Lindsay.

Things have been poppin' around CXD since our last entry PDW (natch) in the Makluk Telegraph.

We have acquired two communicators from Okie City and another is to come. Hope he hurries. Our new CACOM Wilkins, from that garden spot of Alaska (Far-The-Well) Farewell, should be showing up in the near future. We are all in hopes that he will leave his shot-loaded, specially cured, moose-skin lash for his successor at Farewell. He surely won't need it at this station.

Our Fair-haired Boy and former CACOM, Otto Unger, locally known as the Denver meat King, has departed for the sunnier clime of Trinidad -- Colorado, that is. Needless to say, we communicators were very sorry to see the old boy forsake friends he made in Alaska, but he decided to grace some other locality with his knack for making home-brew. Three bottles and three days sick leave. Really good stuff, 300.2. For the unenlightened, that is not a frequency in megacycles but the "alki" per bottle.

Several samples may be had at the local Smithsonian Institute at a price, of course. To get serious though we all hated to see him go and hope he likes the Fifth Region and the greener grass down there.

Joe (I don't want your \$50,000 you can't buy my love) Hollinger, lately of Fairbanks and Tonana is now gracing our midst with his presence. Joe hasn't given the local lovelies a break as yet due to the fact that he has been a permanent fixture on the eve watch since his arrival. Bill Hill and Art High - are the two trainees. Hill on mid-watch

and High riding the grevy train on days. High is reputed to be quite a sportsman and has agreed to supply various larders with quantities of meat this winter!! Both of the fellows are doing fine and we hope they'll like Cordova, that friendly city.

Boy (Fly Boy) Lioso is now in charge of the station and cracks a pretty mean whip. With his buddy Ben (Hot Rock Pilot) Canham, they keep the Sheridan Flying Club T-Craft from gathering moss and a peculiar type of barnacle that seems to be the curse of all airplane drivers in this section of Alaska. These two fellows hold down the day watch under the watchful eye of Art (The Hunter) High. This honor falls on their capable shoulders due to the fact they are the possessors of station seniority.

High tells us he is breaking them in right. Bob (Just Call Me Halibut) Groves helps our other trainee, Bill Hill, hold down the mid-watch. Then by virtue of operating skill and ability in applying techniques, we have the honor of holding down the most difficult eight hours, thus the power watch. More or less like the Anchor man of a relay team. The aforementioned we, being Hal (Three Beer) Lindsay and Joe Hollinger. Ah modesty, what a virtue.

This, with the exception of Erwin Brown, completes the operations complement at this station. The rumor has it that he is in a rather delicate condition because he is about to become a father.

The past month has seen a number of changes in the station as far as equipment is concerned. The VHF teletype crew finally reached the stage where they began working in the control station. This species usually goes dashing through the station with a pair of sidecutters in one hand, and a glazed look

in their eyes screaming, "How much margin are you getting now." But they now have the station in a semblance of order so to speak.

Of course we are now contemplating putting in a request to the Regional office for additional monetary allowance as isolation compensation. It seems that the "powers to be" decided the 304 and 302X operators were too clumsy, so they moved the automatic equipment, plus the operator, into the other end of the building. Unless something is done in the near future to alleviate this condition we will either have to place a requisition for roller skates or bill the RO for shoe leather.

Then again -- VHF equipment presents a new problem in the form of a service facility to AEC ARCO. Seems that whenever you say anything to ARCO, some sweet thing says "SH" or "EH" or "GH" something like that, and a couple three four numbers. Now we are wondering if she is trying to impress on us the fact that she can count or could it be her phone number???? On the level the new equipment seems to be working fine and guess it will be commissioned in the very near future.

On the Fourth of July, several of us made the jaunt into the city after getting off work at midnight. This included the authors of this opus and another booze artist -- pardon, I TAKE IT BACK. GEE YOU DIDN'T HAVE TO BREAK MY ARM. At least, we took part in the festivities, mostly liquid of which some was still in abundance even at that time of night.

For some of you Scurdoughs in the Interior, is you haven't seen or attended a fisherman's brawl you ain't even seen nothin'. Did you ever try the Swedish Polka in a pair of hip boots??? You should let your hair down, SKOL!! But then I understand that is the policy in Anchorage, what with CLIP jobs at two bucks a throw.

TITLE CHANGES MADE

Effective June 1, the title of Safety Regulations was changed to Office of Aviation Safety. This announcement came from P.B. Lee, Acting Administrator of Civil Aeronautics.

The new designation was decided upon to specify or "to reflect more closely the nature of the functions performed by that office", according to Mr. Lee.

The field representatives that were formerly called inspectors, will now be referred to as "agents". This phase of aviation is of vital importance to each and every operation of flying. It not only sees that Civil Air Regulations are respected and enforced, but aids in the general safety of all concerned -- and to advising and helping the new pilots.

Careless pilots are in the minority, but for those few who would abuse their responsibility, these rules and regulations were made, and the Agent acts as a friendly moderator.

The Office of Safety Regulations at Washington also advises two more changes of titles. The Aircraft and Component Service will be known as Aircraft Service, and Aviation Medical Service has been changed to Medical Service.

All in all, the past month has been a rather hectic one at this station. The fishermen and clam diggers flying around the countryside like mad. One would get the impression that very little fishing and clam digging was being done. It doesn't seem possible when one takes into consideration all the flying time they put in.

Believe this is about all the dire we can remember at this time.

--ONE POWER PERSON

PERSONNEL ACTIONS

NEW EMPLOYEES

JUNE 27 THROUGH JULY 26

BUSINESS MANAGEMENT BRANCH

Velma M. Dederich, clerk-typist, Property Management.
Graco E. Dillon, clerk-typist, Property Management.
Jacqueline L. Johnson, clerk-stenographer, Property Management.
Lorilga J. Kaake, clerk-typist, Property Management.
Helge Krogseng, personnel assistant, Personnel Div., Classification Sec.
Paul G. Miller, aircraft maintenance inspector, Aircraft Service Division.
Constance C. Roquo, clerk-typist, Contract and Procurement Division.
Ronald M. Short, aircraft mechanic, Aircraft Service Division.
George F. Small, general mechanic, Property Management Division.
Ruth M. Thomas, clerk-typist, Property Management Division.
Joan R. Thompson, clerk-typist, Accounts Division.

AIRWAYS OPERATIONS BRANCH

William C. Lewis, airway traffic controller, (Fairbanks).
Agnes I. Paront, clerk-stenographer, Office of the Superintendent.
Lucille L. Roa, clerk-stenographer, Communications Operations Division.
Charlotte E. Spogle, clerk-stenographer, Communications Operations Division.
Rogene L. Thompson, junior overseas communicator, Communications Operations Division.
Shirley F. Underland, junior overseas communicator, Communications Operations Division.
Alice M. Upson, communications operator, Communications Operations Division.
Glenn Daniels, aircraft communicator, (McGrath).

The following new communicators have been entered in training at the Aeronautical Center, prior to entrance on duty in Alaska:

Ott Jahrling (Anchorage)
Thomas Robinson (Anchorage)
Phillip Grover (Anchorage)

ANF PLANT AND STRUCTURES BRANCH

Dominic G. Sonatello, airways engineer, Engineering Division.
Patricia Ann Hamer, blueprint machine operator, Drafting Section.
Gudrun S. Kelloway, clerk-stenographer, Engineering Division.
Karl P. Messor, general mechanic, Maintenance Division, (Fairwell).
William Morgan, general mechanic, Maintenance Division, (Summit).
Wade E. Privett, general mechanic, Maintenance Division.
Joanne M. Stoler, blueprint machine operator, Office of Superintendent.
Margaret E. Wells, engineering draftsman, Office of Superintendent.

ANF COMMUNICATIONS BRANCH

Harry J. Burton, maintenance technician, Communications Maintenance Division.
Elbert M. Cone, radio technician, Communications Engineering Division.
Calvin W. Kamp, maintenance technician, Communications Maintenance Division, (Gulkana).

AIRMAN, AIRCRAFT & FLIGHT OPERATIONS

Errol E. Tank, air carrier inspector, (Maintenance) Aircraft & Components.
Mabel F. Belfry, clerk-stenographer, Airman Division.

INTER-REGION TRANSFERS

Richard E. Gourde, senior overseas communicator, from Annette Island to Third Region.
Theodore W. Ross, maintenance technician, from Gulkana to Sixth Region.
Otto R. Unger, chief aircraft communicator, from Cordova to Fifth Region.

SEPARATIONS

AIRWAYS OPERATIONS BRANCH

Communicators:

Walton H. Williams (Anchorage).
Anthony Klapach (Umiat).
Robert F. Stark (Bettles).
Theodore N. Buterbaugh (Annette Is.).
Robert K. Sallee (Fairbanks).
Roy F. Isaksen (Annette Island).
Donald K. Ferguson (Nome).
James M. Ross (Juncoau).
Rufus E. Jones (Aniak).
Charles E. Black (Point Barrow).
Wesley E. Sundstrom (Anchorage).
Zelda P. Caudill (Nome).
William H. Seward (Homer).
Eugene W. Thornton (Summit).

Doris J. DeHart, clerk-stenographer, (Anchorage).
Jack L. Brommer, associate overseas communicator (Anchorage).
William H. Stahlhut, overseas communicator (Anchorage).

Billy J. Nash, junior overseas communicator (Anchorage).
Lily I. Ovind, clerk-stenographer, (ANC)

ANF COMMUNICATIONS BRANCH

Alfred Letcher, MTIC (Bettles).
Ernest J. Biasetti, maintenance technician (Anchorage).

ANF PLANNING AND CONTROL STAFF

Miss Ann P. Fulan, clerk (Anchorage).

BUSINESS MANAGEMENT BRANCH

Royal E. Peters, administrative assistant, Contract and Procurement.
Constance E. McElmurry, clerk, (ANC)
Mary Anne Foss, clerk-typist (Anchorage).
Carl T. Rentschler, store-keeper (ANC).
Melvoll E. Clements, store-keeper (ANC).
Holon P. Clements, traffic clerk (ANC).
Genevieve L. Otter, clerk-steno (ANC).
Helen M. Gullings, Chief, Materials and Supply (Anchorage).
Jane Hartman, clerk-stenographer, Business Management Branch, Commissary.

ANF PLANT AND STRUCTURES BRANCH

Herman O. Ovind, engineering draftsman.
John H. Daws, general mechanic (ANC).
Daniel R. Banks, general mechanic (G.M.).
Roy A. Neville, general mechanic, (Annette Island).
John E. Smith, general mechanic, (Moses Point).
Harvey A. Hammerbeck, general mechanic, (Anchorage).
Leona M. Benston, blueprint machine operator (Anchorage).
Richard E. Betz, general mechanic, (SKW).
Frances B. Koslosky, clerk-stenographer, (Anchorage).
Mary P. Powell, engineering draftsman, (Anchorage).
Frank Dewey, civil engineer, (Anchorage).

LAST FRONTIER ZONED

Air parcel post zones are to be in effect by September 1, according to Mr. Robert Burgess, deputy second assistant Postmaster General.

Alaska will be included in the new scheduling, and according to postal authorities, the rates for packages will be the same between places in Alaska, as comparable distances in the States.

"CQ"

Woody Island,
Kodiak, Alaska

Dear OM:

I am in receipt of a letter from the Juneau Radio Club Box 1533, Juneau, saying they have many QSL's in their bureau that haven't been requested. They asked me to advise as many amateurs as I possibly could, regarding the number of cards they have, and to request them to send large, self-addressed envelopes, (stamped) if they wish those forwarded.

As for dear old Woody, there's not much new here in the way of hamming. QU has been getting good reports out of the eastern states with his 6L6 - 6L6 on forty meters working into a twenty meter doublet. PR is on occasionally, but the lure of fishing and enjoyment of the summer air has curtailed the amateur operation on the Island. EK and KI are hot on converting BC-645-A8's to get on 420 Mc., but no signals have been sounded yet. KI is up to 18 zones in the 1948 zone contest. None of the others have taken interest in the WAS but maybe when the bands get a little better later on, there will be a bit more activity.

I have passed the word of the C&P around to the hams in Kodiak and think possibly there are a couple who are interested in the organization. All of us here on the Island are eager to know the whole story of it, and are awaiting a reply to the letter of query we sent to the Communications Officer.

73 w as DX,
Hams of Woody,
by KL7KI.

GET ON A C.A.A. TEAM NOW



FOR MER EDITOR LEAVES

Betty Graves and her husband Wally, left July 29 for Port Orchard, Washington to make their future residence.

For the past year and two months, Betty has been editor of the MUKLUK TELEGRAPH, and prior to that she was in Audit section. Her leaving will be a loss not only to this paper, but to a host of friends with whom she has been associated for some time.

With a natural ability for gathering news, plus careful hours of planning, Betty has built Mukluk into a very interesting publication. The paper has grown quite rapidly in circulation, and we understand it is looked forward to, in several Regions, including many readers in Washington.

We are hoping to hear from Betty from time to time, and meanwhile we certainly will be trying in our own feeble way, to maintain the fine precedent that has been established.

MORE ENTRIES WANTED
PHOTO CONTEST OPEN

There isn't one of you who does not have a prize picture of one kind or another, that no doubt would be a good entry for the contest.

The deadline is November 1, and we are jogging your memory a little from time to time, so you will either get out and TAKE some pictures, or dig out ones you already have. Contact Walt Smith, Photo Lab., and help make this a Super-Duper Contest.

This enterprise is open to CAA employees, and promises to be a very good deal. Who knows?? you might even win a cardboard bathtub, and they are mighty scarce in "these h'yar parts".

NAKNEK
CAA
RESORT



June has been a month of trials and changes at Naknek, part of which will be evidenced by lists of transfers, promotions, and resignations. Naknek has surely suffered.

The friendly, handsome, ever-smiling countenance of "Bojangles" Bill Moehenko is a loss that Naknek must endure, but with the consolation that our loss is the gain of the NY lassos. We bet he will do all right.

Another loss to AKN is certain to be an addition to Summit. I refer to the new Chief, "Two Gun" Carleton Mariner and his wife, Ruth. We feel sure that the people at Summit will like them as much as we did, but one thing worries us. The walk from the quarters at Summit is much longer than at Naknek, and we are wondering how Ruth can make it on time. She has it timed to the second here, but it will take a lot of study to work out a similar routine there.

I am sure the Mariners will be glad to know that the fishing has improved since they left, due no small part to Carl's not whipping the river to a frothy foam with his fly casting. Jack Hicks holds the unofficial title for the biggest salmon hooked. He has two blistered thumbs to prove that salmon are hard to get stopped once hooked. After a few runs up and down the river, the fish took off for parts unknown with most of Jack's gear. He was left with pole, reel, great disappointment, and little else.

The fishing is the only thing that has lived up to its reputation down here. Certainly this year the traffic hasn't turned out to be the complex situation that it is reputed to be.

With the reported two or three DC3s and DC4s on the runways at the same time imposing a problem to be dealt with, the fishing rush came and went without conflicts or delays. The lack of congestion with which we got through the business peak was no doubt due to the fine cooperation received from the air carriers and the bush pilots. There's no truth in the rumor that bush pilots balk at control, and are hard to work with. We have never had such fine cooperation as that received from the bush pilots at Naknek.

The pulse of the Naknek traffic count took a sharp jump truly enough, but it's not a situation to become alarmed about, which is the impression likely to be had if one believes the stories one hears. Our new man, Jack Hicks, arrived just prior to the rush, and it was an excellent chance for him to break in.

Must break off here as it is nearing dinner time and I want to eat a fish. So until we lay down the pole and pick up the pen, keep the back-lashes out of your reel.

(Note to editor)
Just in case the wrong impression was derived from our complaint in the last issue, let it be known that CACOM Smith at Naknek has seen to it that the Naknek ARTC was kept up to date on the latest Makluk. He has been very liberal in sharing with us anything that we were short of, except his refrigerator.



ANCHORAGE ASTERISKS

Summertime in Alaska --- and too much going on. We missed you last month; same reason, and this month things were hectic. Presidential conventions, lots of week-end excursions, visiting dignitaries, now this and that.

Not the least, of course, are International airports at Anchorage and Fairbanks. Who will use these airports - when built, is a moot question. We have, at present, PAA, NWA and CPA operating into Alaska, but only NWA is operating an international operation.

In the talking stage are proposed operations by NWA from Seattle to the Orient. CPA from Vancouver via Kodiak to Hongkong; and the Chinese Government Airlines, CATC, proposes to operate from that country via Alaska to the US. How much the "International Airports" fit into the above remains to be seen.

You may be sure the long 4th of July and subsequent week-ends have been well enjoyed. Excursions range all the way from "Fisherman's Specials" to crooks along the railroad, bus trips up the highway, to air excursions to Nome and other points. The ARR now runs these jaunts complete with dining and bar cars. Those taking air trips sometimes encounter our old friend weather, and miss a day or so returning. Ask the 100 or more people that went to Nome, and ADH at McKinley Park.

Visiting dignitaries included a few generals, Phillipine stewardesses, contest winner from Juneau, and numerous Government officials, including, and not least, the CAA Administrator Rentzel. The latter gave a brief "get acquainted"

talk to several hundred CAA employees at the High School Auditorium here. Mr. Rentzel promised to return to Alaska when the going was tough; i.e., in winter. Guess he doesn't know that's when we can use those dogs staked back of the quarters.

Said to be the first of several such projects, the Forrest Service announced the award of a bid for Alaskan pulpwood and lumber, which will result in the construction of a pulp mill at Ward's Cove, six miles north of Ketchikan. It is estimated that the company will employ 1200 workers. The contract runs until the year 2002.

Our neighbor to the north, Fairbanks, had a purge of houses for gambling and other things at the urge of the Brig. General Gaffney, AF Commander, who has threatened to declare the entire town "off limits", if action was not taken. Understand even 4th Street was affected.

General Jack Hookzema, formerly of CAA, commissary head, and lately manager of the Anchorage Co-Op, resigned this month to operate a fish cannery on Cook Inlet. All of his many acquaintances join in wishing the best of luck.

Well, we all have heard of the cat that came back. This time, from Canada, comes the story of a horse. Seems the horse, a mare, was purchased and hauled 1000 miles along the Alaskan Highway and then turned loose to graze. Seventeen days and the same 1000 miles later, it reported in at the home barn no worse for wear.

AIRMAN, AIRCRAFT AND FLIGHT OPERATIONS

Mary Jane Sommer was back at her desk bright and early on Monday morning, August 2, after returning from a trip down the Lower Yukon River, on the steamship "Nenana". Mary brought back a wonderful group of kodachromes, some additions for her ivory collection, a surtun and an exciting recital of her adventures. She took the train to Nenana, via Mt. McKinley National Park, and the boat from Nenana to Marshall, via Minto, Manley Hot Springs, Tanana, Ruby, Galena, Koyukuk, Kaltag, Anvik, Russian Mission, Holy Cross, Marshall, and return.

She reports that contrary to the popular belief, the Yukon's banks are lined with fish and not gold nuggets. The main activity up there right now is fishing, with lots of picturesque fish wheels, and drying racks in evidence. Mary also confirmed rumors that the mosquitos exceed the B-29 in size and striking power this year, although they strongly resemble the jet fighter in speed and also in sound. However, mosquito bites or no, we are glad to have her home.

Mrs. Anne Fountain, on temporary duty with the branch, resigned effective the sixth of August. Anna is going home to knit little things. We all want to extend congratulations, and wish her all the luck in the world.

Mrs. Mary Ann Humphries, our size 9 and altogether charming girl who claims she is not a red-head (I think it's at least auburn) is going Outside with her husband Al, around the end of August. She is secretary to Clark Marks, Service representative, who doesn't look too happy over her leaving permanently like this. Doggone, you got the gal trained and she "ups and gets married" or gets a yen for the "old country".

Well, is isn't all resigning, we'll have you know. Charlotte Parks, formerly of Washington, D.C. transferred to the position of secretary to the Chief, Airman Division. Miss Parks was secretary to Mr. Clark Conway in the Washington office. She said that she has always wanted to come to Alaska. She flew via Seattle and took a few days of leave, enroute. We want to give her a warm welcome, and hope it will offset the cold winter that is perhaps nearer now than we know.

Mr. Frank Fuqua, of our Anchorage District Office, recently returned from the ICAO conference at Seattle. He reports that civilization is fine, but he will stay right here. Not to insinuate that this is the Congo, but temperatures are much more reasonable than in the States. Did everyone see the article in one of our daily newspapers which described how the intense heat at Kirksville, Missouri, had lifted the concrete pavement a foot off the roadbed?

Don Grotzer, Chief, Airman Division, recently returned from Washington, D.C., where he had attended several classes. These classes are held annually and are refresher courses in "Airman" work. Don had very little to say about the States but seemed glad to get back home. That is about all from this office for this month.

--JEANLINE JOHNSON

The train robber was holding up a Pullman car, threatening to kill the men without money, and kiss all the ladies.

An elderly man said, "Thou shall not touch these ladies!"

An old maid in an upper berth yelled down, "Leave him alone, HE'S robbing this train!"

RENTZEL AND PARTY:

(Continued from page 1)

his talk to the employees, and was received with much enthusiasm. In his summary of the work done by the Eighth Region, he said he had only praise and no criticism.

Mr. Alison assured those assembled, that the new Administrator is a "ball of fire". In the latter's brief talk, he stated that we was very gratified to see the progress that has been made here, and the huge program that is underway for the future. He also stressed, as did Mr. Rentzel, that Alaska presents a great challenge to us all, and that we are most fortunate to work in a field where we can see the results so vividly.

Mr. Alison was also very liberal in his praise for CMA employees, and said he realized most of the success and progress of the Department of Commerce will rest on their shoulders.

The party from Washington stayed in Anchorage a few days, but they had a very crowded itinerary. They were feted with several parties and dinners, along with their conferences, and then made a tour of CMA installations which included McGrath, Nome and Fairbanks. Mr. Platt accompanied them on their trip.

Before coming to Alaska, the party visited the seven Regions in the States, and they are now in Honolulu. Mr. Rentzel plans to return to Alaska sometime this winter.

YOU NAME IT!

The Federal building has a lot of gadgets and gimmicks on the roof now which somewhat resemble a complicated trapcezo setup. The military crews have worked long hours, hoisting and fastening these various pieces of heavy equipment, which we learned is ????. At the time of this writing, the Army has made no comment concerning the installation. Whatever the reason or use for it, we believe it to be a good one.

PLETT IN STATES ATTENDING MEETING

Walter P. Plett, Administrator, attended a conference for all Regional Administrators, in Washington this month.

The meetings are periodic, and are usually held in July and November. The summer session was postponed this year, however, due to the visit of Mr. Rentzel to the various Regions. The conference extended from August 16th through the 20th.

TRUDEAU AND LAMB AT OFACS SESSION

G.W. Trudeau, Acting Chief, Communications Division, and V.J. Lamb, COC at Anchorage, left August 13 to attend the OFACS conference at San Francisco.

The purpose of these periodic meetings is to discuss and resolve mutual problems in connection with intercommunications. The present conference extends from August 16 through August 20, and has representatives from Regions Six, Seven, Eight and Nine.

CHARLES MOON WEDS

Charles E. Moon, CMA communicator at Anchorage, was married to Miss Betty Crawford, of Yakima, Washington, July 20.

Services were read by the Rev. Felton Griffin, in a quiet ceremony at ten AM at the First Baptist Church.

Mr. Moon, a native of Yakima, Washington, has recently been located in Anchorage as aircraft communicator. Mrs. Moon arrived in Alaska a few days before the ceremony. Congratulations, and best of luck.

P & S CONSTRUCTION

VACATIONERS HEAD FOR OPEN ROAD

The urge to get away from it all and explore Alaska, became too great for George Allen, Materials Section, so he and Clarissa packed a few personals and took off for the wide open spaces, and traveled by bus, train, plane, and bicycle. They left Anchorage on the train for Seward, then boarded the Aleutian for Cordova where they caught a plane for McCarthy. After a short stop at McCarthy, they flew on to Chitna at which point they dug out the bicycles, and cycled to Copper Center, then on to about Mile 29 where the rain forced them to accept a ride in a truck the remainder of the way to Valdez. At Valdez they boarded another boat, the Baronoff, for Seward, then back home on the train. The weather was good, the scenery magnificent, and to quote Mr. Allen, "The trip far surpassed our fondest hopes."

Another vacationer is Margarito Kyger, secretary in Materials Section, who left last Friday via Army boat for the States. She will spend her 26 days in Seattle and vicinity. Thursday afternoon the 8-57 girls showered her with miscellaneous going away gifts such as, Mother Sills Seaside Pills, chewing gum, life savors, etc.

J.L. Connors accompanied Lyle Bonn, Engineer, to Katalla where Bonn is to relieve Resident Engineer R.E. Krueger, who is now on annual leave. Connors returned to ANC for two days then went to Yakataga on an inspection assignment.

Engineer Boyanchock was assigned as Resident Engineer at Yakataga. W.D. Kerr and W.M. Wilkins have been on duty at Annotto Island assisting Ned Nelson with the airport paving project. Kerr will be enroute to Haines, accompanied by

Barney Locke, by press time, where they are to reconvert the construction mess hall to a garage and storage building.

Arno Erickson is back on the job at Shuyak after a few days at A.C. W. Tykward completed work at Bethel and is about to depart for Annotto to complete VHF installations. Engineer J.E. Daigle is now on duty at Haknek after a few weeks in Anchorage. Curt Evers is about to finish an assignment at Homer. Henning Johnson is taking intermittent annual leave endeavoring to finish a building project with the usual material shortages, plus rainstorms to buck.

Harold Tarburt and Dick McGowan drove to Kortway in a CAA truck last week to pick up some construction material and equipment. On the return trip, the gas line became clogged so Dick decided to fix it by blowing air into the tank. The method was successful, but the thing backfired filling his mouth and saturating his clothes with gas -- he says he can still taste it.

K.K. Kellner was bitten by a poisonous insect while on an inspection tour, that caused the glands in his neck to swell and put him under the Doc's care for a few days. Having completed his Bethel project, Jerry Howard is back in the office compiling reports and awaiting new assignments.

LATE NEWS FLASH----- Our boss, George Karabolnikof, is the father of a son, weighing seven pounds. When the news reached our office, the gals decorated his private office and showered him with useful little items all originally wrapped, while he in turn treated with candy and cigars. --VIDA LOMPHEN

FAIRBANKS AIRPORT

(Continued from page 1)

CAA Engineers, Edward G. Fisher and Edward Griffin of Plant and Structures, Engineering Division, have been in Fairbanks prior to the award, carrying out negotiations for right of way. It is believed the bids for construction will be opened approximately 45 days after completion of the steps now being taken.

The new site at Fairbanks is about eight and one half miles west, and slightly south of the city, on an elevated ridge sometimes called the Chena Ridge. This location is above the valley floor, out of ice fogs, on permanently dry and thawed ground. An access road can be built without the costly bridge construction required if built south of the Tanana River.

RESERVES TO MEET

There will be a meeting of all Reserve Officers, September 1, at 8PM, in the VFW hall. This is for the Anchorage Chapter.

A speaker will be on hand, and our informant says there will be an interesting film of some kind -- perhaps a "restricted" type, by the Department of Army.

Other points of attraction will be a few talks given by Liaison Officers of the Army and Air Force.

For further information, please contact Harry Jones at Area 39. Mr. Jones is secretary of the organization, and desires that all Reserve Officers be present.

Here lies John Bun; shot with a gun,
His name wasn't Bun -- but Wood ----
But Wood wouldn't rhyme with gun --
But Bun would!!

END OF POEM.

FAREWELL PARTY FOR BETTY GRAVES

An informal farewell party was given Betty Graves, at a potluck luncheon in her office, at noon Wednesday, July 28.

Following the luncheon, Mrs. Graves was presented several lovely gifts, and cards.

Those present were: Margaret Trimmer, Irma Lobbin, Ruth Green, Lorraine Robar, Dorothy Spencer, Eddy Graves, and Mabel Stubbs.

STRYKERS HAVE BOY

We learned that there is a "bouncing father of a proud son" in our midst, and it is no other than R.R. Stryker, of ANF Communications, Engineering Division.

Richard R. Jr. was born Saturday, August 7, at Providence Hospital, and is the Strykers' second boy. According to all reports the new arrival and mother are doing fine.

BARROW MANAGER

(Continued from page 7)

The navy station is about five miles north of the CAA station and native village of Barrow. The Navy location is as large, if not larger than the village. Nine persons are operating the CAA station at this time, which is the largest complement of personnel ever to hold down the CAA Post at Barrow. The village has a church, Post Office, two stores, and an Indian Service Hospital.

There are many such men as Roy, doing a very fine job at some of these remote spots, and we think they are to be commended for foregoing some of the things we enjoy, and sometimes take for granted. We hope any and all of you people from the field will drop in when you are in town, and give us a few slants on YOUR little putty factory.

WAREHOUSE WAILS

Our boss, Merle Young, did all right for himself in the recent speed boat races at Lake Speman. He came in third in the Utility class, and is to receive a bright shiny cup, which he says will be placed in his office. (May we add -- with much pride.)

For the benefit of some of you folks, the utility class in which he entered his boat, means it is not necessarily a speed-boat, but it is used for all purposes such as fishing, pleasure riding, etc. The thing that helps do the business is a 22 HP Johnson motor, plus Mr. Young's "COME ON BABY, GET GOING!"

The Anchorage Outboard Club will meet again for their final races on August 29. Mr. Young will try again. This time for first place. Congratulations, and leads of luck in the next race.

Jackie Johnson has taken the place of our little gal Genevieve Otter, who is now in Kansas, attending nurses training school. Genevieve came down last week to tell us goodbye, looking very sweet and very "dressed up." We are missing a lot of sunshine since she's gone.

Grace Dillon has taken on filing, recently vacated by Mabel Stubbs, who is now editor of Klukuk Telegraph.

Bill Cox has been in the hospital with pneumonia. He returned to his home August 8, and is convalescing. We're all wishing him a speedy recovery, 'cause we miss him around these parts.

We would like to send out a plea to the various stations in regard to shipments into the Regional Warehouse. Will you please forward the packing slips with the shipments, either in a box or in an envelope, tacked to the outside.

The boys in the warehouse waste much valuable time when they break in each box in the shipment, and are unable to locate the packing slip. All this is especially true when the invoice is late arriving.

We know you fellows at the stations mean well, but it surely is confusing to receive shipments that are not properly marked and packed

Gene Young, having recently been discharged from the Army, is now our new mailman. Keith Seaman and Jerome Krogstad are working in the warehouse until fall, when they will return to school. Such ambitious boys, to work during their summer vacations.

You've probably all heard of the old saying -- "Gutten; who's got the button?" Down here it's "Annual annual, who's got the annual."

Jeeppers, it's bad enough to have the blamed things stacked before you all day at the office but when you come home and post annuals in your sleep, that is to put it mildly -- TOO MUCH!

Of course now, if one could get paid time and a half for this sort of thing, it would be all right. We would even consider dreaming about annuals on Sunday and perhaps get DOUBLE pay.

Art Gregory, in the shipping office, has been more than flying around these days preparing the shipments for Bottles. As you all know, the river boats will be folding up for the winter very shortly - hence the big rush for Art.

He is doing his level best to get the supplies through so that they will be able to build up their station this winter. Much of their equipment has been destroyed by fire.

CRUMBS FROM THE COMMISSARY

August has finally rolled around,
But the sunshine I have not found,
I look out the window and what
do I see?
The rain is on the ground.

So with this month, I hope the
rain will go away,
And then September may have in
store, sunshine every day.

Here it is, that time again and your
correspondent, the CRUMB is taking off
the old straight-jacket to relate a few
tales from "ye olde commissary".

There is a new dilemma confronting
some of the morons around here. We all
know that beef comes from cows, and it
is not a problem to figure that all pork
chops come from pigs. The little lambs
contribute the lamb chops, but here is
what we'd like to know. Where do veal
outlets come from? Little Veals?

Speaking of veal outlets, there are
two different kinds of outlets, the
round and the chopped. In ordering out-
lets from the butcher shop here, it
would be a great help if all the order
forms specified which kind -- the round,
or *hopped. Incidentally, the round
outlets are the ones most in demand, in
case you didn't know.

Art Pollard resigned from the Com-
missary to join forces with the shop!
He left our offices about two weeks ago,
and is surviving nicely.

A new boy has been added to the time-
shoot force and is handling some of the

packing of groceries. His name is Ted
Buckland and he hails from the state of
Minnesota. By the way, he drives a very
flashy new Jeep station wagon and has
no strings attached.

All the airborne fresh milk that was
being received from the States, is now
discontinued, so our only source of supply
would be locally, in glass bottles.
The shipment of these would make more
weight and very high cost. Therefore,
until some system is worked out, whereby
local milk can be shipped in cartons, we
fear there is no more fresh milk to ship
to the stations. When it is again avail-
able, it will be printed in the Mukluk-
Telegraph and orders will be accepted.

All annual Commissary inventories
have arrived here, and each and every
station is to be complimented on the
care and preparation they used, com-
pleting these inventories.

If you haven't already received your
copy of the new price catalog, it will
be at your station soon. It is expected
that this catalog will relieve many a
headache in pricing field requisitions.
It's time for your Crumb to be gaily
tramping back to the cell for another
time.

If a pint is a pound,
the world around,
And I drink a pint and gain
a pound,
Then what happens to the pint
when the pound is gone?
Oh well, guess I'll buy a
quart next time.

THE CRACKER CRUMB

MY DAY AT THE OFFICE

- 8:05 am Crawled into office just as Boss was calling my home to see if I had over slept.
- 8:15 am Looked out window. Saw cloud overhead. Called airport and cancelled all flight tests.
- 8:30 am Made rounds of coke and gum machines. No gum. No coke. Lost seven cents.
- 8:40 am Find new computer. Scratch name off and put in my brief case.
- 8:45 am Aircraft Inspector motions for me to come over. I do. He gives me some gum. Nice guy.
- 8:50 am Go to gentlemen's powder room. Argue politics with three more guys.
- 9:00 am Boss asks me if I don't have anything to do. Start digging in my brief case.
- 9:10 am Boss steps out a few minutes. Open lunch. Eat a banana.
- 9:20 am Look out window. Watch fire trucks go by. Count five.
- 9:30 am Went to gentlemen's room. Stay awhile. Boss comes in. I HURRY out.
- 9:40 am Go for drink. Match pennies with janitor. Win eight cents.
- 9:50 am Return to office. Aircraft Inspector and office girl are laughing about something.
- 9:52 am Begin to realize Aircraft Inspector gave me feenamint, not gum. The rat.
- 10:00 am Go to gentlemen's room. Great Scott. Write name on wall.
- 10:15 am Go back to desk. Try to figure out how to get even with aircraft man.
- 10:40 am Walk over and kid new office girl for ten minutes.
- 10:50 am Notice Boss is watching. Dictate phoney letter to girl. Tell her to destroy same while Boss isn't watching.
- 11:00 am Drink bottle of coke and eat two sandwiches.
- 11:30 am Look out window. Fire trucks on way back to station. Only four trucks returned.
- 11:55 am Realize it's lunch time. Also realize all lunch has been devoured.
- 12:00 am Go into back room and sleep on flying suits and examination table.
- 1:15 pm Office girl wakens me. Go to wash room. Draw whiskers on picture on wall.
- 1:30 pm Return to office. Slam desk drawer on finger. Go to drug store for first aid. Eat a banana split and buy some vitamin pills.
- 2:00 pm Return to office. Notice Boss watching me. Start taking typewriter apart.
- 2:30 pm Boss leaves office. Can't put typewriter together again. Three parts missing.
- 2:45 pm Go to beverage cooler for coke. Ask eight guys for change. Cooler empty.
- 3:00 pm Go to wash room. Get into argument about high taxes. Comb hair. Erase name from wall.
- 3:15 pm Return to office and check mail. No expense check. That Regional office, mmmmmmm.
- 3:30 pm Try to chisel cigarette. No smoke.
- 3:45 pm Answer letter explaining section of CAR. Girl says section has been amended. Throw letter in wastebasket.
- 4:00 pm Sore finger not feeling good. Ask Boss for sick leave next day. No sick leave.
- 4:15 pm Shuffle papers on desk. Knock over box of d-- specification sheets. Take 15 minutes to pick up.
- 4:30 pm Start cleaning up desk getting ready to go home. Keep eye on Boss.
- 4:45 pm Put on coat and hat. Boss frowns. Take off coat and hat.
- 5:00 pm Quitting time. Zip!
- Next day -- Same thing, only ask for promotion and raise hell about not getting VG on my E. rating.
--Fifth Region "Regionair"

NO MORE MUKLUK

Did that headline give you a thrill?? Or do you like to read this paper. If you do, then sit down and talk to yourself for awhile, and check on the times you have sent in news. This headline may be an actual fact before long.

We considered putting in a blank page for every station that didn't send anything, but "figgered" it would be rather embarrassing for some of you - so that will be the last resort.

It is so easy to sit down and read about the OTHER people and not even think that they would be interested in reading about YOU too.

So many things happen, that are just plain everyday routine, but to the other readers it would be something we could learn, or perhaps get a good chuckle out of -- or maybe a good cry. I don't know of anything that gives a woman more pleasure than a good cry, anyway.

This is our first attempt at posing as the editor of Mukluk, and we do hope the SECOND issue will find more -- MUCH more correspondence from you "back-sliders". It doesn't take long to jot down a few lines, and have them in this office by the 8th of the month.

The above sermon wasn't meant for those of you who really were in there pitching, and sent in a nice amount of news. It was surely appreciated, and we hope you keep up the good work.

What fisherman, who spends his spare time being a station manager can no longer boast, "I've never been skunked at Tonsina?"

Ask Bouter how it feels to stick your hand in a boar's mouth!! And how he got even with the boar.

RADIO HAMFEST

F.E. Killian, of Unalakleet, writes that ham radio operators of the Norton Sound Net held a conclave at Shaktolik, the week-end of July 31st.

Our writer states a grand time was had by all, and says it was probably the largest gathering of hams that a remote village like Shaktolik will ever see.

Very little work was done on 75 due to QRM (local) and construction projects etc., but they are looking forward to a bigger and better next year. Those present were: KL7DJ, Shaktolik (ANS); XL7QL, Nome (CAA); KL7LN, Nome (ACS) and KL7JS, Unalakleet (CAA).

Don't ask Potitte what the scenery is like between Anchorage and Shoop Mountain. He slept all the way.

RALPH THOMAS LOSES BOY

The following card was received from Mr. and Mrs. Ralph Thomas, after they lost their son.

To all our CAA friends:-
We wish to thank all of you from the bottom of our hearts for your expression of sympathy, and your beautiful floral offerings in the loss of our dear son and brother, Ronald.

Very sincerely,
Mr. and Mrs. Thomas.

Mr. Thomas was at one time employed by CAA, in the Plant and Structures Maintenance division. Mrs. Thomas and the children were on a visit to Newport Oregon at the time of the fatal accident. Donald, nine years old, was shot during target practise on a rifle range. All the details have not been received at this writing.

SEATTLE GIVES KEY TO CITY



Eighth Region representatives were at the North Pacific ICAO regional meeting in Seattle, from July 12 to July 29, inclusive. This was the eighth of the ten ICAO Regions in which a conference has been initiated by the Council of International Civil Aviation Organizations.

The purpose of the meeting was to examine the problems of International Air Navigation and to prepare a Regional Plan of the aids to navigation and usages needed in the Region. Previous ICAO sessions have been held as follows: North Atlantic Region at Dublin, 1946. European Mediterranean, Paris, France '46. Caribbean Region, Washington, D.C., 1946. Middle East Region, Cairo, Egypt, 1946. South Pacific, Melbourne, Australia, '46. South American Region, Lima, Peru, 1946. South Atlantic, Petropolis, Egypt, 1946. European-Mediterranean, Paris, France, '46. North Atlantic Region, Paris, France '46.

Six committees met simultaneously to consider Aerodromes Air Routes and Ground Aid, Air Traffic Control, Communications Meteorology and Search and Rescue. Represented member states were; Australia, Canada, China, Netherlands, New Zealand, Phillipines, Siam, United Kingdom and United States. Chile was represented as a non-member contracting state. Observers from the Union of Soviet Socialist Republics were the only representatives of Invited-Non-Contracting States. Invited International Organizations were; International Air Transport Association, International Meteorological Organization and United Nations.

What will I tell the Regional Office was accomplished at this conference? I wish there were a wire recorder to preserve some of these arguments to let the topside know what took so long to do so little.

Attending a Regional ICAO is a very good education and an eyeopener to what takes place in an international gathering. Of course all was not work. The night time activity was the hardest part of the whole trip. Seattle proved to be a very good host to the gathering as one can tell by the following entertainment.

- July 13. Reception and Cocktail Party by the U.S. State Department.
- July 16. Reception by Mayor Devin, held on the roof of Washington Athletic club.
- July 17. International Aviation Day, at Longacres Race Track.
- July 18. Automobile trip to Mt. Ranier.
- July 22. Dinner at Boeing Factory and inspection of new Strato-Cruiser.
- July 23. Lawn Party at home of the President of Washington University.
- July 24. Sightseeing flight in United Airlines DC6 over Puget Sound area.
- July 25. All day trip on Coast Guard Cutter Klamath with rescue demonstration by Search and Rescue planes.
- July 27. Seattle Art museum Reception.
- July 28. Luncheon for wives and delegates by Soroptimist Club.

The Washington Athletic Club and many other organizations who are licensed to dispense the well known thirst quencher, made guest memberships available to all delegates. This provided very good "after work" gathering places.

I. C. A. O.

KRISE-McKAY WEDDINGS

Virginia M. Krise and Michael McKay were united in marriage Saturday evening at seven o'clock at the First Baptist Church. Rev. Felton S. Griffin read the vows.

The background for the ceremony was white gladioli and fern, between tall lighted white tapers. Miss Krise wore a white satin gown with net yoke, full skirt and train, and long sleeves which came to a point at the wrist. She carried a bouquet of Talisman roses and her veil was fingertip length fastened to a coronet of seed pearls.

Maid of honor was Priscilla Krise - sister of the bride. She wore an aqua gown with net skirt and lace bodice. A matching cap of aqua was worn, and her flowers were yellow roses.

A.R. Ballard was best man, and ushers were Wayne Clinton and Cpl. Bill Bickle.

Miss Krise was given in marriage by her father, Mr. Gervas Krise of Palmer. Arthur Braendel gave a cello solo, and chose "To a Wild Rose" as his number. Traditional Wedding Marches were played by Mrs. Marguerite Renfrew at the organ.

After the ceremony, a reception was held for guests in the church parsonage, with Mrs. Griffin serving as hostess.

Parents of the bride are Mr. and Mrs. Gervas Krise, of Palmer. Virginia was formerly of Pennsylvania, and she graduated from high school in Endicott, N.Y. but came to Alaska in 1946.

Virginia has been posting clerk at the Offices of the Regional Warehouse, and we hope she continues to stay on with CA -- not only because she has been doing a very fine piece of work but because she has a lot of friends who would not want to see her leave. She and her husband will live in Anchorage.

FLETCHER AND ALCAN

Edward C. Fletcher has been appointed Acting Chief, Drafting Section. The new drafting head succeeds Art Braendel who is now in Facilities Section of Plant & Structures Engineering.

Mr. Fletcher entered duty in the States, and drove to Anchorage via the Alcan. It seems that Spring was evidently the wrong time of the year for the trip, because trouble was on his heels a greater part of the way. After reading his account we decided that the quickest way to get home is to take a team of horses and a boat. The next time he expects to have a more pleasant adventure by driving in the Winter.

During the time Mr. Fletcher was on the road he encountered washouts, flats, long delays due to veritable streams across the road, hail, sleet, blizzards, detours which led through the ruts, down in ditches and over banks and fields, and the usual discomforts accompanying such a trek.

The last two hundred miles approaching Anchorage were believed to be the most pleasant and beautiful. We have heard other persons say that too, so it must be true. For making this highway trip you should have the following parts for your car, Two spare tires and tubes, a pump and jack, shovel, cable for towing purposes, sparkplugs, coil, condenser, points and fuel pump. These will not be available in some places, and it is to be expected that some or all of them will be used in 3922 miles of driving from San Francisco to Anchorage. Mr. Fletcher will be glad to let anyone read his story of the trip; but space does not permit us to use more of it. Sorry.

The bridegroom is the son of Mrs. Mary Ellen McKay of Kansas City, Mo. He is a veteran Marine, and served in the South Pacific during the war. He came to Alaska three years ago, and is employed at Finley's Shoe Store.